SPECIAL CALLED PLANNING AND ZONING BOARD HEARING

CITY OF LAKE CITY

January 10, 2024 at 5:30 PM Venue: City Hall

AGENDA

The meeting will be held in the City Council Chambers on the second floor of City Hall located at 205 North Marion Avenue, Lake City, FL 32055. Members of the public may also view the meeting on our YouTube channel. YouTube channel information is located at the end of this agenda.

INVOCATION

ROLL CALL

MINUTES

OLD BUSINESS

NEW BUSINESS

i. SPR22-15, a petition submitted by Jarod Stubbs, as agent for Daniel Hotte of GWC Development Partners, LLC, owner, for a site plan review application for a property located in a commercial highway interchange zoning district, parcels 35-3S-16-02524-001 and 35-3S-16-02524-102.

WORKSHOP

ADJOURNMENT

YouTube Channel Information

Members of the public may also view the meeting on our YouTube channel at: https://youtube.com/c/CityofLakeCity

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City Council with respect to any matter considered at its meeting or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this meeting should contact the City Manager's Office at (386) 719-5768.

File Attachments for Item:

i. SPR22-15, a petition submitted by Jarod Stubbs, as agent for Daniel Hotte of GWC Development Partners, LLC, owner, for a site plan review application for a property located in a commercial highway interchange zoning district, parcels 35-3S-16-02524-001 and 35-3S-16-02524-102.



GROWTH MANAGEMENT 205 North Marion Ave. Lake City, FL 32055 Telephone: (386)719-5750 E-Mail: growthmanagement@lcfla.com

| FOR PLANNING USE ONLY | |
|----------------------------------|--|
| Application # <u>SPR22-16</u> | |
| Application Fee: <u>\$200.00</u> | |
| ReceiptNo | |
| Filing Date <u>4/1/22</u> | |
| Completeness Date | |
| • | |

Site Plan Application

A. PROJECT INFORMATION

- 1. Project Name: CIRCLE K US 90 & I-75
- 2. Address of Subject Property: 143 NW Centurion Ct., Lake City, FL 32055
- 3. Parcel ID Number(s): 35-3S-16-02524-001, 35-3S-16-02524-102, 35-3S-16-02524-111
- 4. Future Land Use Map Designation: Commercial
- 5. Zoning Designation: CHI Commercial Highway Interchange
- 6. Acreage: <u>+3.46</u>
- 7. Existing Use of Property: Existing Circle K gas station and convenience store
- 8. Proposed use of Property: Circle K gas station and high speed diesel station
- 9. <u>Type of Development (Check All That Apply)</u>:
 - [7] Increase of floor area to an existing structure: Total increase of square footage <u>±652 SF</u>
 - [X] New construction: Total square footage <u>±54,470 SF</u>
 - Relocation of an existing structure: Total square footage _

B. APPLICANT INFORMATION

- 1. Applicant Status 🗆 Owner (title holder)
- 2. Name of Applicant(s): Jarod Stubbs P.E.

X Agent

Title: <u>Civil Engineer</u>

Company name (if applicable): <u>Kimley-Horn</u> Mailing Address: <u>189 S. Orange Ave. Suite 1000</u>

City: Orlando State: FL Zip: 32801

Telephone:(<u>407)409-7002</u>Fax:(______Email:<u>Jarod.stubbs@kimley-horn.com</u>

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

3. If the applicant is agent for the property owner*.

Property Owner Name (title holder): <u>Daniel Hotte of GWC Development Partners, LLC</u> Mailing Address: <u>2682 W Noegel Rd</u>

City: Lake City State: FL Zip:32055

Telephone: (407) 580-5173 Fax:(________Email: dberry@shafferconst.com

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure. *Must provide an executed Property Owner Affidavit Form authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

 Is there any additional contract for the sale of, or options to purchase, the subject property? If yes, list the names of all parties involved:

| If yes, is the contract/option contingent or absolute: \Box Contingent \Box Absolute |
|--|
| Has a previous application been made on all or part of the subject property? □Yes X No |
| Future Land Use Map Amendment: |
| Future Land Use Map Amendment Application No. |
| Site Specific Amendment to the Official Zoning Atlas (Rezoning): \[YesNo |
| Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No. |
| Variance: 🗆 Yes 🗆 No |
| Variance Application No. |
| Special Exception: |
| Special Exception Application No |
| |

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

- Vicinity Map Indicating general location of the site, abutting streets, existing utilities, complete legal description of the property in question, and adjacent land use.
- 2. Site Plan Including, but not limited to the following:
 - a. Name, location, owner, and designer of the proposed development.
 - **b**. Present zoning for subject site.
 - Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - . Date, north arrow, and graphic scale not less than one inch equal to 50 feet.
 - e. Area and dimensions of site (Survey).
 - f Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - Access to utilities and points of utility hook-up.
 - b. Location and dimensions of all existing and proposed parking areas and loading areas.
 - Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - ★ Location and size of any lakes, ponds, canals, or other waters and waterways.
 - Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - Location of trash receptacles.
 - m. For multiple-family, hotel, motel, and mobile home park site plans:
 - i. Tabulation of gross acreage.
 - ii. Tabulation of density.
 - iii. Number of dwelling units proposed.
 - iv. Location and percent of total open space and recreation areas.
 - v. Percent of lot covered by buildings.

- vi. Floor area of dwelling units.
- vii. Number of proposed parking spaces.
- viii. Street layout.
- ix. Layout of mobile home stands (for mobile home parks only).
- S. Stormwater Management Plan—Including the following:
 - a. Existing contours at one foot intervals based on U.S. Coast and Geodetic Datum.
 - b. Proposed finished elevation of each building site and first floor level.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
 - f. Water management district surface water management permit.

Fire Department Access and Water Supply Plan: The Fire Department Access and Water Supply Plan must demonstrate compliance with Chapter 18 of the Florida Fire Prevention Code, be located on a separate signed and sealed plan sheet, and must be prepared by a professional fire engineer licensed in the State of Florida. The Fire Department Access and Water Supply Plan must contain fire flow calculations in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office ("ISO") and/or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater.

- Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities. For commercial and industrial developments, an analysis of the impacts to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts are required.
- Comprehensive Plan Consistency Analysis: An analysis of the application's consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies).

Legal Description with Tax Parcel Number (In Word Format).

Proof of Ownership (i.e. deed).

- . Agent Authorization Form (signed and notarized).
- 10. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector's Office).
- 1. Fee. The application fee for a Site and Development Plan Application is \$200.00. No application shall be accepted or processed until the required application fee has been paid.

NOTICE TO APPLICANT

All eleven (11) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Planning & Zoning Board.

A total of ten (10) copies of proposed site plan application and all support materials must be submitted along with a PDF copy on a CD. See City of Lake City submittal guidelines for additional submittal requirements.

THE APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR AGENT MUST BE PRESENT AT THE PUBLIC HEARING BEFORETHE PLANNING AND ZONING BOARD, AS ADOPTED IN THE BOARD RULES AND PROCEDURES, OTHERWISE THE REQUEST MAY BE CONTINUED TO A FUTURE HEARING DATE.

I hereby certify that all of the above statements and statements contained in any documents or plans submitted herewith are true and accurate to the best of my knowledge and belief.

Larod Stubbs

Applicant/Agent Name (Type or Print)

Applicant/Agent Signature

Applicant/Agent Name (Type or Print)

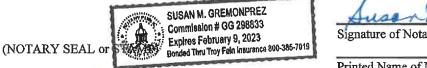
Applicant/Agent Signature

Date

Date

STATE OF FLORIDA COUNTY OF Orange

The foregoing instrument was acknowledged before me this 8th day of Jung 20 22, by (name of person acknowledging).



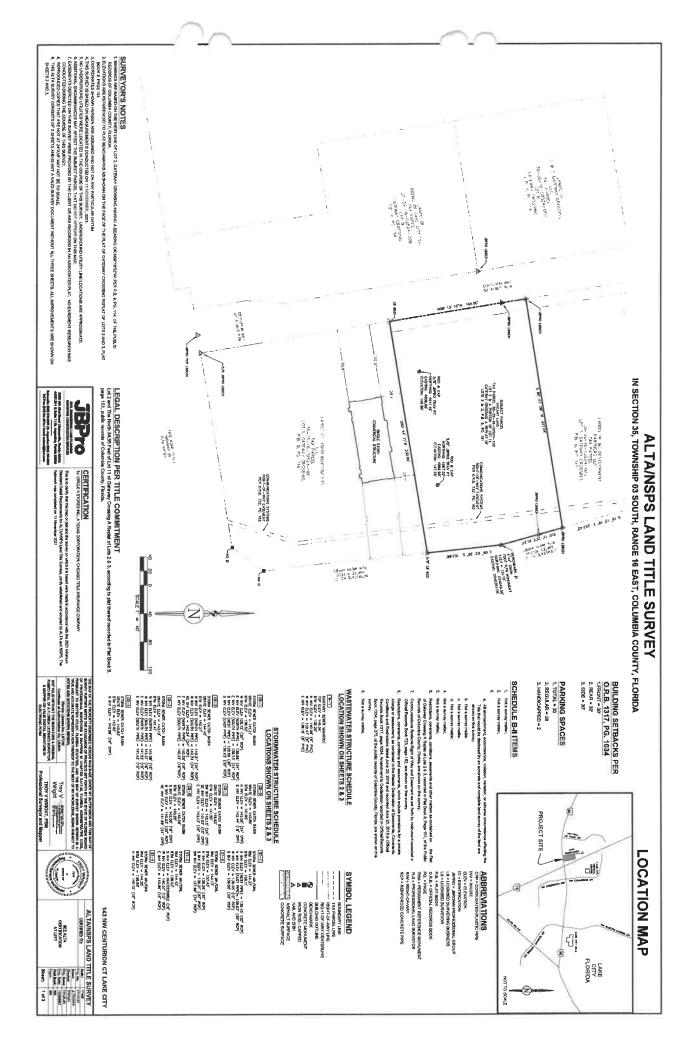
Signature of Notary

Jara

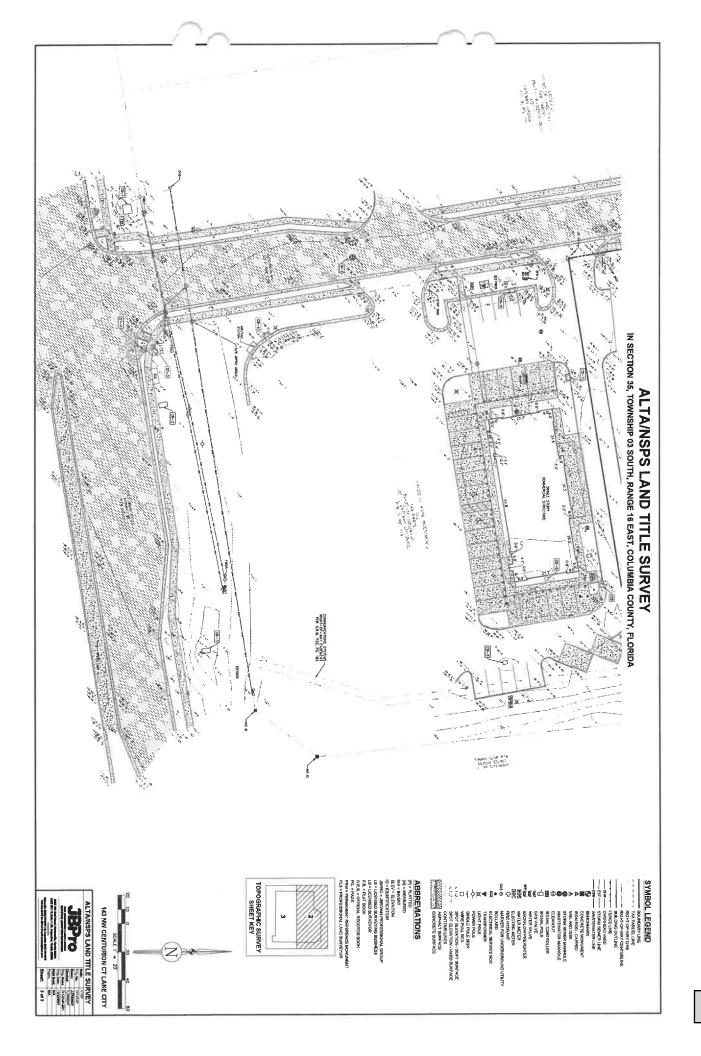
Printed Name of Notary

Personally Known _____ OR Produced Identification ____ Type of Identification Produced

> City of Lake City – Growth Management Department 205 North Marion Ave, Lake City, FL 32055 ♦ (386) 719-5750







AGENT AUTHORIZATION FORM

FOR THE CIRCLE K - US 90 & 1-75 PROJECT LOCATED IN LAKE CITY, FLORIDA

I, <u>SAMMY OR PRITI VIRANI OF ASPRI INVESTMENTS, LLC</u> AS THE OWNER OF THE REAL PROPERTY DESCRIBED AS FOLLOWS, <u>COLUMBIA COUNTY PARCEL NO. 35-3S-16-02524-001</u>, DO HEREBY AUTHORIZE TO ACT AS MY/OUR AGENT(S) <u>EDWARD</u> <u>GIUNTA, CIRCLE K STORES, INC.</u>, AND <u>JAROD STUBBS, KIMLEY-HORN AND ASSOCIATES, INC.</u>, TO EXECUTE ANY PETITIONS OR OTHER DOCUMENTS NECESSARY TO AFFECT THE APPLICATION APPROVAL REQUESTED AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS, <u>CITY OF LAKE CITY PERMIT(S), SRWMD PERMIT(S), FDEP PERMIT(S), FDOT PERMIT(S)</u>, AND TO APPEAR ON MY/OUR BEHALF BEFORE ANY ADMINISTRATIVE OR LEGISLATIVE BODY IN THE COUNTY OR CITY CONSIDERING THIS APPLICATION AND TO ACT IN ALL RESPECTS AS OUR AGENT IN MATTERS PERTAINING TO THE APPLICATION.

Date: March 31th, 2022

Signature of Property Owner Sammy Virani Print Name Property Owner

Texas STATE OF FLORIDA COUNTY OF Galvester

I certify that the foregoing instrument was acknowledged before me this $\frac{3}{5}$ day of <u>MARCH</u> 2022 by <u>SAMMY VICAMI</u>. He/she is personally know to me or has produced as identification and did / did not take an oath.

Witness my hand and official seal in the county and state stated above on the 31^{57} day of <u>MARCH</u>, in the year <u>2022</u>.

(Notary Seal)

Signature of Notary Public Notary Public for the State of Florida Texas

My Commission Expires: 1209-2027

| NUMBER PURE | CYNTHIA VITABLE |
|-------------|-------------------------------|
| | Notary Public, State of Texas |
| | Comm. Expires 12-09-2022 |
| - Minimiter | Notary ID 12441430-2 |

AGENT AUTHORIZATION FORM

FOR THE CIRCLE K - US 90 & 1-75 PROJECT LOCATED IN LAKE CITY, FLORIDA

I, DANIEL HOTTE OF GWC DEVELOPMENT PARTNERS, LLC AS THE OWNER OF THE REAL PROPERTY DESCRIBED AS FOLLOWS, COLUMBIA COUNTY PARCEL NO.'S 35-38-16-02524-111 & 35-38-16-02524-102, DO HEREBY AUTHORIZE TO ACT AS MY/OUR AGENT(S) EDWARD GIUNTA, CIRCLE K STORES, INC., AND JAROD STUBBS, KIMLEY-HORN AND ASSOCIATES, INC., TO EXECUTE ANY PETITIONS OR OTHER DOCUMENTS NECESSARY TO AFFECT THE APPLICATION APPROVAL REQUESTED AND MORE SPECIFICALLY DESCRIBED AS FOLLOWS, CITY OF LAKE CITY PERMIT(S), SRWMD PERMIT(S), FDEP PERMIT(S), FDOT PERMIT(S), AND TO APPEAR ON MY/OUR BEHALF BEFORE ANY ADMINISTRATIVE OR LEGISLATIVE BODY IN THE COUNTY CONSIDERING THIS APPLICATION AND TO ACT IN ALL RESPECTS AS OUR AGENT IN MATTERS PERTAINING TO THE APPLICATION.

Date: 3 29 2022

Signature of Property Owner

DANIEL HOTTE Print Name Property Owner

STATE OF FLORIDA COUNTY OF BOWORD

Hotte by - -

certify that the foregoing instrument was acknowledged before me this dav of He/she is personally know to me or has produced as identification and did / did not take an oath.

Witness my hand and official seal in the county and state stated above on the 29 day of , in the year 2022

(Notary Seal)

Signature of Notary Public Notary Public for the State of Florida

My Commission Expires:



Project Summary

Project Name: Circle K- US 90 & 175

Project Number: SPR22-15

Parcel Number: 02524-001

Project Notes

- Project type: Site Plan Review
- Future land use is: Commercial
- Zoning designation is: Commercial Highway Interchange
- Proposed use of the property: Expand existing building and add high flow diesel pumps.
- Land is conducive for use: Yes, per the LDR section 4.15.2.1
- See staff review for notes from directors and city staff for their comments.
- Parcel was replated in March 2022.

Project Summary

Project SPR22-15 is for a site plan review and has been reviewed by city staff. Application is sufficient for review. In March of 2022 the parcel was replated and was approved by city council. After review of the petition the city staff has determined that the petition is consistent with the land development regulations and the comprehensive plan. At this time the City has not concerns.



REVIEW REPORT TO PLANNING AND ZONING, BOARD OF ADJUSTMENT AND HISTORICAL COMMITTEES' BY STAFF FOR SITE PLAN REVIEW, SPECIAL EXCEPTIONS, VARIANCES, COMPREHENSIVE PLAN AMENDMENTS/ ZONING AND CERTIFICATE OF APPROPRIATENESS

Date: 06/15/2022

| Request Type: Site Plan Review (SPR) 🗹 Special Exception (SE) 🗌 Variances (V) |
|--|
| Comprehensive Plan Amendment/Zoning (CPA/Z) Certificate of Appropriateness (COA) |
| Project Number: SPR22-15 |
| Project Name: Circle K-US 90 and I75 (Gateway Crossings) |
| Project Address: 143 NW Centurion CT, Lake City FL |
| Project Parcel Number: 35-3S-16-02524-001,102, and 111 |
| Owner Name: Daniel Hotte of GWC Development Partners, LLC |
| Owner: Address: 2682 W Noegel RD |
| Owner Contact Information: telephone number407-580-5173 e-mail dberry@shafferconst.com |
| Owner Agent Name: Jarod Stubbs P.E. |
| Owner Agent Address: 180 S. Orange Ave, Suite 1000 Orlando FL 32801 |
| Owner Agent Contact Information: telephone 407-409-7002 e-mail jarod.stubbs@kimley-horne.com |
| |

The City of Lake City staff has reviewed the application and documents provided for the above request and have determined the following:

Growth Management – Building Department, Planning and Zoning, Code Enforcement, Permitting

| Building Department: Approved Disapproved Reviewed by: | | |
|--|--|--|
| | | |
| Planning and Zoning: Approve Disapprove Reviewed by: Robert Angelo Comments: No Concerns at this time | | |
| No Concerns at this time | | |
| Business License: Approve Disapprove Reviewed by: Marshall Sova | | |
| | | |
| Code Enforcement: Approve Disapprove Reviewed by: Marshall Sova | | |
| Comments: No Concerns at this time | | |
| Permitting: Approve Disapprove Reviewed by: Ann Jones Comments: No Concerns at this time | | |
| No Concerns at this time | | |

Utilities - Water, Sewer, Gas, Water Distribution/Collections, Customer Service

| Water Department: Approved Disapproved Reviewed by: |
|---|
| |
| Sewer Department: Approved Disapproved Reviewed by: |
| Gas Department: Approved Disapproved Reviewed by: Steve Brown |
| Comments: No Concerns at this time |
| WaterDistribution/Collection:Approved |
| Comments: |
| If they do not use the taps in place they will be required to make new ones and |
| cut and cap sewer and dig to water main and shut off before construction. |
| Customer Service: Approved Disapproved Reviewed by: Shasta Pelham |
| Utility Plan 6.0 dated 05/04/22 references a 1" water meter and an existing 6" sewer tap. A tap application would be required to access city utilities. |
| Comments: |
| is required. City utilities border the property; locates must be obtained to ensure that the utility infrastructure is not damaged or obstructed. |

| Public Safety – Public Works, Fire Department, Police Department | | |
|---|--|--|
| Public Works: Approved Disapproved Reviewed by: Steve Brown | | |
| Comments: No Concerns at this time | | |
| | | |
| | | |
| Fire Department: Approve Disapprove Reviewed by: Assistant Chief Boozer | | |
| Comments: No Concerns at this time | | |
| | | |
| | | |
| Police Department: Approve Disapprove Reviewed by Assistant Chief Andy | | |
| Comments: No Concerns at this time | | |
| | | |
| | | |
| | | |

Please provide separate pages for comments that will not fit in provided spaces and please label the pages for your department and for the project.

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION

LEGAL DESCRIPTION

COLUMBIA COUNTY FLORID

2 AND THE NORTH 34.55 FEET OF LOT 11 OF GATEWAY CROSSING A REPLAT OF LOTS 2 & 3. ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 9. PAGE 151. PUBLIC RECORDS

UTILITY PROVIDERS

WATER/SEWER: CITY OF LAKE CITY UTILITIES 692 SW SAINT MARGARETS ST LAKE CITY, FL 32025 CONTACT: PHONE:

ELECTRIC: FLORIDA POWER & LIGHT 2618 NE BASCOM NORRIS DRIVE LAKE CITY, FL 32055 CONTACT: SHANE EUBANK PHONE: (386) 754-2020

FIBER OPTIC HARGRAY OF FLORIDA, INC. 8324 BAYMEADOWS WAY, STE. 102 JACKSONVILLE, FL 32256 CONTACT: EDWARD HARDING PHONE: (904) 652-9934

CABLE:

COMCAST CABLE 5934 RICHARD STREET JACKSONVILLE, FL 32216 CONTACT: ANDREW SWEENEY PHONE: (904) 738-6898

TELEPHONE: AT&T 6628 LAKESIDE ROAD

WEST PALM BEACH, FL 33411 CONTACT: DINO FARRUGGIO EMAIL: G27896@ATT.COM PHONE: (561) 683-2729

GAS :

CITY OF LAKE CITY GAS/PUBLIC WORKS 180 NE GUM SWAMP ROAD LAKE CITY, FL 32055 CONTACT: THOMAS HENRY EMAIL: HENRYT@LCFLA.COM PHONE: (386) 758-5425

OWNER: GWC DEVELOPMENT PARTNERS LLC 2682 W NOEGEL ROAD LAKE CITY, FL 32055 CONTACT: DIANE BERRY PHONE: (407) 580-5173 EMAIL: DBERRY@SCHAFFERCONST.COM

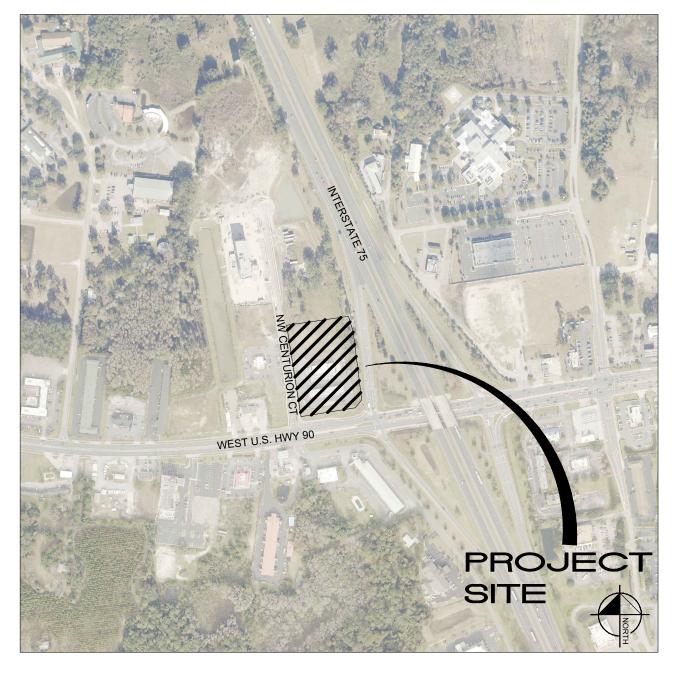
DEVELOPER: CIRCLE K STORES, INC 3802 CORPOREX PARK DRIVE, SUITE 413 TAMPA, FL 33619 CONTACT: EDWARD GIUNTA PHONE: (407) 580-5173

CONSTRUCTION PLANS FOR

143 NW CENTURION COURT LAKE CITY, FLORIDA 32055 MAY 4, 2022

PARCEL IDs: 35-3S-16-02524-001,

35-3S-16-02524-102 AND 35-3S-16-02524-111



VICINITY MAP

PROJECT TEAM

CIVIL ENGINEER:

KIMLEY-HORN AND ASSOCIATES, INC. 189 SOUTH ORANGE AVENUE, SUITE 1000 ORLANDO, FL 32801 CONTACT: JAROD C. STUBBS, P.E. PHONE: (407) 409-7002 EMAIL: JAROD.STUBBS@KIMLEY-HORN.COM

ARCHITECT: RDC COLLABORATIVE 11921 FREEDOM DRIVE, SUITE #1110 RESTON, VA 20190 CONTACT: MEGAN LARGENT PHONE: (703) 668-0086 FAX: (703) 668-0085

PREPARED BY © 2022 KIMLEY-HORN AND ASSOCIATES, INC.

189 S. ORANGE AVE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM REGISTRY No. 35106

1" = 500'

SURVEYOR:

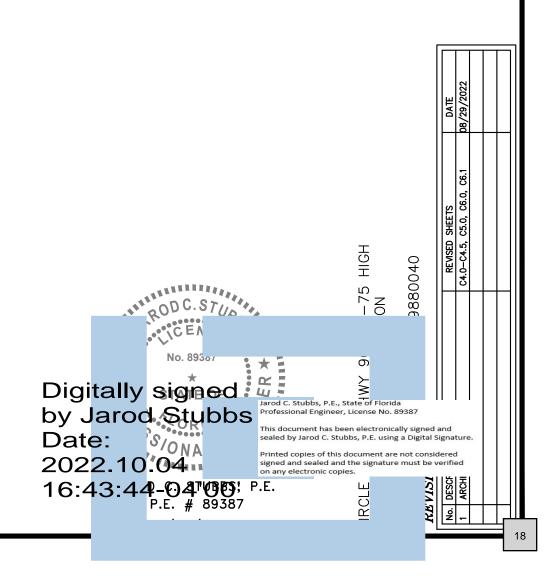
JBPRO 3530 NW 43RD STREET GAINESVILLE, FL 32606 CONTACT: TROY V. WRIGHT PHONE: (352) 375-8999

LANDSCAPE ARCHITECT: KIMLEY-HORN AND ASSOCIATES, INC. 189 SOUTH ORANGE AVENUE, SUITE 1000 ORLANDO, FL 32801 CONTACT: MATTHEW FRANKO PHONE: (407) 427-1629 EMAIL: MATT.FRANKO@KIMLEY-HORN.COM



SHEET INDEX

| C0.0 | COVER SHEET |
|-----------|---------------------------------------|
| C1.0-C1.1 | GENERAL NOTES |
| C2.0 | STORMWATER POLLUTION PREVENTION PLAN |
| C3.0-C3.1 | EXISTING CONDITIONS & DEMOLITION PLAN |
| C4.0 | OVERALL SITE PLAN |
| C4.1 | SITE PLAN |
| C4.2 | INTERSECTION MODIFICATION PLAN |
| C4.3-C4.5 | TRUCK TURNING MOVEMENTS |
| C5.0 | PAVING, GRADING AND DRAINAGE PLAN |
| C6.0 | UTILITY PLAN |
| C7.0-C7.1 | GENERAL CONSTRUCTION DETAILS |
| L1.00 | LANDSCAPE PLAN |
| L1.50 | LANDSCAPE DETAILS |
| L1.51 | LANDSCAPE SPECIFICATIONS |
| L2.00 | SCHEMATIC IRRIGATION PLAN |
| L2.50 | IRRIGATION DETAILS |
| L2.51 | IRRIGATION NOTES |



| GENERAL | DRAINAGE SYSTEM TESTING AND INSPECTION | DEWATERING NOTES | |
|--|--|--|--------------------------|
| LOCATIONS, ELEVATIONS, AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ARE SHOWN CORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. THE EXISTING UTILITY ORMATION SHOWN IS BASED ON THE TOPOGRAPHIC SURVEY PROVIDED BY ALTAMAX SURVEYING. THE CONTRACTOR SHALL RIFY THE LOCATIONS, ELEVATIONS, AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES, ECTING THIS AREA PRIOR TO CONSTRUCTION WORK. | 1. THE CONTRACTOR SHALL MAINTAIN AND PROTECT FROM MUD, DIRT, DEBRIS, ETC. THE STORM DRAINAGE SYSTEM UNTIL FINAL ACCEPTANCE OF THE PROJECT. THE STORM SYSTEM WILL BE REINSPECTED BY THE OWNER'S ENGINEER PRIOR TO APPROVAL FOR CERTIFICATE OF OCCUPANCY PURPOSES. THE CONTRACTOR MAY BE REQUIRED TO RECLEAN PIPES AND INLETS AT THE CONTRACTORS EXPENSE AND PRIOR TO FINAL ACCEPTANCE. | DURING THE EXCAVATION OF THE STORMWATER FACILITIES, AND IF GROUNDWATER IS ENCOUNTERED, THE CONTRACTOR SHALL CONSTRUCT A SEDIMENT BASIN TO PROVIDE A DISCHARGE POINT FOR DEWATERING. THE SEDIMENT BASIN CAN BE CELL IN THE PROPOSED EXCAVATION AREA OF A POND OR IT CAN BE A BERMED AREA ABOVE GROUND. ALL DEWATERING MUST BE HELD IN THE SEDIMENT AREA UNTIL THE WATER IS CLEAN SUCH THAT THERE WOULD BE NO TURBID DISCHARGE. AFTER THE | |
| RIOR TO THE INITIATION OF SITE CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ANY EXISTING UTILITIES INCLUDING GAS, ER, ELECTRIC, CABLE TV, COMMUNICATIONS, SANITARY SEWERS AND STORM DRAINAGE SYSTEMS, ON AND / OR ADJACENT THE SITE. REMOVE OR CAP AS NECESSARY. | 2. THE STORM DRAINAGE PIPING SYSTEM SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL. CONTRACTOR TO NOTIFY THE ENGINEER 2 FULL BUSINESS DAYS IN ADVANCE TO SCHEDULE INSPECTION. | WATER IN THE SEDIMENT BASIN IS CLEAN, THE WATER MAY BE RELEASED INTO THE ON-SITE POND PROVIDED THERE IS NO ADVERSE IMPACT TO THE EXISTING WATER QUALITY. 2. UNDER NO CIRCUMSTANCES WILL THE DISCHARGE FROM THE ON-SITE DEWATERING BE DIRECTLY DISCHARGED OFFSITE. | |
| E CONTRACTOR SHALL EXERCISE CAUTION IN AREAS OF BURIED UTILITIES AND SHALL CALL "SUNSHINE" AT 0-432-4770 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION TO ARRANGE FOR FIELD LOCATIONS OF BURIED UTILITIES. | PAVING, GRADING AND DRAINAGE | 3. IF CONTRACTOR ENCOUNTERS SILTY/CLAY SAND, WHICH CAUSE THE WATER TO BECOME TURBID, HE/SHE SHALL TREAT THE SEDIMENT BASIN WITH CHEMICAL ADDITIVE SUCH AS ALLUM IN ORDER TO PROMOTE THE COAGULATION OF THE PARTICLES WHICH ALLOW THE TO SETTLE AND THE WATER TO BECOME LESS TURBID. IF TURBID WATER ENCOUNTERED DURING | |
| CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES, ABOVE OR BELOW GROUND, THAT CCUR AS A RESULT OF THE WORK PERFORMED, BY THE CONTRACTOR OR SUB-CONTRACTORS, AS CALLED FOR IN CONTRACT DOCUMENTS. | 1. ALL PAVING SHALL BE PERFORMED IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. | EXCAVATION OF THE PONDS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD IMMEDIATELY TO DETERMINE THE COURSE OF ACTION THAT IS APPROPRIATE TO ELIMINATE THE TURBITY AND ALLOW DISCHARGE THAT MEET WATER QUALITY STANDARDS. | |
| IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS SPECIFIED E VARIOUS GOVERNMENTAL AGENCIES AND THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO CONSTRUCTION, AND SCHEDULE INSPECTIONS ACCORDING TO AGENCY INSTRUCTION/REQUIREMENTS. | 2. ALL DELETERIOUS SUBSURFACE MATERIAL (I.E. MUCK, PEAT, BURIED DEBRIS, ETC.) IS TO BE EXCAVATED AND REPLACED WITH SUITABLE/COMPACTED SOILS, AS DIRECTED BY THE GEOTECHNICAL ENGINEER OF RECORD. DELETERIOUS MATERIAL IS TO BE STOCKPILED OR REMOVED FROM THE SITE AS DIRECTED BY THE OWNER OR OWNER'S ENGINEER. EXCAVATED AREAS ARE TO BE BACKFILLED WITH APPROVED MATERIALS AND COMPACTED AS SHOWN ON THESE PLANS AND PER THE GEOTECHNICAL REPORT. | 4. THE CONTRACTOR SHALL SEQUENCE THE EXCAVATION OF THE STORMWATER PONDS SUCH THAT A SEDIMENT BASIN WILL BE AVAILABLE AT ALL TIMES. THE SEDIMENT BASIN CAN BE RELOCATED AS NECESSARY SUBJECT TO THE WATER WITHIN THE SEDIMENT BASIN BEING NON-TURBID AND ACCEPTABLE FOR DISCHARGE OFF-SITE. | |
| CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, ON ALL PRECAST AND MANUFACTURED ITEMS, TO THE OWNER'S ER FOR REVIEW. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT E CONTRACTOR'S EXPENSE. | CONTRACTOR IS RESPONSIBLE FOR ACQUIRING ANY PERMITS THAT ARE NECESSARY FOR REMOVING DELETERIOUS MATERIAL FROM THE SITE. | DEMOLITION | |
| UTILITY SERVICE STUB-OUTS (WATER, SANITARY SEWER, etc.) ARE TO BE INSTALLED WITHIN 5' OF THE POINT ON CTION TO THE BUILDING(S), UNLESS OTHERWISE NOTED ON PLANS. | 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXCAVATIONS AGAINST COLLAPSE AND WILL PROVIDE BRACING, SHEETING OR SHORING AS NECESSARY. DEWATERING METHODS SHALL BE USED AS REQUIRED TO KEEP TRENCHES DRY WHILE PIPE AND APPURTENANCES ARE BEING PLACED. | 1. CONTRACTOR SHALL SUBMIT DEMOLITION SCHEDULE TO OWNER PRIOR TO PROCEEDING WITH DEMOLITION ACTIVITIES. | |
| TRACTOR TO COORDINATE WITH THE APPLICABLE ELECTRIC UTILITY SUPPLIER REGARDING ANY NECESSARY TION(S) OF UNDERGROUND AND/OR OVERHEAD ELECTRIC FACILITIES, AND FOR THE LOCATION AND INSTALLATION OF ORMER PAD(S) AND ASSOCIATED ELECTRIC FACILITIES. | ALL NECESSARY FILL AND EMBANKMENT THAT IS PLACED DURING CONSTRUCTION SHALL CONSIST OF MATERIAL SPECIFIED BY THE OWNER'S SOILS TESTING COMPANY OR ENGINEER AND BE PLACED AND COMPACTED ACCORDING TO THESE PLANS. PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADES, UNLESS OTHERWISE NOTED. | EXTENT OF SITE CLEARING IS SHOWN ON DRAWINGS. CONTRACTOR SHALL CONDUCT SITE DEMOLITION OPERATIONS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS OR OTHER OCCUPIED OR USED FACILITIES WITHOUT PERMISSION FROM AUTHORITIES HAVING JURISDICTION. | H |
| FETY: DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORCED. CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE TRAVELING | 6. IT MAY BE NECESSARY TO FIELD ADJUST PAVEMENT ELEVATIONS TO PRESERVE THE ROOT SYSTEMS OF TREES SHOWN TO BE SAVED. CONTRACTOR TO COORDINATE WITH OWNER'S ENGINEER PRIOR TO ANY ELEVATION CHANGES. | CONTRACTOR SHALL PROVIDE PROTECTION NECESSARY TO PREVENT DAMAGE TO EXISTING IMPROVEMENTS INDICATED ON PLAN "EXISTING TO REMAIN". | |
| BLIC AND THE SAFETY OF HIS/HER PERSONNEL. LABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY OSHA. THE MINIMUM STANDARDS AS SET FORTH IN THE CURRENT EDITION OF "THE STATE OF FLORIDA, MANUAL ON TRAFFIC | 7. CONTRACTOR SHALL TRIM, TACK AND MATCH EXISTING PAVEMENT AT LOCATIONS WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT. | 5. CONTRACTOR SHALL RESTORE DAMAGED IMPROVEMENTS TO THEIR ORIGINAL CONDITION, AS ACCEPTABLE TO PARTIES HAVING JURISDICTION. | |
| THE MINIMUM STANDARDS AS SET FORTH IN THE CORRENT EDITION OF THE STATE OF FLORIDA, MANUAL ON TRAFFIC NTROL AND SAFE PRACTICES FOR STREET AND HIGHWAY CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS" SHALL FOLLOWED IN THE DESIGN, APPLICATION, INSTALLATION, MAINTENANCE AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES, RNING DEVICES AND BARRIERS NECESSARY TO PROTECT THE PUBLIC AND CONSTRUCTION PERSONNEL FROM HAZARDS | 8. CURBING SHALL BE PLACED AT THE EDGES OF ALL PAVEMENT, UNLESS OTHERWISE NOTED. REFER TO THE 2021 EDITION OF F.D.O.T. "ROADWAY AND TRAFFIC DESIGN STANDARDS" FOR DETAILS AND SPECIFICATIONS OF ALL F.D.O.T. TYPE CURB AND CUTTERS CALLED FOR IN THESE PLANS. | 6. CONTRACTOR SHALL REMOVE WASTE MATERIALS AND UNSUITABLE AND EXCESS TOPSOIL FROM PROPERTY AND DISPOSE OF OFF-SITE IN A LEGAL MANNER. | |
| HIN THE PROJECT LIMITS. ALL TRAFFIC CONTROL MARKINGS AND DEVICES SHALL CONFORM TO THE PROVISIONS SET FORTH IN THE MANUAL ON FORM TRAFFIC CONTROL DEVICES PREPARED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY | GUTTERS CALLED FOR IN THESE PLANS. 9. PRIOR TO CONSTRUCTING CONCRETE PAVEMENT, THE CONTRACTOR IS TO SUBMIT A PROPOSED JOINTING PATTERN TO THE SOILS ENGINEER FOR APPROVAL. | CONTRACTOR SHALL DEMOLISH AND COMPLETELY REMOVE FROM SITE MATERIAL INDICATED ON PLAN OR NOTES "TO BE REMOVED". | |
| AINISTRATION. ALL SUBSURFACE CONSTRUCTION SHALL COMPLY WITH THE "TRENCH SAFETY ACT". THE CONTRACTOR SHALL INSURE AT THE METHOD OF TRENCH PROTECTION AND CONSTRUCTION IS IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY AND ALTH ADMINISTRATION (OSHA) REGULATIONS. | 10. CONTRACTOR TO PROVIDE A 1/2" TO 1" BITUMINOUS EXPANSION JOINT MATERIAL WITH SEALER AT ABUTMENT OF CONCRETE AND OTHER MATERIALS (STRUCTURES, OTHER POURED) | 8. CONTRACTOR SHALL PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS CREATED BY THE DEMOLITION OPERATION. | X |
| T SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY AND ENFORCE ALL APPLICABLE SAFETY ULATIONS. THE ABOVE INFORMATION HAS BEEN PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY AND DOES NOT _Y THAT THE OWNER OR ENGINEER WILL INSPECT AND/OR ENFORCE SAFETY REGULATIONS. | 11. ALL PAVEMENT MARKINGS SHALL BE MADE IN ACCORDANCE WITH F.D.O.T. STANDARD INDEX #711-001. 12. THE CONTRACTOR WILL STABILIZE BY SEED AND MULCH, SOD, OR OTHER APPROVED MATERIALS ANY DISTURBED AREAS WITHIN | TREES AND VEGETATION | |
| SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AN R-O-W UTILIZATION PERMIT (IF REQUIRED) FOR CUCTION OF THE PROPOSED UTILITIES. THIS PERMIT MUST BE OBTAINED BY A DULY LICENSED PLUMBING CONTRACTOR ASS A GENERAL CONTRACTOR) PRIOR TO THE START OF CONSTRUCTION. THESE PLANS AND ANY SUBSEQUENT NS TO THESE PLANS, THAT ARE ISSUED BY THE ENGINEER, WILL BE SUBJECT TO THE APPROVAL CONDITIONS OF THIS | ONE WEEK FOLLOWING CONSTRUCTION OF THE UTILITY SYSTEMS AND PAVEMENT AREAS. CONTRACTOR SHALL MAINTAIN SUCH AREAS UNTIL FINAL ACCEPTANCE BY OWNER. CONTRACTOR TO COORDINATE WITH OWNER REGARDING TYPE OF MATERIAL, LANDSCAPING AND IRRIGATION REQUIREMENTS. 13. THE CONTRACTOR SHALL RESTORE OFF-SITE CONSTRUCTION AREAS TO EQUAL AND/OR BETTER CONDITION THAN EXISTING | 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPE BUFFERS AND RETENTION AND DETENTION FACILITIES UNTIL THE WORK HAS BEEN ACCEPTED BY THE OWNER. ALL DISTURBED AREAS SHALL BE RETURNED | COFESSIONAL Software |
| IE GRAPHIC INFORMATION DEPICTED ON THESE PLANS HAS BEEN COMPILED TO PROPORTION BY SCALE AS ACCURATELY | PRIOR TO START OF CONSTRUCTION. 14. UNLESS OTHERWISE NOTED, GRADE TO MEET EXISTING ELEVATION AT PROPERTY LINES. | TO THEIR ORIGINAL CONDITION. | NSED PER |
| SSIBLE. HOWEVER, DUE TO REPRODUCTIVE DISTORTION, REDUCTION, AND/OR REVISIONS, INFORMATION CONTAINED IS NOT INTENDED TO BE SCALED FOR CONSTRUCTION PURPOSES. | 15. SURVEY MONUMENTS OR BENCHMARKS, WHICH HAVE TO BE DISTURBED BY THIS WORK, SHALL BE REPLACED UPON COMPLETION OF WORK BY A REGISTERED LAND SURVEYOR AT CONTRACTORS EXPENSE. | AS BUILT | LICEI |
| L SPECIFICATIONS AND DOCUMENTS REFERENCED HEREIN SHALL BE OF THE LATEST REVISION. L UNDERGROUND UTILITIES WITHIN BASE AND SURFACE MUST BE IN-PLACE, TESTED AND INSPECTED PRIOR TO BASE | 16. FINAL GRADES SHOWN INCLUDE SOD HEIGHT. ALL AREAS SHALL BE GRADED TO DRAIN AWAY FROM THE BUILDINGS. | 1. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL FURNISH THE OWNER'S ENGINEER WITH COMPLETE "AS-BUILT" INFORMATION, CERTIFIED BY A REGISTERED LAND SURVEYOR. THIS "AS-BUILT" INFORMATION SHALL INCLUDE | ECT 40 |
| JRFACE CONSTRUCTION. ORK PERFORMED UNDER THIS CONTRACT SHALL INTERFACE SMOOTHLY WITH ANY OTHER WORK BEING PERFORMED ON Y OTHER CONTRACTORS/SUBCONTRACTORS AND UTILITY COMPANIES. IT WILL BE NECESSARY FOR THE GENERAL | 17. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH ALL LOCAL, STATE AND JURISDICTIONAL PERMITTING AGENCIES. 18. CONTRACTOR IS TO ADJUST ANY UTILITY ELEMENT MEANT TO BE FLUSH WITH GRADE (CLEAN-OUTS, MANHOLES, CATCH BASINS, INLETS, ETC.) THAT IS AFFECTED BY SITE WORK OR GRADE CHANGES, WHETHER SPECIFICALLY NOTED ON PLANS OR NOT. | INVERT ELEVATIONS, LOCATIONS OF STRUCTURES FOR ALL UTILITIES INSTALLED, AS WELL AS GRADE BREAK LOCATIONS AND ELEVATIONS FOR PROPOSED CONSTRUCTION. NO ENGINEER'S CERTIFICATIONS FOR CERTIFICATE OF OCCUPANCY (C.O.) PURPOSES WILL BE MADE UNTIL THIS INFORMATION HAS BEEN RECEIVED AND ACCEPTED BY THE OWNER'S | A PROJ 198800 DATE |
| ACTOR TO COORDINATE ÁND SCHEDULE HIS/HER ACTIVITIES ACCORDINGLY. | 19. ALL WORK SHALL COMPLY WITH THE GEOTECHNICAL REPORT BY UNIVERSAL ENGINEERING SCIENCES ON JULY 9, 2021. | ENGINEER. 2. ALL "AS-BUILT" ELEVATIONS SHALL BE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29). | |
| L SIGNAGE MUST SHALL MEET THE REQUIREMENTS OF POLK COUNTY LAND DEVELOPMENT CODE , CHAPTER 7. | 20. CONTRACTOR SHALL SOD ALL DISTURBED AREAS WITH BAHIA UNLESS OTHERWISE NOTED. | | |
| IY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND TR BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR (AL OF THE OWNER AND NOTIFICATION TO THE ENGINEER. | PAVING/GRADING TESTING AND INSPECTION | PAVEMENT MARKING AND SIGNAGE | |
| RE LINE IS DESIGNED BY OTHERS AND IS SHOWN FOR COORDINATION PURPOSES ONLY. FIRE LINES SHALL BE INSTALLED CONTRACTOR, DULY LICENSED BY THE STATE OF FLORIDA FIRE MARSHALL'S OFFICE. CONTRACTOR TO VERIFY EMENTS PRIOR TO CONSTRUCTION OF THE FIRE PROTECTION SYSTEM. | 1. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING APPLICABLE TESTING WITH THE SOILS ENGINEER. TESTS WILL BE REQUIRED PURSUANT WITH THE SOILS REPORT. UPON COMPLETION OF WORK THE SOILS ENGINEER WILL SUBMIT CERTIFICATIONS TO THE OWNER AND OWNER'S ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET. | 1. THE INSTALLATION, SHAPE, AND SIZE OF ALL SIGNS AND THEIR LETTERING SHALL COMPLY WITH THE LATEST EDITIONS OF THE U.S. DEPARTMENT OF TRANSPORTATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, ED. 2009" (MUTCD), AND THE F.D.O.T. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ED. 2021", AND THE F.D.O.T. "DESIGN STANDARDS FOR DESIGN, CONSTRUCTION, MAINTENANCE, AND UTILITY OPERATIONS ON THE STATE HIGHWAY SYSTEM, ED. 2016". WHERE CONFLICTS EXIST BETWEEN THE PLANS AND THE ABOVE MENTIONED SPECIFICATIONS, THE MORE STRINGENT | |
| LL CONCRETE SIDEWALKS SHALL BE CONSTRUCTED PER FDOT DESIGN INDEX (ED. 2021) #522-001. ITEWORK SHALL COMPLY WITH 2017 FLORIDA BUILDING CODE AND 2012 FLORIDA ACCESSIBILITY CODE. | 2. A QUALIFIED TESTING LABORATORY SHALL PERFORM ALL TESTING NECESSARY TO ASSURE COMPLIANCE OF THE IN-PLACE MATERIALS AS REQUIRED BY THESE PLANS AND GEOTECHNICAL REPORT, THE VARIOUS AGENCIES AND PERMIT CONDITIONS. SHOULD ANY RETESTING BE REQUIRED DUE TO THE FAILURE OF ANY TESTS TO MEET THESE REQUIREMENTS, THE | CRITERIA SHALL PREVAIL. 2. STOP BARS AND STOP SIGNS ARE TO BE PROVIDED AT ALL INTERNAL, ONSITE INTERSECTIONS, WITH THE EXCEPTION OF | |
| | CONTRACTOR WILL BEAR ALL COSTS OF SAID RETESTING. | SIGNALIZED INTERSECTIONS (UNLESS OTHERWISE NOTED). 3. ALL PAVEMENT MARKINGS SHALL COMPLY WITH THE 2021 F.D.O.T. STANDARD INDEX (ED. 2021) #711-001. | |
| | EARTHWORK / DEMUCKING PROCEDURES | | |
| IDARD INDEXES REFER TO THE 2021 EDITION OF F.D.O.T. "ROADWAY AND TRAFFIC DESIGN STANDARDS." | 1. A GEOTECHNICAL ENGINEERING INVESTIGATION REPORT HAS BEEN PREPARED FOR PURPOSES OF STORM WATER DESIGN, OF WHICH COPIES ARE AVAILABLE THROUGH THE OWNER OR THEIR SOIL TESTING COMPANY. A GEOTECHNICAL ENGINEER SHALL BE RETAINED BY THE CONTRACTOR TO PROVIDE ON-SITE INSPECTIONS DURING EXCAVATION/FILL OPERATIONS AND TESTING OF THE COMPACTED FILL SO THAT PROPER DOCUMENTATION OF THE REQUIRED COMPACTING CRITERIA CAN BE PROVIDED. | | |
| STORM SEWER PIPE SHALL BE REINFORCED CONCRETE CLASS III (ASTM C-76) UNLESS OTHERWISE NOTED ON PLANS. ALL GE STRUCTURES SHALL BE IN ACCORDANCE WITH F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS UNLESS OTHERWISE ON PLANS. | 2. ALL EXISTING DEBRIS (ABOVE OR BELOW GROUND), CONSTRUCTION DEBRIS AND OTHER WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR, IN ACCORDANCE WITH APPLICABLE REGULATORY AGENCY REQUIREMENTS IN A LEGAL MANNER. | | |
| LENGTHS SHOWN ARE APPROXIMATE AND TO CENTER OF DRAINAGE STRUCTURES, WITH THE EXCEPTION OF MITERED END ARED END SECTIONS, WHICH ARE NOT INCLUDED IN LENGTHS. DRAINAGE STRUCTURE GRATES AND COVERS, EITHER EXISTING OR PROPOSED SHALL BE TRAFFIC RATED FOR H-20 | 3. UNLESS OTHERWISE NOTED, GRADE TO MEET EXISTING ELEVATION AT PROPERTY LINES. FINAL GRADES SHOWN INCLUDE SOD HEIGHT. PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADES, UNLESS OTHERWISE NOTED. IT MAY BE NECESSARY TO FIELD ADJUST PAVEMENT ELEVATIONS TO PRESERVE THE ROOT SYSTEMS OF TREES SHOWN TO BE SAVED. CONTRACTOR TO COORDINATE WITH OWNER'S ENGINEER PRIOR TO ANY ELEVATION CHANGES. ALL AREAS SHALL BE GRADED TO | | ζ |
| STRUCTION OF THE STORMWATER MANAGEMENT SYSTEM MUST BE COMPLETE AND ALL DISTURBED AREAS STABILIZED IN ANCE WITH THE PERMITTED PLANS AND CONDITIONS PRIOR TO ANY OF THE FOLLOWING: ISSUANCE OF THE FIRST CATE OF OCCUPANCY; INITIATION OF INTENDED USE OF THE INFRASTRUCTURE; OR TRANSFER OF RESPONSIBILITY FOR | DRAIN AWAY FROM THE BUILDINGS. 4. THE CONTRACTOR SHALL INSURE THAT PROPER SOIL DENSITIES ARE ACHIEVED FOR PLACEMENT OF ALL HEADWALL/ENDWALL FOOTINGS, RETAINING WALL FOOTINGS, AND IN GENERAL, ANY FOOTING SUPPORT DESCRIBED ON THESE PLANS. IT WILL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SUFFICIENT SOILS TESTING HAS BEEN PERFORMED PRIOR TO FINAL INSTALLATION OF IMPROVEMENTS | | |
| CATE OF OCCOPANCE, INITIATION OF INTENDED USE OF THE INFRASTRUCTORE, OF TRANSFER OF RESPONSIBILITY FOR NANCE OF THE SYSTEM TO A LOCAL GOVERNMENT OR OTHER RESPONSIBLE ENTITY. CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER JURISDICTION REGULATIONS (MANUFACTURER'S | INSTALLATION OF IMPROVEMENTS. 5. ANY UNSUITABLE ORGANIC SOIL SHALL BE EXCAVATED TO A MINIMUM MARGIN OF 6 FEET BEYOND ITS PERIPHERY EXCAVATED TO EXPOSE THE UNDERLYING NON-ORGANIC FINE SAND. | | US I |
| MENDATIONS SHALL BE UTILITIZED IF MORE STRINGENT). RM WATER PIPES, STRUCTURES, MINIMUM COVER AND INSTALLATION PROCEDURES TO BE IN ACCORDANCE WITH POLK | 6. IF DETERMINED NECESSARY, DEWATERING DURING EXCAVATING/BACKFILLING OPERATIONS MAY BE ACCOMPLISHED BY DITCHING AND THE USE OF SUMP PUMPS AND/OR OTHER METHODS (WELL POINTS), AS NECESSARY. CONTRACTOR TO OBTAIN ALL REQUIRED | | |
| Y ENGINEERING STANDARDS. DRAINAGE PIPES SHALL BE FILTER FABRIC WRAPPED PER FDOT STANDARD DESIGN INDEX (ED. 2021) #430–001. | PERMITS FOR DEWATERING ACTIVITIES THAT MAY BE REQUIRED. 7. UPON APPROVAL OF THE GEOTECHNICAL ENGINEER, THE EXCAVATED AREAS MAY BE BACKFILLED WITH CLEAN FINE SAND FREE OF UNSUITABLE OR DELETERIOUS MATERIAL. HOWEVER, THE FILL SHOULD NOT BE PLACED IN MORE THAN 6 INCHES OF STANDING WATER. | | ļщ |
| RING CONSTRUCTION, NO DIRECT DISCHARGE OF WATER TO DOWNSTREAM RECEIVING WATERS WILL BE ALLOWED. THE ACTOR IS RESPONSIBLE FOR MAINTAINING WATER QUALITY AND SHALL ROUTE DISCHARGE WATER IN SUCH A MANNER AS TO JATELY REMOVE SILT PRIOR TO RUNOFF FROM THE SITE. | ONCE THE FILL IS AT LEAST 2 FEET ABOVE THE DEWATERED LEVEL, BACKFILLING MAY PROCEED AS DIRECTED BY THE GEOTECHNICAL ENGINEER. 8. CONTRACTOR TO FOLLOW THE GUIDANCE OF THE REFERENCED GEOTECHNICAL ENGINEERING INVESTIGATION REPORT OR INDICATE WHETHER ON-SITE GEOTECHNICAL ENGINEER SHALL DETERMINE DEPTH OF DEMUCKING AND/OR REMOVAL OF UNSUITABLE FILL. | CALL 48 HOURS BEFORE YOU DIG 811. | RCL |
| | 9. ALL NECESSARY FILL AND EMBANKMENT THAT IS PLACED DURING CONSTRUCTION SHALL CONSIST OF MATERIAL SPECIFIED BY THE OWNER'S SOILS TESTING COMPANY OR ENGINEER AND BE PLACED AND COMPACTED ACCORDING TO THESE PLANS. | IT'S THE LAW! DIAL 811 Call before you dig. | |

C1.0

SANITARY SYSTEM

1. ALL PVC PIPE SHALL BE SOLID WALL POLYVINYL CHLORIDE PIPE AND COMPLY WITH ASTM D 3034 AND ALL APPLICABLE ASTM DOCUMENTS AS COVERED IN SECTION NO. 2 OF ASTM D 3034. MAIN LINES SHALL BE A MINIMUM OF 8" DIAMETER, AND LATERALS SHALL BE A MINIMUM 6" DIAMETER.

2. ALL GRAVITY SEWERS MUST BE SDR 26 PVC. ELASTOMERIC GASKET JOINTS SHALL BE UTILIZED FOR PVC PIPE, AND SHALL COMPLY WITH ASTM F477, ASTM D3034 & ASTM F679. JOINTS SHALL COMPLY WITH ASTM D3212.

3. ALL SLOPES FOR GRAVITY SEWER MAINS AND SERVICE CONNECTIONS SHALL COMPLY WITH THE FOLLOWING MINIMUM GRADES: 4" @ 2.00%; 6" @ 1.00% ; AND 8" @ 0.40%.

4. ALL SANITARY SEWER WORK SHALL CONFORM WITH APPLICABLE CITY OF LAKE CITY WATER UTILITIES DEPARTMENT STANDARDS AND SPECIFICATIONS.

5. PRIOR TO COMMENCING WORK WHICH REQUIRES CONNECTING PROPOSED FACILITIES TO EXISTING LINES OR APPURTENANCES, THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION(S) OF EXISTING CONNECTION POINT(S) AND NOTIFY THE OWNER'S ENGINEER OF ANY CONFLICTS OR DISCREPANCIES.

SANITARY TESTING AND INSPECTION

1. ALL GRAVITY SEWER PIPING SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER AND APPLICABLE MUNICIPALITY/AGENCY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS IN ADVANCE TO SCHEDULE INSPECTION(S). THE CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS ASSOCIATED WITH A LAMPING INSPECTION OF THE PROPOSED GRAVITY SEWER LINE CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE COPIES OF THE LAMPING INSPECTION TO THE ENGINEER, THE OWNER AND THE APPLICABLE MUNICIPALITY/AGENCY.

2. THE CONTRACTOR SHALL PERFORM AN INFILTRATION/EXFILTRATON TEST ON ALL GRAVITY SEWERS IN ACCORDANCE WITH THE REGULATORY AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE ENGINEER OF RECORD AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. THE SCHEDULING, COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.

3. LEAKAGE TESTS ARE SPECIFIED REQUIRING THAT:

A. THE LEAKAGE EXFILTRATION OR INFILTRATION DOES NOT EXCEED 200 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM. B. EXFILTRATION OR INFILTRATION TESTS BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET

C. AIR TESTS, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM C-828 FOR CLAY PIPE, ASTM C 924 FOR CONCRETE PIPE, ASTM F-1417 FOR PLASTIC PIPE, AND FOR OTHER MATERIALS APPROPRIATE TEST PROCEDURES.

4. CONTRACTOR TO PERFORM APPROPRIATE DEFLECTION TESTS FOR ALL FLEXIBLE PIPE. TESTING IS REQUIRED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM. TESTING REQUIREMENTS SPECIFY:

A. NO PIPE SHALL EXCEED A DEFLECTION OF 5%. B. USING A RIGID BALL OR MANDREL FOR THE DEFLECTION TEST WITH A DIAMETER NOT LESS THAN 95% OF THE BASE INSIDE DIAMETER OR AVERAGE INSIDE DIAMETER OF THE PIPE, DEPENDING ON WHICH IS SPECIFIED IN THE ASTM SPECIFICATION, INCLUDING THE APPENDIX, TO WHICH THE PIPE IS MANUFACTURED. C. PERFORMING THE TEST WITHOUT MECHANICAL PULLING DEVICES.

5. CONTRACTOR TO INSPECT & TEST MANHOLE FOR WATERTIGHTNESS OR DAMAGE PRIOR TO PLACING INTO SERVICE. AIR TESTING, IF SPECIFIED FOR CONCRETE SEWER MANHOLES, SHALL CONFORM TO THE TEST PROCEDURES DESCRIBED IN ASTM C-1244.

POTABLE WATER SYSTEM

1. ALL DIP PIPE SHALL BE CLASS 50 OR HIGHER. REFER TO NOTE #4 BELOW FOR ADDITIONAL DIP SPECIFICATIONS. ADEQUATE MEASURES (PER AWWA, FDEP, AND POLK COUNTY CRITERIA) AGAINST CORROSION SHALL BE UTILIZED.

2. ALL WATER MAIN PIPE FITTINGS AND APPURTENANCES SHALL BE INSTALLED TO COMPLY WITH POLK COUNTY STANDARDS AND SPECIFICATIONS.

3. ALL WATER SERVICE LINES, VALVES AND METERS SHALL BE INSTALLED TO COMPLY WITH APPLICABLE MUNICIPALITY/AGENCY DEPARTMENT STANDARDS AND SPECIFICATIONS.

4. ALL DUCTILE IRON PIPE, 4" TO 24", SHALL BE MANUFACTURED IN ACCORDANCE WITH THE LATEST EDITION OF AWWA C151/A21.51. PIPE SHALL BE FURNISHED IN 18 OR 20 FOOT SECTIONS, PIPE THICKNESS SHALL BE CLASS 50, UNLESS OTHERWISE SPECIFIED.

5. ALL WATER SYSTEM CONSTRUCTION, FROM THE POINT OF CONNECTION IN THE RIGHT OF WAY UP TO AND INCLUDING POINT OF METERING AND BACK FLOW PREVENTION (IF REQUIRED), SHALL BE BUILT ACCORDING TO POLK COUNTY STANDARDS AND SPECIFICATIONS.

6. CONTRACTOR TO INSTALL TEMPORARY BLOWOFFS, AT THE END(S) OF PROPOSED WATER MAINS AND SERVICE LATERALS TO BUILDING(S), TO ASSURE ADEQUATE (PER AWWA, FDEP, AND POLK COUNTY CRITERIA) FLUSHING AND DISINFECTION/CHLORINATION.

7. ALL WATER MAINS SHALL BE STERILIZED IN ACCORDANCE WITH THE APPLICABLE SECTION OF THE LATEST AWWA SPECIFICATION C651 AND CITY OF Land City WATER DEPARTMENT SPECIFICATIONS.

8. ALL PVC WATER MAIN, 6" TO 12" DIAMETER PIPING, SHALL BE AWWA C-900 DR-18. JOINTS SHALL BE RUBBER GASKETED PUSH-ON CONFORMING TO ASTM D1869.

9. POTABLE WATER MAINS WILL BE PVC SDR 21 (200 PSI) FOR PIPES LESS THEN 4". SCHEDULE 40 AND SCHEDULE 80 PIPING MATERIAL ARE ALSO ACCEPTABLE FOR PIPES SIZES LESS THAN 4". THE ABOVE TYPE INSTALLATIONS MUST BEAR THE "NFS" STAMP FOR COMPATIBILITY WITH POTABLE WATER USE.

10. ALL POLYVINYL CHLORIDE PIPE SHALL BE LAID WITH AN INSULATED 10 GAUGE A.W.G. SOLID STRAND COPPER WIRE ON TOP OF THE PIPE. THIS WIRE IS TO BE CONTINUOUS WITH SPLICES MADE ONLY BY METHODS APPROVED BY THE ENGINEER. THIS WIRE IS TO BE SECURED TO ALL VALVES, TEES AND ELBOWS.

11. ALL POTABLE WATER WORK SHALL CONFORM WITH APPLICABLE POLK COUNTY UTILITIES DEPARTMENT STANDARDS AND SPECIFICATIONS.

12. PVC PIPE BURIED BENEATH ROADWAYS, PARKING LOTS OR PARKING LOT ENTRANCES SHALL MEET AWWA SPECIFICATION C900 OR C905, LATEST REVISION. ALL 6" TO 12" PIPE IN SUCH LOCATIONS SHALL BE A MINIMUM OF CLASS 200, DR-14, AND ALL 14" TO 36" PIPE SHALL BE A MINIMUM OF CLASS 235, DR-18.

POTABLE WATER TESTING AND INSPECTION

1. ALL COMPONENTS OF THE WATER SYSTEM, INCLUDING FITTINGS, HYDRANTS, CONNECTIONS, AND VALVES SHALL BE PROPERLY PRESSURE TESTED AND ACCEPTED BY THE OWNER'S ENGINEER. PRESSURE TESTS TO BE IN ACCORDANCE WITH POLK COUNTY UTILITIES DEPARTMENT SPECIFICATIONS. CONTRACTOR TO NOTIFY THE OWNER'S ENGINEER AND APPLICABLE AGENCY INSPECTORS 2 FULL BUSINESS DAYS IN ADVANCE OF PERFORMING TESTS.

2. CONTRACTOR TO PERFORM CHLORINATION AND BACTERIOLOGICAL SAMPLING, AND OBTAIN CLEARANCE OF DOMESTIC AND FIRE LINE WATER SYSTEM(S). COPIES OF ALL BACTERIOLOGICAL TEST RESULTS ARE TO BE SUBMITTED TO THE OWNER'S ENGINEER FOR CERTIFICATION PURPOSES.

3. ALL WATER MAINS SHALL BE PRESSURE TESTED IN ACCORDANCE WITH AWWA MANUAL M23, CONCERNING HYDROSTATIC TESTING OF PVC PIPING. OFF-SITE UTILITIES HYDROSTATIC TESTING TO BE WITNESSED BY THE CITY OF Land City WATER DEPARTMENT INSPECTOR.

FDOT GENERAL NOTES

1. MAINTENANCE OF TRAFFIC TO BE SUPERVISED BY A CERTIFIED PERSON.

2. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT A MINIMUM OF TWO BUSINESS DAYS PRIOR TO ANY LANE CLOSURES OR BEGINNING ANY CONSTRUCTION WITHIN THE FDOT RIGHT-OF-WAY.

3. ALL WORK PERFORMED WITHIN THE FDOT RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE FY2021-22 OR CURRENT EDITION OF FDOT STANDARD PLANS.

4. IF THE DEPARTMENT DETERMINES THAT AS-BUILT CONDITIONS VARY SIGNIFICANTLY FROM THE APPROVED PLANS, THE PERMITTEE SHALL PROVIDE AS-BUILT PLANS, ALONG WITH A RECORD DRAWINGS REPORT BY PERMITTEE'S PROFESSIONAL ENGINEER, FORM 850-040-19, WITHIN 30 DAYS.

5. IT WILL BE THE RESPONSIBILITY OF THE PERMITTEE TO REPAIR ANY DAMAGE TO FDOT FACILITIES CAUSED BY CONSTRUCTION OF THE PROJECT.

6. TEST RESULTS OF ANY TESTS TAKEN FOR OR DURING CONSTRUCTION OF THE PERMITTED WORK SHALL BE PROVIDED TO THE FDOT UPON REQUEST.

7. ALL CONCRETE TO BE REMOVED SHALL BE SAW CUT AT THE NEAREST JOINT IN GOOD CONDITION, SO AS TO PRODUCE A CONNECTION WITH NEW CONCRETE THAT IS FREE OF CRACKS, DEFORMITY IN SHAPE, NOTICEABLE VOIDS, SURFACE IRREGULARITIES, AND OTHER DEFECTS.

8. ALL CONCRETE SHALL BE AN APPROVED FDOT MIX DESIGN OF 3,000 PSI MINIMUM.

9. ALL MATERIALS INSTALLED WITHIN FDOT RIGHT-OF-WAY SHALL BE LIMITED TO THOSE ON THE FDOT'S QUALIFIED PRODUCTS LIST OR APPROVED PRODUCT LIST OF TRAFFIC CONTROL SIGNALS AND DEVICES.

10. THE PERMITTEE SHALL CONTACT THE CITY OF LAKE CITY TRAFFIC DEPT. (386) 758-5400.

11. ALL CONSTRUCTION IN THE FDOT ROW SHALL CONFIRM TO THE LATEST EDITIONS OF THE FDOT DESIGN STANDARDS, THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE FDOT UTILITY ACCOMMODATION MANUAL.12. ALL DISTURBED AREAS IN FDOT ROW SHALL BE SODDED.

13. ALL WORK PERFORMED WITHIN THE FDOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FDOT DESIGN STANDARDS, THE LATEST EDITION OF THE SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE 2017 UTILITY ACCOMMODATION MANUAL.

14. PLEASE NOTIFY JACKSONVILLE OPERATIONS TWO BUSINESS DAYS BEFORE BEGINNING WORK @ (904) 306-7500.

| CALL 48 HOURS BEFORE YOU DIC | |
|---------------------------------|---|
| IT'S THE LAW! DIAL 811 | Know what's below. Call before you di |

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

STORMWATER POLLUTION PREVENTION PLA

SITE DESCRIPTION

PROJECT NAME AND LOCATION

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION TAX PARCEL: 24-29-11-281016-000020 CITY OF LAKE CITY, FLORIDA

*SEE COVER SHEET FOR LOCATION MAP

DEVELOPER NAME AND ADDRESS

SCHAFFER CONSTRUCTION, LLC 2601 NETWORK BLVD., SUITE 413 FRISCO, TX 75034 CONTACT: DIANE BERRY PHONE: (407) 580-5173 EMAIL: DBERRY@SCHAFFERCONST.COM

PROJECT DESCRIPTION

THE PROJECT WILL CONSIST OF CONSTRUCTING A CIRCLE K CONVENIENCE STORE BUILDING EXPANSION WITH HIGH SPEED DIESEL FUELING STATIONS AND SEMI-TRUCK PARKING ON A PREVIOUSLY MASS GRADED SITE. THE PROJECT IS 3.46 ± ACRES LOCATED ON THE NORTHEAST CORNER OF US HIGHWAY 90 AND CENTURION COURT IN LAKE CITY, FLORIDA.

PROJECT AREA: 3.46 ACRES CONTRIBUTING DRAINAGE AREA: 3.46 ACRES LONGITUDE : W 82° 41' 26.2" LATITUDE: N 30° 10' 51.1"

ACTIVITIES THAT REQUIRE EROSION CONTROL

PROVIDING A STABILIZED CONSTRUCTION ENTRANCE, PERIMETER, AND OTHER EROSION AND SEDIMENT CONTROLS; DEMOLITION; SITE GRADING; INSTALLATION OF STORM WATER; CURB, DRIVEWAYS, AND ROADWAY FACILITIES.

*SEE PLANS FOR THE LOCATION OF TEMPORARY SEDIMENT BARRIERS AND OTHER EROSION CONTROL METHODS.

SOIL PARAMETERS

SOIL TYPES:

| SERIES NAME | HYDROLOGIC GROUP |
|--------------------------------|------------------|
| BLANTON FINE SAND, 0-5% SLOPES | А |

SEQUENCE OF MAJOR ACTIVITIES

THE ORDER OF CONSTRUCTION IS AS FOLLOWS:

- 1. PROVIDE STABILIZED CONSTRUCTION ENTRANCE 2. INSTALL SILT FENCES AND OTHER EROSION CONTROL METHODS
- 3. DEMOLITION
- 4. CLEAR AND GRUB FOR SEDIMENT BASIN AND EARTH DIKE
- CONSTRUCT EARTH DIKE AND SEDIMENT BASIN
- 6. FINISH CLEARING AND GRUBBING
- REMOVE AND STORE TOPSOIL
- 8. PROVIDE INITIAL GRADING AS REQUIRED 9. STABILIZE ALL DISTURBED AREAS AS SOON AS POSSIBLE
- 10. INSTALL UTILITIES, STORM SEWER, CURB AND GUTTER
- 11. INSTALL BASE TO ROAD AND DRIVEWAY AREA
- 12. FINISH GRADING ENTIRE SITE
- 13. CONSTRUCT FINAL PAVING
- 14. REMOVE ACCUMULATED SEDIMENT 15. REMOVE ANY ITEMS THAT ARE NOT REQUIRED

TIMING OF CONTROL MEASURES

THE INSTALLATION OF SILT FENCE (AND OTHER EROSION CONTROL MEASURES), A STABILIZED ENTRANCE AND SEDIMENT BASIN SHALL OCCUR PRIOR TO CLEARING AND GRUBBING ACTIVITY. AFTER CONSTRUCTION IS COMPLETE, THE ACCUMULATED SEDIMENT SHALL BE REMOVED AND THE AREAS SHALL BE REGRADED AND PERMANENTLY STABILIZED AS SHOWN ON THE PLANS.

EROSION AND SEDIMENT CONTROLS

BEST MANAGEMENT PRACTICES SHALL BE USED FOR THIS PROJECT TO CONTROL EROSION AND TURBIDITY CAUSED BY STORM WATER RUN-OFF. THE LOCATION AND DETAILS OF EROSION CONTROL METHODS ARE SHOWN ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR PLACING AND MAINTAINING THESE CONTROL METHODS AS SHOWN ON THE PLANS OR AS REQUIRED. HE/SHE SHALL ALSO PROVIDE THE REQUIRED EROSION PROTECTION AS REQUIRED BY LOCAL, STATE AND FEDERAL LAW.

STORM WATER MANAGEMENT

STORMWATER COLLECTION SHALL BE PROVIDED BY DRAINAGE INLETS WITHIN THE PROPOSED DRIVE AISLES. THE PROPOSED DRAINAGE INLETS WILL CONNECT INTO THE EXISTING OFFSITE STORM DRAINAGE COLLECTION SYSTEM, WHICH DRAINS TO AN OFFSITE MASTER STORMWATER POND THAT PROVIDES ATTENUATION FOR THIS SITE. THE POND IS DESIGNED IN ACCORDANCE WITH SRWMD AND LAKE CITY CODE.

STABILIZATION PRACTICES:

TEMPORARY STABILIZATION - TOPSOIL STOCK PILES AND DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASE, SHALL BE STABILIZED WITH TEMPORARY SEED AND MULCH WITHIN 7 DAYS OF THE LAST CONSTRUCTION ACTIVITY IN THAT AREA. THE TEMPORARY SEED REQUIRED CAN BE FOUND IN TABLE 1.65 A OF THE FLORIDA DEVELOPMENT MANUAL. PRIOR TO SEEDING, WHERE SOILS ARE ACIDIC 2 TONS OF PULVERIZED AGRICULTURAL LIMESTONE SHOULD BE ADDED PER ACRE AND 450 POUNDS OF 10-20-20 FERTILIZER SHALL BE APPLIED TO EACH ACRE. AFTER SEEDING, EACH AREA SHALL BE IMMEDIATELY MULCHED WITH STRAW OR EQUIVALENT EQUAL. AREAS OF THE SITE WHICH ARE TO BE PAVED SHALL BE TEMPORARILY STABILIZED BY APPLYING GEOTEXTILE AND STONE SUB-BASE UNTIL BITUMINOUS PAVEMENT CAN BE APPLIED.

PERMANENT STABILIZATION - DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES PERMANENTLY CEASE SHALL BE STABILIZED WITH PERMANENT SEED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY. THE APPROPRIATE PERMANENT SEED MIX CAN BE FOUND IN TABLES 1.66A, 1.66B AND 1.66C OF THE FLORIDA DEVELOPMENT MANUAL. PRIOR TO SEEDING, 2 TONS/ACRE OF FINELY GROUND AGRICULTURAL LIMESTONE AND THE PROPER FERTILIZER BASED ON THE TYPE OF SEEDING SHALL BE APPLIED TO EACH ACRE TO PROVIDE PLANT NUTRIENTS. AFTER SEEDING, EACH AREA SHALL BE MULCHED IMMEDIATELY.

STRUCTURAL PRACTICES

EARTH DIKE - IF REQUIRED, AN EARTH DIKE SHALL BE CONSTRUCTED ALONG THE SITE PERIMETER. A PORTION OF THE DIKE SHALL DIVERT RUN-ON AROUND THE CONSTRUCTION SITE. THE REMAINING PORTION OF THE DIKE SHALL COLLECT RUNOFF FROM THE DISTURBED AREA AND DIRECT THE RUNOFF TO THE SEDIMENT BASIN.

SEDIMENT BASIN - A SEDIMENT BASIN SHALL BE CONSTRUCTED IN THE COMMON DRAINAGE AREA FOR THE SITE. ALL SEDIMENT COLLECTED IN THE BASIN MUST BE REMOVED FROM THE BASIN UPON COMPLETION OF CONSTRUCTION. SEDIMENT FROM THE BASIN MAY BE USED AS FILL ON THE SITE IF IT IS SUITABLE SOIL.

WASTE DISPOSAL

WASTE MATERIALS - ALL WASTE MATERIALS SHALL BE COLLECTED AND STORED IN A METAL DUMPSTER WITH A SECURE LID IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE SHALL BE DEPOSITED IN THE DUMPSTER. THE SUPERINTENDENT SHALL COORDINATE WITH THE LOCAL UTILITIES TO HAVE THE DUMPSTER EMPTIED AT LEAST TWICE A WEEK AND THE WASTE TAKEN TO AN APPROPRIATE LANDFILL. NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE. THE SUPERINTENDENT SHALL ORGANIZE TRAINING FOR THE EMPLOYEES IN THE PROPER PRACTICES WHEN DEALING WITH WASTE MATERIALS. THE SUPERINTENDENT SHALL BE RESPONSIBLE FOR POSTING AND ENFORCING WASTE MATERIAL PROCEDURES.

HAZARDOUS WASTE - HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS OR AS DIRECTED BY THE MANUFACTURER. THE SUPERINTENDENT SHALL ORGANIZE THE PROPER TRAINING FOR EMPLOYEES IN THE PROPER PRACTICES WHEN DEALING WITH HAZARDOUS WASTE MATERIALS. THESE PROCEDURES SHALL BE POSTED ON THE SITE. THE PERSON WHO MANAGES THE SITE SHALL BE RESPONSIBLE FOR ENFORCING THE PROCEDURES.

SANITARY WASTE - SANITARY WASTE SHALL BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS. THE SUPERINTENDENT SHALL COORDINATE WITH THE LOCAL UTILITY FOR COLLECTION OF THE SANITARY WASTE AT LEAST THREE TIMES A WEEK TO PREVENT SPILLAGE ONTO THE SITE.

OFF-SITE TRACKING

A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO REDUCE SEDIMENT TRACKING OFFSITE. THE MAJOR ROAD CONNECTED TO THE PROJECT SHALL BE CLEANED ONCE A DAY TO REMOVE ANY EXCESS MUD, DIRT OR ROCK RESULTING FROM CONSTRUCTION TRAFFIC. ALL TRUCKS HAULING MATERIALS OFFSITE SHALL BE COVERED WITH A TARPAULIN.

ITEMS REQUIRING POLLUTION PREVENTION

THE FOLLOWING ITEMS ARE EXPECTED TO BE PRESENT ON THE PROJECT SITE:

-ASPHALT -CONCRETE -FERTILIZERS -METAL PIECES

-TAR

-CLEANING SUPPLIES -DETERGENTS -MASONARY BLOCK/BRICKS -PAINT -WOOD

THE FOLLOWING ARE NON-STORM WATER SOURCES THAT WILL BE ENCOUNTERED AT THE SITE AND SHOULD BE DIRECTED TO THE SEDIMENT BASIN PRIOR TO DISCHARGE:

-UNCONTAMINATED GROUNDWATER EXPOSED DURING EXCAVATION -WATER FROM WATER LINE FLUSHING

-PAVEMENT WASH WATERS (WHERE NO SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE OCCURRED).

SPILL PREVENTION AND CONTROL

-PETROLEUM BASED PRODUCTS

THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES TO STORM WATER RUNOFF.

GOOD HOUSEKEEPING

SUPERINTENDENT SHALL INSPECT PROJECT AREA DAILY FOR PROPER STORAGE, USE, AND DISPOSAL OF CONSTRUCTION MATERIALS.

STORE ONLY ENOUGH MATERIAL ON SITE FOR PROJECT COMPLETION.

ALL SUBSTANCES SHOULD BE USED BEFORE DISPOSAL OF CONTAINER.

ALL CONSTRUCTION MATERIALS STORED SHALL BE ORGANIZED AND IN THE PROPER CONTAINER AND IF POSSIBLE, STORED UNDER A ROOF OR PROTECTIVE COVER.

PRODUCTS SHALL NOT BE MIXED UNLESS DIRECTED BY THE MANUFACTURER.

ALL PRODUCTS SHALL BE USED AND DISPOSED OF ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

HAZARDOUS PRODUCTS

MATERIALS SHOULD BE KEPT IN ORIGINAL CONTAINER WITH LABELS UNLESS THE ORIGINAL CONTAINERS CANNOT BE RESEALED. IF ORIGINAL CONTAINERS CANNOT BE USED, LABELS AND PRODUCT INFORMATION SHALL BE SAVED.

PROPER DISPOSAL PRACTICES SHALL ALWAYS BE FOLLOWED IN ACCORDANCE WITH MANUFACTURER AND LOCAL/STATE REGULATIONS.

PRODUCT SPECIFIC PRACTICES

PETROLEUM PRODUCTS MUST BE STORED IN PROPER CONTAINERS AND CLEARLY LABELED. VEHICLES CONTAINING PETROLEUM PRODUCTS SHALL BE PERIODICALLY INSPECTED FOR LEAKS. PRECAUTIONS SHALL BE TAKEN TO AVOID LEAKAGE OF PETROLEUM PRODUCTS ON SITE.

THE MINIMUM AMOUNT OF FERTILIZER SHALL BE USED AND MIXED INTO THE SOIL IN ORDER TO LIMIT EXPOSURE TO STORM WATER. FERTILIZERS SHALL BE STORED IN A COVERED SHED. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER SHALL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.

PAINT CONTAINERS SHALL BE SEALED AND STORED WHEN NOT IN USE. EXCESS PAINT MUST BE DISPOSED OF IN AN APPROVED MANNER.

CONCRETE TRUCKS SHALL NOT BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ON THE SITE.

SPILL CONTROL PRACTICES

IN ADDITION TO THE GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES DISCUSSED IN THE PREVIOUS SECTIONS OF THIS PLAN. THE FOLLOWING PRACTICES SHALL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

-SPILL CLEANUP INFORMATION SHALL BE POSTED ON SITE TO INFORM EMPLOYEES ABOUT CLEANUP PROCEDURES AND RESOURCES.

-THE FOLLOWING CLEAN-UP EQUIPMENT MUST BE KEPT ON-SITE NEAR THE MATERIAL STORAGE AREA: GLOVES, MOPS, RAGS, BROOMS, DUST PANS, SAND, SAWDUST, LIQUID ABSORBER, GOGGLES, AND TRASH CONTAINERS.

-ALL SPILLS SHALL BE CLEANED UP AS SOON AS POSSIBLE.

-WHEN CLEANING A SPILL, THE AREA SHOULD BE WELL VENTILATED AND THE EMPLOYEE SHALL WEAR PROPER PROTECTIVE COVERING TO PREVENT INJURY.

-TOXIC SPILLS MUST BE REPORTED TO THE PROPER AUTHORITY REGARDLESS OF THE SIZE OF THE SPILL.

-AFTER A SPILL, THE PREVENTION PLAN SHALL BE REVIEWED AND CHANGED TO PREVENT FURTHER SIMILAR SPILLS FROM OCCURRING. THE CAUSE OF THE SPILL, MEASURES TO PREVENT IT, AND HOW TO CLEAN THE SPILL UP SHALL BE RECORDED.

-THE SUPERINTENDENT SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR AND IS RESPONSIBLE FOR THE DAY TO DAY SITE OPERATIONS. THE SUPERINTENDENT ALSO OVERSEES THE SPILL PREVENTION PLAN AND SHALL BE RESPONSIBLE FOR EDUCATING THE EMPLOYEES ABOUT SPILL PREVENTION AND CLEANUP PROCEDURES.

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MAINTENANCE AND INSPECTION PRACTICES

THE FOLLOWING ARE MAINTENANCE AND INSPECTION PRACTICES THAT SHALL BE COMPLETED BY THE CONTRACTOR:

-ALL SEDIMENT AND EROSION CONTROL METHODS SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER BY A QUALIFIED INSPECTOR.

-ALL SEDIMENT AND EROSION CONTROL METHODS SHALL BE KEPT IN GOOD CONDITION. REPAIRS MUST BE MADE WITHIN 7 CALENDAR DAYS OF INSPECTION.

-THE SILT FENCE SHALL BE INSPECTED PERIODICALLY FOR HEIGHT OF SEDIMENT AND CONDITION OF FENCE.

-THE SILT FENCE SHALL BE CLEARED OF SEDIMENT WHEN SEDIMENT MEASURES ONE-THIRD THE HEIGHT OF THE FENCE.

-THE SEDIMENT BASINS/DITCHES SHALL BE CHECKED PERIODICALLY FOR DEPTH OF SEDIMENT. THEY SHALL BE CLEANED WHEN SEDIMENT REACHES 10% OF TOTAL CAPACITY AND AFTER CONSTRUCTION IS COMPLETE.

-ALL SEEDING SHALL BE CHECKED FOR PROPER GROWTH AND UNIFORMITY. UNSTABALIZED AREAS SHALL BE RE-SODDED.

-A MAINTENANCE REPORT SHALL BE COMPLETED DAILY AFTER EACH INSPECTION OF THE SEDIMENT AND EROSION CONTROL METHODS. THE REPORTS SHALL BE FILED IN AN ORGANIZED MANNER AND RETAINED ON-SITE DURING CONSTRUCTION. AFTER CONSTRUCTION IS COMPLETED, THE REPORTS SHALL BE SAVED FOR AT LEAST THREE YEARS. THE REPORTS SHALL BE AVAILABLE FOR ANY AGENCY THAT HAS JURISDICTION OVER EROSION CONTROL.

-THE SUPERINTENDENT SHALL ORGANIZE THE TRAINING FOR INSPECTION PROCEDURES AND PROPER EROSION CONTROL METHODS FOR EMPLOYEES THAT COMPLETE INSPECTIONS AND REPORTS.

POLLUTION PREVENTION PLAN CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF. TRUE. ACCURATE. AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SIGNED:

DATE:

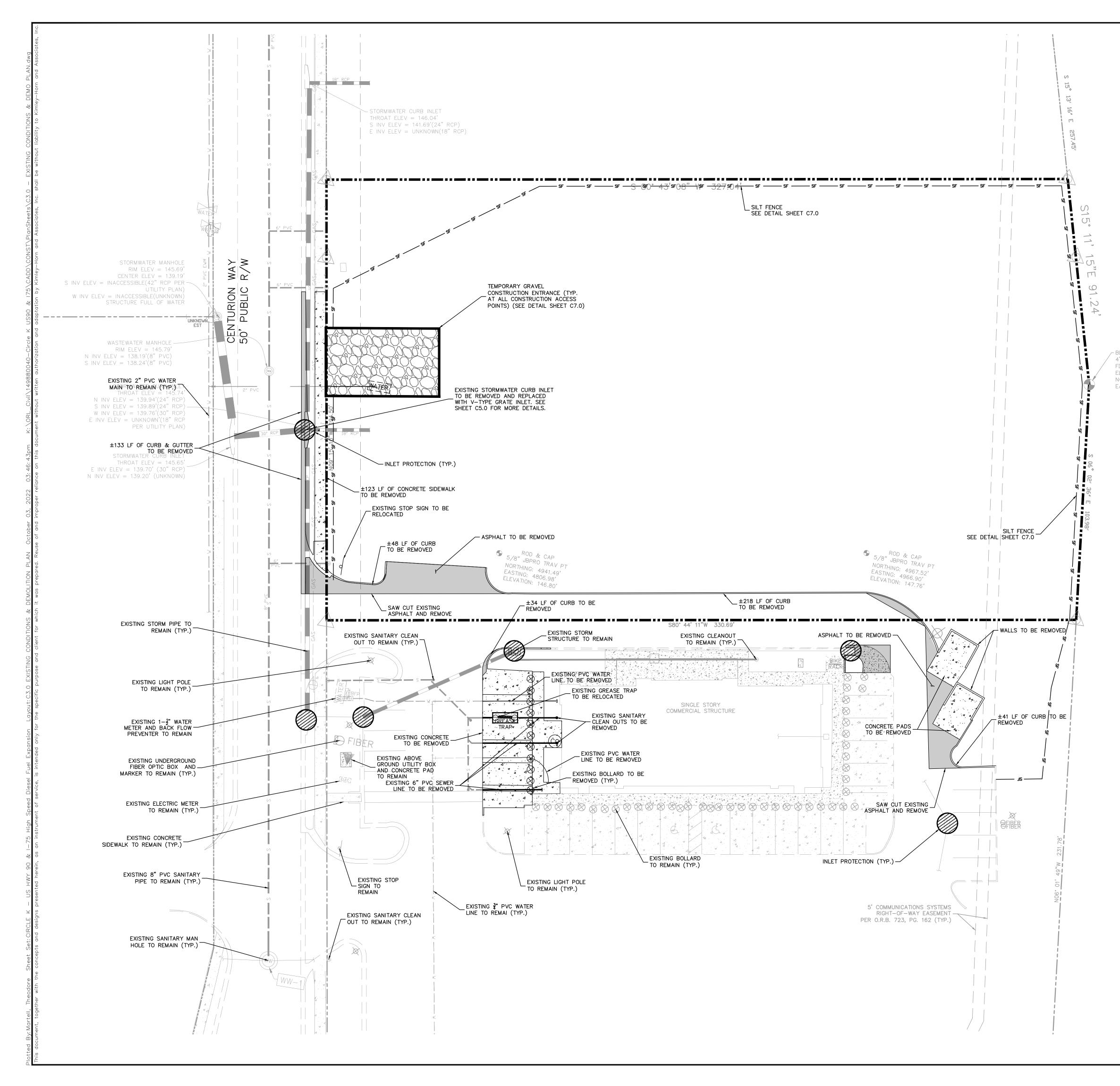
JAROD C. STUBBS, P.E. FLORIDA REGISTRATION NUMBER: 89387 PROFESSIONAL ENGINEER

CONTRACTOR'S CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND, SHALL COMPLY WITH, THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA GENERIC PERMIT FOR STORMWATER DISCHARGE FORM LARGE AND SMALL CONSTRUCTION ACTIVITIES AND THIS STORMWATER POLLUTION PREVENTION PLAN PREPARED THEREUNDER.

| SIGNATURE AND DATE | NAME AND TITLE, COMPANY / ADDRESS AND TELEPHONE NUMBER | RESPONSIBILITY |
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| | DATE BY |
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| | REVISIONS |
| Kimley Horn © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407-898-1511 WWW KIMLEY-HORN COM REGISTRY NO. 35106 | |
| KHA PROJECTLICENSED PROFESSIONAL149880040DATEDATEDATE05/04/2022JAROD © STUBBS, P.E.SCALEAS SHOWNDESIGNED BYEJFDESIGNED BYEJFDRAWN BYEJFDRAWN BYEJF | CHECKED BY JCS DATE: 05/04/2022 |
| STORMWATER POLLUTION PREVENTION PLAN | |
| CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION | CITY OF LAKE CITY FLORIDA |
| SHEET NUMBER | 21 |



| NORTH | DATE BY |
|--|--|
| GRAPHIC SCALE IN FEET 0 10 20 40 | EVISIONS |
| NOTES: CONTRACTOR TO COORDNATE WITH UTILITY COMPANY FOR DEMOLITON REQUREMENTS OF ELECTRCACE SYSTEMS. CONTRACTOR SHALL UTILIZE BEST MANAGEMENT PRACTICES AS NEEDED TO PREVENT SYSTEM POLIUTION DURING TIME OF CONSTRUCTION. REFER TO SWEPP SHEET C2.0 FOR ADDITIONAL NOTES AND DETAILS. INSTALL AND MAINTAIN SULT FENCE AT LIMITS OF CONSTRUCTION. SEE DETAIL SHEET C7.0. PROVIDE SOLL TRACKING PREVENTION DEVICE AT ALL CONSTRUCTION ACCESS POINTS. SEE DETAIL SHEET C7.1. UTILIZE PERFORATED SOCK DRAIN (OR EQUIVALENT) IN FRONT OF EXISTING/PROPOSED CURB INLETS ADJACENT TO CONSTRUCTION ACTIVITES. SEE DETAIL SHEET C7.1. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES. CONTRACTOR TO ENSURE ADEQUATE COVER NEW ALL UTILITIES BEFORE START OF CONSTRUCTION IF DESIGN DOES NOT FROVIDE 36° COVER TO START OF CONSTRUCTION IF DESIGN DOES NOT FROVIDE 36° COVER. CONTRACTOR IS TO VERIFY EXISTING SANITARY, STORM, WATER, ELECTRIC, PHONE, CABLE, AND NATURAL GAS SERVICES TO BUILDINGEN OF RECORD PRIOR TO START OF CONSTRUCTION IF DESIGN DOES NOT FROVIDE 36° COVER. CONTRACTOR SHALL GAS SERVICES TO BUILDINGENGEN OF RECORD TORS TO START OF CONSTRUCTION. SERVICES ARE TO BE ISOLATED IN A MAINER THAT WILL INSURE THAT ADJACENT PROPERED AND JOR REMOVED AS REQUIRED BY THE UTILITY PROVERED. UTILITY SERVICES ARE TO BE ISOLATED IN A MAINER THAT WILL INSURE THAT ADJACENT PROVERED S AND TARY E OR-STEL UNDERGROUND UTILITIES (INCLUDING BUT NOT LIMITED TO INFRIGATION, SANITARY SEVER, POTABLE WATER LINES, INATIVERAL CAS LIMES, FIBER OPTIC, ELECTRIC, ELEPTRICH, AND CABLE UNES) THAT WERE NOT LOCATED OR IDRIVINES THE PROVECT. SURVEYOR, PRIOR TO CONSTRUCTION START, CONTRACTOR SHALL FILED VERIFY PALE MAINS | KHA PROJECT 149880040LICENSED PROFESSIONAL 149880040LICENSED PROFESSIONAL 149880040MED PROFESSIONAL |
| LEGEND Image: Property line (typ.) | EXISTING CONDITIONS & DEMOLITION PLAN |
| EXISTING TREE TO REMAIN EXISTING TREE TO BE REMOVED EXISTING FORCE MAIN | HWY EL FLORIDA |

- BENCHMARK #1 4"x4" CMON FDOT R/W MONUMENT ELEV = 151.10'NORTHING: 434049.36' EASTING: 2540361.06'

CALL 48 HOURS

VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151

BEFORE YOU DIG IT'S THE LAW! Know what's **below.** DIAL 811 Call before you diç

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

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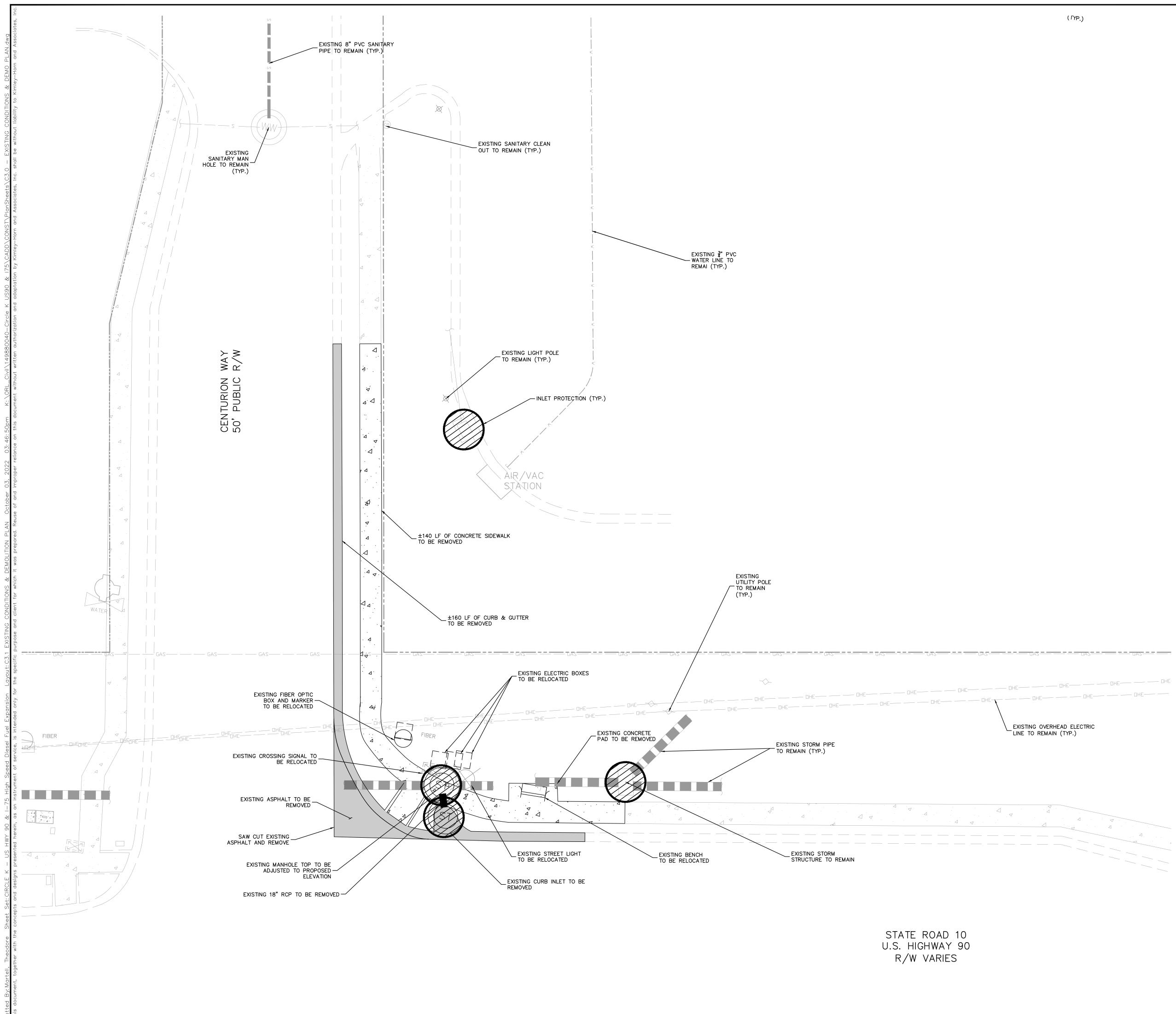
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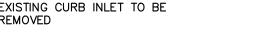
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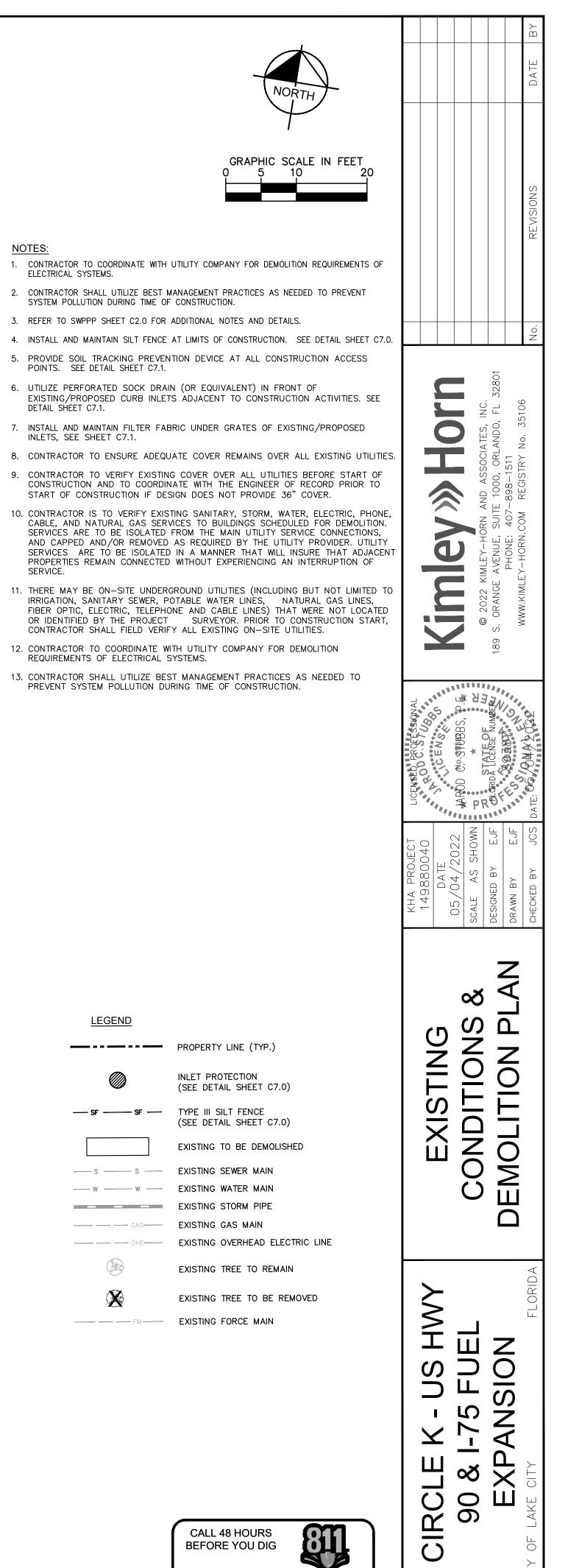


NOTES

ELECTRICAL SYSTEMS.

DETAIL SHEET C7.1.

SERVICE.



PREVENT SYSTEM POLLUTION DURING TIME OF CONSTRUCTION.



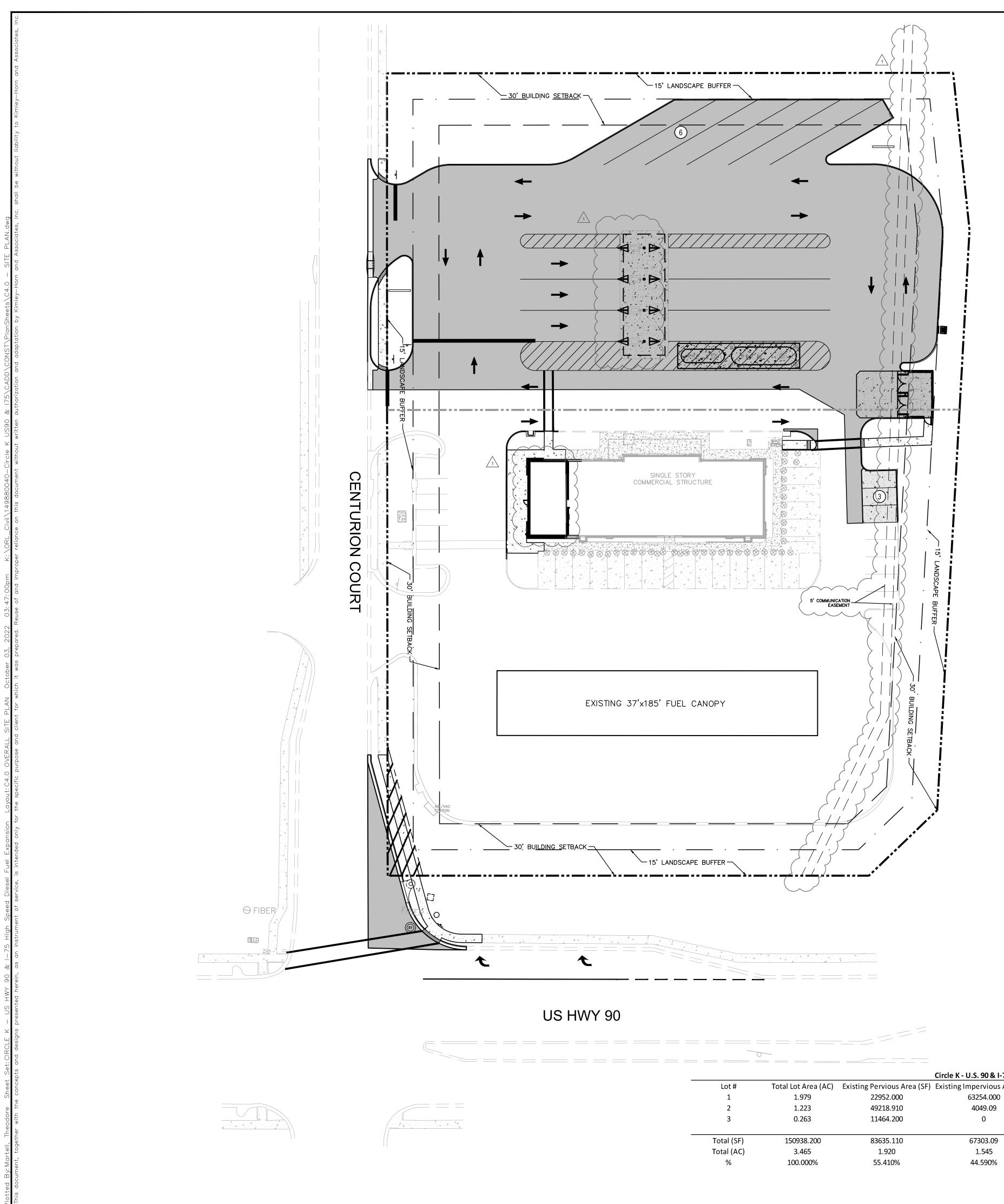
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<u>LEGEND</u>



SHEET NUMBER

C3.1



RAMP

| | | | Circle K - U.S. 90 & I-75 Imperv | ious Area Calculations | |
|------------|---------------------|-----------------------------|----------------------------------|-----------------------------|------------------------------|
| Lot # | Total Lot Area (AC) | Existing Pervious Area (SF) | Existing Impervious Area (SF) | Proposed Pervious Area (SF) | Proposed Impervious Area (SF |
| 1 | 1.979 | 22952.000 | 63254.000 | 22483.000 | 63723.000 |
| 2 | 1.223 | 49218.910 | 4049.09 | 6900.31 | 46367.69 |
| 3 | 0.263 | 11464.200 | 0 | 8711.37 | 2752.830 |
| Total (SF) | 150938.200 | 83635.110 | 67303.09 | 38094.68 | 112843.520 |
| Total (AC) | 3.465 | 1.920 | 1.545 | 0.875 | 2.591 |
| % | 100.000% | 55.410% | 44.590% | 25.239% | 74.761% |



GRAPHIC SCALE IN FEET 0 15 30 60 60

NOTES:

1. ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED. 2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.

- 4. REFER TO SIGNAGE PLANS FOR MONUMENT SIGN DETAILS.
- 5. SEE MEP PLANS FOR ELECTRICAL DRAWINGS.

6. ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKING WILL BE PAINTED UNLESS OTHERWISE NOTED AND IN ACCORDANCE WITH FDOT INDEX 711-001. 7. REFER TO ARCHITECTURAL PLANS FOR PROPOSED TRASH CAN LOCATIONS AND DESIGN.

8. BOLLARDS IN SIDEWALK ADJACENT TO BUILDING SHALL BE COVERED WITH RED PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR.

9. BOLLARDS UNDER CANOPY SHALL BE COVERED WITH GRAY PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR (SEE FUEL PUMP DESIGNER PLANS FOR MORE DETAIL). 10. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS. 11. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL MEET MUTCD AND FDOT STANDARDS.

12. ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF CITY OF LAKE CITY LAND DEVELOPMENT CODE, CHAPTER 7, SEC. 760

| SITE DATA: PROJECT AREA: FUTURE LAND USE: EXISTING ZONING: EXISTING USE: PROPOSED USE: | 3.465± ACF CHI — COMMERCIAL, HIGHW | C AY INT UN | OMMERCIAL |
|---|---|-------------------------------|-----------------------------------|
| BUILDING HEIGHT: PROPOSED: FAR: EXISTING PERVIOUS A | REA: 83,635 SF (1. | | RY/<35 FT 0.0388) (55.41%) |
| PROPOSED PERVIOUS | | | |
| | 5,863 SF (0.1 G+EXPANSION) E AREA: ±106,980.52 SF (2.45 | | |
| • | AREA: ±112,843.52 SF (2.59 | 91 AC) | (74.761%) |
| <u>PARKING REQUIRED</u> CONVENIENCE STORE 1 SPACES / 150 S TOTAL REQUIRED P | F NON-STORAGE AREA (5,043 | SF) | 34 34 |
| PARKING PROVIDED PROPOSED HANDIC/ PROPOSED REGULA PROPOSED SEMI TR PROPOSED ON-SITE | R SPACES: DUCK SPACES: | | 2 31 6 39 |
| BICYCLE_PARKING REQUIRED_SPACES: PROVIDED_SPACES: | | | 0 4 |
| BUILDING SETBACKS | | | |
| SIDE (WEST): REAR (NORTH): FRONT (SOUTH): SIDE (EAST): | 30 30 30 | JIRED FT FT FT FT | 196 FT |
| LANDSCAPE SETBACKS | REOL | JIRED | PROVIDED |
| SIDE (WEST): REAR (NORTH): FRONT (SOUTH): SIDE (EAST): | 15 15 N | FT FT N/A FT | 15 FT |
| LEGEND | | | |
| · | PROPERTY LINE (TYP.) | | |
| | PROPOSED ASPHALT PAVEMENT (SEE DETAIL SHEET C7.0) | | |
| | PROPOSED CONCRETE SIDEWALK (SEE DETAIL SHEET C7.0) | < | |
| α α β δ α δ β δ δ β δ α. | PROPOSED MEDIUM DUTY CONC (SEE DETAIL SHEET C7.0) | RETE | |
| | PROPOSED HEAVY DUTY CONCR (SEE DETAIL SHEET C7.0) | ETE | |

(SF) Allowed Impervious Area (SF) 64904.4 40075.2 8581.32

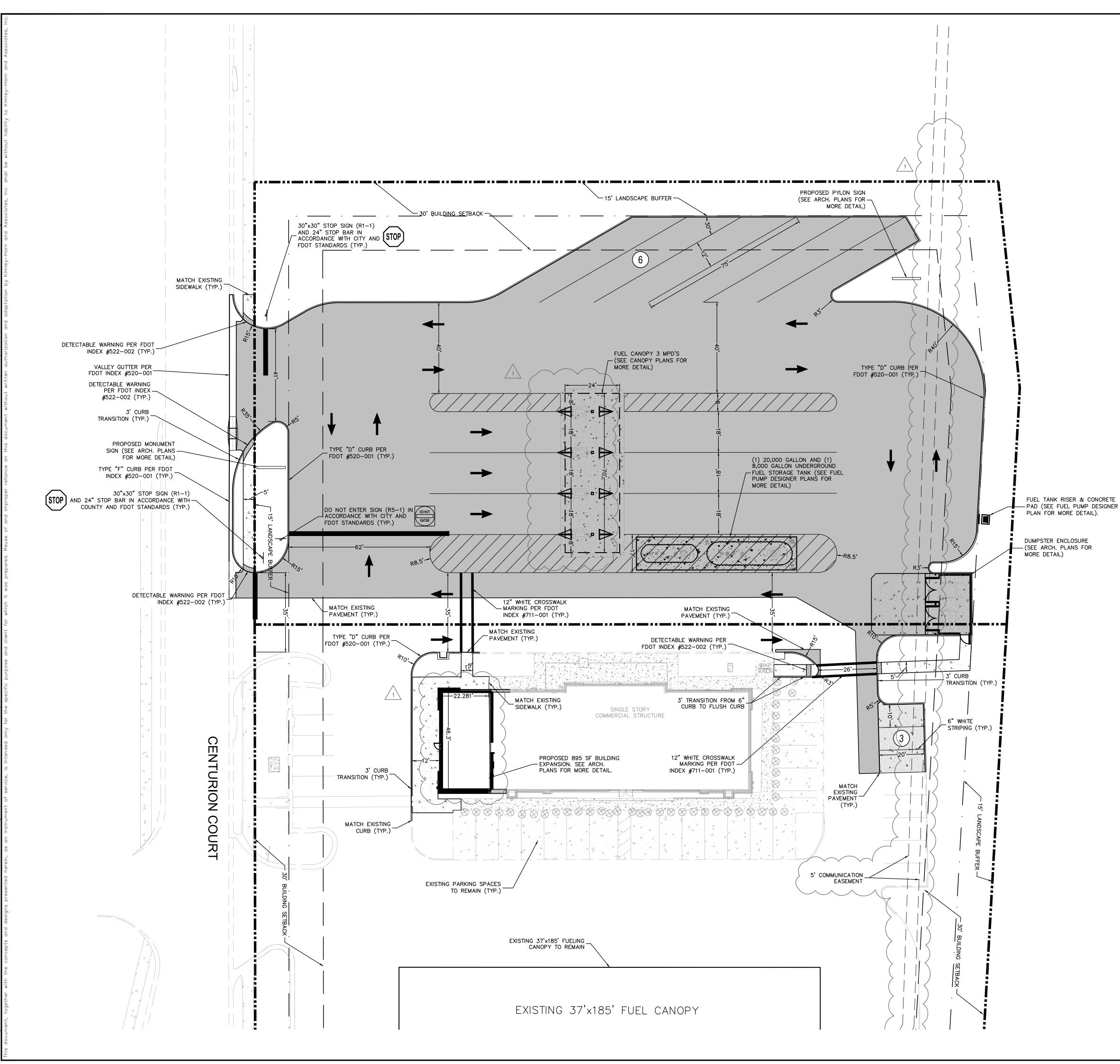
> 113560.920 2.607 75.237%

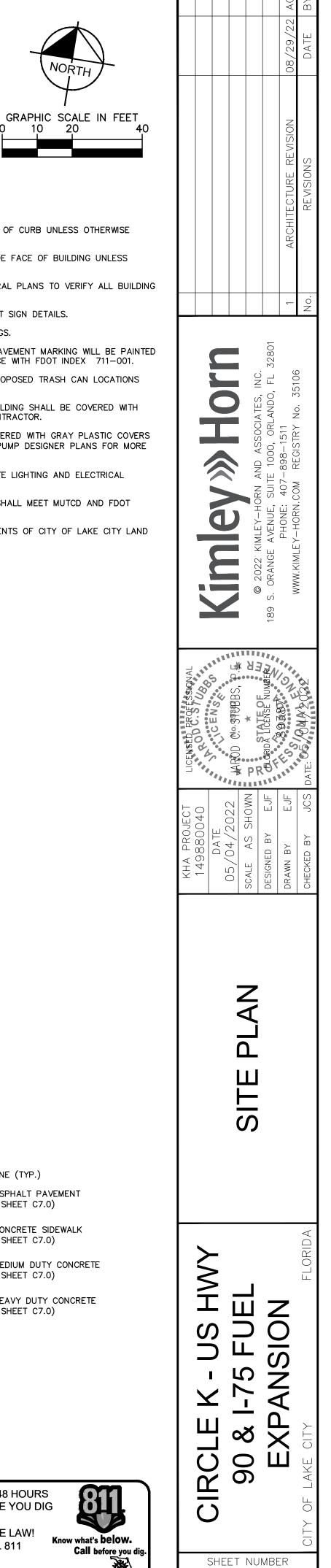
VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151 CALL 48 HOURS BEFORE YOU DIG 81 IT'S THE LAW! DIAL 811

Know what's **below.** Call before you dig

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

0 \approx D E 0 \leq AN ם SITE OVERALL ΥWH UEL SION SU Ζ \mathbf{X} 4 CIRCLE 90 & I EXP ЧX SHEET NUMBER C4.0





NOTES:

1. ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.

4. REFER TO SIGNAGE PLANS FOR MONUMENT SIGN DETAILS.

5. SEE MEP PLANS FOR ELECTRICAL DRAWINGS.

6. ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKING WILL BE PAINTED UNLESS OTHERWISE NOTED AND IN ACCORDANCE WITH FDOT INDEX 711-001. 7. REFER TO ARCHITECTURAL PLANS FOR PROPOSED TRASH CAN LOCATIONS AND DESIGN.

8. BOLLARDS IN SIDEWALK ADJACENT TO BUILDING SHALL BE COVERED WITH RED PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR.

9. BOLLARDS UNDER CANOPY SHALL BE COVERED WITH GRAY PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR (SEE FUEL PUMP DESIGNER PLANS FOR MORE DETAIL).

10. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS.

11. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL MEET MUTCD AND FDOT STANDARDS.

12. ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF CITY OF LAKE CITY LAND DEVELOPMENT CODE, CHAPTER 7, SEC. 760

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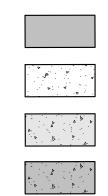
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RAMP

LEGEND



PROPERTY LINE (TYP.) PROPOSED ASPHALT PAVEMENT (SEE DETAIL SHEET C7.0)

> PROPOSED CONCRETE SIDEWALK (SEE DETAIL SHEET C7.0)

PROPOSED MEDIUM DUTY CONCRETE (SEE DETAIL SHEET C7.0)

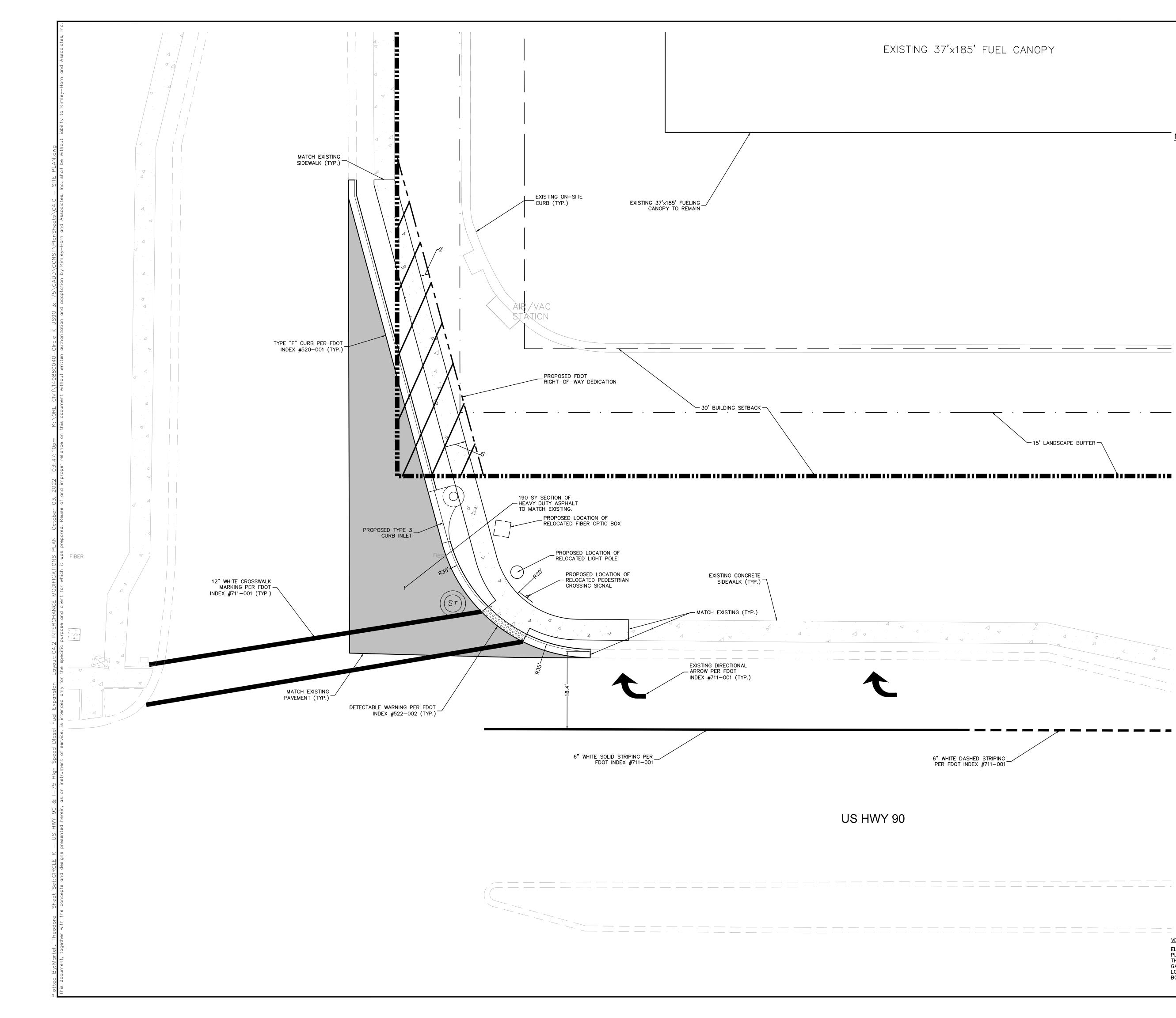
PROPOSED HEAVY DUTY CONCRETE (SEE DETAIL SHEET C7.0)

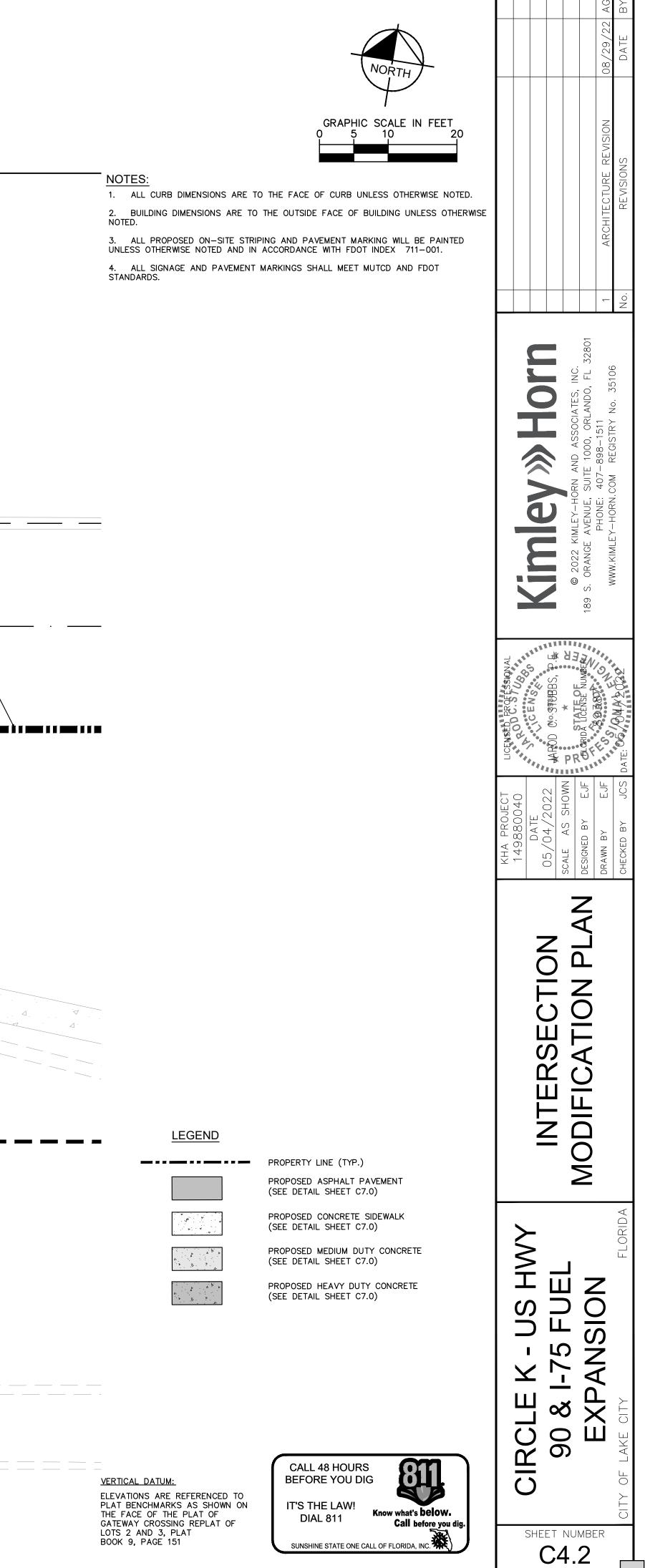
VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151

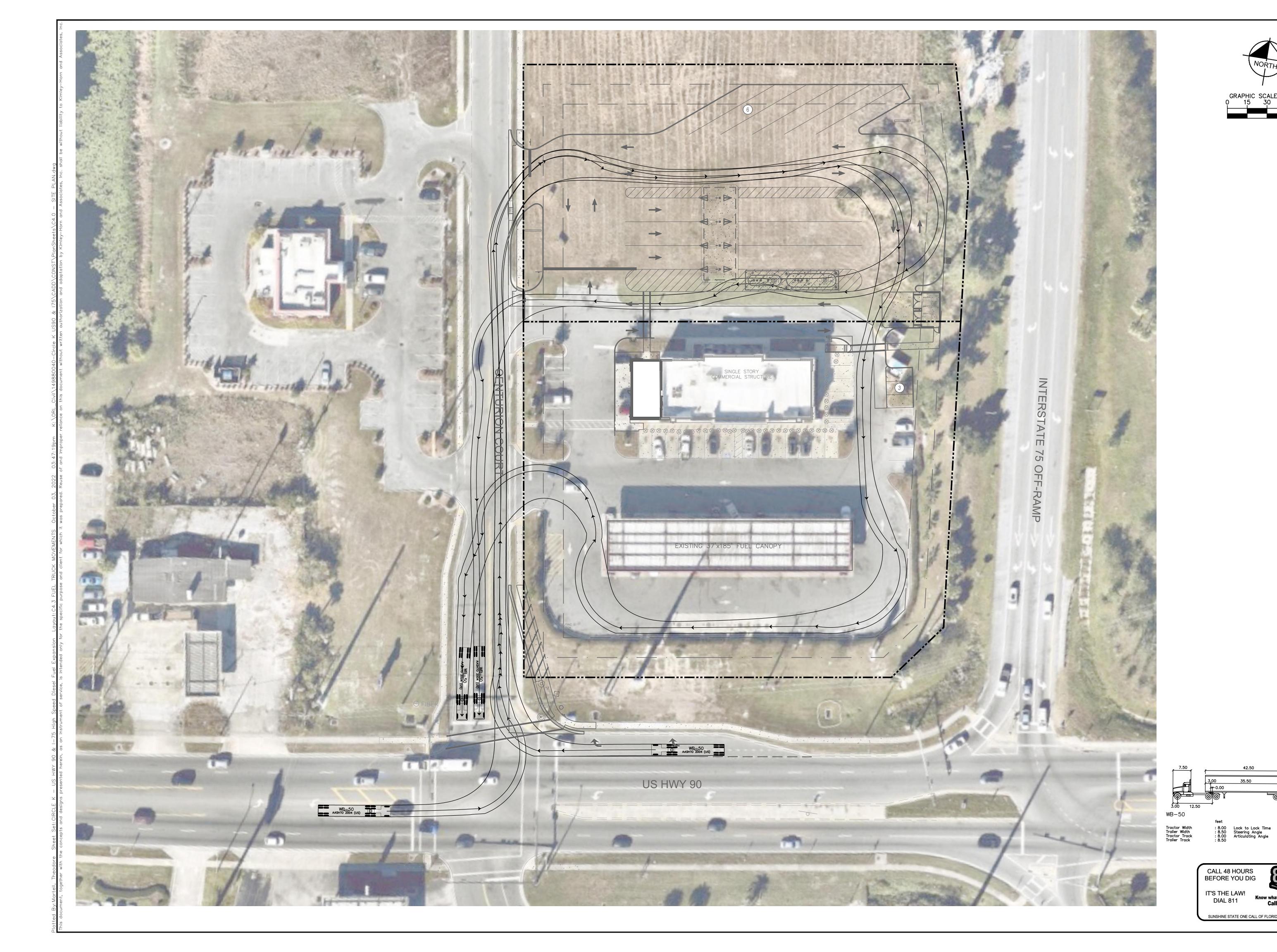
CALL 48 HOURS **BEFORE YOU DIG** IT'S THE LAW! Know what's **below.** DIAL 811 Call before you dig

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

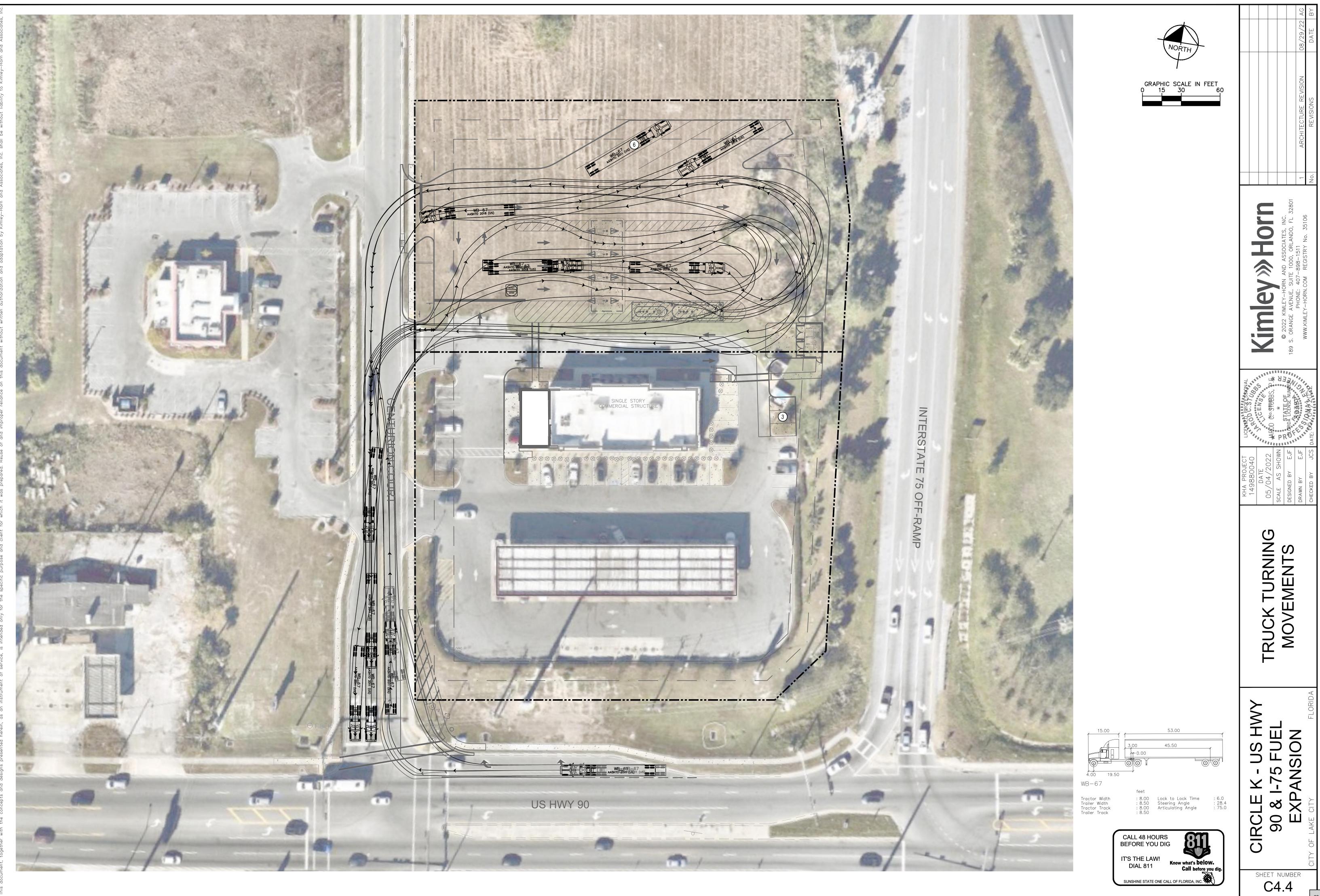
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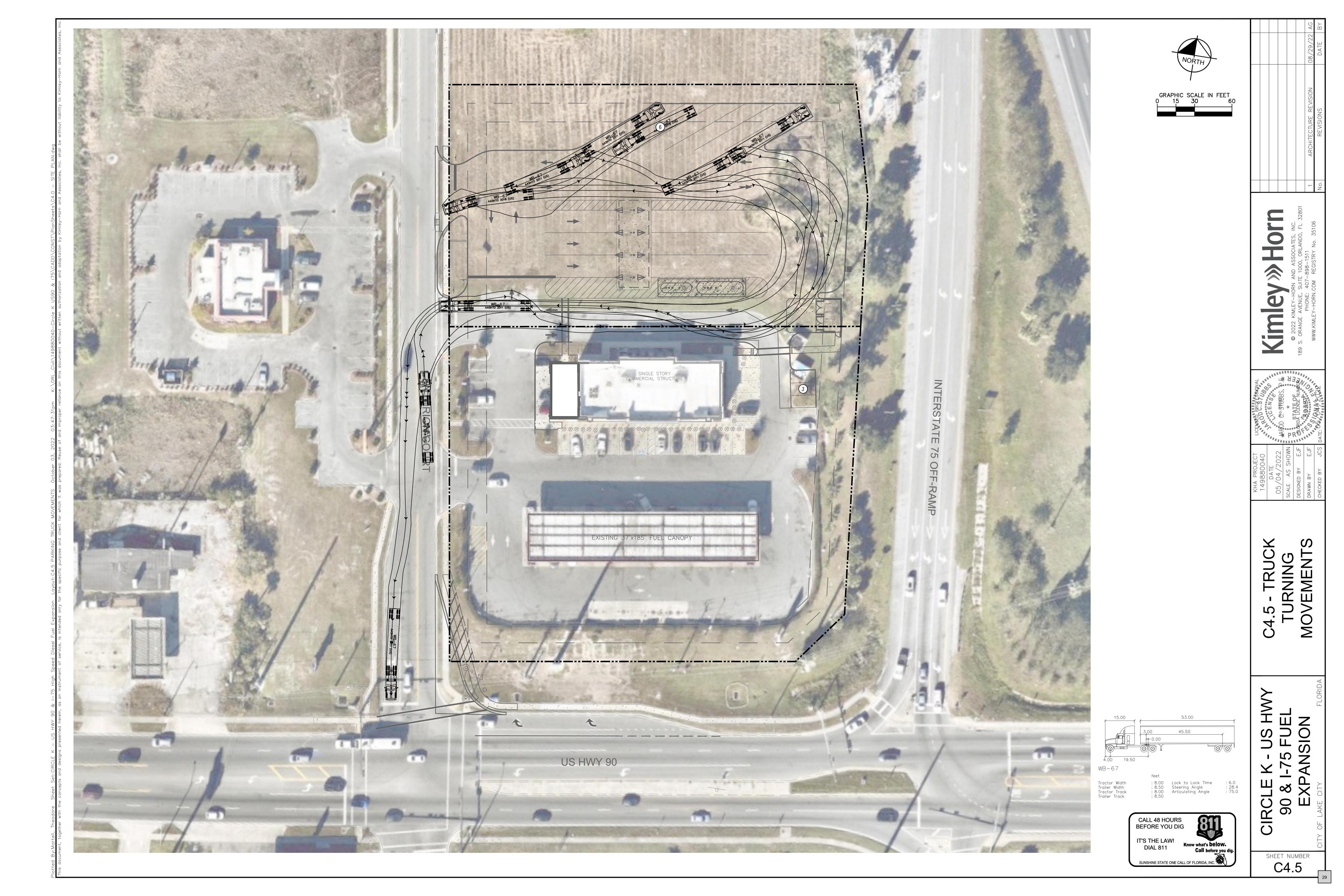


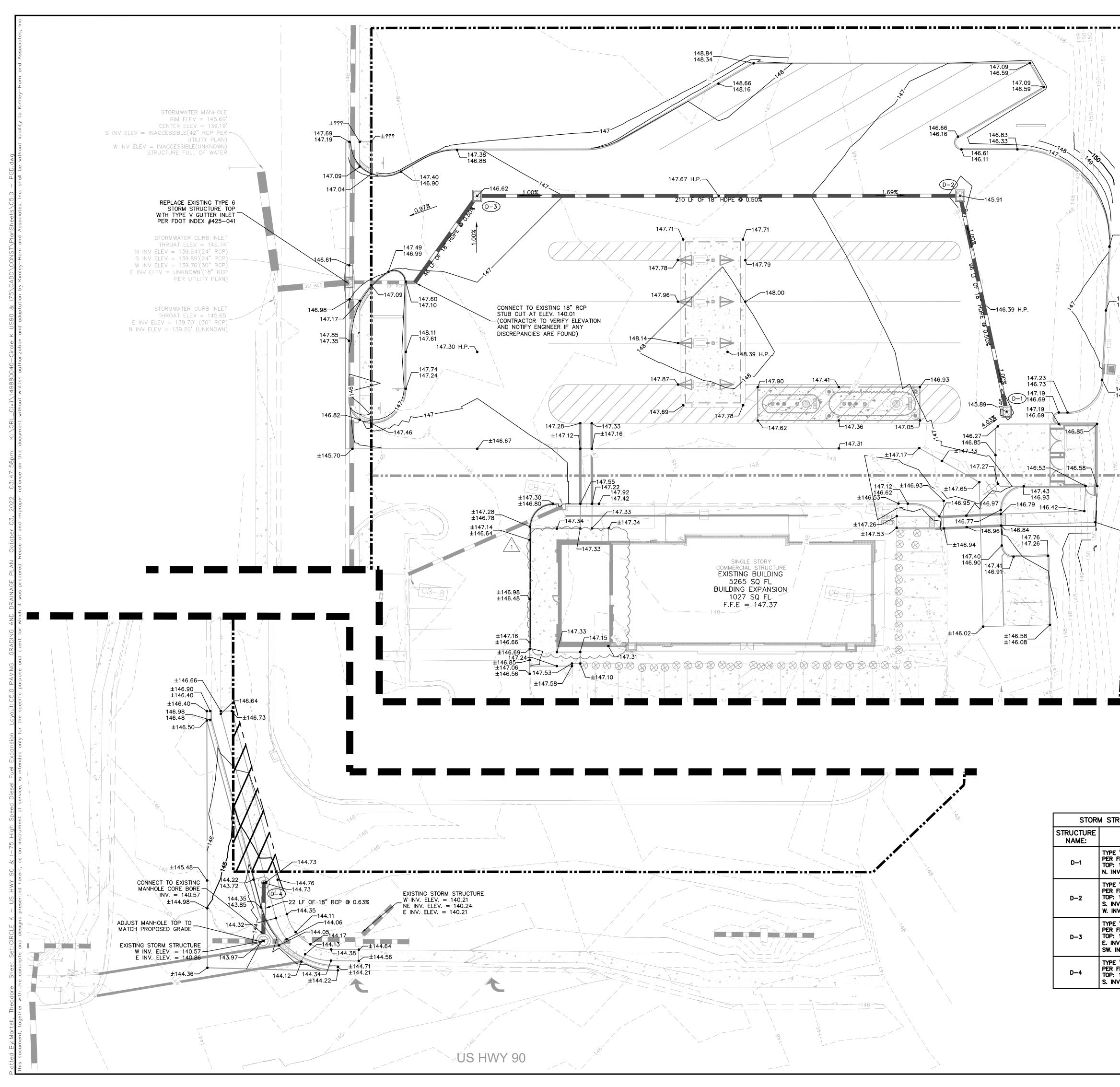


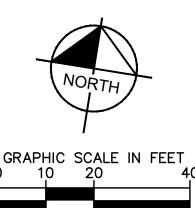
| KHA PROJECTLICENSED PROFESSIONAL149880040DATE05/04/2022DATE05/04/2022JAROD © STUBBS, P.E.05/04/2022JAROD © STUBBS, P.E.SCALE AS SHOWNEJFSCALE AS SHOWNEJFSCALE AS SHOWNEJFDESIGNED BY EJFEJFDRAWN BY EJFS0.380DRAWN BY UCSDATE: 05/04/2022CHECKED BY UCSDATE: 05/04/2022CHECKED BY UCSDATE: 05/04/2022 |
|--|
| TRUCK TURNING MOVEMENTS |
| H L FLORIDA |



| | | © 2022 kimley-horn and associates, inc. | 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 | PHONE: 407–898–1511 www.kimify-horn.com_registry_ng_35106 | REVISIONS REVISIONS |
|--|---------------|---|--|--|---------------------------------|
| KHA PROJECT LICENSED PROFESSIONAL 149880040 | 4 M In . | EK | DESIGNED BY EUF CLORIDA LICENSE NUMBER 189 S. ORANGE A | SIL | CHECKED BY JCS DATE: 05/04/2022 |
| | TRUCK TURNING | | | | |
| | | | _ | _ | FLORIDA |







| KHA PROJECT LICENSED PROFESSIONAL | U5/04/2022 | SCALE AS SHOWN | DESIGNED BY EJF CLORIDA LICENSE NUMBER 189 S | DRAWN BY EJF CONSIGNATION PHONE: 407–898–1511 WWW KIMI FY-HORN COM REGISTRY No. 35106 | |
|-----------------------------------|------------|----------------|--|--|---------------------------|
| | | | | | CITY OF LAKE CITY FLORIDA |

<u>NOTES:</u>

147.48

147.75

147.25

147.45

146.95

146.43

- 1. ALL STORM PIPES LABELED "HDPE" SHALL BE ADS HIGH PERFORMANCE (HP) POLYPROPYLENE STORM SEWER PIPE.
- 2. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT STANDARDS AND SPECIFICAITONS.
- 3. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET
- RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WARNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE

CURB RAMP, NOT INCLUDING FLARES.

- 4. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
- 5. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.
- 6. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.
- ALL PEDESTRIAN SIDEWALKS, PATHWAYS, AND CROSSWALKS SHALL BE CONSTRUCTED NOT TO EXCEED MAX. 2.0% CROSS SLOPE, MAX. 5.0% RUNNING SLOPE.
- 8. ALL HANDICAP ACCESSIBLE PARKING SPACES SHALL BE CONSTRUCTED NOT TO EXCEED MAX. 2.0% CROSS SLOPE IN ALL DIRECTIONS.
- 9. PROPOSED GRADES TO MATCH EXISTING ELEVATIONS AT PROPERTY LINE
- 10. CONTRACTOR TO FIELD VERIFY ELEVATIONS AT ALL EXISTING SIDEWALK AND ROAD CONNECTION POINTS WITH ENGINEER OF RECORD BEFORE CONSTRUCTION OF ANY IMPROVEMENTS.
- 11. FOR EROSION CONTROL NOTES REFER TO SHEET C2.0.
- 12. ALL DRAINAGE PIPES SHALL BE FILTER FABRIC WRAPPED PER FDOT STANDARD PLAN #430-001.
- 13. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES.
- 14. CONTRACTOR TO VERIFY EXISTING COVER OVER ALL UTILITIES BEFORE START OF CONSTRUCTION AND TO COORDINATE WITH THE ENGINEER OF RECORD PRIOR TO START OF CONSTRUCTION IF DESIGN DOES NOT PROVIDE 36" COVER.
- 15. ALL EXISTING VALVES, BOXES, MANHOLE LIDS, COVERS, AND SIMILAR APPURTENANCES MUST BE ADJUSTED ACCORDINGLY TO MATCH FINISHED GRADE.
- 16. ALL PAVEMENT MUST BE SOURCED FROM AN FDOT APPROVED PLANT.

LEGEND

| | PROPERTY LINE |
|-------------------------|--|
| | PROPOSED STORM PIPE |
| \bigcirc | PROPOSED STORM MANHOLE |
| | PROPOSED STORM INLET |
| • <u>XX.XX</u> XX.XX | PROPOSED ELEV. TOP OF CURB PROPOSED ELEV. BOTT. OF CURB |
| < <u> </u> | PROPOSED SPOT ELEVATION |
| | EXISTING STORM PIPE |
| \bigcirc | EXISTING STORM MANHOLE |
| | EXISTING STORM INLET |
| | |

CALL 48 HOURS **BEFORE YOU DIG**

Know what's **below.**

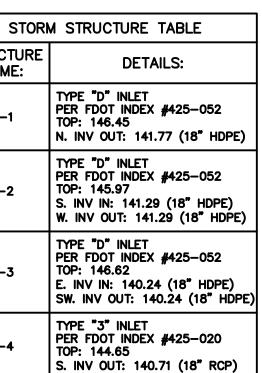
Call before you dig

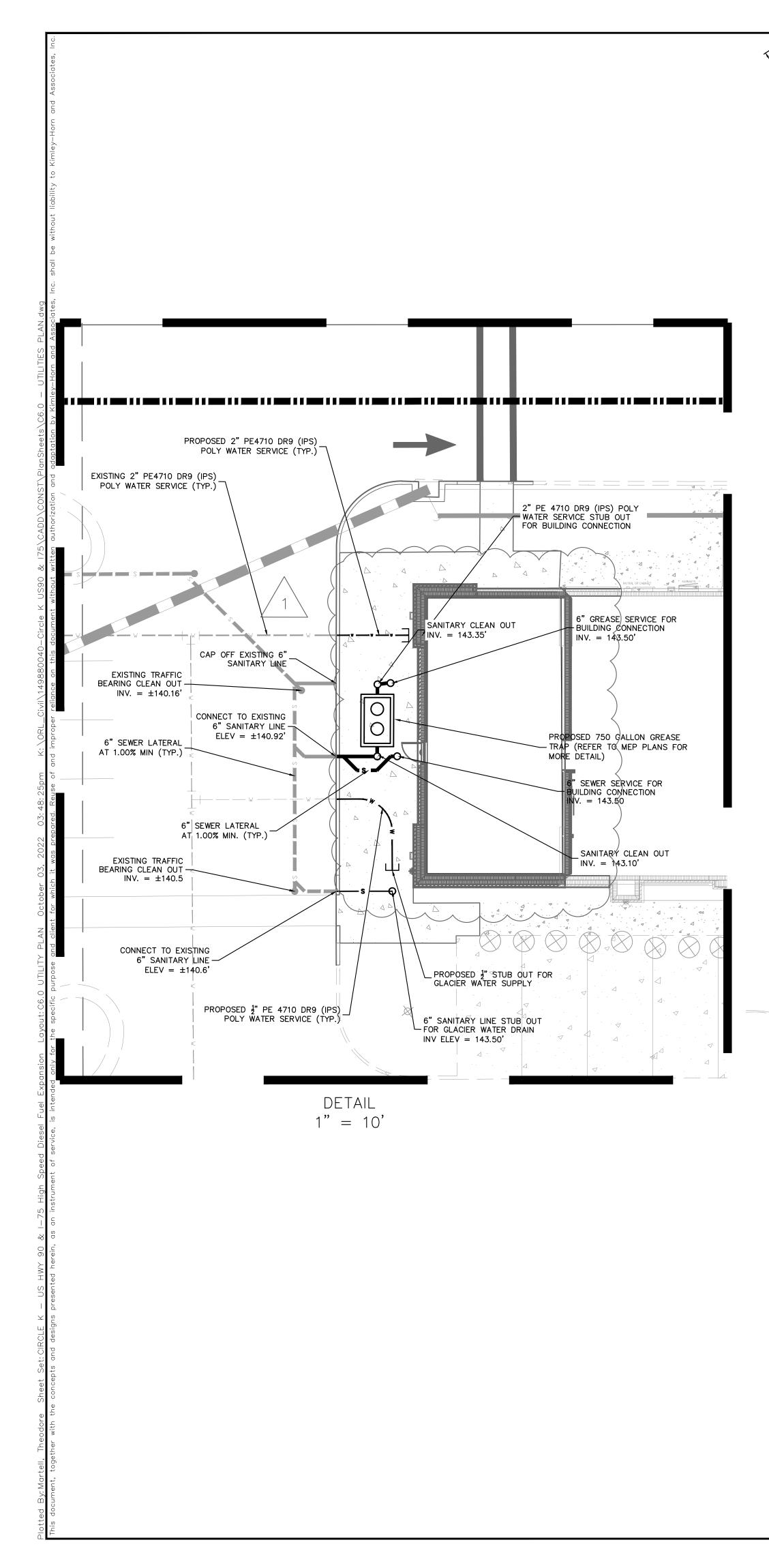
IT'S THE LAW!

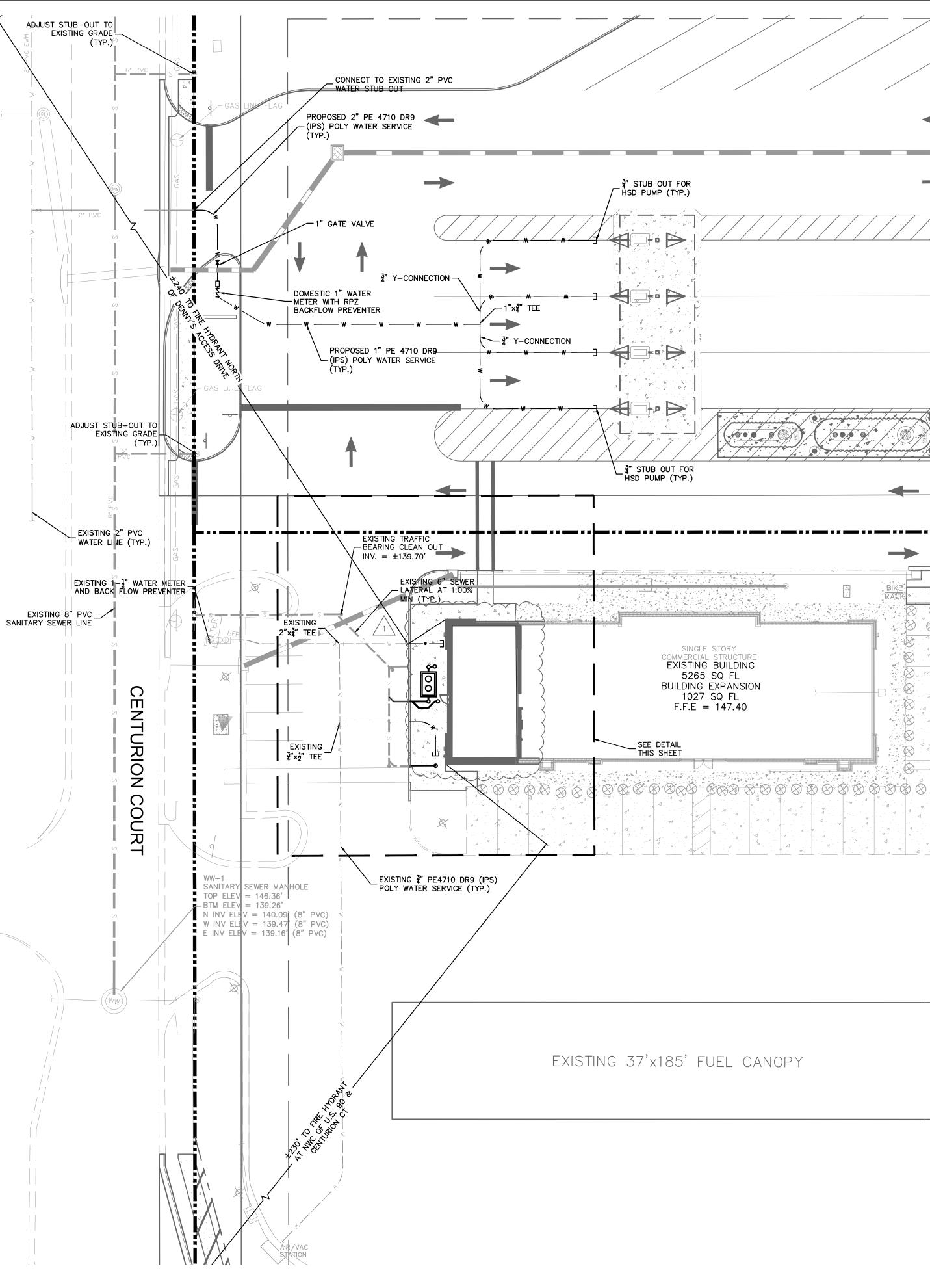
DIAL 811

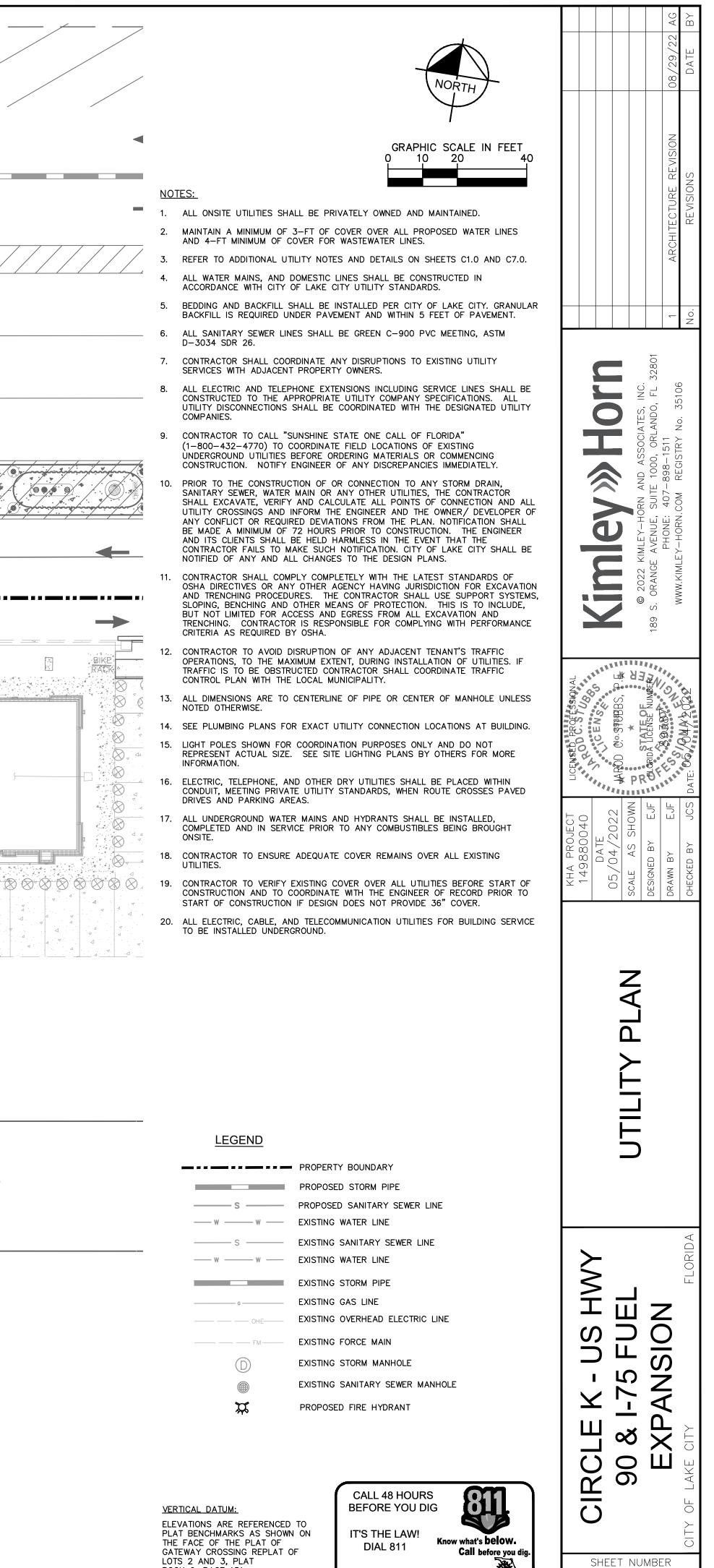
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151





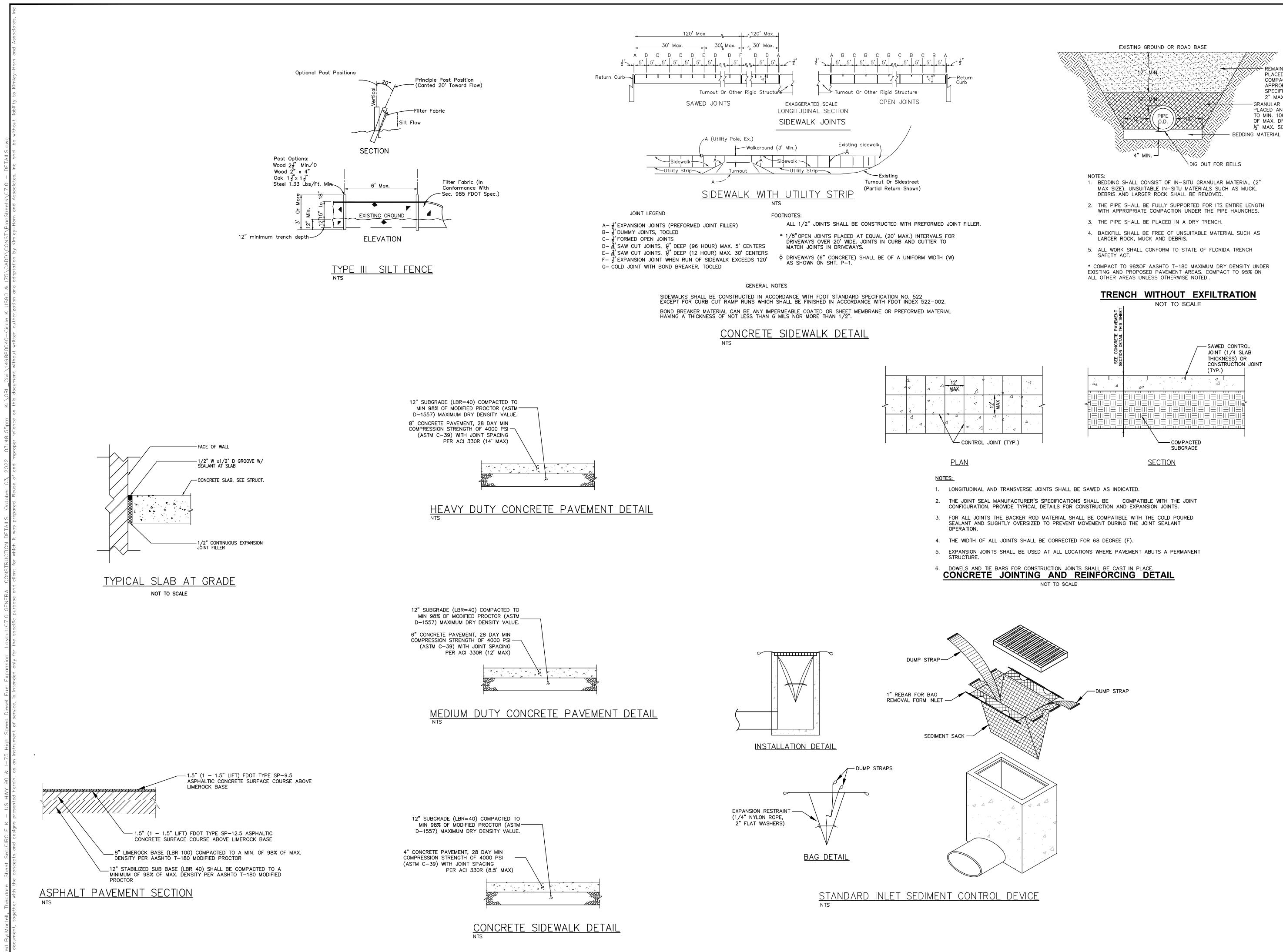




LOTS 2 AND 3, PLAT BOOK 9, PAGE 151

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

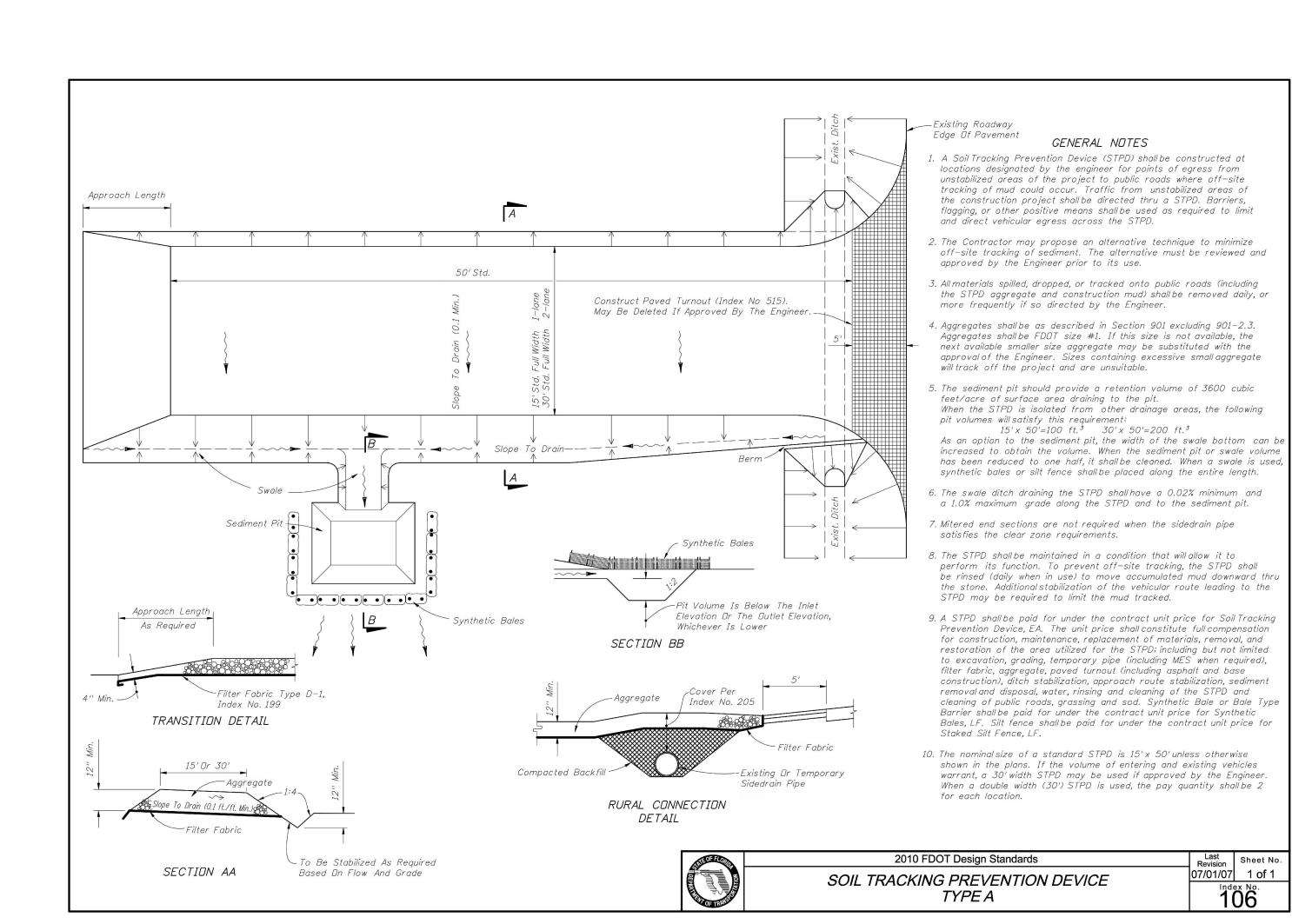
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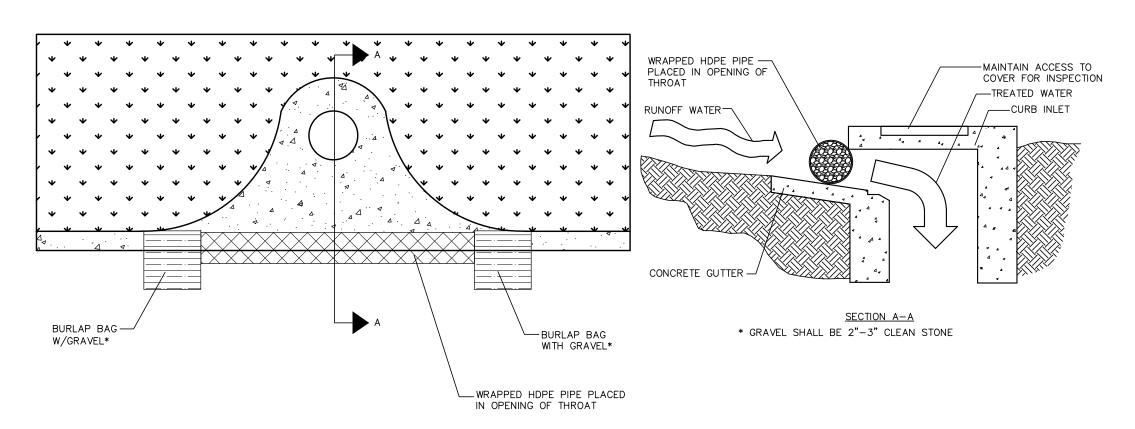
REMAINING BACKFILL PLACED AND COMPACTED PER APPROPRIATE SPECIFICATIONS 2" MAX. SIZE.* GRANULAR BACKFILL PLACED AND COMPACTED TO MIN. 100% OF MAX. DRY DENSITY. ½" MAX. SIZE

| SHEET NUMBER | K - US HV I-75 FUEL ANSION | GENERAL CONSTRUCTION DETAILS | KHA PROJECTLICENSED PROFESSIONAL149880040DATEDATEDATE05/04/2022JAROD O: STUBBS, P.E.SCALEAS SHOWNSCALEAS SHOWNDESIGNED BYEJERIDA LICENSE NUMBERDRAWN BYEJERIDA LICENSE NUMBER | Kimley » Horn © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM REGISTRY No. 35106 | | | |
|--------------|----------------------------------|------------------------------------|---|---|----|-----------|------|
| CITY | CITY OF LAKE CITY | | CHECKED BY JCS DATF: 05/04/2022 | | CZ | REVISIONS | DATF |





| 2010 FDOT Design Standards | Last Revision | Sheet No. |
|---------------------------------|------------------|-----------|
| SOIL TRACKING PREVENTION DEVICE | 07/01/07 | 1 of 1 |
| TYPE A | Inde 1 | 26 |



NTS

NOTE: THE PERFORATED PIPE MUST EXTEND AT LEAST 1' BEYOND THE CURB OPENING ON EACH SIDE AND BE ANCHORED WITH GRAVEL BAGS, OR SIMILAR, ON EACH END. A SPACER MUST BE PROVIDED FOR BETWEEN THE INLET OPENING AND THE PIPE TO ALLOW FOR OVERFLOW, PREVENT FLOODING AND TO PREVENT THE PIPE FROM FALLING INTO THE INLET.

SOCK DRAIN INLET SEDIMENT FILTER

| | . REVISIONS DATE BY |
|--|------------------------------------|
| Kimley >> Horno, Classical Sulfactores, INC. © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407–898–1511 WWW.KIMLEY-HORN.COM REGISTRY No. 35106 | |
| KHA PROJECTLICENSED PROFESSIONAL149880040DATEDATEDATE05/04/2022JAROD O: STUBBS, P.E.SCALEAS SHOWNSCALEAS SHOWNDESIGNED BYEJCRIDA LICENSE NUMBERDRAWN BYEJCRIDA LICENSE NUMBER | CHECKED BY JCS DATE: 00 /04 / 2022 |
| GENERAL CONSTRUCTION DETAILS | |
| K - US HV I-75 FUEL ANSION | CITY OF LAKE CITY FLORIDA |
| sheet number C7.1 | 33 |

| | | | | | | | | _ |
|----|---------------------------|-------------------|----------------------|-----------------------|--|-----|-----------|---------|
| | | | KHA PROJECT | LICENSED PROFESSIONAL | | | | |
| | | | 149880040 | | | | | |
| (| | | DATE | | | | | |
| 28 | | | ~ | | | | | |
| 8. | | | SCALE AS SHOWN | | C 2022 KIMI EY-HORN AND ASSOCIATES INC | | | |
| 0 | | SIANDARD DE IAILS | DESIGNED BY EJF | | 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 | | | |
| | | | DRAWN BY EJF | | PHONE: 407-898-1511 WWW KIMIEV-HORN COM BECISTRY NO 35106 | | | |
| 34 | CITY OF LAKE CITY FLORIDA | | CHECKED BY JCS DATE: | DATE: | | No. | REVISIONS | DATE BY |

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION

LEGAL DESCRIPTION

COLUMBIA COUNTY, FLORID

OT 2 AND THE NORTH 34.55 FEET OF LOT 11 OF GATEWAY CROSSING A REPLAT OF LOTS 2 & 3. ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 9. PAGE 151. PUBLIC RECORDS (

UTILITY PROVIDERS

WATER/SEWER: CITY OF LAKE CITY UTILITIES 692 SW SAINT MARGARETS ST LAKE CITY, FL 32025 CONTACT: PHONE:

ELECTRIC : FLORIDA POWER & LIGHT 2618 NE BASCOM NORRIS DRIVE LAKE CITY, FL 32055 CONTACT: SHANE EUBANK PHONE: (386) 754-2020

FIBER OPTIC : HARGRAY OF FLORIDA, INC. 8324 BAYMEADOWS WAY, STE. 102 JACKSONVILLE, FL 32256 CONTACT: EDWARD HARDING PHONE: (904) 652-9934

CABLE:

COMCAST CABLE 5934 RICHARD STREET JACKSONVILLE, FL 32216 CONTACT: ANDREW SWEENEY PHONE: (904) 738-6898

TELEPHONE:

AT&T 6628 LAKESIDE ROAD WEST PALM BEACH, FL 33411 CONTACT: DINO FARRUGGIO EMAIL: G27896@ATT.COM PHONE: (561) 683-2729

GAS :

CITY OF LAKE CITY GAS/PUBLIC WORKS 180 NE GUM SWAMP ROAD LAKE CITY, FL 32055 CONTACT: THOMAS HENRY EMAIL: HENRYT@LCFLA.COM PHONE: (386) 758-5425

OWNER:

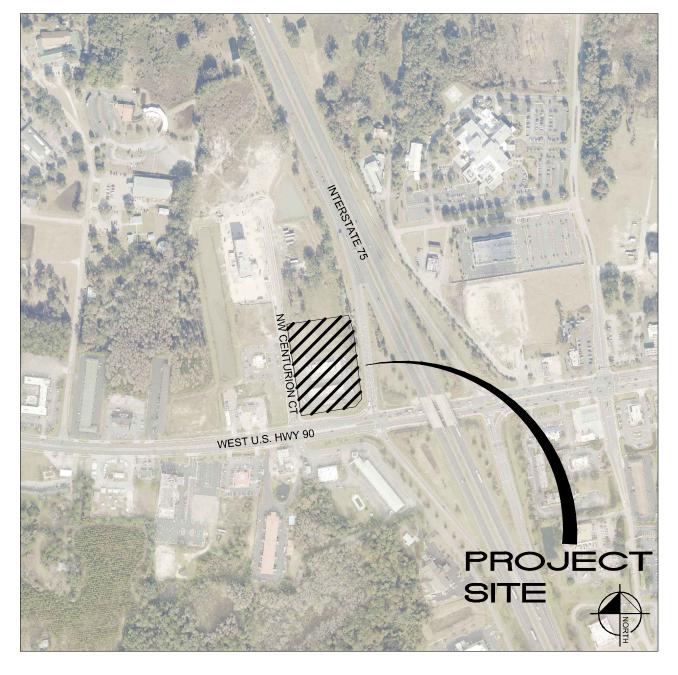
DEVELOPER: CIRCLE K STORES, INC 3802 CORPOREX PARK DRIVE, SUITE 413 TAMPA, FL 33619 CONTACT: EDWARD GIUNTA PHONE: (407) 580-5173

CONSTRUCTION PLANS FOR

143 NW CENTURION COURT LAKE CITY, FLORIDA 32055 MAY 4, 2022

PARCEL IDs: 35-3S-16-02524-001,

35-3S-16-02524-102 AND 35-3S-16-02524-111



VICINITY MAP

PROJECT TEAM

CIVIL ENGINEER:

KIMLEY-HORN AND ASSOCIATES, INC. 189 SOUTH ORANGE AVENUE, SUITE 1000 ORLANDO, FL 32801 CONTACT: JAROD C. STUBBS, P.E. PHONE: (407) 409-7002 EMAIL: JAROD.STUBBS@KIMLEY-HORN.COM

ARCHITECT: RDC COLLABORATIVE 11921 FREEDOM DRIVE, SUITE #1110 **RESTON**, VA 20190 CONTACT: MEGAN LARGENT PHONE: (703) 668-0086 FAX: (703) 668-0085

PREPARED BY © 2022 KIMLEY-HORN AND ASSOCIATES, INC.

189 S. ORANGE AVE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM REGISTRY No. 35106

1" = 500'

SURVEYOR:

JBPRO 3530 NW 43RD STREET GAINESVILLE, FL 32606 CONTACT: TROY V. WRIGHT PHONE: (352) 375-8999

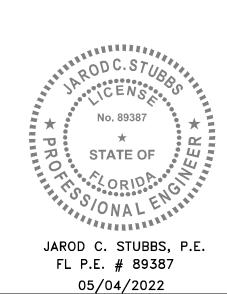
LANDSCAPE ARCHITECT:

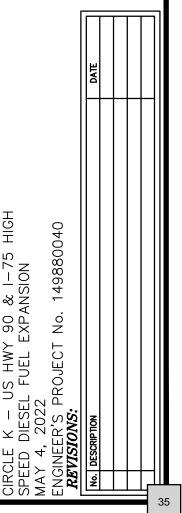
KIMLEY-HORN AND ASSOCIATES, INC. 189 SOUTH ORANGE AVENUE, SUITE 1000 ORLANDO, FL 32801 CONTACT: MATTHEW FRANKO PHONE: (407) 427-1629 EMAIL: MATT.FRANKO@KIMLEY-HORN.COM

GWC DEVELOPMENT PARTNERS LLC 2682 W NOEGEL ROAD LAKE CITY, FL 32055 CONTACT: DIANE BERRY PHONE: (407) 580-5173 EMAIL: DBERRY@SCHAFFERCONST.COM Project Location Lake City, FL

SHEET INDEX

| C0.0 | COVER SHEET |
|-----------|---------------------------------------|
| C1.0-C1.1 | GENERAL NOTES |
| C2.0 | STORMWATER POLLUTION PREVENTION PLAN |
| C3.0-C3.1 | EXISTING CONDITIONS & DEMOLITION PLAN |
| C4.0 | OVERALL SITE PLAN |
| C4.1 | SITE PLAN |
| C4.2 | INTERSECTION MODIFICATION PLAN |
| C4.3-C4.5 | TRUCK TURNING MOVEMENTS |
| C5.0 | PAVING, GRADING AND DRAINAGE PLAN |
| C6.0 | UTILITY PLAN |
| C7.0-C7.1 | GENERAL CONSTRUCTION DETAILS |
| L1.00 | LANDSCAPE PLAN |
| L1.50 | LANDSCAPE DETAILS |
| L1.51 | LANDSCAPE SPECIFICATIONS |
| L2.00 | SCHEMATIC IRRIGATION PLAN |
| L2.50 | IRRIGATION DETAILS |
| L2.51 | IRRIGATION NOTES |





| | GENERAL |
|-----------------------------|--|
| ACCORD | TIONS, ELEVATIONS, AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ARE SHOWN ING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. THE EXISTING UTILITY ATION SHOWN IS BASED ON THE TOPOGRAPHIC SURVEY PROVIDED BY ALTAMAX SURVEYING. THE CONTRACTOR SHALL THE LOCATIONS, ELEVATIONS, AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES, NG THIS AREA PRIOR TO CONSTRUCTION WORK. |
| WATER, | R TO THE INITIATION OF SITE CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ANY EXISTING UTILITIES INCLUDING GA ELECTRIC, CABLE TV, COMMUNICATIONS, SANITARY SEWERS AND STORM DRAINAGE SYSTEMS, ON AND / OR ADJA SITE. REMOVE OR CAP AS NECESSARY. |
| | CONTRACTOR SHALL EXERCISE CAUTION IN AREAS OF BURIED UTILITIES AND SHALL CALL "SUNSHINE" AT 432–4770 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION TO ARRANGE FOR FIELD LOCATIONS OF BURIED UTILITIES |
| MAY OC | CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES, ABOVE OR BELOW GROUND, TO CUR AS A RESULT OF THE WORK PERFORMED, BY THE CONTRACTOR OR SUB-CONTRACTORS, AS CALLED FOR IN CONTRACT DOCUMENTS. |
| BY THE | THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS SPEC VARIOUS GOVERNMENTAL AGENCIES AND THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMIT O CONSTRUCTION, AND SCHEDULE INSPECTIONS ACCORDING TO AGENCY INSTRUCTION/REQUIREMENTS. |
| ENGINEE | CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, ON ALL PRECAST AND MANUFACTURED ITEMS, TO THE OWNER'S IR FOR REVIEW. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMI CONTRACTOR'S EXPENSE. |
| | UTILITY SERVICE STUB-OUTS (WATER, SANITARY SEWER, etc.) ARE TO BE INSTALLED WITHIN 5' OF THE POINT ON TION TO THE BUILDING(S), UNLESS OTHERWISE NOTED ON PLANS. |
| RELOCA | RACTOR TO COORDINATE WITH THE APPLICABLE ELECTRIC UTILITY SUPPLIER REGARDING ANY NECESSARY TION(S) OF UNDERGROUND AND/OR OVERHEAD ELECTRIC FACILITIES, AND FOR THE LOCATION AND INSTALLATION O ORMER PAD(S) AND ASSOCIATED ELECTRIC FACILITIES. |
| THE PUB | DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORG CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE TRAVELIN LIC AND THE SAFETY OF HIS/HER PERSONNEL. |
| C. 1 CON BE WAR | ABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY OSHA. THE MINIMUM STANDARDS AS SET FORTH IN THE CURRENT EDITION OF "THE STATE OF FLORIDA, MANUAL ON TRAFI TROL AND SAFE PRACTICES FOR STREET AND HIGHWAY CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS" S FOLLOWED IN THE DESIGN, APPLICATION, INSTALLATION, MAINTENANCE AND REMOVAL OF ALL TRAFFIC CONTROL DEV INING DEVICES AND BARRIERS NECESSARY TO PROTECT THE PUBLIC AND CONSTRUCTION PERSONNEL FROM HAZAF |
| D. A UNIF | IN THE PROJECT LIMITS. ALL TRAFFIC CONTROL MARKINGS AND DEVICES SHALL CONFORM TO THE PROVISIONS SET FORTH IN THE MANUAL (FORM TRAFFIC CONTROL DEVICES PREPARED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY INISTRATION. |
| E. A THA HEA | LL SUBSURFACE CONSTRUCTION SHALL COMPLY WITH THE "TRENCH SAFETY ACT". THE CONTRACTOR SHALL INSUR T THE METHOD OF TRENCH PROTECTION AND CONSTRUCTION IS IN COMPLIANCE WITH THE OCCUPATIONAL SAFETY LTH ADMINISTRATION (OSHA) REGULATIONS. |
| F. I ⁻ REG | T SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY AND ENFORCE ALL APPLICABLE SAFETY ULATIONS. THE ABOVE INFORMATION HAS BEEN PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY AND DOES .Y THAT THE OWNER OR ENGINEER WILL INSPECT AND/OR ENFORCE SAFETY REGULATIONS. |
| CONSTR (OR CLA | HALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AN R-O-W UTILIZATION PERMIT (IF REQUIRED) FOR UCTION OF THE PROPOSED UTILITIES. THIS PERMIT MUST BE OBTAINED BY A DULY LICENSED PLUMBING CONTRAC ASS A GENERAL CONTRACTOR) PRIOR TO THE START OF CONSTRUCTION. THESE PLANS AND ANY SUBSEQUENT AS TO THESE PLANS, THAT ARE ISSUED BY THE ENGINEER, WILL BE SUBJECT TO THE APPROVAL CONDITIONS OF |
| AS POS | E GRAPHIC INFORMATION DEPICTED ON THESE PLANS HAS BEEN COMPILED TO PROPORTION BY SCALE AS ACCURA SIBLE. HOWEVER, DUE TO REPRODUCTIVE DISTORTION, REDUCTION, AND/OR REVISIONS, INFORMATION CONTAINED IS NOT INTENDED TO BE SCALED FOR CONSTRUCTION PURPOSES. |
| | L SPECIFICATIONS AND DOCUMENTS REFERENCED HEREIN SHALL BE OF THE LATEST REVISION. |
| AND SU | L UNDERGROUND UTILITIES WITHIN BASE AND SURFACE MUST BE IN-PLACE, TESTED AND INSPECTED PRIOR TO BAS RFACE CONSTRUCTION. |
| SITE BY | RK PERFORMED UNDER THIS CONTRACT SHALL INTERFACE SMOOTHLY WITH ANY OTHER WORK BEING PERFORMED C OTHER CONTRACTORS/SUBCONTRACTORS AND UTILITY COMPANIES. IT WILL BE NECESSARY FOR THE GENERAL CTOR TO COORDINATE AND SCHEDULE HIS/HER ACTIVITIES ACCORDINGLY. |
| | L DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED. L SIGNAGE MUST SHALL MEET THE REQUIREMENTS OF POLK COUNTY LAND DEVELOPMENT CODE , CHAPTER 7. |
| ENGINEE | Y DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND R BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR AL OF THE OWNER AND NOTIFICATION TO THE ENGINEER. |
| BY A C | E LINE IS DESIGNED BY OTHERS AND IS SHOWN FOR COORDINATION PURPOSES ONLY. FIRE LINES SHALL BE INSTAL ONTRACTOR, DULY LICENSED BY THE STATE OF FLORIDA FIRE MARSHALL'S OFFICE. CONTRACTOR TO VERIFY MENTS PRIOR TO CONSTRUCTION OF THE FIRE PROTECTION SYSTEM. |
| 19. AL | L CONCRETE SIDEWALKS SHALL BE CONSTRUCTED PER FDOT DESIGN INDEX (ED. 2021) #522-001. |
| 20. SI ⁻ | FEWORK SHALL COMPLY WITH 2017 FLORIDA BUILDING CODE AND 2012 FLORIDA ACCESSIBILITY CODE. |
| | |
| | STORM DRAINAGE SYSTEM |
| 2. ALL DRAINAG | DARD INDEXES REFER TO THE 2021 EDITION OF F.D.O.T. "ROADWAY AND TRAFFIC DESIGN STANDARDS." STORM SEWER PIPE SHALL BE REINFORCED CONCRETE CLASS III (ASTM C-76) UNLESS OTHERWISE NOTED ON PLANS SE STRUCTURES SHALL BE IN ACCORDANCE WITH F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS UNLESS OTH |
| 3. PIPE | ON PLANS. LENGTHS SHOWN ARE APPROXIMATE AND TO CENTER OF DRAINAGE STRUCTURES, WITH THE EXCEPTION OF MITERED ARED END SECTIONS, WHICH ARE NOT INCLUDED IN LENGTHS. |
| 4. ALL | DRAINAGE STRUCTURE GRATES AND COVERS, EITHER EXISTING OR PROPOSED SHALL BE TRAFFIC RATED FOR H–20 SS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY NECESSARY UPGRADES TO EXISTING DRAINAGE STRUCTURE |
| ACCORD CERTIFIC | STRUCTION OF THE STORMWATER MANAGEMENT SYSTEM MUST BE COMPLETE AND ALL DISTURBED AREAS STABILIZE ANCE WITH THE PERMITTED PLANS AND CONDITIONS PRIOR TO ANY OF THE FOLLOWING: ISSUANCE OF THE FIRST CATE OF OCCUPANCY; INITIATION OF INTENDED USE OF THE INFRASTRUCTURE; OR TRANSFER OF RESPONSIBILITY FO IANCE OF THE SYSTEM TO A LOCAL GOVERNMENT OR OTHER RESPONSIBLE ENTITY. |
| 6. THE | CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER JURISDICTION REGULATIONS (MANUFACT IENDATIONS SHALL BE UTILITIZED IF MORE STRINGENT). |
| RECOMM | M WATER PIPES, STRUCTURES, MINIMUM COVER AND INSTALLATION PROCEDURES TO BE IN ACCORDANCE WITH POLK ENGINEERING STANDARDS. |
| 7. STOR | |
| 7. STOR COUNTY 8. ALL | DRAINAGE PIPES SHALL BE FILTER FABRIC WRAPPED PER FDOT STANDARD DESIGN INDEX (ED. 2021) #430-001. |

DRAINAGE SYSTEM TESTING AND INSPECTION

1. THE CONTRACTOR SHALL MAINTAIN AND PROTECT FROM MUD, DIRT, DEBRIS, ETC. THE STORM DRAINAGE SYSTEM UNTIL FINAL ACCEPTANCE OF THE PROJECT. THE STORM SYSTEM WILL BE REINSPECTED BY THE OWNER'S ENGINEER PRIOR TO APPROVAL FOR CERTIFICATE OF OCCUPANCY PURPOSES. THE CONTRACTOR MAY BE REQUIRED TO RECLEAN PIPES AND INLETS AT THE CONTRACTORS EXPENSE AND PRIOR TO FINAL ACCEPTANCE.

2. THE STORM DRAINAGE PIPING SYSTEM SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL. CONTRACTOR TO NOTIFY THE ENGINEER 2 FULL BUSINESS DAYS IN ADVANCE TO SCHEDULE INSPECTION.

PAVING, GRADING AND DRAINAGE

1. ALL PAVING SHALL BE PERFORMED IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

2. ALL DELETERIOUS SUBSURFACE MATERIAL (I.E. MUCK, PEAT, BURIED DEBRIS, ETC.) IS TO BE EXCAVATED AND REPLACED WITH SUITABLE/COMPACTED SOILS, AS DIRECTED BY THE GEOTECHNICAL ENGINEER OF RECORD. DELETERIOUS MATERIAL IS TO BE STOCKPILED OR REMOVED FROM THE SITE AS DIRECTED BY THE OWNER OR OWNER'S ENGINEER. EXCAVATED AREAS ARE TO BE BACKFILLED WITH APPROVED MATERIALS AND COMPACTED AS SHOWN ON THESE PLANS AND PER THE GEOTECHNICAL REPORT. CONTRACTOR IS RESPONSIBLE FOR ACQUIRING ANY PERMITS THAT ARE NECESSARY FOR REMOVING DELETERIOUS MATERIAL FROM THE SITE.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXCAVATIONS AGAINST COLLAPSE AND WILL PROVIDE BRACING, SHEETING OR SHORING AS NECESSARY. DEWATERING METHODS SHALL BE USED AS REQUIRED TO KEEP TRENCHES DRY WHILE PIPE AND APPURTENANCES ARE BEING PLACED.

4. ALL NECESSARY FILL AND EMBANKMENT THAT IS PLACED DURING CONSTRUCTION SHALL CONSIST OF MATERIAL SPECIFIED BY THE OWNER'S SOILS TESTING COMPANY OR ENGINEER AND BE PLACED AND COMPACTED ACCORDING TO THESE PLANS.

5. PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADES, UNLESS OTHERWISE NOTED.

6. IT MAY BE NECESSARY TO FIELD ADJUST PAVEMENT ELEVATIONS TO PRESERVE THE ROOT SYSTEMS OF TREES SHOWN TO BE SAVED. CONTRACTOR TO COORDINATE WITH OWNER'S ENGINEER PRIOR TO ANY ELEVATION CHANGES.

7. CONTRACTOR SHALL TRIM, TACK AND MATCH EXISTING PAVEMENT AT LOCATIONS WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

8. CURBING SHALL BE PLACED AT THE EDGES OF ALL PAVEMENT, UNLESS OTHERWISE NOTED. REFER TO THE 2021 EDITION OF F.D.O.T. "ROADWAY AND TRAFFIC DESIGN STANDARDS" FOR DETAILS AND SPECIFICATIONS OF ALL F.D.O.T. TYPE CURB AND GUTTERS CALLED FOR IN THESE PLANS.

9. PRIOR TO CONSTRUCTING CONCRETE PAVEMENT, THE CONTRACTOR IS TO SUBMIT A PROPOSED JOINTING PATTERN TO THE SOILS ENGINEER FOR APPROVAL.

10. CONTRACTOR TO PROVIDE A 1/2" TO 1" BITUMINOUS EXPANSION JOINT MATERIAL WITH SEALER AT ABUTMENT OF CONCRETE AND OTHER MATERIALS (STRUCTURES, OTHER POURED)

11. ALL PAVEMENT MARKINGS SHALL BE MADE IN ACCORDANCE WITH F.D.O.T. STANDARD INDEX #711-001.

12. THE CONTRACTOR WILL STABILIZE BY SEED AND MULCH, SOD, OR OTHER APPROVED MATERIALS ANY DISTURBED AREAS WITHIN ONE WEEK FOLLOWING CONSTRUCTION OF THE UTILITY SYSTEMS AND PAVEMENT AREAS. CONTRACTOR SHALL MAINTAIN SUCH AREAS UNTIL FINAL ACCEPTANCE BY OWNER. CONTRACTOR TO COORDINATE WITH OWNER REGARDING TYPE OF MATERIAL, LANDSCAPING AND IRRIGATION REQUIREMENTS.

13. THE CONTRACTOR SHALL RESTORE OFF-SITE CONSTRUCTION AREAS TO EQUAL AND/OR BETTER CONDITION THAN EXISTING PRIOR TO START OF CONSTRUCTION.

14. UNLESS OTHERWISE NOTED, GRADE TO MEET EXISTING ELEVATION AT PROPERTY LINES.

15. SURVEY MONUMENTS OR BENCHMARKS, WHICH HAVE TO BE DISTURBED BY THIS WORK, SHALL BE REPLACED UPON COMPLETION OF WORK BY A REGISTERED LAND SURVEYOR AT CONTRACTORS EXPENSE.

16. FINAL GRADES SHOWN INCLUDE SOD HEIGHT. ALL AREAS SHALL BE GRADED TO DRAIN AWAY FROM THE BUILDINGS.

17. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH ALL LOCAL, STATE AND JURISDICTIONAL PERMITTING AGENCIES.

18. CONTRACTOR IS TO ADJUST ANY UTILITY ELEMENT MEANT TO BE FLUSH WITH GRADE (CLEAN-OUTS, MANHOLES, CATCH BASINS, INLETS, ETC.) THAT IS AFFECTED BY SITE WORK OR GRADE CHANGES, WHETHER SPECIFICALLY NOTED ON PLANS OR NOT.

19. ALL WORK SHALL COMPLY WITH THE GEOTECHNICAL REPORT BY UNIVERSAL ENGINEERING SCIENCES ON JULY 9, 2021.

20. CONTRACTOR SHALL SOD ALL DISTURBED AREAS WITH BAHIA UNLESS OTHERWISE NOTED.

PAVING/GRADING TESTING AND INSPECTION

1. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING APPLICABLE TESTING WITH THE SOILS ENGINEER. TESTS WILL BE REQUIRED PURSUANT WITH THE SOILS REPORT. UPON COMPLETION OF WORK THE SOILS ENGINEER WILL SUBMIT CERTIFICATIONS TO THE OWNER AND OWNER'S ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET.

2. A QUALIFIED TESTING LABORATORY SHALL PERFORM ALL TESTING NECESSARY TO ASSURE COMPLIANCE OF THE IN-PLACE MATERIALS AS REQUIRED BY THESE PLANS AND GEOTECHNICAL REPORT. THE VARIOUS AGENCIES AND PERMIT CONDITIONS. SHOULD ANY RETESTING BE REQUIRED DUE TO THE FAILURE OF ANY TESTS TO MEET THESE REQUIREMENTS, THE CONTRACTOR WILL BEAR ALL COSTS OF SAID RETESTING.

EARTHWORK / DEMUCKING PROCEDURES

- 1. A GEOTECHNICAL ENGINEERING INVESTIGATION REPORT HAS BEEN PREPARED FOR PURPOSES OF STORM WATER DESIGN, OF WHICH COPIES ARE AVAILABLE THROUGH THE OWNER OR THEIR SOIL TESTING COMPANY. A GEOTECHNICAL ENGINEER SHALL BE RETAINED BY THE CONTRACTOR TO PROVIDE ON-SITE INSPECTIONS DURING EXCAVATION/FILL OPERATIONS AND TESTING OF THE COMPACTED FILL SO THAT PROPER DOCUMENTATION OF THE REQUIRED COMPACTING CRITERIA CAN BE PROVIDED.
- 2. ALL EXISTING DEBRIS (ABOVE OR BELOW GROUND), CONSTRUCTION DEBRIS AND OTHER WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR, IN ACCORDANCE WITH APPLICABLE REGULATORY AGENCY REQUIREMENTS IN A LEGAL MANNER.
- 3. UNLESS OTHERWISE NOTED, GRADE TO MEET EXISTING ELEVATION AT PROPERTY LINES. FINAL GRADES SHOWN INCLUDE SOD HEIGHT. PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADES, UNLESS OTHERWISE NOTED. IT MAY BE NECESSARY TO FIELD ADJUST PAVEMENT ELEVATIONS TO PRESERVE THE ROOT SYSTEMS OF TREES SHOWN TO BE SAVED. CONTRACTOR TO COORDINATE WITH OWNER'S ENGINEER PRIOR TO ANY ELEVATION CHANGES. ALL AREAS SHALL BE GRADED TO DRAIN AWAY FROM THE BUILDINGS.
- 4. THE CONTRACTOR SHALL INSURE THAT PROPER SOIL DENSITIES ARE ACHIEVED FOR PLACEMENT OF ALL HEADWALL/ENDWALL FOOTINGS, RETAINING WALL FOOTINGS, AND IN GENERAL, ANY FOOTING SUPPORT DESCRIBED ON THESE PLANS. IT WILL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SUFFICIENT SOILS TESTING HAS BEEN PERFORMED PRIOR TO FINAL INSTALLATION OF IMPROVEMENTS.
- 5. ANY UNSUITABLE ORGANIC SOIL SHALL BE EXCAVATED TO A MINIMUM MARGIN OF 6 FEET BEYOND ITS PERIPHERY EXCAVATED TO EXPOSE THE UNDERLYING NON-ORGANIC FINE SAND.
- 6. IF DETERMINED NECESSARY, DEWATERING DURING EXCAVATING/BACKFILLING OPERATIONS MAY BE ACCOMPLISHED BY DITCHING AND THE USE OF SUMP PUMPS AND/OR OTHER METHODS (WELL POINTS), AS NECESSARY. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS FOR DEWATERING ACTIVITIES THAT MAY BE REQUIRED.
- 7. UPON APPROVAL OF THE GEOTECHNICAL ENGINEER, THE EXCAVATED AREAS MAY BE BACKFILLED WITH CLEAN FINE SAND FREE OF UNSUITABLE OR DELETERIOUS MATERIAL. HOWEVER, THE FILL SHOULD NOT BE PLACED IN MORE THAN 6 INCHES OF STANDING WATER. ONCE THE FILL IS AT LEAST 2 FEET ABOVE THE DEWATERED LEVEL, BACKFILLING MAY PROCEED AS DIRECTED BY THE GEOTECHNICAL FNGINFFR.
- 8. CONTRACTOR TO FOLLOW THE GUIDANCE OF THE REFERENCED GEOTECHNICAL ENGINEERING INVESTIGATION REPORT OR INDICATE WHETHER ON-SITE GEOTECHNICAL ENGINEER SHALL DETERMINE DEPTH OF DEMUCKING AND/OR REMOVAL OF UNSUITABLE FILL.
- 9. ALL NECESSARY FILL AND EMBANKMENT THAT IS PLACED DURING CONSTRUCTION SHALL CONSIST OF MATERIAL SPECIFIED BY THE OWNER'S SOILS TESTING COMPANY OR ENGINEER AND BE PLACED AND COMPACTED ACCORDING TO THESE PLANS.

- STANDARDS.

- "EXISTING TO REMAIN".
- JURISDICTION.
- OFF-SITE IN A LEGAL MANNER.
- REMOVED".

ENGINEER.

DEWATERING NOTES

DURING THE EXCAVATION OF THE STORMWATER FACILITIES, AND IF GROUNDWATER IS ENCOUNTERED, THE CONTRACTOR SHALL CONSTRUCT A SEDIMENT BASIN TO PROVIDE A DISCHARGE POINT FOR DEWATERING. THE SEDIMENT BASIN CAN BE CELL IN THE PROPOSED EXCAVATION AREA OF A POND OR IT CAN BE A BERMED AREA ABOVE GROUND. ALL DEWATERING MUST BE HELD IN THE SEDIMENT AREA UNTIL THE WATER IS CLEAN SUCH THAT THERE WOULD BE NO TURBID DISCHARGE. AFTER THE WATER IN THE SEDIMENT BASIN IS CLEAN, THE WATER MAY BE RELEASED INTO THE ON-SITE POND PROVIDED THERE IS NO ADVERSE IMPACT TO THE EXISTING WATER QUALITY.

2. UNDER NO CIRCUMSTANCES WILL THE DISCHARGE FROM THE ON-SITE DEWATERING BE DIRECTLY DISCHARGED OFFSITE.

3. IF CONTRACTOR ENCOUNTERS SILTY/CLAY SAND, WHICH CAUSE THE WATER TO BECOME TURBID, HE/SHE SHALL TREAT THE SEDIMENT BASIN WITH CHEMICAL ADDITIVE SUCH AS ALLUM IN ORDER TO PROMOTE THE COAGULATION OF THE PARTICLES WHICH ALLOW THE TO SETTLE AND THE WATER TO BECOME LESS TURBID. IF TURBID WATER ENCOUNTERED DURING EXCAVATION OF THE PONDS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD IMMEDIATELY TO DETERMINE THE COURSE OF ACTION THAT IS APPROPRIATE TO ELIMINATE THE TURBITY AND ALLOW DISCHARGE THAT MEET WATER QUALITY

4. THE CONTRACTOR SHALL SEQUENCE THE EXCAVATION OF THE STORMWATER PONDS SUCH THAT A SEDIMENT BASIN WILL BE AVAILABLE AT ALL TIMES. THE SEDIMENT BASIN CAN BE RELOCATED AS NECESSARY SUBJECT TO THE WATER WITHIN THE SEDIMENT BASIN BEING NON-TURBID AND ACCEPTABLE FOR DISCHARGE OFF-SITE.

DEMOLITION

1. CONTRACTOR SHALL SUBMIT DEMOLITION SCHEDULE TO OWNER PRIOR TO PROCEEDING WITH DEMOLITION ACTIVITIES.

2. EXTENT OF SITE CLEARING IS SHOWN ON DRAWINGS.

3. CONTRACTOR SHALL CONDUCT SITE DEMOLITION OPERATIONS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS OR OTHER OCCUPIED OR USED FACILITIES WITHOUT PERMISSION FROM AUTHORITIES HAVING JURISDICTION.

4. CONTRACTOR SHALL PROVIDE PROTECTION NECESSARY TO PREVENT DAMAGE TO EXISTING IMPROVEMENTS INDICATED ON PLAN

5. CONTRACTOR SHALL RESTORE DAMAGED IMPROVEMENTS TO THEIR ORIGINAL CONDITION, AS ACCEPTABLE TO PARTIES HAVING

6. CONTRACTOR SHALL REMOVE WASTE MATERIALS AND UNSUITABLE AND EXCESS TOPSOIL FROM PROPERTY AND DISPOSE OF

7. CONTRACTOR SHALL DEMOLISH AND COMPLETELY REMOVE FROM SITE MATERIAL INDICATED ON PLAN OR NOTES "TO BE

8. CONTRACTOR SHALL PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS CREATED BY THE DEMOLITION OPERATION.

TREES AND VEGETATION

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPE BUFFERS AND RETENTION AND DETENTION FACILITIES UNTIL THE WORK HAS BEEN ACCEPTED BY THE OWNER. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION.

AS BUILT

1. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL FURNISH THE OWNER'S ENGINEER WITH COMPLETE "AS-BUILT" INFORMATION, CERTIFIED BY A REGISTERED LAND SURVEYOR. THIS "AS-BUILT" INFORMATION SHALL INCLUDE INVERT ELEVATIONS, LOCATIONS OF STRUCTURES FOR ALL UTILITIES INSTALLED, AS WELL AS GRADE BREAK LOCATIONS AND ELEVATIONS FOR PROPOSED CONSTRUCTION. NO ENGINEER'S CERTIFICATIONS FOR CERTIFICATE OF OCCUPANCY (C.O.) PURPOSES WILL BE MADE UNTIL THIS INFORMATION HAS BEEN RECEIVED AND ACCEPTED BY THE OWNER'S

2. ALL "AS-BUILT" ELEVATIONS SHALL BE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29).

PAVEMENT MARKING AND SIGNAGE

THE INSTALLATION, SHAPE, AND SIZE OF ALL SIGNS AND THEIR LETTERING SHALL COMPLY WITH THE LATEST EDITIONS OF THE U.S. DEPARTMENT OF TRANSPORTATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, ED. 2009" (MUTCD). AND THE F.D.O.T. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ED. 2021", AND THE F.D.O.T. "DESIGN STANDARDS FOR DESIGN, CONSTRUCTION, MAINTENANCE, AND UTILITY OPERATIONS ON THE STATE HIGHWAY SYSTEM, ED. 2016". WHERE CONFLICTS EXIST BETWEEN THE PLANS AND THE ABOVE MENTIONED SPECIFICATIONS, THE MORE STRINGENT CRITERIA SHALL PREVAIL.

2. STOP BARS AND STOP SIGNS ARE TO BE PROVIDED AT ALL INTERNAL, ONSITE INTERSECTIONS, WITH THE EXCEPTION OF SIGNALIZED INTERSECTIONS (UNLESS OTHERWISE NOTED).

3. ALL PAVEMENT MARKINGS SHALL COMPLY WITH THE 2021 F.D.O.T. STANDARD INDEX (ED. 2021) #711-001.

| | | CIATES, INC. | RANDO, FL 32801 | 1 X NO 35106 | |
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| KHA PROJECT LICENSED PROFESSION 149880040 | DATE CENS CENS OS/04/2022 JAROD NO STURRS. P.E. | SCALE AS SHOWN & STATE OF | DESIGNED BY TJM GLORIDA LICENSE NUMBE | DRAWN BY TJM | CHECKED BY JCS DATE: 05/04/2022 |
| | | GENERAL NOTES | | | |
| | | AU & I-/ 2 FUEL | | | CITY OF LAKE CITY FLORIDA |

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SUNSHINE STATE ONE CALL OF FLORIDA, INC

SANITARY SYSTEM

1. ALL PVC PIPE SHALL BE SOLID WALL POLYVINYL CHLORIDE PIPE AND COMPLY WITH ASTM D 3034 AND ALL APPLICABLE ASTM DOCUMENTS AS COVERED IN SECTION NO. 2 OF ASTM D 3034. MAIN LINES SHALL BE A MINIMUM OF 8" DIAMETER, AND LATERALS SHALL BE A MINIMUM 6" DIAMETER.

2. ALL GRAVITY SEWERS MUST BE SDR 26 PVC. ELASTOMERIC GASKET JOINTS SHALL BE UTILIZED FOR PVC PIPE, AND SHALL COMPLY WITH ASTM F477, ASTM D3034 & ASTM F679. JOINTS SHALL COMPLY WITH ASTM D3212.

3. ALL SLOPES FOR GRAVITY SEWER MAINS AND SERVICE CONNECTIONS SHALL COMPLY WITH THE FOLLOWING MINIMUM GRADES: 4" @ 2.00%; 6" @ 1.00%; AND 8" @ 0.40%.

4. ALL SANITARY SEWER WORK SHALL CONFORM WITH APPLICABLE CITY OF LAKE CITY WATER UTILITIES DEPARTMENT STANDARDS AND SPECIFICATIONS.

5. PRIOR TO COMMENCING WORK WHICH REQUIRES CONNECTING PROPOSED FACILITIES TO EXISTING LINES OR APPURTENANCES, THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION(S) OF EXISTING CONNECTION POINT(S) AND NOTIFY THE OWNER'S ENGINEER OF ANY CONFLICTS OR DISCREPANCIES.

SANITARY TESTING AND INSPECTION

1. ALL GRAVITY SEWER PIPING SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER AND APPLICABLE MUNICIPALITY/AGENCY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS IN ADVANCE TO SCHEDULE INSPECTION(S). THE CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS ASSOCIATED WITH A LAMPING INSPECTION OF THE PROPOSED GRAVITY SEWER LINE CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE COPIES OF THE LAMPING INSPECTION TO THE ENGINEER, THE OWNER AND THE APPLICABLE MUNICIPALITY/AGENCY.

2. THE CONTRACTOR SHALL PERFORM AN INFILTRATION/EXFILTRATON TEST ON ALL GRAVITY SEWERS IN ACCORDANCE WITH THE REGULATORY AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE ENGINEER OF RECORD AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. THE SCHEDULING, COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.

3. LEAKAGE TESTS ARE SPECIFIED REQUIRING THAT:

A. THE LEAKAGE EXFILTRATION OR INFILTRATION DOES NOT EXCEED 200 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM. B. EXFILTRATION OR INFILTRATION TESTS BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET

C. AIR TESTS, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM C-828 FOR CLAY PIPE, ASTM C 924 FOR CONCRETE PIPE, ASTM F-1417 FOR PLASTIC PIPE, AND FOR OTHER MATERIALS APPROPRIATE TEST PROCEDURES.

4. CONTRACTOR TO PERFORM APPROPRIATE DEFLECTION TESTS FOR ALL FLEXIBLE PIPE. TESTING IS REQUIRED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM. TESTING REQUIREMENTS SPECIFY:

A. NO PIPE SHALL EXCEED A DEFLECTION OF 5%. B. USING A RIGID BALL OR MANDREL FOR THE DEFLECTION TEST WITH A DIAMETER NOT LESS THAN 95% OF THE BASE INSIDE DIAMETER OR AVERAGE INSIDE DIAMETER OF THE PIPE, DEPENDING ON WHICH IS SPECIFIED IN THE ASTM SPECIFICATION, INCLUDING THE APPENDIX, TO WHICH THE PIPE IS MANUFACTURED. C. PERFORMING THE TEST WITHOUT MECHANICAL PULLING DEVICES.

5. CONTRACTOR TO INSPECT & TEST MANHOLE FOR WATERTIGHTNESS OR DAMAGE PRIOR TO PLACING INTO SERVICE. AIR TESTING, IF SPECIFIED FOR CONCRETE SEWER MANHOLES, SHALL CONFORM TO THE TEST PROCEDURES DESCRIBED IN ASTM C-1244.

POTABLE WATER SYSTEM

1. ALL DIP PIPE SHALL BE CLASS 50 OR HIGHER. REFER TO NOTE #4 BELOW FOR ADDITIONAL DIP SPECIFICATIONS. ADEQUATE MEASURES (PER AWWA, FDEP, AND POLK COUNTY CRITERIA) AGAINST CORROSION SHALL BE UTILIZED.

2. ALL WATER MAIN PIPE FITTINGS AND APPURTENANCES SHALL BE INSTALLED TO COMPLY WITH POLK COUNTY STANDARDS AND SPECIFICATIONS.

3. ALL WATER SERVICE LINES, VALVES AND METERS SHALL BE INSTALLED TO COMPLY WITH APPLICABLE MUNICIPALITY/AGENCY DEPARTMENT STANDARDS AND SPECIFICATIONS.

4. ALL DUCTILE IRON PIPE, 4" TO 24", SHALL BE MANUFACTURED IN ACCORDANCE WITH THE LATEST EDITION OF AWWA C151/A21.51. PIPE SHALL BE FURNISHED IN 18 OR 20 FOOT SECTIONS, PIPE THICKNESS SHALL BE CLASS 50, UNLESS OTHERWISE SPECIFIED.

5. ALL WATER SYSTEM CONSTRUCTION, FROM THE POINT OF CONNECTION IN THE RIGHT OF WAY UP TO AND INCLUDING POINT OF METERING AND BACK FLOW PREVENTION (IF REQUIRED), SHALL BE BUILT ACCORDING TO POLK COUNTY STANDARDS AND SPECIFICATIONS.

6. CONTRACTOR TO INSTALL TEMPORARY BLOWOFFS, AT THE END(S) OF PROPOSED WATER MAINS AND SERVICE LATERALS TO BUILDING(S), TO ASSURE ADEQUATE (PER AWWA, FDEP, AND POLK COUNTY CRITERIA) FLUSHING AND DISINFECTION/CHLORINATION.

7. ALL WATER MAINS SHALL BE STERILIZED IN ACCORDANCE WITH THE APPLICABLE SECTION OF THE LATEST AWWA SPECIFICATION C651 AND CITY OF Land City WATER DEPARTMENT SPECIFICATIONS.

8. ALL PVC WATER MAIN, 6" TO 12" DIAMETER PIPING, SHALL BE AWWA C-900 DR-18. JOINTS SHALL BE RUBBER GASKETED PUSH-ON CONFORMING TO ASTM D1869.

9. POTABLE WATER MAINS WILL BE PVC SDR 21 (200 PSI) FOR PIPES LESS THEN 4". SCHEDULE 40 AND SCHEDULE 80 PIPING MATERIAL ARE ALSO ACCEPTABLE FOR PIPES SIZES LESS THAN 4". THE ABOVE TYPE INSTALLATIONS MUST BEAR THE "NFS" STAMP FOR COMPATIBILITY WITH POTABLE WATER USE.

10. ALL POLYVINYL CHLORIDE PIPE SHALL BE LAID WITH AN INSULATED 10 GAUGE A.W.G. SOLID STRAND COPPER WIRE ON TOP OF THE PIPE. THIS WIRE IS TO BE CONTINUOUS WITH SPLICES MADE ONLY BY METHODS APPROVED BY THE ENGINEER. THIS WIRE IS TO BE SECURED TO ALL VALVES, TEES AND ELBOWS.

11. ALL POTABLE WATER WORK SHALL CONFORM WITH APPLICABLE POLK COUNTY UTILITIES DEPARTMENT STANDARDS AND SPECIFICATIONS.

12. PVC PIPE BURIED BENEATH ROADWAYS, PARKING LOTS OR PARKING LOT ENTRANCES SHALL MEET AWWA SPECIFICATION C900 OR C905, LATEST REVISION. ALL 6" TO 12" PIPE IN SUCH LOCATIONS SHALL BE A MINIMUM OF CLASS 200, DR-14, AND ALL 14" TO 36" PIPE SHALL BE A MINIMUM OF CLASS 235, DR-18.

POTABLE WATER TESTING AND INSPECTION

1. ALL COMPONENTS OF THE WATER SYSTEM, INCLUDING FITTINGS, HYDRANTS, CONNECTIONS, AND VALVES SHALL BE PROPERLY PRESSURE TESTED AND ACCEPTED BY THE OWNER'S ENGINEER. PRESSURE TESTS TO BE IN ACCORDANCE WITH POLK COUNTY UTILITIES DEPARTMENT SPECIFICATIONS. CONTRACTOR TO NOTIFY THE OWNER'S ENGINEER AND APPLICABLE AGENCY INSPECTORS 2 FULL BUSINESS DAYS IN ADVANCE OF PERFORMING TESTS.

2. CONTRACTOR TO PERFORM CHLORINATION AND BACTERIOLOGICAL SAMPLING, AND OBTAIN CLEARANCE OF DOMESTIC AND FIRE LINE WATER SYSTEM(S). COPIES OF ALL BACTERIOLOGICAL TEST RESULTS ARE TO BE SUBMITTED TO THE OWNER'S ENGINEER FOR CERTIFICATION PURPOSES.

3. ALL WATER MAINS SHALL BE PRESSURE TESTED IN ACCORDANCE WITH AWWA MANUAL M23, CONCERNING HYDROSTATIC TESTING OF PVC PIPING. OFF-SITE UTILITIES HYDROSTATIC TESTING TO BE WITNESSED BY THE CITY OF Land City WATER DEPARTMENT INSPECTOR.

FDOT GENERAL NOTES

1. MAINTENANCE OF TRAFFIC TO BE SUPERVISED BY A CERTIFIED PERSON.

2. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT A MINIMUM OF TWO BUSINESS DAYS PRIOR TO ANY LANE CLOSURES OR BEGINNING ANY CONSTRUCTION WITHIN THE FDOT RIGHT-OF-WAY.

3. ALL WORK PERFORMED WITHIN THE FDOT RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE FY2021-22 OR CURRENT EDITION OF FDOT STANDARD PLANS.

4. IF THE DEPARTMENT DETERMINES THAT AS-BUILT CONDITIONS VARY SIGNIFICANTLY FROM THE APPROVED PLANS, THE PERMITTEE SHALL PROVIDE AS-BUILT PLANS, ALONG WITH A RECORD DRAWINGS REPORT BY PERMITTEE'S PROFESSIONAL ENGINEER, FORM 850-040-19, WITHIN 30 DAYS.

5. IT WILL BE THE RESPONSIBILITY OF THE PERMITTEE TO REPAIR ANY DAMAGE TO FDOT FACILITIES CAUSED BY CONSTRUCTION OF THE PROJECT.

6. TEST RESULTS OF ANY TESTS TAKEN FOR OR DURING CONSTRUCTION OF THE PERMITTED WORK SHALL BE PROVIDED TO THE FDOT UPON REQUEST.

7. ALL CONCRETE TO BE REMOVED SHALL BE SAW CUT AT THE NEAREST JOINT IN GOOD CONDITION, SO AS TO PRODUCE A CONNECTION WITH NEW CONCRETE THAT IS FREE OF CRACKS, DEFORMITY IN SHAPE, NOTICEABLE VOIDS, SURFACE IRREGULARITIES, AND OTHER DEFECTS.

8. ALL CONCRETE SHALL BE AN APPROVED FDOT MIX DESIGN OF 3,000 PSI MINIMUM.

9. ALL MATERIALS INSTALLED WITHIN FDOT RIGHT-OF-WAY SHALL BE LIMITED TO THOSE ON THE FDOT'S QUALIFIED PRODUCTS LIST OR APPROVED PRODUCT LIST OF TRAFFIC CONTROL SIGNALS AND DEVICES.

10. THE PERMITTEE SHALL CONTACT THE CITY OF LAKE CITY TRAFFIC DEPT. (386) 758-5400.

11. ALL CONSTRUCTION IN THE FDOT ROW SHALL CONFIRM TO THE LATEST EDITIONS OF THE FDOT DESIGN STANDARDS, THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE FDOT UTILITY ACCOMMODATION MANUAL. 12. ALL DISTURBED AREAS IN FDOT ROW SHALL BE SODDED.

13. ALL WORK PERFORMED WITHIN THE FDOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FDOT DESIGN STANDARDS, THE LATEST EDITION OF THE SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE 2017 UTILITY ACCOMMODATION MANUAL.

14. PLEASE NOTIFY JACKSONVILLE OPERATIONS TWO BUSINESS DAYS BEFORE BEGINNING WORK @ (904) 306-7500.

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| 1. | C/-I & DR | GENERAL NOIES | SCALE AS SHOWN 4 | © 2022 KIMLEY-HORN AND ASSOCIATES INC | | | |
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| | | | DRAWN BY TJM | PHONE: 407-898-1511 WWWW KINNIEV-HODN COM DECISTRY NO 35106 | | | |
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STORMWATER POLLUTION PREVENTION PLAN

SITE DESCRIPTION

PROJECT NAME AND LOCATION

CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION TAX PARCEL: 24-29-11-281016-000020 CITY OF LAKE CITY, FLORIDA

*SEE COVER SHEET FOR LOCATION MAP

DEVELOPER NAME AND ADDRESS

SCHAFFER CONSTRUCTION, LLC 2601 NETWORK BLVD., SUITE 413 FRISCO, TX 75034 CONTACT: DIANE BERRY PHONE: (407) 580-5173 EMAIL: DBERRY@SCHAFFERCONST.COM

PROJECT DESCRIPTION

THE PROJECT WILL CONSIST OF CONSTRUCTING A CIRCLE K CONVENIENCE STORE BUILDING EXPANSION WITH HIGH SPEED DIESEL FUELING STATIONS AND SEMI-TRUCK PARKING ON A PREVIOUSLY MASS GRADED SITE. THE PROJECT IS 3.46 ± ACRES LOCATED ON THE NORTHEAST CORNER OF US HIGHWAY 90 AND CENTURION COURT IN LAKE CITY, FLORIDA.

PROJECT AREA: 3.46 ACRES CONTRIBUTING DRAINAGE AREA: 3.46 ACRES LONGITUDE : W 82° 41' 26.2" LATITUDE: N 30° 10' 51.1"

ACTIVITIES THAT REQUIRE EROSION CONTROL

PROVIDING A STABILIZED CONSTRUCTION ENTRANCE, PERIMETER, AND OTHER EROSION AND SEDIMENT CONTROLS; DEMOLITION; SITE GRADING; INSTALLATION OF STORM WATER; CURB, DRIVEWAYS, AND ROADWAY FACILITIES.

*SEE PLANS FOR THE LOCATION OF TEMPORARY SEDIMENT BARRIERS AND OTHER EROSION CONTROL METHODS.

SOIL PARAMETERS

SOIL TYPES:

| SERIES NAME | HYDROLOGIC GROUP |
|--------------------------------|------------------|
| BLANTON FINE SAND, 0-5% SLOPES | A |

SEQUENCE OF MAJOR ACTIVITIES

THE ORDER OF CONSTRUCTION IS AS FOLLOWS:

| 1. | PROVIDE STABILIZED CONSTRUCTION ENTRANCE |
|----|---|
| 2 | INSTALL SUIT FENCES AND OTHER EDOSION CONTROL METHODS |

- 2. INSTALL SILT FENCES AND OTHER EROSION CONTROL METHODS 3. DEMOLITION
- 4. CLEAR AND GRUB FOR SEDIMENT BASIN AND EARTH DIKE
- CONSTRUCT EARTH DIKE AND SEDIMENT BASIN
- 6. FINISH CLEARING AND GRUBBING
- 7. REMOVE AND STORE TOPSOIL 8. PROVIDE INITIAL GRADING AS REQUIRED
- 9. STABILIZE ALL DISTURBED AREAS AS SOON AS POSSIBLE
- 10. INSTALL UTILITIES, STORM SEWER, CURB AND GUTTER
- 11. INSTALL BASE TO ROAD AND DRIVEWAY AREA
- 12. FINISH GRADING ENTIRE SITE
- 13. CONSTRUCT FINAL PAVING
- 14. REMOVE ACCUMULATED SEDIMENT
- 15. REMOVE ANY ITEMS THAT ARE NOT REQUIRED

TIMING OF CONTROL MEASURES

THE INSTALLATION OF SILT FENCE (AND OTHER EROSION CONTROL MEASURES), A STABILIZED ENTRANCE AND SEDIMENT BASIN SHALL OCCUR PRIOR TO CLEARING AND GRUBBING ACTIVITY. AFTER CONSTRUCTION IS COMPLETE, THE ACCUMULATED SEDIMENT SHALL BE REMOVED AND THE AREAS SHALL BE REGRADED AND PERMANENTLY STABILIZED AS SHOWN ON THE PLANS.

EROSION AND SEDIMENT CONTROLS

BEST MANAGEMENT PRACTICES SHALL BE USED FOR THIS PROJECT TO CONTROL EROSION AND TURBIDITY CAUSED BY STORM WATER RUN-OFF. THE LOCATION AND DETAILS OF EROSION CONTROL METHODS ARE SHOWN ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR PLACING AND MAINTAINING THESE CONTROL METHODS AS SHOWN ON THE PLANS OR AS REQUIRED. HE/SHE SHALL ALSO PROVIDE THE REQUIRED EROSION PROTECTION AS REQUIRED BY LOCAL, STATE AND FEDERAL LAW.

STORM WATER MANAGEMENT

STORMWATER COLLECTION SHALL BE PROVIDED BY DRAINAGE INLETS WITHIN THE PROPOSED DRIVE AISLES. THE PROPOSED DRAINAGE INLETS WILL CONNECT INTO THE EXISTING OFFSITE STORM DRAINAGE COLLECTION SYSTEM, WHICH DRAINS TO AN OFFSITE MASTER STORMWATER POND THAT PROVIDES ATTENUATION FOR THIS SITE. THE POND IS DESIGNED IN ACCORDANCE WITH SRWMD AND LAKE CITY CODE.

STABILIZATION PRACTICES:

TEMPORARY STABILIZATION - TOPSOIL STOCK PILES AND DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASE, SHALL BE STABILIZED WITH TEMPORARY SEED AND MULCH WITHIN 7 DAYS OF THE LAST CONSTRUCTION ACTIVITY IN THAT AREA. THE TEMPORARY SEED REQUIRED CAN BE FOUND IN TABLE 1.65 A OF THE FLORIDA DEVELOPMENT MANUAL. PRIOR TO SEEDING, WHERE SOILS ARE ACIDIC 2 TONS OF PULVERIZED AGRICULTURAL LIMESTONE SHOULD BE ADDED PER ACRE AND 450 POUNDS OF 10-20-20 FERTILIZER SHALL BE APPLIED TO EACH ACRE. AFTER SEEDING, EACH AREA SHALL BE IMMEDIATELY MULCHED WITH STRAW OR EQUIVALENT EQUAL. AREAS OF THE SITE WHICH ARE TO BE PAVED SHALL BE TEMPORARILY STABILIZED BY APPLYING GEOTEXTILE AND STONE SUB-BASE UNTIL BITUMINOUS PAVEMENT CAN BE APPLIED.

PERMANENT STABILIZATION - DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES PERMANENTLY CEASE SHALL BE STABILIZED WITH PERMANENT SEED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY. THE APPROPRIATE PERMANENT SEED MIX CAN BE FOUND IN TABLES 1.66A. 1.66B AND 1.66C OF THE FLORIDA DEVELOPMENT MANUAL. PRIOR TO SEEDING, 2 TONS/ACRE OF FINELY GROUND AGRICULTURAL LIMESTONE AND THE PROPER FERTILIZER BASED ON THE TYPE OF SEEDING SHALL BE APPLIED TO EACH ACRE TO PROVIDE PLANT NUTRIENTS. AFTER SEEDING, EACH AREA SHALL BE MULCHED IMMEDIATELY.

STRUCTURAL PRACTICES

EARTH DIKE - IF REQUIRED, AN EARTH DIKE SHALL BE CONSTRUCTED ALONG THE SITE PERIMETER. A PORTION OF THE DIKE SHALL DIVERT RUN-ON AROUND THE CONSTRUCTION SITE. THE REMAINING PORTION OF THE DIKE SHALL COLLECT RUNOFF FROM THE DISTURBED AREA AND DIRECT THE RUNOFF TO THE SEDIMENT BASIN.

SEDIMENT BASIN - A SEDIMENT BASIN SHALL BE CONSTRUCTED IN THE COMMON DRAINAGE AREA FOR THE SITE. ALL SEDIMENT COLLECTED IN THE BASIN MUST BE REMOVED FROM THE BASIN UPON COMPLETION OF CONSTRUCTION. SEDIMENT FROM THE BASIN MAY BE USED AS FILL ON THE SITE IF IT IS SUITABLE SOIL.

WASTE DISPOSAL

WASTE MATERIALS - ALL WASTE MATERIALS SHALL BE COLLECTED AND STORED IN A METAL DUMPSTER WITH A SECURE LID IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE SHALL BE DEPOSITED IN THE DUMPSTER. THE SUPERINTENDENT SHALL COORDINATE WITH THE LOCAL UTILITIES TO HAVE THE DUMPSTER EMPTIED AT LEAST TWICE A WEEK AND THE WASTE TAKEN TO AN APPROPRIATE LANDFILL. NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE. THE SUPERINTENDENT SHALL ORGANIZE TRAINING FOR THE EMPLOYEES IN THE PROPER PRACTICES WHEN DEALING WITH WASTE MATERIALS. THE SUPERINTENDENT SHALL BE RESPONSIBLE FOR POSTING AND ENFORCING WASTE MATERIAL PROCEDURES.

HAZARDOUS WASTE - HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS OR AS DIRECTED BY THE MANUFACTURER. THE SUPERINTENDENT SHALL ORGANIZE THE PROPER TRAINING FOR EMPLOYEES IN THE PROPER PRACTICES WHEN DEALING WITH HAZARDOUS WASTE MATERIALS. THESE PROCEDURES SHALL BE POSTED ON THE SITE. THE PERSON WHO MANAGES THE SITE SHALL BE RESPONSIBLE FOR ENFORCING THE PROCEDURES.

SANITARY WASTE - SANITARY WASTE SHALL BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS. THE SUPERINTENDENT SHALL COORDINATE WITH THE LOCAL UTILITY FOR COLLECTION OF THE SANITARY WASTE AT LEAST THREE TIMES A WEEK TO PREVENT SPILLAGE ONTO THE SITE.

OFF-SITE TRACKING

A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED TO REDUCE SEDIMENT TRACKING OFFSITE. THE MAJOR ROAD CONNECTED TO THE PROJECT SHALL BE CLEANED ONCE A DAY TO REMOVE ANY EXCESS MUD, DIRT OR ROCK RESULTING FROM CONSTRUCTION TRAFFIC. ALL TRUCKS HAULING MATERIALS OFFSITE SHALL BE COVERED WITH A TARPAULIN

ITEMS REQUIRING POLLUTION PREVENTION

THE FOLLOWING ITEMS ARE EXPECTED TO BE PRESENT ON THE PROJECT SITE:

-ASPHALT -CONCRETE -FERTILIZERS -METAL PIECES -PETROLEUM BASED PRODUCTS -TAR

-CLEANING SUPPLIES -DETERGENTS -MASONARY BLOCK/BRICKS -PAINT -WOOD

THE FOLLOWING ARE NON-STORM WATER SOURCES THAT WILL BE ENCOUNTERED AT THE SITE AND SHOULD BE DIRECTED TO THE SEDIMENT BASIN PRIOR TO DISCHARGE:

-UNCONTAMINATED GROUNDWATER EXPOSED DURING EXCAVATION -WATER FROM WATER LINE FLUSHING -PAVEMENT WASH WATERS (WHERE NO SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE OCCURRED).

SPILL PREVENTION AND CONTROL

THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES TO STORM WATER RUNOFF.

GOOD HOUSEKEEPING

SUPERINTENDENT SHALL INSPECT PROJECT AREA DAILY FOR PROPER STORAGE, USE, AND DISPOSAL OF CONSTRUCTION MATERIALS.

STORE ONLY ENOUGH MATERIAL ON SITE FOR PROJECT COMPLETION.

ALL SUBSTANCES SHOULD BE USED BEFORE DISPOSAL OF CONTAINER.

ALL CONSTRUCTION MATERIALS STORED SHALL BE ORGANIZED AND IN THE PROPER CONTAINER AND IF POSSIBLE, STORED UNDER A ROOF OR PROTECTIVE COVER.

PRODUCTS SHALL NOT BE MIXED UNLESS DIRECTED BY THE MANUFACTURER.

ALL PRODUCTS SHALL BE USED AND DISPOSED OF ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

HAZARDOUS PRODUCTS

MATERIALS SHOULD BE KEPT IN ORIGINAL CONTAINER WITH LABELS UNLESS THE ORIGINAL CONTAINERS CANNOT BE RESEALED. IF ORIGINAL CONTAINERS CANNOT BE USED, LABELS AND PRODUCT INFORMATION SHALL BE SAVED.

PROPER DISPOSAL PRACTICES SHALL ALWAYS BE FOLLOWED IN ACCORDANCE WITH MANUFACTURER AND LOCAL/STATE REGULATIONS.

PRODUCT SPECIFIC PRACTICES

PETROLEUM PRODUCTS MUST BE STORED IN PROPER CONTAINERS AND CLEARLY LABELED. VEHICLES CONTAINING PETROLEUM PRODUCTS SHALL BE PERIODICALLY INSPECTED FOR LEAKS. PRECAUTIONS SHALL BE TAKEN TO AVOID LEAKAGE OF PETROLEUM PRODUCTS ON SITE.

THE MINIMUM AMOUNT OF FERTILIZER SHALL BE USED AND MIXED INTO THE SOIL IN ORDER TO LIMIT EXPOSURE TO STORM WATER. FERTILIZERS SHALL BE STORED IN A COVERED SHED. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER SHALL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.

PAINT CONTAINERS SHALL BE SEALED AND STORED WHEN NOT IN USE. EXCESS PAINT MUST BE DISPOSED OF IN AN APPROVED MANNER.

CONCRETE TRUCKS SHALL NOT BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ON THE SITE.

SPILL CONTROL PRACTICES

IN ADDITION TO THE GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES DISCUSSED IN THE PREVIOUS SECTIONS OF THIS PLAN, THE FOLLOWING PRACTICES SHALL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

-SPILL CLEANUP INFORMATION SHALL BE POSTED ON SITE TO INFORM EMPLOYEES ABOUT CLEANUP PROCEDURES AND RESOURCES.

-THE FOLLOWING CLEAN-UP EQUIPMENT MUST BE KEPT ON-SITE NEAR THE MATERIAL STORAGE AREA: GLOVES, MOPS, RAGS, BROOMS, DUST PANS, SAND, SAWDUST, LIQUID ABSORBER, GOGGLES, AND TRASH CONTAINERS.

-ALL SPILLS SHALL BE CLEANED UP AS SOON AS POSSIBLE.

-WHEN CLEANING A SPILL, THE AREA SHOULD BE WELL VENTILATED AND THE EMPLOYEE SHALL WEAR PROPER PROTECTIVE COVERING TO PREVENT INJURY.

-TOXIC SPILLS MUST BE REPORTED TO THE PROPER AUTHORITY REGARDLESS OF THE SIZE OF THE SPILL.

-AFTER A SPILL, THE PREVENTION PLAN SHALL BE REVIEWED AND CHANGED TO PREVENT FURTHER SIMILAR SPILLS FROM OCCURRING. THE CAUSE OF THE SPILL, MEASURES TO PREVENT IT, AND HOW TO CLEAN THE SPILL UP SHALL BE RECORDED.

-THE SUPERINTENDENT SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR AND IS RESPONSIBLE FOR THE DAY TO DAY SITE OPERATIONS. THE SUPERINTENDENT ALSO OVERSEES THE SPILL PREVENTION PLAN AND SHALL BE RESPONSIBLE FOR EDUCATING THE EMPLOYEES ABOUT SPILL PREVENTION AND CLEANUP PROCEDURES.

MAINTENANCE AND INSPECTION PRACTICES

THE FOLLOWING ARE MAINTENANCE AND INSPECTION PRACTICES THAT SHALL BE COMPLETED BY THE CONTRACTOR:

-ALL SEDIMENT AND EROSION CONTROL METHODS SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER BY A QUALIFIED INSPECTOR

-ALL SEDIMENT AND EROSION CONTROL METHODS SHALL BE KEPT IN GOOD CONDITION. REPAIRS MUST BE MADE WITHIN 7 CALENDAR DAYS OF INSPECTION.

-THE SILT FENCE SHALL BE INSPECTED PERIODICALLY FOR HEIGHT OF SEDIMENT AND CONDITION OF FENCE.

-THE SILT FENCE SHALL BE CLEARED OF SEDIMENT WHEN SEDIMENT MEASURES ONE-THIRD THE HEIGHT OF THE FENCE.

-THE SEDIMENT BASINS/DITCHES SHALL BE CHECKED PERIODICALLY FOR DEPTH OF SEDIMENT. THEY SHALL BE CLEANED WHEN SEDIMENT REACHES 10% OF TOTAL CAPACITY AND AFTER CONSTRUCTION IS COMPLETE.

-ALL SEEDING SHALL BE CHECKED FOR PROPER GROWTH AND UNIFORMITY. UNSTABALIZED AREAS SHALL BE RE-SODDED.

-A MAINTENANCE REPORT SHALL BE COMPLETED DAILY AFTER EACH INSPECTION OF THE SEDIMENT AND EROSION CONTROL METHODS. THE REPORTS SHALL BE FILED IN AN ORGANIZED MANNER AND RETAINED ON-SITE DURING CONSTRUCTION. AFTER CONSTRUCTION IS COMPLETED, THE REPORTS SHALL BE SAVED FOR AT LEAST THREE YEARS. THE REPORTS SHALL BE AVAILABLE FOR ANY AGENCY THAT HAS JURISDICTION OVER EROSION CONTROL.

-THE SUPERINTENDENT SHALL ORGANIZE THE TRAINING FOR INSPECTION PROCEDURES AND PROPER EROSION CONTROL METHODS FOR EMPLOYEES THAT COMPLETE INSPECTIONS AND REPORTS.

POLLUTION PREVENTION PLAN CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE, I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SIGNED:

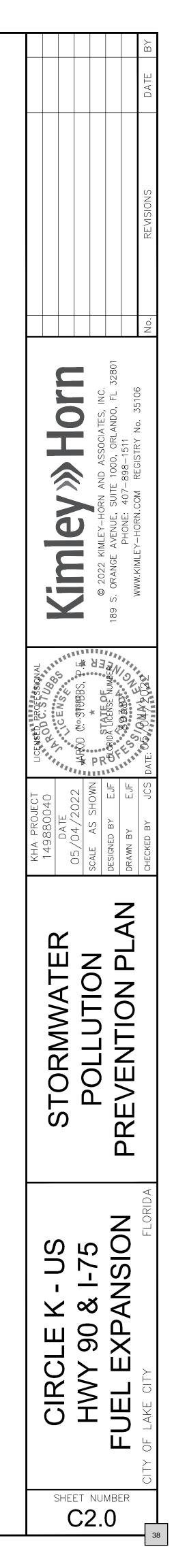
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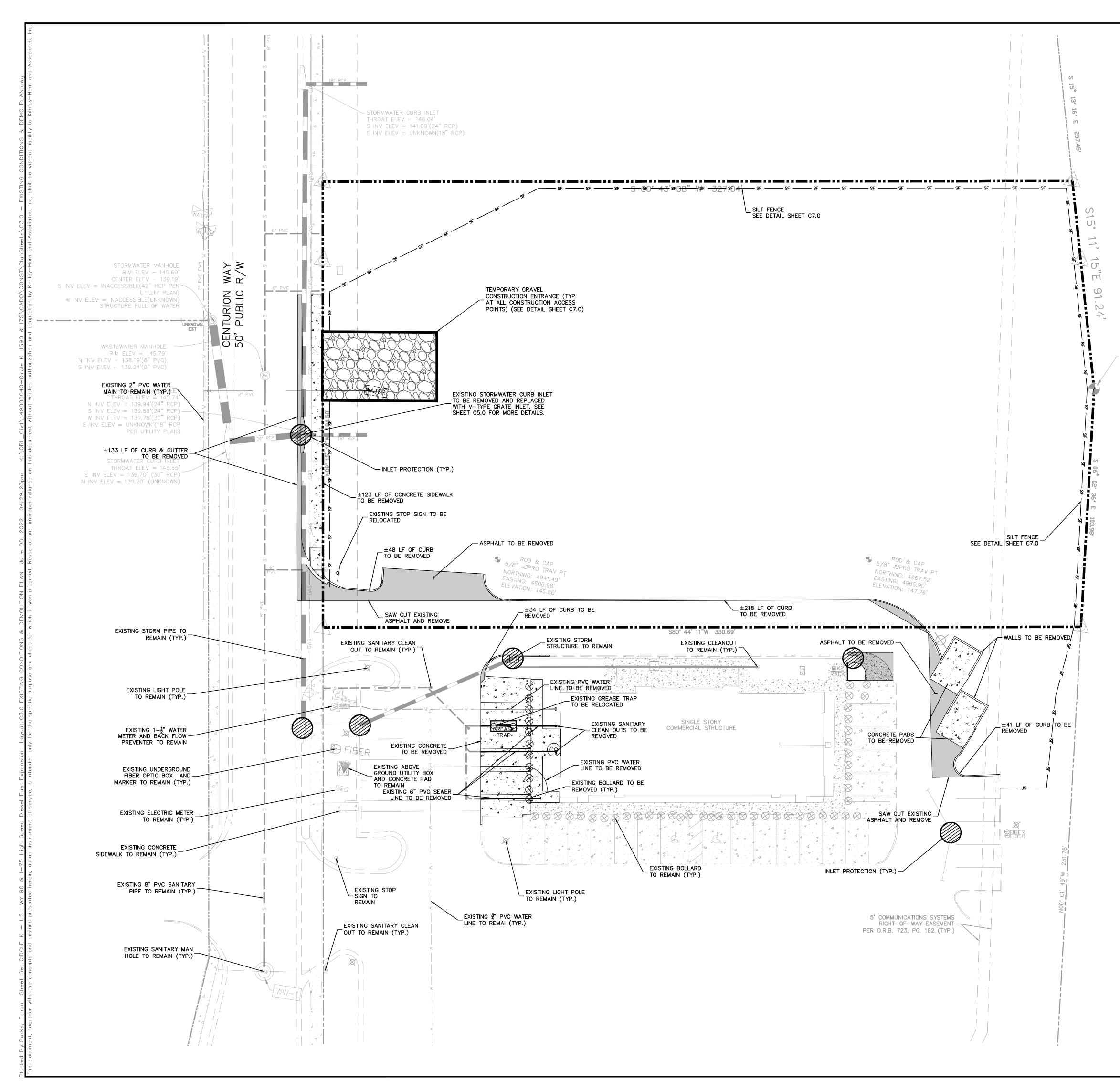
JAROD C. STUBBS, P.E. FLORIDA REGISTRATION NUMBER: 89387 PROFESSIONAL ENGINEER

CONTRACTOR'S CERTIFICATION

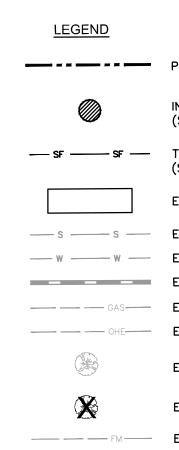
I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND, SHALL COMPLY WITH, THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA GENERIC PERMIT FOR STORMWATER DISCHARGE FORM LARGE AND SMALL CONSTRUCTION ACTIVITIES AND THIS STORMWATER POLLUTION PREVENTION PLAN PREPARED THEREUNDER.

| SIGNATURE AND DATE | NAME AND TITLE, COMPANY / ADDRESS AND TELEPHONE NUMBER | RESPONSIBILITY |
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| | DTES: CONTRACTOR TO COORDINATE WITH UTILITY COMPANY FOR DEMOLITION REQUIREMENTS OF | | | | | | |
| 2. | ELECTRICAL SYSTEMS. CONTRACTOR SHALL UTILIZE BEST MANAGEMENT PRACTICES AS NEEDED TO PREVENT SYSTEM POLLUTION DURING TIME OF CONSTRUCTION. | | | | | | |
| 3. | REFER TO SWPPP SHEET C2.0 FOR ADDITIONAL NOTES AND DETAILS. | | | | | | |
| 4. | INSTALL AND MAINTAIN SILT FENCE AT LIMITS OF CONSTRUCTION. SEE DETAIL SHEET C7.0. | | | | | | No. |
| 5. | PROVIDE SOIL TRACKING PREVENTION DEVICE AT ALL CONSTRUCTION ACCESS POINTS. SEE DETAIL SHEET C7.1. | | | | 1 | | |
| 6. | UTILIZE PERFORATED SOCK DRAIN (OR EQUIVALENT) IN FRONT OF EXISTING/PROPOSED CURB INLETS ADJACENT TO CONSTRUCTION ACTIVITIES. SEE DETAIL SHEET C7.1. | | r n | | INC. FL 32801 | 35106 | |
| 7. | INSTALL AND MAINTAIN FILTER FABRIC UNDER GRATES OF EXISTING/PROPOSED INLETS, SEE SHEET C7.1. | | C | | ATES, _ANDO, | α Σ Ο Ν | |
| 8. | CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES. | | | | OCIA | 511 TRY N | |
| 9. | CONTRACTOR TO VERIFY EXISTING COVER OVER ALL UTILITIES BEFORE START OF CONSTRUCTION AND TO COORDINATE WITH THE ENGINEER OF RECORD PRIOR TO START OF CONSTRUCTION IF DESIGN DOES NOT PROVIDE 36" COVER. | | | | ND ASS 1000, | -898-15 RFGISTE | |
| 10. | CONTRACTOR IS TO VERIFY EXISTING SANITARY, STORM, WATER, ELECTRIC, PHONE, CABLE, AND NATURAL GAS SERVICES TO BUILDINGS SCHEDULED FOR DEMOLITION. SERVICES ARE TO BE ISOLATED FROM THE MAIN UTILITY SERVICE CONNECTIONS, AND CAPPED AND/OR REMOVED AS REQUIRED BY THE UTILITY PROVIDER. UTILITY SERVICES ARE TO BE ISOLATED IN A MANNER THAT WILL INSURE THAT ADJACENT PROPERTIES REMAIN CONNECTED WITHOUT EXPERIENCING AN INTERRUPTION OF SERVICE. | | | - | IMLEY-HORN AVENUE, SUIT | FY-HORN COM | |
| 11. | THERE MAY BE ON-SITE UNDERGROUND UTILITIES (INCLUDING BUT NOT LIMITED TO IRRIGATION, SANITARY SEWER, POTABLE WATER LINES, NATURAL GAS LINES, FIBER OPTIC, ELECTRIC, TELEPHONE AND CABLE LINES) THAT WERE NOT LOCATED OR IDENTIFIED BY THE PROJECT SURVEYOR. PRIOR TO CONSTRUCTION START, CONTRACTOR SHALL FIELD VERIFY ALL EXISTING ON-SITE UTILITIES. | | | | © 2022 k 9 S. ORANGE | WWW KIMI FY | |
| 12. | CONTRACTOR TO COORDINATE WITH UTILITY COMPANY FOR DEMOLITION REQUIREMENTS OF ELECTRICAL SYSTEMS. | | | | 189 | | |
| 13. | CONTRACTOR SHALL UTILIZE BEST MANAGEMENT PRACTICES AS NEEDED TO PREVENT SYSTEM POLLUTION DURING TIME OF CONSTRUCTION. | | | N NN 111 | | · . | |
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| | PROPERTY LINE (TYP.) |
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| | INLET PROTECTION (SEE DETAIL SHEET C7.0) |
| SF — | TYPE III SILT FENCE (SEE DETAIL SHEET C7.0) |
| | EXISTING TO BE DEMOLISHED |
| s — | EXISTING SEWER MAIN |
| w | EXISTING WATER MAIN |
| | EXISTING STORM PIPE |
| GAS | EXISTING GAS MAIN |
| OHE | EXISTING OVERHEAD ELECTRIC LINE |
| | EXISTING TREE TO REMAIN |
| | EXISTING TREE TO BE REMOVED |
| FM — | EXISTING FORCE MAIN |

VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151

CALL 48 HOURS **BEFORE YOU DIG** IT'S THE LAW! Know what's **below.** DIAL 811 Call before you di SUNSHINE STATE ONE CALL OF FLORIDA, INC.

SHEET NUMBER C3.0

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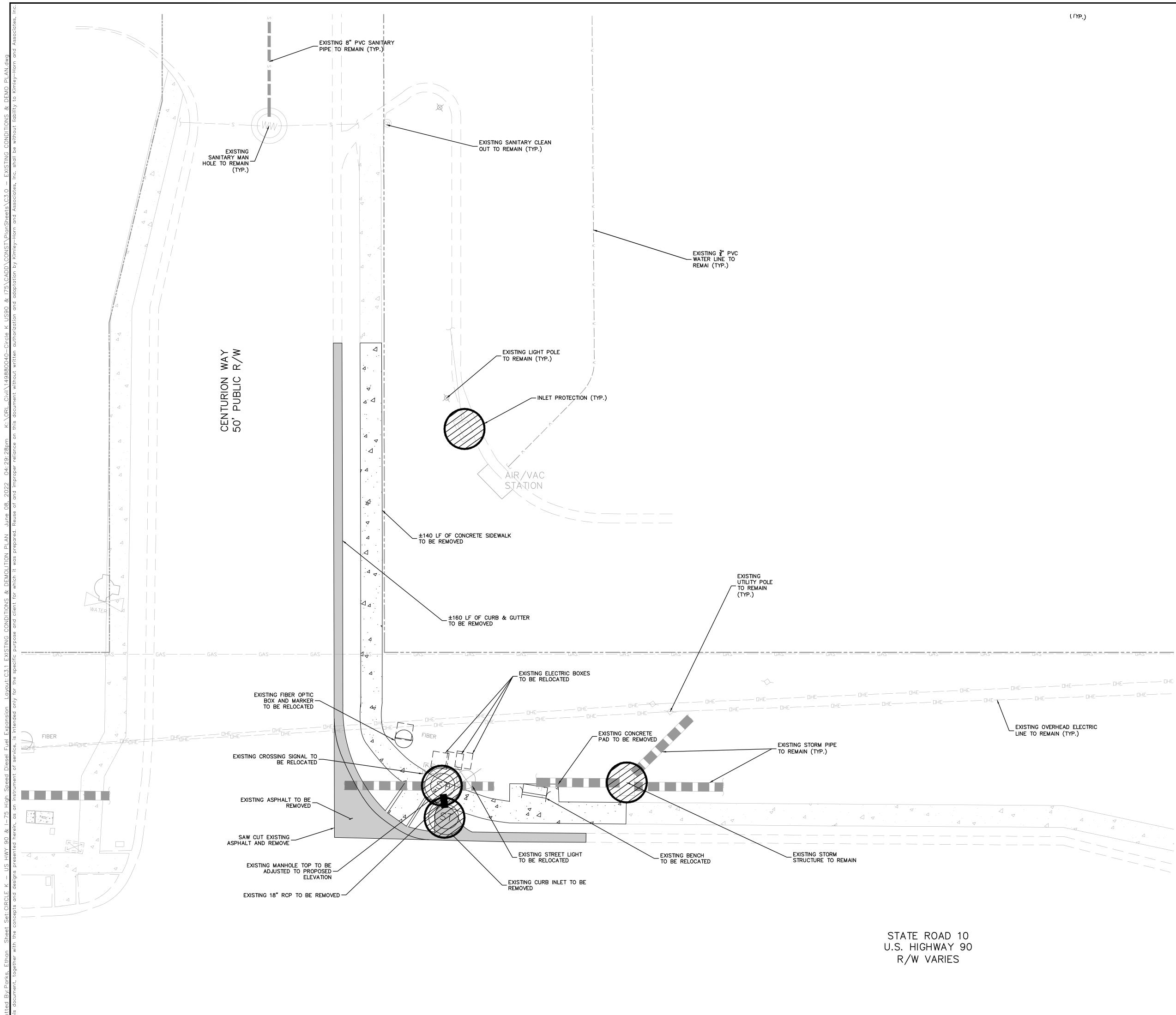
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- BENCHMARK #1 4"x4" CMON FDOT R/W MONUMENT ELEV = 151.10'NORTHING: 434049.36' EASTING: 2540361.06'

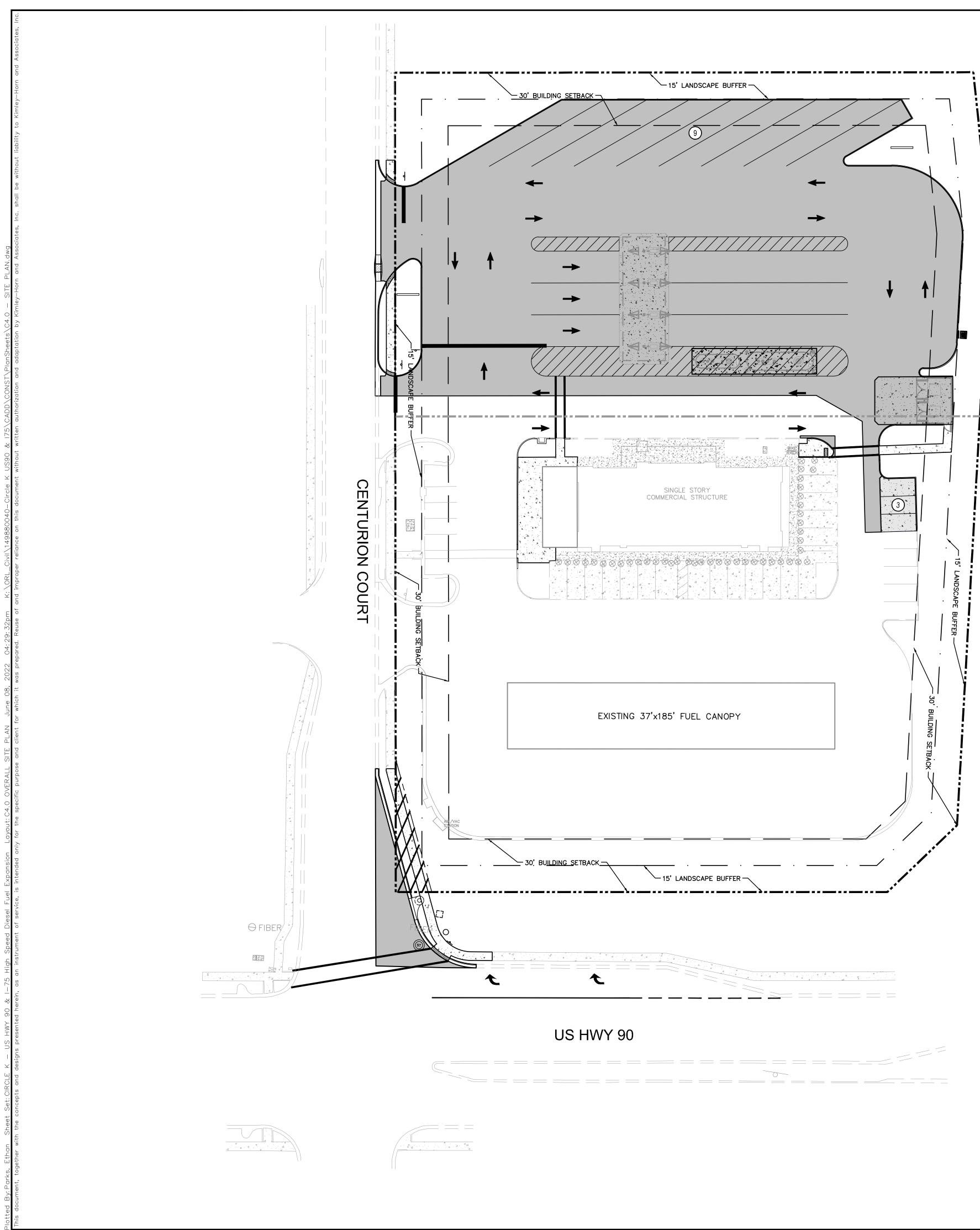


| POINTS. SEE DETAIL SHEET C7.1. OUTILIZE PERFORATED SOCK DRAI EXISTING/PROPOSED CURB INLET DETAIL SHEET C7.1. INSTALL AND MAINTAIN FILTER FAE INLETS, SEE SHEET C7.1. CONTRACTOR TO ENSURE ADEQU CONTRACTOR TO VERIFY EXISTIN CONSTRUCTION AND TO COORDIN START OF CONSTRUCTION IF DES CONTRACTOR IS TO VERIFY EXIS CABLE, AND NATURAL GAS SERV SERVICES ARE TO BE ISOLATED AND CAPPED AND/OR REMOVED SERVICES ARE TO BE ISOLATED PROPERTIES REMAIN CONNECTED SERVICE. THERE MAY BE ON-SITE UNDERG IRRIGATION, SANITARY SEWER, PA FIBER OPTIC, ELECTRIC, TELEPHC OR IDENTIFIED BY THE PROJECT CONTRACTOR TO COORDINATE W REQUIREMENTS OF ELECTRICAL S | ONE AND CABLE LINES) THAT WERE NOT LOCATED SURVEYOR. PRIOR TO CONSTRUCTION START, Y ALL EXISTING ON-SITE UTILITIES. ITH UTILITY COMPANY FOR DEMOLITION SYSTEMS. ST MANAGEMENT PRACTICES AS NEEDED TO | LICENSED PROFESSIONAL AROD C: STUBBS, P.E. AROD C: STUBBS, P.E. CEN AROD C: STUBBS, P.E. CEN CEN CEN CEN CEN CEN CEN CEN CEN CEN |
|---|---|--|
| LEGEND | PROPERTY LINE (TYP.) INLET PROTECTION (SEE DETAIL SHEET C7.0) TYPE III SILT FENCE (SEE DETAIL SHEET C7.0) EXISTING TO BE DEMOLISHED EXISTING SEWER MAIN EXISTING WATER MAIN EXISTING WATER MAIN EXISTING GAS MAIN EXISTING OVERHEAD ELECTRIC LINE | EXISTING KHA PROJECT EXISTING 149880040 CONDITIONS & DATE DEMOLITION PLAN SCALE AS SHOWN DEMOLITION PLAN DESIGNED BY EJF DEMOLITION PLAN DESIGNED BY EJF DEMOLITION PLAN DESIGNED BY EJF |
| Image: Control of the second | EXISTING TREE TO REMAIN EXISTING TREE TO BE REMOVED EXISTING FORCE MAIN | K - US HWY -75 FUEL ANSION |

| BEFORE YOU DIG IT'S THE LAW! DIAL 811 K | now what's below. Call before you |
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| SUNSHINE STATE ONE CALL | J. |

SHEET NUMBER

C3.1



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GRAPHIC SCALE IN FEET 0 15 30 60 60

NOTES:

1. ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED. 2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.

- 4. REFER TO SIGNAGE PLANS FOR MONUMENT SIGN DETAILS.
- 5. SEE MEP PLANS FOR ELECTRICAL DRAWINGS.

6. ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKING WILL BE PAINTED UNLESS OTHERWISE NOTED AND IN ACCORDANCE WITH FDOT INDEX 711-001. 7. REFER TO ARCHITECTURAL PLANS FOR PROPOSED TRASH CAN LOCATIONS AND DESIGN.

8. BOLLARDS IN SIDEWALK ADJACENT TO BUILDING SHALL BE COVERED WITH RED PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR.

9. BOLLARDS UNDER CANOPY SHALL BE COVERED WITH GRAY PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR (SEE FUEL PUMP DESIGNER PLANS FOR MORE DETAIL). 10. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS. 11. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL MEET MUTCD AND FDOT STANDARDS.

12. ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF CITY OF LAKE CITY LAND DEVELOPMENT CODE, CHAPTER 7, SEC. 760

| SITE DATA: | | | |
|--|---|---|--|
| PROJECT AREA: FUTURE LAND USE: EXISTING ZONING: EXISTING USE: PROPOSED USE: | CHI – CON | IMERCIAL, HIGHWAY | (150,953 SF) COMMERCIAL INTERCHANGE UNDEVELOPED COMMERCIAL |
| BUILDING HEIGHT: PROPOSED: FAR: EXISTING PERVIOUS A | AREA: | 1 S 99,714.2 SF (2.) | TORY/<35 FT 0.0388 29 AC) (66%) |
| PROPOSED PERVIOUS | AREA: | 34,981 SF (0.8 | 03 AC) (23%) |
| PROPOSED IMPERVIOU | JS AREA: | | |
| ASPHALT/CONCRET | DG+EXPANSION) E AREA: D EXPANSION) | 5,863 SF (0.135 106401.5 SF (2.44 | |
| TOTAL IMPERVIOUS | | 112,264.5 SF (2.5 | 58 AC) (65 %) |
| PARKING REQUIRED CONVENIENCE STORE 1 SPACES / 150 S TOTAL REQUIRED P | F NON-STORAG | 10N) E AREA (5,043 SF) | 34 34 |
| PARKING PROVIDED PROPOSED HANDIC PROPOSED REGULA PROPOSED SEMI TR PROPOSED ON-SITI | AP SPACES: R SPACES: RUCK SPACES: | | 2 31 9 42 |
| BICYCLE PARKING REQUIRED SPACES: PROVIDED SPACES: | | | 0 4 |
| BUILDING SETBACKS | | | |
| SIDE (WEST): REAR (NORTH): FRONT (SOUTH): SIDE (EAST): | | REQUIRE 30 FT 30 FT 30 FT 30 FT | 83 FT 220 FT 196 FT |
| LANDSCAPE SETBACKS | | REQUIRE | |
| SIDE (WEST): REAR (NORTH): FRONT (SOUTH): SIDE (EAST): | | 15 FT 15 FT N/A 15 FT | 15 FT 15 FT 0 FT |
| LEGEND | | | |
| | PROPERTY LINE PROPOSED ASP (SEE DETAIL SH | HALT PAVEMENT | |
| | PROPOSED CON (SEE DETAIL SH | ICRETE SIDEWALK HEET C7.0) | |
| | PROPOSED MED (SEE DETAIL SH | HUM DUTY CONCRET HEET C7.0) | E |
| | PROPOSED HEA (SEE DETAIL SH | VY DUTY CONCRETE HEET C7.0) | : |
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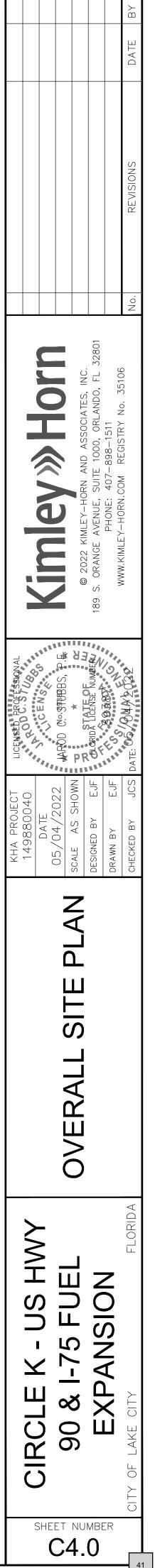
CALL 48 HOURS BEFORE YOU DIG

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

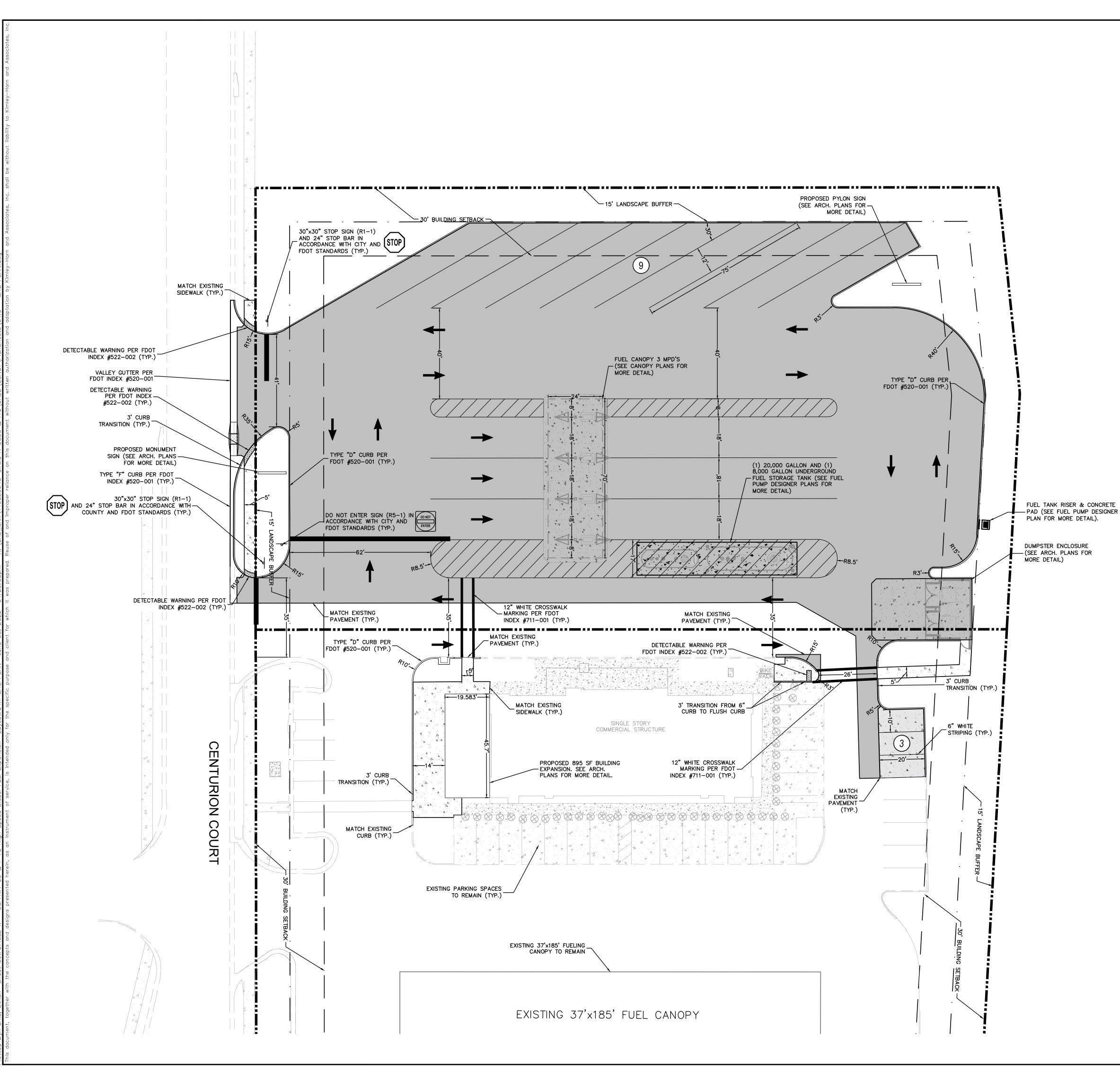
IT'S THE LAW! DIAL 811

TOL

Know what's **below.** Call before you dig



VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151



| | DATE |
|--|---------------------------------|
| | REVISIONS |
| | No. |
| SOLANDER MARKEN MOTH COLANDER AVENUE, SUITE 1000, ORLANDO, FL 32801 CRANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 CRANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 CRANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 | |
| KHA PROJECTLICENSED PROFESSIONAL1498800400.149880040DATE05/04/202205/04/2022JAROD CI-STUBBS, P.E.SCALEAS SHOWNSCALEAS SHOWNDESIGNED BYEJFDRAWN BYEJFDRAWN BYEJF | CHECKED BY JCS DATE: 05/04/2022 |
| SITE PLAN | CHE |
| CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION | CITY OF LAKE CITY FLORIDA |

OTHERWISE NOTED. 3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.

AND DESIGN.

DETAIL).

PLANS.

STANDARDS.

NOTED. 2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS

4. REFER TO SIGNAGE PLANS FOR MONUMENT SIGN DETAILS.

RED PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR.

5. SEE MEP PLANS FOR ELECTRICAL DRAWINGS.

1. ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE

6. ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKING WILL BE PAINTED UNLESS OTHERWISE NOTED AND IN ACCORDANCE WITH FDOT INDEX 711-001. 7. REFER TO ARCHITECTURAL PLANS FOR PROPOSED TRASH CAN LOCATIONS

8. BOLLARDS IN SIDEWALK ADJACENT TO BUILDING SHALL BE COVERED WITH

9. BOLLARDS UNDER CANOPY SHALL BE COVERED WITH GRAY PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR (SEE FUEL PUMP DESIGNER PLANS FOR MORE

10. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL

11. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL MEET MUTCD AND FDOT

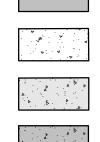
12. ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF CITY OF LAKE CITY LAND DEVELOPMENT CODE, CHAPTER 7, SEC. 760

NOTES:

GRAPHIC SCALE IN FEET

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<u>LEGEND</u>



PROPERTY LINE (TYP.)

PROPOSED CONCRETE SIDEWALK

PROPOSED MEDIUM DUTY CONCRETE

PROPOSED HEAVY DUTY CONCRETE

PROPOSED ASPHALT PAVEMENT

(SEE DETAIL SHEET C7.0) (SEE DETAIL SHEET C7.0)

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CALL 48 HOURS **BEFORE YOU DIG**

Know what's **below**.

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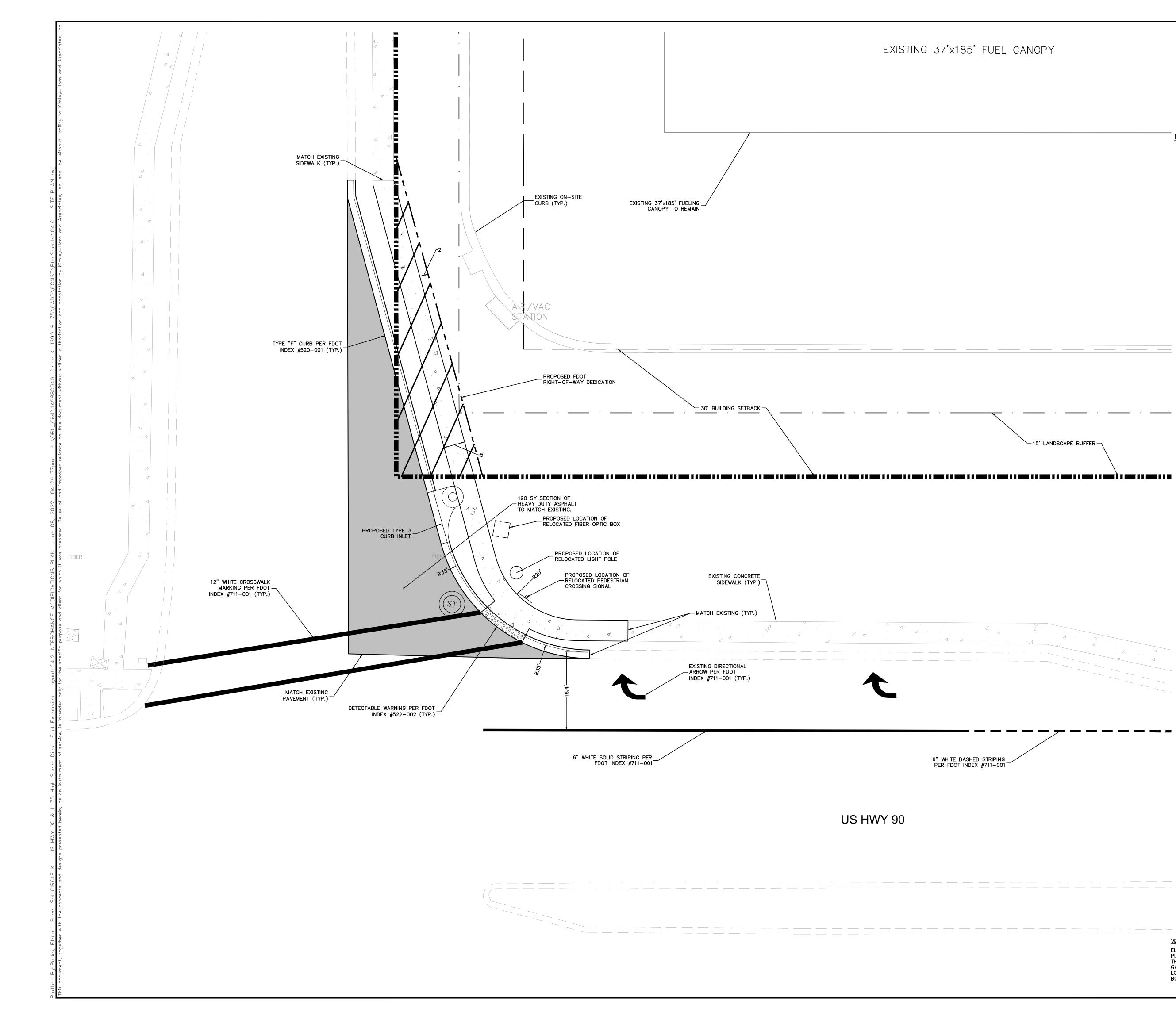
IT'S THE LAW!

DIAL 811

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

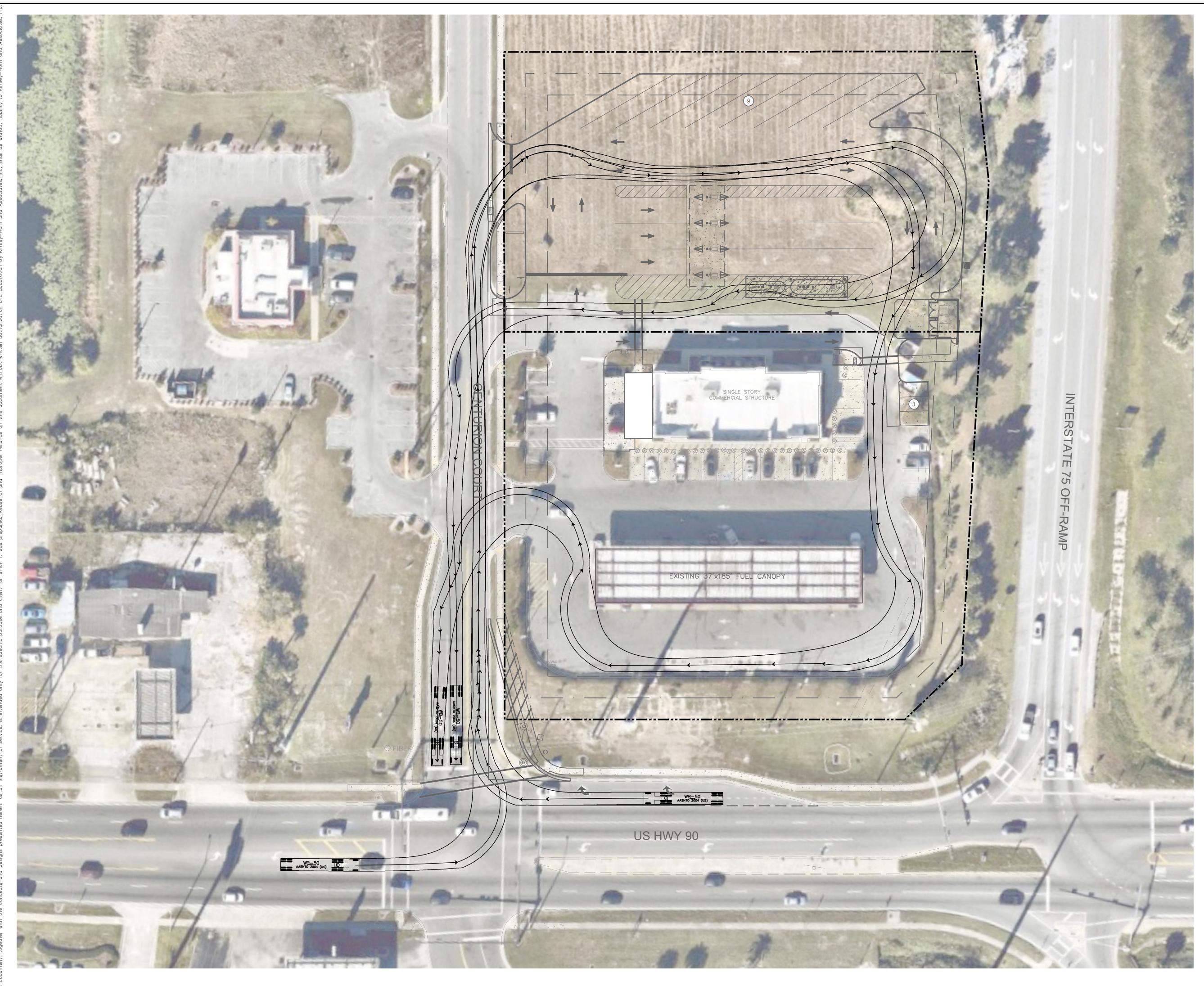
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VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151



| MOTES: 1. ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED. 2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED. 3. ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKING WILL BE PAINTED UNLESS OTHERWISE NOTED AND IN ACCORDANCE WITH FDOT INDEX 711-001. 4. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL MEET MUTCD AND FDOT STANDARDS. | o. REVISIONS DATE BY |
|--|---|
| | Kimley » Hons © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407–898–1511 WWW.KIMLEY-HORN.COM REGISTRY No. 35106 |
| | KHA PROJECTLICENSED PROFESSIONAL149880040DATEDATEDATE05/04/2022JAROD CIOSTBBS, P.E.SCALE AS SHOWNAROD CIOSTBBS, P.E.SCALE AS SHOWNDESIGNED BY EJFDESIGNED BY EJFDLORIDA LICENSE NUMBERDESIGNED BY EJFDLORIDA LICENSE NUMBERDRAWN BY EJFDATE: 05/04/2022CHECKED BY JCSDATE: 05/04/2022 |
| LEGEND PROPERTY LINE (TYP.) PROPOSED ASPHALT PAVEMENT (SEE DETAIL SHEET C7.0) | INTERSECTION MODIFICATION PLAN |
| PROPOSED CONCRETE SIDEWALK (SEE DETAIL SHEET C7.0) PROPOSED MEDIUM DUTY CONCRETE (SEE DETAIL SHEET C7.0) PROPOSED HEAVY DUTY CONCRETE (SEE DETAIL SHEET C7.0) PROPOSED HEAVY DUTY CONCRETE (SEE DETAIL SHEET C7.0) CALL 48 HOURS BEFORE YOU DIG | CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION OF LAKE CITY FLORIDA |
| ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151 UNSHINE STATE ONE CALL OF FLORIDA, INC. | SHEET NUMBER C4.2 43 |

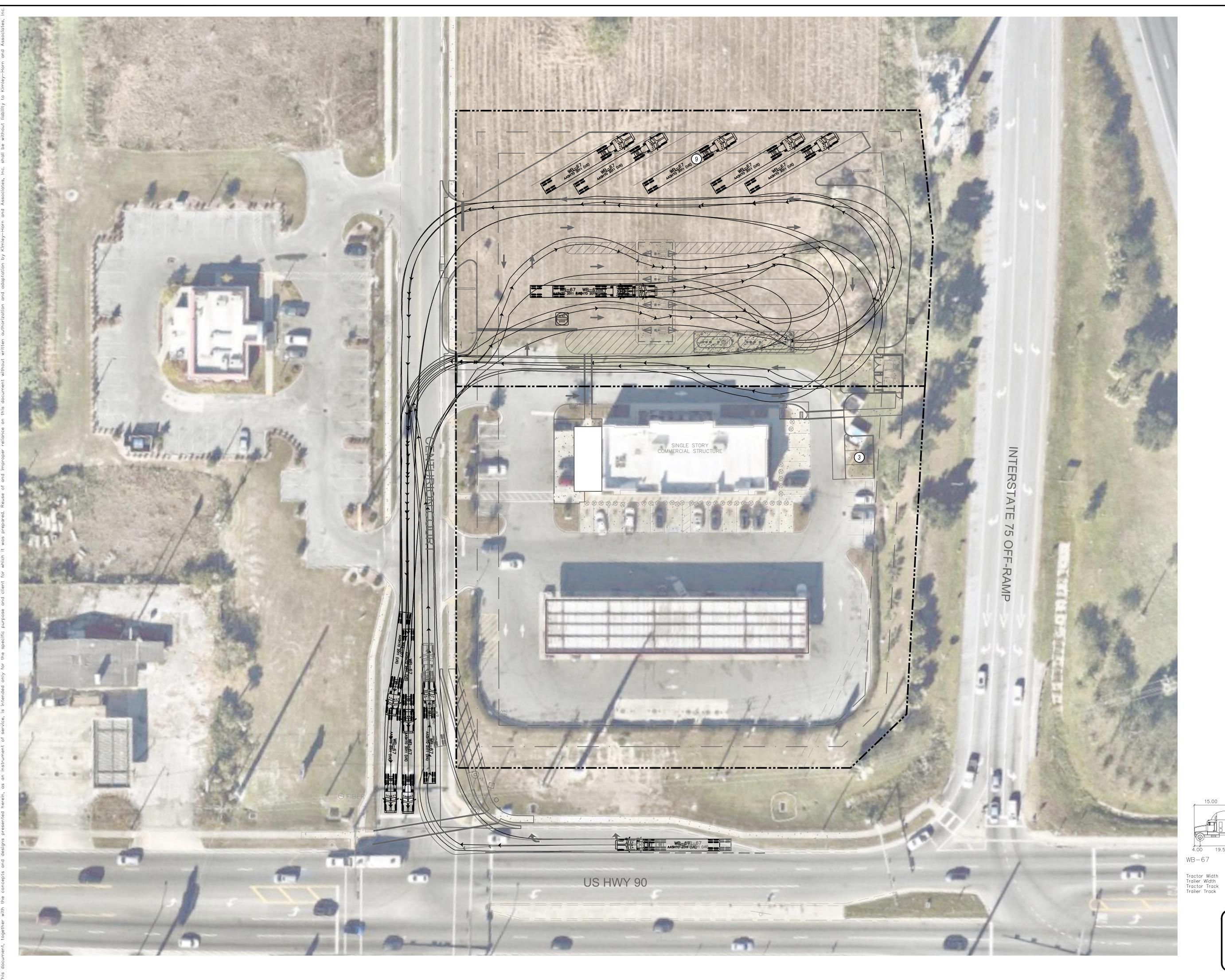
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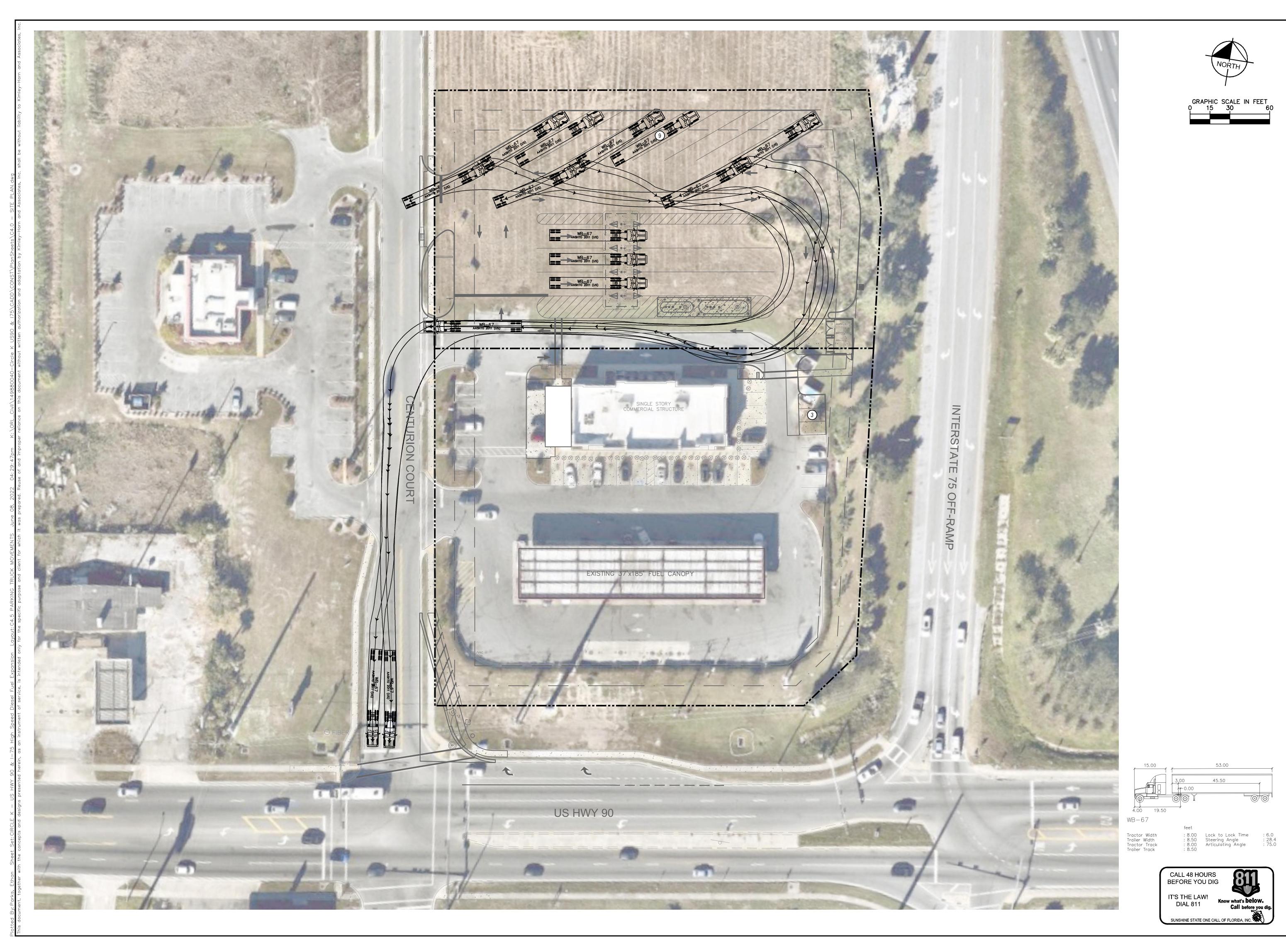
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| Simpley Horn © 2022 kimley-Horn and Associates, INC. 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407-898-1511 WWW KIMLEY-HORN COM, REGISTRY NO. 35106 | No. |
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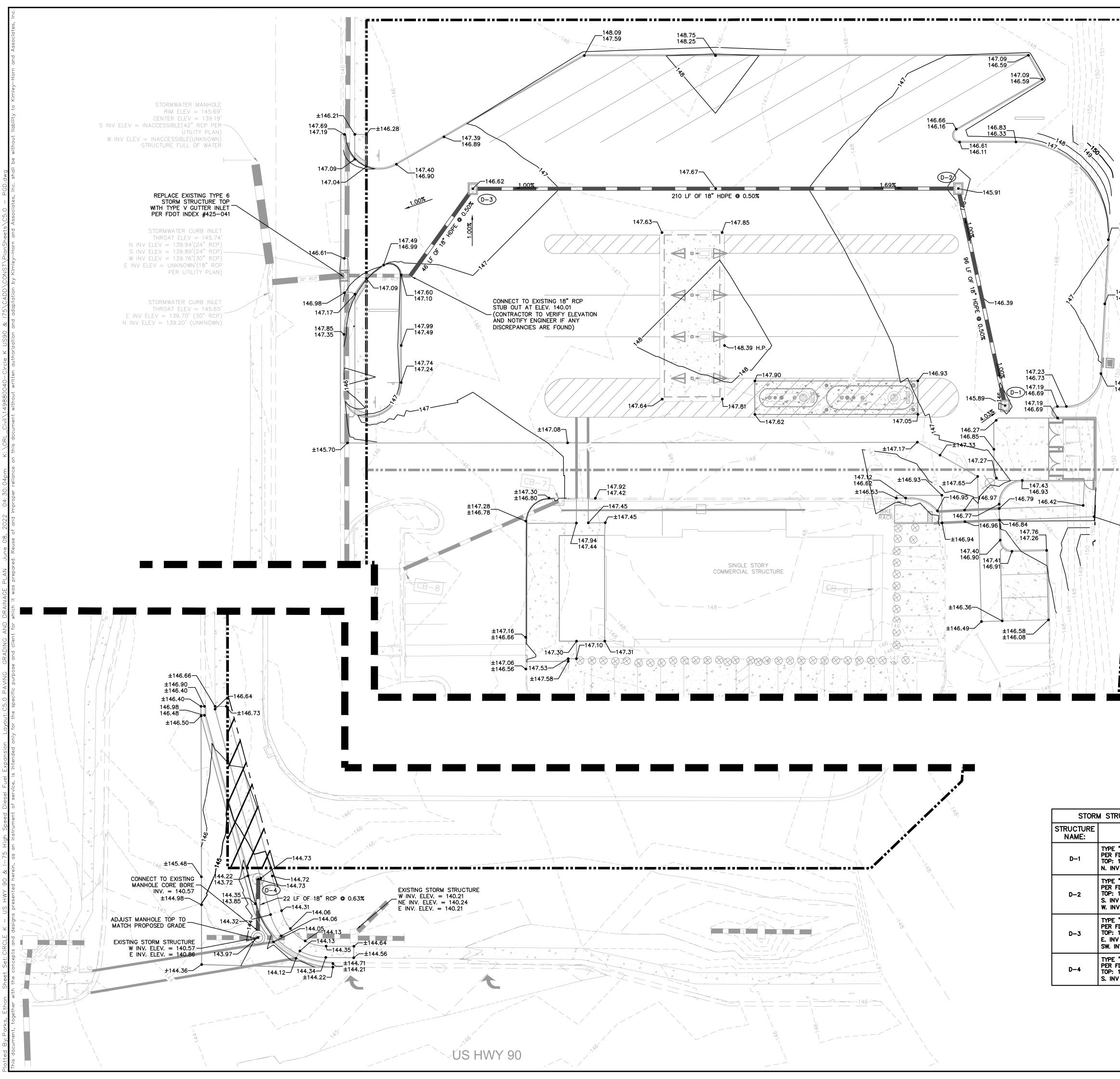
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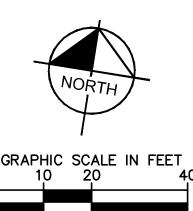
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| | Rimbey Horn © 2022 kimley-Horn and Associates, INC. 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 PHONE: 407-898-1511 WWW.KIMLEY-HORN.COM REGISTRY No. 35106 |
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| | TRUCK TURNING MOVEMENTS |
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- 1. ALL STORM PIPES LABELED "HDPE" SHALL BE ADS HIGH PERFORMANCE (HP) POLYPROPYLENE STORM SEWER PIPE.
- 2. CURB RAMPS ALONG PUBLIC STREETS AND IN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT STANDARDS AND SPECIFICAITONS.
- 3. PRIVATE CURB RAMPS ON THE SITE (I.E. OUTSIDE PUBLIC STREET RIGHT-OF-WAY) SHALL CONFORM TO ADA STANDARDS AND SHALL HAVE A DETECTABLE WÁRNING SURFACE THAT IS FULL WIDTH AND FULL DEPTH OF THE CURB RAMP, NOT INCLUDING FLARES.
- 4. ALL ACCESSIBLE ROUTES, GENERAL SITE AND BUILDING ELEMENTS, RAMPS, CURB RAMPS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.
- 5. BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE ACCESSIBLE PEDESTRIAN ROUTES (PER ADA AND FHA) EXIST TO AND FROM EVERY DOOR AND ALONG SIDEWALKS, ACCESSIBLE PARKING SPACES, ACCESS AISLES, AND ACCESSIBLE ROUTES. IN NO CASE SHALL AN ACCESSIBLE RAMP SLOPE EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK CROSS SLOPE EXCEED 2.0 PERCENT. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPE EXCEED 5.0 PERCENT. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 2.0 PERCENT SLOPE IN ANY DIRECTION.
- CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED 6. SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT TO VERIFY THAT ADA SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.
- ALL PEDESTRIAN SIDEWALKS, PATHWAYS, AND CROSSWALKS SHALL BE CONSTRUCTED NOT TO EXCEED MAX. 2.0% CROSS SLOPE, MAX. 5.0% RUNNING SLOPE.
- 8. ALL HANDICAP ACCESSIBLE PARKING SPACES SHALL BE CONSTRUCTED NOT TO EXCEED MAX. 2.0% CROSS SLOPE IN ALL DIRECTIONS.
- 9. PROPOSED GRADES TO MATCH EXISTING ELEVATIONS AT PROPERTY LINE
- 10. CONTRACTOR TO FIELD VERIFY ELEVATIONS AT ALL EXISTING SIDEWALK AND ROAD CONNECTION POINTS WITH ENGINEER OF RECORD BEFORE CONSTRUCTION OF ANY IMPROVEMENTS.
- 11. FOR EROSION CONTROL NOTES REFER TO SHEET C2.0.
- 12. ALL DRAINAGE PIPES SHALL BE FILTER FABRIC WRAPPED PER FDOT STANDARD PLAN #430-001.
- 13. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES.
- 14. CONTRACTOR TO VERIFY EXISTING COVER OVER ALL UTILITIES BEFORE START OF CONSTRUCTION AND TO COORDINATE WITH THE ENGINEER OF RECORD PRIOR TO START OF CONSTRUCTION IF DESIGN DOES NOT PROVIDE 36" COVER.
- 15. ALL EXISTING VALVES, BOXES, MANHOLE LIDS, COVERS, AND SIMILAR APPURTENANCES MUST BE ADJUSTED ACCORDINGLY TO MATCH FINISHED GRADE.
- 16. ALL PAVEMENT MUST BE SOURCED FROM AN FDOT APPROVED PLANT.

LEGEND

| PROPERTY LINE |
|--|
| PROPOSED STORM PIPE |
| PROPOSED STORM MANHOLE |
| PROPOSED STORM INLET |
| PROPOSED ELEV. TOP OF CURB PROPOSED ELEV. BOTT. OF CURB |
| PROPOSED SPOT ELEVATION |
| EXISTING STORM PIPE |
| EXISTING STORM MANHOLE |
| EXISTING STORM INLET |
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CALL 48 HOURS

BEFORE YOU DIG

Know what's **below.**

SUNSHINE STATE ONE CALL OF FLORIDA, INC.

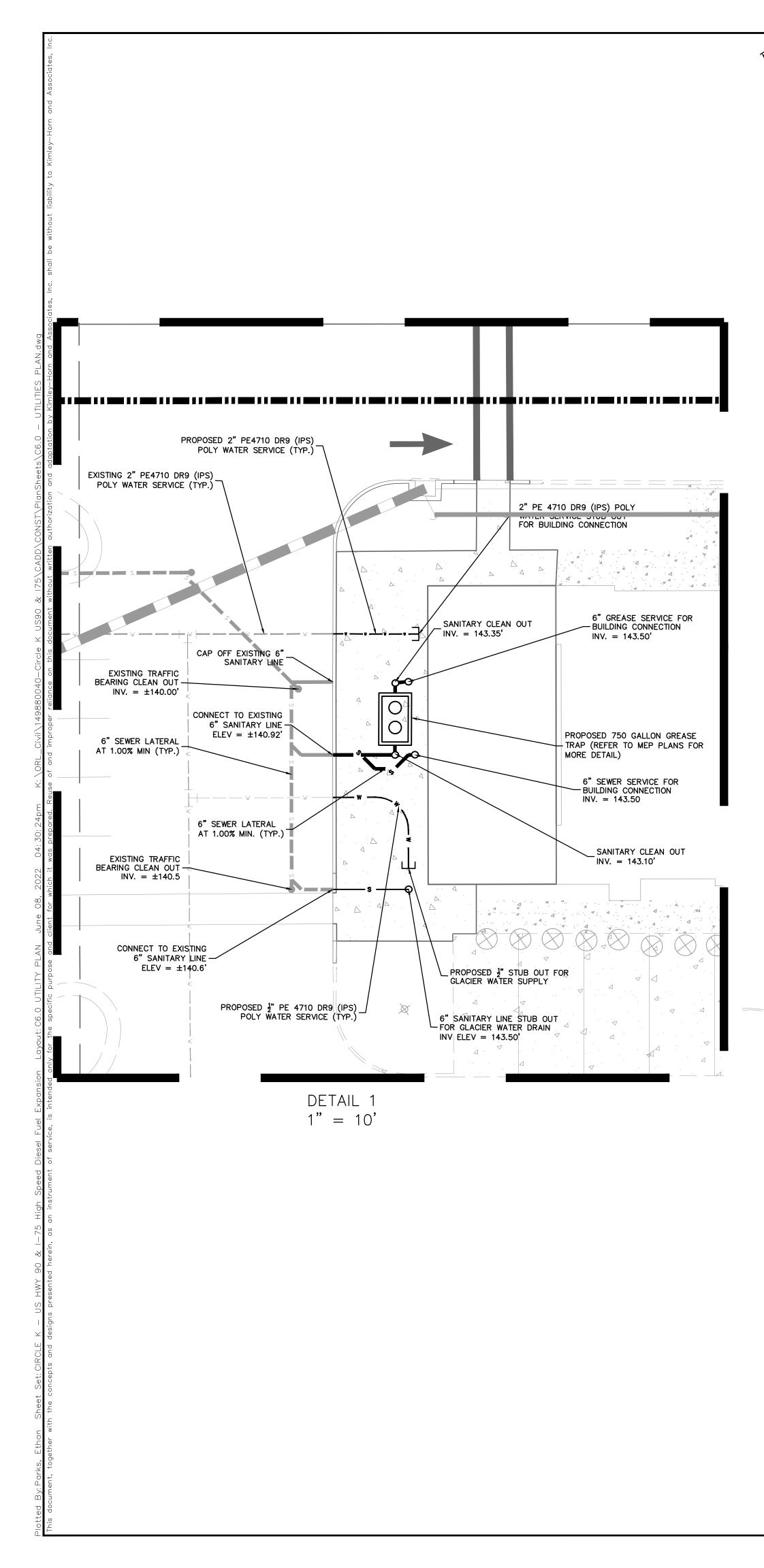
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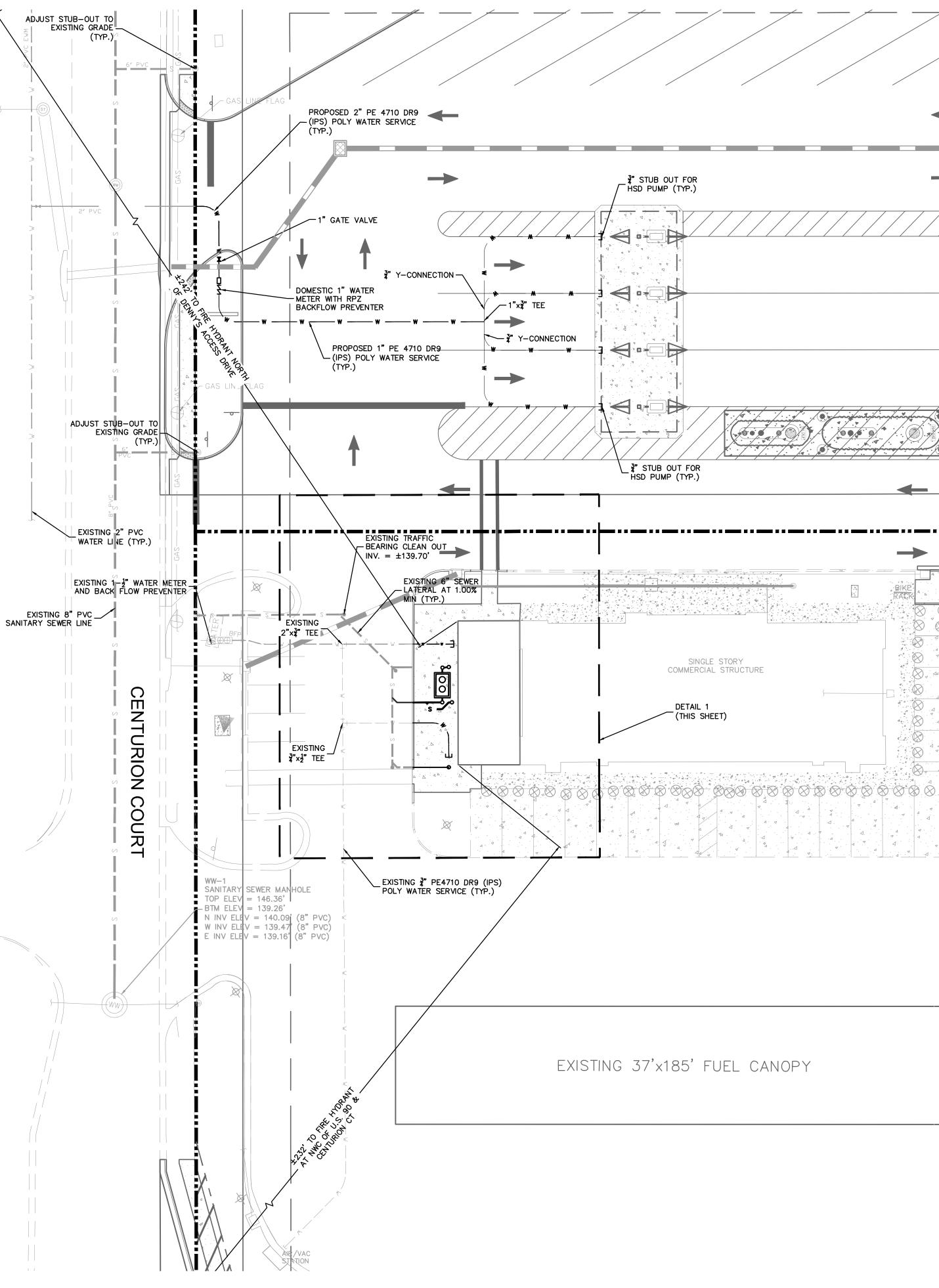
IT'S THE LAW!

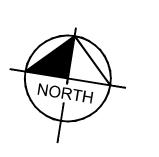
DIAL 811

VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151

RM STRUCTURE TABLE DETAILS: TYPE "D" INLET PER FDOT INDEX #425-052 TOP: 146.45 N. INV OUT: 141.77 (18" HDPE) TYPE "D" INLET PER FDOT INDEX #425-052 TOP: 145.97 S. INV IN: 141.29 (18" HDPE) W. INV OUT: 141.29 (18" HDPE) TYPE "D" INLET PER FDOT INDEX #425-052 TOP: 146.62 E. INV IN: 140.24 (18" HDPE) SW. INV OUT: 140.24 (18" HDPE) TYPE "3" INLET PER FDOT INDEX #425-020 TOP: 144.65 S. INV OUT: 140.71 (18" RCP)







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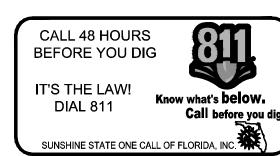
<u>,</u> Ø-

- ALL ONSITE UTILITIES SHALL BE PRIVATELY OWNED AND MAINTAINED.
- MAINTAIN A MINIMUM OF 3-FT OF COVER OVER ALL PROPOSED WATER LINES 2. AND 4-FT MINIMUM OF COVER FOR WASTEWATER LINES.
- REFER TO ADDITIONAL UTILITY NOTES AND DETAILS ON SHEETS C1.0 AND C7.0.
- ALL WATER MAINS, AND DOMESTIC LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF LAKE CITY UTILITY STANDARDS.
- BEDDING AND BACKFILL SHALL BE INSTALLED PER CITY OF LAKE CITY. GRANULAR 5. BACKFILL IS REQUIRED UNDER PAVEMENT AND WITHIN 5 FEET OF PAVEMENT.
- ALL SANITARY SEWER LINES SHALL BE GREEN C-900 PVC MEETING, ASTM D-3034 SDR 26.
- 7. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
- ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL 8. UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
- 9. CONTRACTOR TO CALL "SUNSHINE STATE ONE CALL OF FLORIDA" (1-800-432-4770) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
- PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, 10. SANITARY SEWER. WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/ DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. CITY OF LAKE CITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
- 11. CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
- 12. CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS, TO THE MAXIMUM EXTENT, DURING INSTALLATION OF UTILITIES. IF TRAFFIC IS TO BE OBSTRUCTED CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL PLAN WITH THE LOCAL MUNICIPALITY.
- 13. ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
- 14. SEE PLUMBING PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING. 15. LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
- 16. ELECTRIC, TELEPHONE, AND OTHER DRY UTILITIES SHALL BE PLACED WITHIN CONDUIT, MEETING PRIVATE UTILITY STANDARDS, WHEN ROUTE CROSSES PAVED DRIVES AND PARKING AREAS.
- 17. ALL UNDERGROUND WATER MAINS AND HYDRANTS SHALL BE INSTALLED. COMPLETED AND IN SERVICE PRIOR TO ANY COMBUSTIBLES BEING BROUGHT ONSITE.
- 18. CONTRACTOR TO ENSURE ADEQUATE COVER REMAINS OVER ALL EXISTING UTILITIES.
- 19. CONTRACTOR TO VERIFY EXISTING COVER OVER ALL UTILITIES BEFORE START OF CONSTRUCTION AND TO COORDINATE WITH THE ENGINEER OF RECORD PRIOR TO START OF CONSTRUCTION IF DESIGN DOES NOT PROVIDE 36" COVER.
- 20. ALL ELECTRIC, CABLE, AND TELECOMMUNICATION UTILITIES FOR BUILDING SERVICE TO BE INSTALLED UNDERGROUND.

<u>LEGEND</u>

| | PROPERTY BOUNDARY |
|-----------|---------------------------------|
| | PROPOSED STORM PIPE |
| s | PROPOSED SANITARY SEWER LINE |
| — w — w — | EXISTING WATER LINE |
| s | EXISTING SANITARY SEWER LINE |
| — w — w — | EXISTING WATER LINE |
| | EXISTING STORM PIPE |
| G | EXISTING GAS LINE |
| OHE | EXISTING OVERHEAD ELECTRIC LINE |
| FM | EXISTING FORCE MAIN |
| \square | EXISTING STORM MANHOLE |
| | EXISTING SANITARY SEWER MANHOLE |
| ¥ | PROPOSED FIRE HYDRANT |

VERTICAL DATUM: ELEVATIONS ARE REFERENCED TO PLAT BENCHMARKS AS SHOWN ON THE FACE OF THE PLAT OF GATEWAY CROSSING REPLAT OF LOTS 2 AND 3, PLAT BOOK 9, PAGE 151



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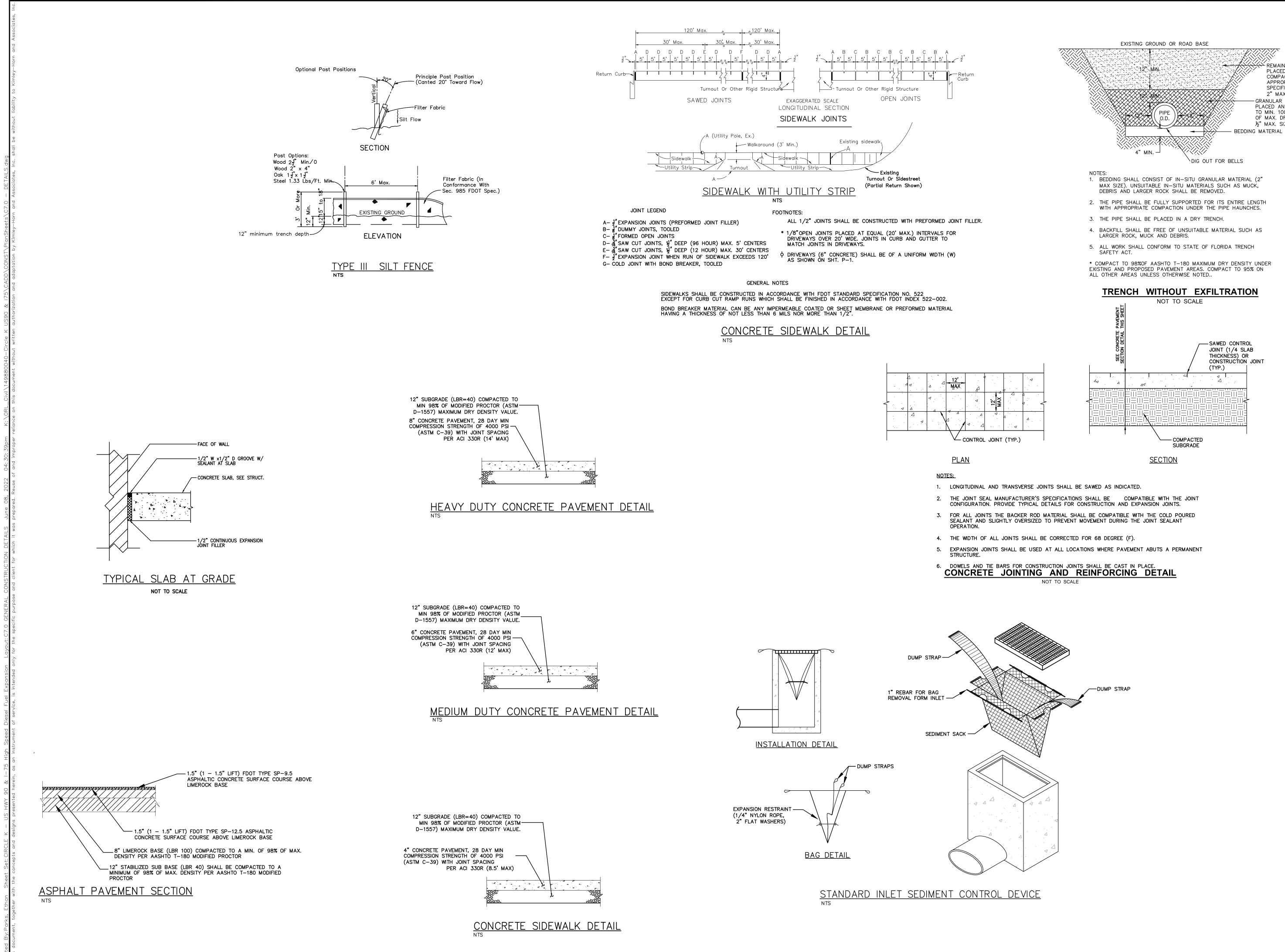
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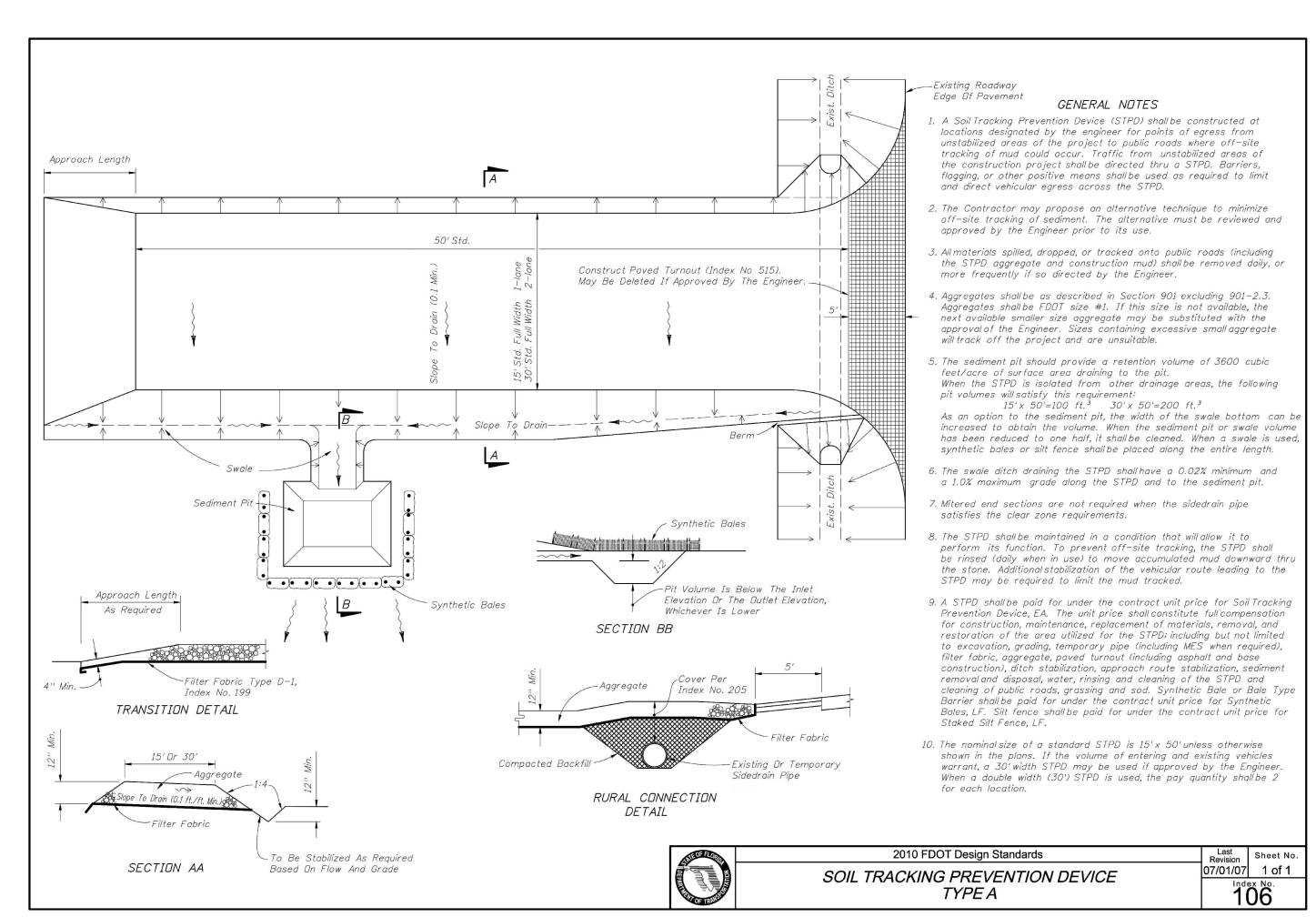
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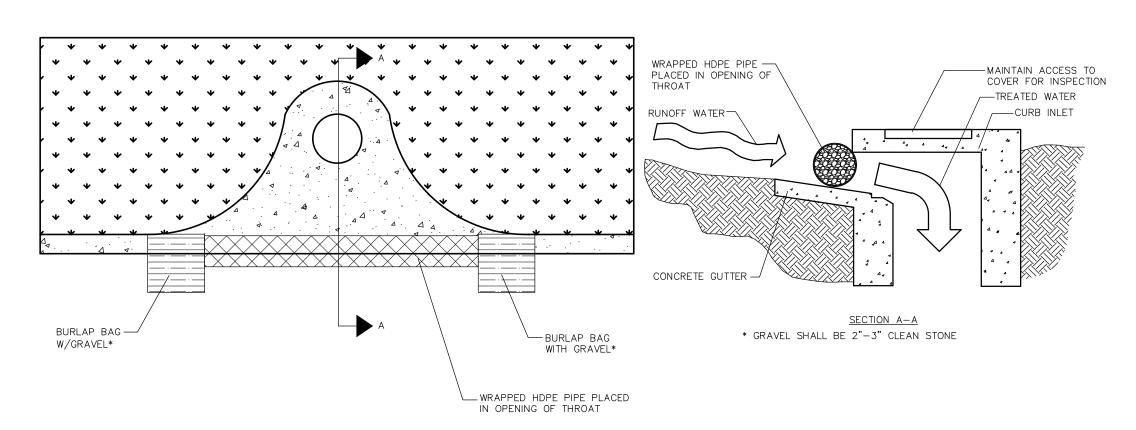


REMAINING BACKFILL PLACED AND COMPACTED PER APPROPRIATE SPECIFICATIONS 2" MAX. SIZE.* GRANULAR BACKFILL PLACED AND COMPACTED TO MIN. 100% OF MAX. DRY DENSITY. ½"MAX. SIZE

| KHA PROJECT LICENSED PROJESSIONAL 149880040 DATE DATE DATE 05/04/2022 JARDD 0: SPUBBS, P.E. 05/04/2023 JARDD 0: SPUBBS, P.E. 05/04/2024 JARDD 0: SPUBBS, P.E. 05/04/2025 JARDD 0: SPUBBS, P.E. 05/04 | BY JCS DATE: 05/04/2022 |
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| CONSTRUCTION DETAILS DETAILS RAWN BY RAWN BY | CHECKED |
| CIRCLE K - US HWY 90 & I-75 FUEL EXPANSION | CITY OF LAKE CITY FLORIDA |

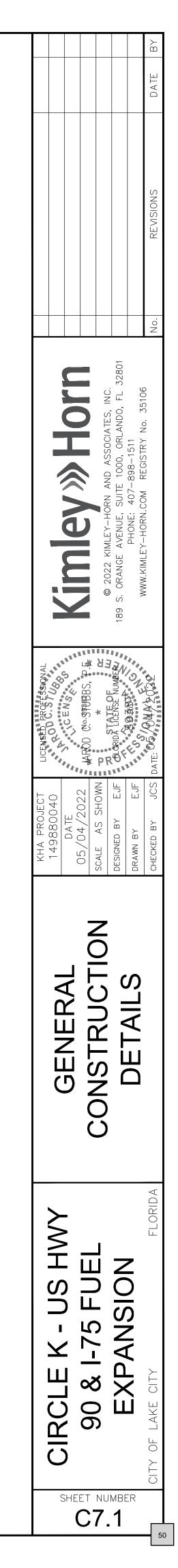


| 2010 FDOT Design Standards | Last Revision | Sheet No. |
|---|------------------|-----------|
| SOIL TRACKING PREVENTION DEVICE TYPE A | | 1 of 1 |
| | | 06 |



SOCK DRAIN INLET SEDIMENT FILTER

NTS NOTE: THE PERFORATED PIPE MUST EXTEND AT LEAST 1' BEYOND THE CURB OPENING ON EACH SIDE AND BE ANCHORED WITH GRAVEL BAGS, OR SIMILAR, ON EACH END. A SPACER MUST BE PROVIDED FOR BETWEEN THE INLET OPENING AND THE PIPE TO ALLOW FOR OVERFLOW, PREVENT FLOODING AND TO PREVENT THE PIPE FROM FALLING INTO THE INLET.



| | | | | | REVISIONS DATE BY |
|--------------------------|--------------------|-------------------------------------|---|---|---------------------------|
| | | | D0, FL 32801 | 35106 | No. |
| | XIM eV »> HC | © 2022 KIMI FY-HORN AND ASSOCIATES. | 189 S. ORANGE AVENUE, SUITE 1000, ORLANDO, FL 32801 | PHONE: 407-898-1511 WWW KIMI EV-HOPN COM PECISTEV No | |
| LICENSED PROFESSIONAL | | | | | JCS DATE: |
| KHA PROJECT 149880040 | DATE 05/04/2022 | SCALE AS SHOWN | DESIGNED BY EJF | DRAWN BY EJF | CHECKED BY JCS |
| | CITY OF LAKE CITY | | SIANDARD DEIAILS | | |
| | | AU & I-/ 2 FUEL | | | CITY OF LAKE CITY FLORIDA |

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| LAKEOTY Florefice Graeway Fix 1859 | ł |

CITY OF LAKE CITY

Application For New Development and Site Review Committee Meeting

00/04/2024

MEETING DATE:

MEETING TIME:

| APPLICANT II | NFORMATION | | Date: 09/01/2021 |
|--------------------------------|---|----------|-----------------------------------|
| Name: | Jarod C. Stubbs, P.E. | Business | Kimley-Horn and Associates |
| Address: | 189 S Orange Ave., Ste 1000, Orlando, FL | Name: | |
| Phone: | (407) 409-7002 | Business | 189 South Orange Ave., Suite 1000 |
| Email: | jarod.stubbs@kimley-horn.com | Address: | Orlando, FL 32801 |
| <u>SUBJECT PRO</u> Address: | PERTY INFORMATION NE corner of US Hwy 90 and NW Centurion Ct (behind the Circle K) | Property | GWC Development Partners, LLC |
| Parcel ID#: | 35-3s-16-02524-102; and 35-3s-16-02524-111 | Owner : | |
| Existing Use: | Vacant Commercial | Owner | 2682 NW Noegel Rd |
| Zoning District: | CHI Commercial Highway Intensive | Address: | Lake City, FL 32055 |
| | | | |

DESCRIPTION OF REQUEST (may be attached, separately)

PLEASE PROVIDE AS MUCH DETAIL AS POSSIBLE SO THAT STAFF CAN BE PREPARED TO ADDRESS YOUR QUESTIONS. Please include information regarding:

Proposed use

Proposed improvements to building and/or site

The proposed project is to be a high speed diesel expansion to the existing Circle K with related parking, underground fuel storage tanks, and other necessary improvements. The project is anticipated to take up space on both parcels listed in this application. Expected new impervious area for the project is +/- 49,850 square feet. The existing Circle K will also have improvements including a building expansion for additional restrooms and an adjustment to the parking spaces to allow space for said expansion. See attached site plan for more detail.

SUBMIT WITH THIS FORM

- Copy of survey or sketch of location/building
- Sketch of any proposed improvements
- Any other information that will help in review of the proposal

SUBMIT COMPLETED FORM AND DOCUMENTS TO:

Mail: Lake City Growth Management Department, 205 N Marion Ave, Lake City, FL 32055 Email: growthmanagement@lcfla.com Fax: 386-758-5426

If you have any further questions, please contact Growth Management, 386-719-5750

| WD 133 | 39-654, | | | | | | | MENTS LLC DC17, P 85072-208 | O BOX | | | | | | | 2022 | | | | 3s-1 | | | |
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LOT 2 GATEWAY CROSSING S/D A REPLAT OF LOTS 2 & 3.

GWC DEVELOPMENT PARTNERS LLC 2682 NW NOEGEL RD LAKE CITY, FL 32055



35-3s-16-02524-102

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Columbia County Property Appraiser Jeff Hampton

2022 Working Values updated: 6/9/2022

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Columbia County Property Appraiser

Extra Features & Out Buildings (Codes)

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| ອີ Columbia Coເ | unty Property Appra | iser Jeff Hampton Lake City, Flo | rida 386-758-1083 | | | by: GrizzlyLogic.c | | | | | |

Kimley »Horn

April 1, 2022

Suwanee River Water Management District 9225 CR 49 Live Oak, FL 32060

Subject: Circle K – US 90 & I-75 De-Minimis Exemption Letter Project Name: Circle K – Circle K – US 90 & I-75 County: Columbia Sec/Twp/Rge: S35 T3S R16E

To Whom it May Concern:

The proposed 3.47-acre Circle K – US 90 & I-75 project lies within the previously issued ERP No. 023-226410 and connects into the master project "Gateway Crossing" stormwater system. The project site is located at the northeast corner of the intersection of US Highway 90 and Centurion Court in the City of Lake City, Columbia County, Florida. We understand that this development is under SRWMD ERP No. 023-226410, and is shown as a portion of Basin DA-1 of the Gateway Crossing project. The proposed development will contain the addition of a 2,064 square foot Circle K high speed diesel canopy, with fueling stations, and associated infrastructure to the existing Circle K project constructed in 2016.

The proposed 3.47-acre Circle K – US 90 & I-75 lies within the previously issued ERP No. 023-226410 as stated above. We understand that this site is permitted up to 75% impervious area per ERP No. 023-226410.

As seen in the attached construction plans the Circle K – US 90 & I-75 project is proposing 2.63 acres (+/-114,580 SF) of impervious surface area to discharge into the system permitted under SRWMD ERP No. 023-226410. As the Circle K – US 90 & I-75 project is proposing impervious area less than or equal to the maximum allowed impervious surface area, and is connected to the master stormwater system that was approved in the Gateway Crossing project, ERP No. 023-226410, the project meets the requirements for a De-Minims Exemption.

If you have any questions, of if you require additional information, please do not hesitate to contact our office at (407) 409-7002.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Jarod C. Stubbs, P.E. Project Engineer

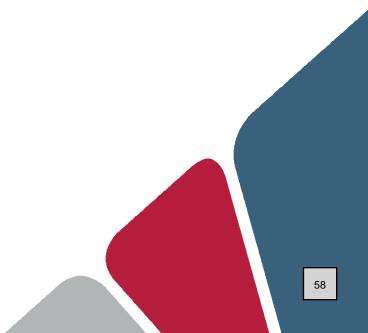


Circle K – Lake City, FL

Traffic Impact Analysis

March 2022





TRAFFIC IMPACT ANALYSIS

Circle K – US 90 & Centurion Court

Lake City, FL

Prepared for:

Circle K

Prepared by:

Kimley-Horn and Associates, Inc.



Vincent Spahr, P.E. Florida Registration Number 88747 Kimley-Horn and Associates, Inc. 800 SW 2nd Avenue, Suite 100 Gainesville, Florida 32601 Registry 35106

This document has been digitally signed and sealed by Vincent Spahr, P.E. on the date adjacent to the seal.

Vincent E Spahr 2022.03.18 09:03:21 -04'00'

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

March 2022

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Appendices

- Appendix A: Conceptual Site Plan
- Appendix B: Traffic Data
- Appendix C: Intersection Volume Development Worksheets
- Appendix D: Synchro Output Reports
- Appendix E: Trip Generation Calculations
- Appendix F: FDOT *Trend* Worksheet

1.0 INTRODUCTION

Kimley-Horn has been retained by Circle K to analyze and document the traffic impacts associated with the expansion of a gas station and Circle K convenience market on the northeast quadrant of the intersection of US Highway 90 (US 90) and Centurion Court/SW Florida Gateway Drive in Lake City, Florida.

There is an existing 4,968 square-foot convenience market with 24 vehicle fueling positions (VFP) on the site. The project location is shown in Figure 1.

The applicant is proposing to add a 900-square foot expansion to the convenience market and 3 vehicle fueling positions designed for diesel trucks. The conceptual site plan is provided in Appendix A.

The study area for this traffic impact analysis includes the project driveways and the signalized intersection of US 90 and Centurion Court/SW Florida Gateway Drive, as shown in Figure 1.

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2.0 EXISTING CONDITIONS ANALYSIS

2.1 EXISTING TRAFFIC DATA

Turning movement counts (TMCs) were collected at the study intersection on Thursday, September 2, 2021 during the AM (7:00AM – 9:00 AM) and PM (4:00PM – 6:00PM) peak periods. Raw turning movement counts are provided in Appendix B.

Turning movement volumes were adjusted using the peak season conversion factor (PSCF) from the Florida Department of Transportation (FDOT) Florida Traffic Online (FTO). Seasonal factor data is included in Appendix B. Existing signal timings were provided by Lake City staff for use in the analysis, signal timing worksheets are included in Appendix B.

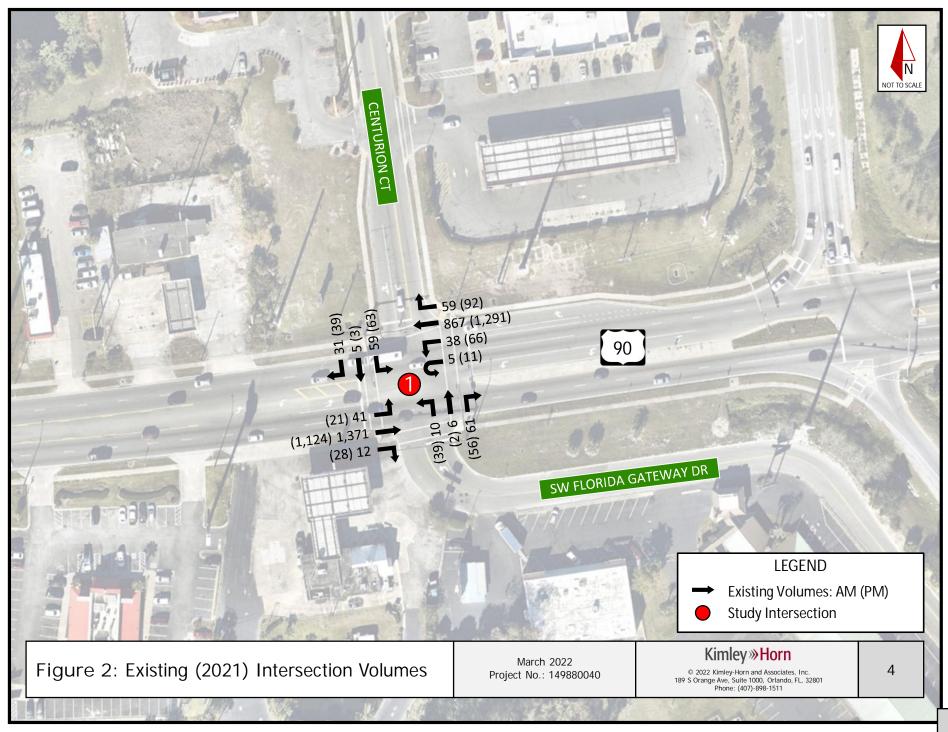
Figure 2 illustrates turning movement volumes for existing peak season conditions at the study intersection. The intersection volume development worksheet can be found in Appendix C.

2.2 EXISTING INTERSECTION CONDITIONS

Intersection capacity analyses were performed for existing (2021) conditions using the operational analysis procedures outlined in the latest *Highway Capacity Manual*, 6th Edition (HCM 6). Specifically, Synchro (v11) software was used to evaluate existing operational conditions at study area intersections by reporting delay, level of service (LOS), volume-to-capacity (v/c) ratios, and the 95th percentile queue for each movement. Table 1 summarizes the operational analyses for the existing AM and PM peak hour conditions at the study intersection. Synchro outputs are provided in Appendix D.

| | | | AM F | Peak Hour | | | PM F | Peak Hour | |
|-----------------|----------------------|--------------------|------|-----------|--------------------------------|--------------------|------|-----------|--------------------------------|
| | | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) |
| | Overall Intersection | 13.2 | В | - | - | 13.2 | В | - | - |
| | Eastbound | 11.5 | В | - | - | 9.6 | Α | - | - |
| | EBL | 5.5 | А | 0.10 | 0.5 | 6.9 | А | 0.08 | 0.3 |
| | EBT | 11.7 | В | 0.58 | 14.6 | 9.7 | А | 0.48 | 12.5 |
| | EBT/R | 11.7 | В | 0.58 | 15.2 | 9.6 | А | 0.48 | 12.9 |
| | Westbound | 7.7 | Α | - | - | 8.7 | Α | - | - |
| US 90 | WBL | 7.9 | А | 0.16 | 0.5 | 6.7 | А | 0.24 | 1.1 |
| & | WBT | 7.9 | А | 0.38 | 8.0 | 9.0 | А | 0.54 | 13.7 |
| Centurion Court | WBR | 5.8 | А | 0.06 | 0.9 | 5.4 | А | 0.09 | 1.5 |
| | Northbound | 55.6 | E | - | - | 65.1 | E | - | - |
| | NBL | 54.9 | D | 0.06 | 0.6 | 66.7 | E | 0.28 | 2.9 |
| | NBT/R | 55.7 | E | 0.42 | 4.1 | 64.0 | E | 0.38 | 4.2 |
| | Southbound | 58.8 | E | - | - | 68.1 | E | - | - |
| | SBL | 61.9 | E | 0.45 | 3.8 | 71.6 | E | 0.51 | 5.0 |
| | SBT/R | 53.6 | D | 0.23 | 2.1 | 62.7 | E | 0.27 | 3.0 |

The intersection of US 90 and Centurion Court operates with LOS B during existing (2021) AM peak hour and PM peak hour conditions. All movements operate with v/c ratios less than 1.00 under existing (2021) AM and PM peak hour conditions. The northbound and southbound approaches operate with LOS E during the AM and PM peak hour due to the prioritization of green time for the mainline US 90 movements.



3.0 PROJECT DEVELOPMENT

The existing site currently has 24 VFPs and a 4,968-square foot Circle K convenience store. The proposed expansion will add approximately 900-square feet to the existing convenience market and 3 VFPs north of the existing site. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout.

3.1 SITE ACCESS

Access to the site is proposed via two existing driveways and one new driveway along Centurion Court, as shown in the site plan provided in Appendix A.

3.2 TRIP GENERATION

Trip generation and pass-by rates for the proposed development were calculated using the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Land Use Code (LUC) 945 (Gasoline Station with Convenience Market) was used to calculate the trip generation potential for the existing and proposed development.

The trip generation potential of the existing Circle K convenience store and gas station was compared to observed traffic volumes on Centurion Court north of US 90. Table 2 summarizes the comparison of the calculated trip generation potential of the existing development and the observed peak hour volumes on Centurion Court.

| | A | AM Peak H | our | F | PM Peak H | our |
|------------------------------|-------|-----------|----------|-------|-----------|----------|
| | Total | In (NB) | Out (SB) | Total | In (NB) | Out (SB) |
| ITE Trip Generation Manual | 649 | 325 | 324 | 546 | 273 | 273 |
| Observed Peak Season Traffic | 201 | 106 | 95 | 220 | 115 | 105 |

Table 2: Existing Site Trip Generation Comparison

Since the existing AM and PM peak hour traffic volumes were significantly less than the trip generation potential of the existing development, the trip generation calculations for the proposed expansion to the convenience store and gas station were adjusted proportionately to reflect actual conditions anticipated at the site under buildout conditions.

Table 3 provides the AM peak hour, and PM peak hour trip generation calculations for the proposed expansion and the adjustment applied based on the existing trip generation comparison. A factor of 0.31 (201/649) was applied to the AM peak hour trip generation calculations and a factor of 0.40 (220/546) was applied to the PM peak hour trip generation calculations in accordance with the comparison illustrated in Table 2.

As summarized in Table 3, the proposed expansion is anticipated to generate 16 net new AM peak hour trips (8 inbound and 8 outbound), and 18 net new PM peak hour trips (9 inbound and 9 outbound) to the external roadway network at buildout. In addition, the proposed expansion is anticipated to generate 48 AM peak hour pass-by trips (24 inbound and 24 outbound), and 54 PM peak hour pass-by trips (27 inbound

and 27 outbound). A detailed table including all trip generation calculations and adjustments is provided in Appendix E.

| | ļ | AM Peak H | our | PM Peak Hour | | | |
|--------------------------------------|-------|-----------|----------|--------------|---------|----------|--|
| | Total | In (NB) | Out (SB) | Total | In (NB) | Out (SB) | |
| ITE Trip Generation Manual (Net New) | 50 | 25 | 25 | 46 | 23 | 23 | |
| ITE Trip Generation Manual (Pass-by) | 204 | 102 | 102 | 180 | 90 | 90 | |
| Adjustment Factor | 0.31 | | | 0.40 | | | |
| Adjusted Net New Trips | 16 | 8 | 8 | 18 | 9 | 9 | |
| Adjusted Pass-by Trips | 48 | 24 | 24 | 54 | 27 | 27 | |

Table 3: Trip Generation Summary

3.3 TRIP DISTRIBUTION

The project's trip distribution was developed based on observed traffic patterns within the study area roadway network and engineering judgement. Figure 3 displays the anticipated trip distribution for the proposed Circle K gas station expansion at buildout.

3.4 TRIP ASSIGNMENT

Site distribution percentages were used to assign anticipated project trips to the study area intersection and driveways. Figure 4 shows the anticipated AM and PM peak hour project movements at the study area intersection and project driveways.





4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2023

4.1 HISTORICAL TRAFFIC GROWTH

A historical traffic growth rate was calculated based upon the nearest historical Annual Average Daily Traffic (AADT) data available from FTO. A 2.11% annual historical growth rate was calculated **based on the average traffic growth exhibited over the past five (5) years** from an FDOT count station located east of the project site on US 90. The growth trend worksheet can be found in Appendix F.

4.2 BACKGROUND TRAFFIC

Traffic conditions were evaluated for year 2023 background conditions prior to the addition of project traffic. Background volumes at study area intersections were derived by applying 2.11% annual growth to existing (2021) traffic counts. Figure 5 illustrates AM peak hour and PM peak hour turning movement volumes for background conditions at the study intersection. The intersection volume development worksheet can be found in Appendix C.

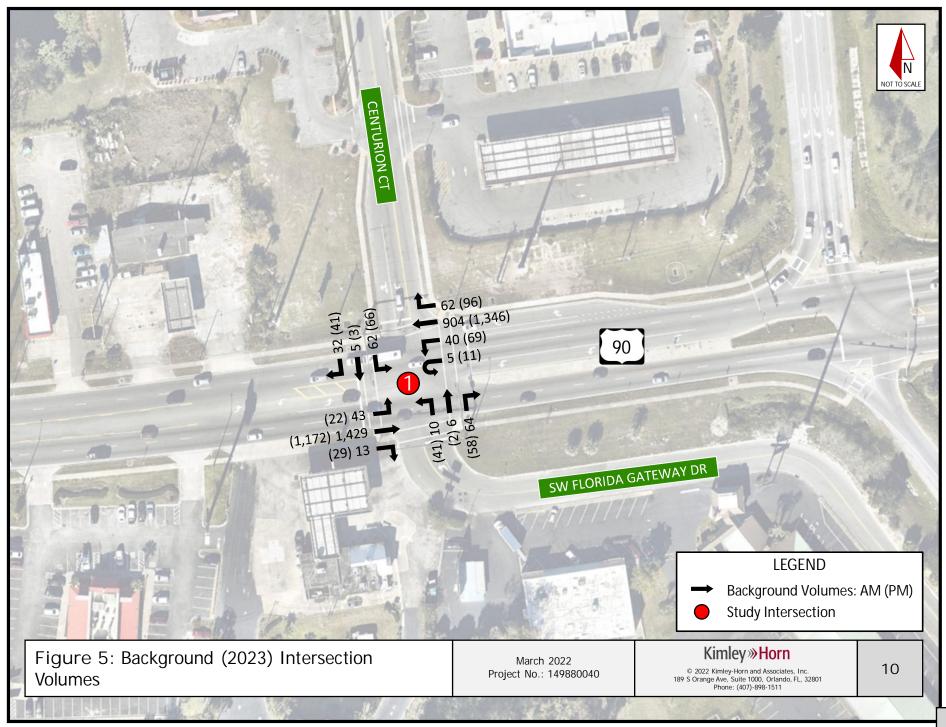
4.3 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2023 background conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual 6* with *Synchro* (v11) software. Table 4 summarizes the operational analyses for the 2023 background AM and PM peak hour conditions at the study intersection. Synchro outputs are provided in Appendix D.

| | | AM Peak Hour | | | | PM Peak Hour | | | | |
|----------------------|----------------------|--------------------|-----|-----------|--------------------------------|--------------------|-----|-----------|--------------------------------|--|
| | | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | |
| | Overall Intersection | 13.8 | В | - | - | 13.7 | в | - | - | |
| | Eastbound | 12.4 | В | - | - | 10.2 | В | - | - | |
| | EBL | 5.8 | А | 0.11 | 0.5 | 7.5 | А | 0.09 | 0.3 | |
| | EBT | 12.6 | В | 0.61 | 15.8 | 10.2 | В | 0.50 | 13.4 | |
| | EBT/R | 12.5 | В | 0.61 | 16.4 | 10.2 | В | 0.51 | 13.8 | |
| | Westbound | 8.2 | Α | - | - | 9.3 | Α | - | - | |
| US 90 | WBL | 8.8 | А | 0.17 | 0.6 | 7.3 | А | 0.26 | 1.1 | |
| & Centurion Court | WBT | 8.3 | А | 0.39 | 8.6 | 9.7 | А | 0.57 | 14.9 | |
| | WBR | 6.0 | А | 0.06 | 0.9 | 5.6 | А | 0.09 | 1.6 | |
| | Northbound | 55.1 | E | - | - | 64.8 | E | - | - | |
| | NBL | 54.4 | D | 0.06 | 0.6 | 66.6 | E | 0.29 | 3.1 | |
| | NBT/R | 55.2 | E | 0.42 | 4.3 | 63.5 | E | 0.38 | 4.4 | |
| | Southbound | 58.6 | E | - | - | 67.8 | E | - | - | |
| | SBL | 61.8 | E | 0.47 | 4.1 | 71.5 | E | 0.52 | 5.2 | |
| | SBT/R | 53.1 | D | 0.22 | 2.2 | 62.3 | E | 0.28 | 3.2 | |

Table 4: Background Intersection Conditions

The intersection of US 90 and Centurion Court is expected to operate with LOS B during background (2023) AM peak hour and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under background (2023) AM and PM peak hour conditions. The northbound and southbound approaches are expected to continue to operate with LOS E during the AM and PM peak hour due to the prioritization of green time for the mainline US 90 movements.



5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2023

5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for year 2023 conditions with the inclusion of project traffic. Buildout volumes were developed by adding anticipated project trips to background (2023) volumes. Figure 6 illustrates the projected turning movement volumes under buildout AM and PM peak hour conditions at the study intersection and the proposed driveways. The intersection volume development worksheet can be found in Appendix C.

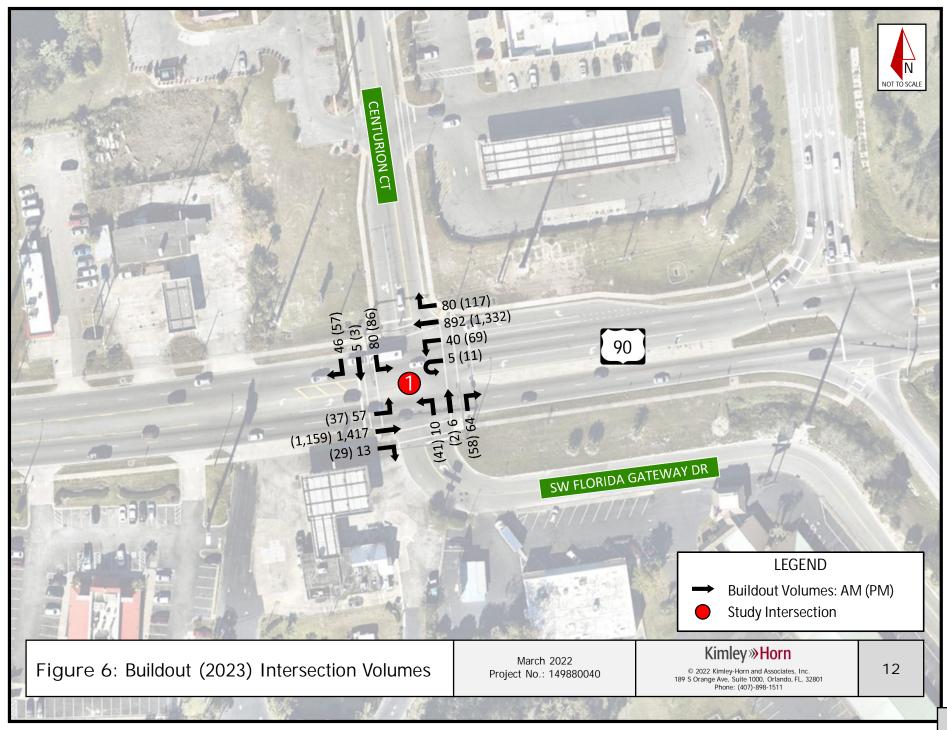
5.2 BUILDOUT INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2023 buildout conditions in the AM and PM peak hour conditions using procedures outlined in the *Highway Capacity Manual 6* with *Synchro* (v11) software. Table 5 summarizes the operational analyses for the 2023 buildout AM and PM peak hour conditions at the study intersection. Synchro outputs are provided in Appendix D.

| | | | AM F | Peak Hour | | PM Peak Hour | | | | | | | |
|-----------------|----------------------|--------------------|------|-----------|--------------------------------|--------------------|-----|-----------|--------------------------------|--|--|--|--|
| | | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | | | | |
| | Overall Intersection | 15.0 | В | - | - | 15.5 | в | - | - | | | | |
| | Eastbound | 13.3 | В | - | - | 11.3 | В | - | - | | | | |
| | EBL | 6.4 | А | 0.14 | 0.8 | 8.9 | А | 0.16 | 0.6 | | | | |
| | EBT | 13.6 | В | 0.62 | 16.5 | 11.4 | В | 0.51 | 14.2 | | | | |
| | EBT/R | 13.5 | В | 0.62 | 17.1 | 11.4 | В | 0.51 | 14.7 | | | | |
| | Westbound | 9.0 | Α | - | - | 10.8 | В | - | - | | | | |
| US 90 | WBL | 9.5 | А | 0.18 | 0.6 | 8.3 | А | 0.27 | 1.3 | | | | |
| & | WBT | 9.2 | А | 0.4 | 9.0 | 11.3 | В | 0.58 | 16.2 | | | | |
| Centurion Court | WBR | 6.8 | А | 0.08 | 1.3 | 6.8 | А | 0.12 | 2.2 | | | | |
| | Northbound | 53.2 | D | - | - | 62.7 | E | - | - | | | | |
| | NBL | 53.8 | D | 0.06 | 0.6 | 65.5 | E | 0.28 | 3.1 | | | | |
| | NBT/R | 53.1 | D | 0.37 | 4.2 | 60.7 | E | 0.33 | 4.3 | | | | |
| | Southbound | 57.8 | Е | - | - | 66.4 | E | - | - | | | | |
| | SBL | 61.3 | E | 0.54 | 5.2 | 70.4 | E | 0.58 | 6.8 | | | | |
| | SBT/R | 52.1 | D | 0.28 | 3.0 | 60.7 | E | 0.33 | 4.2 | | | | |

Table 5: Buildout Intersection Conditions

The intersection of US 90 and Centurion Court is expected to operate with LOS B during buildout (2023) AM peak hour and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under buildout (2023) AM and PM peak hour conditions. The northbound and southbound approaches are expected to continue to operate with LOS E during the AM and PM peak hour due to the prioritization of green time for the mainline US 90 movements.



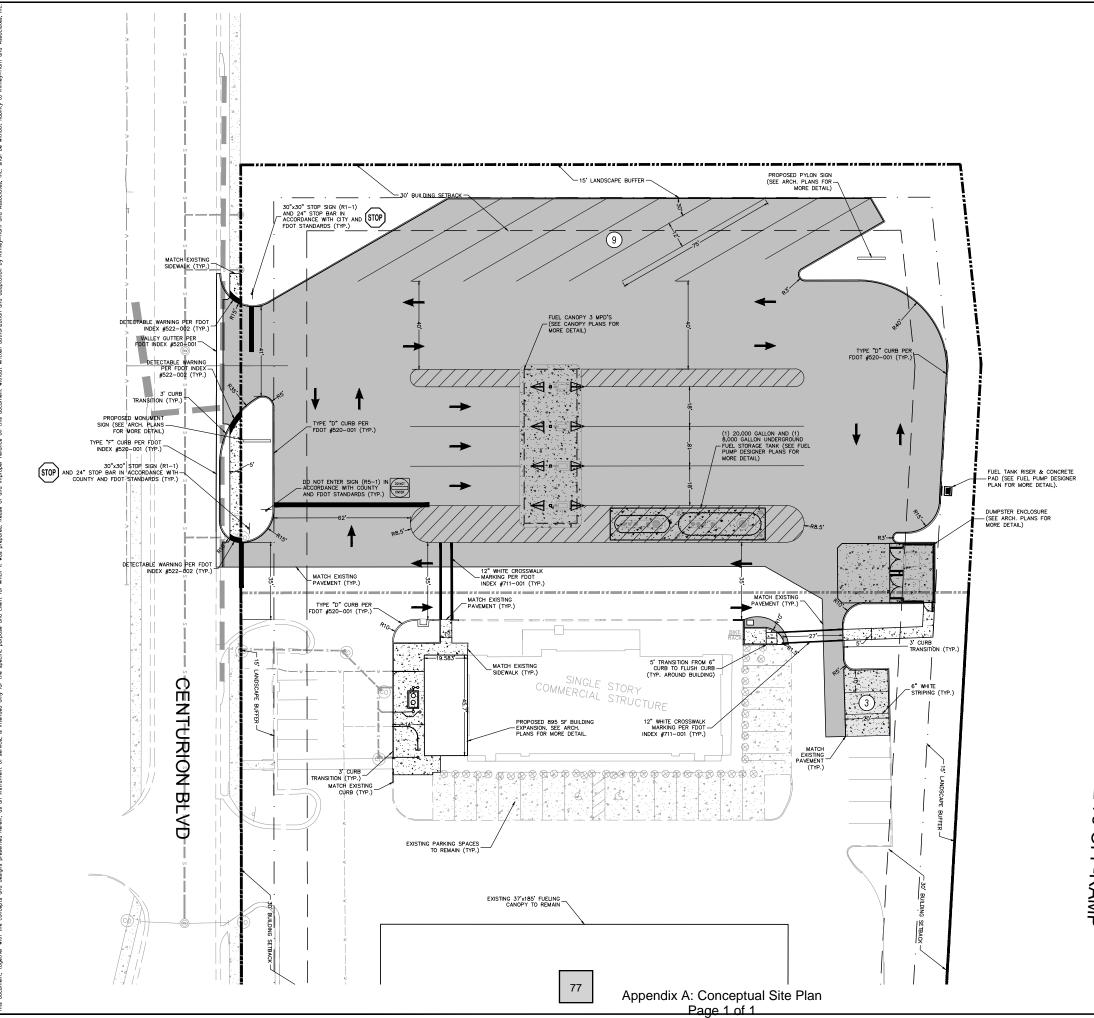
6.0 CONCLUSION

This traffic impact analysis was performed to assess the transportation impacts of the proposed expansion of a gas station and Circle K convenience market located in the northwest quadrant of the intersection of US Highway 90 (SR 10) and Centurion Court/SW Florida Gateway Drive. The expansion, proposed for buildout in year 2023, will include the addition of 3 vehicle fueling positions designed for diesel trucks and a 900-square foot expansion to the existing Circle K convenience market. Access to the site will be provided via two existing driveways and one new driveway to the north on Centurion Court.

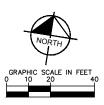
Accounting for the observed trip generation of the existing site, the proposed expansion is anticipated to generate 16 net new AM peak hour trips and 18 net new PM peak hour trips at buildout. An additional 48 new AM peak hour pass-by trips and 54 new PM peak hour pass-by trips are expected at the site as well.

Operational analyses were performed utilizing *Synchro* software for the existing (2021), background (2023), and buildout (2023) conditions at the study intersection of US 90 and Centurion Court/SW Florida Gateway Drive during the AM peak hour and the PM peak hour. Results indicated that the study intersection is expected to operate at LOS B through the buildout year. No operational deficiencies are expected at the study intersection with the inclusion of project traffic under buildout (2023) conditions.

APPENDIX A Conceptual Site Plan



INTERSTATE 75 OFF-RAMP



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TES, NDO,

2022 DRANG

83

uki 833

DAT DAT 03/25/ scale AS besigned By drawn By

PLAN

SITE

IRCLE K - US HWY 90 & I-75 FUEL EXPANSION

SHEET NUMBER

C4.1

CIRCLE K

9

Kimley»Horn

NOTES:

1. ALL CURB DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.

4. REFER TO SIGNAGE PLANS FOR MONUMENT SIGN DETAILS. 5. SEE MEP PLANS FOR ELECTRICAL DRAWINGS.

6. ALL PROPOSED ON-SITE STRIPING AND PAVEMENT MARKING WILL BE PAINTED UNLESS OTHERWISE NOTED AND IN ACCORDANCE WITH FDOT INDEX 711-001.

7. REFER TO ARCHITECTURAL PLANS FOR PROPOSED TRASH CAN LOCATIONS AND DESIGN.

8. BOLLARDS IN SIDEWALK ADJACENT TO BUILDING SHALL BE COVERED WITH RED PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR.

9. BOLLARDS UNDER CANOPY SHALL BE COVERED WITH GRAY PLASTIC COVERS TO BE SUPPLIED BY CONTRACTOR (SEE FUEL PUMP DESIGNER PLANS FOR MORE DETAIL).

10. REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS.

11. ALL SIGNAGE AND PAVEMENT MARKINGS SHALL MEET MUTCD AND FDOT STANDARDS.

12. ALL SIGNAGE SHALL MEET THE REQUIREMENTS OF POLK COUNTY LAND DEVELOPMENT CODE, CHAPTER 7, SEC. 760

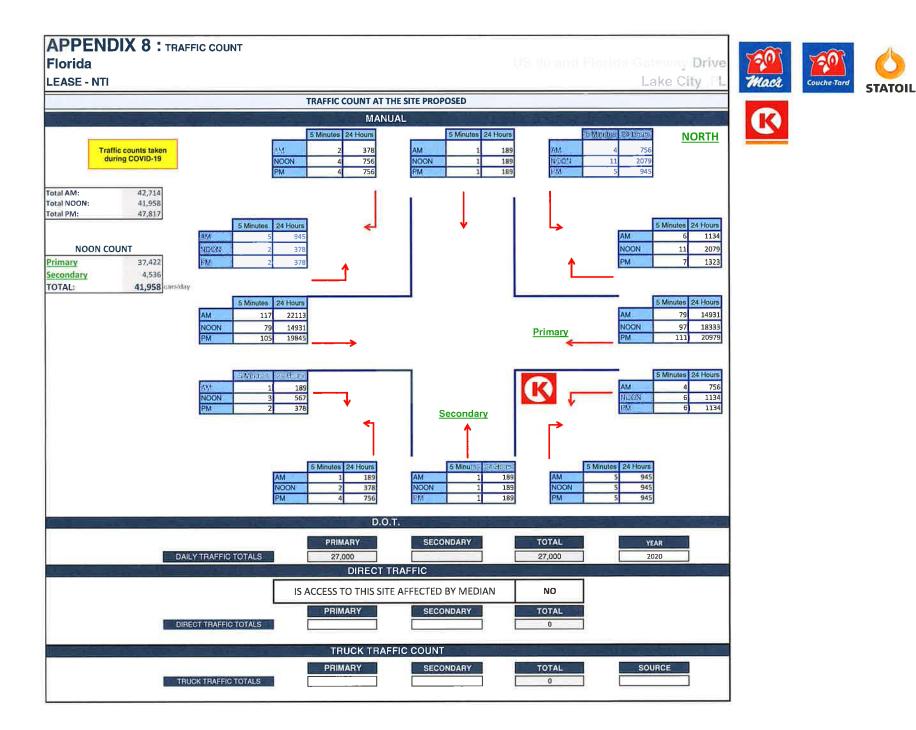


PROPERTY LINE (TYP.) PROPOSED ASPHALT PAVEMENT (SEE DETAIL SHEET C7.0) PROPOSED CONCRETE SIDEWALK (SEE DETAIL SHEET C7.0) PROPOSED MEDIUM DUTY CONCRETE (SEE DETAIL SHEET C7.0) PROPOSED HEAVY DUTY CONCRETE (SEE DETAIL SHEET C7.0)

VERTICAL DATUM: LELVATIONS ARE BASED ON BENCHMARK DESIGNATION BM 32 BEING: 117.497 FEET, (NGVD 29), PUBLISHED BY FLORIDA DEPARTIMENT OF TRANSPORTATION. ORTHOWETRIC HEIGHT CONVERSION PROVIDED BY VERTCON: DATUM SHIFT (NAVD-NGVD= -0.883 FEET)



APPENDIX B Traffic Data





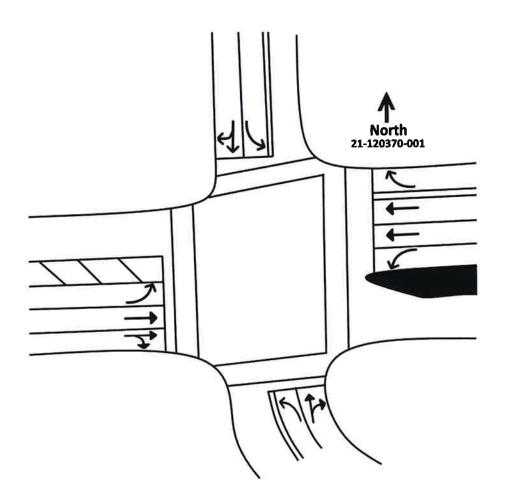
National Data & Surveying Services

| Site Code: | 21-120370-001 |
|--------------|---------------|
| Date: | 09/02/2021 |
| Weather: | Sunny |
| City: | Lake City |
| County: | Columbia |
| Count Times: | 07:00 - 09:00 |
| | 12:00 - 14:00 |
| | 16:00 - 18:00 |
| Control: | Signalized |

SIGNAL TIMING

| PHASES | 1 | 2 | 3 |
|--------|-------|-------|-------|
| NT/ST | 00:25 | 00:33 | 00:20 |
| EL/WL | 00:15 | + | + |
| WL/WT | - | 00:13 | 8 |
| ET/WT | 01:42 | 01:34 | 01:59 |





E/W Street: US Hwy 90

Speed: 45 MPH

Location: Florida Gateway Dr & US Hwy 90 City: Lake City Control: Signalized

Project ID: 21-120370-001 Date: 9/2/2021

| INS_FEW Streets: Florida Gateway Dr Florida Gateway Dr US Hwy 90 US Hwy 90 US Hwy 90 AMI NORTHBOLIND M SOUTHBOLIND M SOUTHBOLIND M EASTBOUND Floring WESTBOUND Floring WESTBOUND M WESTBOUND M WESTBOUND M MU MU <th>Control: S</th> <th>Signalized</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Data -</th> <th>Total</th> <th></th> <th></th> <th></th> <th></th> <th>Date: 9</th> <th>0/2/2021</th> <th></th> <th></th> | Control: S | Signalized | | | | | | | Data - | Total | | | | | Date: 9 | 0/2/2021 | | |
|--|------------------|------------|-------------|----------|-------|--------|-------------|--------|---|-------|--------|-------|---|-------|---------|----------|-------|-------|
| AM 0 | NS/EW Streets: | | Florida Gat | teway Dr | | | Florida Gat | | Jetu | Total | US Hw | y 90 | | | US Hw | y 90 | | |
| AM 0 | | | NORTH | BOUND | | | SOUTHE | BOUND | | | EASTB | OUND | | | WESTB | OUND | | |
| ML NT NR NU SL SS SS SU EL ET ER EU WL VT WR WU TDJ 733 AM 2 2 1 0 74 2 4 0 5 339 4 0 10 215 11 10 56 56 7435 AM 2 1 16 0 23 0 12 0 11 255 0 12 209 17 2 566 8:15 AM 2 1 16 0 23 0 12 0 11 256 10 16 211 1 55 0 16 211 1 16 0 7 239 6 0 16 211 1 16 0 7 239 16 0 7 239 16 0 7 239 16 0 0 0 0 <t< th=""><th>AM</th><th>0</th><th></th><th></th><th>0</th><th>0</th><th></th><th></th><th>0</th><th>0</th><th></th><th></th><th>0</th><th>0</th><th></th><th></th><th>0</th><th></th></t<> | AM | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | |
| 7.00 AM 4 1 7 0 16 0 7 0 6 215 1 0 2 140 8 1 417 7.15 AM 1 1 15 0 71 2 8 0 6 35 350 4 0 4 10 235 11 0 5 5 0 12 200 17 236 14 0 235 11 0 235 11 0 235 11 0 235 11 0 235 14 0 110 236 11 0 235 15 0 13 13 10 0 10 243 6 0 16 196 10 236 11 11 10 10 11 100 10 243 6 0 16 106 11 10 10 10 11 10 10 11 10 11 10 10 11 10 11 10 11 10 10 10 <th>SACARA AND</th> <th>NL</th> <th></th> <th>NR</th> <th>NU</th> <th>SL</th> <th></th> <th>SR</th> <th>SU</th> <th>EL</th> <th>ET</th> <th>ER</th> <th>EU</th> <th>WL</th> <th>WT</th> <th>WR</th> <th>WU</th> <th>TOTAL</th> | SACARA AND | NL | | NR | NU | SL | | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 735 AM 2 2 14 0 14 2 4 0 8 378 1 0 10 215 11 0 65 850 AM 6 3 14 0 13 25 5 0 11 256 18 0 15 0 11 256 10 11 256 10 11 256 10 11 256 10 11 216 0 13 11 0 10 216 10 10 216 11 10 10 11 10 10 11 10 10 11 10 10 11 10 10 11 10 10 11 10 10 10 11 10 11 10 10 10 10 10 10 10 10 10 10 10 10 11 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <th< th=""><th>7:00 AM</th><th>4</th><th>1</th><th>7</th><th></th><th>16</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>417</th></th<> | 7:00 AM | 4 | 1 | 7 | | 16 | | | | | | | | | | | | 417 |
| 7.45 AM 1 1 1 5 0 115 350 4 0 111 2.25 5 0 112 2.25 10 10 2.15 M 11 11 2.25 5 0 112 2.20 10 0 10 2.14 5 0 115 2.15 M 11 | 7 15 AM | 1 | 0 | 16 | | | | 8 | - 1 | | | | - | | | | | 588 |
| B:00 AM 6 3 14 0 23 0 112 0 111 255 5 0 122 09 17 2 558 B:30 AM 4 0 122 0 139 3 11 0 7 233 6 0 16 | | | | | | | | | - | | | | - | | | | | |
| 8:13 AM 8:30 AM 6 2 1 16 0 22 0 10 0 10 21 5 0 16 196 15 10 550 8:35 AM 6 6 2 12 0 17 4 9 0 7 231 6 0 7 231 11 15 550 TOTAL VOLUMES: PEAK IR 7 183.1% 7.00 8.00 15 10 6 0 7 211 6 0 7 233 11 11 650 7 21 10 6 238 5.71% 31.0% 0.0% 7 82.1 7 5.83 6.00 7 82.1 7 82.2 7 5 249 0.00 0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td>13</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | | | | | | 13 | | | | | | | | | | | | |
| B:30 AM 4 0 12 0 19 3 11 0 7 239 6 0 16 211 21 1 15 54 9 0 7 231 6 0 16 211 211 16 99 Control on 185 NU S1 S2 S1 S1< | | | | | | | | | - | | | | | | | | | |
| 8.45 AM 6 2 12 0 17 4 9 0 7 211 6 0 7 203 11 1 1 4 TOTAL VOLUMES 10 00 00 62.38 57 SR SU EL ET ER EU WL WT WR WU TOTAL VOLUMES APPROACH V05 1 10.316 0.0292 0.000 62.38 57.1% 31.80% 0.000 63.03% 92.000 0.000 41.33% 60.24% 7.7 54.2 0.000 0.771 04.23 0.72 56.25 0.620 0.627 0.623 0.657 0.633 0.000 0.771 04.23 0.7 04.23 0.771 04.23 0.771 04.23 0.771 04.23 0.771 04.23 0.7 04.23 0.771 04.23 0.7 04.23 0.771 04.23 0.7 04.23 0.7 04.23 0.771 04.23 0.7 04.23 0.77 | | | | | | | | | | | | | | | | | | |
| NUMBER NI NI NI NI NI SI ST SR SU EL ET ER EU WL WL WU TOTA TOTAL VOLUMES: 12.3 10.0 10.6 0.0 62.385 5.71% 31.0% 0.00% 0.286 7.0 22.0 30.0 0.00 7.83 1601 11.3 6.285 0.00% 62.285 0.00 0.667 13.0% 0.000 0.771 0.822 0.772 0.225 0.29 249 PEAK INR 01 0.00 0.022 0.000 0.620 0.625 0.625 0.000 0.660 0.00 0.771 0.822 0.772 0.82 0.772 0.82 0.0771 0.822 0.772 0.825 0.000 0.89 0 0 0 0 0.771 0.822 0.772 0.82 0.772 0.85 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES: 26 10 0.00% 63 33 9 7.0 30.30% 0.00% 7.33 8.44% 443 PEAK IR 1 O7.35 AM - 08.15 AM O 5.7.1% 30.00% 0.00% 1.33 0.00% 0.433 95.67.9% 0.303 95.67.9% 0.303 95.67.9% 0.00% 0.433 0.00% 0.433 0.00% 0.433 0.00% 0.433 0.00% 0.439 0.00% 0.433 0.00% 0.44% 0.00% | 8:45 AM | 0 | 2 | 12 | 0 | 1/ | 7 | 9 | 0 | | 211 | 0 | U | | 203 | 11 | 1 | 490 |
| TOTAL VOLUMES: 26 10 0.00% 63 33 9 7.0 30.30% 0.00% 7.33 8.44% 443 PEAK IR 1 O7.35 AM - 08.15 AM O 5.7.1% 30.00% 0.00% 1.33 0.00% 0.433 95.67.9% 0.303 95.67.9% 0.303 95.67.9% 0.00% 0.433 0.00% 0.433 0.00% 0.433 0.00% 0.433 0.00% 0.439 0.00% 0.433 0.00% 0.44% 0.00% | | NI | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTA |
| AppRoach ws : 11.31% 7.04% 74.65% 0.00% 62.38% 5.71% 31.09% 0.00% 4.33% 95.67% 1.30% 0.00% 4.33% 88.94% 6.28% 0.41% PEAK IR VOL: 10 6 59 0 0.657 0.667 0.893 0.600 0.71 0.822 0.77 842 57 5 0.92 0.92 0.92 0.92 0.893 0.801 0.77 0.822 0.79 0.82 0.79 0.82 0.79 0.82 0.79 0.82 0.79 0.82 0.79 0.82 0.97 0.83 0.001 0.71 0.82 0.7 0.83 0.001 0.77 0.83 0.80 0.7 0.83 0.97 0.80 0.97 0.83 0.97 0.80 0.97 2.37 4 0 1.6 3.4 0.62 0.80 0.7 2.35 9 0.16 1.97 2.21 0.6 0.97 2.25 2.4 0.15 3.00 </td <td>TOTAL VOLUMES :</td> <td></td> <td>4462</td> | TOTAL VOLUMES : | | | | | | | | | | | | | | | | | 4462 |
| PEAK IN CL 07:15 AH - 08:15 AH 57 5 30 0 133 12 0 37 642 57 5 30 0 667 0.880 0.890 0.000 0.771 0.992 0.792 0.692 0.692 0.625 0.625 0.626 0.687 0.880 0.680 0.000 0.771 0.992 0.792 0.692 0.992 0.815 0 <td< td=""><td></td><td>18.31%</td><td></td><td></td><td>0.00%</td><td>62.38%</td><td></td><td>31.90%</td><td>0.00%</td><td>3.03%</td><td>95.67%</td><td>1.30%</td><td>0.00%</td><td>4.33%</td><td>88.94%</td><td>6.28%</td><td>0.44%</td><td></td></td<> | | 18.31% | | | 0.00% | 62.38% | | 31.90% | 0.00% | 3.03% | 95.67% | 1.30% | 0.00% | 4.33% | 88.94% | 6.28% | 0.44% | |
| PEAK HR FACTOR: 0.412 0.500 0.922 0.000 0.620 0.625 0.625 0.000 0.667 0.880 0.660 0.000 0.771 0.892 0.792 0.892 0.792 0.892 0.792 0.892 0.792 0.892 0.792 0.892 0.792 0.892 0.792 0.892 0.792 0.892 0.792 0.893 0.893 NOON 0 | PEAK HR : | | 07:15 AM - | 08:15 AM | | | | | | | | | | | | | | TOTA |
| NOON 0.815 0.657 0.893 0.893 0.891 0.931 NOON 0 NORTHBOUND SOUTHBOUND EASTBOUND EASTBOUND WESTBOUND WESTBOUND NORTHBOUND 0 | PEAK HR VOL : | | | | | | | | | | | | | | | | | 2491 |
| NOON ORTHBOUND O OSUTHBOUND EXTBOUND EASTBOUND EASTBOUND O <td>PEAK HR FACTOR :</td> <td>0.417</td> <td></td> <td></td> <td>0.000</td> <td>0.620</td> <td></td> <td></td> <td>0.000</td> <td>0.667</td> <td></td> <td></td> <td>0.000</td> <td>0.771</td> <td></td> <td></td> <td>0.625</td> <td>0.925</td> | PEAK HR FACTOR : | 0.417 | | | 0.000 | 0.620 | | | 0.000 | 0.667 | | | 0.000 | 0.771 | | | 0.625 | 0.925 |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | | 0.8 | 15 | _ | | 0,65 | 57 | _ | | 0.89 | 93 | | | 0.88 | 31 | | |
| $ \begin{array}{ c c c c c c c c c c c c c c c c c c c$ | | | NODTU | DOLIND | | | COLITI | | | _ | EACTR | OLIND | | | MECTO | OUND | - | _ |
| 12:00 PM NL NL NL NL NL NL SI SR SU EL ER EU WL WT WR WU TOT 12:15 PM 7 0 18 0 27 0 8 0 6 318 4 0 15 320 25 25 4 617 12:35 PM 7 1 12 0 18 1 13 0 8 234 4 0 15 300 34 2 665 1:15 PM 8 1 14 0 28 1 5 0 4 25 7 0 16 291 34 2 6657 1:15 PM 8 1 18 0 25 7 0 11 20 20 0 652 1:45 PM 2 1 18 0 25 5 4 00 25 243 | NOON | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | |
| 12:00 PM 5 0 10 0 23 0 8 0 6 318 4 0 16 230 26 3 64 12:30 PM 4 2 13 0 27 0 13 0 6 290 3 1 15 252 21 0 64 12:30 PM 4 2 13 0 13 0 5 236 9 0 16 291 34 2 663 1:00 PM 7 1 16 0 34 1 133 0 5 236 9 0 17 291 22 2 653 1:30 PM 3 0 12 0 30 0 5 0 5 243 9 0 211 290 20 0 633 1:45 PM 2 1 18 00 256 4 69 0.0 46 254 1 0 11 50 14 63 114 11 | NOON | | | | | | - | | - | | - | - | - | - | - | - | | TOTA |
| 12:15 PM 7 0 18 0 27 0 8 0 7 237 4 0 19 261 25 4 61 12:36 PM 4 2 13 0 13 0 6 290 3 1 15 500 34 2 669 1:015 PM 8 1 14 0 34 1 13 0 5 226 9 0 16 291 22 2 26 663 1:315 PM 8 1 14 0 25 1 4 0 5 254 1 0 11 290 20 0 632 1:45 PM 2 1 18 0 25 1 4 0 5 254 1 0 11 290 20 0 632 1:45 PM 21 3.70% 6.75% 7.00% 7.34% 4.73% 6.00% 4.14% 95.9% 0.05% 5.15% 0.81% 17 5.00 6.32 | 12:00 PM | | | | | | | | | | | | | | | | | 649 |
| 12:30 PM 4 2 13 0 13 0 6 290 3 1 15 252 21 0 643 12:35 PM 7 1 16 0 18 1 13 0 5 236 9 0 16 291 34 2 663 1:15 PM 8 1 14 0 28 1 5 0 4 252 7 0 17 21 22 2 663 1:15 PM 3 0 12 0 28 1 5 0 4 252 7 0 11 20 20 0 652 1:45 PM 2 1 18 0 25 1 4 0 5 254 1 10 11 10 11 10 11 10 10 10 11 10 11 10 10 10 11 13 0.004 11 10 10 11 13 0.005 11 10 | | | | | | | | | - | | | 4 | - | | | | | 617 |
| 12:45 PM 7 1 12 0 18 1 13 0 8 234 4 0 15 300 34 2 645 1:15 PM 8 1 14 0 28 1 5 0 4 252 7 0 17 291 22 2 652 1:15 PM 8 1 14 0 28 1 5 0 4 252 7 0 17 291 22 2 653 1:35 PM 3 0 12 0 30 0 25 1 4 0 5 233 9 0 211 290 20 0 633 1:45 PM 13 0 25 1 4 0 5 234 1 0 0.05% 5.11% 68.04% 8.18% 0.67% PTAL RYOUMES: 25.54% 3.70% 69.75% 0.00% 73.84% 1.43% 24.73% 0.00% 2.14% 95.91% 1.91% 0.05% 5.11% | | | | | | | | | 0 | 6 | | 3 | 1 | 15 | | | 0 | 641 |
| 1:15 PM 8 1 14 0 28 1 5 0 4 252 7 0 17 291 22 2 656 1:30 M 3 0 12 0 30 0 5 0 5 243 9 0 11 273 226 4 633 1:45 PM 2 1 18 0 25 1 4 0 5 254 1 0 11 290 20 0 632 TOTAL VOLUMES 3.70% 6 113 0 226 4 69 0 46 2064 41 1 130 2188 208 17 5136 PEAK NR 12.20 PM - 0130 P | | 7 | 1 | 12 | | | 1 | | | 8 | | | | | | | | 649 |
| 1:30 PM 3 0 12 0 30 0 5 0 5 243 9 0 21 273 26 4 633 TOTAL VOLUMES 2 1 18 0 25 1 4 0 5 254 1 0 11 290 20 0 633 TOTAL VOLUMES 2.65.4% 3.70% 69.75% 0.00% 2.06 4.699 0.00% 2.14% 95.91% 1.91% 0.05% 5.11% 86.04% 2.08 17 513 PPEAK MR VOL 22.55% 3.70% 69.75% 0.00% 73.84% 1.43% 24.75% 0.00% 2.14% 95.91% 1.91% 0.05% 5.11% 80.04% 8.18% 0.67% 0.00% 0.00% 0.00% 0.01% 0.02% 0.11% 60.94% 0.816% 0.67% 0.00% 0.00% 0.719 0.05% 0.926 0.945 0.816 0.75% 0.996 0.926 0.926 0.926 0.945 0.816 0.75% 0.996 0.926 0.945 0.816 | | | | | | | | | the second se | | | | and the second se | | | | 2 | 665 |
| 1:45 PM 2 1 18 0 25 1 4 0 5 254 1 0 11 290 20 0 632 TOTAL VOLUMES: 43 6 113 0 206 4.3 60 1.3 0 206 4.3 60 0 44 0 51 ER EU WL WL WL WU WU TOT APPROACH %: 26.54% 3.70% 0.00% 7.384% 24.73% 0.00% 2.16% 95.91% 0.11 130 2188 208 177 50 PEAK HR 7 12.30 PH -01:30 PH 0 0.73 3.44 0 0.23 1012 2.3 1 63 1114 111 6 707 PEAK HR FACTOR 0.813 0.625 0.859 0.000 0.743 0.750 0.846 0.000 0.872 0.639 0.250 0.926 0.946 0.816 0.750 0.987 PEAK HR FACTOR 0 0 0 0 0 0 0 0 </td <td></td> | | | | | | | | | | | | | | | | | | |
| NR NL NT NR NU SL ST SR SU EL EL< | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES: 43 6 113 0 206 4 69 0 45 2064 41 1 130 2188 208 17 511% APPROACH %S: 26.54% 3.70% 69.75% 0.00% 73.84% 1.43% 24.73% 0.00% 2.14% 95.91% 1.91% 0.05% 5.11% 86.04% 8.18% 0.67% PEAK HR 1001: 26 5 55 0 0.01 3 44 0 23 1012 23 1 63 1134 111 66 206 0.96 0.926 0.926 0.996 0. | 1:45 PM | 2 | 1 | 18 | U | 25 | 1 | 4 | U | 5 | 254 | 1 | 0 | 11 | 290 | 20 | 0 | 032 |
| TOTAL VOLUMES: 43 6 113 0 206 4 69 0 45 2064 41 11 130 2188 208 17 511% APPROACH %5: 26.54% 3.70% 69.75% 0.00% 73.84% 1.43% 24.73% 0.00% 2.14% 95.91% 1.91% 0.05% 5.11% 86.04% 81.84% 0.67% 0.067% PEAK HR 101 0.230 0.44 0 23 1012 23 1 63.1134 111 66 206 0.99 0.926 0.995 0.990 0.990 0.990 0.995 0.990 0.990 0.993 0.926 0.993 0.926 0.993 0.932 0.935 0.936 0.9 | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOT |
| PEAK HR: 12:30 PM - 01:30 PM TOT PEAK HR VOL: 26 5 55 0 101 3 44 0 23 1012 23 1 63 1134 111 6 260 260 0.872 0.839 0.250 0.926 0.926 0.926 0.936 | TOTAL VOLUMES : | | | | | 206 | | 69 | | | | 41 | 1 | 130 | 2188 | 208 | 17 | 513 |
| PEAK HR VOL I PEAK HR VOL I DEAK HR FACTOR I 0.813 26 0.625 5 0.859 0 0.000 101 0.743 3 0.750 44 0.750 0 23 0.000 1012 0.872 23 0.872 1012 0.872 23 0.639 1134 1111 6 0.945 260 0.945 0.816 0.750 0.936 PEAK HR VOL I 0.881 0.625 0.896 0.000 0.743 0.750 0.846 0.000 0.719 0.872 0.639 0.250 0.945 0.816 0.750 0.936 PM 0 <td></td> <td></td> <td></td> <td></td> <td>0.00%</td> <td>73.84%</td> <td>1.43%</td> <td>24.73%</td> <td>0.00%</td> <td>2.14%</td> <td>95.91%</td> <td>1.91%</td> <td>0.05%</td> <td>5.11%</td> <td>86.04%</td> <td>8.18%</td> <td>0.67%</td> <td></td> | | | | | 0.00% | 73.84% | 1.43% | 24.73% | 0.00% | 2.14% | 95.91% | 1.91% | 0.05% | 5.11% | 86.04% | 8.18% | 0.67% | |
| PEAK HR FACTOR: 0.813 0.625 0.895 0.000 0.743 0.750 0.846 0.000 0.719 0.872 0.639 0.250 0.945 0.816 0.750 0.986 PM 0 0 0 0 0 0 0 0.883 0.250 0.926 0.945 0.816 0.750 0.986 PM 0 0 0 0 0 0 0 0 0 0 0 0.883 0.883 0.250 0.926 0.945 0.816 0.750 0.986 PM 0 | PEAK HR : | | | | | | | | | | | | | | | | | |
| PM 0.896 0.771 0.883 0.936 0.936 0.936 PM 0< | | | | | | | | | | | | | | | | | | 2607 |
| PM NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND WESTBOUND 100 PM NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WU TOT 4:00 PM 4 0 14 0 16 0 7 0 3 273 3 0 11 349 30 3 713 4:15 PM 4 0 16 0 7 0 5 237 3 0 11 349 30 3 713 4:30 PM 4 0 13 0 21 2 7 0 7 239 7 0 11 295 21 0 627 4:45 PM 5 1 14 0 15 0 6 0 3 290 7 0 11 343 21 4 763 | PEAK HR FACTOR : | 0.813 | | | 0.000 | 0.743 | | | 0.000 | 0.719 | | | 0.250 | 0.926 | | | 0.750 | 0.98 |
| PM 0 | | | 0.8 | 96 | | | 0.7. | /1 | | | 0.8 | 83 | | | 0.9. | 36 | | |
| PM 0 | | | NORTH | BOUND | | | SOUTH | BOUND | | | EASTB | OUND | | | WESTE | BOUND | | _ |
| NL NT NR NU SL ST SR SU EL ET ER EU WL WT WR WU TOT 4:00 PM 4 0 16 0 16 0 7 0 3 273 3 0 11 349 30 3 713 4:15 PM 4 0 16 0 18 0 12 0 5 237 3 0 11 249 21 0 637 430 4 12 0 12 0 7 239 7 0 11 295 21 0 627 4:45 PM 5 1 14 0 15 0 6 0 5 287 6 0 14 334 21 4 657 5:00 PM 13 0 16 2 13 0 6 316 6 0 14 334 21 4 657 5:30 PM 13 0 17 0 < | PM | 0 | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | | |
| 4:15 PM 4 0 16 0 18 0 12 0 5 237 3 0 15 314 12 1 637 4:30 PM 4 0 13 0 21 2 7 0 7 239 7 0 11 295 21 0 627 4:45 PM 5 1 14 0 15 0 6 0 5 287 6 0 11 295 21 0 627 5:00 PM 13 1 15 0 16 2 13 0 6 316 6 0 17 310 19 3 655 5:15 PM 7 0 12 0 13 1 9 0 3 290 7 0 15 265 24 4 655 5:30 PM 13 0 17 0 10 0 6 198 8 0 18 344 25 0 655 <td< td=""><td>5- 144400</td><td>NL</td><td>NT</td><td></td><td></td><td>SL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>TOTA</td></td<> | 5- 144400 | NL | NT | | | SL | | | | | | | | | | | | TOTA |
| 4:30 PM 4 0 13 0 21 2 7 0 7 239 7 0 11 295 21 0 627 4:45 PM 5 1 14 0 15 0 6 0 5 287 6 0 17 310 19 3 688 5:00 PM 13 1 15 0 16 2 13 0 6 316 6 0 14 334 21 4 7 65 5:15 PM 7 0 13 0 17 0 10 0 6 316 6 0 18 344 25 0 65 5:30 PM 13 0 17 0 10 0 6 198 8 0 18 344 25 0 65 5:45 PM 5 0 27 0 18 1 7 0 4 223 8 0 123 2476 180 19 53 | | | | | | | | | - | | | | | | | | | 713 |
| 4:45 PM 5 1 14 0 15 0 6 0 5 287 6 0 17 310 19 3 688 5:00 PM 13 1 15 0 16 2 13 0 66 316 6 0 14 334 21 4 761 5:15 PM 7 0 12 0 13 1 9 0 3 290 7 0 14 334 21 4 763 5:15 PM 7 0 12 0 13 0 17 0 10 0 6 198 8 0 18 344 25 0 657 5:30 PM 5 0 27 0 18 1 7 0 4 223 8 0 222 265 28 4 612 5:30 PM 55 2 124 0 134 6 71 0 39 2063 48 0 123 2476 | | | | | | | | | - | | | | | | | | | |
| 5:00 PM 13 1 15 0 16 2 13 0 6 316 6 0 14 334 21 4 761 5:15 PM 7 0 12 0 13 1 9 0 3 290 7 0 15 265 24 4 650 5:30 PM 13 0 13 0 17 0 10 0 6 198 8 0 18 344 25 0 652 5:45 PM 7 0 18 1 7 0 4 223 8 0 18 344 25 0 652 5:45 PM 7 0 18 1 7 0 4 223 8 0 18 344 25 0 652 5:45 PM 0 18 1 7 0 39 2063 48 0 123 | | | | | | | | | | | | | | | | | | |
| 5:15 PM 7 0 12 0 13 1 9 0 3 290 7 0 15 265 24 4 650 5:30 PM 13 0 13 0 17 0 10 0 6 198 8 0 18 344 25 0 657 5:45 PM 5 0 27 0 18 1 7 0 4 223 8 0 18 344 25 0 657 5:45 PM 5 0 27 0 18 1 7 0 4 223 8 0 18 344 25 0 657 5:45 PM 55 2 124 0 134 6 71 0 39 2063 48 0 123 2476 180 19 534 APPROACH %'s : 30.39% 1.10% 68.51% 0.00% 63.51% 2.84% 33.65% 0.00% 1.81% 95.95% 2.23% 0.00% 4.40% | | | | | | | | | | | | | | | | | | |
| 5:30 PM 13 0 13 0 13 0 17 0 10 0 6 198 8 0 18 344 25 0 65 5:45 PM 5 0 27 0 18 1 7 0 4 223 8 0 18 344 25 0 652 TOTAL VOLUMES: 55 2 124 0 134 6 71 0 39 2063 48 0 123 2476 180 19 534 APPROACH %'s: 30.39% 1.10% 68.51% 0.00% 63.51% 2.84% 33.65% 0.00% 1.81% 95.95% 2.23% 0.00% 4.40% 88.49% 6.43% 0.68% PEAK HR YOL: 38 2 54 0 61 3 38 0 20 1091 27 64 1253 89 11 275 PEAK HR YOL: 38 2 54 0 61 3 38 0 2 | | | | | | | | | | | | 7 | | | | | | |
| 5:45 PM 5 0 27 0 18 1 7 0 4 223 8 0 22 265 28 4 612 TOTAL VOLUMES: 55 2 124 0 134 6 71 0 39 2063 48 0 123 2476 180 19 534 APPROACH %'s: 30.39% 1.10% 68.51% 0.00% 63.51% 2.84% 33.65% 0.00% 1.81% 95.95% 2.23% 0.00% 4.40% 88.49% 6.43% 0.68% <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td></td><td></td><td>-</td><td></td><td>8</td><td>-</td><td></td><td></td><td></td><td></td><td>652</td></td<> | | | | | | | _ | | | - | | 8 | - | | | | | 652 |
| TOTAL VOLUMES: 55 2 124 0 134 6 71 0 39 2063 48 0 123 2476 180 19 534 APPROACH %'s: 30.39% 1.10% 68.51% 0.00% 63.51% 2.84% 33.65% 0.00% 1.81% 95.95% 2.23% 0.00% 4.40% 88.49% 6.43% 0.66% 100 PEAK HR O 18 95.95% 2.23% 0.00% 4.40% 88.49% 6.43% 0.66% 100 | | | | | | | | | | | | | | | | | | 612 |
| TOTAL VOLUMES: 55 2 124 0 134 6 71 0 39 2063 48 0 123 2476 180 19 534 APPROACH %'s: 30.39% 1.10% 68.51% 0.00% 63.51% 2.84% 33.65% 0.00% 1.81% 95.95% 2.23% 0.00% 4.40% 88.49% 6.43% 0.66% 100 PEAK HR O 18 95.95% 2.23% 0.00% 4.40% 88.49% 6.43% 0.66% 100 | | | | | | | | | | | _ | | | | | | | |
| APPROACH %'s : 30.39% 1.10% 68.51% 0.00% 63.51% 2.84% 33.65% 0.00% 1.81% 95.95% 2.23% 0.00% 4.40% 88.49% 6.43% 0.68% PEAK HR : 04:45 PM - 05:45 PM 54 0 61 3 38 0 20 1091 27 0 64 1253 89 11 275 PEAK HR FACTOR : 0.731 0.500 0.900 0.000 0.897 0.375 0.731 0.000 0.833 0.863 0.844 0.000 0.889 0.911 0.890 0.688 0.900 | | | | | | | | | | | | | | | | | | TOT |
| PEAK HR : 04:45 PM - 05:45 PM 61 3 38 0 20 1091 27 0 64 1253 89 11 275 PEAK HR VOL : 38 2 54 0 61 3 38 0 20 1091 27 0 64 1253 89 11 275 PEAK HR FACTOR : 0.731 0.500 0.900 0.000 0.897 0.375 0.731 0.000 0.833 0.863 0.844 0.000 0.889 0.911 0.890 0.668 0.900 | | | | | | | | | | | | | | | | | | 534 |
| PEAK HR VOL: 38 2 54 0 61 3 38 0 20 1091 27 0 64 1253 89 11 275 PEAK HR VOL: 0.731 0.500 0.900 0.000 0.897 0.375 0.731 0.000 0.833 0.863 0.844 0.000 0.889 0.911 0.890 0.688 0.901 | | 30.39% | | | 0.00% | 63.51% | 2.84% | 33.65% | 0.00% | 1.81% | 95.95% | 2.23% | 0.00% | 4.40% | 88.49% | 6.43% | 0.68% | TOT |
| PEAK HR FACTOR: 0.731 0.500 0.900 0.000 0.897 0.375 0.731 0.000 0.833 0.863 0.844 0.000 0.889 0.911 0.890 0.688 0.90 | | 20 | | | 0 | 61 | 2 | 20 | 0 | 20 | 1001 | 27 | 0 | 64 | 1757 | 90 | 11 | |
| | | | | | | | | | | | | | | | | | | |
| | FLAK HK FACTOR | 0.751 | | | 0.000 | 0.057 | | | 5.000 | 5.055 | | | 51000 | 5.005 | | | 5.000 | 0.90 |

Location: Florida Gateway Dr & US Hwy 90 City: Lake City Control: Signalized

Project ID: 21-120370-001 Date: 9/2/2021

| Control: S | Signalized | | | | | | | Data - | - Cars | | | | | Date: 9 | /2/2021 | | |
|---------------------------------------|-------------|-------------|----------|-------|-------------|--------------|-------------|------------|-------------|---------------|-------------|------------|-------------|------------|-------------|---------|-------------|
| NS/EW Streets: | | Florida Gat | teway Dr | | | Florida Gat | eway Dr | | | US Hwy | / 90 | | | US Hwy | 90 | | |
| | | NORTH | BOUND | | | SOUTHE | BOUND | | | EASTBO | DUND | | | WESTB | DUND | | |
| AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| LALLA. | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | wu | TOTAL |
| 7:00 AM | 4 | 1 | 6 | 0 | 16 | 0 | 7 | 0 | 6 | 207 | 1 | 0 | 2 | 146 | 8 | 1 | 405 |
| 7:15 AM | 1 | 0 | 16 | 0 | 6 | 2 | 8 | 0 | 6 | 343 | 2 | 0 | 4 | 175 | 9 | 1 | 573 |
| 7:30 AM | 2 | 2 | 14 | 0 | 14 | 2 | 4 | 0 | 7 | 371 | 1 | 0 | 10 | 206 | 10 | 0 | 643 |
| 7:45 AM | 1 | 1 | 15 | 0 | 11 | 1 | 5 | 0 | 12 | 342 | 4 | 0 | 10 | 229 | 17 | 2 | 650 |
| 8:00 AM | 6 | 3 | 14 | 0 | 20 | 0 | 12 | 0 | 11 | 249 | 5 | 0 | 12 | 202 | 17 | 2 | 553 |
| 8:15 AM | 2 | 1 | 16 | 0 | 22 | 0 | 9 | 0 | 9 | 205 | 5 | 0 | 16 | 186 | 16 | 0 | 487 |
| 8:30 AM | 4 | 0 | 12 | 0 | 19 | 3 | 10 | 0 | 7 | 234 203 | 6 6 | 0 | 14 7 | 200 191 | 20 10 | 1 | 530 471 |
| 8:45 AM | 6 | 2 | 12 | 0 | 17 | 3 | 7 | U | 0 | 203 | 0 | U | | 191 | 10 | 1 | 4/1 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTA |
| TOTAL VOLUMES : | 26 | 10 | 105 | 0 | 125 | 11 | 62 | 0 | 64 | 2154 | 30 | 0 | 75 | 1535 | 107 | 8 | 4312 |
| APPROACH %'s : | 18.44% | 7.09% | 74.47% | 0.00% | 63.13% | 5.56% | 31.31% | 0.00% | 2.85% | 95.82% | 1.33% | 0.00% | 4.35% | 88.99% | 6.20% | 0.46% | TOTA |
| PEAK HR : | | 07:15 AM - | | 0 | - | - | 20 | | 26 | 1205 | 12 | | 26 | 812 | F2 | 5 | 2419 |
| PEAK HR VOL : | 10 | 6 | 59 | 0 | 51 0.638 | 5 0.625 | 29 0.604 | 0 0.000 | 36 0.750 | 1305 0.879 | 12 0.600 | 0 0.000 | 36 0.750 | 0.886 | 53 0.779 | 0.625 | |
| PEAK HR FACTOR : | 0.417 | 0.500 | 0.922 | 0.000 | 0.038 | 0.625 | | 0.000 | 0.750 | 0.879 | | 0.000 | 0.750 | 0.880 | | 0.025 | 0.930 |
| | | 0.0 | 15 | | 1 | 0.00 | | | | 0.03 | | _ | | | | | |
| | | NORTH | BOUND | | | SOUTH | | | | EASTB | | | | WESTB | | | |
| NOON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction of the local data in the | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTA |
| 12:00 PM | 5 | 0 | 9 | 0 | 19 | 0 | 8 | 0 | 6 | 307 | 4 | 0 | 15 | 225 | 25 | 3 | 626 |
| 12:15 PM | 7 | 0 | 17 | 0 | 27 | 0 | 7 | 0 | 7 | 231 | 4 | 0 | 17 15 | 258 242 | 22 21 | 4 | 601 618 |
| 12:30 PM | 4 | 1 | 13 | 0 | 19 | 0 | 13 12 | 0 | 6 | 281 226 | 2 4 | 1 | 15 | 293 | 32 | 2 | 626 |
| 12:45 PM 1:00 PM | 7 | 0 | 9 | 0 | 18 33 | 1 | 12 | 0 | 5 | 232 | 8 | 0 | 16 | 279 | 34 | 2 | 642 |
| 1:15 PM | 8 | 1 | 13 | 0 | 27 | 1 | 5 | 0 | 4 | 246 | 5 | 0 | 17 | 281 | 21 | 2 | 631 |
| 1:30 PM | 3 | ō | 12 | ŏ | 30 | ō | 5 | 0 | 5 | 233 | 8 | 0 | 20 | 267 | 25 | 4 | 612 |
| 1:45 PM | 2 | 1 | 17 | Ő | 23 | 1 | 4 | Ō | 3 | 247 | 1 | 0 | 10 | 279 | 20 | 0 | 608 |
| | NL | NT | NR | NU | SL | ज | SR | SU | EL | ET | ER | EU | WL | WT | WR | wu | TOTA |
| TOTAL VOLUMES : | 41 | 4 | 104 | 0 | 196 | 4 | 66 | 0 | 43 | 2003 | 36 | 1 | 125 | 2124 | 200 | 17 | 4964 |
| APPROACH %'s : | 27.52% | 2.68% | 69.80% | 0.00% | 73.68% | 1.50% | 24.81% | 0.00% | 2.06% | 96.16% | 1.73% | 0.05% | 5.07% | 86.13% | 8.11% | 0.69% | |
| PEAK HR : | | 12:30 PM - | 01:30 PM | | | | | | | | | | | | | | TOTA |
| PEAK HR VOL : | 24 | 3 | 49 | 0 | 97 | 3 | 42 | 0 | 22 | 985 | 19 | 1 | 63 | 1095 | 108 | 6 | 2517 |
| PEAK HR FACTOR : | 0.750 | 0,750 | 0,875 | 0.000 | 0,735 | 0.750 | 0.808 | 0.000 | 0.786 | 0.876 | 0.594 | 0.250 | 0.926 | 0.934 | 0.794 | 0.750 | 0.980 |
| | | 0.8 | 64 | | | 0.7 | 72 | | L | 0.88 | 35 | | | 0.93 | 30 | | U |
| | | NORTH | BOUND | | | SOUTH | | | | EASTB | | | | WESTE | | _ | |
| PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TOT |
| 1.00 511 | NL | NT | NR | NU | SL | <u> </u> | <u>SR</u> | SU | EL | ET | ER 3 | EU | WL 11 | WT 336 | WR 29 | WU 3 | TOTA 688 |
| 4 00 PM 4 15 PM | 4 | 0 | 14 16 | 0 | 16 17 | 0 | 12 | 0 | 3 | 262 231 | 3 | 0 | 11 | 303 | 11 | 1 | 617 |
| 4:15 PM 4:30 PM | 4 | 0 | 16 12 | 0 | 21 | 2 | 6 | 0 | 7 | 231 | 3 7 | 0 | 14 | 284 | 21 | 0 | 607 |
| 4 30 PM 4 45 PM | 5 | 1 | 12 | 0 | 15 | 0 | 6 | 0 | 5 | 233 | 6 | 0 | 16 | 302 | 19 | 3 | 673 |
| 5 00 PM | 11 | 1 | 15 | 0 | 15 | 2 | 13 | 0 | 6 | 312 | 6 | 0 | 13 | 330 | 19 | 4 | 747 |
| 5 15 PM | 7 | ō | 12 | Ő | 13 | 1 | 9 | 0 | 3 | 282 | 7 | ō | 14 | 257 | 24 | 4 | 633 |
| 5 30 PM | 13 | 0 | 13 | 0 | 17 | 0 | 10 | 0 | 6 | 196 | 8 | 0 | 18 | 340 | 25 | 0 | 646 |
| 5:45 PM | 5 | 0 | 27 | 0 | 18 | 1 | 7 | 0 | 4 | 218 | 8 | 0 | 22 | 258 | 24 | 4 | 596 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | тот |
| TOTAL VOLUMES : | 53 | 2 | 122 | 0 | 132 | 6 | 70 | 0 | 39 | 2016 | 48 | 0 | 118 | 2410 | 172 | 19 | 520 |
| APPROACH %'s : | 29.94% | 1.13% | 68.93% | 0.00% | 63.46% | 2.88% | 33.65% | 0.00% | 1.85% | 95.86% | 2.28% | 0.00% | 4.34% | 88.64% | 6.33% | 0.70% | |
| PEAK HR : | | 04:45 PM | | | | | | | | 4070 | | | | 1220 | 07 | 44 | TOTA |
| | | | 53 | 0 | 60 | 3 | 38 | 0 | 20 | 1072 | 27 | 0 | 61 | 1229 | 87 | 11 | 2699 |
| PEAK HR VOL : | 36 | 2 | | | | | | - | | | | | | | | 0.690 | |
| PEAK HR VOL : PEAK HR FACTOR : | 36 0.692 | 0.500 | 0,883 | 0.000 | 0.882 | 0.375 0.8 | 0.731 | 0.000 | 0.833 | 0.859 | 0.844 | 0.000 | 0.847 | 0.904 | 0.870 | 0.688 | 0.90 |

Appendix B: Traffic Data Page 4 of 14

1

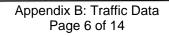
Location: Florida Gateway Dr & US Hwy 90 Project ID: 21-120370-001 City: Lake City Date: 9/2/2021 Control: Signalized Data - HT US Hwy 90 US Hwy 90 Florida Gateway Dr NS/EW Streets: Florida Gateway Dr WESTBOUND SOUTHBOUND EASTBOUND NORTHBOUND AM TOTAL EU WL WT WR WU NL NT NU SI ST SR SU EL ΕT ER NR 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM WR WU TOTAL ER EU WL. WT NL NT NR NU SL ST SR SU EL ET TOTAL VOLUMES 0.00% 4.00% 88.00% 8.00% 0.00% 50.00% 8.33% 41.67% 0.00% 9.68% 90.32% 0.00% APPROACH %'s : 0.00% 0.00% 100.00% 0.00% TOTAL 07:15 AM - 08:15 AM **PEAK HR: PEAK HR VOL :** 0.000 0.000 0.250 0.833 0,500 0.000 0.000 0.000 0.000 0.000 0.500 0.000 0.250 0.000 0.333 0.813 **PEAK HR FACTOR :** 0.783 0.583 0.682 0.875 SOUTHBOUND EASTBOUND WESTBOUND NORTHBOUND NOON ER WL WΤ WR WU TOTAL SU EL ET EU NT NU SI ST SR NL NR 12:00 PM 12:15 PM 12:30 PM 12:45 PM Ω 1:00 PM Ō 1:15 PM 1:30 PM 1:45 PM EU WL WT WR WU TOTAL NU ST SR SU EL ET ER NT 2 NR SL NL Ω **TOTAL VOLUMES:** 88.41% 7.25% 0.00% 6.49% 83.12% 10.39% 0.00% 69.23% 0.00% 76.92% 0.00% 23.08% 0.00% 4.35% APPROACH %'s : 15.38% 15.38% TOTAL 12:30 PM - 01:30 PM **PEAK HR:** Ω PEAK HR VOL : 0.250 0.750 0.500 0.000 0.000 0.813 0.375 0.000 0.500 0.500 0.000 0.500 0.000 0.500 0.000 0.250 **PEAK HR FACTOR :** 0.978 0.800 0.875 0.625 0.750 EASTBOUND WESTBOUND SOUTHBOUND NORTHBOUND PM EU WL WR WU TOTAL WT NT NU SI ST SR SU EL ΕT ER NI NR 4:00 PM 4:15 PM Ω 4:30 PM - 1 4:45 PM -0 5:00 PM 5:15 PM 5:30 PM Ω 5:45 PM D WL. WT WR WU TOTAL SU EL ET ER EU ST SR NL NT NR NU SL TOTAL VOLUMES 0.00% 100.00% 0.00% 0.00% 6.33% 83.54% 10.13% 0.00% 0.00% 50.00% 0.00% 50.00% 0.00% 66.67% 0.00% 33.33% APPROACH %'s : TOTAL PEAK HR : 04:45 PM - 05:45 PM PEAK HR VOL : 0.750 0.250 0.000 0.594 0.000 0.000 0.750 0.000 0.250 0.000 0.000 0.000 0.000 0.250 0.000 0.250 PEAK HR FACTOR : 0.765 0.806 0.250 0.594 0.375

Location: Florida Gateway Dr & US Hwy 90 City: Lake City Control: Signalized

5

Project ID: 21-120370-001 Date: 9/2/2021

| Control: S | Signalized | | | | | | | Data - | Bikes | | | | | Date: 9 | /2/2021 | | |
|-----------------------------------|------------|------------|------------|------------|------------|-------------|--------------|---------|---------|--------------|---------|-------------|---------------------------------------|--------------|------------|------------|----------|
| NS/EW Streets: | | Florida Ga | teway Dr | | | Florida Gat | | | | US Hwy | / 90 | | | US Hw | y 90 | | |
| | | NORTH | BOUND | | | SOUTH | | | | EASTBO | OUND | | | WESTB | OUND | | |
| AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| (A)M | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7.00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ŏ | 0 | ŏ | 0 |
| 8:45 AM | 0 | U | U | 0 | U | U | U | U | U | U | | v | v | U U | Ŭ. | Ŭ | Ŭ |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTA |
| TOTAL VOLUMES : | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 0.00% | 50.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | |
| PEAK HR : | | 07:15 AM · | | | | | | | | | | | | | | | TOT |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 0.500 | 0 | 0 0.000 | 1 0.250 | 1 0.250 | 0 0.000 | 0 0.000 | 7 |
| PEAK HR FACTOR : | 0.000 | 0.250 | 0.000 | 0.000 | 0,250 | 0.000 | 0.250 | 0.000 | 0.000 | 0.50 | 0.000 | 0.000 | 0.250 | 0.250 | | 0.000 | 0.58 |
| | | 0,2 | .50 | | | 0.0 | | | | 0,50 | | | | 015 | | | |
| | | NORTH | IBOUND | | | SOUTH | BOUND | | | EASTB | OUND | | | WESTE | OUND | | |
| NOON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | wu | TOT |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | Ő | ő | ŏ | õ | 0 | ŏ | 0 | ő | 0 | õ | õ | õ | Ő |
| 1:30 PM | ŏ | ŏ | Ő | ŏ | Ő | ŏ | ŏ | ŏ | õ | ō | õ | ō | 0 | 0 | Ō | 0 | 0 |
| 1:45 PM | Ō | 0 | 0 | ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | 50 | C 11 | WL | WT | WR | WU | тот |
| MARKI VALUER | NL | NT | NR | NU O | SL 0 | ST 0 | SR 0 | SU 0 | EL | ET 1 | ER 0 | EU 0 | | 1 | 0 | 0 | 2 |
| TOTAL VOLUMES : APPROACH %'s : | 0 | 0 | 0 | U | U | 0 | 0 | U | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 2 |
| PEAK HR : | | 12:30 PM | 01:30 PM | | | | | | 010070 | 10010070 | 010010 | 010010 | | | | | TOT |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.25 |
| | | _ | | _ | | | | | | | | | | 0.2 | 50 | | |
| | _ | NORTH | BOUND | | | SOUTH | BOUND | | | EASTB | OUND | | | WEST | BOUND | | 1 |
| PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOT |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Ō | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM 5:30 PM | 0 | 0 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | ő | 0 | 0 | 0 | 0 | ō | ŏ | 0 | õ | ŏ | ŏ | ŏ | ō | ō | Ő | Ō |
| | _ | | | | | | | | | | | | 110 | | | | |
| | NL | NT | NR | NU | SL | ទា | SR | SU 0 | EL 0 | ET | ER 0 | EU 0 | WL | WT 3 | WR 0 | WU 0 | TOT 6 |
| | 0 | 0 | 0 | 0 | 0 0.00% | 0 0.00% | 2 100.00% | 0.00% | 0.00% | 1 100.00% | 0.00% | 0.00% | 0.00% | 3 100.00% | 0.00% | 0.00% | |
| TOTAL VOLUMES : | | | | | | | | | | | | | | | | | |
| APPROACH %'s : | | 04:45 PM | - 05:45 PM | | 0.00% | 010070 | 20010010 | | | 10010070 | | | | | | | TOT |
| APPROACH %'s : PEAK HR : | | 04:45 PM | - 05:45 PM | 0 | 0.00% | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | тот 4 |
| APPROACH %'s : | 0 | | | 0 0.000 | | | 2 0.500 | | | | | | · · · · · · · · · · · · · · · · · · · | | 0 0.000 | | |

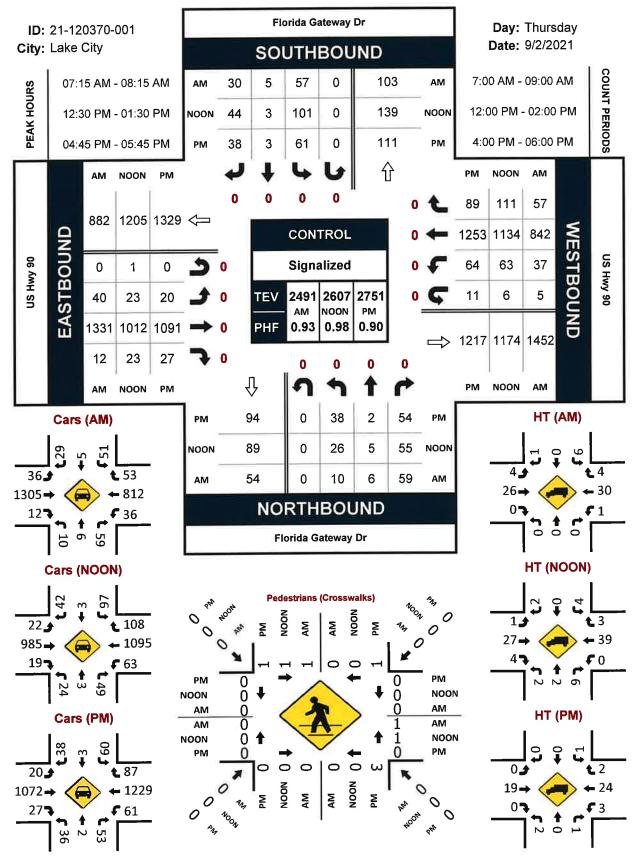


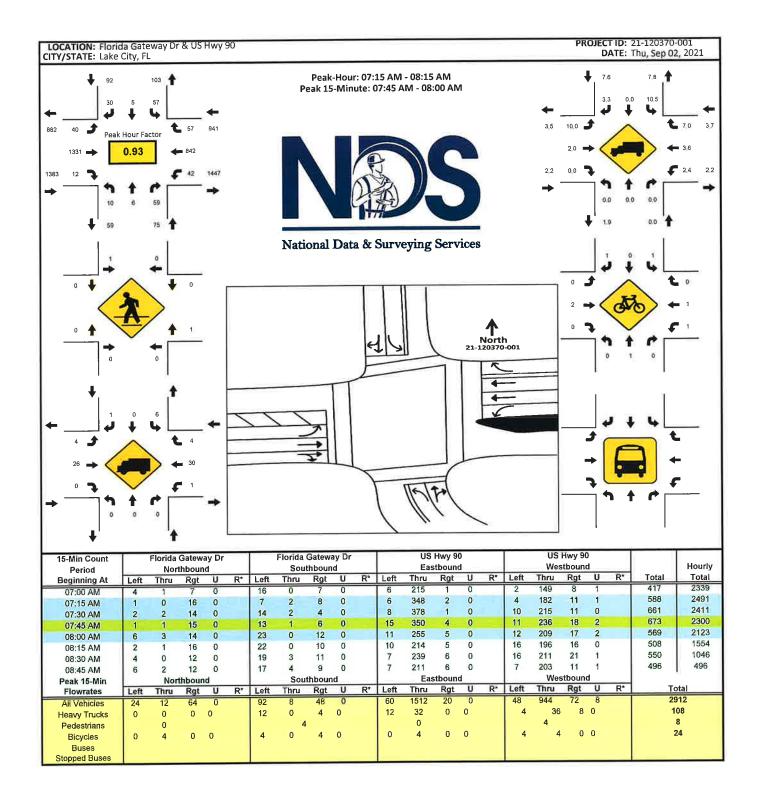
| | Florida Gatewa Lake City | ay Dr & US Hw | | | | Date: | 21-120370-00 9/2/2021 | 1 | |
|---|-----------------------------|---------------------|------------------------|---------|--------------------|-----------|--------------------------|---------|------------|
| NS/EW Streets: | Florida Ga | | Data - P Florida Ga | | ns (Cross US Hw | | US Hv | vy 90 | |
| | NORT | | SOUTH | | EAST | LEG | WEST | TIEG | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | Ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | Ő | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB 1 | WB 0 | NB 1 | SB 0 | NB 0 | SB 0 | TOTAL 4 |
| TOTAL VOLUMES : | 2 | 0 | - | 0.00% | 100.00% | 0.00% | 0 | 0 | T |
| APPROACH %'s : | 100.00% | 0.00% • 08:15 AM | 100.00% | 0.00% | 100.00% | 0.00% | _ | | TOTAL |
| PEAK HR : | 07:15 AM | 08:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| PEAK HR VOL : | 0.250 | 0 | U | U | 0,250 | 0 | 0 | U | |
| PEAK HR FACTOR : | | 250 | | | 0.250 | 50 | | | 0.500 |
| | NODT | H LEG | SOUT | | EAST | LEG | WEST | T LEG | |
| NOON | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | ŏ | ō | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 12:30 PM | õ | ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 5 |
| APPROACH %'s : | 50.00% | 50.00% | | | 100.00% | 0.00% | 0.00% | 100.00% | - |
| PEAK HR : |) | - 01:30 PM | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | 0.250 | 250 | | | 0.250 | 50 | | | 0.500 |
| | | | | | | | | | |
| PM | | 'H LEG | | H LEG | | LEG | | T LEG | TOTAL |
| A CONTRACT OF A | EB | WB | EB | WB | NB | <u>SB</u> | NB 0 | SB | TOTAL 1 |
| 4:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 1 | 1 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM 4:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 2 | 0 | ő | 0 | 0 | 2 |
| 5:15 PM | ŏ | 0 | ŏ | õ | ŏ | ŏ | ō | 0 | ō |
| 5:30 PM | 1 | ŏ | ō | ŏ | 0 | ō | Ō | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 3 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 12 |
| APPROACH %'s : | 60.00% | 40.00% | 28.57% | 71.43% | | | | | |
| PEAK HR : | () | - 05:45 PM | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| PEAK HR FACTOR : | | 0.250 | | 0.375 | | | | | 0.625 |
| | 0. | 500 | 0 | 375 | | | | | |

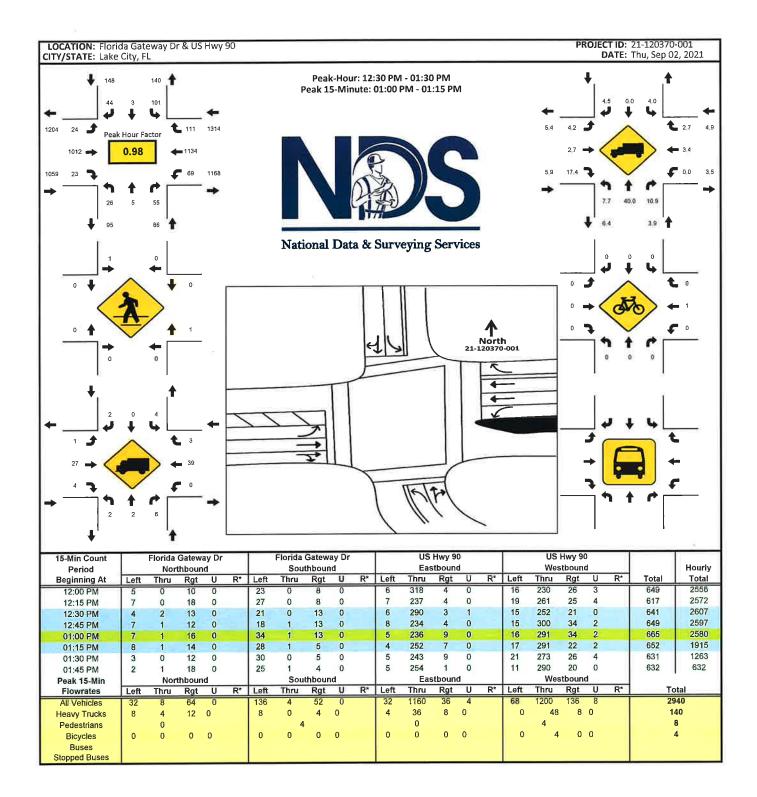
Prepared by National Data & Surveying Services

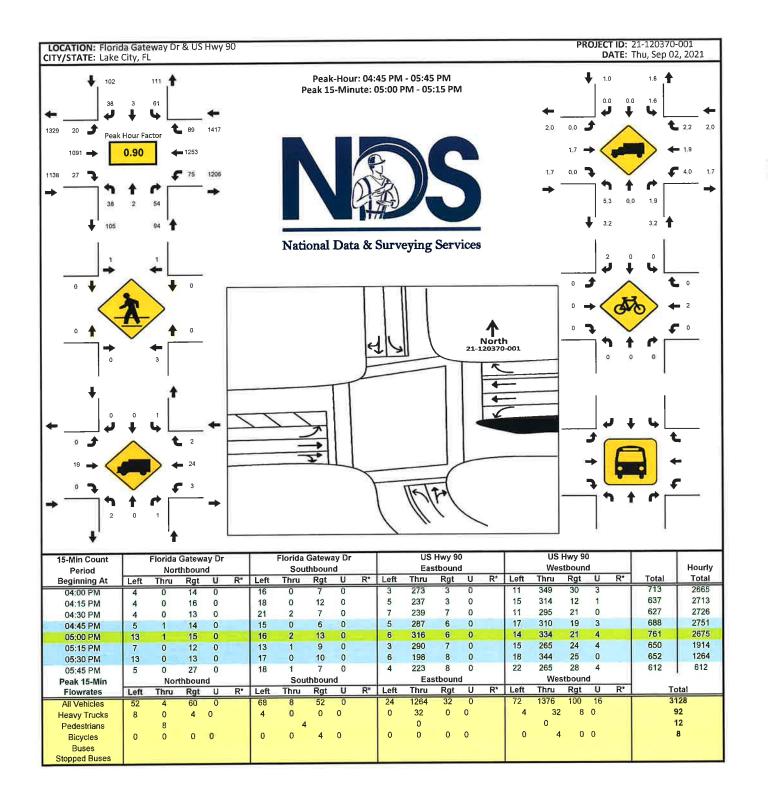
Florida Gateway Dr & US Hwy 90

Peak Hour Turning Movement Count









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011

| CAILO | | | MOCF: 0.97 |
|--|--|--|--|
| WEEK ===== | DATES | SF | PSCF |
| 1234567890112345678901123456789011234567890112345678901223456789033333333333333 | $\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$ | 1.02 1.05 1.08 1.06 1.04 1.03 1.01 1.00 0.99 0.97 0.92 1.00 1.01 | 1.05 1.08 1.11 1.09 1.07 1.06 1.04 1.03 1.02 1.01 1.00 |
| 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 | $\begin{array}{r} 09/01/2019 &= 09/07/2019\\ 09/08/2019 &= 09/14/2019\\ 09/15/2019 &= 09/21/2019\\ 09/22/2019 &= 09/28/2019\\ 09/29/2019 &= 10/05/2019\\ 10/06/2019 &= 10/12/2019\\ 10/13/2019 &= 10/19/2019\\ 10/20/2019 &= 10/26/2019\\ 10/27/2019 &= 11/02/2019\\ 11/03/2019 &= 11/09/2019\\ 11/03/2019 &= 11/09/2019\\ 11/10/2019 &= 11/09/2019\\ 11/10/2019 &= 11/09/2019\\ 11/10/2019 &= 11/23/2019\\ 11/24/2019 &= 11/30/2019\\ 12/01/2019 &= 12/07/2019\\ 12/08/2019 &= 12/14/2019\\ 12/15/2019 &= 12/21/2019\\ 12/22/2019 &= 12/28/2019\\ 12/29/2019 &= 12/31/2019 \end{array}$ | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.01 1.01 1.02 1.03 1.08 | $ \begin{array}{c} 1.03\\ 1.03\\ 1.03\\ 1.03\\ 1.03\\ 1.03\\ 1.03\\ 1.04\\ 1.04\\ 1.04\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.05\\ 1.08\\ 1.11 \end{array} $ |

* PEAK SEASON

14-FEB-2020 15:39:21

830UPD

2_2900_PKSEASON.TXT

| | Location Details | | |
|---------------|------------------|--------------|-------------------|
| Signal ID: | 1002 | Date: | November 20, 2021 |
| Major Street: | US 90 | Orientation: | E-W |
| Minor Street: | FL Gateway Dr | Orientation: | N-S |

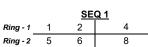
| Movement # (Controller Phase Ø) | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 | Ø6 | Ø7 | Ø8 | Ø9 | Ø10 | Ø11 | Ø12 | Ø13 | Ø14 | Ø15 | Ø16 | Notes |
|-------------------------------------|--------------|-----|----|-----|--------------|-----|----|-----|----|-----|-----|-----|-----|-----|-----|-----|-------|
| Direction | EBLT | WB | | NB | WBLT | EB | | SB | | | | | | | | | |
| Turn Type | Prot Perm | | | | Prot Perm | | | | | | | | | | | | |
| Min Green | 5 | 15 | | 7 | 5 | 15 | | 7 | | | | | | | | | |
| Ext | 3.0 | 4.0 | | 3.0 | 3.0 | 4.0 | | 3.0 | | | | | | | | | |
| Yellow | 4.8 | 4.9 | | 3.8 | 4.9 | 4.9 | | 3.8 | | | | | | | | | |
| All Red | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | | 2.0 | | | | | | | | | |
| Max I | 15 | 75 | | 20 | 15 | 75 | | 20 | | | | | | | | | |
| Max II | | | | | | | | | | | | | | | | | |
| Walk | | 7 | | 7 | | 7 | | 7 | | | | | | | | | |
| Flashing Don't Walk | | 18 | | 29 | | 18 | | 22 | | | | | | | | | |
| Detector Memory | | | | | | | | | | | | | | | | | |
| Det. Switching to: | Ø6 | | | | Ø2 | | | | | | | | | | | | |
| Recall | | MIN | | | | MIN | | | | | | | | | | | |
| CNA | | | | | | | | | | | | | | | | | |

Controller Timings (seconds)

Coordination Timings (seconds)

| Pattern | C-S-0 | Cycle | | | | | | | | Sp | | | | | | | | | Offset | Seq | Coord Ø |
|---------|-------|-------------------|----|-----------|----|----|----|------------------|----|----|----|-----|-----|-----|-----|-----|-----|-----|--------|-----|---------|
| Fallern | 0-3-0 | Length | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 | Ø6 | Ø7 | Ø8 | Ø9 | Ø10 | Ø11 | Ø12 | Ø13 | Ø14 | Ø15 | Ø16 | Oliset | Seq | Coord Ø |
| 1 | | <mark>13</mark> 0 | 15 | 91 MAX | | 24 | 16 | 90 MAX | | 24 | | | | | | | | | 24 | 1 | 2 |
| 2 | | 130 | 15 | 70 MAX | | 45 | 20 | 65 MAX | | 45 | | | | | | | | | 15 | 1 | 2 |
| 3 | | <mark>150</mark> | 15 | 88 MAX | | 47 | 25 | 78 MAX | | 47 | | | | | | | | | 20 | 1 | 2 |
| 4 | | 110 | 16 | 64 MAX | | 30 | 23 | 57 MAX | | 30 | | | | | | | | | 18 | 1 | 2 |
| 5 | | 100 | 15 | 59 MAX | | 26 | 17 | 57 MAX | | 26 | | | | | | | | | 22 | 1 | 2 |
| 6 | | 140 | 15 | 75 MAX | | 50 | 23 | 67 MAX | | 50 | | | | | | | | | 7 | 1 | 2 |
| 7 | | 110 | 17 | 58 MAX | | 35 | 18 | 57 MAX | | 35 | | | | | | | | | 63 | 1 | 2 |
| 8 | | 100 | 15 | 59 MAX | | 26 | 17 | 57 MAX | | 26 | | | | | | | | | 22 | 1 | 2 |
| 9 | | 140 | 15 | 75 MAX | | 50 | 23 | 67 MAX | | 50 | | | | | | | | | 7 | 1 | 2 |
| 10 | | 110 | 17 | 58 MAX | | 35 | 18 | 57 MAX | | 35 | | | | | | | | | 63 | 1 | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |

| Offset Reference Point | Phase Mode |
|--|------------|
| End of Green of first through movement | STD8 |



Notes: 1) Use 'Max I' during FREE Operation. 2) Program phase restriction to omit Ø1 during Ø2 green and omit Ø5 during Ø6 green.

Signal ID: 1002

Major Street: US 90

Minor Street: FL Gateway Dr

Day Plans

| Мо | nday- | Thurs | day | | Satu | ırday | | | Sun | nday | | | Fri | day | |
|----|-------|----------------|------|----|-------|--------|------|----|-------|----------------|------|--------|-------|----------------|------|
| | Day F | Plan 1 | | | Day I | Plan 2 | | | Day F | Plan 3 | | | Day I | Plan 4 | |
| Hr | Min | Patt | Cycl | Hr | Min | Patt | Cycl | Hr | Min | Patt | Cycl | Hr | Min | Patt | Сус |
| 00 | 00 | 254 | Free | 00 | 00 | 254 | Free | 00 | 00 | 254 | Free | 00 | 00 | 254 | Fre |
| 6 | 30 | 1 | 130 | 8 | 00 | 5 | 100 | 9 | 30 | 8 | 100 | 6 | 30 | 1 | 130 |
| 10 | 00 | 2 | 130 | 10 | 00 | 6 | 140 | 11 | 00 | 9 | 140 | 10 | 00 | 2 | 130 |
| 15 | 00 | 3 | 150 | 17 | 00 | 7 | 110 | 16 | 30 | 10 | 110 | 11 | 30 | 3 | 150 |
| 18 | 30 | 4 | 110 | 22 | 00 | 254 | Free | 21 | 00 | 254 | Free | 19 | 00 | 4 | 110 |
| 21 | 00 | 254 | Free | | | | | | | | | 22 | 00 | 254 | Free |
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| | | Plan 5 | | | | Plan 6 | | | | Plan 7 | | | | Plan 8 | |
| Hr | | Plan 5 Patt | | Hr | | - | Cycl | Hr | | Plan 7 Patt | | Hr | | Plan 8 Patt | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | Hr | | | | Hr | | | |
| | | | | Hr | | - | | | | | | Hr | | | |
| | | | | Hr | | - | | | | | | Hr | | | |
| | | | | | | - | | | | | | Hr | | | |
| | | | | Hr | | - | | | | | | Hr | | | |
| | | | | | | - | | | | | | | | | |
| | | | | | | - | | | | | | | | | |

| Patt | Force | Alt Opt | Alt Time | Coord | | | | | | | | | | | | | | | | |
|------|-------|---------|----------|----------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|
| Pall | Mode | Table | Table | Max Plan | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 | Ø6 | Ø7 | Ø8 | Ø9 | Ø10 | Ø11 | Ø12 | Ø13 | Ø14 | Ø15 | Ø16 |
| 1 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 2 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 3 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 4 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 5 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 6 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 7 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 8 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 9 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 10 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
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Iteris,

APPENDIX C Intersection Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

US 90 & Centurion Ct/Florida Gateway Dr

September 2, 2021

0.93

0.9

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

PM TOTAL TRAFFIC

NBL "AM EXISTING TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBT NBR SBU SBL SBT SBR AM Raw Turning Movements 40 1,331 12 5 37 842 57 10 6 59 57 5 30 Peak Season Conversion Factor 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 AM EXISTING CONDITIONS 41 1.371 12 5 38 867 59 10 6 61 59 5 31 "PM EXISTING TRAFFIC" FBU FRT WBU WBI WRT WBR NRI NRT NRR SBI SBR FBI FRR NBU SBU SBT **PM Raw Turning Movements** 20 1,091 27 11 64 1,253 89 38 2 54 61 3 38 Peak Season Conversion Factor 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 PM EXISTING CONDITIONS 1.124 92 56 63 39 21 28 11 66 1.291 39 2 3 "AM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Years To Buildout 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 Yearly Growth Rate 2 1% 2 1% 2 1% 21% 2 1% 2.1% 21% 2 1% 21% 2 1% 21% 2 1% 2 1% 2 1% 2 1% 2.1% AM BACKGROUND TRAFFIC GROWTH 2 58 0 2 37 3 0 0 3 3 0 1 1 AM NON-PROJECT TRAFFIC 13 64 32 43 1,429 5 40 904 62 10 6 62 5 "PM BACKGROUND TRAFFIC" EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Years To Buildout 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 Yearly Growth Rate 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% 2.1% PM BACKGROUND TRAFFIC GROWTH 1 48 1 0 3 55 4 2 0 2 3 0 2 PM NON-PROJECT TRAFFIC 41 22 1,172 29 11 69 1,346 96 41 58 66 3 2 "AM PROJECT DISTRIBUTION" LAND USE EBT EBR WBU WBL WBT WBR NBU NBT TYPE EBU EBL NBL NBR SBU SBL SBT SBR Pass-Bv Entering 50.0% -50.0% -50.0% 50.0% Distribution Exiting 50.0% 50.0% Net New Entering 25.0% 75.0% Distribution Exiting 75.0% 25.0% "PM PROJECT DISTRIBUTION" TYPE LAND USE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Pass-Bv Entering 50.0% -50.0% -50.0% 50.0% Distribution Exiting 50.0% 50.0% Net New Entering 25.0% 75.0% Distribution Exiting 75.0% 25.0% "AM PROJECT TRAFFIC" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT SBR Project Pass - By 12 -12 -12 12 12 12 Trips Net New 2 6 6 2 AM TOTAL PROJECT TRAFFIC 14 -12 0 0 0 -12 18 0 0 0 18 0 14 AM TOTAL TRAFFIC 1.417 892 80 46 57 13 40 80 10 64 5 5 6 "PM PROJECT TRAFFIC" LAND USE TYPE EBR WBU WBL WBT WBR NBU NBL NBT NBR SBL SBR EBU EBL EBT SBU SBT Project Pass - By 13 -13 -14 14 13 14 Trips Net New 2 7 7 2 PM TOTAL PROJECT TRAFFIC 15 -13 0 0 0 -14 21 0 0 0 20 0 16

37 1,159 29 11 69 1,332

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APPENDIX D Synchro Output Reports

Lanes, Volumes, Timings 1: SW Florida Gateway Dr/Centurion Ct & US 90

| | ٨ | - | \mathbf{r} | 4 | + | • | • | 1 | 1 | 1 | Ļ | ~ |
|---------------------------|--------------|------------|--------------|-----------|-------------|-------|----------|-------|------|----------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | - ሻ | ≜ ⊅ | | - ከ | - †† | 1 | <u>۲</u> | eî 👘 | | <u>۲</u> | eî 👘 | |
| Traffic Volume (vph) | 41 | 1371 | 12 | 43 | 867 | 59 | 10 | 6 | 61 | 59 | 5 | 31 |
| Future Volume (vph) | 41 | 1371 | 12 | 43 | 867 | 59 | 10 | 6 | 61 | 59 | 5 | 31 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 0 | 250 | | 125 | 50 | | 0 | 0 | | 110 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 50 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 398 | | | 433 | | | 442 | | | 282 | |
| Travel Time (s) | | 6.0 | | | 6.6 | | | 10.0 | | | 6.4 | |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 1 | 1 | | |
| Confl. Bikes (#/hr) | | | 2 | | | 1 | | | 1 | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 4% | 4% | 4% | 2% | 2% | 2% | 8% | 8% | 8% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | | 5 | 2 | 2 | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 11.8 | 31.9 | | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | | 34.8 | 34.8 | |
| Total Split (s) | 15.0 | 90.0 | | 16.0 | 91.0 | 91.0 | 24.0 | 24.0 | | 24.0 | 24.0 | |
| Total Split (%) | 11.5% | 69.2% | | 12.3% | 70.0% | 70.0% | 18.5% | 18.5% | | 18.5% | 18.5% | |
| Yellow Time (s) | 4.8 | 4.9 | | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | | 5.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Recall Mode | None | C-Min | | None | C-Min | C-Min | None | None | | None | None | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 130 | | | | | | | | | | | | |
| Actuated Cycle Length: 13 | 30 | | | | | | | | | | | |
| Offset: 24 (18%), Referen | | e 2:WBTL | and 6:E | BTL, Star | t of Yello | W | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-C | oordinated | | | | | | | | | | | |
| Culture and Diverse of C | | | | C1 0 1 | | | | | | | | |
| Splits and Phases: 1: S | SW Florida C | aleway D | iventuri | UNUTÄL | 12.40 | | | | | | | |

| ▶ _{Ø1} | | ≜ 1 <i>Ø</i> ⁴ |
|-----------------|----------|--|
| 15 s | 91s | 24 s |
| √ Ø5 | → Ø6 (R) | Ø8 |
| 16 s | 90 s | 24 s |

Kimley-Horn March 2022

HCM 6th Signalized Intersection Summary 1: SW Florida Gateway Dr/Centurion Ct & US 90

| | ۶ | - | \mathbf{F} | • | + | • | 1 | 1 | 1 | 1 | ţ | ~ |
|--|------------|--------------|--------------|------------|-------------|------------|------------|-----------|------------|------------|-----------|------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | - ሽ | ≜ ⊅ | | <u> </u> | <u></u> | 1 | - ሽ | 4Î | | <u> </u> | 4 | |
| Traffic Volume (veh/h) | 41 | 1371 | 12 | 43 | 867 | 59 | 10 | 6 | 61 | 59 | 5 | 31 |
| Future Volume (veh/h) | 41 | 1371 | 12 | 43 | 867 | 59 | 10 | 6 | 61 | 59 | 5 | 31 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1 00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1 00 | 0.98 | 1.00 | 1 00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | 1070 | No | 1070 | 10/1 | No | 1041 | 1070 | No | 1070 | 1701 | No | 1701 |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 1474 | 1870 13 | 1841 | 1841 | 1841 63 | 1870 | 1870 | 1870 | 1781 63 | 1781 | 1781 |
| Adj Flow Rate, veh/h Peak Hour Factor | 44 0.93 | 1474 0.93 | 0.93 | 46 0.93 | 932 0.93 | 0.93 | 11 0.93 | 6 0.93 | 66 0.93 | 0.93 | 5 0.93 | 33 0.93 |
| Percent Heavy Veh, % | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Cap, veh/h | 2 453 | 2533 | 22 | 296 | 4 2485 | 4 1085 | 173 | 14 | 158 | o 139 | 22 | o 145 |
| Arrive On Green | 0.03 | 0.70 | 0.70 | 0.04 | 0.71 | 0.71 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1781 | 3609 | 32 | 1753 | 3497 | 1527 | 1366 | 132 | 1449 | 1263 | 202 | 1335 |
| Grp Volume(v), veh/h | 44 | 725 | 762 | 46 | 932 | 63 | 11 | 0 | 72 | 63 | 0 | 38 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1864 | 1753 | 1749 | 1527 | 1366 | 0 | 1580 | 1263 | 0 | 1537 |
| Q Serve(g_s), s | 0.9 | 26.7 | 26.8 | 0.9 | 13.7 | 1.6 | 1.0 | 0.0 | 5.5 | 6.4 | 0.0 | 2.9 |
| Cycle Q Clear(g_c), s | 0.9 | 26.7 | 26.8 | 0.9 | 13.7 | 1.6 | 3.9 | 0.0 | 5.5 | 11.9 | 0.0 | 2.9 |
| Prop In Lane | 1.00 | 20.7 | 0.02 | 1.00 | 10.7 | 1.00 | 1.00 | 0.0 | 0.92 | 1.00 | 0.0 | 0.87 |
| Lane Grp Cap(c), veh/h | 453 | 1247 | 1308 | 296 | 2485 | 1085 | 173 | 0 | 172 | 139 | 0 | 167 |
| V/C Ratio(X) | 0.10 | 0.58 | 0.58 | 0.16 | 0.38 | 0.06 | 0.06 | 0.00 | 0.42 | 0.45 | 0.00 | 0.23 |
| Avail Cap(c_a), veh/h | 510 | 1247 | 1308 | 351 | 2485 | 1085 | 216 | 0 | 221 | 178 | 0 | 215 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.4 | 9.8 | 9.8 | 7.7 | 7.4 | 5.7 | 54.7 | 0.0 | 54.1 | 59.6 | 0.0 | 52.9 |
| Incr Delay (d2), s/veh | 0.1 | 2.0 | 1.9 | 0.2 | 0.4 | 0.1 | 0.2 | 0.0 | 1.6 | 2.3 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.5 | 14.6 | 15.2 | 0.5 | 8.0 | 0.9 | 0.6 | 0.0 | 4.1 | 3.8 | 0.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 5.5 | 11.7 | 11.7 | 7.9 | 7.9 | 5.8 | 54.9 | 0.0 | 55.7 | 61.9 | 0.0 | 53.6 |
| LnGrp LOS | Α | В | В | Α | Α | А | D | А | E | E | А | D |
| Approach Vol, veh/h | | 1531 | | | 1041 | | | 83 | | | 101 | |
| Approach Delay, s/veh | | 11.5 | | | 7.7 | | | 55.6 | | | 58.8 | |
| Approach LOS | | В | | | А | | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.8 | 99.3 | | 19.9 | 11.9 | 98.2 | | 19.9 | | | | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 84.1 | | * 18 | 9.1 | 83.1 | | * 18 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.9 | 15.7 | | 7.5 | 2.9 | 28.8 | | 13.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 7.7 | | 0.2 | 0.0 | 13.9 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 13.2 | | | | | | | | | |
| HCM 6th LOS | | | В | | | | | | | | | |
| •• . | | | | | | | | | | | | |

Notes

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Horn March 2022

Lanes, Volumes, Timings 1: SW Florida Gateway Dr/Centurion Ct & US 90

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|---------------------------|---------------|-------------|--------------|-----------|------------|-------|-------|-------|------|-------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBF |
| Lane Configurations | | ≜ ⊅≽ | | ኸ | ↑ ↑ | 1 | - ሽ | . î≽ | | - ሽ | ef 👘 | |
| Traffic Volume (vph) | 21 | 1124 | 28 | 77 | 1291 | 92 | 39 | 2 | 56 | 63 | 3 | 39 |
| Future Volume (vph) | 21 | 1124 | 28 | 77 | 1291 | 92 | 39 | 2 | 56 | 63 | 3 | 39 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 0 | 250 | | 125 | 50 | | 0 | 0 | | 110 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 50 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 398 | | | 433 | | | 442 | | | 282 | |
| Travel Time (s) | | 6.0 | | | 6.6 | | | 10.0 | | | 6.4 | |
| Confl. Peds. (#/hr) | 2 | | 3 | 3 | | 2 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | | 5 | 2 | 2 | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 11.8 | 31.9 | | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | | 34.8 | 34.8 | |
| Total Split (s) | 15.0 | 78.0 | | 25.0 | 88.0 | 88.0 | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 10.0% | 52.0% | | 16.7% | 58.7% | 58.7% | 31.3% | 31.3% | | 31.3% | 31.3% | |
| Yellow Time (s) | 4.8 | 4.9 | | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | | 5.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Recall Mode | None | Мах | | None | C-Max | C-Max | None | None | | None | None | |
| Intersection Summary | 0.11 | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 150 | | | | | | | | | | | | |
| Actuated Cycle Length: 1 | | 0.14.55 | 0. | | | | | | | | | |
| Offset: 20 (13%), Referen | iced to phase | e 2:WBTL | , Start of | Yellow | | | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-C | oordinated | | | | | | | | | | | |
| Splits and Phases: 1: S | SW Florida G | ateway D | r/Centuri | on Ct & l | JS 90 | | | | | | | |
| | | | | | | | | | | | | |

| ▶ _{Ø1} ♥ _{Ø2} | (R) • | |
|---------------------------------|-------------|------|
| 15 s 88 s | | 47 s |
| √ Ø5 | <u>≁</u> ø6 | |
| 25 s | 78 s | 47 s |

Kimley-Horn March 2022

HCM 6th Signalized Intersection Summary 1: SW Florida Gateway Dr/Centurion Ct & US 90

| | ≯ | - | \mathbf{F} | • | + | * | 1 | 1 | 1 | 1 | Ļ | ~ |
|--|------------|--------------|--------------|-------------|-------------|--------------|------|---------------|-----------|------------|------------|-----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | - ሽ | ≜ ⊅ | | - ሽ | - †† | 1 | - ሽ | ef 👘 | | - ሽ | ef 👘 | |
| Traffic Volume (veh/h) | 21 | 1124 | 28 | 77 | 1291 | 92 | 39 | 2 | 56 | 63 | 3 | 39 |
| Future Volume (veh/h) | 21 | 1124 | 28 | 77 | 1291 | 92 | 39 | 2 | 56 | 63 | 3 | 39 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1 00 | 1.00 | 1.00 | 1 00 | 0.98 | 1.00 | 1 00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach Adj Sat Flow, veh/h/ln | 1870 | No 1870 | 1870 | 1870 | No 1870 | 1870 | 1856 | No 1856 | 1856 | 1870 | No 1870 | 1870 |
| Adj Flow Rate, veh/h | 23 | 1249 | 31 | 86 | 1434 | 1070 | 43 | 2 | 62 | 70 | 3 | 43 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Cap, veh/h | 278 | 2589 | 64 | 360 | 2644 | 1152 | 154 | 5 | 161 | 138 | 11 | 158 |
| Arrive On Green | 0.02 | 0.73 | 0.73 | 0.03 | 0.74 | 0.74 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1781 | 3543 | 88 | 1781 | 3554 | 1549 | 1349 | 49 | 1531 | 1338 | 104 | 1497 |
| Grp Volume(v), veh/h | 23 | 626 | 654 | 86 | 1434 | 102 | 43 | 0 | 64 | 70 | 0 | 46 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1854 | 1781 | 1777 | 1549 | 1349 | 0 | 1580 | 1338 | 0 | 1601 |
| Q Serve(g_s), s | 0.5 | 22.0 | 22.0 | 1.8 | 26.0 | 2.7 | 4.5 | 0.0 | 5.7 | 7.7 | 0.0 | 4.0 |
| Cycle Q Clear(g_c), s | 0.5 | 22.0 | 22.0 | 1.8 | 26.0 | 2.7 | 8.5 | 0.0 | 5.7 | 13.4 | 0.0 | 4.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.93 |
| Lane Grp Cap(c), veh/h | 278 | 1298 | 1355 | 360 | 2644 | 1152 | 154 | 0 | 167 | 138 | 0 | 169 |
| V/C Ratio(X) | 0.08 | 0.48 | 0.48 | 0.24 | 0.54 | 0.09 | 0.28 | 0.00 | 0.38 | 0.51 | 0.00 | 0.27 |
| Avail Cap(c_a), veh/h | 338 | 1298 | 1355 | 515 | 2644 | 1152 | 383 | 0 | 434 | 365 | 0 | 440 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.8 | 8.4 | 8.4 | 6.4 | 8.2 | 5.3 | 65.7 | 0.0 | 62.6 | 68.8 | 0.0 | 61.8 |
| Incr Delay (d2), s/veh | 0.1 | 1.3 | 1.2 | 0.3 | 0.8 | 0.2 | 1.0 | 0.0 | 1.4 | 2.8 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 0.3 | 0.0 | 0.0 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 0.0 | 0.0 | 0.0 5.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In Unsig. Movement Delay, s/veh | | 12.5 | 12.9 | 1.1 | 13.7 | 1.5 | 2.9 | 0.0 | 4.2 | 5.0 | 0.0 | 3.0 |
| LnGrp Delay(d), s/veh | 6.9 | 9.7 | 9.6 | 6.7 | 9.0 | 5.4 | 66.7 | 0.0 | 64.0 | 71.6 | 0.0 | 62.7 |
| LIGIP Delay(d), siven | A | A | A | A | A | J.4 A | E | 0.0 A | 04.0 E | 71.0 E | A O.U | 62.7 E |
| Approach Vol, veh/h | <u></u> | 1303 | | | 1622 | | L | 107 | L | <u>L</u> | 116 | |
| Approach Delay, s/veh | | 9.6 | | | 8.7 | | | 65.1 | | | 68.1 | |
| Approach LOS | | A | | | A | | | E | | | E | |
| | 1 | 2 | | 4 | | 4 | | 8 | | | _ | |
| Timer - Assigned Phs | 0.0 | | | 21.6 | 11.0 | <u> </u> | | 21.6 | | | | |
| Phs Duration (G+Y+Rc), s Change Period (Y+Rc), s | 9.9 6.8 | 118.5 6.9 | | × 5.8 | 11.9 6.9 | 116.5 6.9 | | 21.0 * 5.8 | | | | |
| Max Green Setting (Gmax), s | 0.0 8.2 | 81.1 | | 5.o * 41 | 18.1 | 71.1 | | * 41 | | | | |
| Max Q Clear Time (q_c+11), s | o.z 2.5 | 28.0 | | 10.5 | 3.8 | 24.0 | | 15.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 15.2 | | 0.5 | 0.1 | 10.3 | | 0.4 | | | | |
| v = 7. | 0.0 | 10.2 | | 0.0 | 0.1 | 10.0 | | 0.1 | | | | |
| Intersection Summary | | | 12.2 | | | | | | | | | |
| HCM 6th Ctrl Delay HCM 6th LOS | | | 13.2 P | | | | | | | | | |
| | | | В | | | | | | | | | |

Notes

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Horn March 2022

Lanes, Volumes, Timings 1: SW Florida Gateway Dr/Centurion Ct & US 90

| Lane Configurations N A N | | ٦ | - | \mathbf{r} | 1 | - | • | 1 | 1 | ۲ | 1 | Ļ | ~ |
|--|-----------------------------|-------------|----------|--------------|-----------|------------|-------|----------|-------|------|-------|-------|------|
| Traffic Oulume (vph) 43 1429 13 45 904 62 10 6 64 62 5 Future Volume (vph) 43 1429 13 45 904 62 10 6 64 62 5 Future Volume (vph) 430 1429 13 45 904 62 10 6 64 62 5 Storage Length (ft) 150 0 100 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 100 1 1 1 0 1 1 1 0 1 <th>Lane Group</th> <th>EBL</th> <th>EBT</th> <th>EBR</th> <th>WBL</th> <th>WBT</th> <th>WBR</th> <th>NBL</th> <th>NBT</th> <th>NBR</th> <th>SBL</th> <th>SBT</th> <th>SBF</th> | Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBF |
| Traffic Volume (vph) 43 1429 13 45 904 62 10 6 64 62 5 Future Volume (vph) 43 1429 13 45 904 62 10 6 64 62 5 Future Volume (vph) 1900 130 1 </td <td>Lane Configurations</td> <td>ሻ</td> <td></td> <td></td> <td><u>۲</u></td> <td>^</td> <td>1</td> <td><u>۲</u></td> <td>ef 👘</td> <td></td> <td>ሻ</td> <td>eî 👘</td> <td></td> | Lane Configurations | ሻ | | | <u>۲</u> | ^ | 1 | <u>۲</u> | ef 👘 | | ሻ | eî 👘 | |
| Fulure Volume (vph) 43 1429 13 45 904 62 10 6 64 62 5 ideal Flow (vphp) 1900 110 1 | | 43 | | 13 | 45 | | 62 | | | 64 | 62 | | 32 |
| Ideal Flow (vphpl) 1900 100 1 | | 43 | 1429 | 13 | 45 | 904 | 62 | 10 | 6 | 64 | 62 | 5 | 32 |
| Storage Length (ft) 150 0 250 125 50 0 0 1 Storage Lanes 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 1 1 0 1 <td></td> <td>1900</td> | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Tape Length (ti) 25 50 25 25 Right Turn on Red Yes < | · · · · · · | 150 | | 0 | 250 | | 125 | 50 | | 0 | 0 | | 11(|
| Right Turn on Red Yes Yes <thyes< th=""></thyes<> | | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | |
| Link Speed (mph) 45 45 30 30 Link Distance (ft) 398 433 442 282 Travel Time (s) 6.0 6.6 10.0 6.4 Confl. Peds. (#/hr) 1 1 1 1 Confl. Bikes (#/hr) 2 1 1 1 1 Peak Hour Factor 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 | Taper Length (ft) | 25 | | | 50 | | | 25 | | | 25 | | |
| Link Speed (mph) 45 45 30 30 Link Distance (ft) 398 433 442 282 282 Travel Time (s) 6.0 6.6 10.0 6.4 Confl. Peds. (#/hr) 1 1 1 Confl. Reks (#/hr) 2 1 | | | | Yes | | | Yes | | | Yes | | | Ye |
| Link Distance (ft) 398 433 442 282 Travel Time (s) 6.0 6.6 10.0 6.4 Confl. Peks (#/hr) 1 1 1 Confl. Bike (#/hr) 2 1 1 Peak Hour Factor 0.93 <td< td=""><td></td><td></td><td>45</td><td></td><td></td><td>45</td><td></td><td></td><td>30</td><td></td><td></td><td>30</td><td></td></td<> | | | 45 | | | 45 | | | 30 | | | 30 | |
| Travel Time (s) 6.0 6.6 10.0 6.4 Confl. Peds. (#/hr) 1 1 1 1 Confl. Bikes (#/hr) 2 1 1 1 Peak Hour Factor 0.93 | | | 398 | | | 433 | | | 442 | | | 282 | |
| Confl. Peds. (#/hr) 1 | ., | | 6.0 | | | 6.6 | | | 10.0 | | | 6.4 | |
| Confl. Bikes (#/hr) 2 1 Peak Hour Factor 0.93 | . , | 1 | | | | | 1 | | | 1 | 1 | | |
| Peak Hour Factor 0.93 0.23 0 0 0.0 | | | | 2 | | | | | | 1 | | | |
| Heavy Vehicles (%) 2% 2% 2% 4% 4% 4% 2% 2% 8% 8% 8 Shared Lane Traffic (%) Turn Type pm+pt NA perm Perm NA Perm NA Perm NA Protected Phases 1 6 5 2 4 8 8 Detector Phase 1 6 5 2 2 4 8 8 Switch Phase 1 6 5 2 2 4 4 8 8 Minimum Initial (s) 5.0 15.0 5.0 15.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.8 31.9 11.9 31.9 31.9 41.8 41.8 34.8 34.8 Total Split (%) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 18.5% 10.0 0.0 0.0 0.0 0.0 0.0 | | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Shared Lane Traffic (%) Turn Type pm+pt NA perm Perm NA Perm NA Protected Phases 1 6 5 2 4 8 Permitted Phases 6 2 2 4 8 Detector Phase 1 6 5 2 4 4 8 Switch Phase 1 6 5 2 2 4 4 8 Switch Phase 1 6 5 2 2 4 4 8 8 Switch Phase 1 6 5 2 2 4 4 8 8 Switch Phase 1 6 5 2 2 4 4 8 8 Switch Phase 1 15.0 70.0 7.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.8 31.9 11.9 31.9 41.8 41.8 34.8 34.8 Total Split (s) 11.5.% 69.2% 12.0% 70.0% 70.0% | | 2% | 2% | 2% | 4% | 4% | 4% | 2% | 2% | | 8% | 8% | 8% |
| Turn Type pm+pt NA pm+pt NA Perm Perm NA Perm NA Protected Phases 1 6 5 2 4 8 Permitted Phases 6 2 2 4 4 8 Detector Phase 1 6 5 2 2 4 4 8 Switch Phase 1 6 5 2 2 4 4 8 8 Switch Phase 11.8 31.9 11.9 31.9 31.9 41.8 41.8 34.8 34.8 Total Split (s) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% 18.5% 18.5% Yellow Time (s) 4.8 4.9 4.9 4.9 3.8 3.8 3.8 3.8 All-Red Time (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 < | | | | | | | | | | | | | |
| Protected Phases 1 6 5 2 4 8 Permitted Phases 6 2 2 4 8 8 Detector Phase 1 6 5 2 2 4 4 8 Switch Phase 1 6 5 2 2 4 4 8 8 Minimum Initial (s) 5.0 15.0 5.0 15.0 7.0 7.0 7.0 7.0 Minimum Initial (s) 5.0 15.0 5.0 15.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.8 31.9 11.9 31.9 41.8 41.8 34.8 34.8 Total Split (%) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% | | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Permitted Phases 6 2 2 4 8 Detector Phase 1 6 5 2 2 4 4 8 8 Switch Phase | | | | | | | | | | | | | |
| Detector Phase 1 6 5 2 2 4 4 8 8 Switch Phase Minimum Initial (s) 5.0 15.0 15.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.8 31.9 11.9 31.9 41.8 41.8 34.8 34.8 Total Split (s) 15.0 90.0 16.0 91.0 94.0 24.0< | | 6 | | | 2 | | 2 | 4 | | | 8 | | |
| Minimum Initial (s) 5.0 15.0 5.0 15.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.8 31.9 11.9 31.9 31.9 41.8 41.8 34.8 34.8 Total Split (s) 15.0 90.0 16.0 91.0 24.0 24.0 24.0 24.0 Total Split (s) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% 18.5% 18.5% 18.5% Yellow Time (s) 4.8 4.9 4.9 4.9 3.8 3.8 3.8 3.8 3.8 All-Red Time (s) 2.0 <td< td=""><td></td><td></td><td>6</td><td></td><td></td><td>2</td><td></td><td></td><td>4</td><td></td><td></td><td>8</td><td></td></td<> | | | 6 | | | 2 | | | 4 | | | 8 | |
| Minimum Initial (s) 5.0 15.0 5.0 15.0 7.0 7.0 7.0 7.0 Minimum Split (s) 11.8 31.9 11.9 31.9 31.9 41.8 41.8 34.8 34.8 Total Split (s) 15.0 90.0 16.0 91.0 24.0 24.0 24.0 24.0 Total Split (s) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% 18.5% 18.5% 18.5% Yellow Time (s) 4.8 4.9 4.9 4.9 3.8 3.8 3.8 3.8 3.8 All-Red Time (s) 2.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<> | | | | | | | | | | | | | |
| Minimum Split (s) 11.8 31.9 11.9 31.9 31.9 41.8 41.8 34.8 34.8 Total Split (s) 15.0 90.0 16.0 91.0 91.0 24.0 24.0 24.0 24.0 Total Split (s) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% 18.5% 18.5% 18.5% 18.5% Yellow Time (s) 4.8 4.9 4.9 4.9 3.8 3.8 3.8 3.8 3.8 All-Red Time (s) 2.0 | Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Total Split (s) 15.0 90.0 16.0 91.0 91.0 24.0 24.0 24.0 Total Split (%) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% 18.5% 18.5% 18.5% Yellow Time (s) 4.8 4.9 4.9 4.9 3.8 3.8 3.8 3.8 All-Red Time (s) 2.0 2. | | 11.8 | 31.9 | | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | | 34.8 | 34.8 | |
| Total Split (%) 11.5% 69.2% 12.3% 70.0% 70.0% 18.5% 18.5% 18.5% 18.5% 18.5% Yellow Time (s) 4.8 4.9 4.9 4.9 4.9 3.8 3.8 3.8 3.8 All-Red Time (s) 2.0 2 | | | | | 16.0 | | | | | | | | |
| Yellow Time (s) 4.8 4.9 4.9 4.9 3.8 3.8 3.8 3.8 3.8 All-Red Time (s) 2.0 | | 11.5% | 69.2% | | 12.3% | 70.0% | 70.0% | 18.5% | 18.5% | | 18.5% | 18.5% | |
| All-Red Time (s) 2.0 <td></td> <td>4.8</td> <td>4.9</td> <td></td> <td>4.9</td> <td>4.9</td> <td>4.9</td> <td>3.8</td> <td>3.8</td> <td></td> <td></td> <td>3.8</td> <td></td> | | 4.8 | 4.9 | | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | | | 3.8 | |
| Lost Time Adjust (s) 0.0 | | | | | | | | | | | | | |
| Total Lost Time (s) 6.8 6.9 6.9 6.9 5.8 5.8 5.8 5.8 Lead/Lag Lead Lag Lag Lag Lag Lag Lag Lead-Lag Optimize? Yes Yes Yes Yes Yes Yes Yes Recall Mode None C-Min None C-Min None None None Intersection Summary | . , | | | | | | | | | | | | |
| Lead/Lag Lead Lag Lag Lag Lead-Lag Optimize? Yes Yes Yes Yes Recall Mode None C-Min None C-Min None None None Intersection Summary | | | | | | | | | | | | | |
| Lead-Lag Optimize? Yes Yes Yes Yes Yes Recall Mode None C-Min None C-Min None None None None Intersection Summary | | | | | Lead | Lag | Lag | | | | | | |
| Recall Mode None C-Min None None <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | | | | | 0 | 0 | | | | | | |
| Area Type: Other Cycle Length: 130 | | | | | | | | None | None | | None | None | |
| Cycle Length: 130 Actuated Cycle Length: 130 Offset: 24 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Natural Cycle: 100 Control Type: Actuated-Coordinated | Intersection Summary | | | | | | | | | | | | |
| Actuated Cycle Length: 130 Offset: 24 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Natural Cycle: 100 Control Type: Actuated-Coordinated | Area Type: | Other | | | | | | | | | | | |
| Offset: 24 (18%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow Natural Cycle: 100 Control Type: Actuated-Coordinated | | | | | | | | | | | | | |
| Natural Cycle: 100 Control Type: Actuated-Coordinated | | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | Offset: 24 (18%), Reference | ed to phase | e 2:WBTL | and 6:E | BTL, Star | t of Yello | W | | | | | | |
| | | · · | | | | | | | | | | | |
| Splits and Dhasas 1. SW Florida Catoway Dr/Conturion Ct & US 00 | Control Type: Actuated-Co | ordinated | | | | | | | | | | | |
| | Splits and Phases: 1: S | W Florida G | ateway D | r/Centuri | on Ct & I | 15 90 | | | | | | | |

| ∕ _{Ø1} | ₩ Ø2 (R) | ≜ ø4 |
|-----------------|----------------|-------------|
| 15 s | 91s | 24 s |
| √ Ø5 | <u></u> ∞6 (R) | Ø8 |
| 16 s | 90 s | 24 s |

Kimley-Horn March 2022

| | ۲ | - | * | 4 | + | • | 1 | 1 | 1 | * | ţ | ~ |
|------------------------------|----------|------------|------|----------|---------|------|----------|----------|------|----------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | <u>۲</u> | ≜ ⊅ | | <u>۲</u> | <u></u> | 1 | <u> </u> | - î> | | <u>۲</u> | ef 👘 | |
| Traffic Volume (veh/h) | 43 | 1429 | 13 | 45 | 904 | 62 | 10 | 6 | 64 | 62 | 5 | 32 |
| Future Volume (veh/h) | 43 | 1429 | 13 | 45 | 904 | 62 | 10 | 6 | 64 | 62 | 5 | 32 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1870 | 1870 | 1870 | 1781 | 1781 | 1781 |
| Adj Flow Rate, veh/h | 46 | 1537 | 14 | 48 | 972 | 67 | 11 | 6 | 69 | 67 | 5 | 34 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 8 | 8 | 8 |
| Cap, veh/h | 432 | 2515 | 23 | 278 | 2467 | 1099 | 179 | 14 | 165 | 143 | 22 | 152 |
| Arrive On Green | 0.03 | 0.70 | 0.70 | 0.04 | 0.71 | 0.71 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1781 | 3608 | 33 | 1753 | 3497 | 1559 | 1365 | 126 | 1453 | 1259 | 197 | 1339 |
| Grp Volume(v), veh/h | 46 | 757 | 794 | 48 | 972 | 67 | 11 | 0 | 75 | 67 | 0 | 39 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1864 | 1753 | 1749 | 1559 | 1365 | 0 | 1580 | 1259 | 0 | 1536 |
| Q Serve(g_s), s | 0.9 | 29.2 | 29.2 | 1.0 | 14.7 | 1.7 | 1.0 | 0.0 | 5.7 | 6.8 | 0.0 | 3.0 |
| Cycle Q Clear(g_c), s | 0.9 | 29.2 | 29.2 | 1.0 | 14.7 | 1.7 | 4.0 | 0.0 | 5.7 | 12.5 | 0.0 | 3.0 |
| Prop In Lane | 1.00 | 4000 | 0.02 | 1.00 | 04/7 | 1.00 | 1.00 | • | 0.92 | 1.00 | • | 0.87 |
| Lane Grp Cap(c), veh/h | 432 | 1239 | 1299 | 278 | 2467 | 1099 | 179 | 0 | 179 | 143 | 0 | 174 |
| V/C Ratio(X) | 0.11 | 0.61 | 0.61 | 0.17 | 0.39 | 0.06 | 0.06 | 0.00 | 0.42 | 0.47 | 0.00 | 0.22 |
| Avail Cap(c_a), veh/h | 489 | 1239 | 1299 | 333 | 2467 | 1099 | 215 | 0 | 221 | 176 | 0 | 215 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.7 | 10.4 | 10.4 | 8.5 | 7.8 | 5.9 | 54.2 | 0.0 | 53.6 | 59.5 | 0.0 | 52.4 |
| Incr Delay (d2), s/veh | 0.1 | 2.2 | 2.2 | 0.3 | 0.5 | 0.1 | 0.1 | 0.0 | 1.5 | 2.4 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.5 | 15.8 | 16.4 | 0.6 | 8.6 | 0.9 | 0.6 | 0.0 | 4.3 | 4.1 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/veh | | 10 / | 10 г | 0.0 | 0.2 | (0 | | 0.0 | | (10 | 0.0 | F0 1 |
| LnGrp Delay(d),s/veh | 5.8 | 12.6 | 12.5 | 8.8 | 8.3 | 6.0 | 54.4 | 0.0 | 55.2 | 61.8 | 0.0 | 53.1 |
| LnGrp LOS | <u>A</u> | B | В | A | A | A | D | <u>A</u> | E | E | A | <u> </u> |
| Approach Vol, veh/h | | 1597 | | | 1087 | | | 86 | | | 106 | |
| Approach Delay, s/veh | | 12.4 | | | 8.2 | | | 55.1 | | | 58.6 | |
| Approach LOS | | В | | | А | | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.9 | 98.6 | | 20.6 | 11.9 | 97.5 | | 20.6 | | | | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 84.1 | | * 18 | 9.1 | 83.1 | | * 18 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.9 | 16.7 | | 7.7 | 3.0 | 31.2 | | 14.5 | | | | |
| Green Ext Time (p_c), s | 0.0 | 8.2 | | 0.2 | 0.0 | 15.0 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 13.8 | | | | | | | | | |
| HCM 6th LOS | | | В | | | | | | | | | |
| | | | | | | | | | | | | |

Notes

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Horn March 2022

Lanes, Volumes, Timings 1: SW Florida Gateway Dr/Centurion Ct & US 90

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|---------------------------|---------------|-------------|--------------|-------------------|--------------|-------|-------|----------|------|----------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | - ሻ | ≜1 ≱ | | ሻ | - † † | 1 | - ከ | 4 | | <u>۲</u> | eî 👘 | |
| Traffic Volume (vph) | 22 | 1172 | 29 | 80 | 1346 | 96 | 41 | 2 | 58 | 66 | 3 | 41 |
| Future Volume (vph) | 22 | 1172 | 29 | 80 | 1346 | 96 | 41 | 2 | 58 | 66 | 3 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 0 | 250 | | 125 | 50 | | 0 | 0 | | 110 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 50 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 398 | | | 433 | | | 442 | | | 282 | |
| Travel Time (s) | | 6.0 | | | 6.6 | | | 10.0 | | | 6.4 | |
| Confl. Peds. (#/hr) | 2 | | 3 | 3 | | 2 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | - | | 2 | | 2 | 4 | | | 8 | - | |
| Detector Phase | 1 | 6 | | 5 | 2 | 2 | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 11.8 | 31.9 | | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | | 34.8 | 34.8 | |
| Total Split (s) | 15.0 | 78.0 | | 25.0 | 88.0 | 88.0 | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 10.0% | 52.0% | | 16.7% | 58.7% | 58.7% | 31.3% | 31.3% | | 31.3% | 31.3% | |
| Yellow Time (s) | 4.8 | 4.9 | | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | | 5.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Recall Mode | None | Max | | None | C-Max | C-Max | None | None | | None | None | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 150 | | | | | | | | | | | | |
| Actuated Cycle Length: 1 | | | | | | | | | | | | |
| Offset: 20 (13%), Referen | nced to phase | e 2:WBTL | , Start of | Yellow | | | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-C | oordinated | | | | | | | | | | | |
| Splits and Phases: 1: S | SW Florida G | Sateway D | r/Centuri | <u>on C</u> t & l | JS 90 | | | | | | | |
| ▶ + | | | | | | | | † | _ | | | |

| ▶ Ø1 | Ø2 (R) | ■ <1 ø4 |
|-------------|--------------------------|---------|
| 15 s | 88 s | 47 s |
| √ Ø5 | <u>⊿_</u> µ ₆ | ✓ Ø8 |
| 25 s | 78 s | 47 s |

Kimley-Horn March 2022

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|------------------------------|------|------------|--------------|----------|-------------|-------|------|-------|------|----------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | - ሽ | ≜ ⊅ | | <u> </u> | - †† | 1 | ሻ | ef 👘 | | <u>۲</u> | eî 👘 | |
| Traffic Volume (veh/h) | 22 | 1172 | 29 | 80 | 1346 | 96 | 41 | 2 | 58 | 66 | 3 | 41 |
| Future Volume (veh/h) | 22 | 1172 | 29 | 80 | 1346 | 96 | 41 | 2 | 58 | 66 | 3 | 41 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 24 | 1302 | 32 | 89 | 1496 | 107 | 46 | 2 | 64 | 73 | 3 | 46 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Cap, veh/h | 260 | 2577 | 63 | 341 | 2630 | 1146 | 157 | 5 | 167 | 142 | 11 | 164 |
| Arrive On Green | 0.02 | 0.73 | 0.73 | 0.03 | 0.74 | 0.74 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1781 | 3544 | 87 | 1781 | 3554 | 1549 | 1345 | 48 | 1532 | 1335 | 98 | 1502 |
| Grp Volume(v), veh/h | 24 | 652 | 682 | 89 | 1496 | 107 | 46 | 0 | 66 | 73 | 0 | 49 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1854 | 1781 | 1777 | 1549 | 1345 | 0 | 1580 | 1335 | 0 | 1600 |
| Q Serve(g_s), s | 0.5 | 23.8 | 23.8 | 1.9 | 28.4 | 2.9 | 4.9 | 0.0 | 5.8 | 8.1 | 0.0 | 4.2 |
| Cycle Q Clear(g_c), s | 0.5 | 23.8 | 23.8 | 1.9 | 28.4 | 2.9 | 9.1 | 0.0 | 5.8 | 13.9 | 0.0 | 4.2 |
| Prop In Lane | 1.00 | 1000 | 0.05 | 1.00 | 0 (0 0 | 1.00 | 1.00 | • | 0.97 | 1.00 | • | 0.94 |
| Lane Grp Cap(c), veh/h | 260 | 1292 | 1348 | 341 | 2630 | 1146 | 157 | 0 | 172 | 142 | 0 | 174 |
| V/C Ratio(X) | 0.09 | 0.50 | 0.51 | 0.26 | 0.57 | 0.09 | 0.29 | 0.00 | 0.38 | 0.52 | 0.00 | 0.28 |
| Avail Cap(c_a), veh/h | 320 | 1292 | 1348 | 496 | 2630 | 1146 | 380 | 0 | 434 | 363 | 0 | 439 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 7.3 | 8.8 | 8.8 | 6.9 | 8.8 | 5.4 | 65.6 | 0.0 | 62.1 | 68.6 | 0.0 | 61.4 |
| Incr Delay (d2), s/veh | 0.2 | 1.4 | 1.4 | 0.4 | 0.9 | 0.2 | 1.0 | 0.0 | 1.4 | 2.9 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.3 | 13.4 | 13.8 | 1.1 | 14.9 | 1.6 | 3.1 | 0.0 | 4.4 | 5.2 | 0.0 | 3.2 |
| Unsig. Movement Delay, s/veh | | 10.0 | 10.0 | 7 0 | 07 | Γ/ | 111 | 0.0 | () [| 71 Г | 0.0 | (1) |
| LnGrp Delay(d),s/veh | 7.5 | 10.2 | 10.2 | 7.3 | 9.7 | 5.6 | 66.6 | 0.0 | 63.5 | 71.5 | 0.0 | 62.3 |
| LnGrp LOS | A | B | В | Α | A | A | E | A | E | E | A | <u> </u> |
| Approach Vol, veh/h | | 1358 | | | 1692 | | | 112 | | | 122 | |
| Approach Delay, s/veh | | 10.2 | | | 9.3 | | | 64.8 | | | 67.8 | |
| Approach LOS | | В | | | А | | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 117.9 | | 22.1 | 11.9 | 116.0 | | 22.1 | | | | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 81.1 | | * 41 | 18.1 | 71.1 | | * 41 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.5 | 30.4 | | 11.1 | 3.9 | 25.8 | | 15.9 | | | | |
| Green Ext Time (p_c), s | 0.0 | 16.3 | | 0.5 | 0.1 | 11.0 | | 0.5 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 13.7 | | | | | | | | | |
| HCM 6th LOS | | | В | | | | | | | | | |
| | | | | | | | | | | | | |

Notes

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Horn March 2022

Lanes, Volumes, Timings 1: SW Florida Gateway Dr/Centurion Ct & US 90

| | ٦ | - | \mathbf{F} | • | - | • | 1 | 1 | 1 | 1 | Ļ | ~ |
|-----------------------------|-------------|------------|--------------|-----------|--------------|-------|-------|-------|------|-------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ሻ | ≜ ⊅ | | ሻ | - † † | 1 | ሻ | ef 👘 | | ሻ | 4 | |
| Traffic Volume (vph) | 57 | 1417 | 13 | 45 | 892 | 80 | 10 | 6 | 64 | 80 | 5 | 46 |
| Future Volume (vph) | 57 | 1417 | 13 | 45 | 892 | 80 | 10 | 6 | 64 | 80 | 5 | 46 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 0 | 250 | | 125 | 50 | | 0 | 0 | | 110 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 50 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 398 | | | 433 | | | 442 | | | 282 | |
| Travel Time (s) | | 6.0 | | | 6.6 | | | 10.0 | | | 6.4 | |
| Confl. Peds. (#/hr) | 1 | | | | | 1 | | | 1 | 1 | | |
| Confl. Bikes (#/hr) | | | 2 | | | | | | 1 | | | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 4% | 4% | 4% | 2% | 2% | 2% | 8% | 8% | 8% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | | 5 | 2 | 2 | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 11.8 | 31.9 | | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | | 34.8 | 34.8 | |
| Total Split (s) | 15.0 | 90.0 | | 16.0 | 91.0 | 91.0 | 24.0 | 24.0 | | 24.0 | 24.0 | |
| Total Split (%) | 11.5% | 69.2% | | 12.3% | 70.0% | 70.0% | 18.5% | 18.5% | | 18.5% | 18.5% | |
| Yellow Time (s) | 4.8 | 4.9 | | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | | 5.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | | | | | | |
| Recall Mode | None | C-Min | | None | C-Min | C-Min | None | None | | None | None | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 130 | | | | | | | | | | | | |
| Actuated Cycle Length: 130 |) | | | | | | | | | | | |
| Offset: 24 (18%), Reference | | e 2:WBTL | and 6:E | BTL, Star | t of Yello | W | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-Coc | ordinated | | | | | | | | | | | |
| Splits and Phases: 1: SW | / Florida G | atoway D | r/Centuri | on Ct & I | 15 90 | | | | | | | |

| Ø1 | ● ● Ø2 (R) | • | ₼ ø4 |
|------|---------------|---|-------------|
| 15 s | 91s | | 24 s |
| Ø5 | ∞6 (R) | | ↓ Ø8 |
| 16 s | 90 s | | 24 s |

Kimley-Horn March 2022

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|------------------------------|----------|------------|------|----------|-------------|------|------|----------|------|------|------|----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | - ሽ | ≜ ⊅ | | <u> </u> | - †† | 1 | | ef 👘 | | - ሽ | ÷. | |
| Traffic Volume (veh/h) | 57 | 1417 | 13 | 45 | 892 | 80 | 10 | 6 | 64 | 80 | 5 | 46 |
| Future Volume (veh/h) | 57 | 1417 | 13 | 45 | 892 | 80 | 10 | 6 | 64 | 80 | 5 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1870 | 1870 | 1870 | 1781 | 1781 | 1781 |
| Adj Flow Rate, veh/h | 61 | 1524 | 14 | 48 | 959 | 86 | 11 | 6 | 69 | 86 | 5 | 49 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 2 | 2 | 8 | 8 | 8 |
| Cap, veh/h | 425 | 2466 | 23 | 273 | 2409 | 1074 | 184 | 16 | 185 | 161 | 18 | 176 |
| Arrive On Green | 0.03 | 0.68 | 0.68 | 0.04 | 0.69 | 0.69 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1781 | 3607 | 33 | 1753 | 3497 | 1559 | 1347 | 126 | 1454 | 1259 | 141 | 1387 |
| Grp Volume(v), veh/h | 61 | 750 | 788 | 48 | 959 | 86 | 11 | 0 | 75 | 86 | 0 | 54 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1864 | 1753 | 1749 | 1559 | 1347 | 0 | 1581 | 1259 | 0 | 1528 |
| Q Serve(g_s), s | 1.3 | 30.1 | 30.1 | 1.0 | 15.3 | 2.4 | 1.0 | 0.0 | 5.7 | 8.7 | 0.0 | 4.2 |
| Cycle Q Clear(g_c), s | 1.3 | 30.1 | 30.1 | 1.0 | 15.3 | 2.4 | 5.1 | 0.0 | 5.7 | 14.4 | 0.0 | 4.2 |
| Prop In Lane | 1.00 | 1015 | 0.02 | 1.00 | 0.400 | 1.00 | 1.00 | • | 0.92 | 1.00 | • | 0.91 |
| Lane Grp Cap(c), veh/h | 425 | 1215 | 1274 | 273 | 2409 | 1074 | 184 | 0 | 201 | 161 | 0 | 194 |
| V/C Ratio(X) | 0.14 | 0.62 | 0.62 | 0.18 | 0.40 | 0.08 | 0.06 | 0.00 | 0.37 | 0.54 | 0.00 | 0.28 |
| Avail Cap(c_a), veh/h | 476 | 1215 | 1274 | 328 | 2409 | 1074 | 201 | 0 | 221 | 177 | 0 | 214 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.3 | 11.3 | 11.3 | 9.2 | 8.7 | 6.7 | 53.7 | 0.0 | 52.0 | 58.6 | 0.0 | 51.3 |
| Incr Delay (d2), s/veh | 0.2 | 2.4 | 2.3 | 0.3 | 0.5 | 0.1 | 0.1 | 0.0 | 1.1 | 2.7 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.8 | 16.5 | 17.1 | 0.6 | 9.0 | 1.3 | 0.6 | 0.0 | 4.2 | 5.2 | 0.0 | 3.0 |
| Unsig. Movement Delay, s/veh | | 10 / | 10 F | 0.5 | 0.0 | (0 | F2 0 | 0.0 | FD 1 | (1) | 0.0 | F0 1 |
| LnGrp Delay(d),s/veh | 6.4 | 13.6 | 13.5 | 9.5 | 9.2 | 6.8 | 53.8 | 0.0 | 53.1 | 61.3 | 0.0 | 52.1 |
| LnGrp LOS | <u> </u> | B | В | A | <u>A</u> | A | D | <u>A</u> | D | E | A | <u> </u> |
| Approach Vol, veh/h | | 1599 | | | 1093 | | | 86 | | | 140 | |
| Approach Delay, s/veh | | 13.3 | | | 9.0 | | | 53.2 | | | 57.8 | _ |
| Approach LOS | | В | | | A | | | D | | | Ł | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 11.2 | 96.4 | | 22.3 | 11.9 | 95.8 | | 22.3 | | | | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 84.1 | | * 18 | 9.1 | 83.1 | | * 18 | | | | |
| Max Q Clear Time (g_c+l1), s | 3.3 | 17.3 | | 7.7 | 3.0 | 32.1 | | 16.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 8.1 | | 0.2 | 0.0 | 14.7 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 15.0 | | | | | | | | | |
| HCM 6th LOS | | | В | | | | | | | | | |
| | | | | | | | | | | | | |

Notes

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Horn March 2022

Lanes, Volumes, Timings 1: SW Florida Gateway Dr/Centurion Ct & US 90

| | ٦ | - | \mathbf{r} | 4 | ← | • | 1 | 1 | ۲ | 1 | Ŧ | ~ |
|---------------------------|-------------|-------------|--------------|-----------|--------------|-------|-------|-------|------|-------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBF |
| Lane Configurations | ሻ | ≜ î≽ | | ሻ | - † † | 1 | ሻ | eî 👘 | | ሻ | 4Î | |
| Traffic Volume (vph) | 37 | 1159 | 29 | 80 | 1332 | 117 | 41 | 2 | 58 | 86 | 3 | 57 |
| Future Volume (vph) | 37 | 1159 | 29 | 80 | 1332 | 117 | 41 | 2 | 58 | 86 | 3 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 150 | | 0 | 250 | | 125 | 50 | | 0 | 0 | | 11(|
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 25 | | | 50 | | | 25 | | | 25 | | |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 30 | |
| Link Distance (ft) | | 398 | | | 433 | | | 442 | | | 282 | |
| Travel Time (s) | | 6.0 | | | 6.6 | | | 10.0 | | | 6.4 | |
| Confl. Peds. (#/hr) | 2 | | 3 | 3 | | 2 | | | | | | |
| Confl. Bikes (#/hr) | | | | | | 2 | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 2% | 2% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | | 4 | | | 8 | |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | | 5 | 2 | 2 | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 11.8 | 31.9 | | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | | 34.8 | 34.8 | |
| Total Split (s) | 15.0 | 78.0 | | 25.0 | 88.0 | 88.0 | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 10.0% | 52.0% | | 16.7% | 58.7% | 58.7% | 31.3% | 31.3% | | 31.3% | 31.3% | |
| Yellow Time (s) | 4.8 | 4.9 | | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | | 5.8 | 5.8 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | Yes | Yes | Mana | Mana | | Nama | Mana | |
| Recall Mode | None | Мах | | None | C-Max | C-Max | None | None | | None | None | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Cycle Length: 150 | | | | | | | | | | | | |
| Actuated Cycle Length: 15 | | | | | | | | | | | | |
| Offset: 20 (13%), Referen | ced to phas | e 2:WBTL | , Start of | Yellow | | | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-Co | oordinated | | | | | | | | | | | |
| Splits and Phases: 1: S | W Florida G | Sateway D | r/Centuri | on Ct & l | JS 90 | | | 1 . | | | | |
| ∮ø1 🗸 🖉 Ø2 (R) | | | | | | | | 1 | 1 | | | |

| ∕× _{Ø1} | Ø2 (R) | ■ Ø4 |
|------------------|------------|-------------|
| 15 s 🛛 🛛 🕹 | 38 s | 47 s |
| √ Ø5 | <u>∞</u> 6 | ↓ ∞8 |
| 25 s | 78 s | 47 s |

Kimley-Horn March 2022

HCM 6th Signalized Intersection Summary 1: SW Florida Gateway Dr/Centurion Ct & US 90

| | ≯ | - | \mathbf{F} | ∢ | - | • | 1 | 1 | 1 | 1 | ţ | ~ |
|--|------|--------------|--------------|-------|--------------|-------|-----------|-------------|-----------|-----------|-------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ≜ ⊅ | | - ሽ | <u></u> | 1 | - ሽ | - î> | | ኸ | ef 👘 | |
| Traffic Volume (veh/h) | 37 | 1159 | 29 | 80 | 1332 | 117 | 41 | 2 | 58 | 86 | 3 | 57 |
| Future Volume (veh/h) | 37 | 1159 | 29 | 80 | 1332 | 117 | 41 | 2 | 58 | 86 | 3 | 57 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1 00 | 1.00 | 1.00 | 1 00 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1 00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | 1870 | No 1870 | 1870 | 1870 | No 1870 | 1870 | 1856 | No 1856 | 1856 | 1870 | No 1870 | 1870 |
| Adj Sat Flow, veh/h/ln Adj Flow Rate, veh/h | 41 | 1288 | 32 | 89 | 1480 | 130 | 46 | 2 | 64 | 96 | 1870 | 63 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 |
| Cap, veh/h | 258 | 2515 | 62 | 334 | 2546 | 1110 | 165 | 6 | 193 | 166 | 9 | 192 |
| Arrive On Green | 0.03 | 0.71 | 0.71 | 0.03 | 0.72 | 0.72 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1781 | 3543 | 88 | 1781 | 3554 | 1548 | 1325 | 48 | 1532 | 1335 | 73 | 1524 |
| Grp Volume(v), veh/h | 41 | 646 | 674 | 89 | 1480 | 130 | 46 | 0 | 66 | 96 | 0 | 66 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1854 | 1781 | 1777 | 1548 | 1325 | 0 | 1580 | 1335 | 0 | 1596 |
| Q Serve(g_s), s | 0.9 | 24.8 | 24.9 | 2.0 | 30.3 | 3.9 | 4.9 | 0.0 | 5.7 | 10.6 | 0.0 | 5.7 |
| Cycle Q Clear(g_c), s | 0.9 | 24.8 | 24.9 | 2.0 | 30.3 | 3.9 | 10.6 | 0.0 | 5.7 | 16.3 | 0.0 | 5.7 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 0.95 |
| Lane Grp Cap(c), veh/h | 258 | 1261 | 1316 | 334 | 2546 | 1110 | 165 | 0 | 199 | 166 | 0 | 201 |
| V/C Ratio(X) | 0.16 | 0.51 | 0.51 | 0.27 | 0.58 | 0.12 | 0.28 | 0.00 | 0.33 | 0.58 | 0.00 | 0.33 |
| Avail Cap(c_a), veh/h | 307 | 1261 | 1316 | 489 | 2546 | 1110 | 362 | 0 | 434 | 364 | 0 | 438 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.6 | 9.9 | 9.9 | 7.8 | 10.3 | 6.6 | 64.6 | 0.0 | 59.8 | 67.2 | 0.0 | 59.7 |
| Incr Delay (d2), s/veh | 0.3 | 1.5 | 1.4 | 0.4 | 1.0 | 0.2 | 0.9 | 0.0 | 1.0 | 3.2 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.6 | 14.2 | 14.6 | 1.3 | 16.2 | 2.2 | 3.1 | 0.0 | 4.3 | 6.8 | 0.0 | 4.2 |
| Unsig. Movement Delay, s/veh | | 11 4 | 11 / | 0.0 | 11 0 | () | / | 0.0 | (07 | 70.4 | 0.0 | (07 |
| LnGrp Delay(d),s/veh | 8.9 | 11.4 B | 11.4 В | 8.3 | 11.3 B | 6.8 | 65.5 E | 0.0 | 60.7 E | 70.4 E | 0.0 | 60.7 |
| LnGrp LOS | A | | D | A | | A | E | A | E | E | A | E |
| Approach Vol, veh/h | | 1361 11.3 | | | 1699 10.8 | | | 112 62.7 | | | 162 66.4 | |
| Approach Delay, s/veh Approach LOS | | н.з В | | | 10.8 B | | | 62.7 E | | | 00.4 E | |
| Approach LOS | | | | | | | | | | | E | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.9 | 114.4 | | 24.7 | 11.9 | 113.4 | | 24.7 | | | | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 81.1 | | * 41 | 18.1 | 71.1 | | * 41 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.9 | 32.3 | | 12.6 | 4.0 | 26.9 | | 18.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 16.0 | | 0.5 | 0.1 | 10.8 | | 0.6 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 15.5 | | | | | | | | | |
| HCM 6th LOS | | | В | | | | | | | | | |

Notes

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Horn March 2022

APPENDIX E Trip Generation Calculations

Table 1: Trip Generation

| Land Use | Intensity | | AM Peak | Hour of Adjad | ent Street | PM Peak H | lour of Adjad | ent Street |
|---|-------------------|------|---------|---------------|------------|-----------|---------------|------------|
| | | | Total | In | Out | Total | In | Out |
| Existing Development | | | | | | | | |
| Convenience Store/Gas Station (4-5.5k) | 24 VFP | | 649 | 325 | 324 | 546 | 273 | 273 |
| Existing Development Pass-By Daily AM PM | | | | | | | | |
| Convenience Store/Gas Station (4-5.5k) 75% 76% 75% | | | 494 | 247 | 247 | 410 | 205 | 205 |
| EXISTING SITE - POTENTIAL TOTAL DRIVEWAY VOLUMES | | | | 325 | 324 | 546 | 273 | 273 |
| EXISTING SITE - POTENTIAL PASS- | BY TRIPS | | 494 | 247 | 247 | 410 | 205 | 205 |
| EXISTING SITE - POTENTIAL NEW EXT | ERNAL TRIPS | | 155 | 78 | 77 | 136 | 68 | 68 |
| OBSERVED DRIVEWAY VOLUMES | | | 201 | 106 | 95 | 220 | 115 | 105 |
| ACTUAL/POTENTIAL DRIVEWAY VOLUMES AD | JUSTMENT FACTOR | | 0.31 | | | 0.40 | | |
| Proposed Development | | | | | | | | |
| Convenience Store/Gas Station (5.5-10k) | 27 VFP | | 853 | 427 | 426 | 726 | 363 | 363 |
| Proposed Development Pass-By Convenience Store/Gas Station (5.5-10k)DailyAMPM75%76%75% | | | 648 | 324 | 324 | 544 | 272 | 272 |
| PROPOSED SITE - POTENTIAL TOTAL DRIV | EWAY VOLUMES | | 853 | 427 | 426 | 726 | 363 | 363 |
| PROPOSED SITE - POTENTIAL TOTAL P | ASS-BY TRIPS | | 648 | 324 | 324 | 544 | 272 | 272 |
| PROPOSED SITE - POTENTIAL TOTAL NEW | EXTERNAL TRIPS | | 205 | 103 | 102 | 182 | 91 | 91 |
| POTENTIAL NET NEW TOTAL DRIVEWAY VOLUMES | (PROPOSED - EXIST | ING) | 204 | 102 | 102 | 180 | 90 | 90 |
| POTENTIAL NET NEW PASS-BY TRIPS (PROF | POSED - EXISTING) | | 154 | 77 | 77 | 134 | 67 | 67 |
| POTENTIAL NET NEW EXTERNAL TRIPS (PROPOSED - EXISTING) | | | 50 | 25 | 25 | 46 | 23 | 23 |
| ADJUSTED NET NEW TOTAL DRIVEWA | Y VOLUMES | | 64 | 32 | 32 | 72 | 36 | 36 |
| ADJUSTED NET NEW PASS-BY | TRIPS | | 48 | 24 | 24 | 54 | 27 | 27 |
| ADJUSTED NET NEW EXTERNAL | TRIPS | | 16 | 8 | 8 | 18 | 9 | 9 |

Trip generation and pass-by reductions were calculated using the following data from ITE's Trip Generation Manual, 11th Edition.

Convenience Store/ Gas Station (4-5.5k) [ITE 945]

Daily: AM Peak Hour of Adjacent Street: PM Peak Hour of Adjacent Street: $T = 257.13^{*}(X)$; X is vehicle fueling positions

T = 27.04*(X); X is vehicle fueling positions; (50% in, 50% out)

 $T=22.76^{\star}(X);\,X$ is vehicle fueling positions; (50% in, 50% out)

Convenience Store/ Gas Station (5.5-10k) [ITE 945]

Daily: AM Peak Hour of Adjacent Street: PM Peak Hour of Adjacent Street: $T = 345.75^{*}(X)$; X is vehicle fueling positions

 $T = 31.60^{*}(X)$; X is vehicle fueling positions; (50% in, 50% out)

 $T = 26.90^{*}(X)$; X is vehicle fueling positions; (50% in, 50% out)

K:\ORL_Civil\149880040-Circle K US90 & I75\TPTO\03_Calcs\[2022-03 - CK Lake City.xlsx]TG (2)

3/17/2022



APPENDIX F FDOT *Trend* Worksheet

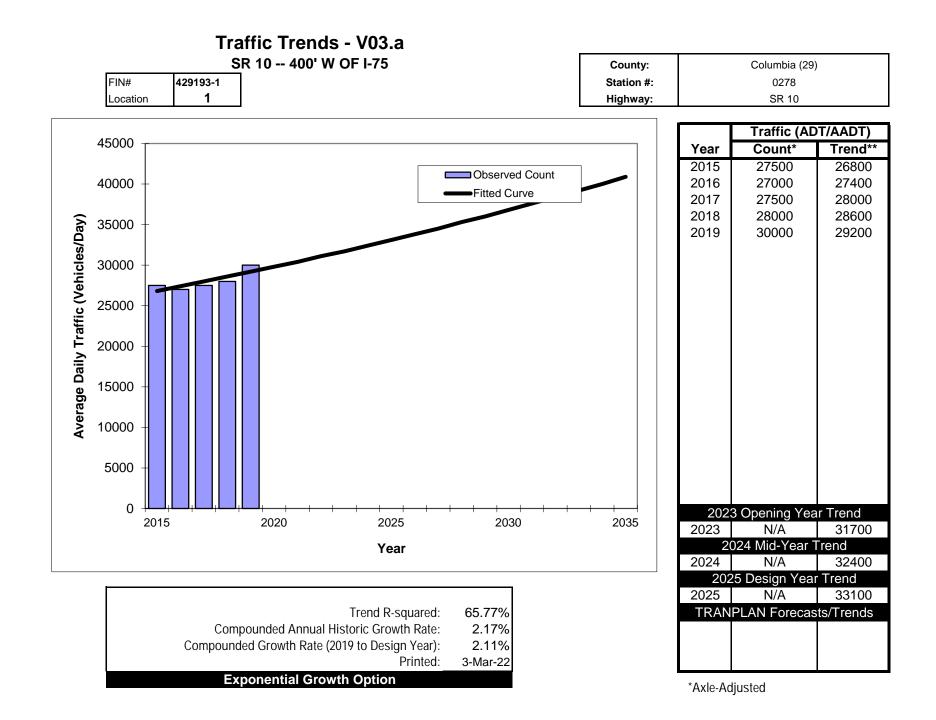
FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2020 HISTORICAL AADT REPORT

COUNTY: 29 - COLUMBIA

SITE: 0278 - SR 10 400' W. OF I-75

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| | | | | | | |
| 2020 | 27000 C | E 13500 | W 13500 | 9.00 | 54.80 | 6.80 |
| 2019 | 30000 C | E 15000 | W 15000 | 9.00 | 54.80 | 6.20 |
| 2018 | 28000 C | E 14000 | W 14000 | 9.00 | 54.70 | 6.20 |
| 2017 | 27500 C | E 14000 | W 13500 | 9.00 | 55.50 | 5.80 |
| 2016 | 27000 C | E 13500 | W 13500 | 9.00 | 53.90 | 5.40 |
| 2015 | 27500 C | E 14000 | W 13500 | 9.00 | 54.50 | 5.70 |
| 2014 | 27000 C | E 13500 | W 13500 | 9.00 | 54.40 | 5.90 |
| 2013 | 25000 C | E 12500 | W 12500 | 9.00 | 55.30 | 6.40 |
| 2012 | 26000 C | E 13000 | W 13000 | 9.00 | 54.70 | 5.50 |
| 2011 | 26000 C | E 13000 | W 13000 | 9.00 | 53.70 | 5.30 |
| 2010 | 25500 C | E 12500 | W 13000 | 9.94 | 54.40 | 4.90 |
| 2009 | 25000 C | E 12500 | W 12500 | 9.78 | 54.18 | 5.30 |
| 2008 | 27000 C | E 13500 | W 13500 | 9.82 | 54.63 | 6.20 |
| 2007 | 27500 C | E 13500 | W 14000 | 9.99 | 54.46 | 6.40 |
| 2006 | 27000 C | E 13500 | W 13500 | 10.01 | 55.64 | 7.00 |
| 2005 | 31500 C | E 15500 | W 16000 | 9.90 | 56.60 | 9.80 |

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



DESCRIPTION:

PARCEL 1: 35-3S-16-02524-001 (Existing Circle K):

LOT 1 GATEWAY CROSSING S/D. WD 1339-654,

PARCEL 2: 35-3S-16-02524-102:

LOT 2 GATEWAY CROSSING S/D A REPLAT OF LOTS 2 & 3.

PARCEL 3: 35-3S-16-02524-111

LOT 11 GATEWAY CROSSING S/D A REPLAT OF LOTS 2 & 3.

Inst. Number: 201612000647 Book: 1307 Page: 1888 Date: 1/14/2016 Time: 10:37:15 AM Page 1 of 4 Doc Deed: 19775.00 P.DeWitt Cason Clerk of Courts, Columbia County, Florida

This Instrument Was Prepared By, Record and Return to:

John Hotte, Esquire Krinzman, Huss & Lubetsky 110 SE 6th Street, 20th Floor Fort Lauderdale, FL 33301 Telephone: (954) 761-3454

Property Appraiser Identification No.: Consideration:\$ A Jast:201612000647 Date:1/14/2016 Time:10:37 AM Do: Stamp-Deed:19775.00 _____DC,P.DeWitt Cason,Columbia County Page 1 of 4 B:1307 P:1888

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED made this 12th day of January, 2016, by Inn of Lake City, Inc., a Florida corporation ("Grantor"), whose mailing address is 1000 Red Fern Place, Flowood, MS 39232 in favor of GWC Development Partners, LLC, a Florida limited liability company ("Grantee"), whose mailing address is 2682 West Noegel Road, Lake City, FL 32055.

$\underline{WITNESSETH}$:

That Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other good and valuable consideration paid by Grantee, the receipt and sufficiency whereof are hereby acknowledged, does hereby grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee the real property (the "Property") located in Columbia County, Florida, and more particularly described in Exhibit "A" attached hereto and made a part hereof.

SUBJECT ONLY TO the matters set forth in Exhibit "B" attached hereto and made a part hereof.

TOGETHER with all the tenements, hereditaments and appurtenances belonging or in any way appertaining to the Property, including, without limitation, all of Grantor's right, title and interest, if any, in and to all of the easements, rights, and privileges belonging or in any way appertaining to the Property and/or improvements located thereon.

TO HAVE AND TO HOLD the same in fee simple forever.

AND GRANTOR hereby covenants with Grantee that Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property; that, subject to the matters described on <u>Exhibit "B"</u> attached hereto, Grantor does hereby warrant specially the title to the Property; and that Grantor and its successors and assigns will forever warrant and defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other.

PD.18666487.2

Inst. Number: 201612000647 Book: 1307 Page: 1889 Date: 1/14/2016 Time: 10:37:15 AM Page 2 of 4 Doc Deed: 19775.00 P.DeWitt Cason Clerk of Courts, Columbia County, Florida

IN WITNESS WHEREOF, Grantor has caused this Special Warranty Deed to be executed by its duly authorized representative on the day and year first above written.

Two Witnesses:

Printed Name:

<u>1</u> 12 12 12 Name: inted

Inn of Lake City, Inc., a Florida corporation

By:

Michael J. Hart, Nice President, Treasurer and Assistant Secretary

STATE OF Mississippi COUNTY OF Hinds

The foregoing instrument was acknowledged before me this 2 day of 3 day

Notary Public, State of Mississippi

Print Name: <u>Suzana</u> Baker Commission No.: <u>83871</u> My Commission Expires: <u>January 21, 2019</u> [Affix Notary Seal]



Signature Page of Special Warranty Deed

Inst. Number: 201612000647 Book: 1307 Page: 1890 Date: 1/14/2016 Time: 10:37:15 AM Page 3 of 4 Doc Deed: 19775.00 P.DeWitt Cason Clerk of Courts, Columbia County, Florida

EXHIBIT "A"

Real Property Description

COMMENCE at the Northwest corner of Section 35, Township 3 South, Range 16 East, Columbia County, Florida as established by B.G. Moore, PLS No. 439 and run thence S 06°22'00" W. along the West line of said Section 35, 1894.50 feet to the West Limited Access Right of Way of Interstate No. 75, thence run Southerly and Westerly along said West Limited Access Right of Way the following courses. S 24°54'32" E, 472.32 feet to the POINT OF BEGINNING, S 24°54'32" E, 940.25 feet; S 15°12'50" E, 512.06 feet; S 06°01'43" E, 335.81 feet; S 36°55'36" W, 54.60 feet to the Northerly Right of Way of West U.S. Highway 90 and the end of said courses; thence S 80°47'35" W, along said Northerly Right of Way, 371.77 feet; thence S 08°51'10" E, along said Northerly Right of Way, 22.18 feet; thence S 80°47'36" W, along said Northerly Right of Way, 73.15 feet; thence N 08°55'17" W, 150.09 feet; thence S 80°42'55" W, 150.25 feet; thence N 08°52'22" W, 60.12 feet; thence S 80°53'59" W. 79.99 feet; thence S 08°59'18" E, 210.15 feet to the aforesaid Northerly Right of Way; thence S 80°47'36" W, along said Northerly Right of Way, 26.39 feet to a point of a curve; thence run Westerly along the arc of said curve concave to the North having a radius of 3224.04 feet, a central angle of 05°24'20", a chord bearing and distance of S 83°26'26" W 304.06 feet, an arc distance of 304.18 feet to the aforesaid West line of Section 35; thence N 06°22'00" E, along said West line, 1784.01 feet; thence N 65°09'42" E. 286.69 feet to the POINT OF BEGINNING.

LESS AND EXCEPT the parcel described in O.R. Book 1284, Page 229, of the Official Records of Columbia County, Florida

Inst. Number: 201612000647 Book: 1307 Page: 1891 Date: 1/14/2016 Time: 10:37:15 AM Page 4 of 4 Doc Deed: 19775.00 P.DeWitt Cason Clerk of Courts, Columbia County, Florida

EXHIBIT "B"

Exceptions

- 1. Taxes and assessments for the year 2016 and subsequent years, which are not yet due and payable.
- 2. Any land use, zoning and building laws and ordinances.
- 3. Any declaration of covenants, conditions and restrictions, or other recorded restrictions.
- 4. Any right, title, interest, claim, violation, variation, encumbrance, encroachment, fact, matters or other adverse circumstance affecting title revealed, or that should have been revealed, by that certain ALTA/ACSM survey of the Property by JBrown Professional Group Inc. dated October 16, 2015, as revised (Proj. No. 366-15-01).
- 5. Any obligations, rights and other matters related to, and any agreements with and requirements of the State of Florida or other governmental agency regarding, the remediation of certain environmental issues on the Property by or on behalf of the State of Florida or a political subdivision thereof under a state-funded cleanup program(s).
- 6. Rights-of-way, utility easements, other easements, restrictions and other restrictive and/or use covenants filed of record and other matters which are revealed by a title search or title commitments, including the following:
 - a. Easement(s) in favor of Mississippi Management, Inc. set forth in instrument(s) recorded in Official Records Book 634, Page 338.
 - b. Easement(s) in favor of Shell Oil Company set forth in instrument(s) recorded in Official Records Book 674, Page 104.
 - c. Easement(s) in favor of American Telephone and Telegraph Company set forth in instrument(s) recorded in Official Records Book 723, Page 162.
 - d. Easement(s) in favor of The City of Lake City, Florida set forth in instrument(s) recorded in Official Records Book 776, Page 1724.
 - e. Easement contained in Deed recorded in Official Records Book 685, Page 38.
 - f. Easement recorded in Official Records Book 960, Page 1492.
 - g. Easement recorded in Official Records 104, Page 118, and in Official Records Book 361, Page 499.
 - h. Easement for ingress and egress recorded in Official Records Book 370, Page 337.
 - i. Easement(s) in favor of Florida Power and Light Company set forth in instrument(s) recorded in Official Records Book 361, Page 499.
 - j. Easement(s) in favor of The City of Lake City, Florida set forth in instrument(s) recorded in Official Records Book 559, Page 229.

6/9/22, 1:59 PM

Columbia County Tax Collector

generated on 6/9/2022 1:59:44 PM EDT

118

Tax Record

Last Update: 6/9/2022 1:58:23 PM EDT

Register for eBill

Columbia County Tax Collector

Ad Valorem Taxes and Non-Ad Valorem Assessments

The information contained herein does not constitute a title search and should not be relied on as such.

| R02524-102 Mailing Address GWC DEVELOPMENT PARTNERS LLC 2682 NW NOEGEL RD LAKE CITY FL 32055 Exempt Amount See Below Exemption Detail NO EXEMPTIONS Legal Description (click for 35-3S-16 1000/10001.03 Acress 2 & 3. | Millage 001 c full des | GEO Num 353S16- Taxable See Be Code scriptio | STATE y Address ber 02524-102 Value slow Es | scrow Code | 021 \$ |
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| | Ad Valore | m Taxes | ; | | |
| Taxing Authority Ra | ate A | ssessed Value | Exemption Amount | Taxable Value | Taxe Levied |
| BOARD OF COUNTY COMMISSIONERS 7. | 8150 | 515,968 | 0 | \$515,968 | \$4,032.29 |
| | .9000 | 515,968 | 0 | \$515,968 | \$2,528.24 |
| COLUMBIA COUNTY SCHOOL BOARD | | 545 959 | | A.C.A.C. 0.00 | +005 05 |
| | .7480 .6430 | 515,968 515,968 | 0 | \$515,968 \$515,968 | \$385.95 \$1,879.67 |
| | .5000 | 515,968 | 0 | \$515,968 | \$1,879.87 \$773.95 |
| | .3615 | 515,968 | ő | \$515,968 | \$186.52 |
| | 0000 | 515,968 | 0 | \$515,968 | \$0.00 |
| Total Millage | 18.9675 | T | otal Taxes | \$ | 9,786.62 |
| Non-A | d Valoren | | monte | | |

Columbia County Tax Collector

| Code XLCF | Levying Authority CITY FIRE ASSESSMENT | | Amount \$50.40 |
|--------------|--|---------------------|--------------------------|
| | | Total Assessments | \$50.40 |
| | | Taxes & Assessments | \$9,837.02 |
| | | If Paid By | Amount Due |
| | | | \$0.00 |

| Date Paid | Transaction | Receipt | Item | Amount Paid |
|------------|-------------|--------------|------|-------------|
| 12/29/2021 | PAYMENT | 1200971.0006 | 2021 | \$9,541.91 |

Prior Years Payment History

| | Prior Year Taxes Due |
|---------------------|----------------------|
| NO DELINQUENT TAXES | |





October 8, 2021

LOCATIONS:

- Atlanta, GA
 Chantilly, VA
 - Daytona Beach, FL
- Fort Myers, FL
- Fort Pierce, FL
- Gainesville, FL
 Hagerstown, MD
- Hagerstown, MD
 Jacksonville, FL
- Miami, FL
- · Ocala, FL
- Orlando, FL (Headquarters)
 Palm Coast, FL
- Paim Coast, FL
 Panama City, FL
- Pensacola, FL
- Rockledge, FL
 Sarasota, FL
- Sarasota, FL
 St. Petersburg, FL
- Tampa, FL
- Tifton, GA
 West Palm Beach, FL

3802 Corporex Park Drive, Suite 200 Tampa, Florida 33619

Attention: Mr. Chris Roick croick@circlek.com

Reference: Geotechnical Exploration Circle K Store – Lake City US Highway 90 & I-75 Lake City, Columbia County, Florida UES Project No. 0730.2100190.0000 UES Docs Report No. 1905351

Dear Mr. Roick:

Circle K Florida

Universal Engineering Sciences (UES) has completed a geotechnical exploration at the above referenced site in Columbia County, Florida. The scope of our exploration was planned in conjunction with Schaffer Construction and authorized by you. This exploration was performed in general accordance with UES Proposal No. 1880491 dated June 29, 2021 and generally accepted soil and foundation engineering practices. No other warranty, express or implied, is made.

The following report presents the results of our field exploration with a geotechnical engineering interpretation of those results with respect to the project characteristics as provided to us. We have included our estimates of the seasonal high groundwater level at the boring locations and geotechnical recommendations for foundation design, pavement design, and site preparation. *The site was found to be generally suitable for the proposed development construction following typical site preparation procedures presented in this report.*

We appreciate the opportunity to have worked with you on this project and look forward to a continued association. Please do not hesitate to contact us if you should have any questions, or if we may further assist you as your plans proceed.

Respectfully Submitted, 11111111 UNIVERSAL ENGINEERIN Certificate of Authorization Veronica De Freitas. Department Manager Florida P.R. Registration No

Mark Hardy, P.E. Regional Manager

9802 Palm River Rd. * Tampa, Florida 33619 * Tel (813) 740-8506 * Fax (813) 740-8706 www.UniversalEngineering.com



GEOTECHNICAL EXPLORATION

CIRCLE K STORE – LAKE CITY US HIGHWAY 90 & I-75 LAKE CITY, COLUMBIA COUNTY, FLORIDA

UES PROJECT NO. 0730.2100190.0000 UES DOCS REPORT NO. 1905351

PREPARED FOR:

Circle K Florida 3802 Corporex Park Drive, Suite 200 Tampa, Florida 33619

PREPARED BY:

Universal Engineering Sciences 9802 Palm River Road Tampa, Florida 33619 (813)-470-5606

October 8, 2021

Consultants in: Geotechnical Engineering • Environmental Sciences • Construction Materials Testing • Threshold Inspection Offices in: Orlando (Headquarters) • Atlanta, GA • Chantilly, VA • Daytona Beach, FL • Fort Myers, FL • Fort Pierce, FL • Gainesville, FL • Hagerstown, MD • Jacksonville, FL • Miami, FL • Ocala, FL • Palm Coast, FL • Panama City, FL • Pensacola, FL • Rockledge, FL • Sarasota, FL • St. Petersburg, FL • Tampa, FL • Tifton, GA • West Palm Beach, FL

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1.0 **PROJECT DESCRIPTION**

UES understands that the proposed project will include the construction of a new fueling station addition to an existing Circle K gas station and convenience store in Lake City, Florida. The new fueling station will be located north of the existing Circle K gas station, and will include a gas pump canopy, underground storage tanks (UST), and paved driveways. A boring location plan was prepared by UES and approved by Circle K's project manager prior to initiating this geotechnical exploration program.

Structural loading information was provided in Circle K's Geotechnical Investigation Work Scope document dated Revised February 24, 2020. We understand that structural loads will be carried by exterior load bearing walls having a maximum loading of 3.5 kips per linear foot (klf) and isolated interior columns with maximum loads of 60 kips. Floor loads are anticipated to be 175 psf.

No grading information was available at the time of this report. The geotechnical exploration and corresponding boring termination depths were based on the assumption that final site grades and finish floor elevations will be within ± 2 feet of current grades. If grading information becomes available, please contact us so that we may revise the report accordingly.

Should any of the above information or assumptions made by UES be inconsistent with the planned development and construction, we request that you contact us immediately to allow us the opportunity to review the new information in conjunction with our report and revise or modify our engineering recommendations accordingly, as needed.

No site or project facilities/improvements, other than those described herein, should be designed using the soil information presented in this report. Moreover, UES will not be responsible for the performance of any site improvement so designed and constructed.

2.0 PURPOSE

The purposes of this exploration were:

- to explore and evaluate the subsurface conditions at the site with special attention to potential problems that may impact the proposed development,
- to provide our estimates of the seasonal high groundwater level at the boring locations and
- to provide geotechnical engineering recommendations for foundation design, pavement design, and site preparation.

This report presents an evaluation of site conditions on the basis of geotechnical procedures for site characterization. The recovered samples were not examined, either visually or analytically, for chemical composition or environmental hazards. We would be glad to provide you with a proposal for these services at your request.

Our exploration was not designed to specifically address the potential for surface expression of deep geological conditions, such as sinkhole development related to karst activity. This evaluation requires a more extensive range of field services than those performed in this study. We would be pleased to conduct an exploration to evaluate the probable effect of the regional geology upon the proposed construction, if you so desire.

3.0 SITE DESCRIPTION

The subject site is located within Section 35, Township 3 South, Range 16 East in Columbia County, Florida. More specifically, the site is located on the northwest of the intersection of US Highway 90 and I-75 as shown on the attached Figure B-1. At the time of drilling, the site consists of a vacant grassed field, north of an existing Circle K gas station.

3.1 SOIL SURVEY

There are one (1) native soil type mapped within the site area according to the USDA NRCS Soil Survey of Columbia County. A brief summary of the mapped surficial (native) soil type(s) is presented in Table I.

| Soil Symbol | Soil Type | Hydrologic Group | Drainage Characteristics | Depth of Published Seasonal High GWT (feet) |
|----------------|---|---------------------|-----------------------------|--|
| 8 | Blanton fine sand, 0 to 5 percent slopes | A | Moderately well drained | 3½ to 6 |

TABLE I SUMMARY OF PUBLISHED SOIL DATA

3.2 TOPOGRAPHY

According to information obtained from the United States Geologic Survey (USGS) "Lake City, Florida" quadrangle map, the native ground surface elevation across the site area is approximately +140 to +145 feet National Geodetic Vertical Datum (NGVD). A copy of a portion of the USGS Map is included in Appendix A.

4.0 SCOPE OF SERVICES

The services conducted by UES during our geotechnical exploration were as follows:

- Drilled four (4) Standard Penetration Test (SPT) borings within the proposed fueling station, UST pit area, canopy to depths of 10 to 25 feet below existing land surface (bls).
- Secured samples of representative soils encountered in the soil borings for review, laboratory analysis and classification by a Geotechnical Engineer.
- Measured the existing site groundwater levels and provide an estimate of the seasonal high groundwater level at the boring locations.
- Assessed the existing soil conditions with respect to the proposed construction.

• Prepared a report which documents the results of our exploration and analysis with geotechnical engineering recommendations.

5.0 FIELD EXPLORATION

The SPT soil borings were performed with a track mounted drilling rig. Horizontal and vertical survey control was not provided for the test locations prior to our field exploration program. UES located the test borings by using the provided site plan, measuring from existing on-site landmarks shown on an aerial photograph, and by using handheld GPS devices. The indicated test locations should be considered accurate to the degree of the methodologies used. The approximate boring locations are shown in Appendix B.

The SPT borings, designated B-1 through B-4 on the attached Boring Location Plan in Appendix B, were performed in general accordance with the procedures of ASTM D 1586 "Standard Method for Penetration Test and Split-Barrel Sampling of Soils". SPT sampling was performed continuously to 10 feet to detect variations in the near surface soil profile and on approximate 5 feet centers thereafter.

6.0 SUBSURFACE CONDITIONS

The results of our field exploration and laboratory analysis, together with pertinent information obtained from the SPT borings, such as soil profiles, penetration resistance and groundwater levels are shown on the boring logs included in Appendix B. The Key to Boring Logs, Soil Classification Chart is also included in Appendix B. The soil profiles were prepared from field logs after the recovered soil samples were examined by a Geotechnical Engineer. The stratification lines shown on the boring logs represent the approximate boundaries between soil types, and may not depict exact subsurface soil conditions. The actual soil boundaries may be more transitional than depicted. A generalized profile of the soils encountered at our boring logs.

| Typical Depth (feet, bls) | | Soil Description | Range of SPT "N" Values |
|------------------------------|-----|---|----------------------------|
| From | То | | (blows/ft) |
| Surface | 2 | Loose to medium dense fine SAND [SP] to fine SAND with clay [SP-SP] | 7 to 15 |
| 2 | 25* | Very loose to dense clayey SAND [SC] to firm CLAY with varying amounts of sand [CL] | 3 to 40 |

TABLE II GENERALIZED SOIL PROFILE

* denotes maximum termination depth of the borings

7.0 GROUNDWATER CONDITIONS

7.1 EXISTING GROUNDWATER LEVEL

We measured the water levels in the boreholes on September 30, 2021 during drilling operations. The encountered groundwater levels at the boring locations ranged from approximately 3 to 3 ½ feet bls. The encountered water levels at the boring locations are shown on the individual boring logs in Appendix B. Fluctuations in groundwater levels should be anticipated throughout the year, primarily due to seasonal variations in rainfall, surface runoff, and other factors that may vary from the time the borings were conducted.

7.2 SEASONAL HIGH GROUNDWATER LEVEL

Based on historical data, the rainy season in Central Florida is between June and October of the year. In order to estimate the seasonal high water level at the boring locations, many factors are examined, including the following:

- Measured groundwater level
- Drainage characteristics of existing soil types
- Current & historical rainfall data
- Natural relief points (such as lakes, rivers, wetlands, etc.)
- Man-made drainage systems (ditches, canals, retention basins, etc.)
- On-site types of vegetation
- Review of available data (soil surveys, USGS maps, etc.)
- Redoximorphic features (mottling, stripping, etc.)

Please note that the presence of hydraulically restrictive clayey sands (SC) encountered at depths on the order of 2 to 6 feet throughout the site may form a transient perched groundwater condition, especially after periods of heavy rainfall and/or irrigation. Perched groundwater levels can generally be expected to occur about 6 inches to 2 feet above the top of hydraulically restrictive soils, where present, if the groundwater table is unable to drain and/or percolate into a more pervious layer. It should be noted that undercutting of the hydraulically restrictive materials will impact the depth of the perched water table. The potential for groundwater to perch will be directly related to rainfall and irrigation amounts, as well as site grading. The potential for transient perched groundwater levels should be considered during the design of the site grades and during construction.

Based on the results of our field exploration and the factors listed above, we estimate that the seasonal high groundwater level at the boring locations should occur roughly 2 to 2 ½ feet bls or 6 inches above hydraulically restrictive clayey sand (SC), whichever comes first. The estimated seasonal high groundwater table at each boring location is shown on the attached boring logs in Appendix B.

It should be noted that the estimated seasonal high water levels provided should be considered accurate to approximately $\pm \frac{1}{2}$ foot and do <u>not</u> provide any assurance that groundwater levels will not exceed these estimated levels during any given year in the future. Should the impediments to surface water drainage be present, or should rainfall intensity and duration, or total rainfall

quantities, exceed the normally anticipated rainfall quantities, groundwater levels might exceed our seasonal high estimates. Further, it should be understood that changes in the surface hydrology and subsurface drainage from on-site and/or off-site improvements could have significant effects on the normal and seasonal high groundwater levels.

8.0 SEISMIC SITE CLASSIFICATION

The project site is located within a municipality that employs the Florida Building Code (FBC) which has jurisdiction in the State of Florida. Since seismic design is not part of the FBC, we consulted the 2015 International Building Code[®] (IBC). As part of this Code, the design of structures must consider dynamic forces resulting from seismic events. These forces are dependent upon the magnitude of the earthquake event, as well as the properties of the soils that underlie the site. As part of the procedure to evaluate seismic forces, the Code requires the evaluation of the Seismic Site Class, which categorizes the site based upon the characteristics of the subsurface profile within the upper 100 feet of the ground surface.

To define the Site Class for this project, we first interpreted the results of SPT soil borings drilled within the project site and estimated appropriate soil properties below the base of the borings to a depth of 100 feet, as permitted by Section 1615.1.1 of the Code. The estimated soil properties were based upon our experience with subsurface conditions in the general site area.

Based upon the SPT N-values recorded during the field exploration and our experience in the vicinity of the subject site, the subsurface conditions within the site are consistent with the characteristics of a *Site Class "D"* as defined in Chapter 20 of ASCE 7.

9.0 FOUNDATION DESIGN RECOMMENDATIONS

The following recommendations are made based upon a review of the attached soil test data, our understanding of the proposed construction, and experience with similar projects and subsurface conditions. The applicability of geotechnical recommendations is very dependent upon project characteristics such as improvement locations, and grade alterations. UES must review the final site and grading plans to validate all recommendations rendered herein.

Additionally, if subsurface conditions are encountered during construction, which were not encountered in the borings, report those conditions immediately to us for observation and recommendations.

9.1 STRUCTURAL AND GRADING INFORMATION

It is our understanding that the project will include the construction of a new fueling station addition to an existing Circle K gas station and convenience store in Lake City, Florida. We understand from Circle K's Geotechnical Investigation Work Scope document, the maximum loads will not exceed 60 kips for individual columns and 3.5 kips/ft for structural walls. Floor loads will not exceed 175 psf. We assume that the finished floor elevation of the new construction will be near existing grades.

Prior to finalizing any design, the structural/grading information outlined above should be confirmed by the project structural/civil engineer. This is crucial to our evaluation and estimates

of settlements. If any of this information is incorrect or if you anticipate any changes, please inform UES immediately so that we may review and modify our recommendations as appropriate.

9.2 ANALYSIS

Based on the results of the soil borings, the near surface soils within the proposed construction area appear to be mostly loose to medium dense sands [SP, SP-SM] to a depth of 2 to 6 feet, followed by very loose to dense clayey sands [SC] and firm clays [CL] extending to 25 feet. It is our opinion that proposed fueling station addition can be supported on properly designed and constructed shallow foundation systems. Provided that the site preparation recommendations outlined in this report are followed, the parameters outlined below may be used for foundation design.

9.3 BEARING PRESSURE

Provided our suggested site preparation procedures are followed, we recommend designing shallow footing foundations for a **maximum allowable net soil bearing pressure of 2,500 pounds per square foot (psf)**. The allowable net bearing pressure is that pressure that may be transmitted to the soil in excess of the minimum surrounding overburden pressure. The allowable bearing pressure should include dead load plus sustained live load. The foundations should be designed for the most unfavorable effects due to the combinations of loads specified in the FLBC.

9.4 FOUNDATION SIZE

The minimum width recommended for an isolated column footing is 24 inches. For continuous wall or slab on grade foundations, the minimum footing width should comply with the current FLBC, but under no circumstances should be less than 12 inches. Even though the maximum allowable soil bearing pressure may not be achieved, these width recommendations should control the size of the foundations.

9.5 BEARING DEPTH

The base of all footings should be at least 12 inches below finished grade elevation in accordance with the FLBC. We recommend stormwater and surface water be diverted away from the proposed fueling station footprint area, both during and after construction, to reduce the possibility of erosion beneath the exterior footings.

9.6 BEARING MATERIAL

The bearing level soils should exhibit a density of at least 95 percent of the maximum dry density as determined by ASTM D 1557 (Modified Proctor) to a depth of at least **2 feet below foundation level** as described in this report. In addition to compaction, the bearing soils must exhibit stability and be free of "pumping" conditions.

9.7 SETTLEMENT ESTIMATES

Post-construction settlement of the structures will be influenced by several interrelated factors, such as (1) subsurface stratification and strength/compressibility characteristics of the bearing soils to a depth of approximately twice the width of the footing; (2) footing size, bearing level, applied loads, and resulting bearing pressures beneath the foundation; (3) site preparation and

earthwork construction techniques used by the contractor, and (4) external factors, including but not limited to vibration from off site sources and groundwater fluctuations beyond those normally anticipated for the naturally-occurring site and soil conditions which are present.

Our settlement estimates for the structures are based upon adherence to our recommended site preparation procedures presented in this report. Any deviation from these recommendations could result in an increase in the estimated post-construction settlement of the structures. Furthermore, should structural loads change from those assumed by us, greater settlements may be expected.

Due to the sandy nature of the surficial soils following the compaction operations, we expect the majority of settlement to be elastic in nature and occur relatively quickly, on application of the loads, during and immediately following construction. Using the recommended maximum allowable bearing pressure, the assumed maximum structural loads, and the field and laboratory test data which we have correlated into the strength and compressibility characteristics of the subsurface soils, we estimate the total vertical settlement of the proposed structure to be on the order of 1 inch or less.

Differential settlement results from differences in applied bearing pressures and the variations in the compressibility characteristics of the subsurface soils. Assuming our site preparation recommendations are followed, we anticipate differential settlement of less than ½ inch.

9.8 FLOOR SLABS

If required for new structures, a conventional floor slabs may be supported upon the compacted fill and should be structurally isolated from other foundation elements or adequately reinforced to prevent distress due to differential movements. For the slab design, we recommend using a subgrade modulus (k) of 100 pounds per cubic inch, which can be achieved by compacting the subgrade soils as recommended in this report. We recommend using a sheet vapor barrier (in accordance with Florida Building Code requirements) beneath the slab-on-grade to help control moisture migration through the slab.

10.0 PAVEMENT RECOMMENDATIONS

10.1 GENERAL

We understand that a combination of flexible asphaltic and rigid concrete pavement sections will be used on this project. We understand from Circle K's Geotechnical Investigation Work Scope document (dated Revised February 24, 2020) that the following ESALs should be used as the basis of pavement designs:

- Normal/Light Duty 250,000 ESALs
- Heavy Duty 1,800,000 ESALs
- Expected Pavement Service Life 20 years

In addition, the following assumptions have been made:

• Reliability of 85 percent

- Standard Deviation of 0.45
- Subgrade Resilient Modulus of 7,500 psi
- Initial Serviceability of 4.5
- Terminal Serviceability of 2.5

Our recommendations for minimum section thicknesses and subgrade preparation for both pavement types are listed in the following sections.

10.2 ASPHALTIC PAVEMENTS

10.2.1 Layer Components

Based on the results of our soil borings and review of the 2020 FDOT Flexible Pavement Design Manual, our minimum recommended pavement component thicknesses are presented in Table III.

| | Maximum | Layer Component | | | Estimated |
|-----------------------|--|-------------------------------|-------------------------|------------------------------------|----------------------|
| Service Level | Traffic Loading | Surface Course (inches) | Base Course (inches) | Stabilized Subgrade (inches) | Structural Number |
| Normal/ Light Duty | up to 250,000 E ₁₈ SAL | 2 | 6 | 12 | 2.7 |
| Heavy Duty | up to 1,800,000 E ₁₈ SAL | 3 | 8 | 12 | 3.5 |

TABLE III MINIMUM ASPHALTIC PAVEMENT COMPONENT THICKNESSES

10.2.2 Stabilized Subgrade

We recommend that the stabilized subgrade materials immediately beneath the base course exhibit a minimum Limerock Bearing Ratio (LBR) of 40 as specified by FDOT compacted to at least 98 percent of the Modified Proctor maximum dry density (ASTM D 1557) value.

Stabilized subgrade can be imported materials or a blend of on-site and imported materials. If a blend is proposed, we recommend that the contractor perform a mix design to find the optimum mix proportions.

Compaction testing of the stabilized subgrade should be performed to full depth at a frequency of at least one (1) test per 10,000 square feet, or a minimum of 4 tests, whichever is greater.

10.2.3 Base Course

Based on the results of our exploration and our experience in the project area, limerock and crushed concrete are suitable base course materials for this project. However, local municipality standards may govern the use of crushed concrete use as an alternative base course material. We recommend the civil engineer consult with the local municipalities prior to selecting the base course material for this project.

For a limerock base, the base course should be compacted to a minimum density of 98 percent of the Modified Proctor maximum dry density and exhibit a minimum LBR of 100. The limerock material should comply with the latest edition of the Florida Department of Transportation (FDOT) Road and Bridge Construction specifications.

Recycled concrete aggregate (RCA) may provide a cost-effective alternative material in lieu of a limerock base course. Local availability, along with municipality standards, typically governs the use of crushed concrete use as an alternative base course material. The advantages of using RCA as a pavement base course include its high strength (stronger than limerock), resistance to groundwater related distress, and lack of reflection cracking caused by thermal expansion and contraction.

If a RCA base is used, the base course material should be sourced from an FDOT approved supplier. The base should be compacted to a minimum density of 98 percent of the Modified Proctor maximum dry density and exhibit a minimum LBR of 150. The base material should comply with the criteria listed in the latest edition of the FDOT Road and Bridge Construction Specifications.

Compaction testing of the base course should be performed to full depth at a frequency of at least one (1) test per 10,000 square feet.

10.2.4 Surface Course

For the pavements, we recommend that the surfacing consist of FDOT SuperPave (SP) asphaltic concrete. The surface course should consist of FDOT SP-9.5 fine mix for light-duty areas and FDOT SP-12.5 topped with SP-9.5 fine mix for heavy duty areas. The asphalt concrete should be placed within the allowable lift thicknesses for fine Type SP mixes per the latest edition of FDOT, Standard Specifications for Road and Bridge Construction.

The asphaltic concrete should be compacted to an average field density of 93 percent of the laboratory maximum density determined from specific gravity (G_{mm}) methods, with an individual test tolerance of +2 percent and -1.2% of the design G_{mm} . Specific requirements for the SuperPave asphaltic concrete structural course are outlined in the latest edition of FDOT, Standard Specifications for Road and Bridge Construction.

Note: If the Designer (or Contract Documents) limits compaction to the static mode only or lifts are placed one-inch thick, then the average field density should be 92 percent, with an individual test tolerance of + 3 percent, and -1.2% of the design G_{mm} .

After placement and field compaction, the wearing surface should be cored to evaluate material thickness and density. Cores should be obtained at frequencies of at least one (1) core per 10,000 square feet of placed pavement, or a minimum of two (2) cores per day's production.

10.2.5 Effects of Groundwater

One of the most critical influences on the pavement performance in Central Florida is the relationship between the pavement base course and the seasonal high groundwater level. Sufficient separation will need to be maintained between the bottom of base course and the

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anticipated seasonal high groundwater level. We recommend that the seasonal high groundwater and the bottom of the base course be separated by at least 12 inches for crushed concrete base course, and at least 18 inches for a limerock base course. **Based on the groundwater** *conditions encountered, the separation should not be an issue for pavements constructed at existing grade.*

10.2.6 Landscape Areas

In the event that landscape areas adjacent to the pavements include large mounds (>1 foot) of poorly draining organic topsoils or silty/clayey sands, we recommend that landscape drains be provided to protect the roadway against adverse effects from over-irrigation or excess rainfall. Poorly draining silty and clayey material causes the irrigation and rainwater to perch and migrate laterally into the pavement components, which eventually compromises the integrity of the pavement section.

10.3 CONCRETE "RIGID" PAVEMENTS

Concrete pavement is a rigid pavement that is strong, durable and handles the heavy loads more effectively than asphalt pavement. We assume that concrete pavement may be used in the canopy, driveway and tank mat areas. In addition, concrete pavement is recommended under the dumpster area, and 10 feet in front of the trash enclosure, at a minimum.

We understand from Circle K's Geotechnical Investigation Work Scope document (dated Revised 02-24-20) that the following ESALs should be used as the basis of pavement designs:

- Normal/Light Duty 250,000 ESALs
- Heavy Duty 1,800,000 ESALs
- Expected Pavement Service Life 20 years

In addition, the following assumptions have been made:

- Concrete Elastic Modulus of 4,000,000 psi
- Concrete Modulus of Rupture of 650 psi
- Reliability of 85 percent
- Standard Deviation of 0.45
- Modulus of Subgrade Reaction of 100 pci
- Initial Serviceability of 4.5
- Terminal Serviceability of 2.5

We recommend preparing the proposed concrete pavement areas as recommend in Section 13.0 of this report with the following stipulations:

- 1. The subgrade immediately beneath the concrete should be compacted to at least 98 percent of the Modified Proctor maximum dry density (ASTM D 1557) value.
- 2. The surface of the subgrade soils must be smooth, and any disturbances or wheel rutting corrected prior to placement of concrete.

- 3. The subgrade soils must be moistened prior to placement of concrete.
- 4. Concrete pavement thickness should be uniform throughout, with exception to the thickened edges (curb or footing).
- 5. The bottom of the pavement should be separated from the seasonal high groundwater level by at least 12 Inches.

Based on the results of the soil borings and review of the FDOT Rigid Pavement Design Manual, we recommend using the minimum design shown in Table IV for concrete pavements.

| Service Level | Minimum Pavement Thickness | Maximum Control Joint Spacing | Recommended Saw Cut Depth | |
|-------------------|-------------------------------|----------------------------------|------------------------------|--|
| Normal/Light Duty | 6 inches | 12 feet x 12 feet | 2 inches | |
| Heavy Duty | 8 inches | 14 feet x 14 feet | 2-2/3 inches | |

TABLE IV MINIMUM CONCRETE PAVEMENT THICKNESSES

We recommend using concrete with a minimum 28-day compressive strength of at least 4,000 pounds per square inch and contain fiber reinforcement. Layout of the Saw cut control joints should form square panels, and the depth of Saw cut joints should be 1/3 of the concrete slab thickness.

We recommend allowing UES to review and comment on the final concrete pavement design, including section and joint details (type of joints, joint spacing, etc.), prior to the start of construction.

For further details on concrete pavement construction, please reference the "Guide to Jointing of Non-Reinforced Concrete Pavements" published by the Florida Concrete and Products Association, Inc., and "Building Quality Concrete Parking Areas", published by the Portland Cement Association.

Specimens to verify the compressive strength of the pavement concrete should be obtained for at least every 50 cubic yards, or at least once for each day's placement, whichever is greater.

11.0 EARTH RETAINING WALLS

At this time, Universal **is not** aware of any planned retaining walls at the site. The following recommendations are provided in the event low-level (i.e. less than 4 feet) walls are required.

Earth pressures on retaining walls are influenced by the structural design of walls, conditions of wall restraint, construction methods, and the strength of the materials being restrained. The most common conditions assumed for earth retaining wall design are the active and at-rest conditions.

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Active conditions apply to relatively flexible earth retention structures, such as freestanding walls, where some movement and rotation may occur to mobilize shear strength. Walls which are rigidly restrained should be designed for the at-rest condition. However, if the walls will be backfilled before they are braced, they should also be designed to withstand active earth pressures as self-supporting cantilever walls. The wall designer must select the appropriate earth pressure based upon site and design constraints.

Development of the full active earth pressure case requires a magnitude of horizontal wall movement that often cannot be tolerated or cannot occur due to the rigidity of the wall and other design restrictions such as the impact on adjacent structures. In such cases, walls are often designed for either the at-rest condition or a condition intermediate of the active and at-rest conditions, depending on the amount of permissible wall movement.

Passive earth pressure represents the maximum possible pressure when a structure is pushed against the soil, and is used in wall foundation design to help resist active or at-rest pressures. Because significant wall movements are required to develop the passive pressure, the total calculated passive pressure is usually reduced by one-half for design purposes.

Our recommendations assume that the ground surface behind the earth retaining structures is level and that native or imported soils consisting of relatively clean sandy soils containing less than 12 percent passing the No. 200. We recommend that the soils selected for use as backfill be tested as specified prior to commencement of wall construction. Recommended soil parameters for design of earth retaining structures have been presented in Table V below.

| Design Parameter | Recommended Value | |
|--|-------------------|--|
| At-rest Earth Pressure Coefficient, Ko | 0.50 | |
| Active Earth Pressure Coefficient, Ka | 0.33 | |
| Passive Earth Pressure Coefficient, Kp | 3.0 | |
| Moist Unit Soil Weight (pcf) | 115 for SP, SP-SM | |
| Submerged Unit Weight of Soil (pcf) | 52 | |
| Coefficient of Friction (sliding) | 0.4 | |
| Angle of Internal Friction, ϕ | 30 | |

TABLE V LATERAL EARTH PRESSURE DESIGN PARAMETERS (LEVEL BACKFILL)*

Table Notes:

* For sloping backfill the table values must be adjusted.

**Hydrostatic pressure should be accounted for based on seasonal high water table estimates and other site drainage

considerations

Positive wall drainage must be provided for all earth retaining structures to prevent the build-up of excess hydrostatic pressures. These drainage systems can be constructed of open-graded

washed stone isolated from the soil backfill with a geosynthetic filter fabric and drained by perforated pipe, or with one of several wall drainage products made specifically for this application.

Lateral earth pressures arising from surcharge loading (i.e. traffic loading, building/structure loads, etc.) should be added to the above earth pressures to determine the total lateral pressure. Additional consideration must also be given for sloped backfill at the top of the wall. In each circumstance the earth pressures for active and at-rest conditions will increase based upon the amount of surcharge and angle above horizontal of the sloped backfill. Retaining walls should also be analyzed for both internal and global stability.

12.0 SITE PREPARATION

We recommend normal, good practice site preparation procedures for the new construction areas. These procedures include: stripping/clearing of the site to remove existing improvements, vegetation, roots, organic topsoils, debris, etc. Following stripping, the exposed subgrade soils should be proof-rolled, and all subgrade and subsequent fill/backfill soils should be properly densified. A more detailed description of this work is presented in this section.

- Prior to construction, existing underground utility lines and other below grade structures within the construction area should be located. Provisions should be made to relocate interfering utilities to appropriate locations. It should be noted that if underground improvements are not properly removed or plugged, they may serve as conduits for subsurface erosion which may lead to excessive settlement of overlying structures.
- 2. Strip the proposed construction limits of vegetation, topsoil, existing improvements, roots, debris and other deleterious materials within and 5 feet beyond the perimeter of the new construction areas. Expect clearing and grubbing to depths of 6 to 12 inches. Deeper clearing and grubbing depths should be anticipated within the developed areas to remove buried improvements. We strongly recommend that the stripped/excavated surfaces be observed and probed by representatives of UES.
- 3. Proof-roll the exposed subsurface soils under the observation of UES, to locate any soft areas of unsuitable soils, and to increase the density of the shallow loose fine sand soils. If deemed necessary by UES, in areas that continue to "yield", remove any deleterious materials and replace with a clean, compacted sand backfill.
- 4. Place fill as necessary. All fill should consist of clean sand with less than 12 percent soil fines and be free of organics, debris and other deleterious materials. Fill soils containing between 5 and 12 percent fines may require strict moisture control. Place fill in maximum 12-inch loose, uniform lifts and compact each lift at least 95 percent of the Modified Proctor maximum dry density.
- 5. Within the at-grade (or below grade) foundation areas, subgrade compaction of at least 95 percent of the Modified Proctor should be achieved to a depth of at least 2 feet below bottom of foundation/slab levels.

- Within the pavement areas, the upper 12 inches of subgrade beneath the base course or concrete slabs (sub-base) should be stabilized and compacted to at least 98 percent of the Modified Proctor maximum dry density.
- 7. Test the subgrade and each lift of fill for compaction at a frequency of not less than one test per 2,500 square feet in the building areas and one test per 10,000 square feet in the pavement areas, with a minimum of 4 tests in each area.
- 8. Prior to the placement of reinforcing steel and concrete, verify compaction within the footing trenches to a depth of 2 feet. We recommend testing every column footing and at least one test every 100 feet of wall footing, with a minimum of 4 tests per building. Re-compaction of the foundation excavation bearing level soils, if loosened by the excavation process, can typically be achieved by making several passes with a walk-behind vibratory sled or jumping jack.

Stability of the compacted soils is essential and independent of compaction and density control. If the near surface soils or the structural fill experience "pumping" conditions, terminate all earthwork activities in that area. Pumping conditions occur when there is too much water present in the soil-water matrix. Earthwork activities are actually attempting to compact the water and not the soil. The disturbed soils should be dried in place by scarification and aeration prior to any additional earthwork activities.

Vibrations produced during vibratory compaction operations at the site may be significantly noticeable within 100 feet and may cause distress to adjacent structures if not properly regulated. Provisions should be made to monitor these vibrations so that any necessary modifications in the compaction operations can be made in the field before potential damages occur. UES can provide vibration monitoring services to help document and evaluate the effects of the surface compaction operation on existing structures. It is recommended that large vibratory rollers remain a minimum of 50 feet from existing structures. Within this zone, the use of a static roller or small hand guided plate compactors is recommended.

13.0 UST PIT AREA – GENERAL COMMENTS

We assume the excavation for the proposed UST pit area will be on the order of 10 to 20 feet below the ground surface. Based on the results of Boring B-1 (performed within the proposed pit area), the subsoils at this level appear to be very loose to medium dense clayey sands (SC). Based on the subsurface conditions encountered, it is our opinion the subgrade soils are suitable for supporting the proposed underground tanks.

The groundwater table was encountered at a depth of 3½ feet bls at the UST tank pit location. Temporary dewatering will be necessary to achieve the necessary excavation and compaction within the tank area. Excavation procedures should conform to the OSHA regulations (Please see section 16.0 of this report).

After the excavation for the tanks is complete, we recommend that the bottom of the excavation be compacted by small hand guided equipment to achieve at least 95 percent of the Modified Proctor maximum dry density (ASTM D-1557) to a depth of 1 foot. If the bottom of excavation is

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unstable due to excessive fines and/or wet conditions, graded aggregate (FDOT 57 stone) can be placed in 3 to 6 inch lifts in the bottom of the over-excavation with compaction equipment (i.e. jumping jack) until a firm, non-yielding subgrade is achieved. <u>Pea gravel or approved free-draining</u> bedding soils should be placed below tanks in accordance with tank manufacturer's <u>specifications</u>.

After completion of the tank installation, backfill should be placed in uniform 12 inch (or less) lifts and compacted to at least 95 percent of Modified Proctor Test maximum dry density (ASTM D 1557), with small hand guided equipment. Backfill should consist of clean sand with less than 12 percent soil fines and be free of organics, debris and other deleterious materials.

When the fluid level within the fuel tank structure is maintained at or above the surrounding groundwater level, no net buoyancy will occur. However, when these structures are drained for maintenance or as fluid levels fluctuate within the tanks, a positive means of uplift protection may be necessary, depending on the future groundwater levels in order to prevent hydrostatic uplift forces moving the tank. Since groundwater was encountered near and above the bottom of the pit we recommend this protection be added several ways this can be accomplished include the following:

- Addition of dead weight to the structure.
- Mobilizing the dead weight of the soil surrounding the structure through extension of footings outside the perimeter of the structure.
- Use of a permanent gravity or mechanical dewatering system that is operated only when the structure is to be drained.

14.0 DEWATERING AND EXCAVATION CONSIDERATIONS

Based on the groundwater level conditions encountered, temporary dewatering will be required for the successful construction of this project. Where excavations will extend only a few feet below the groundwater table, a sump pump may be sufficient to control the groundwater table. Deeper excavations may require well points and/or sock drains to control the groundwater table. Regardless of the method(s) used, we recommend drawing down the water level at least 2 feet below the bottom of the excavation. The actual method(s) of dewatering should be determined by the contractor. The design and discharge of the dewatering system must be performed in accordance with applicable regulatory criteria (i.e. water management district, etc.) and compliance with such criteria is the sole responsibility of the contractor.

Excavations should be sloped as necessary to prevent slope failure and to allow backfilling. As a minimum, temporary excavations below 4-foot depth should be sloped in accordance with OSHA regulations. Where lateral confinement will not permit slopes to be laid back, the excavation should be shored in accordance with OSHA requirements. During excavation, excavated material should not be stockpiled at the top of the slope within a horizontal distance equal to the excavation depth. Provisions for maintaining workman safety within excavations is the sole responsibility of the contractor.

15.0 CONSTRUCTION RELATED SERVICES

We recommend the owner retain UES to provide inspection services during the site preparation procedures for confirmation of the adequacy of the earthwork operations. Field tests and observations include verification of foundation and pavement subgrades by monitoring earthwork operations and performing quality assurance tests of the placement of compacted structural fill courses.

The geotechnical engineering design does not end with the advertisement of the construction documents. The design is an on-going process throughout construction. Because of our familiarity with the site conditions and the intent of the engineering design, we are most qualified to address site problems or construction changes, which may arise during construction, in a timely and cost-effective manner.

16.0 LIMITATIONS

This report has been prepared for the exclusive use of *Circle K Florida* and other designated members of their design/construction team associated with the proposed construction for the specific project discussed in this report. No other site or project facilities should be designed using the soil information contained in this report. As such, UES will not be responsible for the performance of any other site improvement designed using the data in this report.

This report should not be relied upon for final design recommendations or professional opinions by unauthorized third parties without the expressed written consent of UES. Unauthorized third parties that rely upon the information contained herein without the expressed written consent of UES assume all risk and liability for such reliance.

The recommendations submitted in this report are based upon the data obtained from the soil borings performed at the locations indicated on the Boring Location Plan and from other information as referenced. This report does not reflect any variations which may occur between the boring locations. The nature and extent of such variations may not become evident until the course of construction. If variations become evident, it will then be necessary for a re-evaluation of the recommendations of this report after performing on-site observations during the construction period and noting the characteristics of the variations.

Borings for a typical geotechnical report are widely spaced and generally not sufficient for reliably detecting the presence of isolated, anomalous surface or subsurface conditions, or reliably estimating unsuitable or suitable material quantities. Accordingly, UES does not recommend relying on our boring information for estimation of material quantities unless our contracted services *specifically* include sufficient exploration for such purpose(s) and within the report we so state that the level of exploration provided should be sufficient to detect anomalous conditions or estimate such quantities. Therefore, UES will not be responsible for any extrapolation or use of our data by others beyond the purpose(s) for which it is applicable or intended.

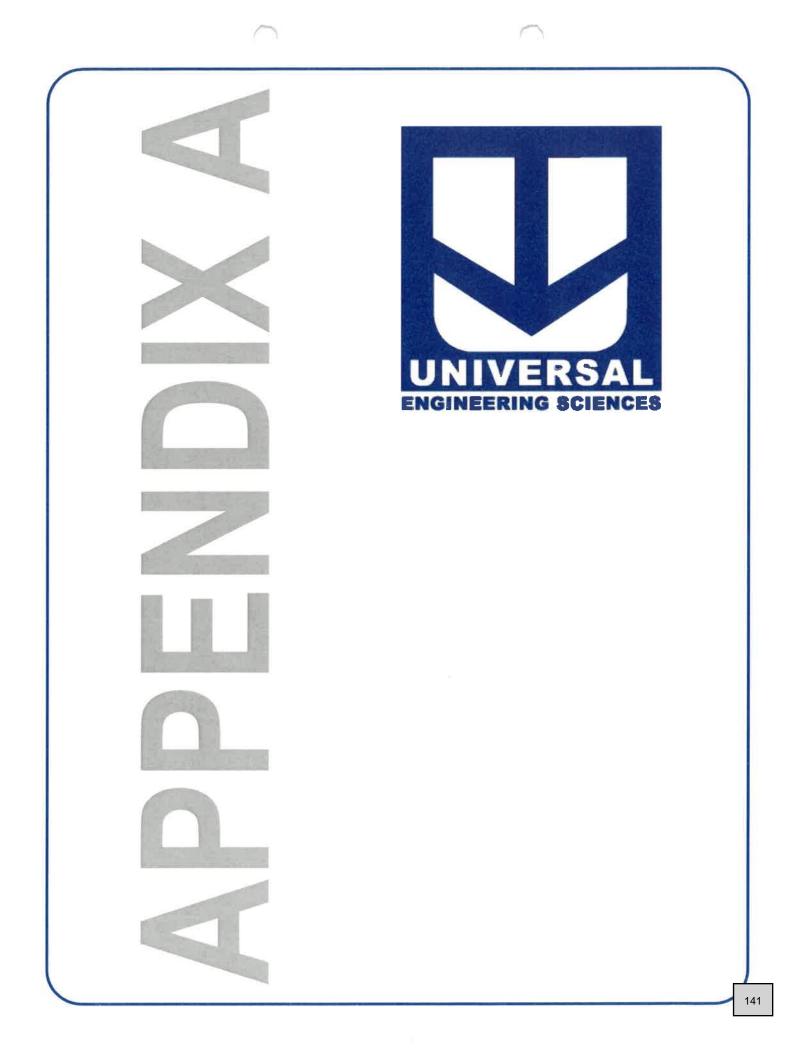
All users of this report are cautioned that there was no requirement for UES to attempt to locate any man-made buried objects or identify any other potentially hazardous conditions that may exist at the site during the course of this exploration. Therefore, no attempt was made by UES to locate

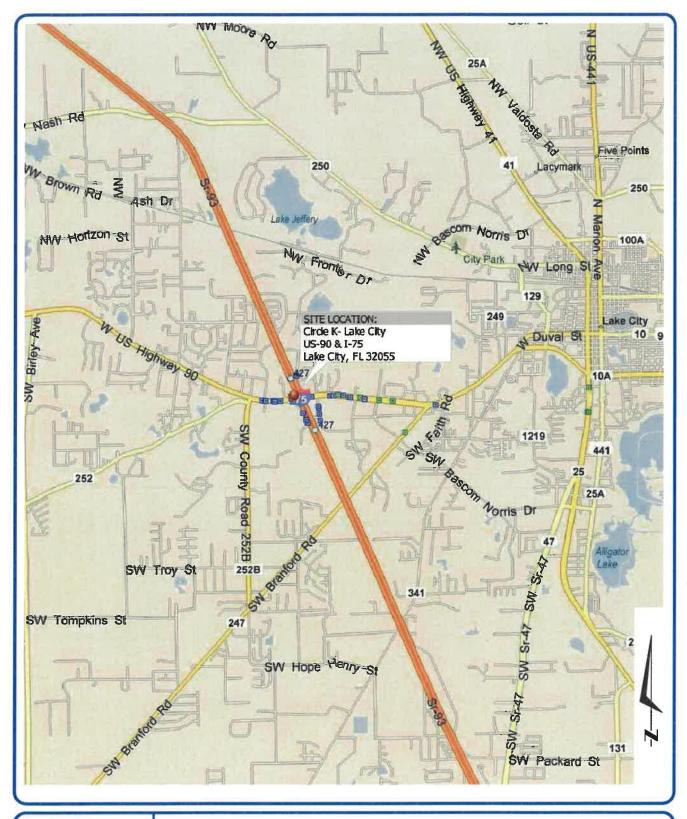
or identify such concerns. UES cannot be responsible for any buried man-made objects or environmental hazards which may be subsequently encountered during construction that are not discussed within the text of this report. We can provide this service if requested.

During the early stages of most construction projects, geotechnical issues not addressed in this report may arise. Because of the natural limitations inherent in working with the subsurface, it is not possible for a geotechnical engineer to predict and address all possible problems. A Geotechnical Business Council (GBC) publication, "Important Information About This Geotechnical Engineering Report" appears in Appendix C, and will help explain the nature of geotechnical issues.

Further, we present documents in Appendix C: Constraints and Restrictions, to bring to your attention the potential concerns and the basic limitations of a typical geotechnical report.

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CIRCLE K - LAKE CITY US HIGHWAY 90 & I-75 LAKE CITY, COLUMBIA COUNTY, FLORIDA

| UNIVERSAL Engineering sciences | SITE LOCATION MAP | | | | |
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| | CLIENT: CIRCLE K STORES, INC | | DRAWN BY: SC | DATE: SEP. 8, 2021 | |
| | SCALE: | PROJECT NO: 0730,2100190 | REVIEWED BY: VD | APPENDIX: A | |
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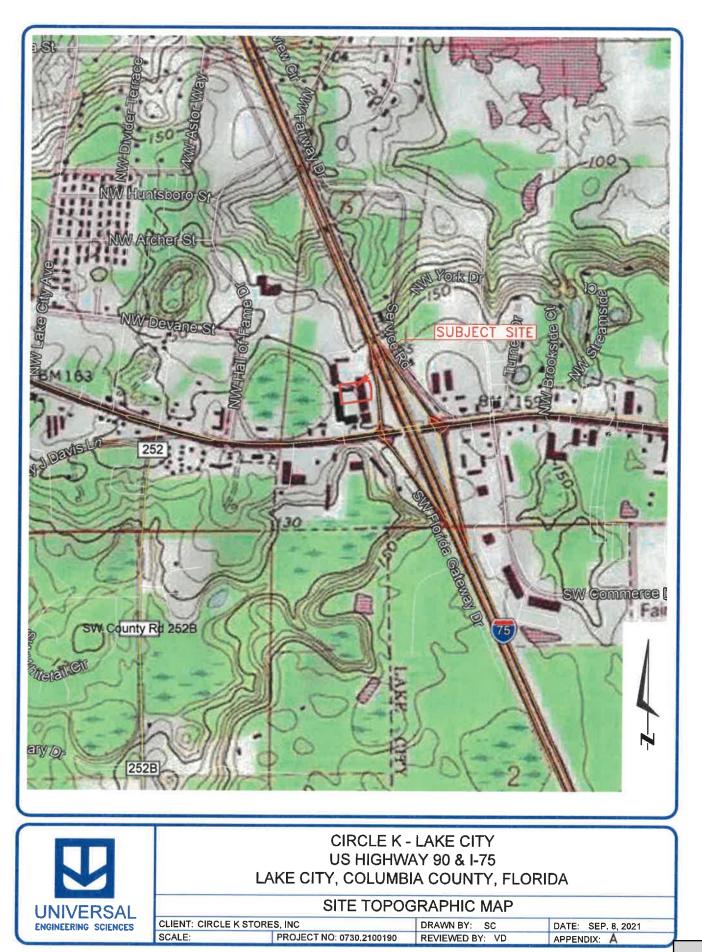
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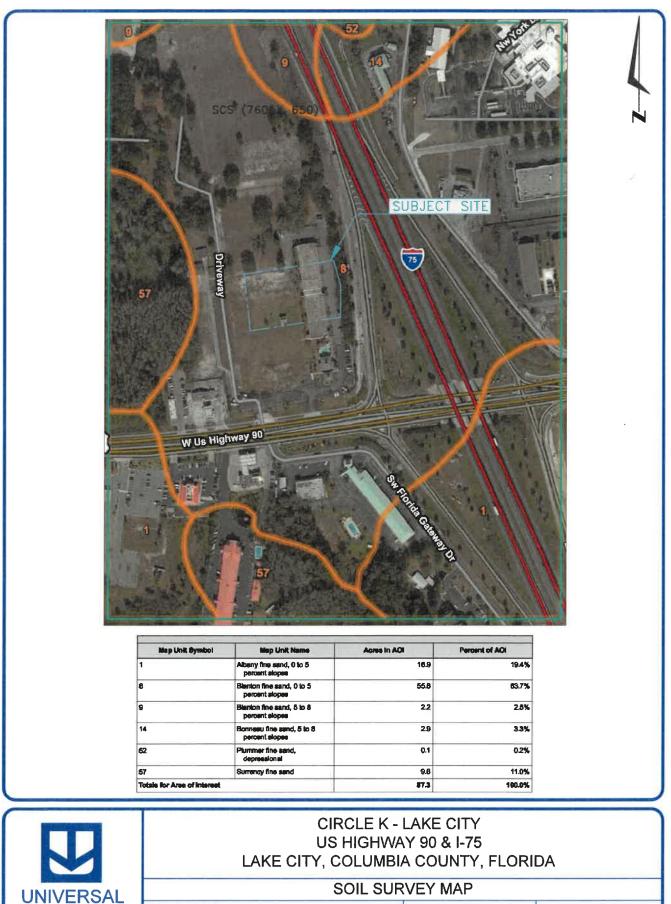




CIRCLE K - LAKE CITY US HIGHWAY 90 & I-75 LAKE CITY, COLUMBIA COUNTY, FLORIDA

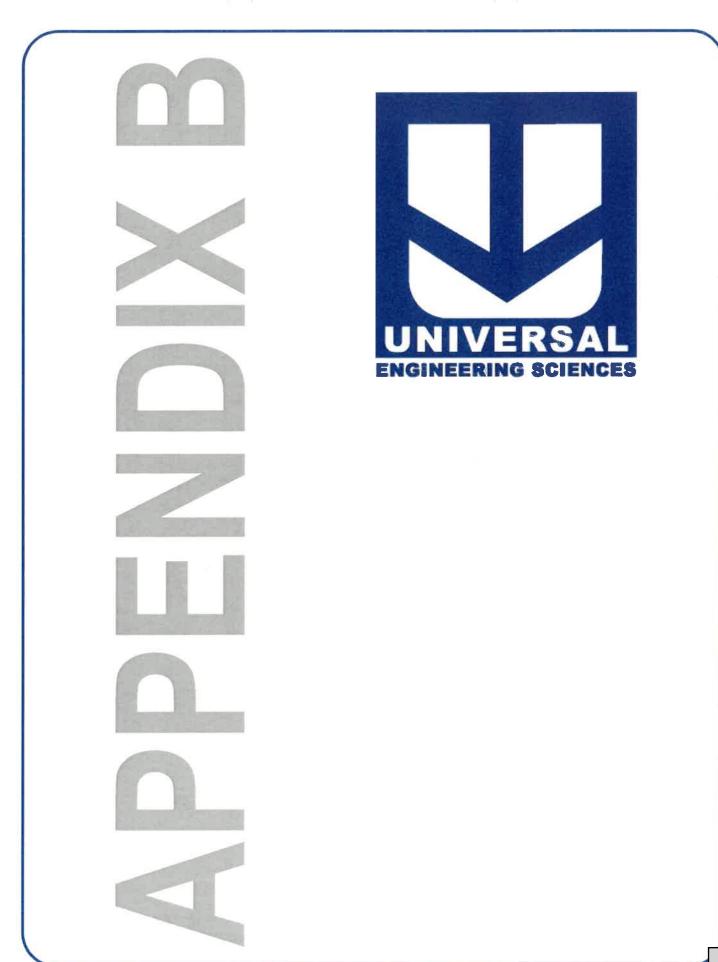
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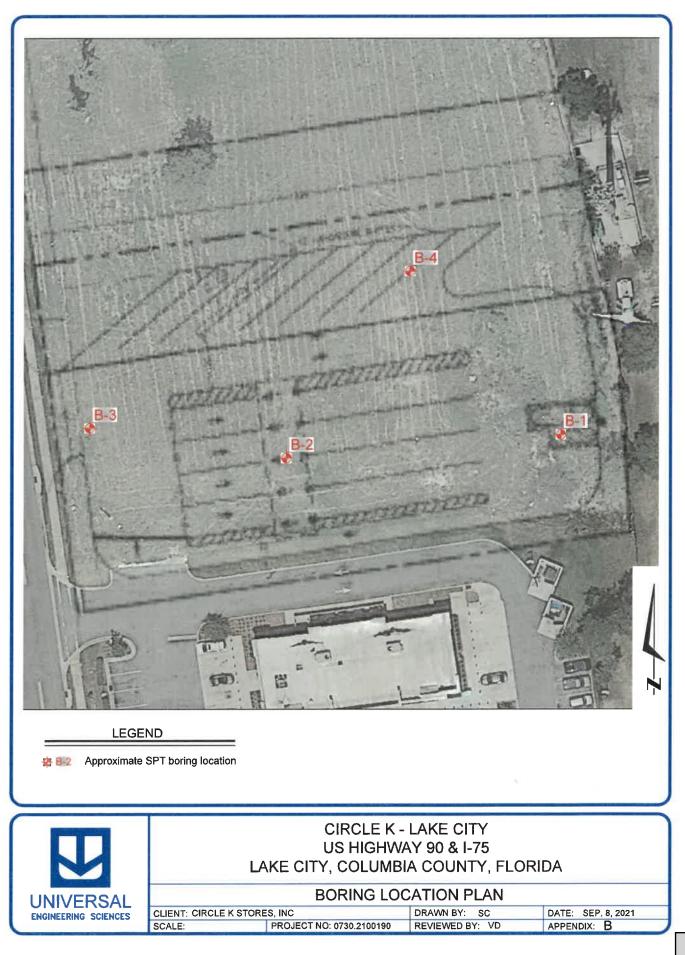




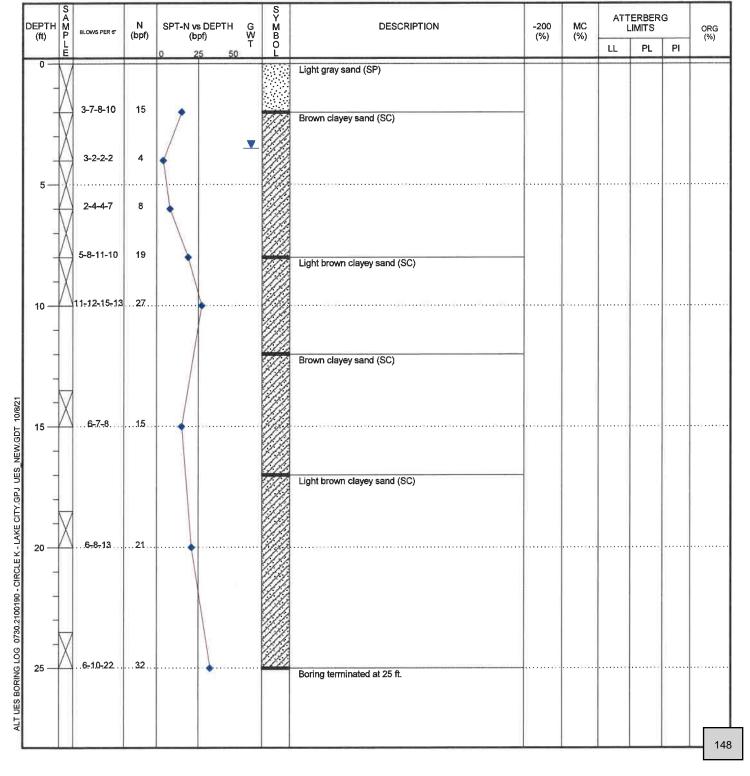
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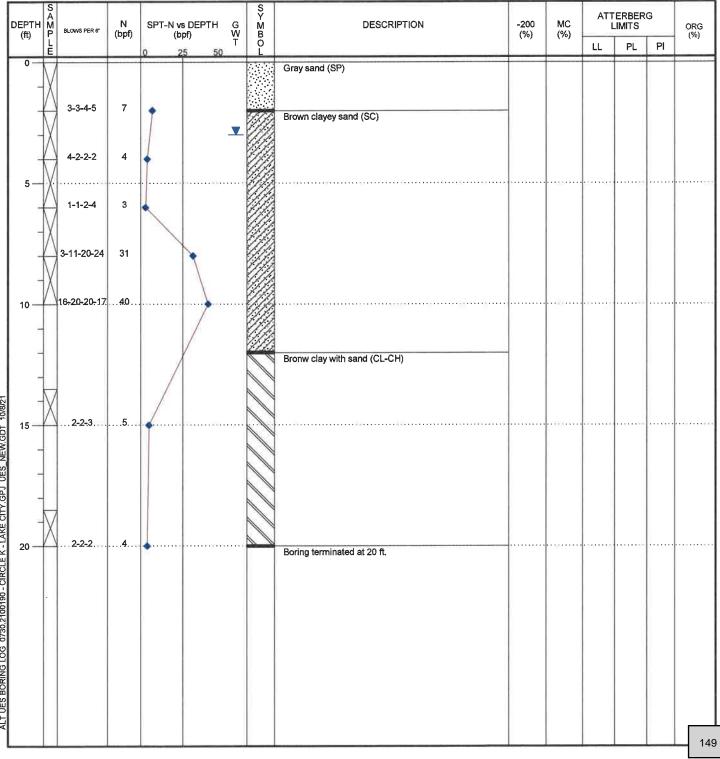




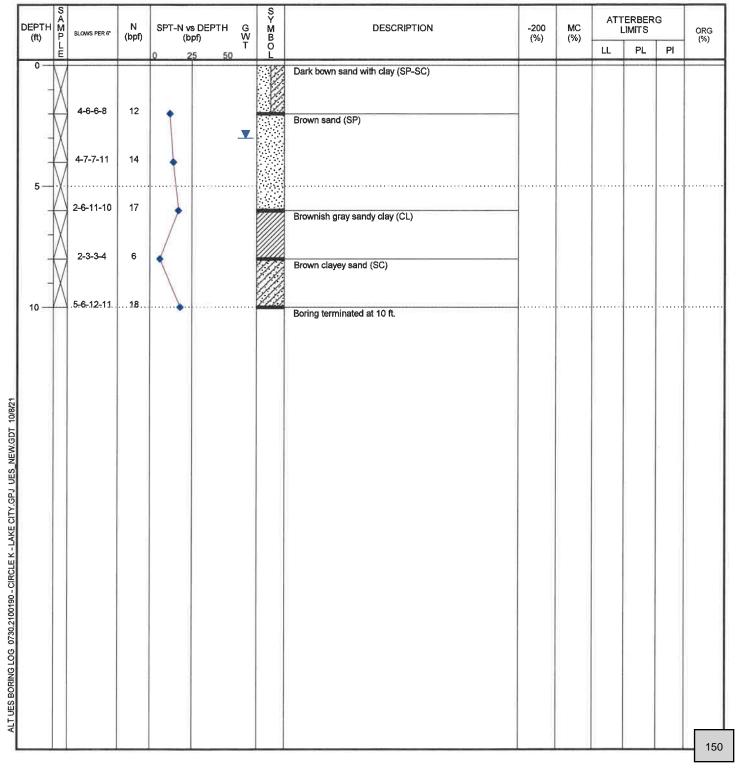
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| | 9802 Palm River Road Tampa, Florida 33619 | BORING LOG | APPENDIX: | | | |
| | (813) 740-8506 | | PAGE: 1 | | | |
| PROJECT: | Circle K - Lake City US Highway 90 & 1-75 Lake City, Columbia County, Florida | BORING DESIGNATION: B- SECTION: TOWNS | | 1 | | |
| ENGINEER: | Veronica De Freitas, P.E. | ELEVATION: | DATE STARTED: 9/30/2021 | 1 | | |
| CLIENT: | Circle K Store, Inc | WATER TABLE (ft): 3.5 | DATE FINISHED: 9/30/2021 | | | |
| LOCATION: | SEE BORING LOCATION PLAN | DATE OF READING: 9/30/2021 | DRILLED BY: Universal | l Engineering | | |
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| | DEPTH (ft) | S A M P | BLOWS PER 6" | N (bpf) | SPT-N vs DEPTH (bpf) | G W T | S Y B O | DESCRIPTION | -200 (%) | MC (%) | ATT L | ERBER(IMITS | 3 | ORG (%) |
|--|----------------|------------------|----------------------------|------------|-------------------------|-------------|------------------|--|-------------|-----------|----------|-----------------|----|------------|
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| | 0 | | 4-7-8-6 3-5-6-11 | 15 11 | Ţ | ¥ | | Light gray sand (SP) Brown clayey sand (SC) | | | | | | |
| | 5 | | 2-3-12-11 | 15 | ł | | | Brownish orange sand with clay (SP-SC) | | | 2 | | | |
| | - - 10 — | | 4-6-10-10 | 16 26 | | fr. | | Boring terminated at 10 ft. | | | | | | |
| ALT UES BORING LOG 0730.2100190 - CIRCLE K - LAKE CITY.GPJ UES_NEW.GDT 10/8/21 | | | | | | | | | | | | | | 151 |



SYMBOLS AND ABBREVIATIONS

KEY TO BORING LOGS

UNIFIED SOIL CLASSIFICATION SYSTEM

| <u>SYMBOL</u> | DESCRIPTION |
|----------------|--|
| N-Value | No. of Blows of a 140-lb. Weight Falling 30 Inches Required to Drive a Standard Spoon 1 Foot |
| WOR | Weight of Drill Rods |
| WOH | Weight of Drill Rods and Hammer |
| | Sample from Auger Cuttings |
| \square | Standard Penetration Test Sample |
| | Thin-wall Shelby Tube Sample (Undisturbed Sampler Used) |
| RQD | Rock Quality Designation |
| | Stabilized Groundwater Level |
| \square | Seasonal High Groundwater Level (also referred to as the W.S.W.T.) |
| NE | Not Encountered |
| GNE | Groundwater Not Encountered |
| BT | Boring Terminated |
| -200 (%) | Fines Content or % Passing No. 200 Sieve |
| MC (%) | Moisture Content |
| LL | Liquid Limit (Atterberg Limits Test) |
| PI | Plasticity Index (Atterberg Limits Test) |
| NP | Non-Plastic (Atterberg Limits Test) |
| к | Coefficient of Permeability |
| Org. Cont. | Organic Content |
| G.S. Elevation | Ground Surface Elevation |

RELATIVE DENSITY (Sands and Gravels) Very loose – Less than 4 Blow/Foot Loose – 4 to 10 Blows/Foot Medium Dense – 11 to 30 Blows/Foot Dense – 31 to 50 Blows/Foot Very Dense – More than 50 Blows/Foot CONSISTENCY

(Sitts and Clays) Very Soft – Less than 2 Blows/Foot Soft – 2 to 4 Blows/Foot Firm – 5 to 8 Blows/Foot Stiff – 9 to 15 Blows/Foot Very Stiff – 16 to 30 Blows/Foot Hard – More than 30 Blows/Foot

RELATIVE HARDNESS

(Limestone) Soft – 100 Blows for more than 2 Inches Hard – 100 Blows for less than 2 Inches

| | | SIONS | GROUP SYMBOLS | TYPICAL NAMES |
|--|-------------------------------|---------------------------------|------------------|--|
| eve* | GRAVELS | CLEAN | GW | Well-graded gravels and gravel- sand mixtures, little or no fines |
| COARSE GRAINED SOILS More than 50% retained on the No. 200 sieve* | 50% or more of coarse | GRAVELS | GP | Poorly graded gravels and gravel-sand mixtures, little or no fines |
| SOIL No. | fraction retained on | GRAVELS | GM | Silty gravels and gravel-sand- silt mixtures |
| AINED d on th | No. 4 sieve | WITH FINES | GC | Clayey gravels and gravel- sand-clay mixtures |
| E GR | SANDS | CLEAN SANDS 5% or less | SW** | Well-graded sands and gravelly sands, little or no fines |
| OARS 50% r | More than 50% of coarse | passing No. 200 sieve | SP** | Poorly graded sands and gravelly sands, little or no fines |
| e than | fraction passes No. | SANDS with 12% or more | SM** | Silty sands, sand-silt mixtures |
| More | 4 sieve | passing No. 200 sieve | SC** | Clayey sands, sand-clay mixtures |
| | | | ML | Inorganic silts, very fine sands, rock flour, silty or clayey fine sands |
| s 00 sieve | Liqu | ND CLAYS id limit or less | CL | Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays |
| SIOLS No. 21 | | | OL | Organic silts and organic silty clays of low plasticity |
| FINE-GRAINED SIOLS 50% or more passes the No. 200 sieve* | | | мн | Inorganic silts, micaceous or diamicaceous fine sands or silts, elastic silts |
| FINE-G more pa | Liqu | SILTS AND CLAYS Liquid limit | | Inorganic clays or clays of high plasticity, fat clays |
| 50% or | greater | than 50% | он | Organic clays of medium to high plasticity |
| | | ial passing the | PT | Peat, muck and other highly organic soils |

*Based on the material passing the 3-inch (75 mm) sieve ** Use dual symbol (such as SP-SM and SP-SC) for soils with more than 5% but less than 12% passing the No. 200 sieve

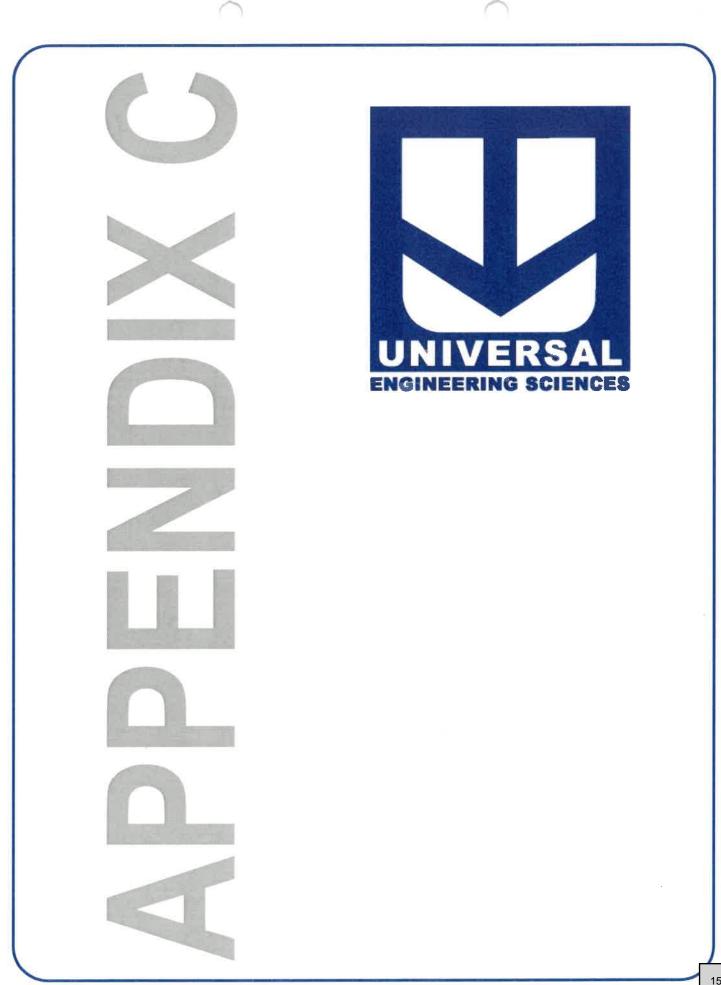
MODIFIERS

These modifiers Provide Our Estimate of the Amount of Minor Constituents (Silt or Clay Size Particles) in the Soil Sample Trace – 5% or less With Silt or With Clay – 6% to 11% Silty or Clayey – 12% to 30% Very Silty or Very Clayey – 31% to 50%

These Modifiers Provide Our Estimate of the Amount of Organic Components in the Soil Sample Trace – Less than 3%

Few – 3% to 4% Some – 5% to 8% Many – Greater than 8%

These Modifiers Provide Our Estimate of the Amount of Other Components (Shell, Gravel, Etc.) in the Soil Sample Trace – 5% or less Few – 6% to 12% Some – 13% to 30% Many – 31% to 50%



Important Information about This Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical-engineering study conducted for a civil engineer may not fulfill the needs of a constructor — a construction contractor — or even another civil engineer. Because each geotechnical- engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client. No one except you should rely on this geotechnical-engineering report without first conferring with the geotechnical engineer who prepared it. *And no one* — *not even you* — should apply this report for any purpose or project except the one originally contemplated.

Read the Full Report

Serious problems have occurred because those relying on a geotechnical-engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

Geotechnical Engineers Base Each Report on a Unique Set of Project-Specific Factors

Geotechnical engineers consider many unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk-management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical-engineering report that was:

- not prepared for you;
- not prepared for your project;
- not prepared for the specific site explored; or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical-engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a lightindustrial plant to a refrigerated warehouse;
- the elevation, configuration, location, orientation, or weight of the proposed structure;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an

assessment of their impact. Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.

Subsurface Conditions Can Change

A geotechnical-engineering report is based on conditions that existed at the time the geotechnical engineer performed the study. Do not rely on a geotechnical-engineering report whose adequacy may have been affected by: the passage of time; man-made events, such as construction on or adjacent to the site; or natural events, such as floods, droughts, earthquakes, or groundwater fluctuations. Contact the geotechnical engineer before applying this report to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ — sometimes significantly — from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide geotechnical-construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are Not Final

Do not overrely on the confirmation-dependent recommendations included in your report. Confirmationdependent recommendations are not final, because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations only by observing actual subsurface conditions revealed during construction. The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's confirmation-dependent recommendations if that engineer does not perform the geotechnical-construction observation required to confirm the recommendations' applicability.

A Geotechnical-Engineering Report Is Subject to Misinterpretation

Other design-team members' misinterpretation of geotechnical-engineering reports has resulted in costly

problems. Confront that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Constructors can also misinterpret a geotechnical-engineering report. Confront that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing geotechnical construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical-engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make constructors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give constructors the complete geotechnical-engineering report, but preface it with a clearly written letter of transmittal. In that letter, advise constructors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/ or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. Be sure constructors have sufficient time to perform additional study. Only then might you be in a position to give constructors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and constructors fail to recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely*. Ask questions. Your geotechnical engineer should respond fully and frankly.

Environmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform an *environmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnicalengineering report does not usually relate any environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures*. If you have not yet obtained your own environmental information, ask your geotechnical consultant for risk-management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold-prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, many mold- prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical- engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.

Rely, on Your GBC-Member Geotechnical Engineer for Additional Assistance

Membership in the Geotechnical Business Council of the Geoprofessional Business Association exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project. Confer with you GBC-Member geotechnical engineer for more information.



8811 Colesville Road/Suite G106, Silver Spring, MD 20910
Telephone: 301/565-2733 Facsimile: 301/589-2017
e-mail: info@geoprofessional.org www.geoprofessional.org

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CONSTRAINTS & RESTRICTIONS

The intent of this document is to bring to your attention the potential concerns and the basic limitations of a typical geotechnical report.

WARRANTY

Universal Engineering Sciences has prepared this report for our client for his exclusive use, in accordance with generally accepted soil and foundation engineering practices, and makes no other warranty either expressed or implied as to the professional advice provided in the report.

UNANTICIPATED SOIL CONDITIONS

The analysis and recommendations submitted in this report are based upon the data obtained from soil borings performed at the locations indicated on the Boring Location Plan. This report does not reflect any variations which may occur between these borings.

The nature and extent of variations between borings may not become known until excavation begins. If variations appear, we may have to re-evaluate our recommendations after performing on-site observations and noting the characteristics of any variations.

CHANGED CONDITIONS

We recommend that the specifications for the project require that the contractor immediately notify Universal Engineering Sciences, as well as the owner, when subsurface conditions are encountered that are different from those present in this report.

No claim by the contractor for any conditions differing from those anticipated in the plans, specifications, and those found in this report, should be allowed unless the contractor notifies the owner and Universal Engineering Sciences of such changed conditions. Further, we recommend that all foundation work and site improvements be observed by a representative of Universal Engineering Sciences to monitor field conditions and changes, to verify design assumptions and to evaluate and recommend any appropriate modifications to this report.

MISINTERPRETATION OF SOIL ENGINEERING REPORT

Universal Engineering Sciences is responsible for the conclusions and opinions contained within this report based upon the data relating only to the specific project and location discussed herein. If the conclusions or recommendations based upon the data presented are made by others, those conclusions or recommendations are not the responsibility of Universal Engineering Sciences.

CHANGED STRUCTURE OR LOCATION

This report was prepared in order to aid in the evaluation of this project and to assist the architect or engineer in the design of this project. If any changes in the design or location of the structure as outlined in this report are planned, or if any structures are included or added that are not discussed in the report, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and the conclusions modified or approved by Universal Engineering Sciences.

USE OF REPORT BY BIDDERS

Bidders who are examining the report prior to submission of a bid are cautioned that this report was prepared as an aid to the designers of the project and it may affect actual construction operations.

Bidders are urged to make their own soil borings, test pits, test caissons or other investigations to determine those conditions that may affect construction operations. Universal Engineering Sciences cannot be responsible for any interpretations made from this report or the attached boring logs with regard to their adequacy in reflecting subsurface conditions which will affect construction operations.

STRATA CHANGES

Strata changes are indicated by a definite line on the boring logs which accompany this report. However, the actual change in the ground may be more gradual. Where changes occur between soil samples, the location of the change must necessarily be estimated using all available information and may not be shown at the exact depth.

OBSERVATIONS DURING DRILLING

Attempts are made to detect and/or identify occurrences during drilling and sampling, such as: water level, boulders, zones of lost circulation, relative ease or resistance to drilling progress, unusual sample recovery, variation of driving resistance, obstructions, etc.; however, lack of mention does not preclude their presence.

WATER LEVELS

Water level readings have been made in the drill holes during drilling and they indicate normally occurring conditions. Water levels may not have been stabilized at the last reading. This data has been reviewed and interpretations made in this report. However, it must be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, tides, and other factors not evident at the time measurements were made and reported. Since the probability of such variations is anticipated, design drawings and specifications should accommodate such possibilities and construction planning should be based upon such assumptions of variations.

LOCATION OF BURIED OBJECTS

All users of this report are cautioned that there was no requirement for Universal Engineering Sciences to attempt to locate any man-made buried objects during the course of this exploration and that no attempt was made by Universal Engineering Sciences to locate any such buried objects. Universal Engineering Sciences cannot be responsible for any buried man-made objects which are subsequently encountered during construction that are not discussed within the text of this report.

TIME

This report reflects the soil conditions at the time of exploration. If the report is not used in a reasonable amount of time, significant changes to the site may occur and additional reviews may be required.





December 18, 2023

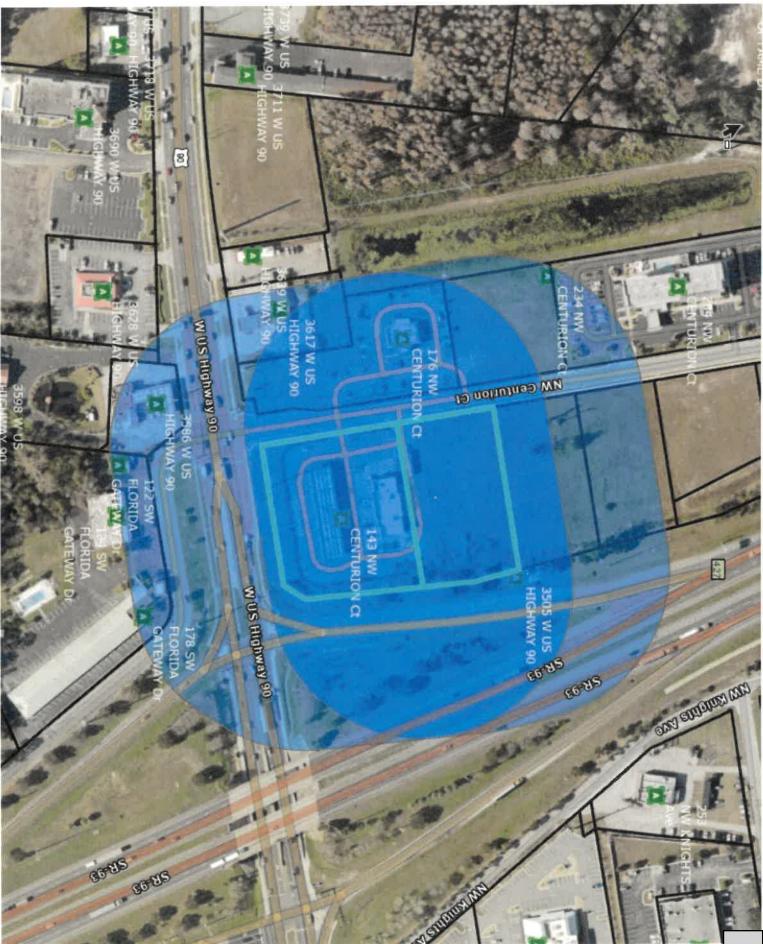
To Whom it May Concern

On January 10, 2024, the Planning and Zoning Board will be having a Special Called Planning and Zoning hearing at 5:30pm, at 205 N. Marion Ave., Lake City, FL 32025. At this hearing the Planning and Zoning Board will be hearing petition SPR22-15, a site plan review for the expansion of the existing Circle K for the property located on parcels 35-3S-16-02524-001 and 35-3S-16-02524-102. The hearing on January 17, 2024 will only be held as a continuation if needed due to the length of the hearing on January 10, 2024.

If you have any questions or concerns please call 386-752-2031 ext. 820 or email growthmanagement@lcfla.com.

Robert Angelo

Planning and Zoning Tech . City of Lake City



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| ELID ZIP CODE | 32055 UTILITY ADDRESS | 09 32055 657 W MINTON DRIVE, TEMPE, AZ, 85282 | 01 32055 PROPOSED SITE | 08 32055 UTILITY ADDRESS | 07 32055 3696 W US HWY 90, LAKE CITY, FL 32055 | 00 32055 6867 SOUTH POINT DR N STE 101, JACKSONVILLE, FL 32216 | 08 32055 105 TALLAPOOSA ST, MONTGOMERY, AL, 36104 | 03 32055 105 TALLAPOOSA ST, MONTGOMERY, AL, 36104 | 00 32055 8111 SMTHS MILL ROAD, NEW ALBANY, OH, 43054 | 00 32055 3586 W US HIGHWAY 90, LAKE CITY, FL 32055 | 00 32055 178 SW FLORIDA GATEWAY DR, LAKE CITY, FL 32024 | 00 32055 178 SW FLORIDA GATEWAY DR, LAKE CITY, FL 32024 | 00 32055 178 SW FLORIDA GATEWAY DR, LAKE CITY, FL 32024 | |
|----------------|-----------------------|---|------------------------|--------------------------|--|--|---|---|--|--|---|---|---|--|
| City PARCEL ID | | 02524-009 | 02524-001 | 02524-008 | 02524-007 | 02534-000 | 02524-008 | 02524-103 | 02537-000 | 02541-000 | 02543-000 | 02543-000 | 02543-000 | |
| | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | LAKE CITY | |
| Full Address | 3505 W US HIGHWAY 90 | 176 NW CENTURION Ct | 143 NW CENTURION Ct | 234 NW CENTURION Ct | 284 NW CENTURION CT | 3617 W US HIGHWAY 90 | 228 NW CENTURION CT | 211 NW CENTURION CT | 3628 W US HIGHWAY 90 | 3586 W US HIGHWAY 90 | 122 SW FLORIDA GATEWAY DR | 134 SW FLORIDA GATEWAY DR | 178 SW FLORIDA GATEWAY DR | |





NOTICE OF PUBLIC HEARING CITY OF LAKE CITY SPECIAL CALLED PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a hearing on Wednesday, January 10, 2024 at 5:30 PM and Wednesday, January 17, 2024. The hearing on January 17, 2024 will only be held as a continuation, if needed due to length on the hearing on January 10, 2024.

Agenda items-

1. SPR22-15, a petition submitted by Jarod Stubbs, as agent for Daniel Hotte of GWC Development Partners, LLC, owner, for a site plan review application for a property located in the commercial highway interchange zoning district. Parcels 35-3S-16-02524-001 and 35-3S-16-02524-102.

Hearing Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at: https://www.youtube.com/c/CityofLakeCity

Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this hearing should contact the City Manager's Office at (386) 719-5768.

Robert Angelo, Planning and Zoning Tech.

Robert Angelo, Planning and Zoning Tech. hearing on January 17, 2024 will only be held as a continuation, if needed due to length on **THIS SERVES AS PUBLIC NOTICE** the Planning and Zoning Board will hold a hearing on Wednesday, January 10, 2024 at 5:30 PM and Wednesday, January 17, 2024. The decides to appeal any decision made by the City with respect to any matter considered Development Partners, LLC, owner, for a site plan review application for a property located in the commercial highway interchange zoning district. Parcels 35-3S-16-02524-001, 35-3S-16-02524-102, and 35-3S-16-02524-111 Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person proceedings is made, which record includes the testimony and evidence upon which 1. SPR22-15, a petition submitted by Jarod Stubbs, as agent for Daniel Hotte of GWC SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing Hearing Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055. that, for such purpose, he or she may need to ensure that a verbatim record of the at its meetings or hearings, he or she will need a record of the proceedings, and special accommodations to participate in this hearing should contact the City SPECIAL CALLED PLANNING AND ZONING BOARD Members of the public may also view the meeting on our YouTube channel at: NOTICE OF PUBLIC HEARING **CITY OF LAKE CITY** https://www.youtube.com/c/CityofLakeCity Manager's Office at (386) 719-5768. the hearing on January 10, 2024. the appeal is to be based. Agenda items-

Angelo, Robert

| From: | LCR-Classifieds <classifieds@lakecityreporter.com></classifieds@lakecityreporter.com> |
|----------|--|
| Sent: | Tuesday, December 19, 2023 4:52 PM |
| То: | Angelo, Robert |
| Subject: | RE: 76227 RE: Special Called Planning and Zoning Hearing for 01-10-2024 and 01-17-2024 |

Confirmed

Thank you

Kym Harrison • 386-754-0401

Lake City Reporter • Currents Magazine • HomeSeller Magazine 1086 SW Main Blvd. Suite 103, Lake City, FL 32025 Serving Columbia, Suwannee, Hamilton & Lafayette

From: Angelo, Robert <AngeloR@lcfla.com> Sent: Tuesday, December 19, 2023 4:50 PM To: LCR-Classifieds <classifieds@lakecityreporter.com> Subject: RE: 76227 RE: Special Called Planning and Zoning Hearing for 01-10-2024 and 01-17-2024

Looks good.

Thank You Robert Angelo City of Lake City Growth Management growthmanagement@lcfla.com 386-719-5820



PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City officials regarding City business are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

From: LCR-Classifieds <<u>classifieds@lakecityreporter.com</u>> Sent: Tuesday, December 19, 2023 4:37 PM To: Angelo, Robert <<u>AngeloR@lcfla.com</u>> Subject: 76227 RE: Special Called Planning and Zoning Hearing for 01-10-2024 and 01-17-2024

Hi Robert! Proof attached for approval 3x14.75 \$235.13

Thank you

Kym Harrison • 386-754-0401

Lake City Reporter • Currents Magazine • HomeSeller Magazine 1086 SW Main Blvd. Suite 103, Lake City, FL 32025 Serving Columbia, Suwannee, Hamilton & Lafayette

From: Angelo, Robert <<u>AngeloR@lcfla.com</u>> Sent: Tuesday, December 19, 2023 3:52 PM To: LCR-Classifieds <<u>classifieds@lakecityreporter.com</u>> Subject: Special Called Planning and Zoning Hearing for 01-10-2024 and 01-17-2024

Kym

Please publish this ad in the body of the paper as a display ad in the December 27, 2023 paper.

Thank You Robert Angelo City of Lake City Growth Management growthmanagement@lcfla.com 386-719-5820



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CITY OF LAKE CITY NOTICE LAND USE ACTION

A PUBLIC HEARING IS SCHEDULED TO CONSIDER A REQUEST FOR:

SPR22-15, a petition by Jarod Stubbs. as agent, for Daniel Hotte of GWC Development Partners, LLC, owner to request a Site Plan Review approval to be granted as provided for in Section 4.15 of the Land Development Regulations, to get approval on site plan for Expansion of Circle K for a property located in the Commercial Highway Interchange zoning district, in accordance with the submittal of the petition dated April 1, 2022, to be located on parcels 35-3S-16-02524-001 and 35-3S-16-02524-102.

| WHEN: | January 10, 2023 5:30 p.m. January 17, 2023 (only if needed due to length of hearing on January 10, 2023) 5:30pm |
|--------|---|
| WHERE: | City Council Meeting Room, Second Floor, City Hall, located at 205 North Marion Avenue, Lake City, Florida. Members of the public may also view the meeting on our YouTube channel at: https://www.youtube.com/c/CityofLakeCity. |

Copies of the site plan review application are available for public inspection by contacting the Office of Growth Management at growthmanagement@lcfla.com or by calling 386.719.5820.

At the aforementioned public hearing, all interested parties may be heard with respect to the Site Plan Review.

FOR MORE INFORMATION CONTACT ROBERT ANGELO PLANNING & ZONING TECHNICIAN AT 386.719.5820



PUBLIC NOTICE

NOTICE OF PUBLIC HEARING CITY OF LAKE CITY SPECIAL CALLED PLANNING AND ZONING BOARD

THIS SERVES AS PUBLIC NOTICE the Planning and Zoning Board will hold a hearing on Wednesday, January 10, 2024 at 5:30 PM and Wednesday, January 17, 2024. The hearing on January 17, 2024 will only be held as a continuation, if needed due to length on the hearing on January 10, 2024.

Agenda items-

1. SPR22-15, a petition submitted by Jarod Stubbs, as agent for Daniel Hotte of GWC Development Partners, LLC, owner, for a site plan review application for a property located in the commercial highway interchange zoning district. Parcels 35-3S-16-02524-001 and 35-3S-16-02524-102.

Hearing Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

Members of the public may also view the meeting on our YouTube channel at: https://www.youtube.com/c/CityofLakeCity

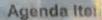
Pursuant to 286.0105, Florida Statutes, the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this hearing should contact the City Manager's Office at (386) 719-5768.

Robert Angelo, Planning and Zoning Tech.

SPECIAL CALLED & ANNING AND ZONING BOALD

THIS SEI a hearing on January 17, 1 continuation, ICE the Planning a Inesday, January 10, 2024 at 5:30 F The hearing on January 17, 2024 wh eded due to length on the hearing on Ja



 SPR2.41, a petition submitted by Jarod Stubbs, as agent for Daniel Hote of GWC Development Partners, LLC, owner, for a site plan review application for a property located in the commercial highway interchange zoning district. Parcels 35-35-16-02524-001 and 35-35-16-02524-102.

Hearing Location: City Council Chambers located on the 2nd Floor of City Hall at 205 North Marion Avenue, Lake City, FL 32055.

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SPECIAL REQUIREMENTS: Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in this hearing should contact the City Manager's Office at (386) 719-5768.

Robert Angelo, Planning and Zoning Tech.

BURR ··· FORMAN

results matter

R. Rainey mrainey@burr.com Direct Dial: (813) 367-5761

One Tampa City Center, Suite 3200 201 North Franklin Street Tampa, FL 33602

> Office (813) 221-2626 Fax (813) 221-7335

> > BURR.COM

December 18, 2023

Lake City, Florida Planning and Zoning Board 205 N. Marion Avenue Lake City, FL 32055

Re: Application No. SPR 22-15 Owner - GWC Development Partners, LLC ("GWC") Tenant/Operator - Circle K Stores, Inc. ("Circle K") Location - Lot 2 Gateway Crossings (143 NW Centurion Court)

To the Lake City, Florida Planning and Zoning Board:

Our law firm represents Circle K Stores Inc., and for purposes of these proceedings will also be representing the interests of GWC Development Partners, LLC. This memorandum is provided in advance of a specially set hearing scheduled before the Lake City Planning and Zoning Board ("P&Z") for Wednesday, January 10, 2024, and Wednesday, January 17, 2024. The general overview of what this proceeding concerns is as follows:

 Circle K seeks to expand its existing location at U.S. Hwy. 90 and I-75, to provided high speed diesel ("HSD") fueling in addition to its existing gasoline fueling and convenience store operations. The HSD facility will have three bays and three diesel pumps. It is not, nor is it intended to be, a "truck stop," which is defined in the Lake City LDR (Sec 2.1, Pg 2-23) as follows:

"A truck stop is an establishment where the principal use is primarily the refueling and servicing of trucks and tractor trailer rigs. Such establishments and may have restaurants or snack bars and sleeping accommodations for the drivers of such over-the-road equipment and may provide facilities for the repair and maintenance of such equipment."

- There will be no restaurant, snack bar, or sleeping accommodations.
- There will be no facilities for repair and servicing of trucks.
- There will be no overnight parking.

- There will only be six parking bays to allow the driver to enter the store for a short period of time for the purchase of goods or the use of restrooms.
- 2) Circle K and GWC have complied with all regulatory and legal requirements throughout the process of applying for and obtaining the original approval of the expanded Circle K development. This includes the necessary approvals of Lake City, Columbia County and the FDOT.
 - The site plan for the expanded HSD facility was unanimously approved by the Lake City Planning and Zoning Board on July 6, 2022.
 - An appeal of the plan was not filed within 30 days following the decision, as required by the LDR.
 - The Construction Permit for the expanded HSD facility was issued <u>February 28,</u> 2023.

The currently scheduled hearing comes before P&Z as a *de novo* rehearing of a Site Plan Application that was approved in favor of GWC ("Owner") and Circle K. ("Tenant" or "Operator") on July 6, 2022, as highlighted above. P&Z approved the Site Plan Application in accordance with the City of Lake City's Land Development Regulations. Copies of the Site Plan Application and P&Z's approval letter are attached as **Exhibits** "A" and "**B**," respectively. Also attached as **Exhibit** "C" is a copy of the June 22, 2022, Review Report submitted by City staff in advance of the hearing, which raised no issue in opposition to the application.

No appeal was taken from the decision by P&Z, which must be filed with City Council within thirty (30) days following the decision at issue. See, LDR 11.1.1 and 11.1.2. Instead, Gateway Hotels, LLC, the "Appellant" in these proceedings, and a neighboring hotel operator in the Gateway Crossings development, waited more than eight (8) months to challenge the P&Z decision by filing a Notice of Appeal with the Lake City, Florida Board of Adjustment challenging the issuance of Circle K's New Commercial Construction Permit, #000046609 (the "Construction Permit") dated February 28, 2023. For procedural reasons discussed in more detail below, the matter is now being presented for a second time to P&Z.

The project in question involves Circle K's expansion of an existing convenience store operation to include a high speed diesel fueling facility ("HSD Facility") consisting of three fueling bays and three diesel pumps, immediately behind and to the north of the existing convenience store. The plan for the project is included with the attached Site Plan Application, **Exhibit "A,"** and is further detailed in the construction Plans attached as **Exhibit "A-1**." A copy of the Construction Permit issued by the City of Lake City is attached as **Exhibit "D."** Appellant has purported to appeal the issuance of this Construction Permit based on the notion that Circle K's expanded convenience store operation amounts to a "Truck Stop" under the applicable LDRs, and requires a "special use" exception under those regulations. The Appellant has repeatedly referred to the Construction Permit (issued February 28, 2023) as a "Development Order," apparently in an effort to extend its appellate rights and gloss over the fact that the appeal was lodged eight months after the substantive decision by P&Z. . It is the position of both GWC and Circle K that the issuance

of the Construction Permit was a ministerial act, meaning a non-discretionary, non-judgmental decision by the City staff, prompted by the approval of Circle K's site plan. The site plan was submitted and approved in accordance with the City's applicable Land Development Regulations. A copy of the Minutes of the July 6, 2022, meeting are attached hereto as **Exhibit "E."**

After issuance of the Construction Permit, and in reliance on the City's land development procedures, Circle K finalized a long term Ground Lease with GWC for the new expansion, and entered into contract with U.S. General Construction, Inc. for the construction of its expansion project. Simply put, the Appellant missed its opportunity to challenge this project as the time for appeal had long since expired, and then attempted to use the issuance of the Construction Permit as way to revive its procedural posture. A plain reading of the 27 page Notice of Appeal reflects a detailed challenge to the Board's July 2022 decision, issues that should have been presented at the public hearing, or at a minimum through a timely appeal of that decision. The permit itself involved no discretionary decision making by the City or any of its boards, but again, was a ministerial act, i.e. a non-discretionary action, that required no decision. In fact, the Appellant acknowledges the site plan approval in its Notice of Appeal, but then argues that there was a modification that was not properly noticed for public hearing. This is a complete "red herring" as there was no material change from the original site plan to the modified version (see attached **Exhibit "F"**) which is included in the Notice of Appeal

In preparing for the upcoming hearing, it appears that the Appellant has been looking at the wrong issue and applicable regulations as they relate to the July 2022 hearing. Appellant has argued since they launched their untimely appeal that a "special use exception" was required for Circle K's HSD Facility, and that the requirements for such an exception were not met. But the reliance on LDR 12.4 is misplaced. This case involves site plan review and approval. Therefore, as a site plan review , as opposed to a "special use exception," no notice was required to be published. The applicable LDR specifically states:

13.11.3 Action on Site and Development Plan. The Land Development Regulation Administrator shall forward the application for site and development plan approval along with any comments or criticisms to the Planning and Zoning Board for consideration. The Planning and Zoning Board shall handle such matters in a public session as part of a previously prepared agenda, however, no public notice and hearing is required. All matters relating to Planning and Zoning Board consideration of site and development plans shall be a public record and approval, approval with conditions, or denial shall require formal action of the Planning and Zoning Board. A petition for a zoning amendment and an application for site and development plan approval shall not be handled concurrently. Rather, an application for site and development plan approval shall be heard only after the applicant has secured the appropriate zoning on the subject parcel. Appeals from decisions of the Planning and Zoning Board as set out in Article 12 of these land development regulations.

Appeals of such decisions are then governed by Article 12 of the LDRs, and the 30 day limitation period is applicable. Thus, we would again submit that this appeal is untimely as filed, and should certainly not be given an opportunity for reconsideration contrary to Lake City's regulations.

For these reasons alone, Circle K and GWC would submit that a rejection or dismissal of the appeal is the appropriate response in this instance. Furthermore, a plain reading of the Site Plan Application filed for GWC on April 1, 2022, reflects a "Proposed use of Property" as a "Circle K gas station and high speed diesel station." There was no reference to a "truck stop" which the Appellant seems intent on arguing, and which is defined by the LDRs and referenced in their Notice of Appeal.

A truck stop is an establishment where the principal use is primarily the refueling and servicing of trucks and tractor trailer rigs. Such establishments may have restaurants or snack bars and sleeping accommodations for the drivers of such over-the-road equipment and may provide facilities for the repair and maintenance of such equipment.

There will be no "servicing of trucks" at this site, there will be no "restaurant or snack bar, "there will be no "sleeping accommodations," and there will be no "repair and maintenance" of trucks. The crux of the issue is that this Appellant is dissatisfied with a substantive decision that the Planning and Zoning Board made in July of 2022. They aren't taking issue with a construction permit, there is no flaw in that piece of paper, except that Appellant argues with the underlying decision that led to its issuance.

Accordingly, as the time for that appeal expired eight months before it was filed, Circle K and GWC would strongly urge dismissal or rejection of the Notice of Appeal and confirmation of the July 2022 site plan approval to be the appropriate remedy in this instance.

Notwithstanding the procedural objections made by GWC and Circle K, and assuming P&Z intends to rehear the application and reconsider the proposed site plan, there a several substantive points that should be highlighted in advance of that presentation. First, an updated Traffic Impact Analysis has been conducted to include current traffic counts and estimates as to the volume impact this expanded facility will have on local traffic. A copy of that analysis is included for your use and convenience with this memorandum as **Exhibit "G."**. As one can see, the impacts to traffic on U.S. Hwy 90 will be minimal and of no appreciable adverse impact. In fact, the expansion of Circle K's facility would likely generate significantly less traffic volume going in and out of NW Centurion Court than the new restaurants (Sonic and Rib Crib), the self-storage facility (U-Haul) or a planned second hotel (on a parcel owned by Gateway Hotels, the "Appellant")). Copies of the concurrency analyses, including trip generation estimates, for Sonic, Rib Crib and U-Haul are attached as **Composite Exhibit "H."**

Circle K had submitted a public records request to the City for copies of any Traffic Impact Analyses for other developments in the Gateway Crossings development. On October 18, 2023, the City produced three Site Plan Applications prepared by JB Pro for U-Haul, Rib Crib and Sonic, and nothing for the Appellant's hotel. All of the applications included a brief Concurrency Impact Analysis, and the Transportation Mobility section of these analyses were all based on the City's Level of Service Standards ("LOS") for traffic impacts. No independent Traffic Impact Analyses were conducted for these other sites. This fact suggests that the other site plan approvals in Gateway Crossing were not put to the same rigorous review that has been required of Circle K. Nevertheless, given the marginal increased traffic that is expected to be added due to the HSD expansion, Circle K and GWC would submit that they have carried the burden of establishing, now twice, that the estimated traffic impacts are insufficient grounds for the denial of this site plan application.

Circle K would also add that the FDOT approved this expansion project, and had expressed no concern in connection with the traffic or drainage impacts. Copies of the Driveway Connection Permit and the Drainage Connection Permit issued by FDOT on or about May 18, 2022, are attached as **Composite Exhibit "I."** Whether the FDOT has changed its position due to communications from the Appellant remains an open issue, but as of the date of this memorandum GWC and Circle K remain in open communication with FDOT concerning the extent and anticipated impact of the proposed HSD facility, and the two permits remain in place.

Gateway Hotels also argues that P&Z somehow failed to apply the design standards from Section 4.2.6 of the LDRs relating to Automotive Service and Self-Service Stations, but fails to state how those standards were violated. The Appellant's position appears to be based on the conclusion that the provision of diesel fuel that can be accessed by a semi-tractor trailer truck eliminates the location's standing as an Automotive Service Station. This convenient argument ignores the fact that the overwhelming majority of traffic at the combined location is anticipated to be automobiles and that the anticipated truck traffic that will be generated will not materially impact the traffic counts already measured at this intersection. The Appellant ignores the key wording in LDR Section 2.1, which defines Automotive Service Station as "**primarily**" for automobiles. That is exactly what this combined location will be after completion of the HSD Facility, which facility will be ancillary to the primary convenience store and gasoline fueling functions.

Gateway Hotels then attacks the proposed expansion as a "special use" (a Truck Stop) requiring a "special exception" under the LDRs for construction of the HSD Facility in the CHI District. This point is addressed in some detail above, but additional analysis is warranted here. First, the addition of the HSD Facility is an expansion of an existing operation, the primary function of which is a retail convenience store and automobile fueling location. The Appellant goes into a tortured analysis of what City staff must have been thinking (as there is no evidence in the record to support this conjecture) and then tries to break down what is meant by "servicing of trucks." As stated above, and as will be testified to at the hearing, there will be no servicing of trucks at this location, no restaurant, no showers, no overnight parking etc., all things one associates with a Truck Stop.

And finally, Gateway Hotels appeals to the emotions of this body and the general public, and assails the HSD Facility as incompatible with the character of the CHI district, a use that will somehow endanger the health and safety of persons within the area. Gateway Hotels claims that trucks entering NW Centurion Court will endanger pedestrians and other drivers, will block traffic on both sides of the road, and will create more "smoke, odor, noise … fumes, gas, vibration, … and emission of particulate matter," all in violation of the LDRs. But the Appellant has ignored that Section 4.15 of the LDRs, relating to a Commercial Highway Interchange, specifically allows for service stations, truck rental, wholesale distribution activities, and light manufacturing, all of

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which create truck traffic. As such, Circle K would respectfully submit that the objections here are not only untimely, but quite selective in their application.

For the foregoing reasons, Circle K Stores Inc. and GWC Development Partners, LLC would respectfully request that the Planning and Zoning Board approve SPR 22-15 based upon the competent substantial evidence provided to the Board, and find that the expanded use at this location is consistent with the CHI zoning for the subject area and that the traffic impacts to the surrounding property owners and general public are consistent with the level of service standards that have been adopted by the City of Lake City.

Sincerely,

A. Marcharth A

R. Marshall Rainey, Esq. Counsel for Circle K Stores Inc.

RR/pt

EXHIBIT A



FOR OFFICIAL USE ONLY

MEETING DATE:

MEETING TIME:

NEW DEVELOPMENT AND SITE REVIEW COMMITTEE MEETING

| NFORMATION | | Date: 09/01/2021 |
|--|---|--|
| Jarod C. Stubbs, P.E. | Business | Kimley-Horn and Associates |
| 189 S Orange Ave., Ste 1000, Orlando, FL | Name: | |
| (407) 409-7002 | Business | 189 South Orange Ave., Suite 1000 |
| jarod.stubbs@kimley-horn.com | Address: | Orlando, FL 32801 |
| PERTY INFORMATION | | |
| NE corner of US Hwy 90 and NW Centurion CI (behind the Circlo K) | Property | GWC Development Partners, LLC |
| NE corner of US Hwy 90 and NW Centurion CI (behind the Circle K) 35-3s-16-02524-102; and 35-3s-16-02524-111 | Property Owner : | GWC Development Partners, LLC |
| | | GWC Development Partners, LLC 2682 NW Noegel Rd |
| | Jarod C. Stubbs, P.E. 189 S Orange Ave., Ste 1000, Orlando, FL (407) 409-7002 | Jarod C. Stubbs, P.E.Business189 S Orange Ave., Ste 1000, Orlando, FLName:(407) 409-7002Businessjarod.stubbs@kimley-horn.comAddress: |

DESCRIPTION OF REQUEST (may be attached, separately) PLEASE PROVIDE AS MUCH DETAIL AS POSSIBLE SO THAT STAFF CAN BE PREPARED TO ADDRESS YOUR QUESTIONS. Please include information regarding:

Proposed use .

Proposed improvements to building and/or site .

The proposed project is to be a high speed diesel expansion to the existing Circle K with related parking, underground fuel storage tanks, and other necessary improvements. The project is anticipated to take up space on both parcels listed in this application. Expected new impervious area for the project is +/- 49,850 square feet. The existing Circle K will also have improvements including a building expansion for additional restrooms and an adjustment to the parking spaces to allow space for said expansion. See attached site plan for more detail.

SUBMIT WITH THIS FORM

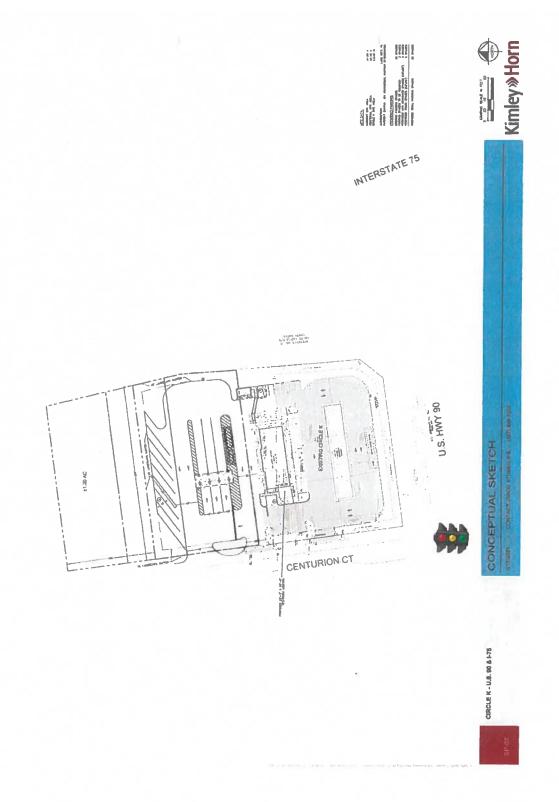
- Copy of survey or sketch of location/building •
- Sketch of any proposed improvements
- Any other information that will help in review of the proposal

SUBMIT COMPLETED FORM AND DOCUMENTS TO: Mall: Lake City Growth Management Department, 205 N Marion Ave, Lake City, FL 32055 Email: growthmanagement@kfla.com

Fax: 386-758-5426

If you have any further questions, please contact Growth Management, 386-719-5750







GROWTH MANAGEMENT 205 North Marion Ave. Lake City, FL 32055 Telephone: (386)719-5750 E-Mail: growthmanagement@lcfla.com

| FOR PLANNING USE ONLY | |
|----------------------------------|--|
| Application # SPR22-16 | |
| Application Fee: <u>\$200.00</u> | |
| ReceiptNo | |
| Filing Date 4/1/22 | |
| Completeness Date | |

Site Plan Application

A. **PROJECT INFORMATION**

- 1. Project Name: CIRCLE K - US 90 & I-75
- Address of Subject Property: 143 NW Centurion Ct., Lake City, FL 32055 2.
- Parcel ID Number(s): 35-35-16-02524-001, 35-35-16-02524-102, 35-35-16-02524-111 3.
- 4. Future Land Use Map Designation: Commercial
- 5. Zoning Designation: CHI - Commercial Highway Interchange
- 6. Acreage: ±3.46
- 7. Existing Use of Property: Existing Circle K gas station and convenience store
- Proposed use of Property: Circle K gas station and high speed diesel station 8.
- Type of Development (Check All That Apply): 9
 - Increase of floor area to an existing structure: Total increase of square footage <u>+652 SF</u>
 - New construction: Total square footage <u>±54.470 SF</u>
 - Relocation of an existing structure: Total square footage_

APPLICANT INFORMATION B.

- □ Owner (title holder) 1. Applicant Status
- 2. Name of Applicant(s): Jarod Stubbs P.E.

X Agent Title: Civil Engineer

Company name (if applicable): Kimley-Horn Mailing Address: 189 S. Orange Ave. Suite 1000

Zip: 32801 City: Orlando State: FL

Telephone:(<u>407)409-7002</u> Fax:(___) __Email:<u>larod.stubbs@kimley-horn.com</u> PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure.

- 3. If the applicant is agent for the property owner*.
 - Property Owner Name (title holder): Daniel Hotte of GWC Development Partners, LLC Mailing Address: 2682 W Noegel Rd

| City: Lake City | State: FL | _Zip: <u>32055</u> |
|---------------------------|-----------|--------------------------------|
| Telephone: (407) 580-5173 | _Fax:() | Email: dberry@shafferconst.com |

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure. *Must provide an executed Property Owner Affidavit Form authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

 Is there any additional contract for the sale of, or options to purchase, the subject property? If yes, list the names of all parties involved:

| | If yes, is the contract/option contingent or absolute: 🛛 Contingent 🗆 Absolute |
|----|---|
| 2. | Has a previous application been made on all or part of the subject property? 🗆 Yes 🛛 X No |
| | Future Land Use Map Amendment: □Yes □No |
| | Future Land Use Map Amendment Application No. |
| | Site Specific Amendment to the Official Zoning Atlas (Rezoning): DYesNo |
| | Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No. |
| | Variance:DYesDNo |
| | Variance Application No. |
| | Special Exception: |
| | Special Exception Application No |

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

- **1**. Vicinity Map Indicating general location of the site, abutting streets, existing utilities, complete legal description of the property in question, and adjacent land use.
- 2. Site Plan Including, but not limited to the following:
 - a. Name, location, owner, and designer of the proposed development.
 - **b**: Present zoning for subject site.
 - Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - & Date, north arrow, and graphic scale not less than one inch equal to 50 feet.
 - t. Area and dimensions of site (Survey).
 - f Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - Access to utilities and points of utility hook-up.
 - b. Location and dimensions of all existing and proposed parking areas and loading areas.
 - Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - ★ Location and size of any lakes, ponds, canals, or other waters and waterways.
 - Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - Location of trash receptacles.
 - m. For multiple-family, hotel, motel, and mobile home park site plans:
 - i. Tabulation of gross acreage.
 - ii. Tabulation of density.
 - iii. Number of dwelling units proposed.
 - iv. Location and percent of total open space and recreation areas.
 - v. Percent of lot covered by buildings.

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- vi. Floor area of dwelling units.
- vii. Number of proposed parking spaces.
- viii. Street layout.
- ix. Layout of mobile home stands (for mobile home parks only).
- 8. Stormwater Management Plan—Including the following:
 - a. Existing contours at one foot intervals based on U.S. Coast and Geodetic Datum.
 - b. Proposed finished elevation of each building site and first floor level.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
 - f. Water management district surface water management permit.
- Fire Department Access and Water Supply Plan: The Fire Department Access and Water Supply Plan must demonstrate compliance with Chapter 18 of the Florida Fire Prevention Code, be located on a separate signed and sealed plan sheet, and must be prepared by a professional fire engineer licensed in the State of Florida. The Fire Department Access and Water Supply Plan must contain fire flow calculations in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office ("ISO") and/or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater.
- S. Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities. For commercial and industrial developments, an analysis of the impacts to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts are required.
- 6. Comprehensive Plan Consistency Analysis: An analysis of the application's consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies).

V. Legal Description with Tax Parcel Number (In Word Format).

8. Proof of Ownership (i.e. deed).

9. Agent Authorization Form (signed and notarized).

10. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector's Office).

1. Fee. The application fee for a Site and Development Plan Application is \$200.00. No application shall be accepted or processed until the required application fee has been paid.

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NOTICE TO APPLICANT

All eleven (11) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Planning & Zoning Board.

A total of ten (10) copies of proposed site plan application and all support materials must be submitted along with a PDF copy on a CD. See City of Lake City submittal guidelines for additional submittal requirements.

THE APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR AGENT MUST BE PRESENT AT THE PUBLIC HEARING BEFORETHE PLANNING AND ZONING BOARD. AS ADOPTED IN THE BOARD RULES AND PROCEDURES. OTHERWISE THE REQUEST MAY BE CONTINUED TO A FUTURE HEARING DATE.

I hereby certify that all of the above statements and statements contained in any documents or plans submitted herewith are true and accurate to the best of my knowledge and belief.

Jured Stubbs

Applicant/Agent Name (Type or Print)

Applicant/Agent Signature

Applicant/Agent Name (Type or Print)

Applicant/Agent Signature

STATE OF FLORIDA COUNTY OF Orange

(NOTARY SEAL of

The foregoing instrument was acknowledged before me this day of June 20 22, by (name of person acknowledging).

SUSAN M. GREMONPREZ Commission # GG 298833 Signature of Notary Expires February 9, 2023 Bonded Thru Troy Fain Insurance 800-385-7019

Printed Name of Notary

Personally Known _____ OR Produced Identification _____ Type of Identification Produced

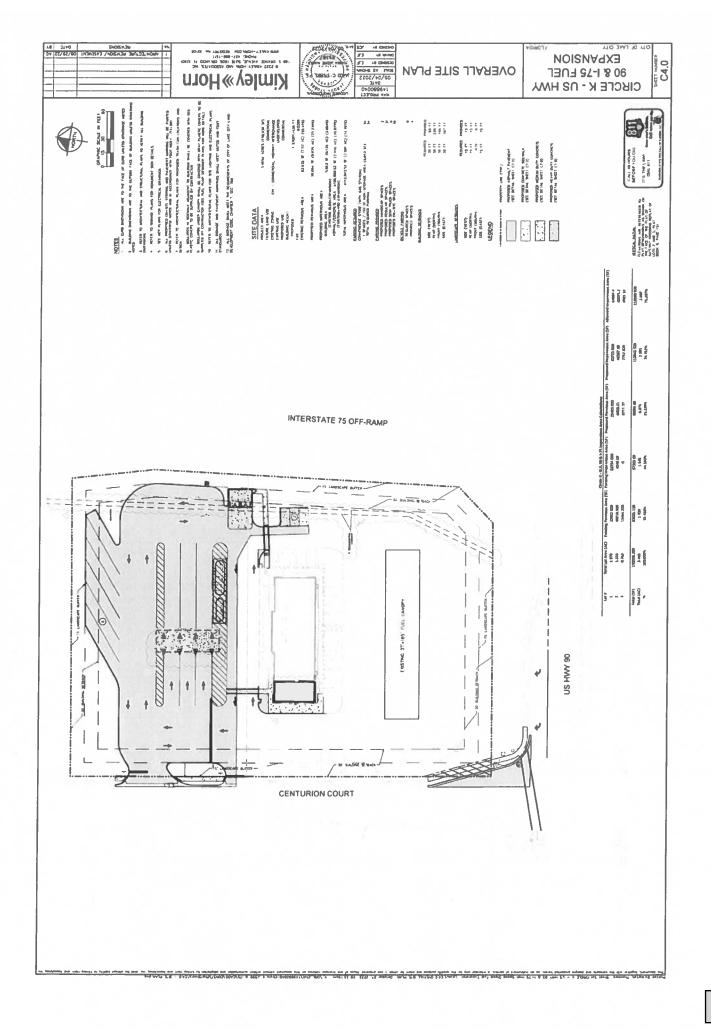
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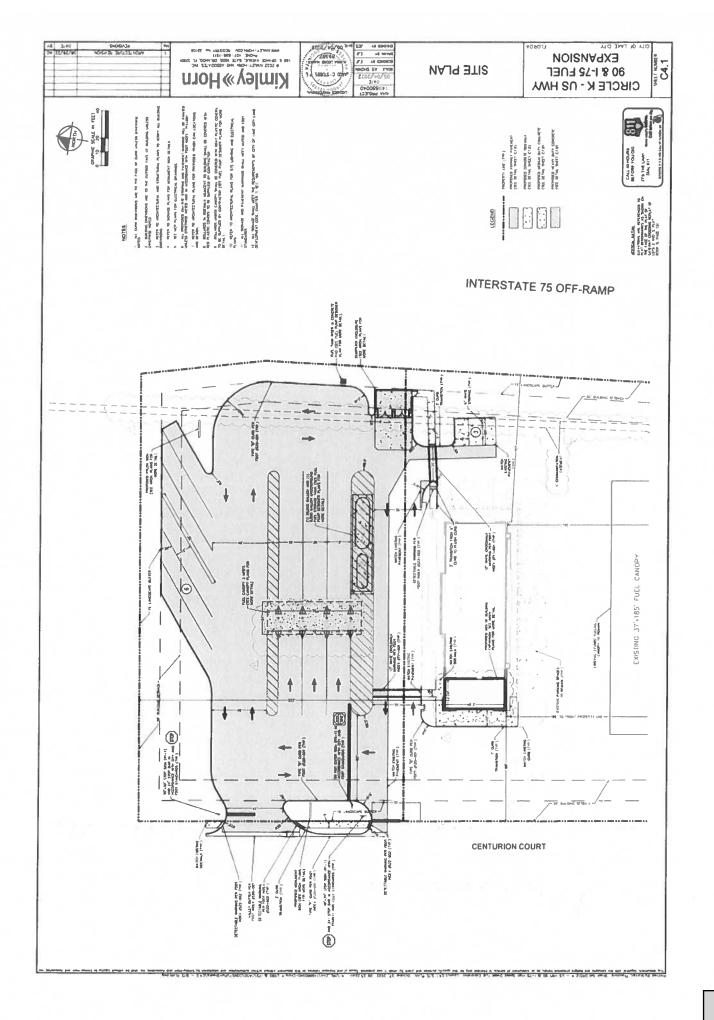
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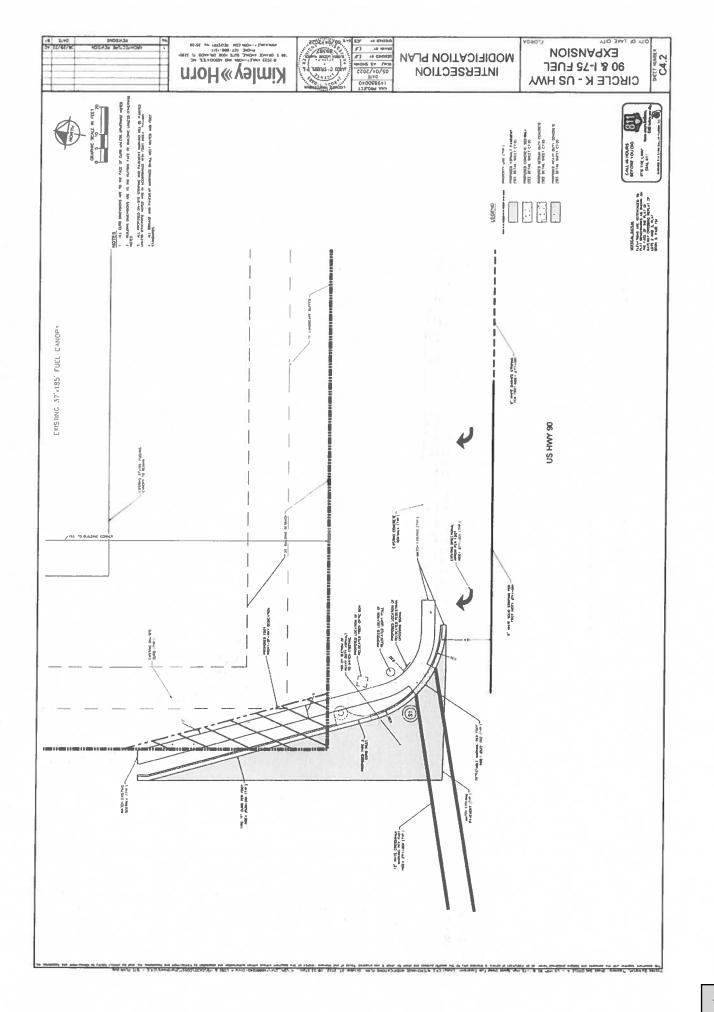
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Jarod Stubbs

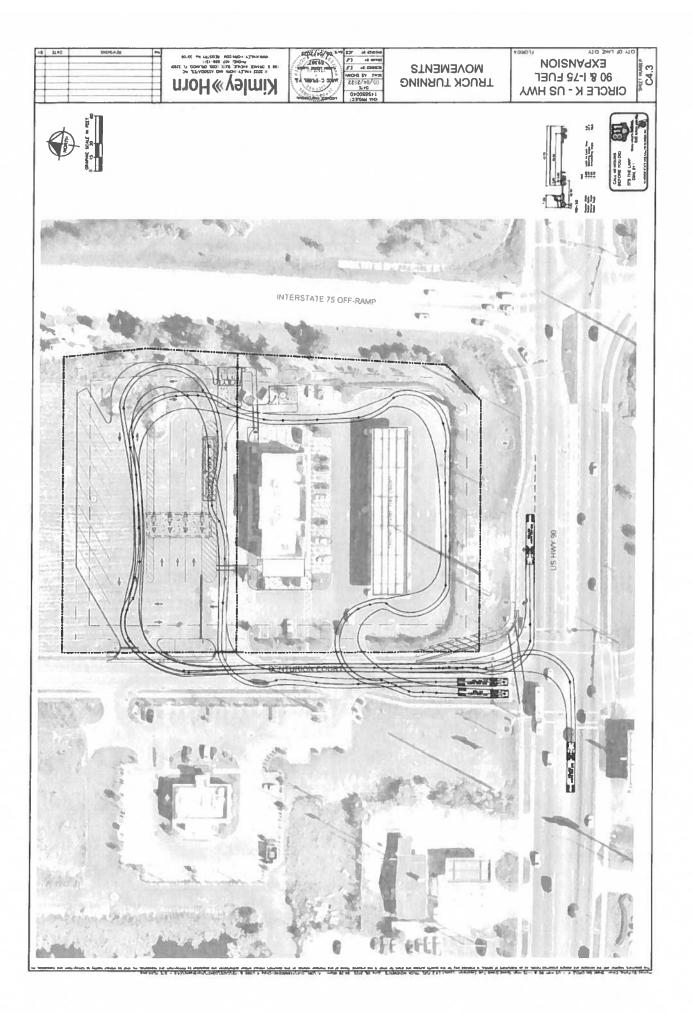


NOTICE OF APPEAL 008

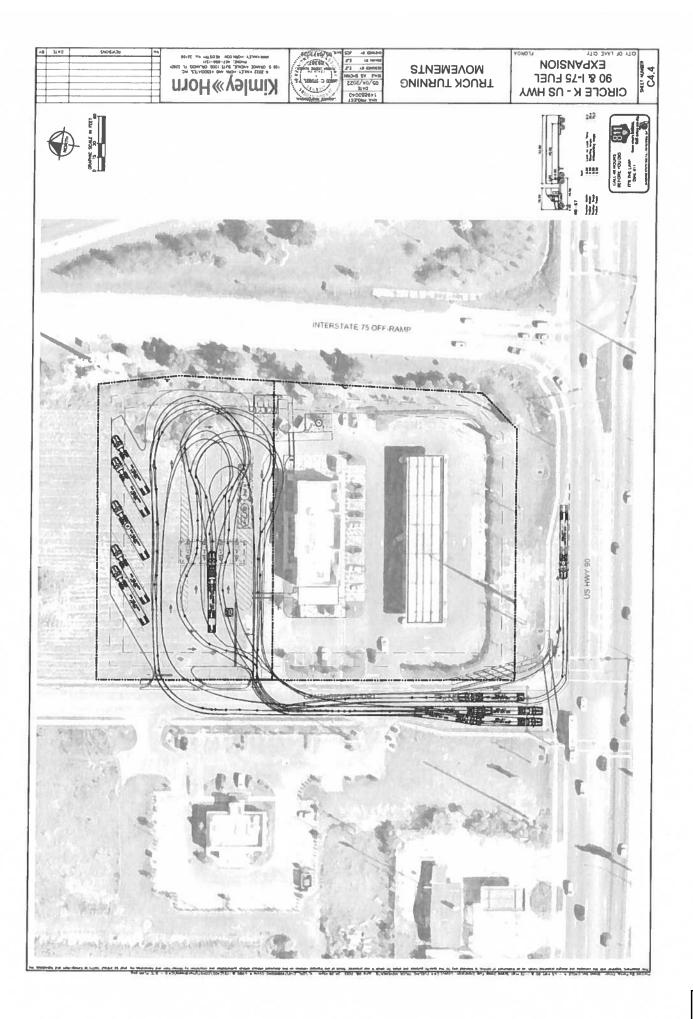




NOTICE OF APPEAL 010

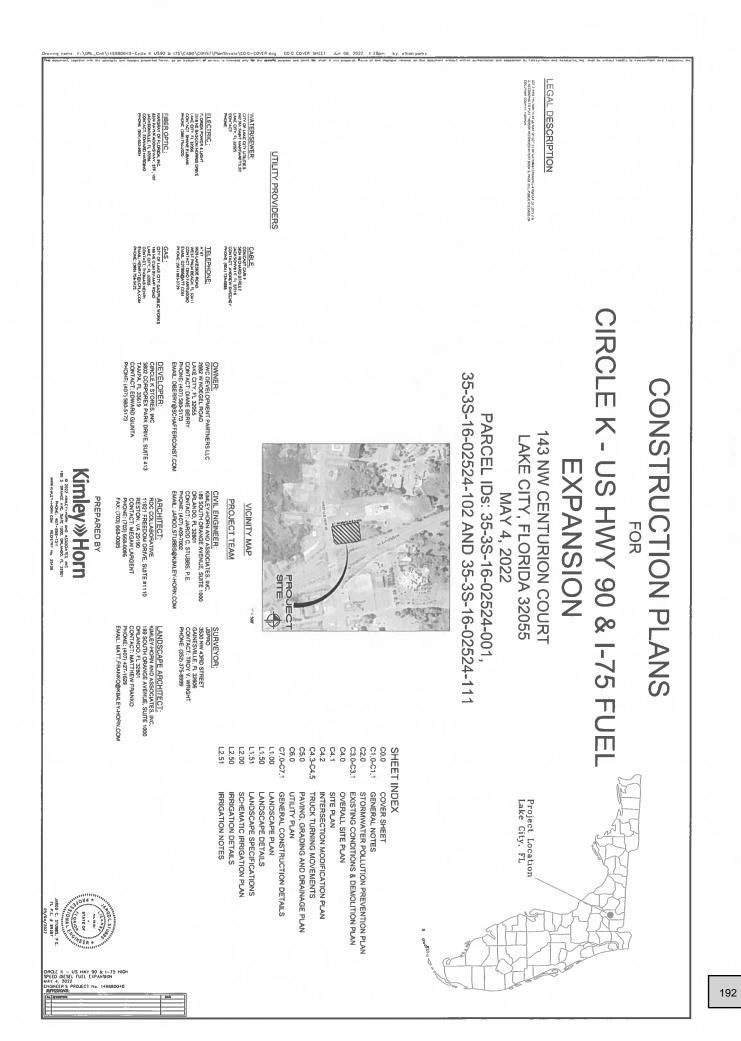


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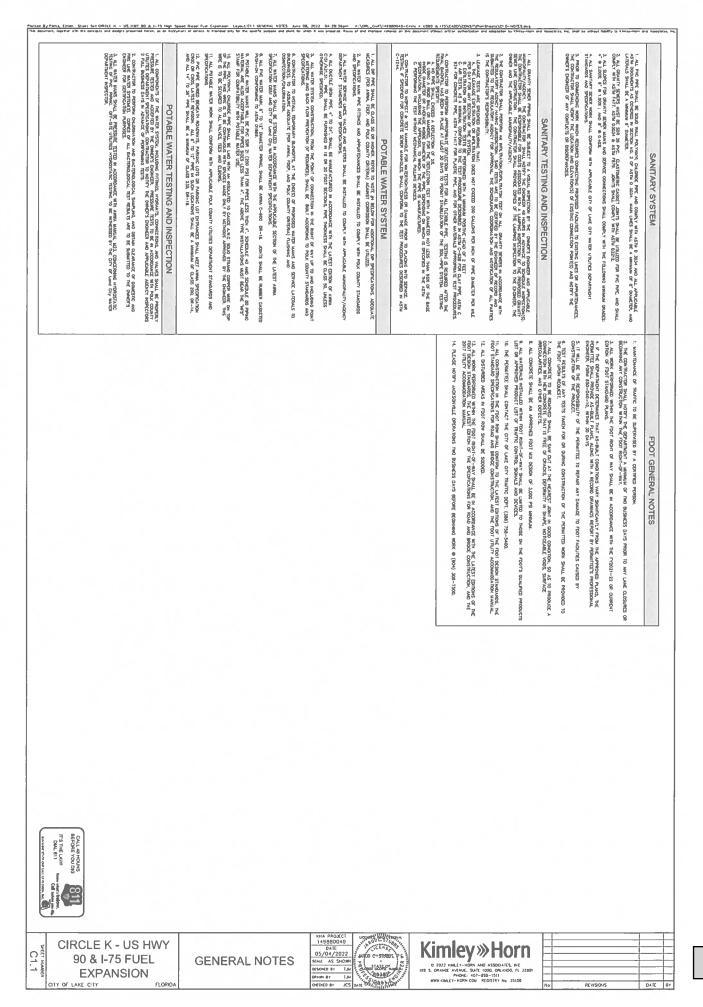


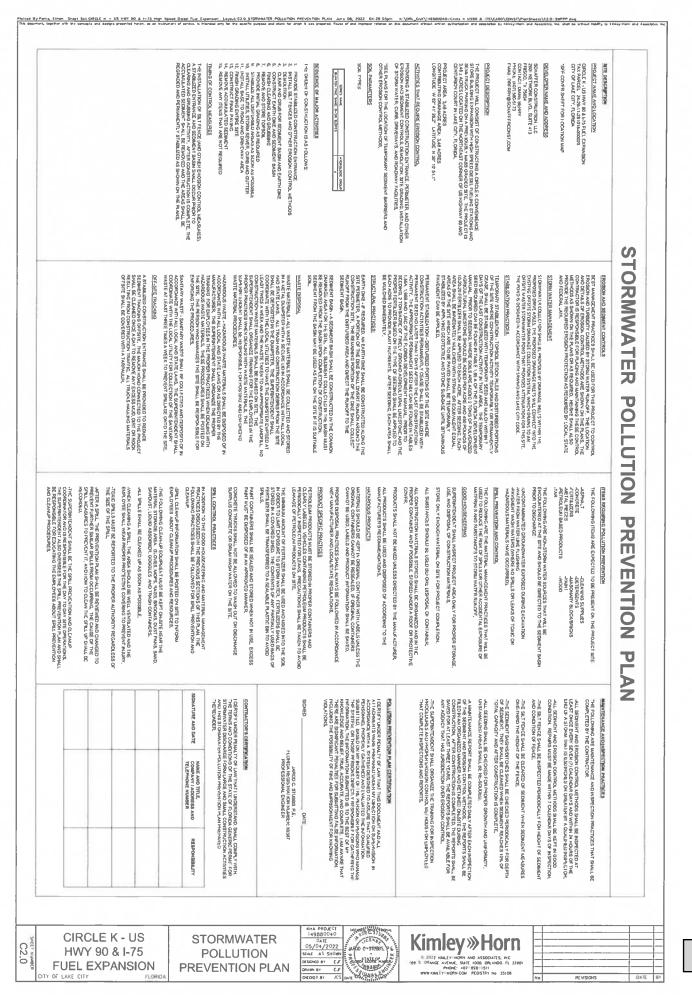
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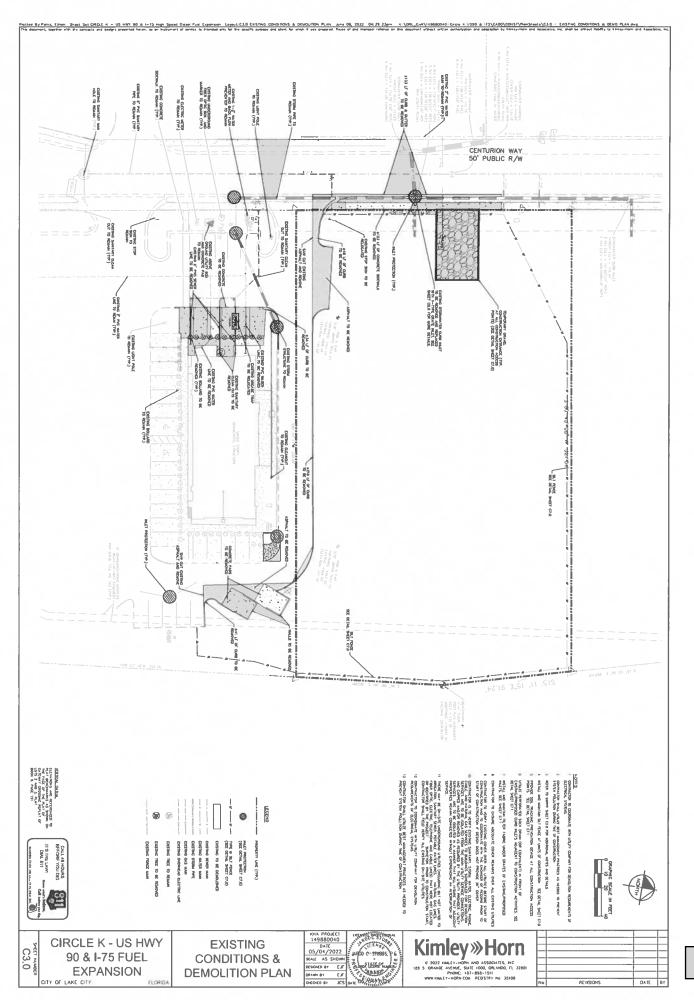
EXHIBIT A-1

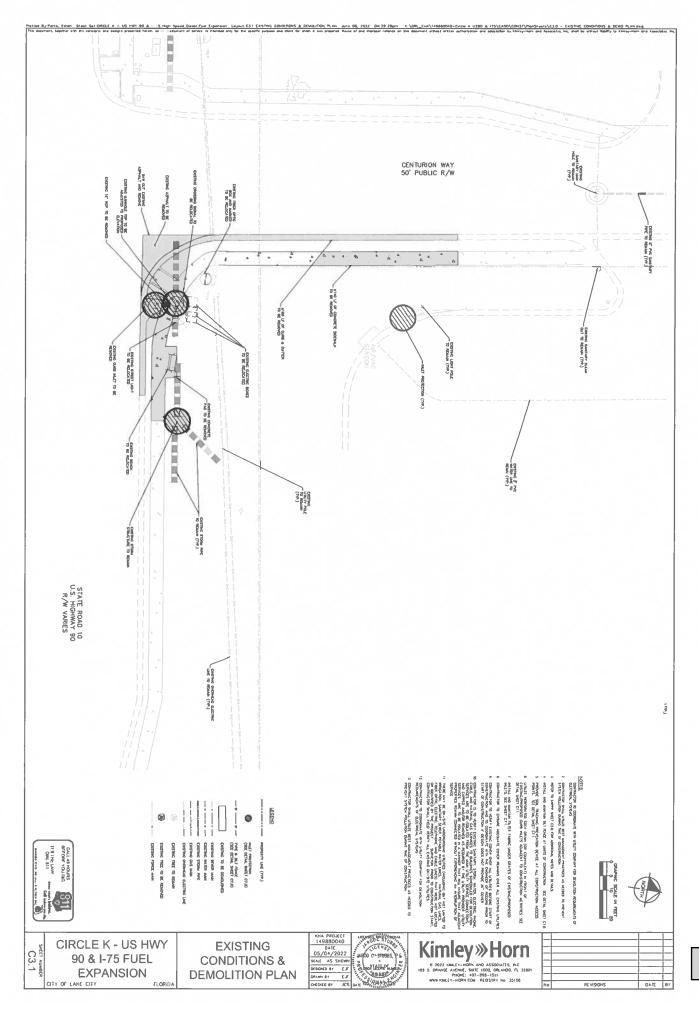


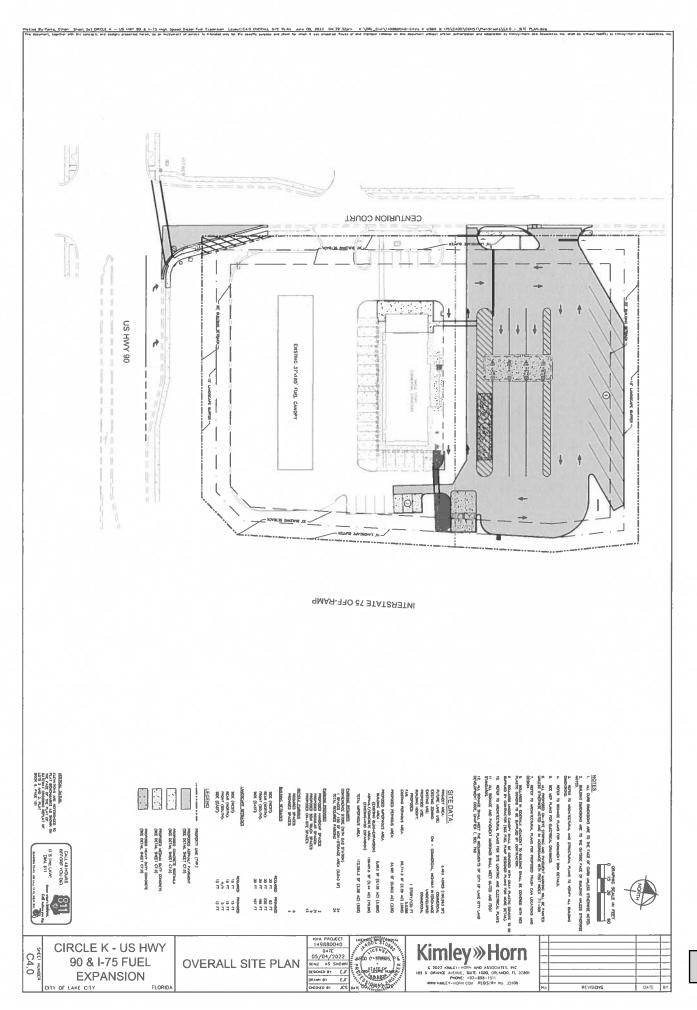
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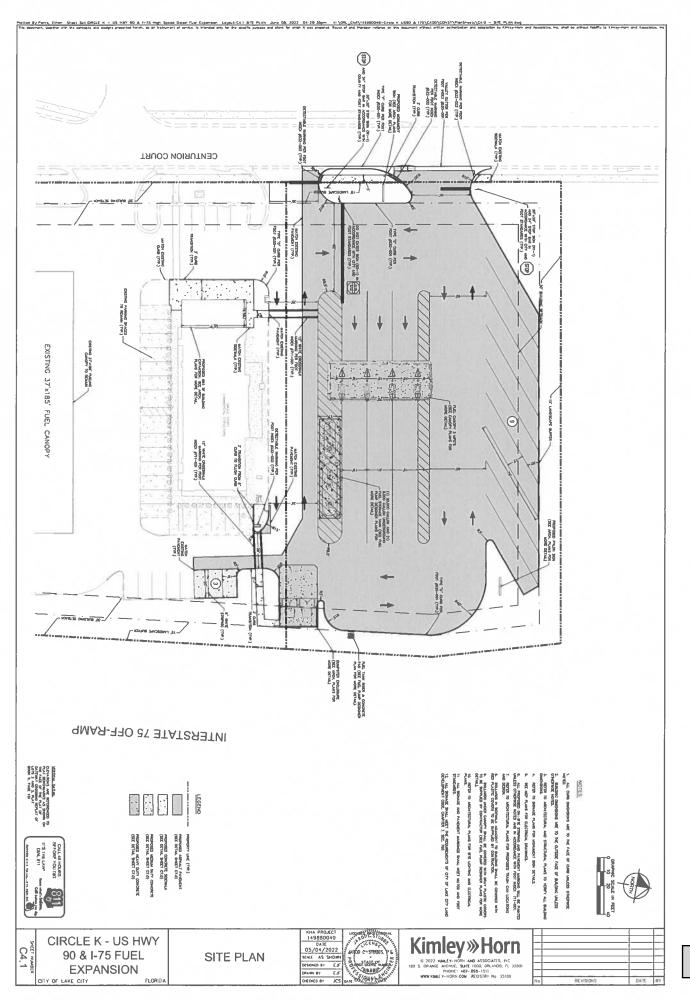


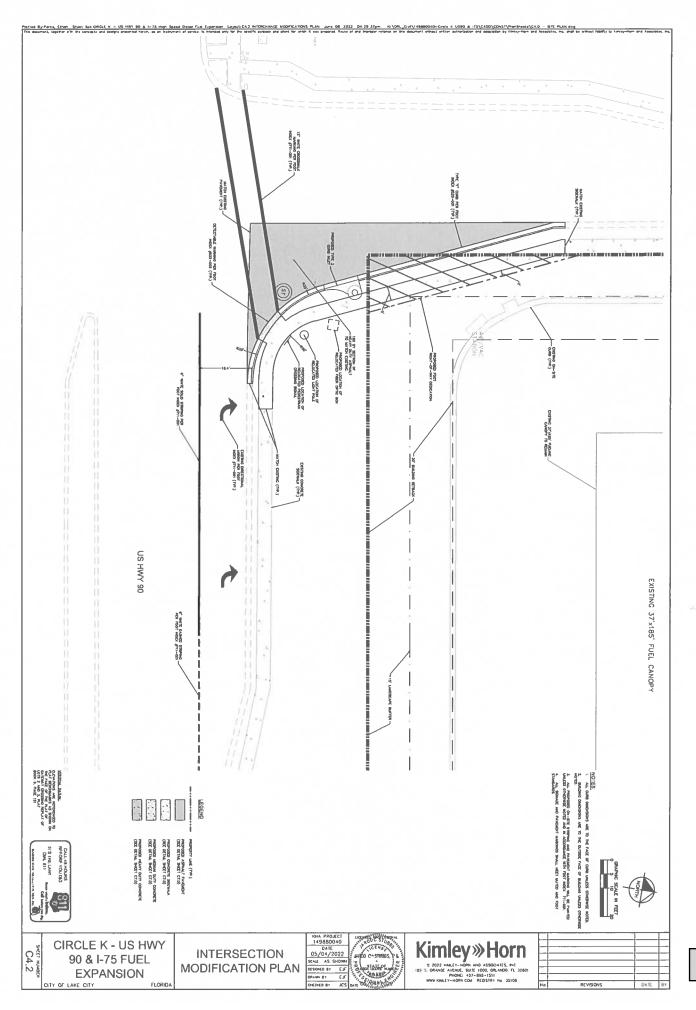


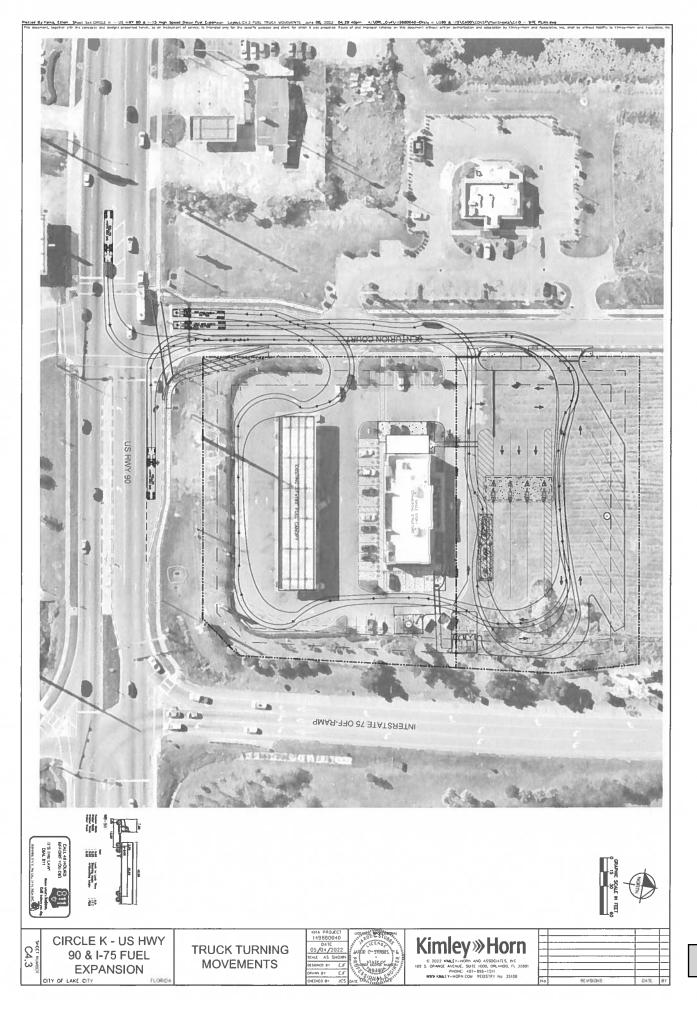


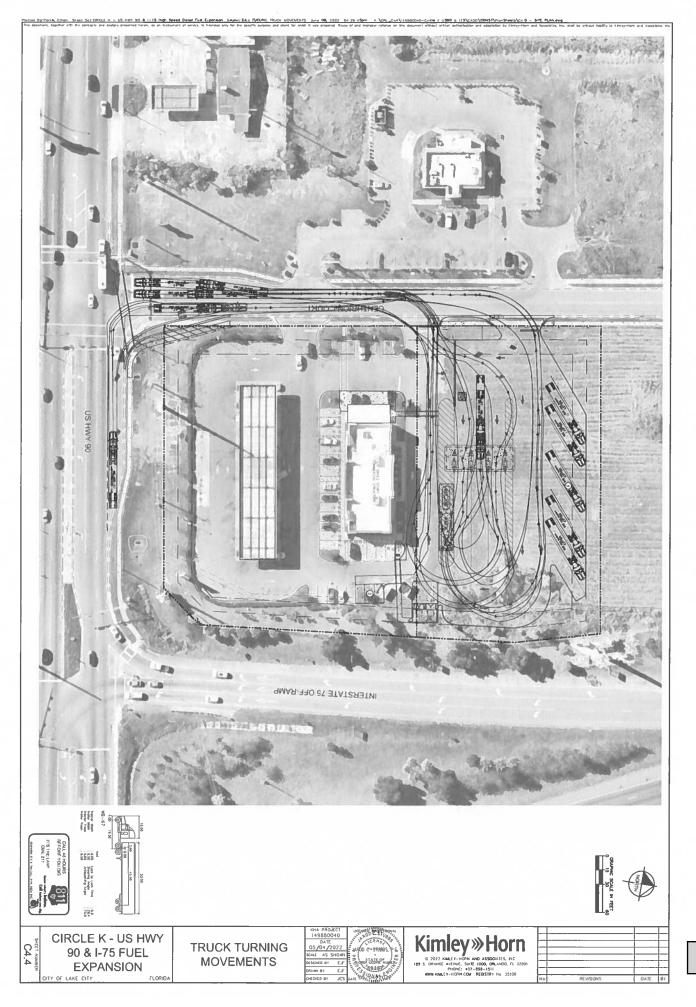


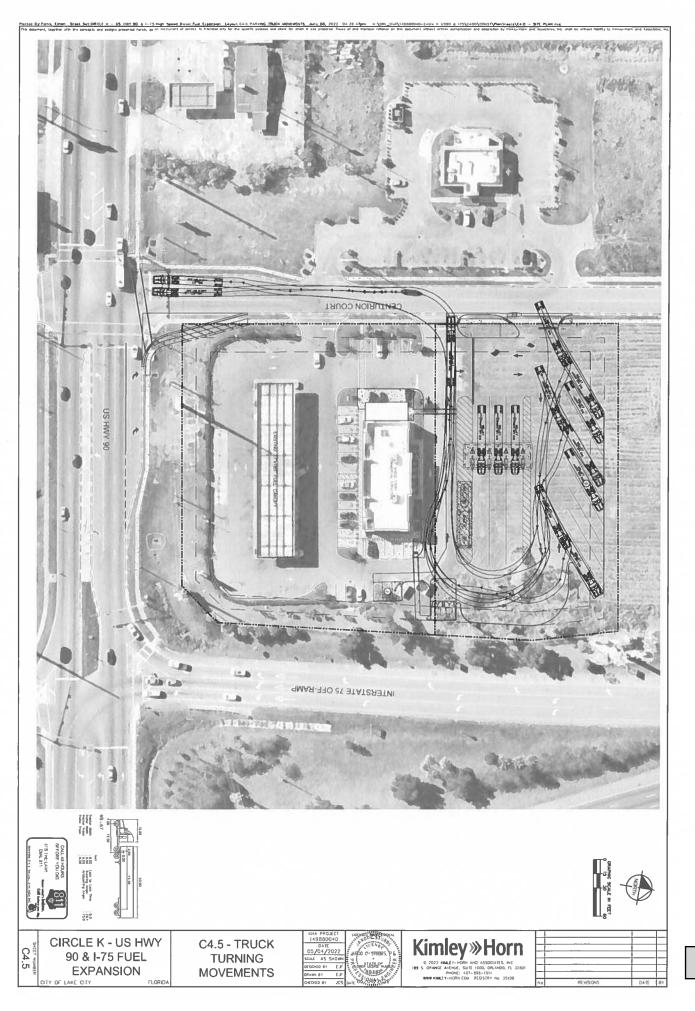


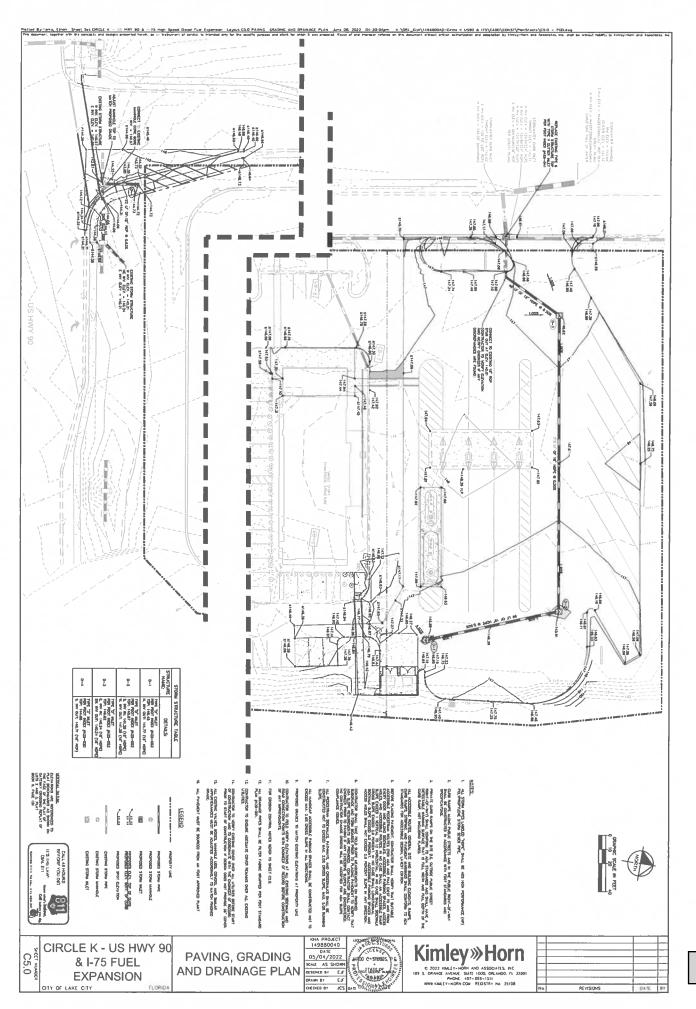


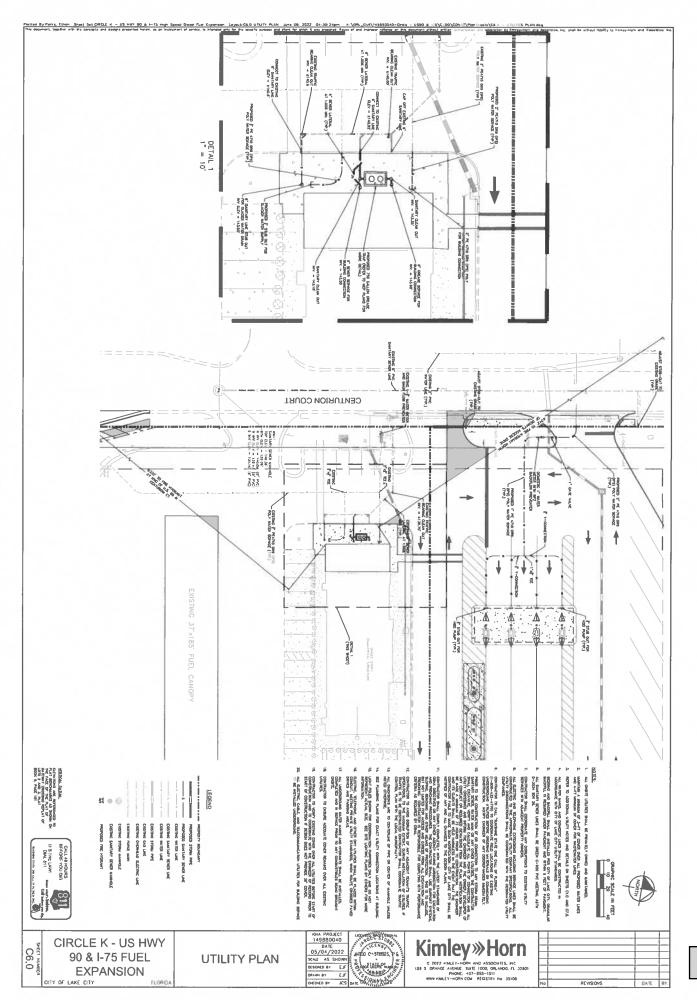


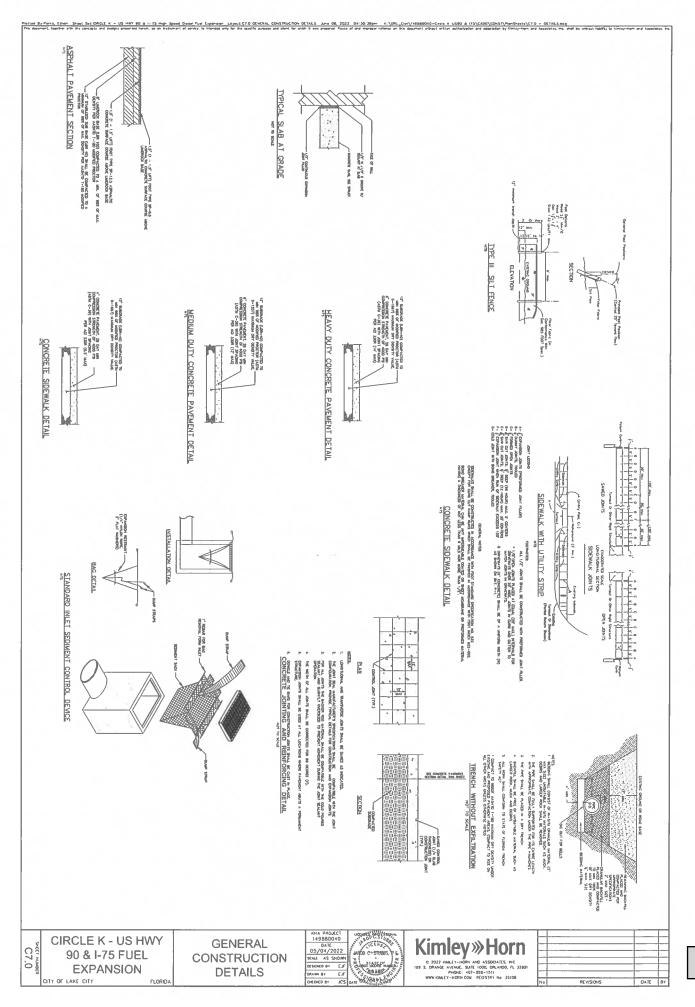


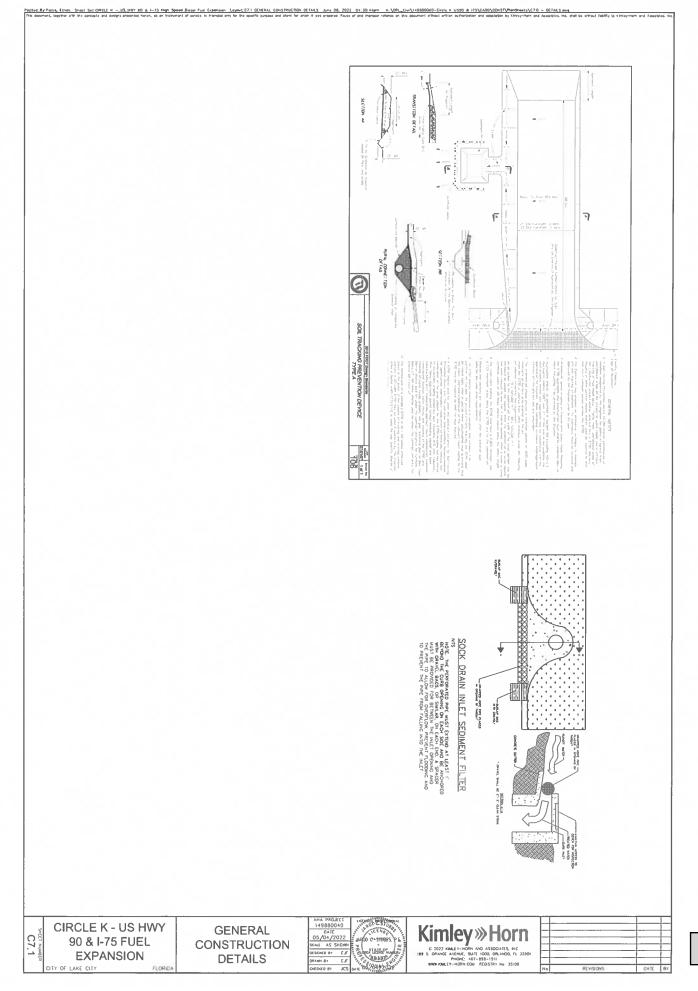












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| CIRCLE K - US HWY | CITY OF LAKE CITY | 041E 05/04/2022 | Kimbey Horn Correction and Associates of Correction and Associates of Correction and Association Correction and Association Correction C | |
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| CITY OF LAKE CITY FLORIDA | | CHEDIED BT JCS DATE | number of the state of the second sec | No PEVISONS DATE BY |

EXHIBIT B



July 7, 2022

Circle K - US 90 & I-75 143 NW Centurion Ct Lake City Fl 32055

To Whom it May Concern

This is to inform you that Petition # SPR22-15 requesting a Site Plan Review on parcel 35-3S-16-02524-001, 102, and 111 which is in a Commercial Highway Interchange (CHI) zoning district was approved by the Planning and Zoning/Board of Adjustment on July 6, 2022.

If I can be of further assistance to you, please feel free to contact me at 386-752-2031 ext 820 or email at <u>angelor@lcfla.com</u>.

Sincerely,

Robert Angelo

Planning and Zoning Tech.

EXHIBIT C



REVIEW REPORT TO PLANNING AND ZONING, BOARD OF ADJUSTMENT AND HISTORICAL COMMITTEES' BY STAFF FOR SITE PLAN REVIEW, SPECIAL EXCEPTIONS, VARIANCES, COMPREHENSIVE PLAN AMENDMENTS/ ZONING AND CERTIFICATE OF APPROPRIATENESS

Date: 6/15/22

The City of Lake City staff has reviewed the application and documents provided for the above request and have determined the following:

| Growth Management – Building Department, Planning and Zoning, Code Enforcement, Permitting | | | |
|--|--|--|--|
| Building Department: Approved Disapproved Reviewed by: | | | |
| Planning and Zoning: Approve Disapprove Reviewed by: Robert Angelo | | | |
| Comments: No Concerns at this time | | | |
| No Concerns at this time | | | |
| Business License: Approve Disapprove Reviewed by: Marshall Sova | | | |
| Code Enforcement: Approve Disapprove Reviewed by: Marshall Sova | | | |
| | | | |
| Comments: No Concerns at this time | | | |
| Permitting: Approve Disapprove Reviewed by: Ann Jones | | | |

Comments: No Concerns at this time

No Concerns at this time

Utilities - Water, Sewer, Gas, Water Distribution/Collections, Customer Service

| Water Department: Approved Disapproved Reviewed by: |
|---|
| |
| Sewer Department: Approved Disapproved Reviewed by: |
| Gas Department: Approved Disapproved Reviewed by: Steve Brown Comments: No Concerns at this time |
| Comments: |
| WaterDistribution/Collection:Approved Disapproved Reviewed by Brian Scott |
| Comments: |
| cut and cap sewer and dig to water main and shut off before construction. |
| Customer Service: Approved Disapproved Reviewed by: Shasta Pelham Utility Plan 6.0 dated 05/04/22 references a 1" water meter and an existing 6" sewer tap. A tap application would be required to access city utilities. The tap fees, impact fees and utility deposits will be calculated upon approval of the tap application. A floor plan with detailed fixture units of the restroom addition |
| is required. City utilities border the property; locates must be obtained to ensure that the utility infrastructure is not damaged or obstructed. |

| Public Works: | Approved Disapproved Reviewed by: Steve Brown |
|-------------------------|---|
| | o Concerns at this time |
| | |
| | |
| Fire Departme | ent: Approve Disapprove Reviewed by: Assistant Chief Boozer |
| Comments [.] N | o Concerns at this time |
| | |
| | |
| Police Departn | nent: Approve Disapprove Reviewed by Assistant Chief Andy |
| Comments: N | o Concerns at this time |
| | |
| 1. | |
| | |

Please provide separate pages for comments that will not fit in provided spaces and please label the pages for your department and for the project.

EXHIBIT D

| ALL | | City of Lake Citercial Construction Issued February 2 | Permit #000046609 |
|---|---|--|--|
| * Request inspe | ections by calling 386-719-2023 or visit | ing https://www.columbiacountyfla.c | om/PermitSearch/InspectionCalendar.aspx |
| OWNER: GV LLC | VC DEVELOPMENT PARTNERS | PHONE: 800-280-0780 AI | DDRESS: , |
| PARCEL: 35 | -3S-16-02524-102 ZONING: | | FLOOD ZONE: X Coords: 30.18,-82.69 |
| SUBDIVISIOI ACRES: 1.03 | N: GATEWAY CROSSING A REP | LAT OF LOTS 2,3 & 11 | LOT:2 BLK: PHASE: UNIT: |
| | CTORS STOPHER PEDEN JS GENERAL CONSTRUCTION I | ALPHARET | PHONE: 770-595-4317 ROSWELL RD FA, GA 30009 LICENSE: CBC1265254 - |
| License | License Title | Contractor | Business |
| EC0001861 | CERT. ELECTRICAL | BILLY J PARMER | K & D ELECTRIC |
| CFC1427145 | PLUMBING CONTRACTOR | CODY BARRS | BARRS PLUMBING INC |
| CCC1333195 | CERT. ROOFING | JAMES M HORSLEY | HORSLEY CONSTRUCTION GROUP INC |
| THIS IS THE CO DESCRIBE CO HEATED AREA TOTAL AREA STORIES: BUILDING HEIN DRIVEWAY AC IS THERE A FH DEV PERMIT # SERVICE AMP BUILDING COU FEMA MAP NU | (SQFT) GHT: CESS TO PROPERTY: RE SPRINKLER SYSTEM?: S: DE EDITION: | | Diesel Canopy and Underground Storage Tanks Convenience Store with Fuel & Diesel 0 1680 0 20 D.O.T. Permit No F023- 800 Iorida Building Code 7th Edition and 2017 National Electrical Code 12023C0290D Other (explain) |

NOTICE: Addition to the requirements of this permit, there may be restrictions applicable to this property that may be found in the public records of this county and there may be additional permits required from other governmental entities such as water management districts, state or federal agencies.

"WARNING TO OWNER: YOUR FAILURE TO RECORD A NOTICE OF COMMENCEMENT MAY RESULT IN YOUR PAYING TWICE FOR IMPROVEMENTS TO YOUR PROPERTY. A NOTICE OF COMMENCEMENT MUST BE POSTED ON THE JOB SITE BEFORE THE FIRST INSPECTION. IF YOU INTEND TO OBTAIN FINANCING, CONSULT WITH YOUR LENDER OR AN ATTORNEY BEFORE RECORDING YOUR NOTICE OF COMMENCEMENT."

NOTICE: All work is to be completed in accordance with the permitted plans and applicable codes of Columbia County, Florida. In order to maintain a valid permit the work authorized must commence within 180 days of issuance and have an approved inspection within every 180 days thereafter.

MUST POST ON THE JOBSITE: Copies of the Permit and Recorded Notice of Commencement for inspection.

2/28/2023 11:53 AM

| | A | City of Lake Cit dditions Permit #00 Issued February 28 | 0046606 🧖 💭 |
|------------------------------|---|---|--|
| | ctions by calling 386-719-2023 or visit PRI INVESTMENTS LLC | N | m/PermitSearch/inspectionCalendar.aspx DRESS: 143 NW CENTURION CT LAKE CITY, FL 32055 |
| PARCEL: 35- | -3S-16-02524-001 ZONING: | | FLOOD ZONE: X Coords: 30.18,-82.69 |
| SUBDIVISION | I: GATEWAY CROSSING | LOT:1 BL | K: PHASE: UNIT: ACRES: 1.97 |
| | CTORS STOPHER PEDEN IS GENERAL CONSTRUCTION | ALPHARETT | PHONE: 770-595-4317 ROSWELL RD A, GA 30009 LICENSE: CBC1265254 - |
| License | License Title | Contractor | Business |
| EC0001861 | CERT. ELECTRICAL | BILLY J PARMER | K & D ELECTRIC |
| CFC1427145 | PLUMBING CONTRACTOR | CODY BARRS | BARRS PLUMBING INC |
| CCC1333195 | CERT. ROOFING | JAMES M HORSLEY | HORSLEY CONSTRUCTION GROUP INC |
| IS THIS AN AD | T DETAILS DITION FOR COMMERCIAL OR RES OF ADDITION:: | IDENTIAL USE?: | Commercia Restroom expansion & dumpster enclosur |
| TOTAL ESTIM | | | 34450 632 |
| IEATED AREA | | 0 0 0 5 9 % 0 0 % % × × × | 632 |
| STORIES: | | | |
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| SERVICE AMP | | | 80 F02: |
| | | | FUZ |
| DEV PERMIT # BUILDING COD | | 2020 5 | lorida Building Code 7th Edition and 2017 National Electrical Cod |

NOTICE: Addition to the requirements of this permit, there may be restrictions applicable to this property that may be found in the public records of this county and there may be additional permits required from other governmental entities such as water management districts, state or federal agencies.

"WARNING TO OWNER: YOUR FAILURE TO RECORD A NOTICE OF COMMENCEMENT MAY RESULT IN YOUR PAYING TWICE FOR IMPROVEMENTS TO YOUR PROPERTY. A NOTICE OF COMMENCEMENT MUST BE POSTED ON THE JOB SITE BEFORE THE FIRST INSPECTION. IF YOU INTEND TO OBTAIN FINANCING, CONSULT WITH YOUR LENDER OR AN ATTORNEY BEFORE RECORDING YOUR NOTICE OF COMMENCEMENT."

NOTICE: All work is to be completed in accordance with the permitted plans and applicable codes of Columbia County, Florida. In order to maintain a valid permit the work authorized must commence within 180 days of issuance and have an approved inspection within every 180 days thereafter.

MUST POST ON THE JOBSITE: Copies of the Permit and Recorded Notice of Commencement for inspection.

2/28/2023 11:41 AM

EXHIBIT E

Meeting Minutes Planning and Zoning

Date: 07/06/2022

Roll Call:

Mr. Lydick-Present Mr. Cooper-Present Mr. Nelson-Present Ms. Georgalis-Present

Mr. Carter-Present Mrs. McKellum-Present Mr. McMahon-Not Present

Approval of Past Minutes-Approve the minutes of the 07/06/2022 Meeting. Motion By: Mr. Carter Seconded By: Mr. Lydick

Comments or Revisions: Move approval tally to after the motion to approve. Fix Mr. McMahon attendance from not present to present.

Old Business: None

New Business:

Petition # SPR22-15 Presented By: Theodore Martell As owner or agent and gives address of: Kimley Horne of Orlando

Petitioner is Sworn in by: Ms.Georgalis

Discussion:

Robert introduced the project at the request of Ms. Georgalis. Robert stated that the project was to add high flow diesel pumps behind Circle K on Hwy 90 and I-75. Robert stated that all the director and staff were ok with the project at the current time. Robert stated that is met the requirements of the LDR section 4.15.2.1. Theodore presented the project to the board. He stated that the project was to add high flow diesel pumps to the rear of the building.

Motion to close Public Hearing: Mr. Lydick Motion Seconded By: Mr. Carter

Motion to Approve/Deny By: Mr. Carter Motion Seconded By: Mr. Nelson

Voted Approved/Denied: Approved unanimously

EXHIBIT F

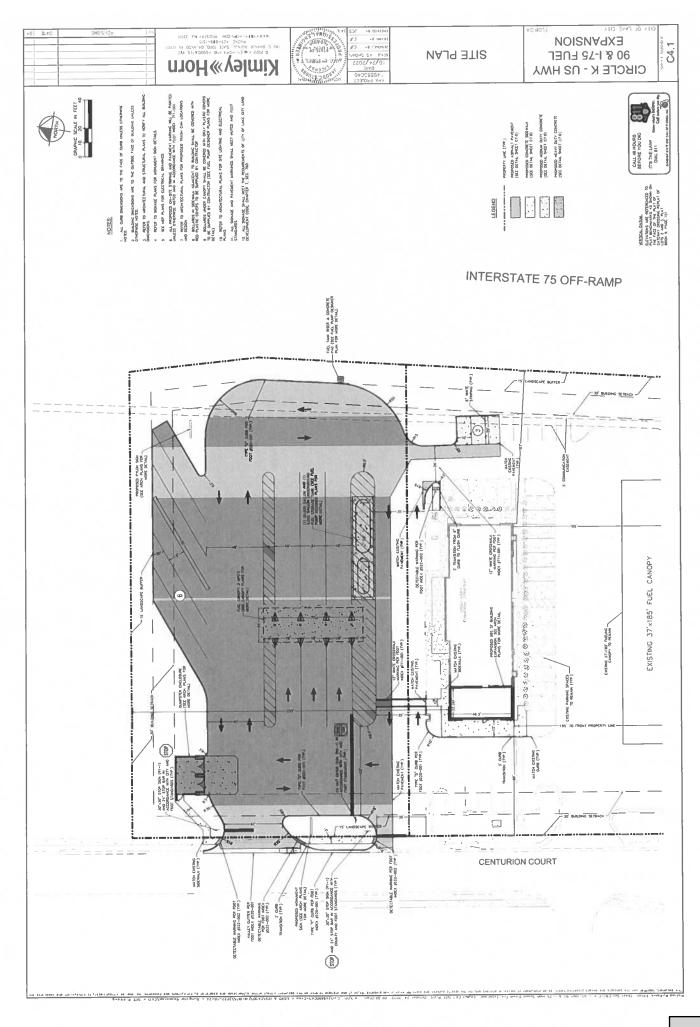


EXHIBIT G

TRAFFIC IMPACT ANALYSIS

Circle K – US 90 & Centurion Court

Lake City, FL

Prepared for:

Circle K

Prepared by:

Kimley-Horn and Associates, Inc.

VINCENT E. SPAHR, P.E.

STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 88747

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY VINCENT E. SPAHR, P.E. ON THE DATE INDICATED HERE.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

October 2023

©Kimley-Horn and Associates, Inc. 2023 K:\ORL_Civil\149880040-Circle K US90 & 175\TPTO\04_Doc\Circle K 175 US90 TIA_2023-10-16.docx

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Appendix A: Conceptual Site Plan

Appendix B: Traffic Data

Appendix C: Intersection Volume Development Worksheets

Appendix D: Synchro Output Reports

Appendix E: Trip Generation Calculations

Appendix F: FDOT Trend Worksheet

1.0 INTRODUCTION

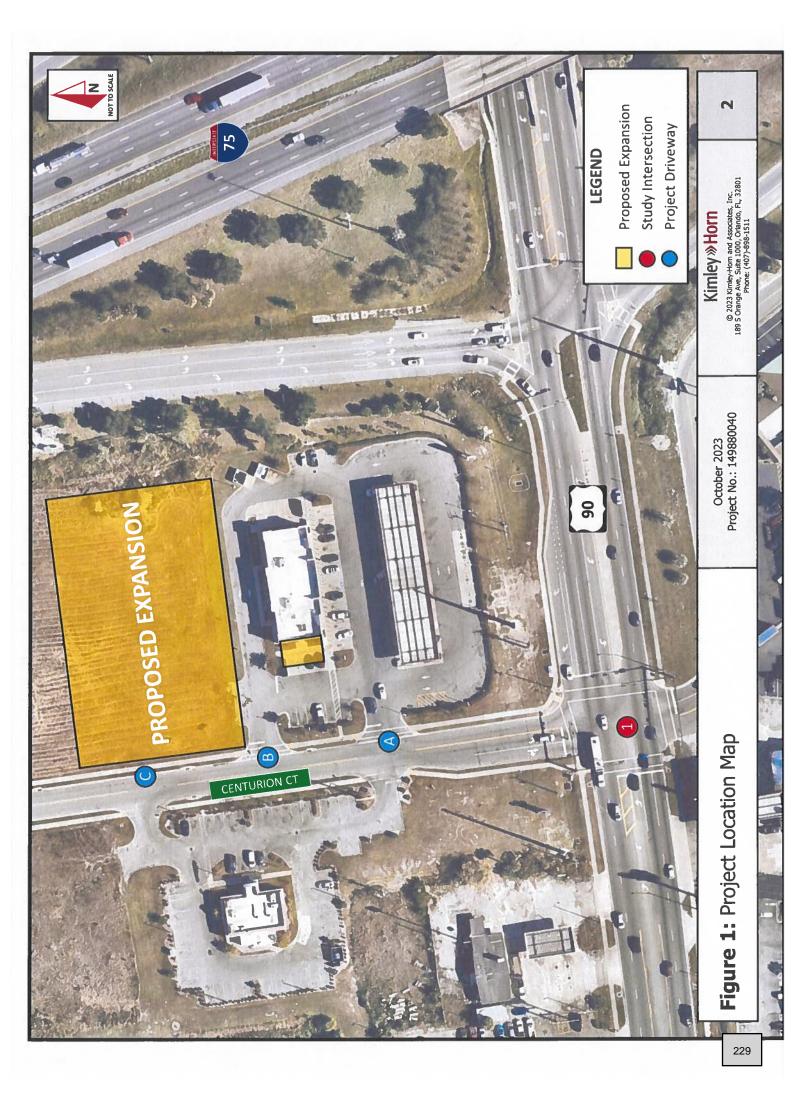
Kimley-Horn has been retained by Circle K to analyze and document the traffic impacts associated with the expansion of a gas station and Circle K convenience market on the northeast quadrant of the intersection of US Highway 90 (US 90) and Centurion Court/SW Florida Gateway Drive in Lake City, Florida.

This Traffic Impact Analysis (TIA) was originally submitted in March 2022 and approved in September 2022. At the request of Lake City staff, the TIA has been updated to reflect existing (2023) conditions and a revised buildout year 2024.

There is an existing 4,968 square foot convenience market with 24 vehicle fueling positions (VFP) on the site. The project location is shown in **Figure 1**.

The applicant is proposing to add a 900 square foot expansion to the convenience market and 3 vehicle fueling positions designed for diesel trucks. The conceptual site plan is provided in **Appendix A**.

The study area for this traffic impact analysis includes the project driveways and the signalized intersection of US 90 and Centurion Court/SW Florida Gateway Drive, as shown in **Figure 1**.



2.0 EXISTING CONDITIONS ANALYSIS

2.1 EXISTING TRAFFIC DATA

Turning movement counts (TMCs) were collected at the study intersection on Thursday, October 5, 2023, during the AM (7:00 AM - 9:00 AM) and PM (4:00 PM - 6:00 PM) peak periods. Raw turning movement counts are provided in **Appendix B**.

Turning movement volumes were adjusted using the peak season conversion factor (PSCF) from the Florida Department of Transportation (FDOT) Florida Traffic Online (FTO). Seasonal factor data is included in **Appendix B**. Existing signal timings were provided by Lake City staff for use in the analysis. Signal timing worksheets are included in **Appendix B**.

Figure 2 illustrates turning movement volumes for existing peak season conditions at the study intersection. The intersection volume development worksheet can be found in **Appendix C**.

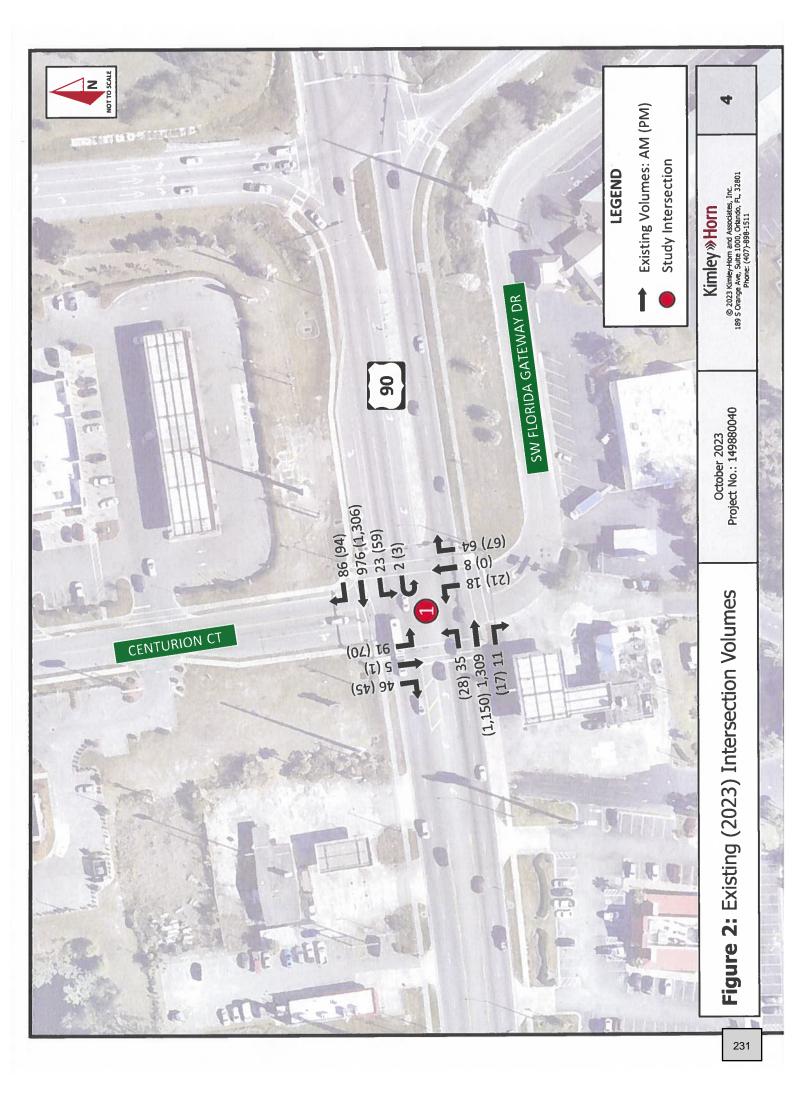
2.2 EXISTING INTERSECTION CONDITIONS

Intersection capacity analyses were performed for existing (2023) conditions using the operational analysis procedures outlined in the latest *Highway Capacity Manual, 6th Edition* (HCM 6). Specifically, *Synchro* (v11) software was used to evaluate existing operational conditions at the study area intersection by reporting delay, level of service (LOS), volume-to-capacity (v/c) ratios, and the 95th percentile queue for each movement. **Table 1** summarizes the operational analyses for the existing AM and PM peak hour conditions at the study intersection. Synchro outputs are provided in **Appendix D**.

| | | | MA | Peak Hour | 12.3 9.10 | | PM | Peak Hour | Section 1 |
|-----------------|----------------------|--------------------|-----|-----------|--------------------------------|--------------------|-----|-----------|--------------------------------|
| | | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) |
| | Overall Intersection | 14.4 | В | • | - | 10.6 | в | | • |
| | Eastbound | 13.1 | В | - | | 8.0 | Α | | |
| | EBL | 6.8 | A | 0.11 | 0.5 | 5.6 | А | 0.1 | 0.3 |
| | EBT | 13.3 | В | 0.61 | 16.1 | 8.1 | Α | 0.45 | 10.9 |
| | EBT/R | 13.2 | В | 0.61 | 16.7 | 8.0 | Α | 0.45 | 11.3 |
| | Westbound | 9.3 | Α | - | - | 7.4 | Α | • | • |
| US 90 | WBL | 88 | А | 0.10 | 0.4 | 5.2 | Α | 0.17 | 0.7 |
| & | WBT | 9.5 | Α | 0.46 | 10.5 | 7.6 | A | 0.51 | 11.9 |
| Centurion Court | WBR | 6.5 | A | 0.07 | 1.0 | 4.6 | A | 0.07 | 1,1 |
| | Northbound | 52.1 | D | - 1 | | 65.4 | E | - | • |
| | NBL | 51.9 | D | 0.10 | 1.1 | 66.0 | E | 0.15 | 1.5 |
| | NBT/R | 52.2 | Ð | 0.27 | 2.9 | 64.8 | E | 0.2 | 1.8 |
| | Southbound | 59.8 | E | · · | - | 70.3 | Е | - | |
| | SBL | 61.4 | E | 0.58 | 6.4 | 71.8 | E | 0.52 | 5.3 |
| | SBT/R | 50.5 | D | 0.09 | 1.0 | 64.2 | E | 0.14 | 1.3 |

Table 1: Existing Intersection Conditions

The intersection of US 90 and Centurion Court operates with LOS B during existing (2023) AM peak hour and PM peak hour conditions. All movements operate with v/c ratios less than 1.00 under existing (2023) AM and PM peak hour conditions. The northbound approach operates with LOS D during the AM peak hour and LOS E during the PM peak hour. The southbound approach operates with LOS E during the AM and PM peak hours. The higher delay on the northbound and southbound approaches is due to the prioritization of green time for the mainline US 90 movements.



3.0 PROJECT DEVELOPMENT

The existing site currently has 24 VFPs and a 4,968 square foot Circle K convenience store. The proposed expansion will add approximately 900 square feet to the existing convenience market and 3 VFPs north of the existing site. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout.

3.1 SITE ACCESS

Access to the site is proposed via two existing driveways and one new driveway along Centurion Court, as shown in the site plan provided in **Appendix A**.

3.2 TRIP GENERATION

Trip generation and pass-by rates for the proposed development were calculated using the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Land Use Code (LUC) 945 (Gas Station with Convenience Market) was used to calculate the trip generation potential for the existing and proposed development.

The trip generation potential of the existing Circle K convenience store and gas station was compared to observed traffic volumes on Centurion Court north of US 90 in the reviewed and approved TIA dated March 2022. **Table 2** summarizes the comparison of the calculated trip generation potential of the existing development and the observed peak hour volumes on Centurion Court.

| | | AM Peak H | our | F | PM Peak H | our |
|------------------------------|-------|-----------|----------|-------|-----------|----------|
| | Total | In (NB) | Out (SB) | Total | In (NB) | Out (SB) |
| ITE Trip Generation Manual | 649 | 325 | 324 | 546 | 273 | 273 |
| Observed Peak Season Traffic | 201 | 106 | 95 | 220 | 115 | 105 |

Table 2: Existing Site Trip Generation Comparison

Since the existing AM and PM peak hour traffic volumes were significantly less than the trip generation potential of the existing development, the trip generation calculations for the proposed expansion to the convenience store and gas station were adjusted proportionately to reflect actual conditions anticipated at the site under buildout conditions.

Table 3 provides the AM peak hour and PM peak hour trip generation calculations for the proposed expansion and the adjustment applied based on the existing trip generation comparison. A factor of 0.31 (201/649) was applied to the AM peak hour trip generation calculations, and a factor of 0.40 (220/546) was applied to the PM peak hour trip generation calculations in accordance with the comparison illustrated in **Table 2**.

As summarized in **Table 3**, the proposed expansion is anticipated to generate 16 net new AM peak hour trips (8 inbound and 8 outbound) and 18 net new PM peak hour trips (9 inbound and 9 outbound) to the external roadway network at buildout. In addition, the proposed expansion is anticipated to generate 48 AM peak hour pass-by trips (24 inbound and 24 outbound) and 54 PM peak hour pass-by trips (27 inbound and 27 outbound). A detailed table, including all trip generation calculations and adjustments, is provided in **Appendix E**.

| | | AM Peak H | our | PM Peak Hour | | | | | |
|--------------------------------------|-------|-----------|----------|--------------|---------|----------|--|--|--|
| | Total | In (NB) | Out (SB) | Total | In (NB) | Out (SB) | | | |
| ITE Trip Generation Manual (Net New) | 50 | 25 | 25 | 46 | 23 | 23 | | | |
| ITE Trip Generation Manual (Pass-by) | 204 | 102 | 102 | 180 | 90 | 90 | | | |
| Adjustment Factor | | 0.31 | | | 0.40 | | | | |
| Adjusted Net New Trips | 16 | 8 | 8 | 18 | 9 | 9 | | | |
| Adjusted Pass-by Trips | 48 | 24 | 24 | 54 | 27 | 27 | | | |

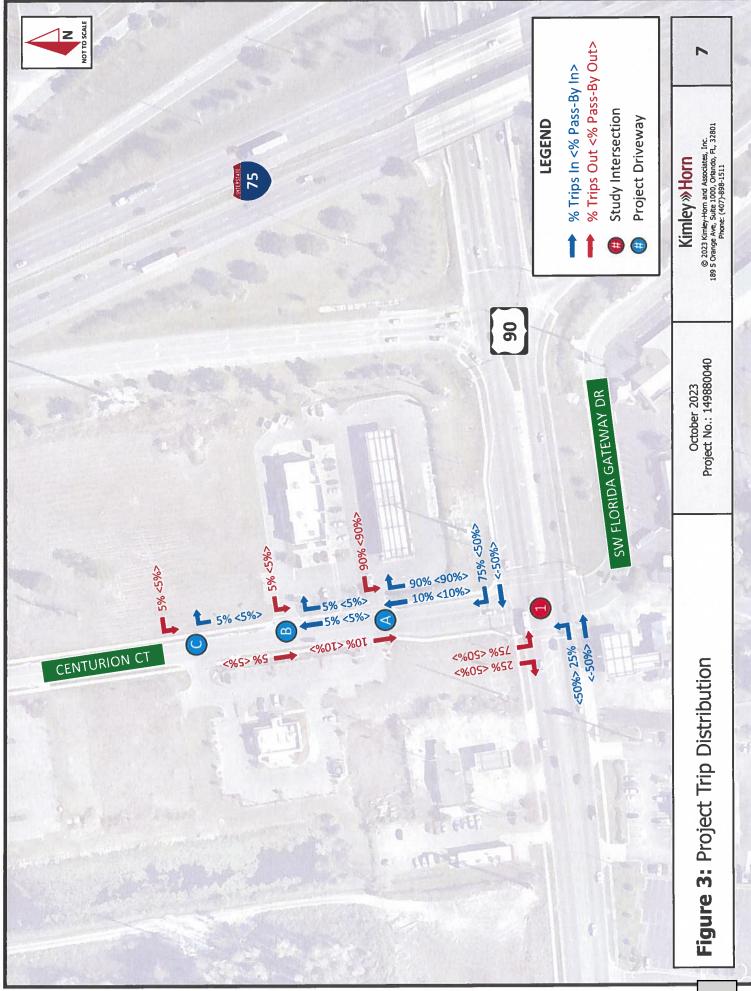
Table 3: Trip Generation Summary

3.3 TRIP DISTRIBUTION

The project's trip distribution was developed based on observed traffic patterns within the study area roadway network and engineering judgment. **Figure 3** displays the anticipated trip distribution for the proposed Circle K gas station expansion at buildout.

3.4 TRIP ASSIGNMENT

Site distribution percentages were used to assign anticipated project trips to the study area intersection and driveways. **Figure 4** shows the anticipated AM and PM peak hour project movements at the study area intersection and project driveways.





4.0 BACKGROUND CONDITIONS ANALYSIS - YEAR 2024

4.1 HISTORICAL TRAFFIC GROWTH

A historical traffic growth rate was calculated based upon the nearest historical Annual Average Daily Traffic (AADT) data available from FTO. A 3.61% annual historical growth rate was calculated based on the average traffic growth exhibited over the past five (5) years from an FDOT count station located east of the project site on US 90; 2020 and 2021 AADT data were removed from the calculation due to the COVID-19 pandemic effect on travel patterns. The growth trend worksheet can be found in **Appendix F**.

4.2 BACKGROUND TRAFFIC

Traffic conditions were evaluated for the year 2024 background conditions prior to the addition of project traffic. Background volumes at the study area intersection were derived by applying 3.61% annual growth to existing (2023) traffic counts. **Figure 5** illustrates AM peak hour and PM peak hour turning movement volumes for background conditions at the study intersection. The intersection volume development worksheet can be found in **Appendix C**.

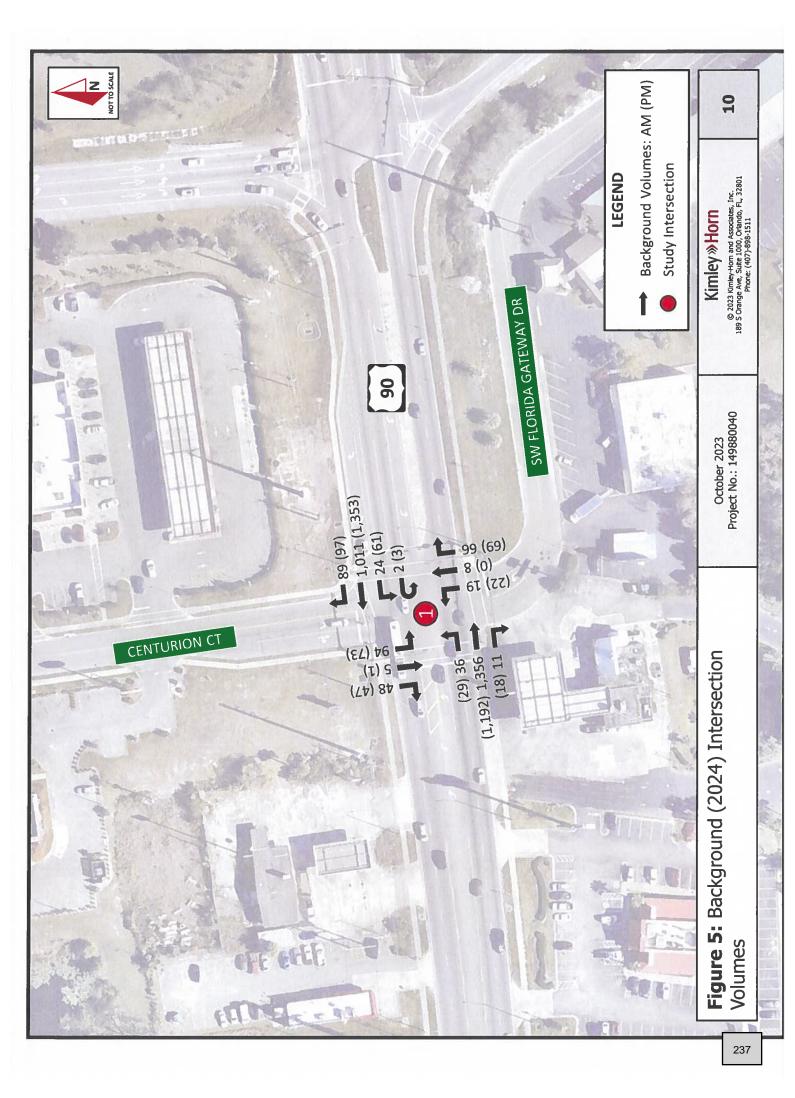
4.3 BACKGROUND INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2024 background conditions in the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual 6* with *Synchro* (v11) software. **Table 4** summarizes the operational analyses for the 2024 background AM and PM peak hour conditions at the study intersection. Synchro outputs are provided in **Appendix D**.

| | | ALC DAY | AM | Peak Hour | REDE L.B. | | PM | Peak Hour | |
|-----------------|----------------------|--------------------|-----|-----------|--------------------------------|--------------------|-----|-----------|--------------------------------|
| | | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) |
| | Overall Intersection | 15.0 | в | - | - | 11.1 | в | - | - |
| | Eastbound | 13.9 | В | • | - | 8.5 | Α | - | • |
| | EBL | 7.1 | A | 0.12 | 0.5 | 6.1 | A | 0.11 | 0.4 |
| | EBT | 14.1 | В | 0.63 | 17.1 | 8.6 | A | 0.47 | 11.6 |
| | EBT/R | 14.0 | В | 0.63 | 17.8 | 8.5 | A | 0.47 | 12.0 |
| | Westbound | 9.7 | Α | - | - | 7.9 | Α | • | - |
| US 90 | WBL | 9.6 | Α | 0.11 | 0_4 | 5.7 | А | 0.18 | 0.7 |
| & | WBT | 9.9 | A | 0.48 | 11,1 | 8.1 | A | 0.53 | 12.8 |
| Centurion Court | WBR | 6.6 | A | 0.07 | 1.1 | 4.8 | Α | 0.07 | 1.1 |
| | Northbound | 51.8 | D | · · | - | 64.9 | E | - | - |
| | NBL | 51.7 | D | 0.11 | 1.2 | 65.6 | ε | 0.15 | 1.5 |
| | NBT/R | 51.9 | D | 0.28 | 3.0 | 64.3 | E | 0.21 | 1.9 |
| | Southbound | 59.9 | E | - | • | 70.0 | Е | - | • |
| | SBL | 61.8 | E | 0,59 | 6.7 | 71.7 | E | 0.54 | 5.6 |
| | SBT/R | 50.2 | D | 0.1 | 1,1 | 63.7 | E | 0.15 | 1.4 |

Table 4: Background Intersection Conditions

The intersection of US 90 and Centurion Court is expected to operate with LOS B during background (2024) AM peak hour and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under background (2024) AM and PM peak hour conditions. The northbound and southbound approaches are expected to continue to operate with LOS E or better during the AM and PM peak hours due to the prioritization of green time for the mainline US 90 movements.



5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2024

5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for the year 2024 conditions with the inclusion of project traffic. Buildout volumes were developed by adding anticipated project trips to background (2024) volumes. **Figure 6** illustrates the projected turning movement volumes under buildout AM and PM peak hour conditions at the study intersection. The intersection volume development worksheet can be found in **Appendix C**.

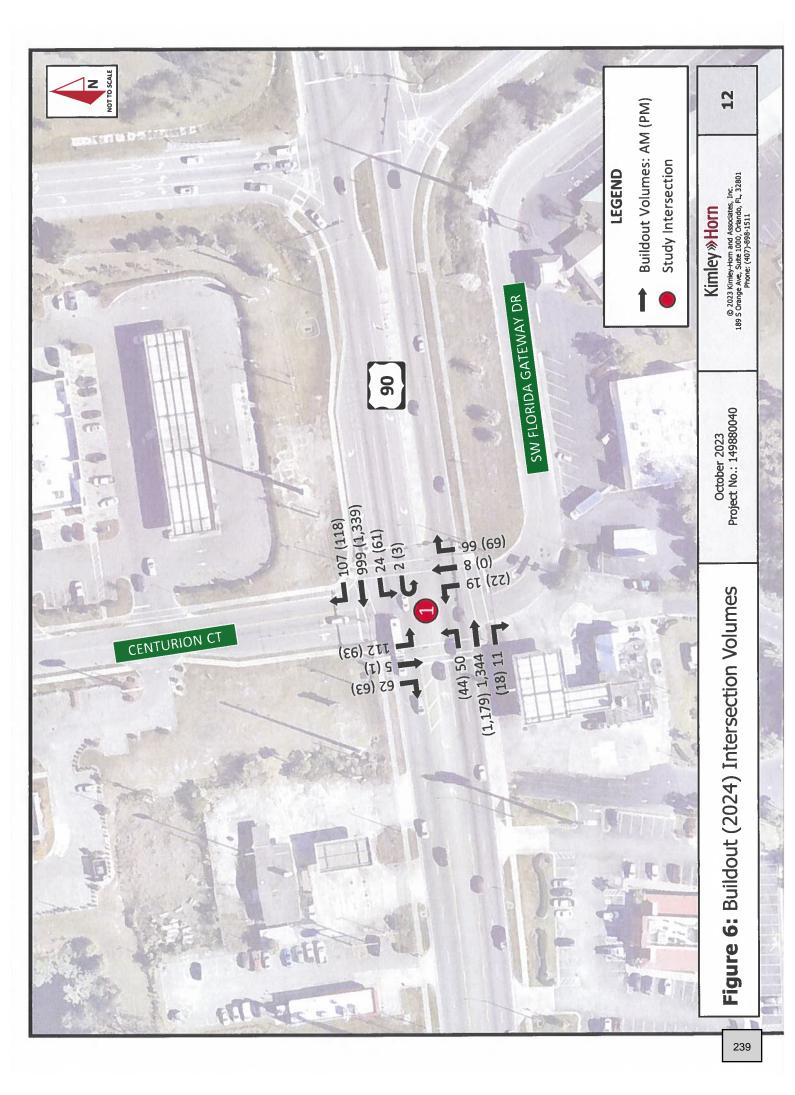
5.2 BUILDOUT INTERSECTION ANALYSIS

Intersection operational analyses were performed for 2024 buildout conditions in the AM and PM peak hour conditions using procedures outlined in the *Highway Capacity Manual 6* with *Synchro* (v11) software. **Table 5** summarizes the operational analyses for the 2024 buildout AM and PM peak hour conditions at the study intersection. Synchro outputs are provided in **Appendix D**.

| S. Samian | | | AM | Peak Hour | State of the | | PM | Peak Hour | NY NY NY |
|-----------------|----------------------|--------------------|-----|-----------|--------------------------------|--------------------|-----|-----------|--------------------------------|
| | | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) | Delay (sec/veh) | LOS | v/c Ratio | 95th percentile queue (veh) |
| an and the ball | Overall Intersection | 16.3 | В | • | - | 12.7 | в | - | - |
| | Eastbound | 14.6 | В | - | - | 9.4 | Α | • | • |
| | EBL | 7.8 | Α | 0.16 | 0.8 | 7.2 | A | 0.16 | 0,6 |
| | EBT | 14.9 | В | 0.64 | 17.6 | 9.5 | А | 0.48 | 12.3 |
| | EBT/R | 14.8 | 8 | 0.64 | 18.3 | 9.5 | A | 0.48 | 12.7 |
| | Westbound | 10.5 | В | | - | 9.0 | Α | - | • |
| US 90 | WBL | 10.1 | В | 0.11 | 0.4 | 6.4 | А | 0.19 | 0.8 |
| & | WBT | 10.8 | В | 0.48 | 11.5 | 9.4 | А | 0.54 | 14.0 |
| Centurion Court | WBR | 7.4 | Α | 0.09 | 1,6 | 5.7 | A | 0.10 | 1.7 |
| | Northbound | 50.8 | D | - | - | 63.2 | E | - | - |
| | NBL | 51.5 | D | 0.11 | 1,2 | 64.7 | E | 0,14 | 1.5 |
| | NBT/R | 50.5 | D | 0.25 | 2.9 | 61.9 | E | 0.18 | 1.9 |
| | Southbound | 61.3 | E | • | - | 68.4 | Е | | - |
| | SBL | 64.7 | E | 0.65 | 8.1 | 70.6 | E | 0.59 | 7,0 |
| | SBT/R | 49.6 | D | 0.17 | 2.0 | 62.4 | E | 0.23 | 2.5 |

Table 5: Buildout Intersection Conditions

The intersection of US 90 and Centurion Court is expected to operate with LOS B during buildout (2024) AM peak hour and PM peak hour conditions. All movements are expected to operate with v/c ratios less than 1.00 under buildout (2024) AM and PM peak hour conditions. The northbound and southbound approaches are expected to continue to operate with LOS E or better during the AM and PM peak hour due to the prioritization of green time for the mainline US 90 movements.



6.0 CONCLUSION

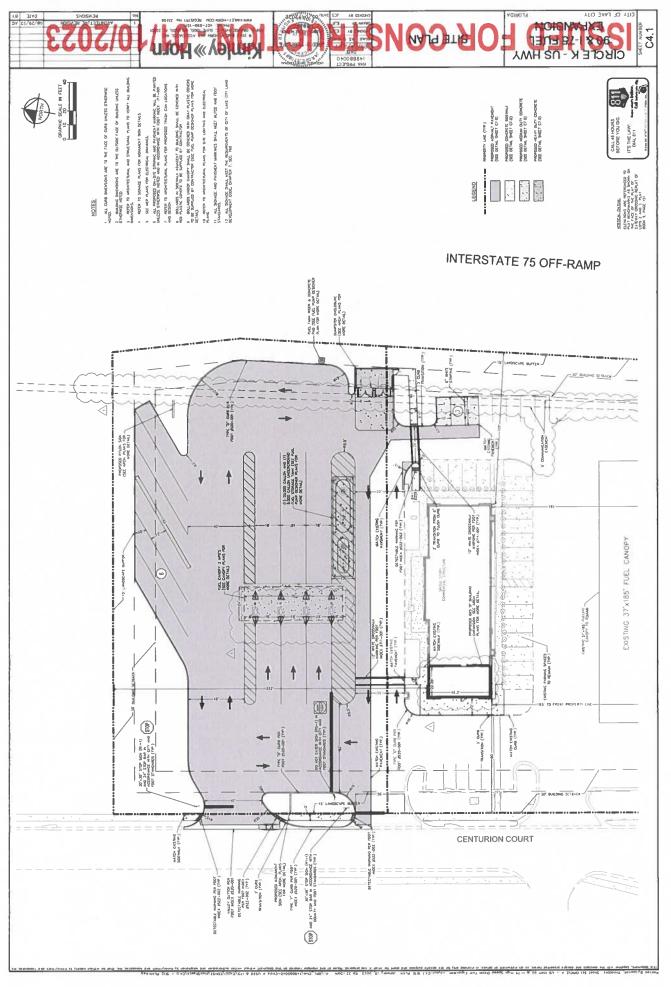
This traffic impact analysis was performed to assess the transportation impacts of the proposed expansion of a gas station and Circle K convenience market located in the northwest quadrant of the intersection of US Highway 90 (SR 10) and Centurion Court/SW Florida Gateway Drive. The expansion, proposed for buildout in year 2024, will include the addition of 3 vehicle fueling positions designed for diesel trucks and a 900 square foot expansion to the existing Circle K convenience market. Access to the site will be provided via two existing driveways and one new driveway to the north on Centurion Court.

Accounting for the observed trip generation of the existing site, the proposed expansion is anticipated to generate 16 net new AM peak hour trips and 18 net new PM peak hour trips at buildout. An additional 48 new AM peak hour pass-by trips and 54 new PM peak hour pass-by trips are expected at the site as well.

Operational analyses were performed utilizing *Synchro* software for the existing (2023), background (2024), and buildout (2024) conditions at the study intersection of US 90 and Centurion Court/SW Florida Gateway Drive during the AM peak hour and the PM peak hour. Results indicated that the study intersection is expected to operate at LOS B through the buildout year. No operational deficiencies are expected at the study intersection of project traffic under buildout (2024) conditions.

APPENDIX A

Conceptual Site Plan



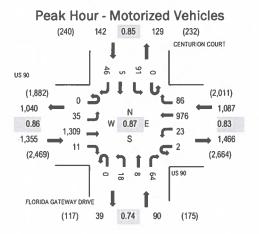
Appendix A: Conceptual Site Plan Page 1 of 1

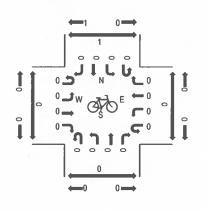
APPENDIX B Traffic Data

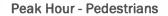


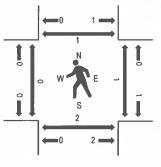
Location: 1 FLORIDA GATEWAY DRIVE & US 90 AM Date: Thursday, October 5, 2023 Peak Hour: 07:15 AM - 08:15 AM Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Bicycles









Note: Total study counts contained in parentheses.

| Interval | | US 90 Westbound | | | FLORIDA GATEWAY DRIVE Northbound | | | CENTURION COURT Southbound | | | | | Rolling | Pedestrian Crossings | | | | | | | | |
|------------|-------|--------------------|------|-------|-------------------------------------|------|--------|-------------------------------|--------|------|------|-------|---------|----------------------|------|-------|-------|-------|------|------|-------|-------|
| Start Time | U-Tum | Left | Thru | Right | U-Tum | Left | Thru I | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour | West | East | South | North |
| 7:00 AM | 0 | 10 | 272 | 1 | 0 | 6 | 143 | 20 | 0 | 3 | 3 | 19 | 0 | 17 | 2 | 5 | 501 | 2,567 | 0 | 0 | 1 | 1 |
| 7:15 AM | 0 | 8 | 307 | 1 | 1 | 5 | 191 | 27 | 0 | 5 | 3 | 11 | 0 | 30 | 1 | 11 | 601 | 2,674 | 0 | 0 | 0 | (|
| 7:30 AM | 0 | 12 | 380 | 0 | 0 | 2 | 234 | 22 | 0 | 3 | 2 | 10 | 0 | 18 | 0 | 12 | 695 | 2,668 | 0 | 1 | 0 | 1 |
| 7:45 AM | 0 | 6 | 353 | 5 | 1 | 11 | 306 | 22 | 0 | 6 | 3 | 24 | 0 | 20 | 4 | 9 | 770 | 2,530 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 9 | 269 | 5 | 0 | 5 | 245 | 15 | 0 | 4 | 0 | 19 | 0 | 23 | 0 | 14 | 608 | 2,328 | 0 | 0 | 2 | 0 |
| 8:15 AM | 0 | 5 | 274 | 3 | 0 | 14 | 235 | 14 | 0 | 5 | 0 | 15 | 0 | 17 | 2 | 11 | 595 | | 0 | 0 | 1 | 0 |
| 8:30 AM | 0 | 6 | 255 | 1 | 0 | 21 | 210 | 16 | 0 | 4 | 1 | 17 | 0 | 14 | 2 | 10 | 557 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 6 | 271 | 10 | 1 | 15 | 208 | 21 | 0 | 3 | 1 | 14 | 0 | 12 | 1 | 5 | 568 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| | | | Westbound | | | | Northl | ound | | | | | | | | | |
|--------------------|-------|------|-----------|-------|--------|------|--------|-------|--------|------|------|-------|--------|------|------|-------|-------|
| Vehicle Type | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total |
| Articulated Trucks | 0 | 0 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 19 |
| Lights | 0 | 34 | 1,281 | 11 | 2 | 22 | 944 | 83 | 0 | 15 | 6 | 60 | 0 | 87 | 5 | 43 | 2,593 |
| Mediums | 0 | 1 | 20 | 0 | 0 | 1 | 23 | 3 | 0 | 3 | 2 | 4 | 0 | 2 | 0 | 3 | 62 |
| Total | 0 | 35 | 1,309 | 11 | 2 | 23 | 976 | 86 | 0 | 18 | 8 | 64 | 0 | 91 | 5 | 46 | 2,674 |

Heavy Vehicle Percentage and Peak Hour Factor

| | | Eastb | ound | | | Westbo | ound | | | Northb | ound | | | Southi | bound | | |
|------------------|--------|-------|------|-------|--------|--------|------|-------|-------|--------|---------------|-------|--------|--------|-------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | Total |
| Heavy Vehicle % | | 2.1 | % | | | 3.39 | 6 | | | 10.0 |)% | | | 4.9 | % | | 3.0% |
| Heavy Vehicle % | 0.0% | 2.9% | 2.1% | 0.0% | 0.0% | 4.3% | 3.3% | 4.9% | 0.0% | 16.7% | 25 .0% | 5.4% | 0.0% | 4.4% | 0.0% | 0.0% | 3.0% |
| Peak Hour Factor | | 0.8 | 36 | | | 0.83 | 3 | | | 0.7 | 4 | | | 0.8 | 35 | | 0.87 |
| Peak Hour Factor | 0.00 | 0.75 | 0,86 | 0,48 | 0.50 | 0.65 | 0.83 | 0,85 | 0.00 | 0.79 | 0.92 | 0.70 | 0.00 | 0.76 | 0,50 | 0.75 | 0.87 |

All Traffic Data Services

1 FLORIDA GATEWAY DRIVE & US 90 AM Thursday, October 5, 2023

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

| Traffic Counts - | All Vehicles |
|------------------|--------------|
|------------------|--------------|

| | | | US 90 | | | | | US 90 | | | | FLORIDA | GATEWA | YORIVE | | | CENT | URION CO | URT | | | |
|---------|--------|------|----------|-------|------|--------|------|-----------|-------|------|--------|---------|-----------|--------|------|--------|------|-----------|-------|------|-------|---------|
| | | E | astbound | | | | ٧ | Vestbound | j. | | | N | orthbound | 5 | | | Si | outhbourn | J | | | Rolling |
| Time | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | Total | Hour |
| 7:00 AM | 0 | 10 | 272 | 1 | 0 | 0 | 6 | 143 | 11 | 9 | 0 | 3 | 3 | 10 | 9 | 0 | 17 | 2 | 2 | 3 | 501 | 2.567 |
| 7:15 AM | 0 | 8 | 307 | 1 | 0 | 1 | 5 | 191 | 15 | 12 | 0 | 5 | 3 | 7 | 4 | 0 | 30 | 1 | 3 | 8 | 601 | 2,674 |
| 7:30 AM | 0 | 12 | 380 | 0 | 0 | 0 | 2 | 234 | 14 | 8 | 0 | 3 | 2 | 8 | 2 | 0 | 18 | 0 | 3 | 9 | 695 | 2,668 |
| 7:45 AM | 0 | 6 | 353 | 5 | 0 | 1 | 11 | 306 | 18 | 4 | 0 | 6 | 3 | 14 | 10 | 0 | 20 | 4 | 4 | 5 | 770 | 2,530 |
| B:00 AM | 0 | 9 | 269 | 5 | 0 | 0 | 5 | 245 | 14 | 1 | 0 | 4 | 0 | 8 | 11 | 0 | 23 | 0 | 1 | 13 | 608 | 2,328 |
| 8:15 AM | 0 | 5 | 274 | 3 | 0 | 0 | 14 | 235 | 9 | 5 | 0 | 5 | 0 | 8 | 7 | 0 | 17 | 2 | 3 | 8 | 595 | 0 |
| 8:30 AM | 0 | 6 | 255 | 1 | 0 | 0 | 21 | 210 | 12 | 4 | 0 | 4 | 1 | 6 | 11 | 0 | 14 | 2 | 3 | 7 | 557 | 0 |
| 8:45 AM | 0 | 6 | 271 | 10 | 0 | 1 | 15 | 208 | 19 | 2 | 0 | 3 | 1 | 3 | 11 | 0 | 12 | 1 | 0 | 5 | 568 | 0 |

Peak Rolling Hour Flow Rates

| | | E | astbound | | | | V | Vestbound | J | | | N | orthbound | 5 | | | S | outhbound | 1 | | |
|--------------------------|--------|------|----------|-------|------|--------|------|-----------|-------|------|--------|-------|-----------|-------|------|--------|------|-----------|-------|------|-------|
| Vehicle Type | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | Total |
| Articulated Trucks | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 19 |
| Ughts | 0 | 34 | 1,281 | 11 | 0 | 2 | 22 | 944 | 58 | 25 | 0 | 15 | 6 | 35 | 25 | 0 | 87 | 5 | 11 | 32 | 2,593 |
| Mediums | 0 | 1 | 20 | 0 | 0 | 0 | 1 | 23 | 3 | 0 | 0 | 3 | 2 | 2 | 2 | 0 | 2 | 0 | 0 | 3 | 62 |
| Total | 0 | 35 | 1,309 | 11 | 0 | 2 | 23 | 976 | 61 | 25 | 0 | 18 | 8 | 37 | 27 | 0 | 91 | 5 | 11 | 35 | 2.674 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Crosswalk | | | 0 | | | | | 0 | | | | | 0 | | | | | 1 | | | 1 |
| Heavy Vehicle Percentage | | | 2.1% | | | | | 3.3 | | | | | 10.0% | | | | | 4.9% | | | 3.0% |
| Heavy Vehicle Percentage | 0.0% | 2.9% | 2.1% | 0.0% | 0.0% | 0.0% | 4.3% | 3.3% | 4.9% | 0.0% | 0.0% | 16.7% | 25.0% | 5.4% | 7.4% | 0.0% | 4.4% | 0.0% | 0.0% | 8.6% | 3.0% |
| Peak Hour Factor (PHF) | | | 0.86 | | | | | 0.83 | | | | | 0.74 | | | | | 0.85 | | | 0.87 |
| Peak Hour Factor (PHF) | 0.00 | 0.75 | 0.86 | 0.48 | 0.00 | 0.50 | 0.65 | 0.83 | 0.85 | 0.69 | 0.00 | 0.79 | 0.92 | 0.70 | 0.91 | 0.00 | 0.76 | 0.50 | 0.75 | 0.67 | 0.87 |

| | | | aslbound | | | | V | lestbound | 1 | | | N | onthbound | 1 | | | S | outhbound | 1 | | |
|------------------|--------|------|----------|-------|------|--------|------|-----------|-------|------|--------|------|-----------|-------|------|--------|------|-----------|-------|------|------|
| Time | U-Turn | Left | Thru | Right | RIOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | Tota |
| ticulated Trucks | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ghts | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 9 | 262 | 1 | 0 | 0 | 5 | 137 | 11 | 8 | 0 | 1 | 2 | 10 | 9 | 0 | 14 | 2 | 2 | 3 | 4 |
| 7:15 AM | 0 | 8 | 299 | 1 | 0 | 1 | 4 | 185 | 15 | 12 | 0 | 4 | 2 | 5 | 4 | 0 | 29 | 1 | 3 | 8 | : 5 |
| 7:30 AM | 0 | 11 | 375 | 0 | 0 | 0 | 2 | 225 | 12 | 8 | 0 | 3 | 2 | 8 | 1 | 0 | 15 | 0 | 3 | 8 | : 6 |
| 7:45 AM | 0 | 6 | 344 | 5 | 0 | 1 | 11 | 300 | 17 | 4 | 0 | 6 | 2 | 14 | 10 | 0 | 20 | 4 | 4 | 5 | 7 |
| 8:00 AM | 0 | 9 | 263 | 5 | 0 | 0 | 5 | 234 | 14 | 1 | 0 | 2 | 0 | 8 | 10 | 0 | 23 | 0 | 1 | 11 | |
| 8:15 AM | 0 | 5 | 265 | 3 | 0 | 0 | 14 | 223 | 6 | 5 | 0 | 4 | 0 | 8 | 7 | 0 | 15 | 2 | 3 | 8 | : : |
| 8:30 AM | 0 | 6 | 241 | 1 | 0 | 0 | 21 | 205 | 11 | 4 | 0 | 4 | 1 | 6 | 11 | 0 | 14 | 2 | 3 | 5 | |
| 8:45 AM | 0 | 5 | 269 | 10 | 0 | 1 | 15 | 201 | 17 | 2 | 0 | 3 | 1 | 3 | 10 | 0 | 11 | 1 | 0 | 5 | |
| ediums | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 1 | 8 | 0 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |) |
| 7:15 AM | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | , |
| 7:30 AM | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , |
| 8:00 AM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| 8:15 AM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | , |
| 8:30 AM | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:45 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | , |
| cycles on Road | | _ | _ | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |) |
| 7:15 AM | ō | 0 | 0 | 0 | 0 | ō | 0 | ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |) |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | j. |
| 7:45 AM | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | j. |
| 8:00 AM | 0 | 0 | 0 | 0 | | ō | ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , |
| 8:15 AM | ő | 0 | ŏ | ő | | 0 | Ő | 0 | ő | ő | ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | , |
| 8:30 AM | 0 | 0 | ŏ | ő | | 0 | ő | ő | ő | ő | ŏ | ŏ | 0 | ő | 0 | 0 | 0 | | | | |
| 8:45 AM | 0 | 0 | ő | 0 | | ő | 0 | ő | ő | ő | ő | ő | 0 | ő | 0 | | 0 | | | | |

 Bloycles on Crosswalk

 Time
 CCW
 CW
 Total
 CCW
 CO
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 O
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 O
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| 7:00 AM | 0 0 | 0 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 |
|---------|---------|-----|---|---|---|---|---|---|---|---|---|
| 7:15 AM | 0 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 0 | 0 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 0 | 0 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 |
| 8:15 AM | 0 0 | 0 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8-45 AM | 0 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

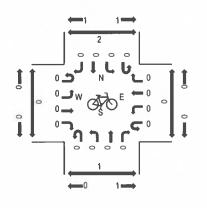
Appendix B: Traffic Data Page 2 of 7



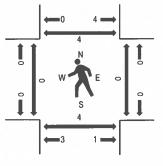
Location: 1 FLORIDA GATEWAY DRIVE & US 90 PM Date: Thursday, October 5, 2023 Peak Hour: 04:30 PM - 05:30 PM Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Bicycles

Peak Hour - Motorized Vehicles (236) 116 0.83 122 (233) CENTURION COURT Î L 4S 1 0 US 90 لد Ļ L (2,891) (2,685) 94 0 1,372 1,462 N 28 1,306 _____ -0.89 0.96 w 0.94 E 1,150 59 ſ 1,195 s 1,290 17 3 (2,253) (2,440) ์ก t ſ US 90 0 N 0 67 t l FLORIDA GATEWAY DRIVE 77 0.82 88 (165) (187)







Note: Total study counts contained in parentheses.

noto. Potal otaby bound bollianda in paronalosoo

| Interval | | US Eastb | | | | US 9 Westb | | | FLORID | A GATE Northb | | DRIVE | | TURIC South | N COU | IRT | | Rolling | Ped | lestriar | n Cross | sings |
|------------|--------|-------------|------|-------|-------|---------------|--------|-------|--------|------------------|------|-------|--------|----------------|-------|-------|-------|---------|------|----------|---------|-------|
| Start Time | U-Turn | Left | Thru | Right | U-Tum | Left | Thru F | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | Hour | West | East | South | Nort |
| 4:00 PM | 2 | 6 | 247 | 7 | 3 | 19 | 347 | 22 | 0 | 9 | 1 | 16 | 0 | 27 | 1 | 8 | 715 | 2,808 | 1 | 0 | 1 | 4 |
| 4:15 PM | 0 | 14 | 251 | 10 | 1 | 30 | 366 | 24 | 0 | 1 | 0 | 12 | 0 | 19 | 3 | 7 | 738 | 2,850 | 0 | 0 | 0 | (|
| 4:30 PM | 0 | 8 | 278 | 6 | 1 | 14 | 306 | 25 | 0 | 6 | 0 | 10 | 0 | 21 | 0 | 12 | 687 | 2,861 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 7 | 270 | 5 | 0 | 17 | 307 | 17 | 0 | 8 | 0 | 15 | 0 | 12 | 1 | 9 | 668 | 2,831 | 0 | 0 | 0 | (|
| 5:00 PM | 0 | 4 | 306 | 1 | 0 | 11 | 351 | 25 | 0 | 4 | 0 | 23 | 0 | 20 | 0 | 12 | 757 | 2,737 | 0 | 0 | 4 | C |
| 5:15 PM | 0 | 9 | 296 | 5 | 2 | 17 | 342 | 27 | 0 | 3 | 0 | 19 | 0 | 17 | 0 | 12 | 749 | | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 3 | 261 | 1 | 2 | 19 | 301 | 18 | 0 | 2 | 1 | 14 | 0 | 17 | 3 | 15 | 657 | | 0 | 0 | 0 | (|
| 5:45 PM | 0 | 4 | 247 | 5 | 5 | 10 | 245 | 17 | 0 | 4 | 1 | 16 | 0 | 12 | 2 | 6 | 574 | | 0 | 1 | 0 | 1 |

Peak Rolling Hour Flow Rates

| | | East | lbound | | | West | bound | | | Northb | bound | | | South | bound | | |
|--------------------|-------|------|--------|-------|--------|------|-------|-------|--------|--------|-------|-------|-------|-------|-------|-------|-------|
| Vehicle Type | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | Total |
| Articulated Trucks | 0 | 0 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| Lights | 0 | 28 | 1,126 | 17 | 3 | 59 | 1,279 | 92 | 0 | 21 | 0 | 66 | 0 | 70 | 1 | 45 | 2,807 |
| Mediums | 0 | 0 | 15 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Total | 0 | 28 | 1,150 | 17 | 3 | 59 | 1,306 | 94 | 0 | 21 | 0 | 67 | 0 | 70 | 1 | 45 | 2,861 |

Heavy Vehicle Percentage and Peak Hour Factor

| | | Eastb | ound | | | Westb | ound | | | Northb | ound | | | South | bound | | |
|------------------|--------|-------|------|-------|-------|-------|------|-------|--------|--------|------|-------|--------|-------|-------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Tum | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total |
| Heavy Vehicle % | | 2.0 |)% | | | 2.0 | % | | | 1.19 | % | | | 0.0 | % | | 1.9% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 2.1% | 2.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% |
| Peak Hour Factor | | 0.9 | 96 | | | 0.8 | 9 | | | 0.8 | 2 | | | 0.8 | 33 | | 0.94 |
| Peak Hour Factor | 0.25 | 0.63 | 0.94 | 0.70 | 0.45 | 0.67 | 0.91 | 0.90 | 0.00 | 0.67 | 0.50 | 0.78 | 0.00 | 0.73 | 0.42 | 0.63 | 0.94 |

All Traffic Data Services

1 FLORIDA GATEWAY DRIVE & US 90 PM Thursday, October 5, 2023

Peak Hour 04:30 PM · 05:30 PM Peak 15-Minutes 05:00 PM · 05:15 PM

| Traffic Counts - All Vehicles | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|-------|------|-----------|-------|------|--------|------|-----------|-------|------|--------|--------|-----------|---------|------|--------|------|----------|-------|------|-------|---------|
| | | | US 90 | | | | | US 90 | | | | FLORID | A GATEWA | Y DRIVE | | | CENT | URION CO | JURT | | | |
| | | 1 | Eastbound | | | | V | Vestbourk | t l | | | 7 | Vorthboun | d | | | Se | outhboun | d | | | Rolling |
| Time | UTurn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | Total | Hour |
| 4:00 PM | 2 | 6 | 247 | 7 | 0 | 3 | 19 | 347 | 17 | 5 | 0 | 9 | 1 | 5 | 11 | 0 | 27 | 1 | 4 | 4 | 715 | 2.808 |
| 4:15 PM | 0 | 14 | 251 | 10 | 0 | 1 | 30 | 366 | 18 | 6 | 0 | 1 | 0 | 4 | 8 | 0 | 19 | 3 | 2 | 5 | 738 | 2.850 |
| 4:30 PM | 0 | 8 | 278 | 6 | 0 | 1 | 14 | 308 | 22 | 3 | 0 | 6 | 0 | 4 | 6 | 0 | 21 | 0 | 5 | 7 | 687 | 2.861 |
| 4:45 PM | 0 | 7 | 270 | 5 | 0 | 0 | 17 | 307 | 15 | 2 | 0 | 8 | 0 | 7 | 8 | 0 | 12 | 1 | 2 | 7 | 668 | 2,831 |
| 5:00 PM | 0 | 4 | 306 | 1 | 0 | 0 | 11 | 351 | 20 | 5 | 0 | 4 | 0 | 9 | 14 | 0 | 20 | 0 | 5 | 7 | 757 | 2.737 |
| 5:15 PM | 0 | 9 | 296 | 5 | 0 | 2 | 17 | 342 | 22 | 5 | 0 | 3 | 0 | 6 | 13 | 0 | .17 | 0 | 5 | 7 | 749 | 0 |
| 5:30 PM | 0 | 3 | 261 | 1 | 0 | 2 | 19 | 301 | 14 | 4 | 0 | 2 | 1 | 4 | 10 | 0 | 17 | 3 | 8 | 7 | 657 | 0 |
| 5.45 PM | 0 | 4 | 247 | 4 | 1 | 5 | 10 | 245 | 13 | 4 | 0 | 4 | 1 | 9 | 7 | 0 | 12 | 2 | 1 | 5 | 574 | 0 |

Peak Rolling Hour Flow Rates

| | | E | astbound | | | | V | lestbound | | | | N | orthbound | 1 | | | S | outhbound | 1 | | |
|--------------------------|--------|------|----------|-------|------|--------|------|-----------|-------|------|--------|------|-----------|-------|------|--------|------|-----------|-------|------|-------|
| Vehicle Type | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | Total |
| Articulated Trucks | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| Lights | 0 | 28 | 1.126 | 17 | 0 | 3 | 59 | 1 279 | 77 | 15 | 0 | 21 | 0 | 26 | 40 | 0 | 70 | 1 | 17 | 28 | 2,807 |
| Mediums | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Total | 0 | 28 | 1.150 | 17 | 0 | 3 | 59 | 1,306 | 79 | 15 | 0 | 21 | 0 | 26 | 41 | 0 | 70 | 1 | 17 | 28 | 2.861 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Crosswalk | | | 0 | | | | | 0 | | | | | 1 | | | | | 2 | | | 3 |
| Heavy Vehicle Percentage | | | 2.0% | | | | | 2.0 | | | | | 1.1% | | | | | 0.0% | | | 1.9% |
| Heavy Vehicle Percentage | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | 2.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% |
| Peak Hour Factor (PHF) | | | 0.96 | | | | | 0.89 | | | | | 0.82 | | | | | 0.83 | | | 0.94 |
| Peak Hour Factor (PHF) | 0.25 | 0.63 | 0.94 | 0.70 | 0.25 | 0.45 | 0.67 | 0.91 | 0.90 | 0.90 | 0.00 | 0.67 | 0.50 | 0.78 | 0.80 | 0.00 | 0.73 | 0.42 | 0.63 | 1.00 | 0.94 |

| | | 6 | Eastbound | | | | ٧ | Vestbound | 9 | | | N | orthbound | 1 | | | S | outhbound | d | | |
|------------------|--------|------|-----------|-------|------|--------|------|-----------|-------|------|--------|------|-----------|-------|------|--------|------|-----------|-------|------|-------|
| Time | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | U-Turn | Left | Thru | Right | RTOR | Total |
| ticulated Trucks | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ghts | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 2 | 6 | 240 | 7 | 0 | 3 | 19 | 332 | 16 | 5 | 0 | 9 | 1 | 4 | 10 | 0 | 26 | 1 | 4 | 4 | 6 |
| 4:15 PM | 0 | 14 | 243 | 10 | 0 | 1 | 30 | 357 | 17 | 6 | 0 | 1 | 0 | 4 | 8 | 0 | 19 | 3 | 2 | 5 | 7 |
| 4:30 PM | 0 | 8 | 270 | 6 | 0 | 1 | 14 | 298 | 21 | 3 | 0 | 6 | 0 | 4 | 5 | 0 | 21 | 0 | 5 | 7 | 6 |
| 4:45 PM | 0 | 7 | 265 | 5 | 0 | 0 | 17 | 303 | 14 | 2 | 0 | 8 | 0 | 7 | 8 | 0 | 12 | 1 | 2 | 7 | 6 |
| 5:00 PM | 0 | 4 | 300 | 1 | 0 | 0 | 11 | 345 | 20 | 5 | 0 | 4 | 0 | 9 | 14 | 0 | 20 | 0 | 5 | 7 | 7 |
| 5:15 PM | 0 | 9 | 291 | 5 | 0 | 2 | 17 | 333 | 22 | 5 | 0 | 3 | 0 | 6 | 13 | 0 | 17 | 0 | 5 | 7 | 7 |
| 5:30 PM | 0 | 3 | 256 | 1 | 0 | | 19 | 294 | 13 | 4 | 0 | 2 | 1 | 4 | 10 | 0 | 15 | 3 | 8 | 7 | 6 |
| 5:45 PM | 0 | 4 | 246 | 4 | 1 | 5 | 10 | 242 | 13 | 4 | 0 | 4 | 0 | 9 | 7 | 0 | 12 | 2 | 1 | 5 | 5 |
| ed:ums | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 7 | 0 | 0 | | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 3 | 0 | 0 | | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5.00 PM | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | ő | 0 | 1 | 0 | 0 | | ō | 4 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | ō | 4 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | | ō | 1 | 0 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| cycles on Road | - | ÷ | _ | | | | | - | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | | 0 | | 0 | ō | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | ő | 0 | | 0 | 0 | - | ō | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | ō | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | õ | 0 | | 0 | 0 | ő | ō | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | ő | ő | 0 | 0 | 0 | 0 | 0 | ő | ő | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| 5:30 PM | ő | ő | ő | 0 | 0 | | 0 | 0 | ő | ő | õ | 0 | 0 | õ | | | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | | | 0 | - | 0 | 0 | ő | ŏ | ő | 0 | 0 | 0 | | | 0 | 0 | 0 | | |

 Bicycles on Crosswalk
 Eastbound
 Westbound
 Northbound
 Southbound

 Time
 CCW
 CW
 Total
 CCW
 Total
 C

| IIIné | CCW | 6.99 | 10(a) | UUN | | Total | CCH | | | | 017 | |
|---|--------------------|--------------------------|--------------------------------|-----------------------|--------------------------|--------------------------------|-----------------------|--------------------------|--------------------------------|------------------------------|-----------------------------|--------------------------------|
| 4:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |
| destrians | E | astbound | | w | estbound | | N | orthbound | 1 | s | outhbound | 1 |
| iestrians Time | CCW | astbound CW | Total | CCW | estbound CW | Total | N CCW | orthbound CW | j Total | SI CCW | outhbound CW | 1 Total |
| | | | | | | | | | | - | | |
| Time | | CW | | CCW | CW | Total | CCW | | | - | CW | |
| Time 4:00 PM | | CW 0 | Total 1 | CCW 0 | CW 0 | Total 0 | CCW 0 | CW 1 | Total 1 | CCW 1 | CW 0 | |
| Time 4:00 PM 4:15 PM | | CW 0 | Total 1 0 | 0 0 | CW 0 | Total 0 0 | 0 0 | CW 1 0 | Total 1 0 | CCW 1 0 | CW 0 | |
| Time 4:00 PM 4:15 PM 4:30 PM | | CW 0 0 0 | Total 1 0 0 | 0 0 0 | CW 0 0 0 | Tota1 0 0 | 0 0 0 | CW 1 0 0 | Total 1 0 0 | CCW 1 0 0 | CW 0 0 1 | Total 1 0 1 |
| Time 4:00 PM 4:15 PM 4:30 PM 4:35 PM | CCW 1 0 0 | CW 0 0 0 | Total 1 0 0 0 | 0 0 0 0 | CW 0 0 0 0 | Tota1 0 0 0 | 0 0 0 | CW 1 0 0 0 | Total 1 0 0 0 | CCW 1 0 0 | CW 0 0 1 0 | Total 1 0 1 |
| Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM | CCW 1 0 0 | CW 0 0 0 0 0 | Total 1 0 0 0 0 | 0 0 0 0 0 | CW 0 0 0 0 0 | Total 0 0 0 0 0 | 0 0 0 0 1 | CW 1 0 0 0 3 | Total 1 0 0 0 4 | CCW 1 0 0 0 0 | CW 0 0 1 0 0 | Tota! 1 0 1 0 0 |

Appendix B: Traffic Data Page 4 of 7

| 2022 PE | AK | SEASO | N FACTOR | CATEGORY | REPORT | - | REPORT | TYPE: | ALL | |
|----------|-----|-------|----------|----------|--------|---|--------|-------|-----|--|
| CATECORY | . 2 | 900 | COLUMBIA | COUNTYWE | DF | | | | | |

| CATEGO | DRY: 2900 COLUMBIA COUNTYW | IDE | W007 0.00 |
|--|--|---|--|
| WEEK ====== | DATES | SF | MOCF: 0.98 PSCF |
| 123456789011234567890123456789012334567890123456789012334567890123355555555555555555555555555555555555 | 01/01/2022 - 01/01/2022 01/02/2022 - 01/08/2022 01/09/2022 - 01/22/2022 01/23/2022 - 01/29/2022 01/30/2022 - 02/05/2022 02/06/2022 - 02/12/2022 02/20/2022 - 02/26/2022 02/27/2022 - 03/05/2022 03/06/2022 - 03/12/2022 03/06/2022 - 03/12/2022 03/20/2022 - 03/26/2022 03/27/2022 - 04/02/2022 04/03/2022 - 04/09/2022 04/03/2022 - 04/09/2022 04/10/2022 - 04/30/2022 04/10/2022 - 04/30/2022 04/10/2022 - 05/07/2022 05/08/2022 - 05/21/2022 05/08/2022 - 05/28/2022 05/29/2022 - 06/18/2022 06/05/2022 - 06/18/2022 06/05/2022 - 07/02/2022 06/12/2022 - 07/02/2022 06/12/2022 - 07/02/2022 06/12/2022 - 07/02/2022 06/12/2022 - 07/02/2022 07/03/2022 - 07/02/2022 07/10/2022 - 07/02/2022 07/10/2022 - 07/02/2022 07/10/2022 - 07/02/2022 07/10/2022 - 07/02/2022 07/11/2022 - 07/02/2022 07/10/2022 - 07/02/2022 07/24/2022 - 08/06/2022 08/21/2022 - 08/02/2022 08/21/2022 - 08/02/2022 08/21/2022 - 08/20/2022 09/04/2022 - 09/10/2022 09/04/2022 - 09/10/2022 09/04/2022 - 09/10/2022 09/04/2022 - 10/01/2022 10/09/2022 - 10/01/2022 10/03/2022 - 10/02/2022 10/16/2022 - 10/22/2022 10/23/2022 - 12/03/2022 12/04/2022 - 12/03/2022 12/11/2022 - 12/03/2022 12/11/2022 - 12/10/2022 12/11/2022 - 12/10/2022 12/11/2022 - 12/24/2022 12/24/2022 - 12/24/2022 12/24/2022 - 12/24/2022 12/24/2022 - 12/24/2022 12/11/2022 - 12/24/2022 12/25/2022 - 12/24/2022 12/25/2022 - 12/24/2022 | 1.02 1.05 1.08 1.07 1.05 1.03 1.02 1.00 1.00 1.00 0.999 0.998 0.980 0.970 0.970 0.970 0.970 0.970 0.970 0.970 0.970 0.970 0.970 0.970 0.970 0.970 0.9710 0.970 0.9710 0.99911 0.00110 1.00110 1.001100 1.001100 1.001100 1.001100 1.001100 1.002100 1.0021000 1.0021000 1.0021000 1.0021000 1.0021000 1.0021000 1.00210000 1.0021000000000000000000000000000000000 | 1.04 1.07 1.09 1.07 1.02 1.02 1.02 1.02 1.01 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.01 1.02 1.02 1.03 1.04 1.02 1.03 1.04 1.02 1.03 1.02 1.03 1.02 1.03 1.02 1.02 1.02 1.02 1.03 1.02 1.01 1.02 1.02 1.02 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.02 1.01 1.04 1.04 1.04 1.04 1.07 1.10 |

* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

2_2900_PKSEASON.TXT

| | Loca | tion Details | |
|---------------|---------------|--------------|-------------------|
| Signal ID: | 1002 | Date: | November 20, 2021 |
| Major Street: | US 90 | Orientation: | E-W |
| Minor Street: | FL Gateway Dr | Orientation: | N-S |

Controller Timings (seconds)

| Movement # (Controller Phase Ø) | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 | Ø6 | Ø7 | Ø8 | Ø9 | Ø10 | Ø11 | Ø12 | Ø13 | Ø14 | Ø15 | Ø16 | Notes |
|-------------------------------------|--------------|-----|----|-----|--------------|-----|----|-----|----|-----|-----|-----|-----|-----|-----|-----|-------|
| Direction | EBLT | WB | | NB | WBLT | EB | (| SB | | | | | | | | | |
| Turn Type | Prot Perm | | | | Prot Perm | | | | | | | | | | | | |
| Min Green | 5 | 15 | | 7 | 5 | 15 | | 7 | | | | | | | | | |
| Ext | 3.0 | 4.0 | | 3.0 | 3.0 | 4.0 | | 3.0 | | | | | | | | | |
| Yellow | 4.8 | 4.9 | | 3.8 | 4.9 | 4.9 | | 3.8 | | | | | | | | | |
| All Red | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | | 2.0 | | | | | | | | | |
| Max I | 15 | 75 | | 20 | 15 | 75 | | 20 | | | | | | | | | |
| Max II | | | | | | | - | | | | | | | | | | |
| Walk | | 7 | | 7 | | 7 | | 7 | | | | | | | | | |
| Flashing Don't Walk | | 18 | | 29 | | 18 | | 22 | | | | | _ | | | | |
| Detector Memory | | | | | | 1 | | | | | _ | | | | | | |
| Det. Switching to: | Ø6 | | | | Ø2 | | | _ | | | | | | | | | |
| Recall | | MIN | | | | MIN | | | | | | | | | | | |
| CNA | | | | | | | _ | | | | | | | | | | |

Coordination Timings (seconds)

| Pattern | C-S-O | Cycle | | | | | | | | Sp | lits | | | | | | | | Offset | Seq | Coord Ø |
|---------|-------|--------|----|-----------|----|----|----|-----------|----|----|------|-----|-----|-----|-----|-----|-----|-----|--------|-----|---------|
| Pattern | 0-3-0 | Length | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 | Ø6 | Ø7 | Ø8 | Ø9 | Ø10 | Ø11 | Ø12 | Ø13 | Ø14 | Ø15 | Ø16 | Unser | aeq | Coold D |
| 1 | | 130 | 15 | 91 MAX | | 24 | 16 | 90 Max | | 24 | | | | | | | | | 24 | 1 | 2 |
| 2 | | 130 | 15 | 70 MAX | | 45 | 20 | 65 MAX | | 45 | | | | | | | | | 15 | 1 | 2 |
| 3 | | 150 | 15 | 88 MAX | | 47 | 25 | 78 MAX | | 47 | | | | | | | | | 20 | 1 | 2 |
| 4 | | 110 | 16 | 64 MAX | | 30 | 23 | 57 MAX | | 30 | | | | | | | | | 18 | 1 | 2 |
| 5 | | 100 | 15 | 59 MAX | | 26 | 17 | 57 MAX | | 26 | | | | | | | | | 22 | 1 | 2 |
| 6 | | 140 | 15 | 75 MAX | | 50 | 23 | 67 MAX | | 50 | | | | | | | | | 7 | 1 | 2 |
| 7 | | 110 | 17 | 58 MAX | | 35 | 18 | 57 MAX | | 35 | | | | | | | | | 63 | 1 | 2 |
| 8 | | 100 | 15 | 59 MAX | | 26 | 17 | 57 MAX | | 26 | | | | | | | | | 22 | 1 | 2 |
| 9 | | 140 | 15 | 75 MAX | | 50 | 23 | 67 MAX | | 50 | | | | | | | 2 | | 7 | 1 | 2 |
| 10 | | 110 | 17 | 58 MAX | | 35 | 18 | 57 MAX | | 35 | | | | | | | | | 63 | 1 | 2 |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |

Phase Mode

STD8

Offset Reference Point End of Green of first through movement



Notes:
1) Use 'Max I' during FREE Operation.
2) Program phase restriction to omit Ø1 during Ø2 green and omit Ø5 during Ø6 green.

| Signal ID: | 1002 |
|---------------|---------------|
| Major Street: | US 90 |
| Minor Street: | FL Gateway Dr |

| | | | | | | | | Di | ay Pla | ns | | | | | | | | |
|----------|-------|--------|----------|---|----------|-------|--------|------|--------|----------|----------|----------|------|---|----------|-------|----------|-------------|
| Mo | nday- | Thurs | day | | [| Satu | irday | | | | Sun | iday | | 1 | | Fri | day | |
| | | Plan 1 | | | | Day F | Plan 2 | 1 | i i | | Day F | Plan 3 | | | | Day F | Plan 4 | / |
| Hr | Min | Patt | Cyci | | Hr | Min | Patt | Cycl | | Hr | Min | Patt | Cycl | | Hr | Min | Patt | Cycl |
| 00 | 00 | | Free | | 00 | 00 | | Free | | 00 | 00 | 254 | Free | | 00 | 00 | 254 | Free |
| 6 | 30 | 1 | 130 | | 8 | 00 | 5 | 100 | | 9 | 30 | 8 | 100 | | 6 | 30 | 1 | 130 |
| 10 | 00 | 2 | 130 | | 10 | 00 | 6 | 140 | | 11 | 00 | 9 | 140 | | 10 | 00 | 2 | 130 |
| 15 | 00 | 3 | 150 | | 17 | 00 | 7 | 110 | | 16 | 30 | 10 | 110 | | 11 | 30 | 3 | 150 |
| 18 | 30 | 4 | 110 | | 22 | 00 | 254 | Free | . 1 | 21 | 00 | 254 | Free | | 19 22 | 00 | 4 254 | 110 Free |
| 21 | 00 | 254 | Free | | | | | | | | | | | | | | 204 | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| <u> </u> | Day F | lan 5 | - | | <u> </u> | Day F | Plan 6 | | | <u> </u> | Day F | Plan 7 | | | | Day F | Plan 8 | |
| Hr | | Patt | | | Hr | | Patt | | | Hr | | Patt | | | Hr | | | Cycl |
| | | | | | | | | | | | | | | : | | | | |
| | | | | | | | | | | | | | | | | | | |
| <u> </u> | | _ | | i | | | | | | | | | | | | | | |
| | | _ | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | \vdash | | <u> </u> | | | | | <u> </u> | <u> </u> | <u> </u> | | | ┣── | | | |
| | | L | | | L | | | 1 | J | | L | <u> </u> | | J | | | L | <u> </u> |

| Patt | Force | Alt Opt | Alt Time | Coord | | | | | Α | t Tim | e Tab | le Max | c Valu | es (S | econd | ls) | | | | |
|------|-------|---------|----------|----------|----|----|----|----|----|-------|-------|--------|--------|-------|-------|-----|-----|-----|-----|-----|
| Patt | Mode | Table | Table | Max Plan | Ø1 | Ø2 | Ø3 | Ø4 | Ø5 | Ø6 | Ø7 | Ø8 | Ø9 | Ø10 | Ø11 | Ø12 | Ø13 | Ø14 | Ø15 | Ø16 |
| | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 2 | FIXED | None | None | Max Inh | | | | | | | | _ | | | | | | | | |
| 3 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 4 | FIXED | None | None | Max Inh | | 2 | | | | | | | | | | | | | | |
| 5 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 6 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 7 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 8 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| 9 | FIXED | None | None | Max Inh | | _ | | | | | | | | | | | | | | |
| 10 | FIXED | None | None | Max Inh | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

APPENDIX C

Intersection Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

| | INTERSECTION: COUNT DATE: PEAK HOUR FACTOR: PEAK HOUR FACTOR: | | | SR 10 & r 5, 202 | | ion Ct/S | W Flor | ida Gate | eway Di | r | | | | | | | |
|---|--|----------|--------------|---------------------|------|----------|--------|----------|--------------|-----------|----------|-----------|----------|----------|--------------|------|--------------|
| "AM EXISTIN | IG TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| AM Raw Turni | ng Movements | 0 | 35 | 1,309 | 11 | 2 | 23 | 976 | 86 | 0 | 18 | 8 | 64 | 0 | 91 | 5 | 46 |
| Peak Season Co | nversion Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1,00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AM EXISTING | CONDITIONS | 0 | 35 | 1,309 | 11 | 2 | 23 | 976 | 86 | 0 | 18 | 8 | 64 | 0 | 91 | 5 | 46 |
| "PM EXISTIN | IG TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| | ng Movements | 0 | 28 | 1,150 | 17 | 3 | 59 | 1,306 | 94 | 0 | 21 | 0 | 67 | 0 | 70 | 1 | 45 |
| | nversion Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PM EXISTING | CONDITIONS | 0 | 28 | 1,150 | 17 | 3 | 59 | 1,306 | 94 | 0 | 21 | 0 | 67 | 0 | 70 | 1 | 45 |
| "AM BACKGRO | UND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Years To | Buildout | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | owth Rate | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% |
| AM BACKGROUND | TRAFFIC GROWTH | 0 | 1 | 47 | 0 | 0 | 1 | 35 | 3 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 |
| AM NON-PRO | JECT TRAFFIC | 0 | 36 | 1,356 | 11 | 2 | 24 | 1,011 | 89 | 0 | 19 | 8 | 66 | 0 | 94 | 5 | 48 |
| | | | | ., | | | | | | | | | | | | | |
| | UND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| | Buildout | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | owth Rate | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% 0 | 3.6% | 3.6% 0 | 3.6% | 3.6% | 3.6% | 3.6% | 3.6% |
| PM BACKGROUND | TRAFFIC GROWTH | 0 | 1 | 42 | 1 | 0 | 2 | 47 | 3 | 0 | | | 2 | | | v | |
| PM NON-PRO. | JECT TRAFFIC | 0 | 29 | 1,192 | 18 | 3 | 61 | 1,353 | 97 | 0 | 22 | 0 | 69 | 0 | 73 | 1 | 47 |
| "AM PROJECT LAND USE Pass-By Distribution Net New | DISTRIBUTION" TYPE Entering Exiting Entering | EBU | EBL 50.0% | EBT | EBR | WBU | WBL | WBT | WBR 50.0% | NBU | NBL | NBT | NBR | SBU | SBL 50.0% | SBT | SBR 50.0% |
| Distribution | Exiting | <u> </u> | | | | · · · | | | | | | | | | 75.0% | | 25.0% |
| | DISTRIBUTION" TYPE | EBU | EBL | EBT | EBR | WBU | WBL | wвт | WBR | NBŲ | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By | Entering | | 50.0% | -50.0% | | | | -50.0% | 50.0% | | | | | | | | |
| Distribution | Exiting | | | | | | | | | <u> </u> | <u> </u> | | | <u> </u> | 50.0% | | 50.0% |
| Net New | Entering | | 25.0% | ļ | | | | | 75.0% | | | | | | 75.0% | | 25.0% |
| Distribution | Exiting | | I | | | L | | 1 | I | | I | | L | | 75.0% | | 23.070 |
| "AM PROJE | CT TRAFFIC" TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL_ | NBT | NBR | SBU | SBL | SBT | SBR |
| Project | Pass - By | | 12 | -12 | | | | •12 | 12 | | L | | <u> </u> | | 12 | | 12 |
| Trips | Net New | | 2 | | | | | L | 6 | <u> </u> | | | | | 8 | 0 | 2 |
| AM TOTAL PRO | DJECT TRAFFIC | 0 | 14 | -12 | 0 | 0 | 0 | -12 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 14 |
| AM TOTA | L TRAFFIC | 0 | 50 | 1,344 | 11 | 2 | 24 | 999 | 107 | 0 | 19 | 8 | 66 | 0 | 112 | 5 | 62 |
| "PM PROJE | CT TRAFFIC" TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL_ | SBT | SBR |
| Project | Pass - By | | 13 | -13 | | | | -14 | 14 | | | _ | <u> </u> | <u> </u> | 13 | | 14 |
| Trips | Net New | | 2 | | - | | | | 7 | | | 0 | 0 | 0 | 7 | 0 | 2 |
| PM TOTAL PRO | DJECT TRAFFIC | 0 | 15 | -13 | 0 | 0 | 0 | -14 | 21 | 0 | 0 | 1 0 | 1.0 | 1 0 | 1 20 | | |
| PM TOTA | L TRAFFIC | 0 | 44 | 1,179 | 18 | 3 | 61 | 1,339 | 118 | 0 | 22 | 0 | 69 | 0 | 93 | 1 | 63 |

APPENDIX D Synchro Output Reports

Timings

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Existing (2023) Conditions, AM Peak Hour

| | ٠ | \rightarrow | - | - | * | • | † | 1 | 4 | |
|----------------------------------|-------------|---------------|-------------|----------|-----------------|-----------|------------|-------------|-------------|---|
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL. | SBT | |
| Lane Configurations | 7 | 1× | ٦ | ** | 1 | ۳. | 1 | ۲ | (| |
| Traffic Volume (vph) | 35 | 1309 | 25 | 976 | 86 | 18 | 8 | 91 | 5 | Sanderstell Harris A. P. |
| Future Volume (vph) | 35 | 1309 | 25 | 976 | 86 | 18 | 8 | 91 | 5 | |
| Tum Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | Perm | NA | |
| Protected Phases | 1 | 6 | 5 | 2 | | | 4 | | 8 | |
| Permitted Phases | 6 | | 2 | | 2 | 4 | | 8 | Star of the | |
| Detector Phase | 1 | 6 | 5 | 2 | 2 | 4 | 4 | 8 | 8 | |
| Switch Phase | | | | | | | | | N-RP278 | SALE AND MADE |
| Viinimum Initial (s) | 5.0 | 15.0 | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Vinimum Split (s) | 11.8 | 31.9 | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | 34.8 | 34.8 | |
| Total Split (s) | 15.0 | 90.0 | 16.0 | 91.0 | 91.0 | 24.0 | 24.0 | 24.0 | 24.0 | |
| Total Split (%) | 11.5% | 69.2% | 12.3% | 70.0% | 70.0% | 18.5% | 18.5% | 18.5% | 18.5% | A BARANA BARANAN |
| Yellow Time (s) | 4.8 | 4.9 | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | 5.8 | 5.8 | they good the second |
| _ead/Lag | Lead | Lag | Lead | Lag | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | |
| Recall Mode | None | C-Min | None | C-Min | C-Min | None | None | None | None | |
| Act Effct Green (s) | 97.5 | 93.4 | 95.7 | 90.8 | 90.8 | 15.9 | 15.9 | 15.9 | 15.9 | |
| Actuated g/C Ratio | 0.75 | 0.72 | 0.74 | 0.70 | 0.70 | 0.12 | 0.12 | 0.12 | 0.12 | |
| //c Ratio | 0.11 | 0.60 | 0.12 | 0.46 | 0.09 | 0.14 | 0.34 | 0.68 | 0.25 | Children (25) (F2) (F |
| Control Delay | 4.9 | 12.0 | 5.4 | 10.7 | 2.8 | 50.2 | 16.6 | 74.7 | 17.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | N. Branks and Shipe |
| Total Delay | 4.9 | 12.0 | 5.4 | 10.7 | 2.8 | 50.2 | 16.6 | 74.7 | 17.0 | |
| LOS | А | В | A | В | А | D | В | E | В | |
| Approach Delay | | 11.9 | | 9.9 | | | 23.4 | | 53.9 | |
| Approach LOS | S. A. | В | 12.64 | А | | | С | Marine I. | D | |
| ntersection Summary | | | | | | A MARK | | | | HENERAL AND |
| Cycle Length: 130 | 811842 | in said | in teta | | | Mine St | | test to the | | |
| Actuated Cycle Length: 130 | | | | | | | | | | Service Manager |
| Offset: 24 (18%), Reference | ed to phase | e 2:WBTL | and 6: E | BTL, Sta | t of Yello | N | -Stitle at | Later. | Renzanti | |
| Vatural Cycle: 100 | _ | | | - | | | | _ | | |
| Control Type: Actuated-Con | ordinated | | C. States 1 | TS/on | 1.5 1.5 | | | | d= 314 | |
| Vaximum v/c Ratio: 0.68 | | | | | | | | | | and the second second second |
| ntersection Signal Delay: 1 | | at sale | | | ntersectio | | | | | |
| ntersection Capacity Utilization | ation 58.8% | 6 | | 10 | CU Level | of Servio | eВ | | | |
| Analysis Period (min) 15 | 12 12 1 | 1.1818 | 12 Sale | | | | | | | |
| Splits and Phases: 1: SV | V Florida G | Sateway [| Dr/Centuri | on Ct&I | <u>JS 90/SR</u> | 10 | | | | |
| ▲ Ø1 ♥ Ø2 (R | | | _ | | | | | | | 104 |

| <i>▶</i> _{Ø1} | Ø2 (R) | Tø4 | |
|------------------------|----------|-------------|--|
| 15 s | | 24.5 | |
| € Ø5 | ▲ 26 (R) | ↓ Ø8 | |
| 16.5 | | 24 s | |

Kimley-Hom

HCM 6th Signalized Intersection Summary 1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10 Circle K - I-75 & US 90 Existing (2023) Conditions, AM Peak Hour

| | ٠ | - | * | - | + | * | 1 | 1 | 1 | 6 | ÷. | 4 |
|--------------------------------|----------|------------|------------|-----------|----------|------------|---------------|-----------------------|---------------|----------|-------------|-----------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ۲ | 朴诤 | | ٦ | ^ | 7 | ٦ | Î. | | 7 | Þ | |
| Traffic Volume (veh/h) | 35 | 1309 | 11 | 25 | 976 | 86 | 18 | 8 | 64 | 91 | 5 | 46 |
| Future Volume (veh/h) | 35 | 1309 | 11 | 25 | 976 | 86 | 18 | 8 | 64 | 91 | 5 | 46 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/in | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1752 | 1752 | 1752 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 40 | 1505 | 13 | 29 | 1122 | 70 | 21 | 9 | 43 | 105 | 6 | 13 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 3 | 3 | 3 | 10 | 10 | 10 | 5 | 5 | 5 |
| Cap, veh/h | 367 | 2474 | 21 | 280 | 2450 | 1069 | 205 | 33 | 158 | 180 | 64 | 139 |
| Arrive On Green | 0.03 | 0.69 | 0.69 | 0.04 | 0.69 | 0.69 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1781 | 3610 | 31 | 1767 | 3526 | 1538 | 1302 | 263 | 1258 | 1318 | 512 | 1110 |
| Grp Volume(v), veh/h | 40 | 740 | 778 | 29 | 1122 | 70 | 21 | 0 | 52 | 105 | 0 | 19 |
| Grp Sat Flow(s), veh/h/in | 1781 | 1777 | 1865 | 1767 | 1763 | 1538 | 1302 | 0 | 1522 | 1318 | 0 | 1623 |
| Q Serve(g_s), s | 0.9 | 29.2 | 29.3 | 0.6 | 18.5 | 1.9 | 1.9 | 0.0 | 4.0 | 10.2 | 0.0 | 1.3 |
| Cycle Q Clear(g c), s | 0.9 | 29.2 | 29.3 | 0.6 | 18.5 | 1.9 | 3.2 | 0.0 | 4.0 | 14.2 | 0.0 | 1.3 |
| Prop In Lane | 1.00 | 111 | 0.02 | 1.00 | | 1.00 | 1.00 | | 0.83 | 1.00 | | 0.68 |
| Lane Grp Cap(c), veh/h | 367 | 1217 | 1278 | 280 | 2450 | 1069 | 205 | 0 | 191 | 180 | 0 | 204 |
| V/C Ratio(X) | 0.11 | 0.61 | 0.61 | 0.10 | 0.46 | 0.07 | 0.10 | 0.00 | 0.27 | 0.58 | 0.00 | 0.09 |
| Avail Cap(c_a), veh/h | 427 | 1217 | 1278 | 336 | 2450 | 1069 | 224 | 0 | 213 | 199 | 0 | 227 |
| HOM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.7 | 11.0 | 11.1 | 8.7 | 8.9 | 6.3 | 51.7 | 0.0 | 51.5 | 57.9 | 0.0 | 50.3 |
| Incr Delay (d2), s/veh | 0.1 | 2.3 | 2.2 | 0.2 | 0.6 | 0.1 | 0.2 | 0.0 | 0.8 | 3.5 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%), veh/In | 0.5 | 16.1 | 16.7 | 0.4 | 10.5 | 1.0 | 1.1 | 0.0 | 2.9 | 6.4 | 0.0 | 1.0 |
| Unsig. Movement Delay, s/veh | 1 | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 6.8 | 13.3 | 13.2 | 8.8 | 9.5 | 6.5 | 51.9 | 0.0 | 52.2 | 61.4 | 0.0 | 50.5 |
| LnGrp LOS | А | В | В | А | А | А | D | A | D | E | A | D |
| Approach Vol, veh/h | | 1558 | Ree of the | | 1221 | | | 73 | | | 124 | |
| Approach Delay, s/veh | | 13.1 | | | 9.3 | | | 52.1 | | | 59.8 | |
| Approach LOS | 11 80 | В | - 12. Bi | 1.6-27211 | Α | - AREALCO | | D | | - Rhu - | E | 19-316 |
| Timer - Assigned Phs | 1 | 2 | 31 3-1 | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.6 | 97.2 | | 22.1 | 11.9 | 96.0 | 30.41 | 22.1 | State Barrier | II South | TRACE. | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | 1.1.1.1.1.1 | |
| Max Green Setting (Gmax), s | 8.2 | 84.1 | | * 18 | 9.1 | 83.1 | | * 18 | (AND | | | 120.20 |
| Max Q Clear Time (g_c+l1), s | | 20.5 | | 6.0 | 2.6 | 31.3 | | 16.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 10.1 | | 0.2 | 0.0 | 14.3 | ANGE | 0.1 | | | Maliga-S | |
| Intersection Summary | | al a si i | | | | Sec. and g | | | | | | CAUSTRA . |
| HCM6th Ctrl Delay | | e Vinner | 14.4 | - Hitte | | 2.20 | - Maria Maria | and the second second | 10 V. VIL | | 10 2 2 2 2 | |
| HCM 6th LOS | | | В | | | | | | | | | |
| Notes | | - | | | | - | | the starts | A. 199 | ER SLOT | 5-91682C3 | 6455.0 |
| User approved pedestrian inter | wal to b | e less tha | in nhase i | max dree | n | | | | | | | |

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Hom

Timings

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Existing (2023) Conditions, PM Peak Hour

| | ۶ | - | - | - | * | 1 | 1 | 1 | ↓ | |
|-----------------------------|----------------|-----------------|---------------|------------|---|-------------|---------------|-------------------------------------|-------------|--|
| Lane Group | EBL | EBT | WBL. | WBT | WBR | NBL | NBT | SBL | SBT | Contraction of the |
| Lane Configurations | ۲ | A | ٦ | 1 | 7 | ሻ | Þ | 1 | 4 | |
| Traffic Volume (vph) | 28 | 1150 | 62 | 1306 | 94 | 21 | 0 | 70 | 1 | |
| uture Volume (vph) | 28 | 1150 | 62 | 1306 | 94 | 21 | 0 | 70 | 1 | |
| Turn Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | Perm | NA | |
| Protected Phases | 1 | 6 | 5 | 2 | | | 4 | | 8 | |
| Permitted Phases | 6 | | 2 | N I'V RALL | 2 | 4 | | 8 | | |
| Detector Phase | 1 | 6 | 5 | 2 | 2 | 4 | 4 | 8 | 8 | |
| Switch Phase | | " the former to | | 1304 97 | 1 | 1.111 | | | | |
| Vinimum Initial (s) | 5.0 | 15.0 | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Viinimum Split (s) | 11.8 | 31.9 | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | 34.8 | 34.8 | |
| Fotal Split (s) | 15.0 | 78.0 | 25.0 | 88.0 | 88.0 | 47.0 | 47.0 | 47.0 | 47.0 | |
| Fotal Split (%) | 10.0% | 52.0% | 16.7% | 58.7% | 58.7% | 31.3% | 31.3% | 31.3% | 31.3% | and the second second |
| fellow Time (s) | 4.8 | 4.9 | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 4 3624 |
| lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | 5.8 | 5.8 | |
| .ead/Lag | Lead | Lag | Lead | Lag | Lag | | | | | |
| .ead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | * 13 Fre | 1. L. | 18.10 | 14.19 | A STATE OF STATE |
| Recall Mode | None | Max | None | C-Max | C-Max | None | None | None | None | |
| Act Effet Green (s) | 117.5 | 112.5 | 119.9 | 115.7 | 115.7 | 13.8 | 13.8 | 13.8 | 13.8 | Constant State |
| Actuated g/C Ratio | 0.78 | 0.75 | 0.80 | 0.77 | 0.77 | 0.09 | 0.09 | 0.09 | 0.09 | |
| /c Ratio | 0.10 | 0.47 | 0.19 | 0.51 | 0.08 | 0.18 | 0.23 | 0.61 | 0.26 | C MARINE IN |
| Control Delay | 3.9 | 8.9 | 4.3 | 8.5 | 2.6 | 63.8 | 1.8 | 85.4 | 18.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 3.9 | 8.9 | 4.3 | 8.5 | 2.6 | 63.8 | 1.8 | 85.4 | 18.9 | |
| .OS | A | A | A | A | A | E | A | F | B | EUNESSIG DOD |
| oproach Delay | A | 8.8 | ~ | 7.9 | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | - | 16.4 | | 58.9 | |
| Approach LOS | 17. 79. | A | 221.1 | A | Contraction of the | | B | Call 1 to 1 | E | Call States |
| | | ~ | | ~ | | | D | | - | |
| Intersection Summary | | | | | | | | | | |
| Cycle Length: 150 | 0 | | in the second | 10.000 | | 1997 (BAL) | إسلام وبالتين | | - | SALENDER NAV |
| Actuated Cycle Length: 150 | | 0.14 PT | Chart of | Vollau | | TRUE IN COL | | A STATISTICS | | |
| Offset: 20 (13%), Reference | ed to phas | e Z. WOIL | , Start of | TEILOW | | | ett | | | |
| Natural Cycle: 100 | o rolina da al | | CITY DITY OF | - | | The Links | Section 199 | States and | | |
| Control Type: Actuated-Co | orainated | | | | | | | | alation and | 것이야 ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ |
| Aaximum v/c Ratio: 0.61 | 10.0 | - | | 1. | | - 1.00 0 | | Con States | on and the | the second second |
| ntersection Signal Delay: | | , | No. FILM | | ntersectio | | | | yusuk (us.) | 흔가지 엄마, 영향에 있다. |
| ntersection Capacity Utiliz | ation 67.19 | 0 | - | 1 | CU Level | or servio | eC | A CONTRACTOR | | |
| Analysis Period (min) 15 | | | | | | | | | | |
| Splits and Phases: 1: SN | N Florida G | ateway [| Dr/Centuri | on Ct&l | JS 90/SR | 10 | | | | |
| <u>به</u> ا | | | | | | | _ | <t_< td=""><td></td><td></td></t_<> | | |
| 🖉 🖉 🖉 Ø2 (R) | | | | | | | _ | Ø | 4 | |

Kimley-Hom

HCM 6th Signalized Intersection Summary 1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Existing (2023) Conditions, PM Peak Hour

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4

L

SBR

45 45 0 1.00 1.00

1870 18 0.94 2 126 0.08 1514 19 1598 1.7 1.7 0.95 133 0.14 439 1.00 1.00 63.7 0.5 0.0 1.3

64.2 E

| | | | 4 | + | | | 7 | | - C | * | + | |
|--|-------------|--------------|---------------|------------------------------|--------------|----------|-------------|--|----------------------|--|---------------|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | |
| Lane Configurations | 1 | 1 | | ٦ | †† | 7 | 7 | 4 | | ٦ | Ţ. | |
| Traffic Volume (veh/h) | 28 | 1150 | 17 | 62 | 1306 | 94 | 21 | 0 | 67 | 70 | 1 | |
| Future Volume (veh/h) | 28 | 1150 | 17 | 62 | 1306 | 94 | 21 | 0 | 67 | 70 | 1 | |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Work Zone On Approach | 1070 | No | 1.000 | 10770 | No | 1070 | 1070 | No | 4070 | 4070 | No | _ |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | |
| Adj Flow Rate, veh/h | 30 | 1223 | 18 | 66 | 1389 | 84 | 22 | 0 | 27 | 74 | 1 | _ |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 7 | |
| Cap, veh/h | 310 | 2696 | 40 | 387 | 2710 | 1180 | 149 | 0 | 132 0.08 | 142 | 0.08 | |
| Arrive On Green | 0.02 | 0.75 | 0.75 | 0.03 | 0.76 | 0.76 | 0.08 | 0.00 | 1585 | 0.08 | 0.08 | |
| Sat Flow, veh/h | 1781 | 3584 | 53 | 1781 | 3554 | 1548 | 1393 | 0 | | | 0.00 | |
| Grp Volume(v), veh/h | 30 | 606 | 635 | 66 | 1389 | 84 | 22 | 0 | 27 | 74 | 0 | - |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1859 | 1781 | 1777 | 1548 | 1393 | 0 | 1585 | 1383 | 0 0.0 | |
| Q Serve(g_s), s | 0.6 | 19.2 | 19.2 | 1.2 | 22.8 | 2.0 | 2.2 | 0.0 | 2.4 2.4 | 7.9 | 0.0 | |
| Cycle Q Clear(g_c), s | 0.6 | 19.2 | 19.2 | 1.2 | 22.8 | 2.0 | 3.9 | 0.0 | | 10.3 | 0.0 | _ |
| Prop In Lane | 1.00 | 4007 | 0.03 | 1.00 | 0740 | 1.00 | 1.00 | 0 | 1.00 132 | 1.00 | 0 | |
| Lane Grp Cap(c), veh/h | 310 | 1337 | 1399 | 387 | 2710 | 1180 | 149 | 0 0.00 | 0.20 | 142 0.52 | 0.00 | |
| V/C Ratio(X) | 0.10 365 | 0.45 1337 | 0.45 | 0.17 543 | 0.51 2710 | 0.07 | 0.15 415 | 0.00 | 435 | 406 | 0.00 | |
| Avail Cap(c_a), veh/h | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | |
| Upstream Filter(I) | 5.5 | 7.0 | 7.0 | 5.0 | 6.9 | 4.5 | 65.6 | 0.00 | 64.1 | 68.9 | 0.00 | - |
| Uniform Delay (d), s/veh Incr Delay (d2), s/veh | 0.1 | 1.1 | 1.1 | 0.2 | 0.9 | 0.1 | 0.5 | 0.0 | 0.8 | 3.0 | 0.0 | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| %ile BackOfQ(95%), veh/In | 0.0 | 10.9 | 11.3 | 0.0 | 11.9 | 1.1 | 1.5 | 0.0 | 1.8 | 5.3 | 0.0 | |
| Unsig. Movement Delay, s/veh | | 10.9 | 11.0 | 0.7 | 11.0 | 1.1 | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | |
| LnGrp Delay(d),s/veh | 5.6 | 8.1 | 8.0 | 5.2 | 7.6 | 4.6 | 66.0 | 0.0 | 64.8 | 71.8 | 0.0 | |
| LnGrp LOS | A | A | A | A | A | A | E | A | E | E | A | |
| Approach Vol, veh/h | | 1271 | ~ | | 1539 | ~ | | 49 | are the second of | 1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 93 | |
| Approach Delay, s/veh | | 8.0 | | | 7.4 | | | 65.4 | | | 70.3 | |
| Approach LOS | | A | | an kuroten | A | Re- Line | | E | Const States | 1000 | E | |
| | | | | | | - | | 1. | in the second second | | | |
| Timer - Assigned Phs | 1 | 2 | 116.40 | 4 | 5 | 6 | | 8 | | | | _ |
| Phs Duration (G+Y+Rc), s | 10.4 | 121.3 | | 18.3 | 11.9 | 119.8 | | 18.3 | | | 2711.00 | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | _ | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 81.1 | | * 41 | 18.1 | 71.1 | | *41 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.6 | 24.8 | | 5.9 | 3.2 | 21.2 | | 12.3 | | | | - |
| Green Ext Time (p_c), s | 0.0 | 14.4 | | 0.2 | 0.1 | 9.8 | | 0.3 | SUL PR | 1916 191 | H COHE, | |
| Intersection Summary | | | | | 1985.09 | 18 S (2) | | | A State | NER | | |
| HCM 6th Ctrl Delay | alentes. | a service | 10.6 | and the second second second | St Mails | Sec. 1 | | | n di Litenza | Stration . | in protection | |
| HOM 6th LOS | | | В | | | | | | | | | |
| Notes | | | Marine Marine | S. Otelay | | | | Sett to | Contrast of | W. S. S. | | |

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Hom

Timings

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Background (2024) Conditions, AM Peak Hour

| | ۶ | - | 4 | + | * | 1 | 1 | 1 | ÷. | |
|-----------------------------|-------------|------------|------------|-----------|------------|----------|-------------|---------------|-----------|-------------------------|
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT | |
| Lane Configurations | ٦ | ≜ ↑ | ٦ | 1 | 7 | ٦ | 4 | ٦ | 4 | |
| Traffic Volume (vph) | 36 | 1356 | 26 | 1011 | 89 | 19 | 8 | 94 | 5 | |
| Future Volume (vph) | 36 | 1356 | 26 | 1011 | 89 | 19 | 8 | 94 | 5 | |
| Tum Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | Perm | NA | |
| Protected Phases | 1 | 6 | 5 | 2 | | | 4 | | 8 | |
| Permitted Phases | 6 | | 2 | | 2 | 4 | | 8 | | |
| Detector Phase | 1 | 6 | 5 | 2 | 2 | 4 | 4 | 8 | 8 | |
| Switch Phase | | | | | | | | | | |
| Viinimum Initial (s) | 5.0 | 15.0 | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Vinimum Split (s) | 11.8 | 31.9 | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | 34.8 | 34.8 | |
| Fotal Split (s) | 15.0 | 90.0 | 16.0 | 91.0 | 91.0 | 24.0 | 24.0 | 24.0 | 24.0 | |
| Total Split (%) | 11.5% | 69.2% | 12.3% | 70.0% | 70.0% | 18.5% | 18.5% | 18.5% | 18.5% | |
| Yellow Time (s) | 4.8 | 4.9 | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | 5.8 | 5.8 | States and |
| _ead/Lag | Lead | Lag | Lead | Lag | Lag | | | | | |
| _ead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | AS MALL | No other | 21/17 | Bassis | |
| Recall Mode | None | C-Min | None | C-Min | C-Min | None | None | None | None | |
| Act Effct Green (s) | 97.1 | 93.1 | 95.5 | 90.5 | 90.5 | 16.3 | 16.3 | 16.3 | 16.3 | |
| Actuated g/C Ratio | 0.75 | 0.72 | 0.73 | 0.70 | 0.70 | 0.13 | 0.13 | 0.13 | 0.13 | |
| //c Ratio | 0.12 | 0.62 | 0.13 | 0.48 | 0.09 | 0.14 | 0.34 | 0.68 | 0.25 | |
| Control Delay | 5.1 | 12.7 | 5.7 | 11.1 | 3.0 | 50.0 | 16.3 | 74.7 | 16.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | State State |
| Total Delay | 5.1 | 12.7 | 5.7 | 11.1 | 3.0 | 50.0 | 16.3 | 74.7 | 16.7 | |
| .05 | А | В | А | В | А | D | В | Е | В | |
| Approach Delay | | 12.5 | | 10.3 | | | 23.2 | | 53.7 | |
| Approach LOS | 18 20 3 | В | 10001 - 5 | В | | 112 000 | С | 122 1923 | D | 23/13/25/12/2 |
| ntersection Summary | | 8 3 S. K | in a state | 1843 - 0 | | | William St. | 1 Bart | S arte la | |
| Cycle Length: 130 | | THE ST. | | The state | and the | A ALLAN | 1 | TO STI | 72 5 | ale and a second second |
| Actuated Cycle Length: 13 | 0 | | | | | | | | | |
| Offset: 24 (18%), Reference | | 2:WBTL | and 6:E | BTL Star | t of Yello | N | | 1000 | S TAL ST | |
| Vatural Cycle: 110 | P | | | | | | | | | |
| Control Type: Actuated-Co | ordinated | | Seguer. | VI WILEU | | 10.000 | 11-1-11-1 | 12.5.1 | | THE OWNER AND A |
| Maximum v/c Ratio: 0.68 | | | | | | | | | | |
| tersection Signal Delay: | 14.2 | - Signal | 1. A. A. | Ir | tersectio | n LOS: B | | 50.5/0 | 5,762,001 | |
| ntersection Capacity Utiliz | | 6 | | | CU Level | | | | | |
| Analysis Period (min) 15 | | Status . | | | | | | ويتعزر فتهر ف | STATEL SE | |
| | | | | | | | | | | |
| Splits and Phases: 1: S | W Florida G | ateway [| Dr/Centuri | on Ct & l | JS 90/SR | 10 | | | | |
| Ø1 Ø2 Ø | 2) | | | | | | | | | |

| <i>▶</i> _{Ø1} | Ø2 (R) | 1961 - January 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 | 1 Ø4 |
|------------------------|--------|--|-------------|
| 15 s | 915 | | 24 g |
| √ Ø5 | | | Ø8 |
| 16 s | 90 s | | 24 s |

Kimley-Hom

HCM 6th Signalized Intersection Summary 1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Background (2024) Conditions, AM Peak Hour

| | ٠ | - | \mathbf{r} | 4 | + | | - | 1 | 1 | 1 | Ļ | - |
|--------------------------------|-------------|-------------|---------------|----------|----------|------|-----------|-----------|-----------|------|-----------|-----------------------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ٦ | 4 1> | | ۲ | ^ | 7 | ٢ | 4 | | ٢ | 4 | |
| Traffic Volume (veh/h) | 36 | 1356 | 11 | 26 | 1011 | 89 | 19 | 8 | 66 | 94 | 5 | 48 |
| Future Volume (veh/h) | 36 | 1356 | 11 | 26 | 1011 | 89 | 19 | 8 | 66 | 94 | 5 | 48 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/in | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1752 | 1752 | 1752 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 41 | 1559 | 13 | 30 | 1162 | 73 | 22 | 9 | 45 | 108 | 6 | 15 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 3 | 3 | 3 | 10 | 10 | 10 | 5 | 5 | 5 |
| Cap, veh/h | 352 | 2462 | 21 | 266 | 2437 | 1063 | 208 | 33 | 163 | 183 | 60 | 149 |
| Arrive On Green | 0.03 | 0.68 | 0.68 | 0.04 | 0.69 | 0.69 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Sat Flow, veh/h | 1781 | 3612 | 30 | 1767 | 3526 | 1538 | 1300 | 253 | 1267 | 1315 | 461 | 1154 |
| Grp Volume(v), veh/h | 41 | 767 | 805 | 30 | 1162 | 73 | 22 | 0 | 54 | 108 | 0 | 21 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1865 | 1767 | 1763 | 1538 | 1300 | 0 | 1520 | 1315 | 0 | 1615 |
| Q Serve(g_s), s | 0.9 | 31.4 | 31.4 | 0.6 | 19.7 | 2.0 | 2.0 | 0.0 | 4.2 | 10.5 | 0.0 | 1.5 |
| Cycle Q Clear(g_c), s | 0.9 | 31.4 | 31.4 | 0.6 | 19.7 | 2.0 | 3.5 | 0.0 | 4.2 | 14.7 | 0.0 | 1.5 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | 10.1 | 1.00 | 1.00 | 0.0 | 0.83 | 1.00 | 0.0 | 0.71 |
| Lane Grp Cap(c), veh/h | 352 | 1211 | 1271 | 266 | 2437 | 1063 | 208 | 0 | 196 | 183 | 0 | 208 |
| V/C Ratio(X) | 0.12 | 0.63 | 0.63 | 0.11 | 0.48 | 0.07 | 0.11 | 0.00 | 0.28 | 0.59 | 0.00 | 0.10 |
| Avail Cap(c_a), veh/h | 411 | 1211 | 1271 | 322 | 2437 | 1063 | 222 | 0 | 213 | 197 | 0 | 226 |
| HOM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 7.0 | 11.6 | 11.6 | 9.4 | 9.2 | 6.5 | 51.5 | 0.0 | 51.1 | 57.8 | 0.0 | 50.0 |
| Inor Delay (d2), s/veh | 0.1 | 2.5 | 2.4 | 0.2 | 0.7 | 0.1 | 0.2 | 0.0 | 0.8 | 4.0 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.5 | 17.1 | 17.8 | 0.4 | 11.1 | 1.1 | 1.2 | 0.0 | 3.0 | 6.7 | 0.0 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | 0.1 | | | E - den | 0.0 | 0.0 | 0.1 | 0.0 | 1.1 |
| LnGrp Delay(d),s/veh | 7.1 | 14.1 | 14.0 | 9.6 | 9.9 | 6.6 | 51.7 | 0.0 | 51.9 | 61.8 | 0.0 | 50.2 |
| LnGrp LOS | A | B | B | A | A | A | D | A | D | E | A | D |
| Approach Vol, veh/h | 7. | 1613 | | ~~~~ | 1265 | ~~ | | 76 | | | 129 | |
| Approach Delay, s/veh | | 13.9 | | | 9.7 | | 2011 | 51.8 | | | 59.9 | |
| Approach LOS | | 13.9 B | I PAGE TO THE | | 9.7 A | | | 51.0 D | 1 | | 59.9 E | No. of Concession |
| | the lot the | D | | 1.51.5 | A | | | U | at inches | | E | and the second second |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | NER LE 20 | |
| Phs Duration (G+Y+Rc), s | 10.7 | 96.8 | | 22.6 | 11.9 | 95.5 | | 22.6 | | | | arel m |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 84.1 | ALC: A | * 18 | 9.1 | 83.1 | The Color | * 18 | 16,325 | | | 1070 |
| Max Q Clear Time (g_c+l1), s | 2.9 | 21.7 | | 6.2 | 2.6 | 33.4 | | 16.7 | | 1.1 | | |
| Green Ext Time (p_c), s | 0.0 | 10.7 | | 0.2 | 0.0 | 15.2 | | 0.1 | | 10 | 82.2 May | |
| Intersection Summary | | | | | | | | | | | | sint |
| HCM 6th Ctrl Delay | | the states | 15.0 | | | | | | 1411 | | | 10075 |
| HOM 6th LOS | | | В | | | | | | | | | |
| Notes | | Filtenat | | | | | | | | | | |
| User approved pedestrian inter | val to be | e less tha | n phase r | nax aree | n. | | | | | | | |

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Hom

Timings

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Background (2024) Conditions, PM Peak Hour

| | ۶ | - | - | - | * | 1 | 1 | 4 | + | |
|------------------------------|-----------------------|--------------|-------------------|------------|------------|---------------|----------|-------------------------|----------|-----------------------|
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT | |
| Lane Configurations | ٦ | - † Ъ | 1 | † † | 7 | ٦ | Þ | ٦ | Þ | |
| Traffic Volume (vph) | 29 | 1192 | 64 | 1353 | 97 | 22 | 0 | 73 | 1 | |
| Future Volume (vph) | 29 | 1192 | 64 | 1353 | 97 | 22 | 0 | 73 | 1 | |
| Turn Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | Perm | NA | |
| Protected Phases | 1 | 6 | 5 | 2 | | | 4 | | 8 | |
| Permitted Phases | 6 | | 2 | | 2 | 4 | | 8 | | |
| Detector Phase | 1 | 6 | 5 | 2 | 2 | 4 | 4 | 8 | 8 | |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Vinimum Split (s) | 11.8 | 31.9 | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | 34.8 | 34.8 | |
| Total Split (s) | 15.0 | 78.0 | 25.0 | 88.0 | 88.0 | 47.0 | 47.0 | 47.0 | 47.0 | |
| Total Split (%) | 10.0% | 52.0% | 16.7% | 58.7% | 58.7% | 31.3% | 31.3% | 31.3% | 31.3% | NUS CONTRACTOR |
| Yellow Time (s) | 4.8 | 4.9 | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | 3.8 | 3.8 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.8 | 6.9 | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | 5.8 | 5.8 | |
| Lead/Lag | Lead | Lag | Lead | Lag | Lag | | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | | | | |
| Recall Mode | None | Max | None | C-Max | C-Max | None | None | None | None | |
| Act Effct Green (s) | 117.0 | 112.0 | 119.5 | 115.2 | 115.2 | 14.2 | 14.2 | 14.2 | 14.2 | |
| Actuated g/C Ratio | 0.78 | 0.75 | 0.80 | 0.77 | 0.77 | 0.09 | 0.09 | 0.09 | 0.09 | |
| v/c Ratio | 0.11 | 0.49 | 0.21 | 0.53 | 0.09 | 0.18 | 0.24 | 0.62 | 0.26 | |
| Control Delay | 4.1 | 9.4 | 4.6 | 9.0 | 2.7 | 63.3 | 1.8 | 85.5 | 18.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | BINE STEP |
| Total Delay | 4.1 | 9.4 | 4.6 | 9.0 | 2.7 | 63.3 | 1.8 | 85.5 | 18.3 | |
| LOS | А | A | А | А | А | E | А | F | В | |
| Approach Delay | | 9.2 | | 8.4 | | | 16.5 | | 58.9 | |
| Approach LOS | | А | | А | ski Por | | В | ti di taki | E | A CALL STATE OF STATE |
| ntersection Summary | and the second second | | | INC. | | A State State | | No. of Concession, Name | | |
| Cycle Length: 150 | | | | | | - | | | | CALLER STREET |
| Actuated Cycle Length: 15 | 50 | | | | | | | | | |
| Offset: 20 (13%), Referen | | - 2·\ARTI | Start of | Yellow | 18131.44 | No. | 1. 25 31 | And a Distance | NAUVE N | AND THE PROPERTY |
| Natural Cycle: 100 | | | | 101044 | | | | | | |
| Control Type: Actuated-Co | continated | | No. of Street, or | | | 1.00 | 0.00 | 1. S. S. S. S. | C C L | |
| Maximum v/c Ratio: 0.62 | our can catou | | | | | A CALL ST | | | | |
| Intersection Signal Delay: | 11.0 | Y SHOL | | | ntersectio | | | 1000 | N. H. S. | ALL STREET STREET |
| Intersection Capacity Utiliz | | 6 | | | CU Level | | | | | |
| Analysis Period (min) 15 | Lucion 00.07 | 0 | | Sec. 1 | | | | 14 | | |
| a cayas r citou (min) 15 | | | | | | | | | | |
| Splits and Phases: 1: S | W Florida C | Gateway [| Dr/Centuri | on Ct & l | JS 90/SR | 10 | | | | |
| 1 | | | | | | | _ | | | |
| 🗾 🖉 Ø2 (R) | | | | | | | | Ø | 4 | |
| 15 5 5 | A | | | | | يفتلأسلي | | 47.8 | | |
| √ Ø5 - | 106 | | | | | | | | 8 | |
| + x/J | | | | | | - | | | • | |

Kimley-Hom

Synchro 11 Report

Appendix D: Synchro Output Reports Page 7 of 12

HCM 6th Signalized Intersection Summary

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Background (2024) Conditions, PM Peak Hour

| | ٨ | - | > | * | - | * | 1 | + | 1 | 1 | ÷. | 1 |
|---|-----------|------------|-----------|---------------------|----------|-----------|------------|---------|-------------|----------|----------|---------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL. | SBT | SBR |
| Lane Configurations | ٦. | 1 | | ٦ | ^ | 7 | η | ħ | | <u>۲</u> | Þ | |
| Traffic Volume (veh/h) | 29 | 1192 | 18 | 64 | 1353 | 97 | 22 | 0 | 69 | 73 | 1 | 47 |
| Future Volume (veh/h) | 29 | 1192 | 18 | 64 | 1353 | 97 | 22 | 0 | 69 | 73 | 1 | 47 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | _ | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 31 | 1268 | 19 | 68 | 1439 | 87 | 23 | 0 | 29 | 78 | 1 | 20 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 294 | 2680 | 40 | 369 | 2694 | 1173 | 153 | 0 | 139 | 146 | 7 | 134 |
| Arrive On Green | 0.02 | 0.75 | 0.75 | 0.03 | 0.76 | 0.76 | 0.09 | 0.00 | 0.09 | 0.09 | 0.09 | 0.09 |
| Sat Flow, veh/h | 1781 | 3582 | 54 | 1781 | 3554 | 1548 | 1391 | 0 | 1585 | 1381 | 76 | 1521 |
| Grp Volume(v), veh/h | 31 | 629 | 658 | 68 | 1439 | 87 | 23 | 0 | 29 | 78 | 0 | 21 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1859 | 1781 | 1777 | 1548 | 1391 | 0 | 1585 | 1381 | 0 | 1597 |
| Q Serve(g_s), s | 0.6 | 20.7 | 20.7 | 1.3 | 24.7 | 2.2 | 2.3 | 0.0 | 2.6 | 8.3 | 0.0 | 1.8 |
| Cycle Q Clear(g_c), s | 0.6 | 20.7 | 20.7 | 1.3 | 24.7 | 2.2 | 4.2 | 0.0 | 2.6 | 10.9 | 0.0 | 1.8 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 |
| Lane Grp Cap(c), veh/h | 294 | 1329 | 1391 | 369 | 2694 | 1173 | 153 | 0 | 139 | 146 | 0 | 140 |
| V/C Ratio(X) | 0.11 | 0.47 | 0.47 | 0.18 | 0.53 | 0.07 | 0.15 | 0.00 | 0.21 | 0.54 | 0.00 | 0.15 |
| Avail Cap(c_a), veh/h | 348 | 1329 | 1391 | 525 | 2694 | 1173 | 413 | 0 | 435 | 404 | 0 | 439 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.9 | 7.4 | 7.4 | 5.4 | 7.4 | 4.7 | 65.2 | 0.0 | 63.6 | 68.6 | 0.0 | 63.2 |
| Incr Delay (d2), s/veh | 0.2 | 1.2 | 1.2 | 0.2 | 0.8 | 0.1 | 0.4 | 0.0 | 0.7 | 3.0 | 0.0 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.4 | 11.6 | 12.0 | 0.7 | 12.8 | 1.1 | 1.5 | 0.0 | 1.9 | 5.6 | 0.0 | 1.4 |
| Unsig. Movement Delay, s/veh | | 1111-1-1 | - | | | | | | | | | |
| LnGrp Delay(d),s/veh | 6.1 | 8.6 | 8.5 | 5.7 | 8.1 | 4.8 | 65.6 | 0.0 | 64.3 | 71.7 | 0.0 | 63.7 |
| LnGrp LOS | A | A | Α | A | A | Α | E | A | E | E | A | E |
| Approach Vol, veh/h | a set in | 1318 | 4 | 10,999 | 1594 | and the | 14350 | 52 | 1. 信从 | | 99 | |
| Approach Delay, s/veh | | 8.5 | | | 7.9 | | | 64.9 | | | 70.0 | |
| Approach LOS | Blind | А | | The set | А | a strengt | | E | | | E | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.4 | 120.6 | | 19.0 | 11.9 | 119.1 | | 19.0 | | | | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 81.1 | 1 Santa | * 41 | 18.1 | 71.1 | 1000 | *41 | | | | |
| Max Q Clear Time (g_c+l1), s | 2.6 | 26.7 | | 6.2 | 3.3 | 22.7 | | 12.9 | | - | | |
| Green Ext Time (p_c), s | 0.0 | 15.3 | | 0.2 | 0.1 | 10.4 | | 0.3 | | | 2.19 .14 | |
| Intersection Summary | 1 | | | | | | | | | | | |
| HCM6th Ctrl Delay | | | 11.1 | | | | in the | Strand. | | | a long | 15775 |
| HOM 6th LOS | | | В | | | | | | | | | |
| Notes | 1000 | | | CARACIPATION OF THE | | | Silver and | | | | | - |
| Notes User approved pedestrian inter | n al to b | o loss tha | n nhasa i | | n | | | | 14 10 artes | | | A COLOR |

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Hom

Timings

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Buildout (2024) Conditions, AM Peak Hour

| | ۶ | - | 4 | + | * | 1 | 1 | 1 | Ļ |
|----------------------------|----------------|------------|-------------|--------------|------------|-----------|----------|-----------|-------|
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
| Lane Configurations | ۲ | 1 | ٦ | † † | 7 | ٦ | ħ | ۲ | 4 |
| Traffic Volume (vph) | 50 | 1344 | 26 | 999 | 107 | 19 | 8 | 112 | 5 |
| Future Volume (vph) | 50 | 1344 | 26 | 999 | 107 | 19 | 8 | 112 | 5 |
| Tum Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | Perm | NA |
| Protected Phases | 1 | 6 | 5 | 2 | | | 4 | | 8 |
| Permitted Phases | 6 | N. Conto | 2 | - Particular | 2 | 4 | | 8 | |
| Detector Phase | 1 | 6 | 5 | 2 | 2 | 4 | 4 | 8 | 8 |
| Switch Phase | and the second | AV PLE | and all the | 12 AT | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| Minimum Split (s) | 11.8 | 31.9 | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | 34.8 | 34.8 |
| Total Split (s) | 15.0 | 90.0 | 16.0 | 91.0 | 91.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Total Split (%) | 11.5% | 69.2% | 12.3% | 70.0% | 70.0% | 18.5% | 18.5% | 18.5% | 18.5% |
| Yellow Time (s) | 4.8 | 4.9 | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | 3.8 | 3.8 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.8 | 6.9 | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | Lead | Lag | Lead | Lag | Lag | | | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | 1.5 6.8 | | - No - Co | |
| Recall Mode | None | C-Min | None | C-Min | C-Min | None | None | None | None |
| Act Effct Green (s) | 95.4 | 91.0 | 93.1 | 88.1 | 88.1 | 18.3 | 18.3 | 18.3 | 18.3 |
| Actuated g/C Ratio | 0.73 | 0.70 | 0.72 | 0.68 | 0.68 | 0.14 | 0.14 | 0.14 | 0.14 |
| v/c Ratio | 0.17 | 0.63 | 0.14 | 0.48 | 0.12 | 0.13 | 0.31 | 0.72 | 0.28 |
| Control Delay | 5.7 | 13.7 | 6.2 | 12.1 | 3.2 | 48.3 | 15.4 | 75.2 | 14.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 5.7 | 13.7 | 6.2 | 12.1 | 3.2 | 48.3 | 15.4 | 75.2 | 14.5 |
| LOS | А | В | А | В | А | D | В | E | В |
| Approach Delay | | 13.4 | | 11.1 | | | 22.2 | | 52.5 |
| Approach LOS | | В | | В | | | С | | D |
| ntersection Summary | | 12781 | | | | | | Nor Sta | |
| Cycle Length: 130 | | Val Kinge | | | | | | | |
| Actuated Cycle Length: 13 | 30 | | | | | | | | |
| Offset: 24 (18%), Referen | ced to phase | 2:WBTL | and 6:E | BTL, Star | t of Yello | N | | 10716 | |
| Vatural Cycle: 100 | | | | | | | | | |
| Control Type: Actuated-C | oordinated | 19-19 | 28599 | | are all | Sal 24 | IE State | Party Sk | |
| Maximum v/c Ratio: 0.72 | | | | 124.1 | 12.151 | | | | |
| ntersection Signal Delay. | | | | Ir | ntersectio | n LOS: B | 1 | 12451 | N. |
| ntersection Capacity Utili | | 6 | | IC | CU Level | of Servio | eC | | |
| Analysis Period (min) 15 | TEN DY | 12 40 24 1 | 10 310 | Renta | in second | | | Li Shika | |
| | | | | ~ ~ · · | 0.00/07 | 10 | | | |
| | W Florida C | ateway [| Dr/Centuri | on Ct&l | JS 90/SR | 10 | | | |
| | (D) | | | | | | | | |

| <i>▶ø</i> 1 | Ø2 (R) | 1 Ø4 |
|-------------|--------|-------------|
| 15.6 | | 24.9 |
| √ Ø5 | → | Ø8 |
| 16.4 | | 24 5 |

Kimley-Hom

HCM 6th Signalized Intersection Summary

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Buildout (2024) Conditions, AM Peak Hour

| | ≯ | - | 7 | - | + | * | - | 1 | 1 | 1 | Ļ | - |
|---|-----------|--------------|---------------|---------------------------------------|---------------|------|----------------|-------|--------------------|-----------|-------------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 7 | † Þ | | 7 | † † | 1 | ۲. | 4Î | 0.01 | 4 | 4Î | |
| Traffic Volume (veh/h) | 50 | 1344 | 11 | 26 | 999 | 107 | 19 | 8 | 66 | 112 | 5 | 62 |
| Future Volume (veh/h) | 50 | 1344 | 11 | 26 | 999 | 107 | 19 | 8 | 66 | 112 | 5 | 62 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 0.98 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1856 | 1856 | 1856 | 1752 | 1752 | 1752 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 57 | 1545 | 13 | 30 | 1148 | 94 | 22 | 9 | 45 | 129 | 6 | 31 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 3 | 3 | 3 | 10 | 10 | 10 | 5 | 5 | 5 |
| Cap, veh/h | 348 | 2422 | 20 | 263 | 2385 | 1040 | 208 | 35 | 177 | 198 | 36 | 186 |
| Arrive On Green | 0.03 | 0.67 | 0.67 | 0.04 | 0.68 | 0.68 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1781 | 3611 | 30 | 1767 | 3526 | 1538 | 1282 | 253 | 1267 | 1316 | 257 | 1327 |
| Grp Volume(v), veh/h | 57 | 760 | 798 | 30 | 1148 | 94 | 22 | 0 | 54 | 129 | 0 | 37 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1865 | 1767 | 1763 | 1538 | 1282 | 0 | 1521 | 1316 | 0 | 1584 |
| Q Serve(g_s), s | 1.3 | 32.0 | 32.0 | 0.7 | 20.3 | 2.7 | 2.0 | 0.0 | 4.1 | 12.6 | 0.0 | 2.7 |
| Cycle Q Clear(g_c), s | 1.3 | 32.0 | 32.0 | 0.7 | 20.3 | 2.7 | 4.7 | 0.0 | 4.1 | 16.7 | 0.0 | 2.7 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 1.00 | | 0.83 | 1.00 | | 0.84 |
| Lane Grp Cap(c), veh/h | 348 | 1192 | 1251 | 263 | 2385 | 1040 | 208 | 0 | 213 | 198 | 0 | 222 |
| V/C Ratio(X) | 0.16 | 0.64 | 0.64 | 0.11 | 0.48 | 0.09 | 0.11 | 0.00 | 0.25 | 0.65 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 401 | 1192 | 1251 | 318 | 2385 | 1040 | 208 | 0 | 213 | 198 | 0 | 222 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 7.6 | 12.3 | 12.3 | 9.9 | 10.1 | 7.2 | 51.3 | 0.0 | 49.8 | 57.3 | 0.0 | 49.2 |
| Inor Delay (d2), s/veh | 0.2 | 2.6 | 2.5 | 0.2 | 0.7 | 0.2 | 0.2 | 0.0 | 0.6 | 7.4 | 0.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%), veh/In | 0.8 | 17.6 | 18.3 | 0.4 | 11.5 | 1.6 | 1.2 | 0.0 | 2.9 | 8.1 | 0.0 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | _ | _ |
| LnGrp Delay(d),s/veh | 7.8 | 14.9 | 14.8 | 10.1 | 10.8 | 7.4 | 51.5 | 0.0 | 50.5 | 64.7 | 0.0 | 49.6 |
| LnGrp LOS | A | B | В | B | В | Α | D | A | D | E | A | D |
| Approach Vol, veh/h | | 1615 | | 1941 | 1272 | 121 | | 76 | The second | | 166 | 2 |
| Approach Delay, s/veh | | 14.6 | | | 10.5 | | | 50.8 | | | 61.3 | |
| Approach LOS | NY RAG | В | 16 Juger | 1903 | В | Same | | D | | And Vices | E | 1100 |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | NE ALE | |
| Phs Duration (G+Y+Rc), s | 11.2 | 94.8 | | 24.0 | 11.9 | 94.1 | | 24.0 | D. BUILD | di Cato | 1. 1. 1. 18 | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 84.1 | | * 18 | 9.1 | 83.1 | Till Rain | * 18 | in a second | 1 Maile | | |
| Max Q Clear Time (g_c+l1), s | 3.3 | 22.3 | | 6.7 | 2.7 | 34.0 | | 18.7 | | | | _ |
| Green Ext Time (p_c), s | 0.0 | 10.6 | in the second | 0.2 | 0.0 | 14.9 | | 0.0 | | | | |
| Intersection Summary | 1 | | | | | | | | | | | |
| HCM6th Ctrl Delay | Stewarter | | 16.3 | | 1201 | | | | Constanting of the | | | |
| HOM 6th LOS | | | В | | | | | | | | | |
| Netos | | A CONTRACTOR | ine second | A A A A A A A A A A A A A A A A A A A | and the state | | and the second | | N STAND | | | |
| Notes User approved pedestrian inter | val to b | e less tha | n nhasa i | may area | n | | | | - LINCOLLAS | | | |

User approved pedestrian interval to be less than phase max green. * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Kimley-Hom

Timings

1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10

Circle K - I-75 & US 90 Buildout (2024) Conditions, PM Peak Hour

| | ۶ | - | - | - | * | 1 | 1 | 4 | + | |
|-----------------------------|--------------|------------------|--------------------|-------------|-------------------------------|--|--------------------|--------------|--------------------|---------------|
| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT | |
| Lane Configurations | ٦ | 41 | ٦ | † † | 7 | ٦ | ţ, | 1 | f) | |
| Traffic Volume (vph) | 44 | 1179 | 64 | 1339 | 118 | 22 | 0 | 93 | 1 | |
| Future Volume (vph) | 44 | 1179 | 64 | 1339 | 118 | 22 | 0 | 93 | 1 | |
| Tum Type | pm+pt | NA | pm+pt | NA | Perm | Perm | NA | Perm | NA | |
| Protected Phases | 1 | 6 | 5 | 2 | | | 4 | | 8 | |
| Permitted Phases | 6 | The Street | 2 | 8-1-68 | 2 | 4 | | 8 | A FINA | |
| Detector Phase | 1 | 6 | 5 | 2 | 2 | 4 | 4 | 8 | 8 | |
| witch Phase | -Witten Ster | n 39m | 1 million | | State St | 191.01 | | | | |
| /inimum Initial (s) | 5.0 | 15.0 | 5.0 | 15.0 | 15.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| finimum Split (s) | 11.8 | 31.9 | 11.9 | 31.9 | 31.9 | 41.8 | 41.8 | 34.8 | 34.8 | |
| otal Split (s) | 15.0 | 78.0 | 25.0 | 88.0 | 88.0 | 47.0 | 47.0 | 47.0 | 47.0 | |
| otal Split (%) | 10.0% | 52.0% | 16.7% | 58.7% | 58.7% | 31.3% | 31.3% | 31.3% | 31.3% | |
| ellow Time (s) | 4.8 | 4.9 | 4.9 | 4.9 | 4.9 | 3.8 | 3.8 | 3.8 | 3.8 | |
| Il-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 100 |
| ost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| otal Lost Time (s) | 6.8 | 6.9 | 6.9 | 6.9 | 6.9 | 5.8 | 5.8 | 5.8 | 5.8 | -1/10/14 |
| ead/Lag | Lead | Lag | Lead | Lag | Lag | | | | | _ |
| ead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | 12.2.5 | | | |
| call Mode | None | Max | None | C-Max | C-Max | None | None | None | None | |
| t Effct Green (s) | 114.9 | 109.5 | 115.6 | 110.0 | 110.0 | 16.6 | 16.6 | 16.6 | 16.6 | |
| tuated g/C Ratio | 0.77 | 0.73 | 0.77 | 0.73 | 0.73 | 0.11 | 0.11 | 0.11 | 0.11 | |
| Ratio | 0.17 | 0.49 | 0.21 | 0.55 | 0.11 | 0.16 | 0.22 | 0.68 | 0.29 | |
| ontrol Delay | 5.2 | 10.5 | 5.3 | 11.1 | 3.8 | 60.0 | 1.5 | 85.5 | 15.6 | |
| Jeue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| tal Delay | 5.2 | 10.5 | 5.3 | 11.1 | 3.8 | 60.0 | 1.5 | 85.5 | 15.6 | |
| S | A | B | A | В | A | E | A | F | B | |
| proach Delay | | 10.3 | ~~ | 10.3 | | - | 15.6 | | 57.0 | |
| proach LOS | 247-144 | B | Section 1 | B | | CHIS/N | B | 848 Q.L. | E | 1411 |
| | | 0 | | 0 | | | | | | - |
| tersection Summary | | - | | | | | - | | | |
| yde Length: 150 | | The state of the | Children and | Call Starts | | 01201040 | | | | |
| tuated Cycle Length: 150 | | O LA DITI | 0 | NZ. II | Charles and the second second | - | the second second | | | COLUMN TO A |
| fset: 20 (13%), Reference | to phase | 92:WBIL | , Start or | Yellow | | | | | | |
| atural Cycle: 100 | | | and and a state of | | | Constantine Provide Pr | Contraction in the | 1.5.8. 0.000 | Carl Social States | Total and the |
| ontrol Type: Actuated-Coo | rainated | In the second | 1811210 | | | | 12400.044 | | | |
| aximum v/c Ratio: 0.68 | 20 | | | | A | 100.0 | | | | |
| tersection Signal Delay: 12 | | , | 1000 A.A.A. | | ntersectio | | | | | 12/2/2/2/2 |
| ersection Capacity Utiliza | tion 69.2% | 6 | |](| CU Level | of Service | eC | | | |
| nalysis Period (min) 15 | (iku≞ista | | SEL DIA | R. B. C. | | | IN COM | 6.30.2 | | |
| plits and Phases: 1: SV | /Florida G | ateway D |)r/Centuri | on Ct & l | JS 90/SR | 10 | | | | |
| | | | | | | | | 1 | | |
| 🖌 Ø1 📝 Ø2 (R) | | | | | | | | ø∙ | 4 | |
| 5 s 88 s | | | | | | | | 47.6 | | |

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Synchro 11 Report

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Appendix D: Synchro Output Reports Page 11 of 12 HCM 6th Signalized Intersection Summary 1: SW Florida Gateway Dr/Centurion Ct & US 90/SR 10 Circle K - I-75 & US 90 Buildout (2024) Conditions, PM Peak Hour

| | * | - | * | - | + | * | 1 | 1 | 1 | 1 | ÷. | 1 |
|--|-----------------------|------------|-----------|-------------------|---------------------------|-----------|------|--------------|----------------|-------------------|----------|-------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | 4 | † ‡ | | ۲ | † † | 7 | ٢ | ţ, | | 7 | ħ | |
| Traffic Volume (veh/h) | 44 | 1179 | 18 | 64 | 1339 | 118 | 22 | 0 | 69 | 93 | 1 | 63 |
| Future Volume (veh/h) | 44 | 1179 | 18 | 64 | 1339 | 118 | 22 | 0 | 69 | 93 | 1 | 63 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | - | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/in | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 47 | 1254 | 19 | 68 | 1424 | 110 | 23 | 0 | 29 | 99 | 1 | 37 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 289 | 2623 | 40 | 363 | 2622 | 1142 | 160 | 0 | 164 | 168 | 4 | 161 |
| Arrive On Green | 0.03 | 0.73 | 0.73 | 0.03 | 0.74 | 0.74 | 0.10 | 0.00 | 0.10 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1781 | 3582 | 54 | 1781 | 3554 | 1548 | 1370 | 0 | 1585 | 1381 | 42 | 1550 |
| Grp Volume(v), veh/h | 47 | 622 | 651 | 68 | 1424 | 110 | 23 | 0 | 29 | 99 | 0 | 38 |
| Grp Sat Flow(s), veh/h/ln | 1781 | 1777 | 1859 | 1781 | 1777 | 1548 | 1370 | 0 | 1585 | 1381 | 0 | 1591 |
| Q Serve(g_s), s | 1.0 | 21.6 | 21.6 | 1.4 | 26.3 | 3.0 | 2.4 | 0.0 | 2.5 | 10.6 | 0.0 | 3.3 |
| Cycle Q Clear(g_c), s | 1.0 | 21.6 | 21.6 | 1.4 | 26.3 | 3.0 | 5.6 | 0.0 | 2.5 | 13.1 | 0.0 | 3.3 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.97 |
| Lane Grp Cap(c), veh/h | 289 | 1301 | 1362 | 363 | 2622 | 1142 | 160 | 0 | 164 | 168 | 0 | 165 |
| V/C Ratio(X) | 0.16 | 0.48 | 0.48 | 0.19 | 0.54 | 0.10 | 0.14 | 0.00 | 0.18 | 0.59 | 0.00 | 0.23 |
| Avail Cap(c_a), veh/h | 336 | 1301 | 1362 | 519 | 2622 | 1142 | 394 | 0 | 435 | 404 | 0 | 437 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 6.9 | 8.3 | 8.3 | 6.1 | 8.6 | 5.6 | 64.3 | 0.0 | 61.4 | 67.4 | 0.0 | 61.7 |
| Incr Delay (d2), s/veh | 0.3 | 1.3 | 1.2 | 0.2 | 0.8 | 0.2 | 0.4 | 0.0 | 0.5 | 3.3 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/In | 0.6 | 12.3 | 12.7 | 0.8 | 14.0 | 1.7 | 1.5 | 0.0 | 1.9 | 7.0 | 0.0 | 2.5 |
| Unsig. Movement Delay, s/veh | | 12.0 | Edman E | 0.0 | 11.0 | | | 0.0 | | | | |
| LnGrp Delay(d),s/veh | 7.2 | 9.5 | 9.5 | 6.4 | 9.4 | 5.7 | 64.7 | 0.0 | 61.9 | 70.6 | 0.0 | 62.4 |
| LnGrp LOS | A | A | A | A | A | A | E | A | E | E | A | E |
| Approach Vol, veh/h | 7. | 1320 | / | | 1602 | 7. | | 52 | - | | 137 | |
| Approach Delay, s/veh | | 9.4 | | 47.0 | 9.0 | | | 63.2 | | | 68.4 | |
| Approach LOS | | 9.4 A | all Shier | ALL OF BELLEVILLE | 9.0 A | | | E | CI II CI II CI | No. In Concession | E | 1070- |
| | | A | | li kan dari bar | | | - | E | | | L. | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | r an diana | US NES | 道家山市社 | |
| Phs Duration (G+Y+Rc), s | 11.1 | 117.6 | | 21.3 | 11.9 | 116.8 | | 21.3 | | | | |
| Change Period (Y+Rc), s | 6.8 | 6.9 | | * 5.8 | 6.9 | 6.9 | | * 5.8 | | | | |
| Max Green Setting (Gmax), s | 8.2 | 81.1 | | * 41 | 18.1 | 71.1 | | * 41 | | | | 22011 |
| Max Q Clear Time (g_c+11), s | 3.0 | 28.3 | | 7.6 | 3.4 | 23.6 | | 15.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 15.1 | | 0.2 | 0.1 | 10.2 | | 0.5 | 1946 | 1.46 -5 | Pile and | |
| Intersection Summary | 3 4 8 | | | 1428-6-1 | | | | | (path-h | | | |
| HCM6th Ctrl Delay | and the second second | No. | 12.7 | | Contraction of the second | | | - Television | | | 1000 | |
| HOM 6th LOS | | | В | | - | | | | | | | |
| and the second discount of the second second | | | | | | | | | Sector Miles | | | 10000 |
| Notes User approved pedestrian inter | val to b | e less tha | n nhasa i | may area | n | A. 34 6.1 | - | | | Course of | | 4.4.4 |

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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APPENDIX E

Trip Generation Calculations

Table 1: Trip Generation

| Land Use Intensity | | | lour of Adjac | ent Street | PM Peak Hour of Adjacent Stree | | | |
|---|---------------------------|--------|---------------|------------|--------------------------------|------|-----|--|
| | | Total | In | Out | Total | In | Out | |
| Existing Development | | | | | | | | |
| Convenience Store/Gas Station (4-5.5k) | 24 VFP | 649 | 325 | 324 | 546 | 273 | 273 | |
| Existing Development Pass-By | Daily AM PM | | | | | | | |
| Convenience Store/Gas Station (4-5.5k) | 75% 76% 75% | 494 | 247 | 247 | 410 | 205 | 205 | |
| EXISTING SITE - POTENTIAL TOTAL DR | I VEWAY VOLUMES | 649 | 325 | 324 | 546 | 273 | 273 | |
| EXISTING SITE - POTENTIAL PA | SS-BY TRIPS | 494 | 247 | 247 | 410 | 205 | 205 | |
| EXISTING SITE - POTENTIAL NEW E | 155 | 78 | 77 | 136 | 68 | 68 | | |
| OBSERVED DRIVEWAY VO | 201 | 106 | 95 | 220 | 115 | 105 | | |
| ACTUAL/POTENTIAL DRIVEWAY VOLUMES | ADJUSTMENT FACTOR | San 22 | 0.31 | | | 0.40 | | |
| Proposed Development Convenience Store/Gas Station (5.5-10k) | 27 VFP | 853 | 427 | 426 | 726 | 363 | 363 | |
| Proposed Development Pass-By Convenience Store/Gas Station (5.5-10k) | 648 | 324 | 324 | 544 | 272 | 272 | | |
| PROPOSED SITE - POTENTIAL TOTAL D | RIVEWAY VOLUMES | 853 | 427 | 426 | 726 | 363 | 363 | |
| PROPOSED SITE - POTENTIAL TOTA | L PASS-BY TRIPS | 648 | 324 | 324 | 544 | 272 | 272 | |
| PROPOSED SITE - POTENTIAL TOTAL N | EW EXTERNAL TRIPS | 205 | 103 | 102 | 182 | 91 | 91 | |
| POTENTIAL NET NEW TOTAL DRIVEWAY VOLUM | IES (PROPOSED - EXISTING) | 204 | 102 | 102 | 180 | 90 | 90 | |
| POTENTIAL NET NEW PASS-BY TRIPS (PI | ROPOSED - EXISTING) | 154 | 77 | 77 | 134 | 67 | 67 | |
| POTENTIAL NET NEW EXTERNAL TRIPS (P | ROPOSED - EXISTING) | 50 | 25 | 25 | 46 | 23 | 23 | |
| ADJUSTED NET NEW TOTAL DRIVE | WAY VOLUMES | 64 | 32 | 32 | 72 | 36 | 36 | |
| ADJUSTED NET NEW PASS- | BY TRIPS | 48 | 24 | 24 | 54 | 27 | 27 | |
| | 16 | 8 | 8 | 18 | 9 | 9 | | |

AM Peak Hour of Adjacent Street. PM Peak Hour of Adjacent Street: T = 27.04*(X); X is vehicle fueling positions; (50% in, 50% out)

T = 22.76*(X); X is vehicle fueling positions; (50% in, 50% out)

Convenience Store/ Gas Station (5.5-10k) [ITE 945]

Daily: AM Peak Hour of Adjacent Street: PM Peak Hour of Adjacent Street: T = 345.75*(X); X is vehicle fueling positions

- T = 31.60*(X); X is vehicle fueling positions; (50% in, 50% out)
- T = 26.90*(X); X is vehicle fueling positions; (50% in, 50% out)

K:\ORL_Civil\149880040-Circle K US90 & I75\TPTO\03_Calcs\[2022-03 - CK Lake City.xlsx]TG (2)

3/17/2022

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Appendix E: Trip Generation Calculations Page 1 of 1

APPENDIX F

FDOT Trend Worksheet

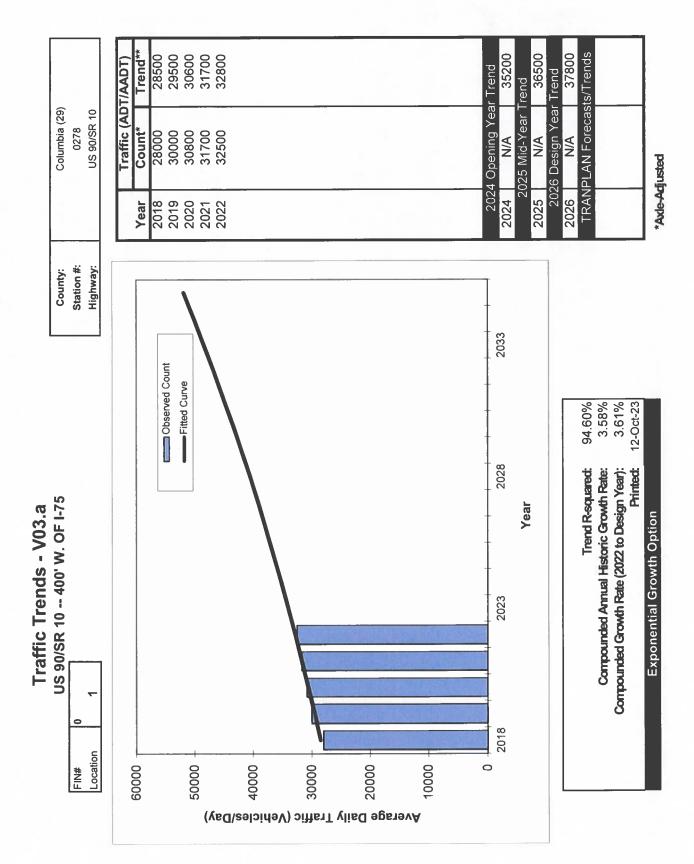
FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2022 HISTORICAL AADT REPORT

COUNTY: 29 - COLUMBIA

SITE: 0278 - SR 10 400' W. OF I-75

| T FACTOR | | 5.90 | 6.80 | 6.20 | 6.20 | 5.80 | 5.40 | 5.70 | 5.90 | 6.40 | 5.50 | 5.30 | 4.90 | 5.30 | 6.20 | 6.40 | |
|-----------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--|
| FAC | | 54.20 | 54.80 | 54.80 | 54.70 | 55.50 | 53.90 | 54.50 | 54.40 | 55.30 | 54.70 | 53.70 | 54.40 | 54.18 | 54.63 | 54.46 | |
| *K FACTOR | 9.0 | 9.00 | 9.00 | 00.6 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.94 | 9.78 | 9.82 | 9.99 | |
| IRECT | 16000 | W 14000 | W 13500 | W 15000 | W 14000 | W 13500 | W 13500 | W 13500 | W 13500 | W 12500 | W 13000 | W 13000 | W 13000 | W 12500 | W 13500 | W 14000 | |
| | 16500 | E 14000 | Ч | E 15000 | E 14000 | E 14000 | E 13500 | E 14000 | 1 | - | | -4 | E 12500 | | | 1 | |
| AADT | 32500 | 28000 F | 27000 C | 30000 C | 28000 C | 27500 C | 27000 C | 27500 C | 27000 C | 25000 C | 26000 C | 26000 C | 25500 C | 25000 C | 27000 C | 27500 C | |
| YEAR | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | |

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



Appendix F: FDOT Trend Worksheet Page 2 of 2

COMPOSITE EXHIBIT H

Gateway Crossing Lot 6 U-Haul Storage Facility Site Plan Application

April 6, 2023 First Submittal

Logan B. Peters, PE 3530 NW 43rd Street Gainesville, FL 32606 (352) 375-8999 www.jbpro.com



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|------|--------------------------------|---|
| II. | Concurrency Impact Analysis | 5 |
| III. | Comprehensive Plan Consistency | 7 |
| IV. | Conclusions | 0 |

I. Statement of Proposed Change

The proposed project is a site plan application for new construction to be located on Lot 6 of Gateway Crossing commercial subdivision, on 5.96 acres near the intersection of I-75 and US90. The proposed site plan proposes a three story 39,000 SF footprint primary U-Haul storage facility and a single story 13,700 SF footprint U-Box storage facility along with associated parking and utilities.

Parcel: 35-3S-16-02524-006

As shown on Tables 1 and 2 and Maps 1 and 2, the site plan is consistent with the execution of the established land use and zoning designations and is consistent with surrounding uses. The Commercial land use category has an intensity of </+1FAR and the proposed FAR of 0.20 meets this standard. The proposed storage facility is a permitted use in the property's Commercial future land use designation and Commercial Highway Interchange (CHI) zoning district.

Table 1: Land Use and Zoning

| Location | Land Use | Zoning |
|--|------------|--------------------------------|
| Proposed Property | Commercial | Commercial Highway Interchange |
| North | Commercial | General |
| South | Commercial | Commercial Highway Interchange |
| East | Commercial | Commercial Highway Interchange |
| West | Commercial | General |
| 1217 States and States | | |

Table 2: Allowable – Proposed Dwelling Units

| | Land Use | Zoning |
|--------------------------|----------|----------|
| Intensity Standard | 1 FAR | 1 FAR |
| Maximum Units Allowed | 1 FAR | 1 FAR |
| Proposed Project | 0.20 FAR | 0.20 FAR |

Map 1: Existing Land Use Designations



Map 2: Zoning Designations



II. Concurrency Impact Analysis

The State of Florida growth management legislation establishes concurrency standards that ensure that local governments can adequately provide public facilities without constraining adopted local levels of service. In the following paragraphs, the proposed Comprehensive Plan Amendment will discuss how the proposed comprehensive plan amendment application impacts public service demands related to transportation, potable water, sanitary sewage, solid waste, stormwater, open space, recreation, and public school facilities.

Transportation Mobility

The Lake City Comprehensive Plan Capital Improvements Element Policy VIII.1.1 establishes level of service standards (LOS) for Motor Vehicle Transportation at a LOS A. Table 3 shows the impact 52,700 square feet of office space has on motor vehicle transportation. The total trips per day generated by this development is 207.

| Table 3 – Motor Vehicle Transportation ¹ | | | | | | |
|---|----------------|-------------------|--|--|--|--|
| Roadway Segment | Leve | Level of Service | | | | |
| US 90/ Duval St From I-75 to SW Bascom | | D | | | | |
| Daily Trip Generation ² | Square Footage | Total Development | | | | |
| Weekday Trips Per 1,000 square feet = 3.93 | 52,700 | 207 Trips Per Day | | | | |
| AM Peak Hour Per 1,000 square feet = 0.62 | 52,700 | 33 Trips Per Day | | | | |
| PM Peak Hour Per 1,000 square feet = 0.67 | 52,700 | 35 Trips Per Day | | | | |

Source:

1) Lake City Comprehensive Plan

2) ITE Trip Generation, Manual 10th Edition

Potable Water

The Lake City Comprehensive Plan Capital Improvements Element Policy VIII.1.1 establishes level of service standards (LOS) for Potable Water. Table 4 shows the total gallons per day of potable water is 662.

| Table 4 - Potable Water | Units | Gallons Per Day |
|------------------------------------|-----------------------------------|--------------------|
| Warehouse Use | 1,124 | 662 |
| Based off a LOS standard establish | ned by Lake City and Florida Depo | artment of Health. |

Note: Calculation based on formula for mini warehouse units established by Florida Department of Health Standards of 1 gallon per unit up to 200 units + 1 gallon per unit for each unit over 200.

Sanitary Sewer

The Lake City Comprehensive Plan Capital Improvements Element Policy VIII.1.1 establishes level of service standards (LOS) for Sanitary Sewer. Table 5 shows the total gallons per day of sanitary sewer is 662.

| Based off a LOS standard established by Lake City and Florida Department of Health. | | | | | | | |
|---|-------|-----------------|--|--|--|--|--|
| Mini Warehouse Use | 1,124 | 662 | | | | | |
| Table 5 - Sanitary Sewer | Units | Gallons Per Day | | | | | |

Note: Calculation based on formula for mini warehouse units established by Florida Department of Health Standards of 1 gallon per unit up to 200 units + 1 gallon per unit for each unit over 200.

Solid Waste

The Lake City Comprehensive Plan Capital Improvements Element Policy VIII.1.1 establishes level of service standards (LOS) for Sanitary Sewer. Table 4 shows the total tons of solid waste per year is 955.4 for 1,124 units.

| Table 6 – Solid Waste | Units | Tons Per Year |
|-------------------------------------|------------------------------|---------------|
| Mini Warehouse Use | 1,124 | 955.4 |
| Based off a LOS of .85 tons per yea | ar per unit for residential. | |

Note: Calculation based on formula for mini warehouse units established by Florida Department of Health Standards

Stormwater

The Lake City Comprehensive Plan Capital Improvements Element Policy VIII.1.1 establishes a level of service standards (LOS) for stormwater not within a stream or open lake watershed. The LOS standard states that such developments shall adhere to the standards as specified in Chapter 62-330(4)(b)2, Florida Administrative Code (Rules of the Florida Department of Environmental Regulation) and Chapter 40B-4, Florida Administrative Code (Rules of the Suwannee River Water Management District).

Recreation

The Lake City Comprehensive Plan Improvements Element Policy VIII.1.1establishes a level of service standards (LOS) for recreation. As the subject property is part of a nonresidential development with existing facilities, this proposed CPA application does not impact the recreation LOS.

Public School Facilities

The Lake City Comprehensive Plan Improvements Element Policy VIII.1.1 establishes a level of service standards (LOS) for public school facilities. As the subject property is part of a nonresidential development with existing facilities, this proposed CPA application does not impact the public school facilities LOS.

III. Comprehensive Plan Consistency

The proposed project is located within the Commercial Land Use Category (FLU). Developments within this FLU are limited to a density of 1 FAR. As shown on Map 3 below, the adjoining land use categories are Commercial to the north, east, south, and west. The following comprehensive plan consistency assessment shows how this proposed project is consistent with Lake City's adopted comprehensive plan goals, objectives, and policies.



Map 3: Future Land Use Designations

A. Future Land Use Element

<u>Policy 1.1.2:</u> The land development regulations of the City shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities and shall establish the following floor area ratio(s) to be applied to each classification of land use: ...

COMMERCIAL

Lands classified as commercial use consist of areas used for the sale, rental, and distribution of products or performance of services, as well as public, charter and private elementary, middle and high schools. In addition, off-site signs, churches and other houses of worship, private clubs and lodges, residential dwelling units, which existed within this category on the date of adoption of this objective, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio except within the (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts being subject to an intensity of less than or equal to 1.0 floor area ratio.

(CN) Commercial, Neighborhood uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio. (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts shall be limited to an intensity of less than or equal to 1.0 floor area ratio....

• Comprehensive Plan Consistency: The proposed use is consistent with the standards established for the Commercial future land use designation.

<u>Policy I.1.3</u>: The City shall continue to allocate amounts and types of land uses for residential, commercial, industrial, public, and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to serve such urban land uses. (Urban land uses shall be herein defined as residential, commercial and industrial land use categories).

• Comprehensive Plan Consistency: The proposed property has available public facilities.

<u>Objective 1.3</u>: The City shall require that all proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.

• Comprehensive Plan Consistency: The proposed property has available public facilities.

<u>Policy 1.3.1</u> The City shall limit the issuance of development orders and permits to areas where the adopted level of service standards for the provision of public facilities found within the Comprehensive Plan are maintained. This provision also includes areas where development orders were issued prior to the adoption of the Comprehensive Plan.

• Comprehensive Plan Consistency: The proposed property has available public facilities.

B. Transportation Element

<u>Policy II.1.1</u> Establish the Service Standards as noted below at peak hour for the following roadway segments within the City as defined within the most recent version of the Florida Department of Transportation Quality/Level of Service Handbook.

• Comprehensive Plan Consistency: The proposed property meets adopted LOS standards for transportation.

C. Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element

<u>Goal IV-1 Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater</u> <u>Aquifer Recharge Goals, Objectives, and Policies.</u> Ensure the provision of public facilities in a timely, orderly, efficient, and environmentally sound manner at an acceptable level of service for the population of the county.

• Comprehensive Plan Consistency: The provision of public facilities and infrastructure systems for sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge is provided according to the adopted comprehensive plan LOS standards for such services and infrastructure systems.

D. Conservation Element

<u>Policy V.2.5</u> The County shall, through the development review process, require that postdevelopment runoff rates and pollutant loads do not exceed pre-development conditions.

• Comprehensive Plan Consistency: As a result of the execution of this site plan and the development of this project, the development will provide for the runoff rates and pollutant loads that are consistent with this comprehensive plan policy.

IV. Conclusions

The site plan application request is consistent with and serves to implement the Goals, Objectives, and Policies of the Lake City Comprehensive Plan. The request meets all the review criteria and standards for rezoning applications found in the Lake City Land Development Code, including consistency, compatibility, similarity of development patterns in the area of the subject property, suitability, adequacy of public services, access, and promotion of the public health, safety and welfare. The applicant would request approval of the application based upon the demonstrated consistency and implementation of the applicable Plan Goals, Objectives, and Policies as well as the conformance to all applicable provisions of the land development code.

Sonic Drive-In

Site Plan Application

City of Lake City

June 23, 2022

Kathie Ebaugh, AICP Director of Planning 3530 NW 43rd Street Gainesville, FL 32606 (352) 375-8999 www.jbpro.com





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I. Statement of Proposed Change:

The proposed project is a site plan application for new construction to be located on 1.2 acres near I-75 exit 427. The proposed site plan proposes to build an 1,226 SF restaurant building with associated parking on the following parcel

Parcels:

35-3S-at-02524-103

As shown on Tables 1 and 2 and Maps 1 and 2, the site plan is consistent with the execution of the established land use and zoning designations and is consistent with surrounding uses. The Commercial land use category has an intensity of </+1FAR and the proposed FAR of .023 meets this standard. The Commercial Highway Interchange (CHI) zoning category is intended to provide for developments that primarily serve the traveling public including fast food restaurants as proposed by this site development plan.

Table 1: Land Use and Zoning

| Location | Land Use | Zoning | | |
|-------------------|------------|--------------------------------|--|--|
| Proposed Property | Commercial | Commercial Highway Interchange | | |
| North | Commercial | Commercial Highway Interchange | | |
| South | Commercial | Commercial Highway Interchange | | |
| East | Commercial | Commercial Highway Interchange | | |
| West | Commercial | Commercial Highway Interchange | | |

Table 2: Allowable—Proposed Dwelling Units

| | Land Use | Zoning |
|--------------------------|----------|----------|
| Intensity Standard | 1 FAR | 1 FAR |
| Maximum Units Allowed | 1 FAR | 1 FAR |
| Proposed Project | .023 FAR | .023 FAR |



Map 1: Existing Land Use Designation

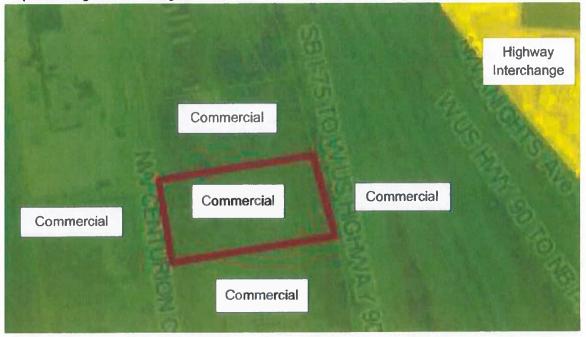
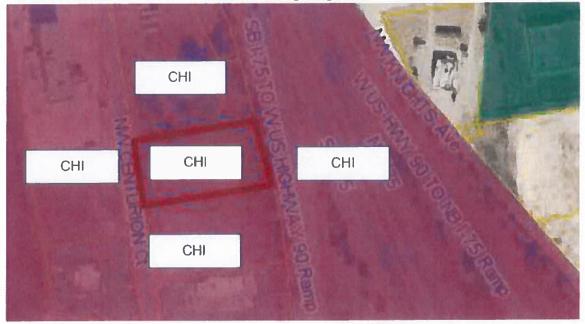


Table 3: Zoning Designations





II. Concurrency Impact Analysis

The State of Florida growth management legislation establishes concurrency standards that ensure that local governments adequately provide public facilities to new developments without constraining adopted local levels of service. The following assessment examines how this proposed rezone application impacts public service demands related to transportation, potable water, sanitary sewage, solid waste, stormwater, open space, recreation, and public school facilities.

Transportation Mobility

The Columbia County Comprehensive Plan Transportation Element Objective II.1 establishes level of service standards (LOS) for all roadways.

Table 4: Transportation LOS Impact

| | | | AAOT | | AM Peak | | | PM Peak | | | | |
|---------------|---|---------|-------|-------|---------------------|-------|----|---------|---------------------|-------|----|-----|
| Land Use Code | Lind Use | SF. GFA | Rate | Trips | Rate ⁽¹⁾ | Trips | In | Out | Rate ⁽¹⁾ | Trips | In | Out |
| | Fast-Food Restaurant with Drive-Through | | | | | | | | | | | |
| 935 | Window and No Indoor Seating | 1226 | 459.2 | 563 | 65.81 | 81 | 42 | 39 | 67.44 | 83 | 42 | 41 |

Concurrency Assessment: As shown on Table 4 above the proposed project will generate 65.81 trips per day AM Peak and 67.44 PM Peak. As such it will not place undue demand on the roadway and will maintain its current LOS.

Potable Water

The Columbia County Comprehensive Plan Sanitary Sewer, Solid Waste, Drainage, Portable Water, and Natural Groundwater Aquifer Recharge Element Objective IV.5 establishes LOS for Potable Water. Table 5 below shows that the impact the proposed will have on potable water.

Table 5: Potable Water Impact

| System Category | Gallons Per Day |
|---|-----------------|
| Current Permitted Capacity ⁽¹⁾ | 4,192,000 |
| Less actual Potable Water Flows ⁽¹⁾ | 3,400,000 |
| Reserved Capacity | 0 |
| Residual Capacity | 792,000 |
| Projected Potable Water Demand from Proposed Project ⁽²⁾ | 1,950 |
| Percentage Utilization Including Proposed Project | 81% |

(1) Source: City of Lake City Public Services Department; FDEP Permitted Capacity is 9 MGPD, Current SRWMD Capacity is 4.192 MGPD (2) Source: F.A.C. 64E-6.008, Table 1, Food Operations (f) "Drive-in restaurant car space". 50 GPD per car space. 39 spaces x 50 GPD/space = 1950 GPD

Concurrency Assessment: As shown on Table 5 above the proposed project will generate demand for 1,950 gallons per day. The remaining capacity will be 81%. As such, the County LOS will be maintained so to that it will be able to continue providing for the potable water demands of the community.



Sanitary Sewage

The Columbia County Comprehensive Plan Sanitary Sewer, Solid Waste, Drainage, Portable Water, and Natural Groundwater Aquifer Recharge Element Objective IV.2 LOS for Sanitary Sewage. Table 6 shows that the impact the proposed 1,226 square foot commercial restaurant building will have on sanitary sewerage.

Table 6: Sanitary Sewer Impact

| System Category | Gallons Per Day |
|--|-----------------|
| Current Permitted Capacity ⁽¹⁾ | 3,000,000 |
| Less actual Treatment Plant Flows ⁽¹⁾ | 2,530,000 |
| Reserved Capacity | 0 |
| Residual Capacity | 470,000 |
| Projected Sanitary Sewer Demand from Proposed Project ⁽²⁾ | 1,950 |
| Percentage Utilization Including Proposed Project | 84% |

Concurrency Assessment: As shown on Table 6 above the proposed project will generate 1,950 gallons per day. The remaining capacity will be 84%. As such, the County LOS will be maintained so to that it will be able to continue providing for the sanitary sewer demands of the community.

The Columbia County Comprehensive Plan Sanitary Sewer, Solid Waste, Drainage, Portable Water, and Natural Groundwater Aquifer Recharge Element Objective IV.4 establishes LOS for Stormwater. The policy establishes the standard as follows: for all projects which fall totally within a stream, or open lake watershed, detention systems must be installed such that the peak rate of post-development runoff will not exceed the peak-rate of pre-development runoff for storm events up through and including either:

- 1. A design storm with a 10-year, 24-hour rainfall depth with Soil Conservation Service type II distribution falling on average antecedent moisture conditions for projects serving exclusively agricultural, forest, conservation, or recreational uses; or
- 2. A design storm with 100-year critical duration rainfall depth for projects serving any land use other than agricultural, silvicultural, conservation, or recreational uses.

Concurrency Assessment: This project has been designed as part of a master stormwater system that was designed to meet a 10-year, 24-hour rainfall depth. As such, the County LOS will be maintained so to that it will be able to continue providing for the stormwater demands the community.



Open Space

The Columbia County Comprehensive Plan Recreation and Open Space Element Objective 5.2 establishes LOS for open space. The standard directs that as applicable and appropriate, open space standards shall be established in the implementing land development code.

Concurrency Assessment: This land development regulations for the CHI zoning classification does not included standards for specific open space aside from the established FAR, buffering standards, and building setbacks. The proposed site plan meets these standards. As such, this concurrency standard is not applicable to this proposed project as there is no impact.

Recreation

The Columbia County Comprehensive Plan Recreation and Open Space Element Objective 1.1 establishes LOS for recreation based on residents to be served. Additionally, Objective VI.3 states this LOS requirements is for new subdivisions or re-subdivisions of land.

Concurrency Assessment: This site plan application is for the development of a commercial property that does not generate new residents. As such, this concurrency standard is not applicable to this proposed project as there is no impact.

Public School Facilities

The Columbia County Comprehensive Plan Recreation and Open Space Element Objective XI.1 establishes LOS for recreation based on number of students and available capacity for educational facilities. Additionally, Objective IX.3 states this LOS requirements is to be applied concurrent with the development of new residential projects.

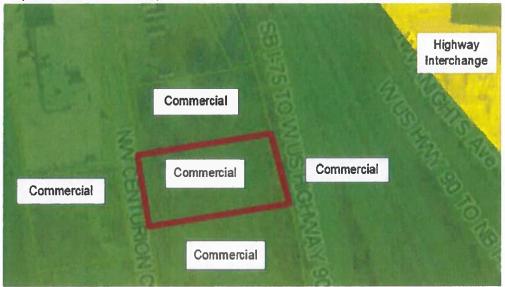
Concurrency Assessment: This site plan application is for the development of a commercial property that does not generate new student populations. As such, this concurrency standard is not applicable to this proposed project as there is no impact.

III. Comprehensive Plan Consistency

The proposed project is located within the Commercial Land Use Category (FLU). Developments within this FLU are limited to a density of 1 FAR. As shown on Map 4 below, the adjoining land use categories are Commercial to the north, east, south, and west. The following comprehensive plan consistency



assessment shows how this proposed project is consistent with Columbia County's adopted comprehensive plan goals, objectives, and policies.



Map 4: Future Land Use Map

Future Land Use Element

<u>Goal 1: Future Land Use</u>. In recognition of the importance of conserving the natural resources and enhancing the quality of life, the county shall direct development to those areas which have in place, or have agreements to prove, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Comprehensive Plan Consistency: The location of this proposed site plan application is within an established development area where there is the funding and infrastructure capacity to provide for the demands of the proposed development.

<u>Objective 1.2: Urban Development Areas.</u> The County shall continue to direct future population growth and associated urban development to urban development areas as established within this Comprehensive Plan.

Comprehensive Plan Consistency: The location of this proposed site plan is consistent with the County's urban development areas.



<u>Policy I.1.1: Public Facility Availability</u>. The County shall limit the location of higher density residential and high intensity commercial and industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity

Comprehensive Plan Consistency: The location of this proposed development with an 175 Interchange area is consistent with the policy to locate new development is areas that have the public facilities and infrastructure needed to support higher intensities.

<u>Policy 1.1.5 Development—Public Facility Coordinated Locations.</u> The County shall continue to regulate govern future urban development within designated urban development areas in conformance with the land topography and soil conditions, and within an area which is or will be served by public facilities and services.

Comprehensive Plan Consistency: The location of this proposed site plan is able to be served by public facilities and services consistent with this policy.

<u>Policy I.1.6 Land Use Classifications.</u> The County's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the designated urban development areas of the County. For the purpose of this policy and Comprehensive Plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are negatively impacted directly or indirectly by the use....

COMMERCIAL LAND USE

Highway interchange uses shall be permitted within the urban and rural area of the County.

Highway interchange uses shall be permitted within areas surrounding Interstates 75 and 10, which shall be limited to the following:

1. Tourist oriented facilities, such as restaurants, automotive service stations,

motels and campgrounds;

2. Retail outlets;

3. Truck stops;

4. Light manufacturing, assembling, processing, packaging or fabricating in completely enclosed building; and

5. Facilities for the storage and distribution of foods and products including wholesale activity.

Commercial uses shall be limited to an intensity of 1.0 floor area ratio.

Comprehensive Plan Consistency: The development of this property is consistent with the future land use requires for the development of residential properties in general and the Comercial FLU category in specific.

<u>Objective 1.3 Compatibility of Adjacent Land Uses</u>: The County shall include within the site plan review process to be adopted as part of the land development regulations, that adjacent land uses shall not be adversely impacted by any change in land use.



Comprehensive Plan Consistency: The proposed site plan is located in an area that is compatible with highway interchange commercial uses consistent with this policy.

<u>OBJECTIVE 1.11 Public Facilities and Developable Land</u>: The County shall require that proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.

Comprehensive Plan Consistency: The location of this proposed development is an area the County is able to provide public services consistent with this policy.

<u>Policy 1.11.1 Level of Service Standards</u> The County shall establish procedures for the review of proposed development to determine its impact on level of service standards for public facilities so that such public facilities will meet the County's level of service standards and are available concurrently with the impacts of development.

Comprehensive Plan Consistency: As proven be the Concurrency Analysis, the development of this property is consistent with establish LOS standards and the proposed impacts do not unduly impact the ability for the County to provide public infrastructure facilities and services.

<u>Policy 1.12.1 Land Development Standards and Regulations.</u> The County's land development regulations shall contain specific and detailed provisions to manage future growth and development to implement the Comprehensive Plan which shall contain at a minimum the following provisions to:

1. Regulate the subdivision of land;

2. Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space;

3. Protect environmentally sensitive lands identified within the Conservation Element;

4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;

5. Protect potable water wellfields and aquifer recharge areas;

6. Regulate signage;

7. Ensure safe and convenient onsite traffic flow and vehicle parking needs; and

8. Provide that development orders and permits shall not be issued which result in a reduction of the level of service standards adopted in this Comprehensive Plan

Comprehensive Plan Consistency: As shown through this application and attached proposed site development plan, the proposal to development this site is consistent with the County's adopted land development standards and regulations.

Transportation Element

<u>Policy II.1.1 Establish the Service.</u> Standards as noted below at peak hour for the following roadway segments within the County as defined within the most recent version of the Florida Department of Transportation Quality/Level of Service Handbook.



Comprehensive Plan Consistency: The provision of roadway services is provided according to the adopted comprehensive plan LOS standards for such services and infrastructure systems.

<u>OBJECTIVE II.2 Traffic Circulation System.</u> The County shall require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map by limiting higher density and higher intensity land use locations to be adjacent to collector or arterial roads.

Comprehensive Plan Consistency: The location of this development in a highway interchange area near 175 is consistent with the County policy to provide for higher intensity development areas adjacent to major roadways.

Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element

<u>Goal IV-1 Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer</u> <u>Recharge Goals, Objectives, and Policies.</u> Ensure the provision of public facilities in a timely, orderly, efficient, and environmentally sound manner at an acceptable level of service for the population of the county.

Comprehensive Plan Consistency: The provision of public facilities and infrastructure systems for sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge is provided according to the adopted comprehensive plan LOS standards for such services and infrastructure systems.

Conservation Element

<u>Policy V.2.5 Runoff Standards.</u> The County shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.

Comprehensive Plan Consistency: As a result of the execution of this site plan and the development of this project, the development will provide for the runoff rates and pollutant loads that are consistent with this comprehensive plan policy.

IV. Conclusions:

The site plan application request is consistent with and serves to implement the Goals, Objectives and Policies of the Columbia County Comprehensive Plan. The request meets all of the review criteria and standards for rezoning applications found in the Columbia County Land Development Code, including consistency, compatibility, similarity of development patterns in the area of the subject property, suitability, adequacy of public services, access, and promotion of the public health, safety and welfare. The applicant would request approval of the application based upon the demonstrated consistency and



implementation of the applicable Plan Goals, Objectives and Policies as well as the conformance to all applicable provisions of the land development code.

Rib City

Site Plan Application

City of Lake City

June 28, 2022

Kathie Ebaugh, AICP Director of Planning 3530 NW 43rd Street Gainesville, FL 32606 (352) 375-8999 www.jbpro.com





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I. Statement of Proposed Change:

The proposed project is a site plan application for new construction to be located on 1.064 acres near I-75 exit 427. The proposed site plan proposes to build a 3,428 SF restaurant building with associated parking and utilities on the following parcel

Parcels: 35-3S-16-02524-008

As shown on Tables 1 and 2 and Maps 1 and 2, the site plan is consistent with the execution of the established land use and zoning designations and is consistent with surrounding uses. The Commercial land use category has an intensity of </+1FAR and the proposed FAR of .07 meets this standard. The Commercial Highway Interchange (CHI) zoning category is intended to provide for developments that primarily serve the traveling public including fast food restaurants as proposed by this site development plan.

Table 1: Land Use and Zoning

| Location | Land Use | Zoning | | | | |
|-------------------|------------|--------------------------------|--|--|--|--|
| Proposed Property | Commercial | Commercial Highway Interchange | | | | |
| North | Commercial | Commercial Highway Interchange | | | | |
| South | Commercial | Commercial Highway Interchange | | | | |
| East | Commercial | Commercial Highway Interchange | | | | |
| West | Commercial | Commercial Highway Interchange | | | | |

Table 2: Allowable—Proposed Dwelling Units

| | Land Use | Zoning |
|-----------------------|----------|---------|
| Intensity Standard | 1 FAR | 1 FAR |
| Maximum Units Allowed | 1 FAR | 1 FAR |
| Proposed Project | .07 FAR | .07 FAR |



Map 1: Existing Land Use Designation

| | Are a | SERIE | A LINE |
|----------------|--------------|---|--------|
| | Commercial | INIO | I Shi |
| Commercial | Commercial y | Commercial | 8 6 |
| and the second | No. | ALL | EDN |
| | Commercial | | 0 Rani |
| | | | |
| | | | |

Map 2: Zoning Designations





II. Concurrency Impact Analysis

The State of Florida growth management legislation establishes concurrency standards that ensure that local governments adequately provide public facilities to new developments without constraining adopted local levels of service. The following assessment examines how this proposed rezone application impacts public service demands related to transportation, potable water, sanitary sewage, solid waste, stormwater, open space, recreation, and public school facilities. Transportation Mobility

The Columbia County Comprehensive Plan Transportation Element Objective II.1 establishes level of service standards (LOS) for all roadways.

Table 4: Transportation LOS Impact

| THE REAL PROPERTY AND INCOME. | AADT AM Peak | | | | | | PM Peak | | | | | |
|-------------------------------|--------------|--------|---------------------|-------|---------------------|-------|---------|-----|---------------------|-------|----|-----|
| Land Use Code | Land Use | SF GFA | Rate ⁽¹⁾ | Trips | Rate ⁽¹⁾ | Trips | łn | Out | Rate ⁽¹⁾ | Trips | In | Out |
| | | | | | | | | | | | | |
| 930 | Fast Casual | 3428 | 315.17 | 1080 | 36.21 | 124 | 77 | 47 | 43.79 | 150 | 69 | 81 |

Concurrency Assessment: As shown on Table 4 above the proposed project will generate 1080 trips per day including 124 trips per day AM Peak and 150 PM Peak. As such it will not place undue demand on the roadway and will maintain its current LOS.

Potable Water

The Columbia County Comprehensive Plan Sanitary Sewer, Solid Waste, Drainage, Portable Water, and Natural Groundwater Aquifer Recharge Element Objective IV.5 establishes LOS for Potable Water. Table 5 below shows that the impact the proposed will have on potable water.

Table 5: Potable Water Impact

| System Category | Gallons Per Day |
|---|-----------------|
| Current Permitted Capacity ⁽¹⁾ | 4,192,000 |
| Less actual Potable Water Flows ⁽¹⁾ | 3,400,000 |
| Reserved Capacity | 0 |
| Residual Capacity | 792,000 |
| Projected Potable Water Demand from Proposed Project ⁽²⁾ | 3,560 |
| Percentage Utilization Including Proposed Project | 81% |

Source: City of Lake City Public Services Department; FDEP Permitted Capacity is 9 MGPD, Current SRWMD Capacity is 4.192 MGPD
 Source: F.A.C. 64E-6.008, Table 1, Food Operations (a) "Restaurant operating 16 hours or less per day per seat". 89 Seats x 40 GPD/seat = 3560 GPD

Concurrency Assessment: As shown on Table 5 above the proposed project will generate demand for 3,560 gallons per day. The remaining capacity will be 19%. As such, the County LOS will be maintained so to that it will be able to continue providing for the potable water demands of the community.



Sanitary Sewage

The Columbia County Comprehensive Plan Sanitary Sewer, Solid Waste, Drainage, Portable Water, and Natural Groundwater Aquifer Recharge Element Objective IV.2 LOS for Sanitary Sewage. Table 6 shows that the impact the proposed 1,226 square foot commercial restaurant building will have on sanitary sewerage.

Table 6: Sanitary Sewer Impact

| System Category | Gallons Per Day |
|--|-----------------|
| Current Permitted Capacity ⁽¹⁾ | 3,000,000 |
| Less actual Treatment Plant Flows ⁽¹⁾ | 2,530,000 |
| Reserved Capacity | 0 |
| Residual Capacity | 470,000 |
| Projected Sanitary Sewer Demand from Proposed Project ⁽²⁾ | 1,950 |
| Percentage Utilization Including Proposed Project | 84% |

Source: City of Lake City Public Services Department; FDEP Permitted Capacity is 9 MGPD, Current SRWMD Capacity is 4.192 MGPD
 Source: F.A.C. 64E-6.008, Table 1, Food Operations (a) "Restaurant operating 16 hours or less per day per seat". 89 Seats x 40 GPD/seat = 3560 GPD

Concurrency Assessment: As shown on Table 6 above the proposed project will generate 1,950 gallons per day. The remaining capacity will be 16%. As such, the County LOS will be maintained so to that it will be able to continue providing for the sanitary sewer demands of the community.

The Columbia County Comprehensive Plan Sanitary Sewer, Solid Waste, Drainage, Portable Water, and Natural Groundwater Aquifer Recharge Element Objective IV.4 establishes LOS for Stormwater. The policy establishes the standard as follows: for all projects which fall totally within a stream, or open lake watershed, detention systems must be installed such that the peak rate of post-development runoff will not exceed the peak-rate of pre-development runoff for storm events up through and including either:

- 1. A design storm with a 10-year, 24-hour rainfall depth with Soil Conservation Service type II distribution falling on average antecedent moisture conditions for projects serving exclusively agricultural, forest, conservation, or recreational uses; or
- 2. A design storm with 100-year critical duration rainfall depth for projects serving any land use other than agricultural, silvicultural, conservation, or recreational uses.

Concurrency Assessment: This project has been designed as part of a master stormwater system that was designed to meet a 10-year, 24-hour rainfall depth. As such, the County LOS will be maintained so to that it will be able to continue providing for the stormwater demands the community.



Open Space

The Columbia County Comprehensive Plan Recreation and Open Space Element Objective 5.2 establishes LOS for open space. The standard directs that as applicable and appropriate, open space standards shall be established in the implementing land development code.

Concurrency Assessment: This land development regulations for the CHI zoning classification does not included standards for specific open space aside from the established FAR, buffering standards, and building setbacks. The proposed site plan meets these standards. As such, this concurrency standard is not applicable to this proposed project as there is no impact.

Recreation

The Columbia County Comprehensive Plan Recreation and Open Space Element Objective 1.1 establishes LOS for recreation based on residents to be served. Additionally, Objective VI.3 states this LOS requirements is for new subdivisions or re-subdivisions of land.

Concurrency Assessment: This site plan application is for the development of a commercial property that does not generate new residents. As such, this concurrency standard is not applicable to this proposed project as there is no impact.

Public School Facilities

The Columbia County Comprehensive Plan Recreation and Open Space Element Objective XI.1 establishes LOS for recreation based on number of students and available capacity for educational facilities. Additionally, Objective IX.3 states this LOS requirements is to be applied concurrent with the development of new residential projects.

Concurrency Assessment: This site plan application is for the development of a commercial property that does not generate new student populations. As such, this concurrency standard is not applicable to this proposed project as there is no impact.

III. Comprehensive Plan Consistency

The proposed project is located within the Commercial Land Use Category (FLU). Developments within this FLU are limited to a density of 1 FAR. As shown on Map 4 below, the adjoining land use categories are Commercial to the north, east, south, and west. The following comprehensive plan consistency assessment shows how this proposed project is consistent with Columbia County's adopted comprehensive plan goals, objectives, and policies.



Map 4: Future Land Use Map



Future Land Use Element

<u>Goal 1: Future Land Use.</u> In recognition of the importance of conserving the natural resources and enhancing the quality of life, the county shall direct development to those areas which have in place, or have agreements to prove, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.

Comprehensive Plan Consistency: The location of this proposed site plan application is within an established development area where there is the funding and infrastructure capacity to provide for the demands of the proposed development.

<u>Objective 1.2: Urban Development Areas.</u> The County shall continue to direct future population growth and associated urban development to urban development areas as established within this Comprehensive Plan.

Comprehensive Plan Consistency: The location of this proposed site plan is consistent with the County's urban development areas.

<u>Policy 1.1.1: Public Facility Availability.</u> The County shall limit the location of higher density residential and high intensity commercial and industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity



Comprehensive Plan Consistency: The location of this proposed development with an 175 Interchange area is consistent with the policy to locate new development is areas that have the public facilities and infrastructure needed to support higher intensities.

<u>Policy 1.1.5 Development—Public Facility Coordinated Locations.</u> The County shall continue to regulate govern future urban development within designated urban development areas in conformance with the land topography and soil conditions, and within an area which is or will be served by public facilities and services.

Comprehensive Plan Consistency: The location of this proposed site plan is able to be served by public facilities and services consistent with this policy.

<u>Policy 1.1.6 Land Use Classifications</u>. The County's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the designated urban development areas of the County. For the purpose of this policy and Comprehensive Plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are negatively impacted directly or indirectly by the use...

COMMERCIAL LAND USE

Highway interchange uses shall be permitted within the urban and rural area of the County.

Highway interchange uses shall be permitted within areas surrounding Interstates 75 and 10, which shall be limited to the following:

1. Tourist oriented facilities, such as restaurants, automotive service stations,

motels and campgrounds;

- 2. Retail outlets;
- 3. Truck stops;

4. Light manufacturing, assembling, processing, packaging or fabricating in completely enclosed building; and

5. Facilities for the storage and distribution of foods and products including wholesale activity.

Commercial uses shall be limited to an intensity of 1.0 floor area ratio.

Comprehensive Plan Consistency: The development of this property is consistent with the future land use requires for the development of residential properties in general and the Commercial FLU category in specific.

<u>Objective 1.3 Compatibility of Adjacent Land Uses</u>: The County shall include within the site plan review process to be adopted as part of the land development regulations, that adjacent land uses shall not be adversely impacted by any change in land use.

Comprehensive Plan Consistency: The proposed site plan is located in an area that is compatible with highway interchange commercial uses consistent with this policy.



<u>OBJECTIVE 1.11 Public Facilities and Developable Land</u>: The County shall require that proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.

Comprehensive Plan Consistency: The location of this proposed development is an area the County is able to provide public services consistent with this policy.

<u>Policy I.11.1 Level of Service Standards</u> The County shall establish procedures for the review of proposed development to determine its impact on level of service standards for public facilities so that such public facilities will meet the County's level of service standards and are available concurrently with the impacts of development.

Comprehensive Plan Consistency: As proven be the Concurrency Analysis, the development of this property is consistent with establish LOS standards and the proposed impacts do not unduly impact the ability for the County to provide public infrastructure facilities and services.

<u>Policy I.12.1 Land Development Standards and Regulations.</u> The County's land development regulations shall contain specific and detailed provisions to manage future growth and development to implement the Comprehensive Plan which shall contain at a minimum the following provisions to:

1. Regulate the subdivision of land;

2. Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space;

3. Protect environmentally sensitive lands identified within the Conservation Element;

4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;

5. Protect potable water wellfields and aquifer recharge areas;

6. Regulate signage;

7. Ensure safe and convenient onsite traffic flow and vehicle parking needs; and

8. Provide that development orders and permits shall not be issued which result in a reduction of the level of service standards adopted in this Comprehensive Plan

Comprehensive Plan Consistency: As shown through this application and attached proposed site development plan, the proposal to development this site is consistent with the County's adopted land development standards and regulations.

Transportation Element

<u>Policy II.1.1 Establish the Service</u>. Standards as noted below at peak hour for the following roadway segments within the County as defined within the most recent version of the Florida Department of Transportation Quality/Level of Service Handbook.

Comprehensive Plan Consistency: The provision of roadway services is provided according to the adopted comprehensive plan LOS standards for such services and infrastructure systems.



<u>OBJECTIVE II.2 Traffic Circulation System.</u> The County shall require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map by limiting higher density and higher intensity land use locations to be adjacent to collector or arterial roads.

Comprehensive Plan Consistency: The location of this development in a highway interchange area near 175 is consistent with the County policy to provide for higher intensity development areas adjacent to major roadways.

Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element

<u>Goal IV-1 Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer</u> <u>Recharge Goals, Objectives, and Policies.</u> Ensure the provision of public facilities in a timely, orderly, efficient, and environmentally sound manner at an acceptable level of service for the population of the county.

Comprehensive Plan Consistency: The provision of public facilities and infrastructure systems for sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge is provided according to the adopted comprehensive plan LOS standards for such services and infrastructure systems.

Conservation Element

<u>Policy V.2.5 Runoff Standards.</u> The County shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.

Comprehensive Plan Consistency: As a result of the execution of this site plan and the development of this project, the development will provide for the runoff rates and pollutant loads that are consistent with this comprehensive plan policy.

IV. Conclusions:

The site plan application request is consistent with and serves to implement the Goals, Objectives and Policies of the Columbia County Comprehensive Plan. The request meets all of the review criteria and standards for rezoning applications found in the Columbia County Land Development Code, including consistency, compatibility, similarity of development patterns in the area of the subject property, suitability, adequacy of public services, access, and promotion of the public health, safety and welfare. The applicant would request approval of the application based upon the demonstrated consistency and implementation of the applicable Plan Goals, Objectives and Policies as well as the conformance to all applicable provisions of the land development code.

COMPOSITE EXHIBIT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION **DRIVEWAY CONNECTION PERMIT** FOR ALL CATEGORIES

850-040-18 SYSTEMS PLANNING - 06/06 Page 1 of 3

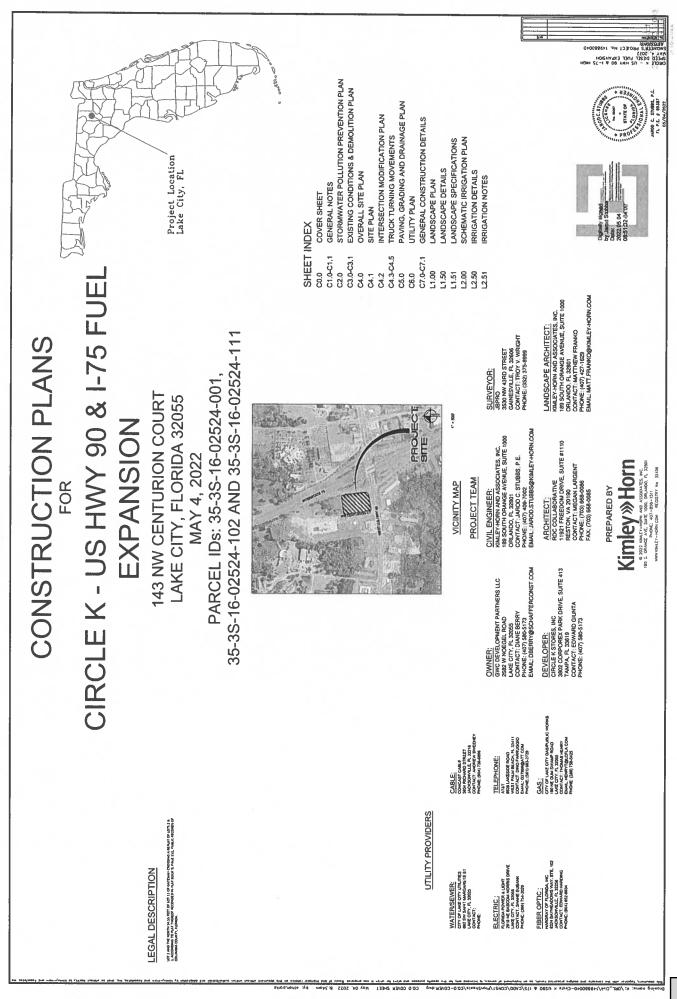
| PART 1: PERMIT INFORMATION |
|---|
| APPLICATION NUMBER: 2022-A-292-00008 |
| Permit Category: H - Safety Upgrade Access Classification: Project: Circle K expansion |
| Permittee: JAROD STUBBS |
| Section/Mile Post: / State Road: |
| Section/Mile Post: / State Road: |
| |
| PART 2: PERMITTEE INFORMATION |
| Permittee Name: JAROD STUBBS |
| Permittee Mailing Address: 189 South Orange Ave, Suite 1000 |
| City, State, Zip: Orlando, Florida 32801 |
| Telephone: (407) 409-7002 ext. |
| Engineer/Consultant/or Project Manager: |
| Engineer responsible for construction inspection: |
| NAME P.E. # Mailing Address: |
| City, State, Zip: |
| Telephone: |
| PART 3: PERMIT APPROVAL |
| The above application has been reviewed and is hereby approved subject to all Provisions as attached. Permit Number: 2022-A-292-00008 Department of Transportation |
| Signature: Troy Register Title: MAINTENANCE MANAGER/PERMITS |
| Department Representative's Printed Name Troy Register |
| Temporary Permit YES VNO (If temporary, this permit is only valid for 6 months) |
| Special provisions attached YES VNO |
| Date of Issuance: 5/18/2022 Approved |
| If this is a normal (non-temporary) permit it authorizes construction for one year from the date of issuance. This can only be -0000 extended by the Department as specified in 14-96.007(6). |
| See following pages for General and Special Provisions F10y Register 5/18/2022 |

| | PART 4: GENERAL PROVISIONS |
|-----|---|
| 1. | Notify the Department of Transportation Maintenance Office at least 48 hours in advance of starting proposed work. |
| | Phone: 3869617153 , Attention: Troy Register |
| 2. | A copy of the approved permit must be displayed in a prominent location in the immediate vicinity of the connection construction. |
| 3. | Comply with Rule 14-96.008(1), F.A.C., Disruption of Traffic. |
| 4. | Comply with Rule 14-96.008(7), F.A.C., on Utility Notification Requirements. |
| 5. | All work performed in the Department's right of way shall be done in accordance with the most current Department standards, specifications and the permit provisions. |
| 6. | The permittee shall not commence use of the connection prior to a final inspection and acceptance by the Department. |
| 7. | Comply with Rule 14-96.003(3)(a), F.A.C., Cost of Construction. |
| 8. | If a Significant Change of the permittee's land use, as defined in Section 335.182, Florida Statutes, occurs, the Permittee must contact the Department. |
| 9. | Medians may be added and median openings may be changed by the Department as part of a Construction Project or Safety Project. The provision for a median might change the operation of the connection to be for right turns only. |
| 10. | All conditions in <u>NOTICE OF INTENT WILL APPLY</u> unless specifically changed by the Department. |
| 11. | All approved connection(s) and turning movements are subject to the Department's continuing authority to modify such connection(s) or turning movements in order to protect safety and traffic operations on the state highway or State Highway System. |
| 12. | Transportation Control Features and Devices in the State Right of Way. Transportation control features and devices in the Department's right of way, including, but not limited to, traffic signals, medians, median openings, or any other transportation control features or devices in the state right of way, are operational and safety characteristics of the State Highway and are not means of access. The Department may install, remove or modify any present or future transportation control feature or device in the state right of way to make changes to promote safety in the right of way or efficient traffic operations on the highway. |
| 13. | The Permittee for him/herself, his/her heirs, his/her assigns and successors in interest, binds and is bound and obligated to save and hold the State of Florida, and the Department, its agents and employees harmless from any and all damages, claims, expense, or injuries arising out of any act, neglect, or omission by the applicant, his/her heirs, assigns and successors in interest that may occur by reason of this facility design, construction, maintenance, or continuing existence of the connection facility, except that the applicant shall not be liable under this provision for damages arising from the sole negligence of the Department. |
| 14. | The Permittee shall be responsible for determining and notify all other users of the right of way. |
| 15. | Starting work on the State Right of Way means that I am accepting all conditions on the Permit. |

Approved 2022-A-292-00008 Troy Register 5/18/2022

| Rule | 14-96, | F.A.C. |
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| PART 5: SPECIAL PROVISIONS |
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| If this is a non-conforming connection permit, as defined in Rule Chapters 14-96 and 14-97, then the following shall be a part of this permit. |
| The non-conforming connection(s) described in this permit is (are) not permitted for traffic volumes exceeding the Permit Category on page 1 of this permit, or as specified in "<u>Other Special Provisions</u>" below. |
| All non-conforming connections will be subject to closure or relocation when reasonable access becomes available in the future. |
| OTHER SPECIAL PROVISIONS: Pre construction meeting requested. 48hr notification required before work in FDOT R/W begins. |
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| PART 6: APPEAL PROCEDURES |
| You may petition for an administrative hearing pursuant to sections 120.569 and 120.57, Florida Statutes. If you dispute the facts stated in the pregoing Notice of Intended Department Action (hereinafter Notice), you may petition for a formal administrative hearing pursuant to section 120.57 1), Florida Statutes. If you agree with the facts stated in the Notice, you may petition for an informal administrative hearing pursuant to section 20.57 20.57(2), Florida Statutes. You must file the petition with: |
| Clerk of Agency Proceedings Department of Transportation Haydon Burns Building 605 Suwannee Street, M.S. 58 Tallahassee, Florida 32399-0458 |
| he petition for an administrative hearing must conform to the requirements of Rule 28-106.201(2) or Rule 28-106.301(2), Florida Administrative Code, and be filed with the Clerk of Agency Proceedings by 5:00 p.m. no later than 21 days after you received the Notice. The petition must include a copy of the Notice, be legible, on 8 1/2 by 11 inch white paper, and contain: |
| Your name, address, telephone number, any Department of Transportation identifying number on the Notice, if known, the name and identification number of each agency affected, if known, and the name, address, and telephone number of your representative, if any, which shall be the address for service purposes during the course of the proceeding. |
| An explanation of how your substantial interests will be affected by the action described in the Notice; A statement of up on a discussion of the statement of up on a discussion of the statement of the |
| A statement of when and how you received the Notice; A statement of all disputed issues of material fact. If there are none, you must so indicate; |
| A concise statement of the ultimate facts alleged, including the specific facts you contend warrant reversal or modification of the agency's proposed action, as well as an explanation of how the alleged facts relate to the specific rules and statutes you contend require reversal |
| or modification of the agency's proposed action; 6. A statement of the relief sought, stating precisely the desired action you wish the agency to take in respect to the agency's proposed |
| action. f there are disputed issues of material fact a formal hearing will be held, where you may present evidence and argument on all issues involved and conduct cross-examination. If there are no disputed issues of material fact an informal hearing will be held, where you may present evidence or a |
| written statement for consideration by the Department. |
| lediation, pursuant to section 120.573, Florida Statutes, may be available if agreed to by all parties, and on such terms as may be agreed upon by Il parties. The right to an adminstrative hearing is not affected when mediation does not result in a settlement. |
| Your petition for an administrative hearing shall be dismissed if it is not in substantial compliance with the above requirements of Rule 28-106:201(2) or Rule 28-106:301(2), Florida Administrative Code. If you fail to timely file your petition in accordance with the above requirements, you will have vaived your right to have the intended action reviewed pursuant to chapter 120, Florida Statutes, and the action set forth in the Notice shall be conclusive and final. |
| Troy Register |
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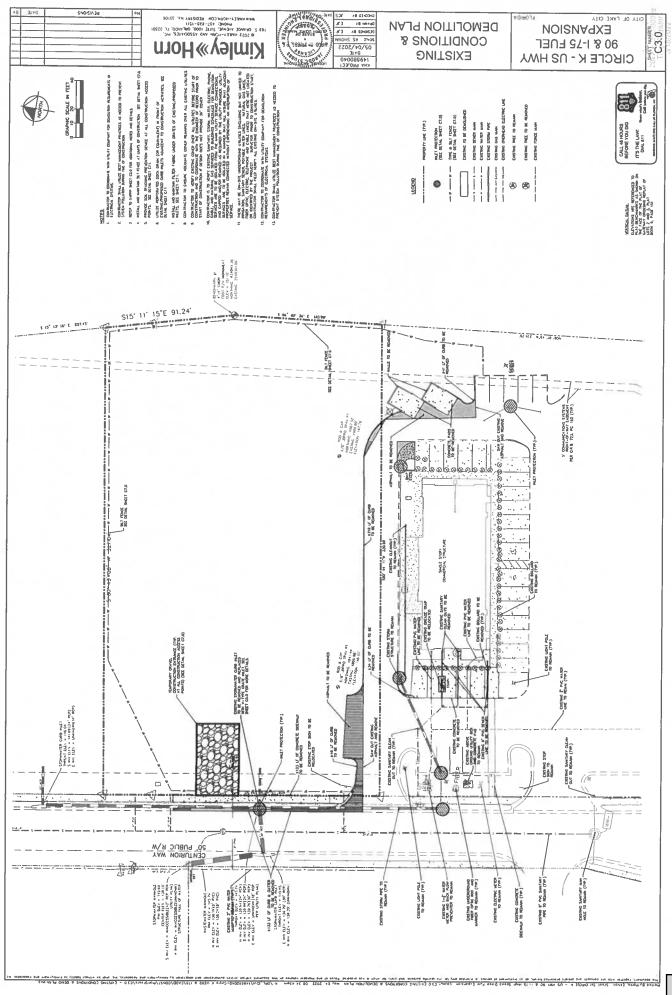
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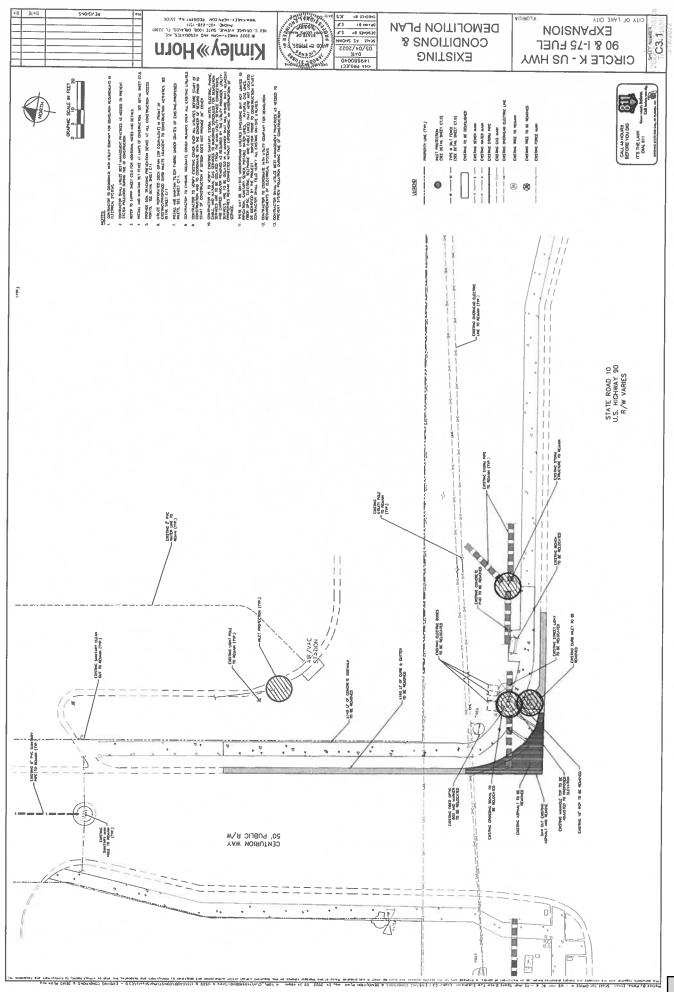
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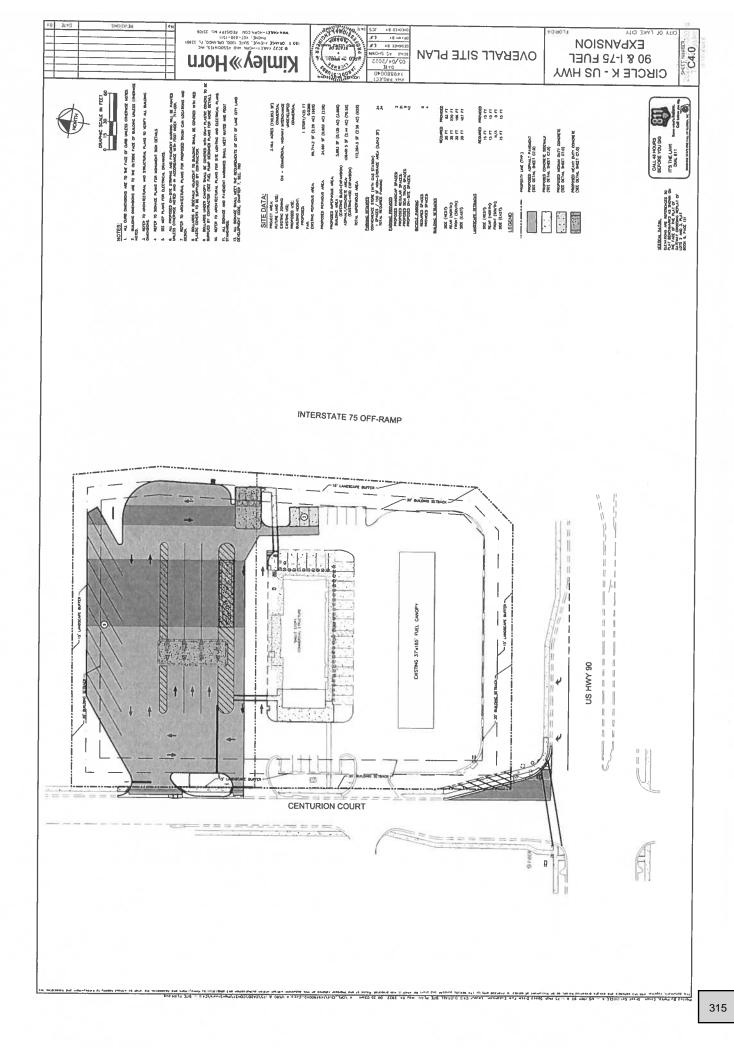
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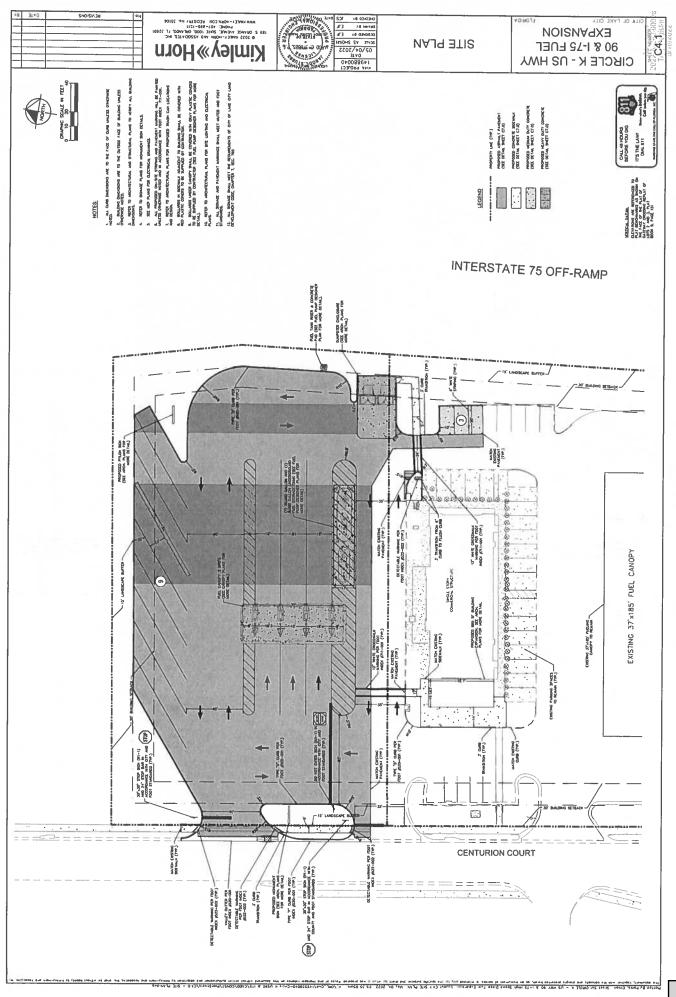
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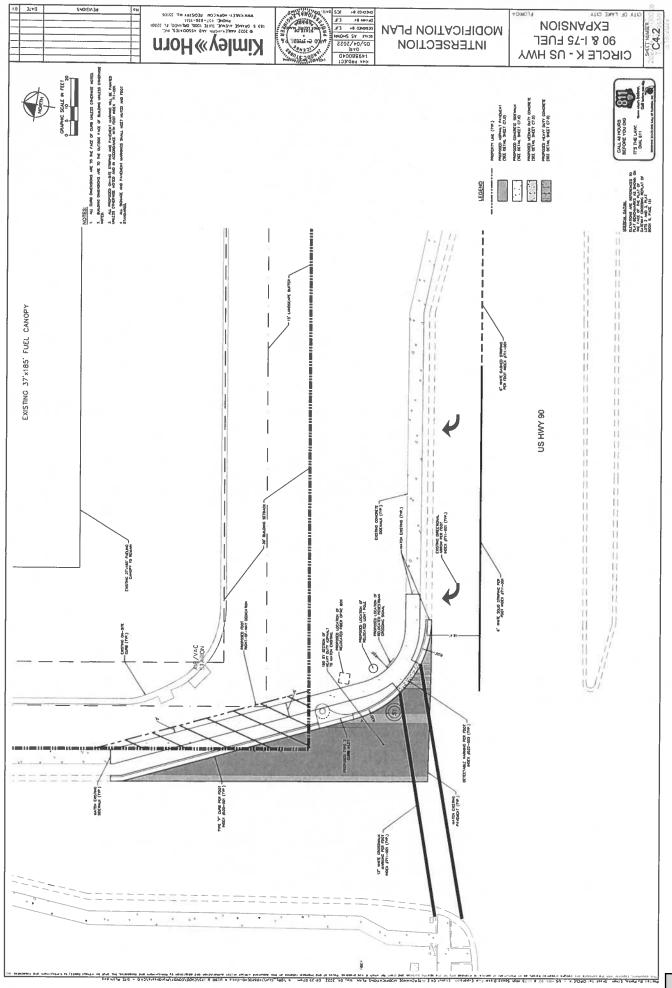
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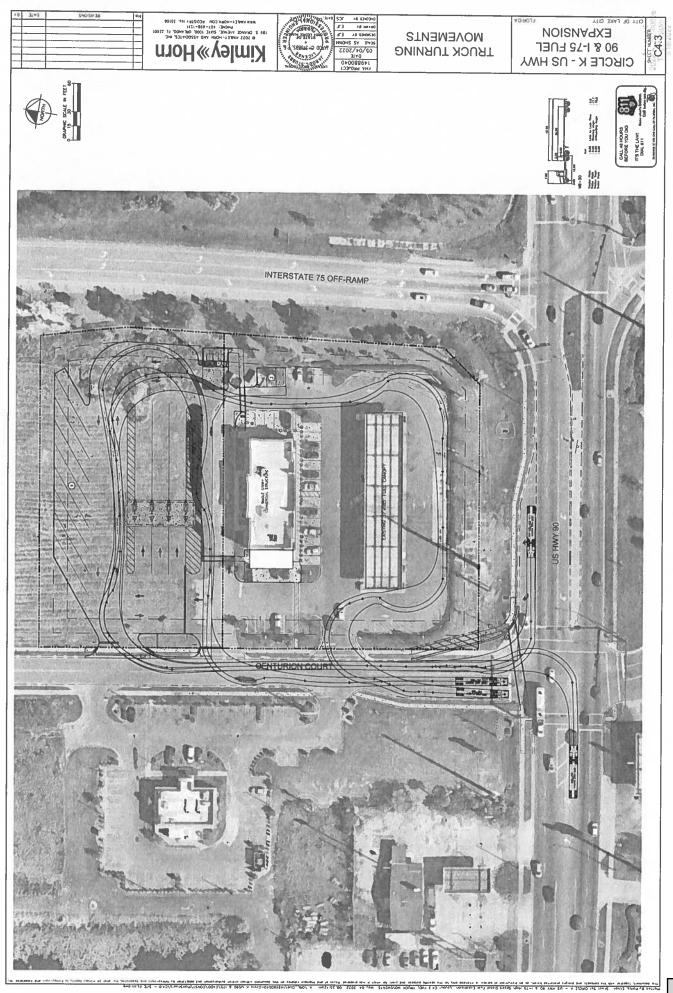


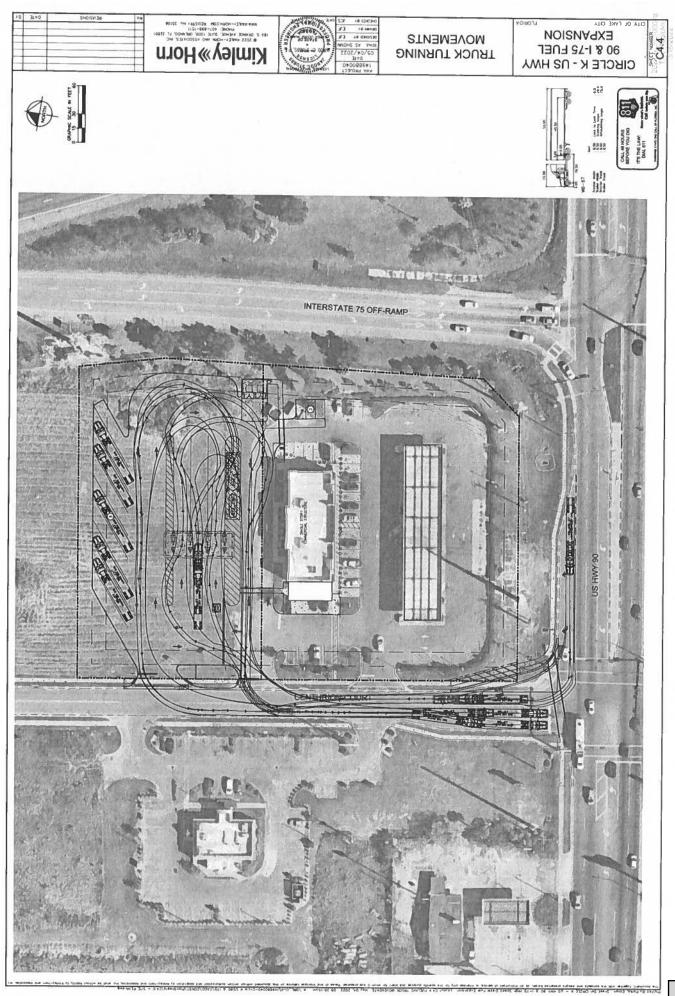


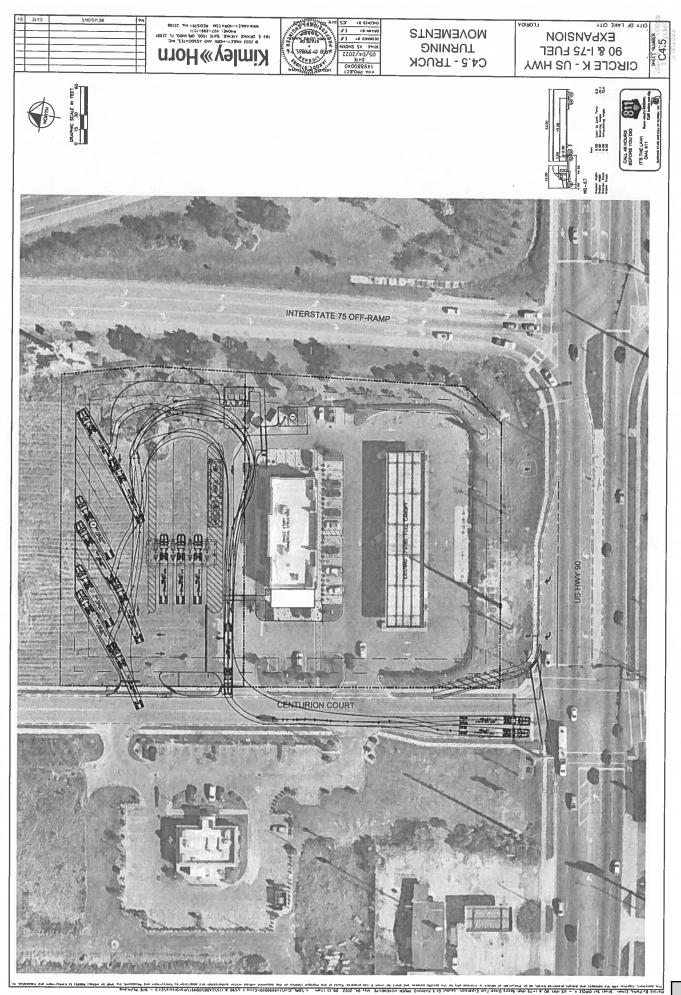


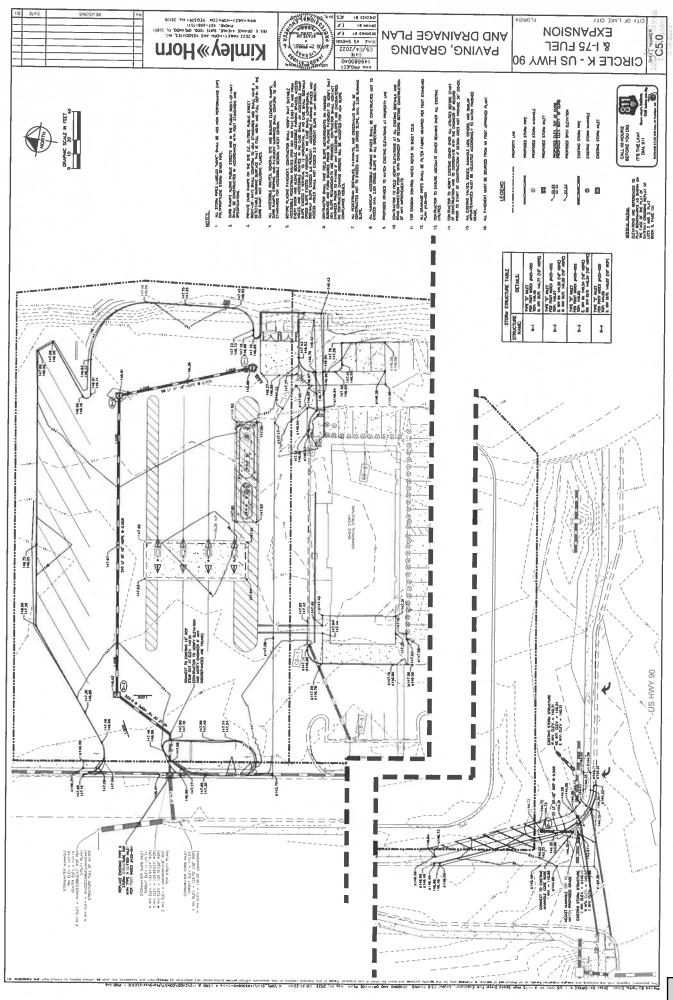


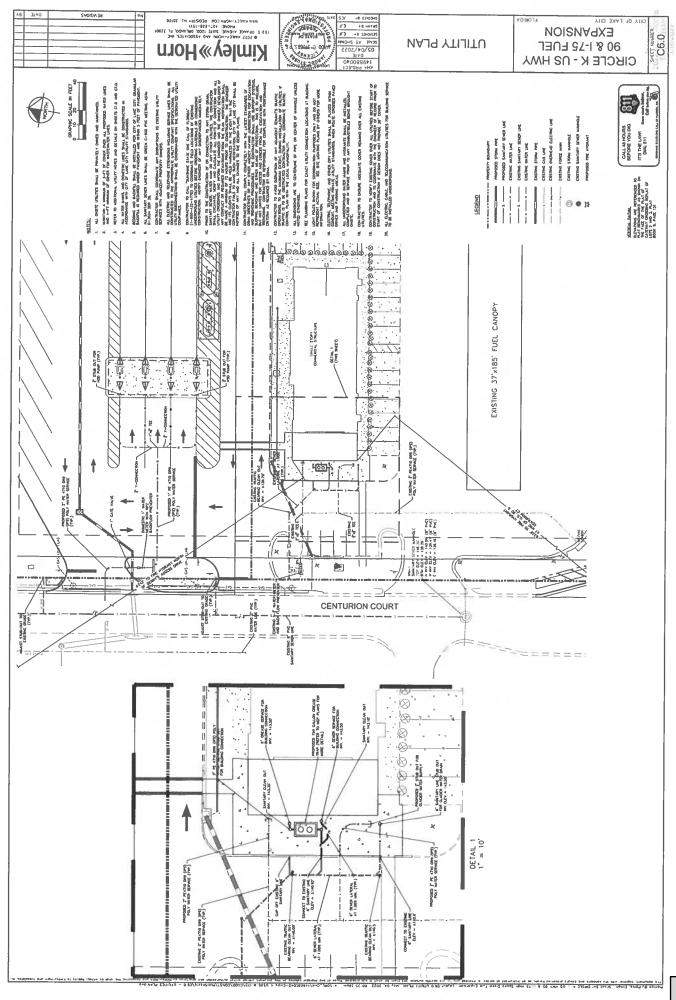


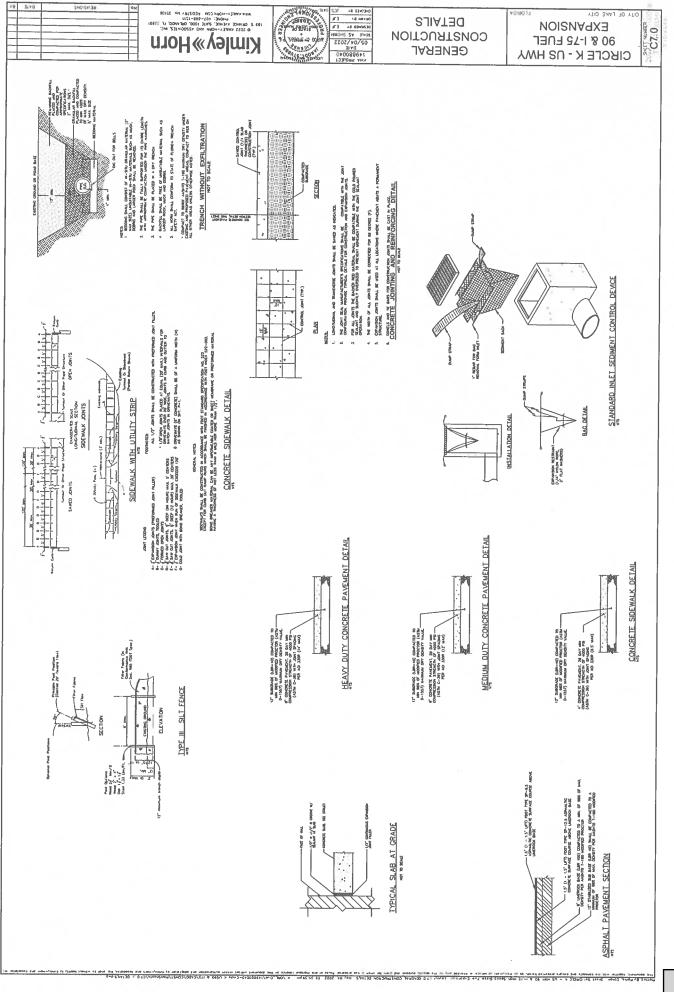


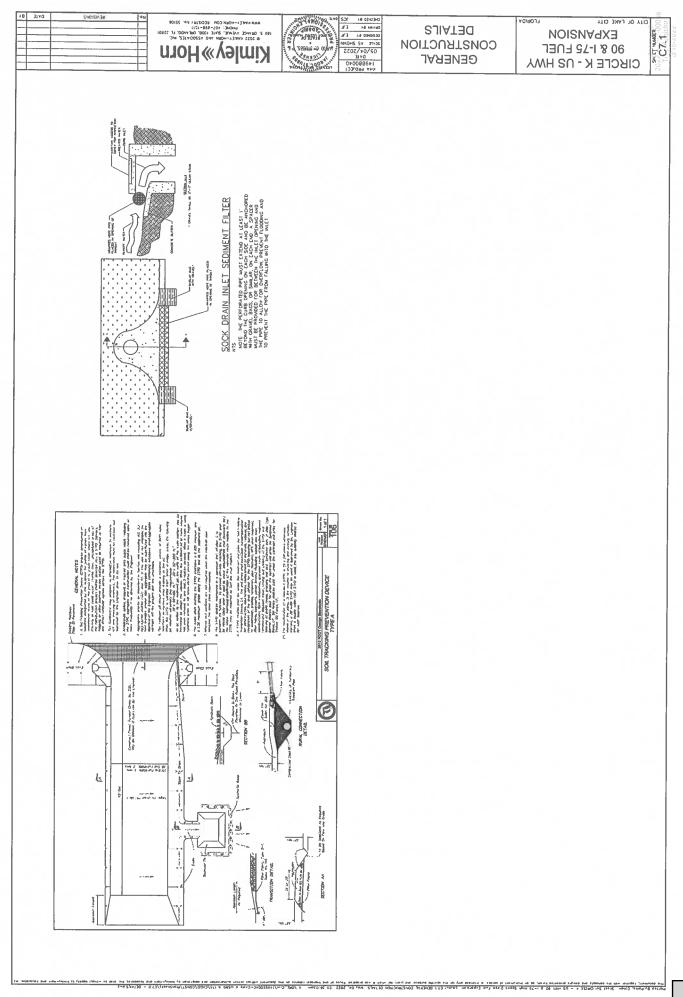












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completed by DOT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION DRAINAGE CONNECTION PERMIT

| To be completed by DO1 | |
|---|--------------------------|
| Drainage Connection Permit No. 2022-D-292-00004 | Date 4/1/2022 |
| Received By One-Stop Permitting System | Maintenance Unit |
| State Road No. | Work Program Project No |
| Section No. | Construction Project No. |
| Milepost | Station |

Instructions for Drainage Connection Permit

Pursuant to 14-86.004(6), F.A.C. "The Drainage Connection Permit form serves as the application. Once approved by the Department, the form and supporting documents become the Drainage Connection Permit."

The applicant shall submit four completed permit packages with original signatures. Each package shall include all required attachments. All required signed and sealed plans and supporting documentation shall be submitted on no larger than (11" X 17") multipurpose paper, unless larger plan sheets are requested by the reviewer. The package will include the following items. If an item does not apply to your project, indicate "Not Applicable" or "N/A."

| Included | Part | Title | Completed by: | Special Instructions | | | | |
|----------|------------|--|--------------------------|---|--|--|--|--|
| | 1 | Permit Information Sheet | Applicant | | | | | |
| | 2 | Certification by a Licensed Professional | Licensed Professional | Signed and Sealed | | | | |
| | 3 | Certification | Applicant | Signature | | | | |
| | 4 | Owner's Authorization of a Representative | Owner | Signature | | | | |
| | 5 | Affidavit of Ownership or Control and Statement of Contiguous Interest | Owner | Signature | | | | |
| | 6 | Permit General Conditions | FDOT | | | | | |
| | 7 | Permit Special Conditions | FDOT | | | | | |
| | 8 | As-Built Certification | Licensed Professional | Signed and Sealed – Submit within 15 working days of completion of construction | | | | |
| | Attachment | Legal Description | | | | | | |
| | Attachment | Photographs of Existing Conditions | | | | | | |
| | Attachment | Location Map | | | | | | |
| | Attachment | Grading Plan | | | | | | |
| | Attachment | Soil Borings | Licensed | | | | | |
| | Attachment | Water Table / Percolation | Professional | Signed and Sealed | | | | |
| | Attachment | Calculations | | | | | | |
| | Attachment | CD with Electronic Files of all Submittal Items | | Scanned Images in pdf format | | | | |

Note: Different Licensed Professionals may complete parts of the permit package. For example the Licensed Professional signing and sealing the as-built certification may be different from the Licensed Professional who signed and sealed the calculations for the permit package.

EXCEPTIONS: Activities that qualify for an Exception are listed in Rule 14-86, F.A.C. A permit application to the Department is NOT required. However, if you desire verification whether the work qualifies for an exception, send a completed copy of this permit package with its requested information to the applicable FDOT District Office.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION DRAINAGE CONNECTION PERMIT

| Select one: Permit Exception Pursuant to 14-86.002(2), F.A.C. "Applicant means the owner of the adjacent property or the owner's authorize representative." Applicant Select one: Property Owner Ø Owner's Representative (Complete Part 4) Name: JAROD STUBBS Title and Company: Civil Engineer, KIMLEY-HORN | ł | | | | | | | | | | | | |
|---|---|--|--|--|--|--|--|--|--|--|--|--|--|
| Applicant Select one: Property Owner Vame: JAROD STUBBS | 1 | | | | | | | | | | | | |
| Select one: Property Owner Owner's Representative (Complete Part 4) | Pursuant to 14-86.002(2), F.A.C. "Applicant means the owner of the adjacent property or the owner's authorized representative." | | | | | | | | | | | | |
| Name: JAROD STUBBS | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Title and Company: Civil Engineer, KIMLEY-HORN | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Address: 189 South Orange Ave Suite 1000 | | | | | | | | | | | | | |
| City: Orlando State: Florida Zip: 32801 | - | | | | | | | | | | | | |
| Telephone: (407) 409-7002 ext FAX: Email: jarod.stubbs@kimley-horn.com | - | | | | | | | | | | | | |
| Property Owner (If not applicant) | - | | | | | | | | | | | | |
| Name: Sammy Virani | | | | | | | | | | | | | |
| Title and Company: N/A, Aspri Investments, LLC | - | | | | | | | | | | | | |
| Address: P.O. Box 1206 | - | | | | | | | | | | | | |
| City: Kemah State: Texas Zip: 77565 | - | | | | | | | | | | | | |
| Telephone: (407) 580-5173 ext FAX: Email: dberry@shafferconst.com | - | | | | | | | | | | | | |
| Applicant's Licensed Professional | _ | | | | | | | | | | | | |
| Name: Jarod Stubbs Florida License Number: 89387 | | | | | | | | | | | | | |
| Title and Company: Civil Engineer, Kimley-Horn | _ | | | | | | | | | | | | |
| Address: 189 South Orange Ave, Suite 1000 | - | | | | | | | | | | | | |
| City: Orlando State: Florida Zip: 32801 | - | | | | | | | | | | | | |
| Telephone: (407) 409-7002 ext FAX: FAX: Email: jarod.stubbs@kimley-horn.com | - | | | | | | | | | | | | |
| Project Information: | - | | | | | | | | | | | | |
| Project Name: Circle K expansion | | | | | | | | | | | | | |
| Location: SR 10 | - | | | | | | | | | | | | |
| STREET SR. NO. US HWY NO. CITY | - | | | | | | | | | | | | |
| Columbia 010 | _ | | | | | | | | | | | | |
| COUNTY SECTION(S) TOWNSHIP(S) RANGE(S) | | | | | | | | | | | | | |
| *Geographic Coordinates: Latitude (DMS.SSS): <u>30.1795326958566</u> Longitude (DMS.SSS): <u>-82.6916771395945</u> | | | | | | | | | | | | | |
| Horizontal Datum: (NAD 83 / Adj.) * State Plane Coordinates: Northing 0 Easting: 0 | | | | | | | | | | | | | |
| Projection Zone: Florida North Florida East Florida West | | | | | | | | | | | | | |
| Coordinate shall be the center of the driveway intersection with FDOT R/W, or, if there is no driveway connection, near the center of | he | | | | | | | | | | | | |
| property line nearest the state highway. Approved | | | | | | | | | | | | | |
| *Check with the FDOT Office for requirement. 2022-D-292-00 |)0 | | | | | | | | | | | | |
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| Troy Registe | | | | | | | | | | | | | |

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION DRAINAGE CONNECTION PERMIT

Brief description of facility and proposed connection: We are proposing modifications to an existing curb inlet and storm manhole located at the northeast corner of US 90 & Centurion Ct.

Briefly describe why this activity requires a Drainage Connection Permit (Include where the stormwater will discharge to FDOT right of way):

These modifications will be necessary as part of the proposed modification to the curb line and road expansion of the same location to accommodate for truck turning footprints of trucks up to WB-67.

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PART 2 - Certification by a Licensed Professional

In accordance with Rule 14-86, Florida Administrative Code (F.A.C.), I hereby certify that the following requirements are and/or will be met.

This project has been designed in compliance with all applicable water quality design standards as required by state governmental agencies.

14-86.004(3)(f) (F.A.C.): Certification by a Licensed Professional that the complete set of plans and computations complies with one of the following Rules Sections:

14-86.003(2)(a) (F.A.C.), or 14-86.003(2)(b) (F.A.C). (check one)

I further certify that a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges associated with industrial activity from construction sites

Sis required is not required. (check one)

I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment.

This certification shall remain valid for any subsequent revision or submittal of plans, computation or other project documents by me.

Name of Licensed Professional: Jarod Stubbs

Florida License Number: 89387

Company Name (if applicable): Kimley-Horn

Certificate of Authorization Number (if applicable): _

Address: 189 South Orange Ave, Suite 1000

City: Orlando

_____ State: Florida

Telephone: (407) 409-7002 ext. _____ Fax: _____

Email: jarod.stubbs@kimley-horn.com

Digitally signed by Jarod Stubbs Date: 2022.04.01 13:41:41-04'00'

Zip: 32801

Signature of Licensed Professional

Date

(Affix Seal)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION **DRAINAGE CONNECTION PERMIT**

| PART 3 – Certification by Applicant |
|--|
| I hereby certify that the information in the second |
| Applicant's Signature: 13:42:07-04'00' Date: Date: Date: |
| Name (Printed): JAROD STUBBS |
| Title and Company: Civil Engineer, KIMLEY-HORN |
| Address: 189 South Orange Ave, Suite 1000 Orlando, Florida 32801 |
| Phone Number: (407) 409-7002 ext E-mail address: jarod.stubbs@kimley-horn.com |
| |
| PART 4 – Owner's Authorization of a Representative |
| I (we), the owner, <u>Sammy Virani</u> , do hereby authorize the following person, or |
| entity, as my representative: |
| Name (Printed): JAROD STUBBS |
| Title and Company: Civil Engineer, KIMLEY-HORN |
| Address: 189 South Orange Ave, Suite 1000 Orlando, Florida 32801 |
| Phone Number: (407) 409-7002 ext E-mail address: jarod.stubbs@kimley-horn.com |
| |
| Part 5 – Affidavit of Property Ownership or Control and Statement of Contiguous Interest |
| I. Sammy Virani , certify that I own or lawfully control the following |
| described property: The property is located on the Northeast corner of the US 90 & Centurion Ct intersection. Parcel #35-3S-16-02524-001 |
| |
| Does the property owner own or have any interests in any adjacent property? |
| ✓ No ☐ Yes If yes, please describe. |
| |
| |
| Owner's Signature required for Parts 4 and/or 5 |
| We will not begin on the drainage connection until I receive the Permit and I understand all the conditions of the Permit. When work begins on the connection, I am accepting all conditions listed in the Permit. |
| Name (Printed): Sammy Virani |
| Address: P.O. Box 1206, Kemah, Texas 77565 |
| Phone Number: (407) 580-5173 ext |
| Signature: Date: March 31 2022 |
| Sur |

Approved 2022-D-292-00004 Troy Register 5/18/2022

850-040-06 ROADWAY DESIGN 10/08 Page 6 of 8

PART 6 – Permit General Conditions

1. This permit is a license for permissive use only and does not convey any property rights either in real estate or material, or any exclusive privilege and it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State or local laws, rules or regulations; nor does it obviate the necessity of obtaining any required state or local approvals.

2. The drainage connection as authorized herein shall be constructed and thereafter maintained in accordance with the documents attached hereto and incorporated by reference herein. All work performed in the Department's right of way shall be done in accordance with the most current Department standards, specifications and the permit provisions. Such construction shall be subject to the inspection and approval of the Department, and the Department may at any time make such inspections as it deems necessary to assure that the drainage connection is in compliance with this permit.

3. The entire expense of construction within the Department right of way, including replacement of existing pavement or other existing features, shall be borne by the permittee.

4. The permittee shall maintain that portion of the drainage connection authorized herein located on permittee's property in good condition. The Department shall maintain that portion of the drainage connection authorized herein located within its right of way.

5. If the drainage connection is not constructed, operated or maintained in accordance with this permit, the permit may be suspended or revoked. In this event modification or removal of any portion of the drainage connection from the Department's right of way shall be at the permittee's expense.

6. The Department reserves the right to modify or remove the drainage connection to prevent damage or in conjunction with road improvements.

7. It is understood and agreed that the rights and privileges herein set out are granted only to the extent of the Department's right, title, and interest in the land to be entered upon and used by the permittee, and the permittee will, at all times, assume all risk of and indemnify, defend and save harmless the Department from and against any and all loss, damage, cost or expense arising in any manner on account of the exercise or attempted exercises by said permittee of these rights and privileges, regardless of the respective degrees of fault of the parties.

8. Utilities, including gas lines, may exist within the right of way. Prior to beginning work the permittee shall contact Sunshine State One Call of Florida, Inc at 811 or 800-432-4770, who will notify all utility owners near the scheduled project. The utility owners have two (2) full business days to provide locations of their respective facilities. The permittee shall be solely responsible for any damage to or conflicts with gas lines, utilities and/or third persons.

9. The permittee shall notify the Department of Transportation Maintenance Office located at _

Phone ______48 hours in advance of starting any work on the drainage connection authorized by this permit and also 24 hours prior to any work within the Department's right of way. Construction of any work on the right of way shall be completed within ______ days after such notification. If such construction is not completed within ______ days after such notification, the permittee shall notify the Department of the anticipated completion date.

10. This permit shall expire if construction on the drainage connection is not begun within one year from the date of approval and if construction on the drainage connection is not completed by (Date) _____5/18/2023 ____.

11. A permittee may request an extension of the Drainage Connection Permit expiration date by filing a written request for a permit time extension. All requests for time extensions must be received by the Department 15 working days prior to the expiration date.

12. All the provisions of this permit shall be binding on any assignee or successor in interest of the permittee.

<u>Approved</u> 2022-D-292-00004

Troy Register 5/18/2022

PART 7 – Permit Special Conditions – To be completed by FDOT

The above request has been reviewed and has been found to meet the regulations as prescribed in Rule 14-86, F.A.C., and is hereby approved, subject to the following special conditions:

Department of Transportation:

Signature Troy Register

Title MAINTENANCE MANAGER/PERMITS

Date 5/18/2022

Approved 2022-D-292-00004

Troy Register 5/18/2022

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION DRAINAGE CONNECTION PERMIT

PART 8 – As-Built Certification

| Within 15 working days of you filed your DOT Draina | completion of construction, you ge Permit. | ou must send this c | certification to the Department office in which |
|--|---|--|---|
| | 1. STORM WA | | FORMATION |
| Permit No.: | | | |
| Source (Project) Name: | | | |
| Source Location: Street | | | |
| City: | | County: | |
| | | | |
| Owner Address: | | | |
| | | | |
| that any substantial deviat requirements of Chapter 1 | ions (noted below) will not pre 4-86 F.A.C. when properly ma | event the facility fro aintained and oper | accordance with the certified design plans, and m functioning in compliance with the ated. These determinations have been based or by a project representative under my direct |
| Name of Licensed Profess | ional: | | |
| Florida License Number: _ | | | |
| Company Name (if applica | ble): | | |
| | | | |
| | | | |
| | | | Zip: |
| | | | |
| | | | |
| | | | |
| | | - | Signature of Licensed Professional |
| | | - | Date |
| | | | (Affix Seal) |
| Substantial deviations fron | n the approved plans and spe | cifications (attach a | additional sheets if required). |
| | | | Troy Register 5/18/2022 |
| | | | 5/18/2022 |

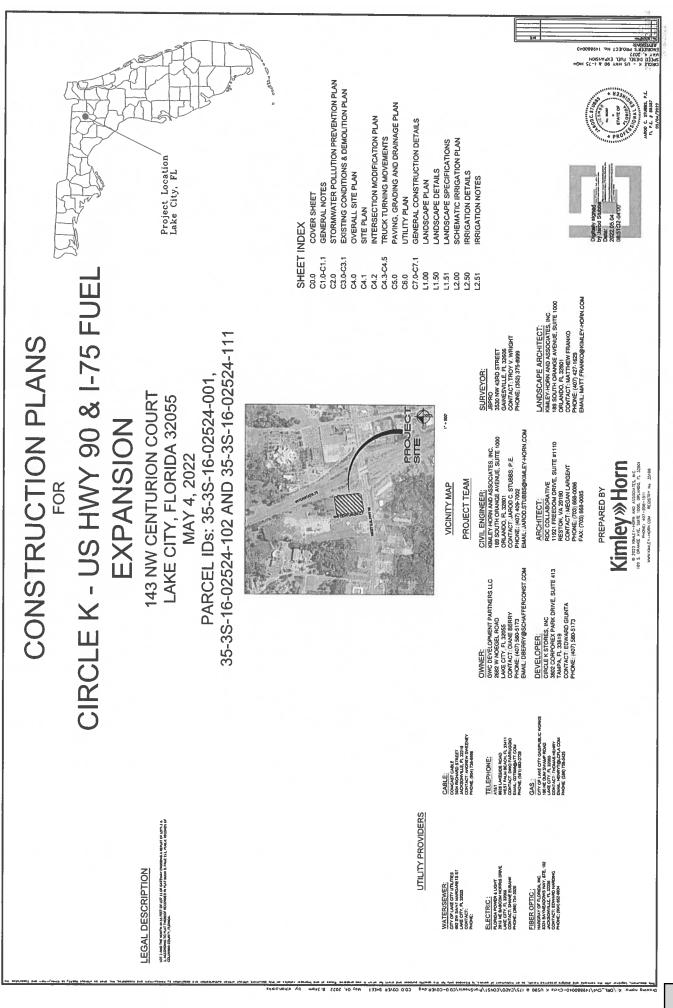
| PART 2 – Certification by a Licensed Professional | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| In accordance with Rule 14-86, Florida Administrative Code (F.A.C.), I hereby certify that the following requirements are and/or will be met. | | | | | | | | | | | |
| This project has been designed in compliance with all applicable water quality design standards as required by state governmental agencies. | | | | | | | | | | | |
| 14-86.004(3)(f) (F.A.C.): Certification by a Licensed Professional that the complete set of plans and computations complies with one of the following Rules Sections: | | | | | | | | | | | |
| 14-86.003(2)(a) (F.A.C.), or 14-86.003(2)(b) (F.A.C). (check one) | | | | | | | | | | | |
| I further certify that a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges associated with industrial activity from construction sites | | | | | | | | | | | |
| Sis required is not required. (check one) | | | | | | | | | | | |
| I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment. | | | | | | | | | | | |
| This certification shall remain valid for any subsequent revision or submittal of plans, computation or other project documents by me. | | | | | | | | | | | |
| Name of Licensed Professional: Jarod Stubbs | | | | | | | | | | | |
| Florida License Number: 89387 | | | | | | | | | | | |
| Company Name (if applicable): Kimley-Horn | | | | | | | | | | | |
| Certificate of Authorization Number (if applicable): | | | | | | | | | | | |
| Address: 189 South Orange Ave, Suite 1000 | | | | | | | | | | | |
| City: Orlando State: Florida Zip: 32801 | | | | | | | | | | | |
| Telephone: (407) 409-7002 ext Fax: Email: jarod.stubbs@kimley-horn.com | | | | | | | | | | | |
| Digitally signed by Jarod Stubbs Date: 2022.04.01 13:41:41-04'00' Signature of Licensed Professional Date (Affix Seal) | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION DRAINAGE CONNECTION PERMIT

| PART 3 – Certification by Applicant |
|---|
| I hereby certify that the information in this are the second accurate to the best of my knowledge. |
| Applicant's Signature: 13:42:07-04'00' |
| Name (Printed): JAROD STUBBS |
| Title and Company: Civil Engineer, KIMLEY-HORN |
| Address: 189 South Orange Ave, Suite 1000 Orlando, Florida 32801 |
| Phone Number: (407) 409-7002 ext E-mail address: jarod.stubbs@kimley-horn.com |
| |
| PART 4 – Owner's Authorization of a Representative |
| I (we), the owner, <u>Sammy Viran</u> , do hereby authorize the following person, or |
| entity, as my representative: |
| Name (Printed): JAROD STUBBS |
| Title and Company: Civil Engineer, KIMLEY-HORN |
| Address: 189 South Orange Ave, Suite 1000 Orlando, Florida 32801 |
| Phone Number: (407) 409-7002 ext E-mail address: jarod.stubbs@kimley-horn.com |
| Part 5 – Affidavit of Property Ownership or Control and Statement of Contiguous Interest |
| |
| |
| described property: The property is located on the Northeast corner of the US 90 & Centurion Ct intersection. Parcel #35-3S-16-02524-001 |
| |
| Does the property owner own or have any interests in any adjacent property? ☑ No |
| |
| |
| Owner's Signature required for Parts 4 and/or 5 |
| |
| We will not begin on the drainage connection until I receive the Permit and I understand all the conditions of the Permit. When work begins on the connection, I am accepting all conditions listed in the Permit. |
| Name (Printed): <u>Sammy</u> Viran |
| Address: P.O. Box 1206, Kemah, Texas 77565 |
| Phone Number: (407) 580-5173 ext |
| Signature: Date: Date: Date: March 31 2022 |
| Aur |

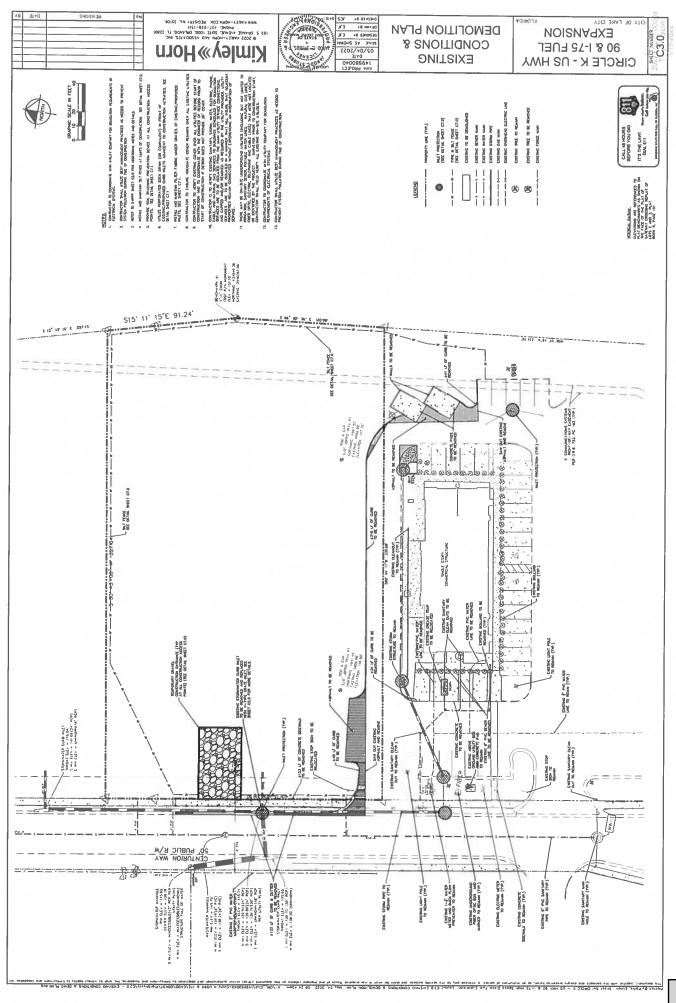
Approved 2022-D-292-00004 Troy Register 5/18/2022

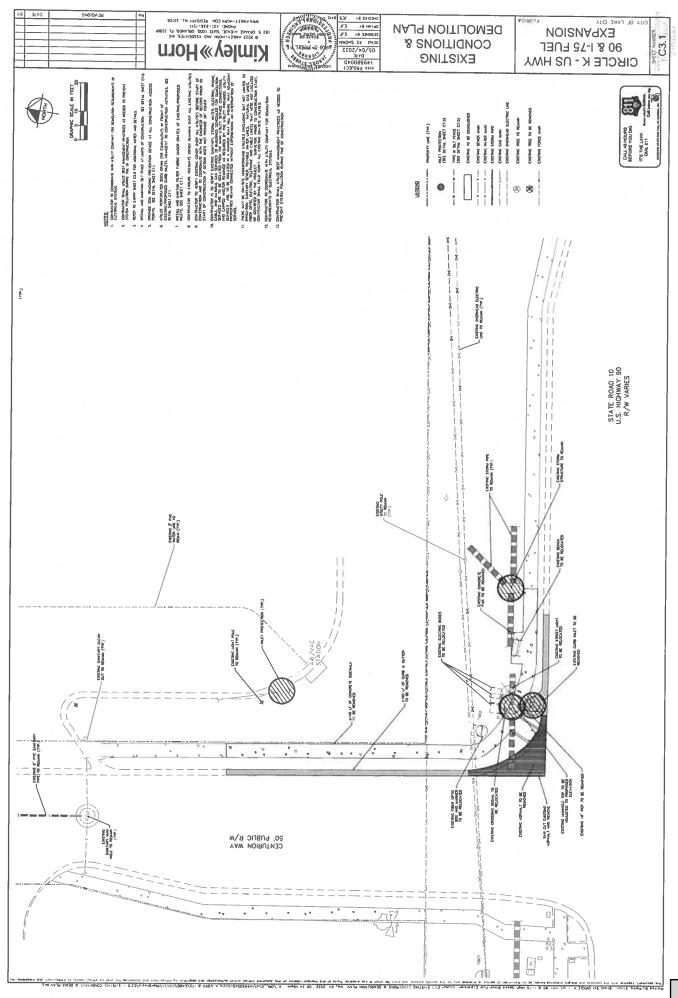


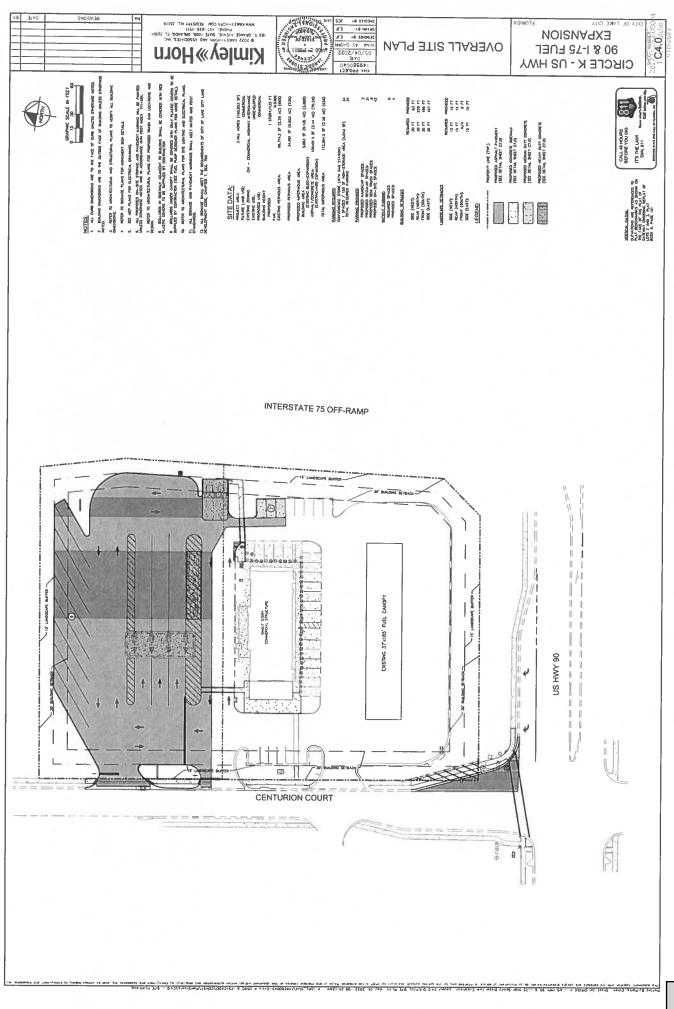
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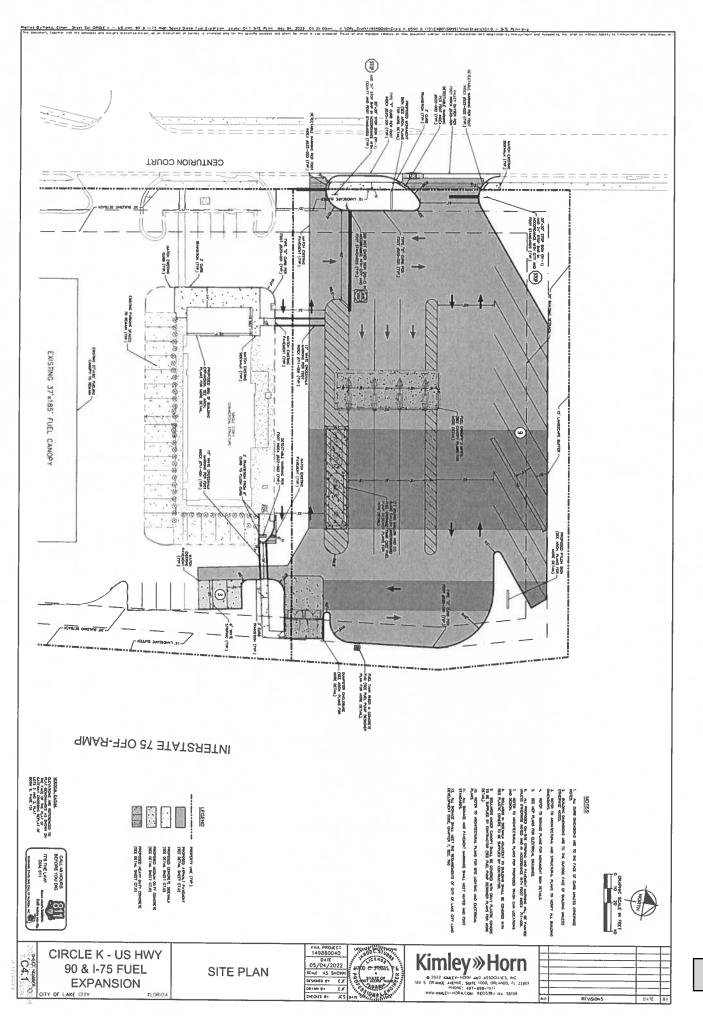
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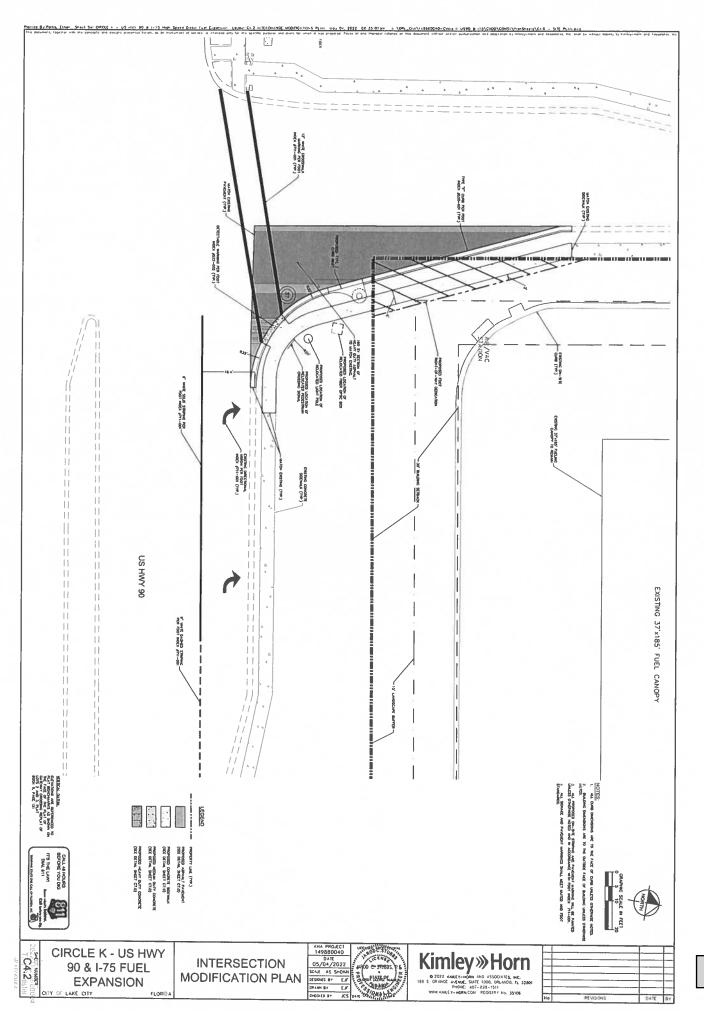
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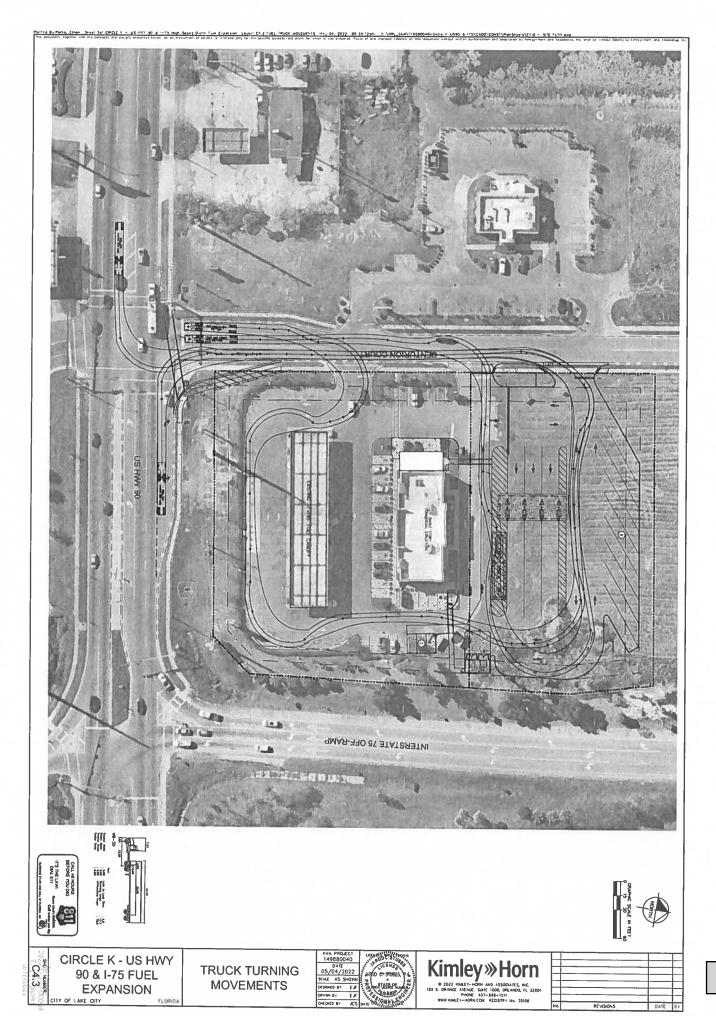


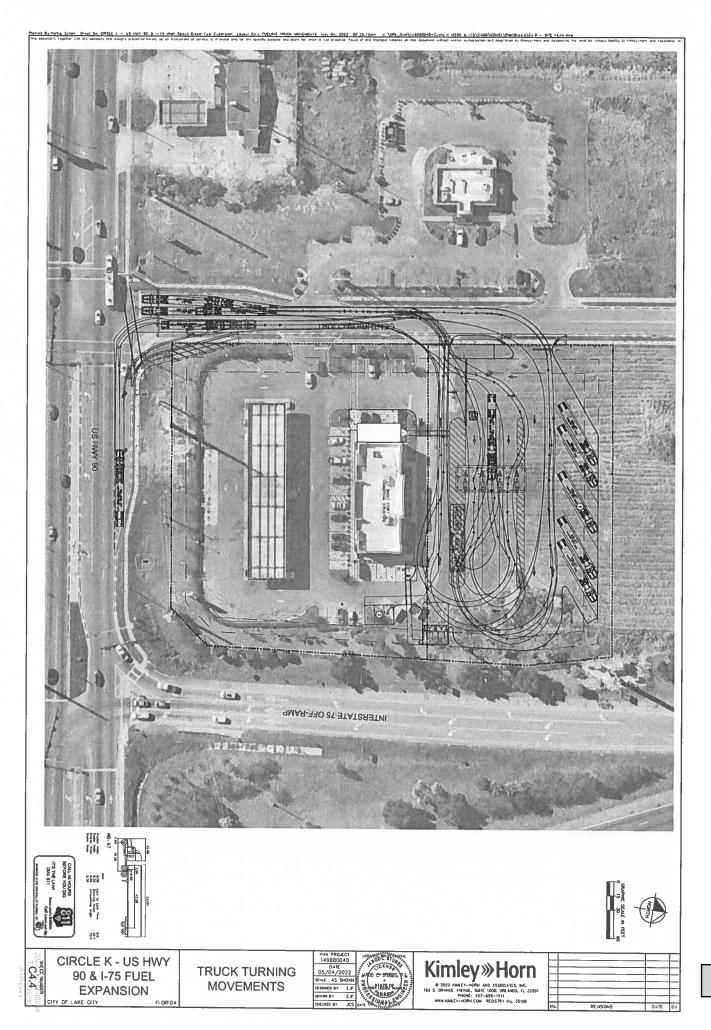


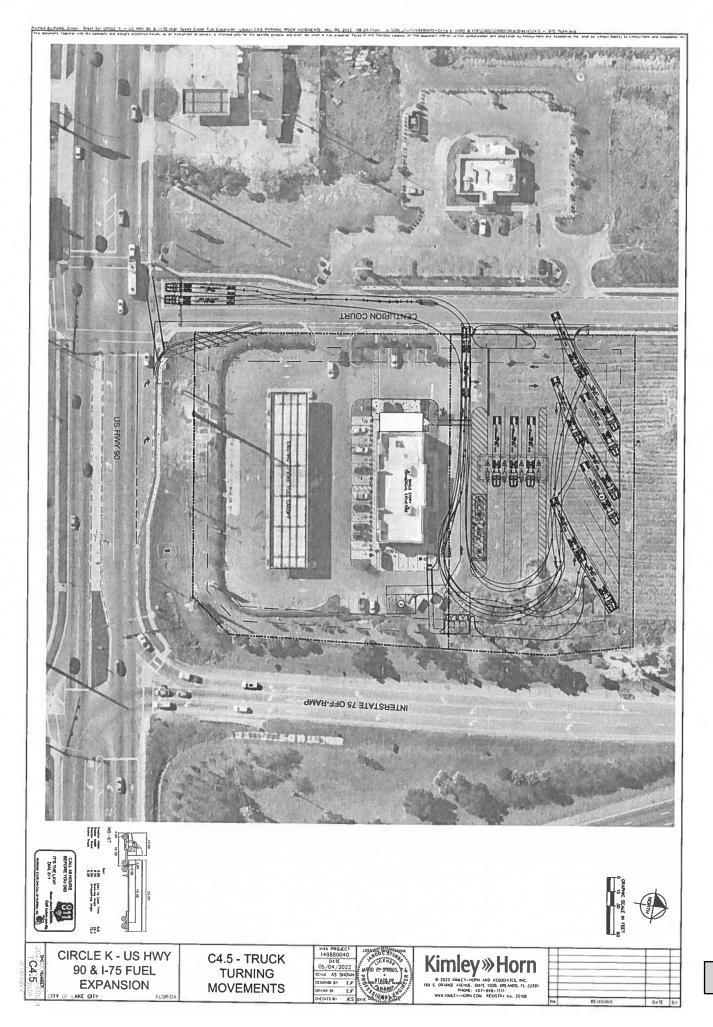


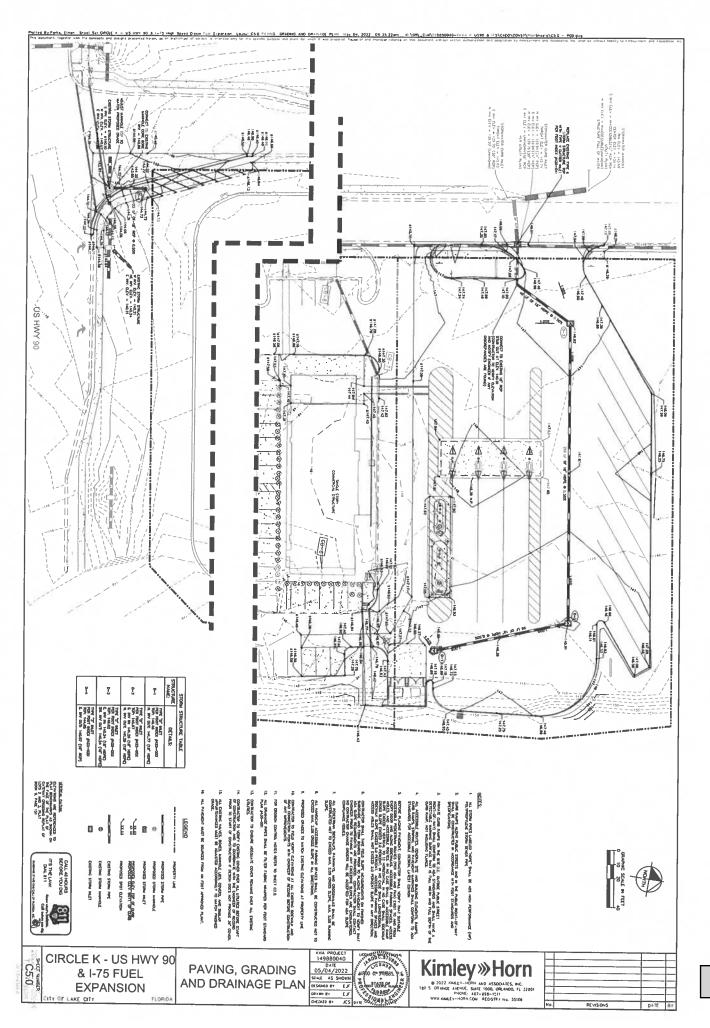


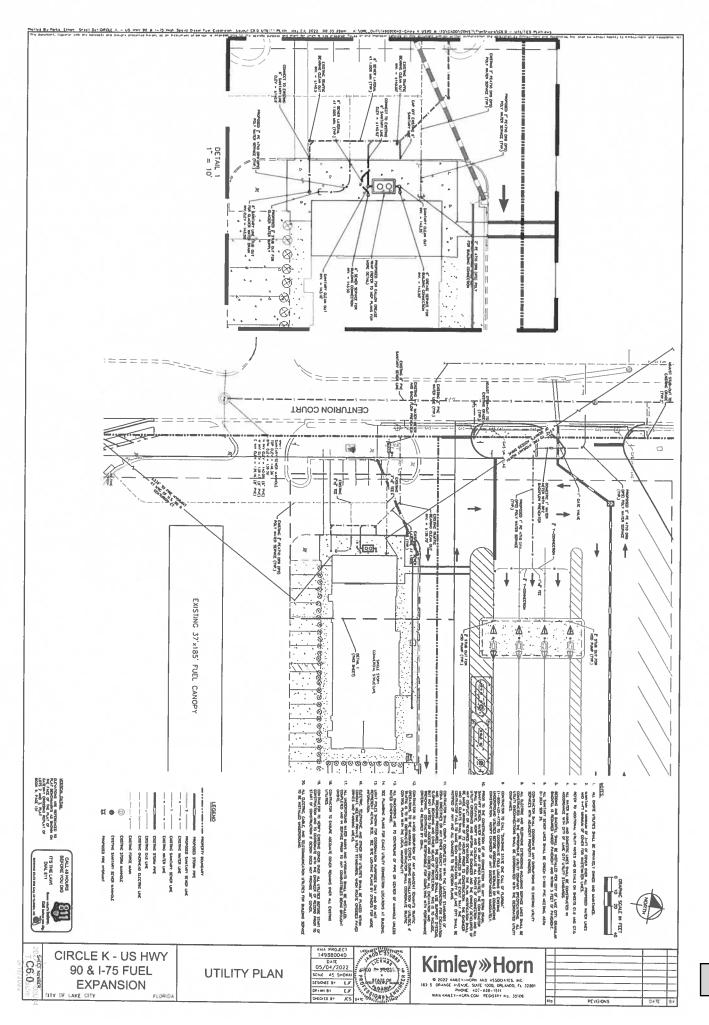


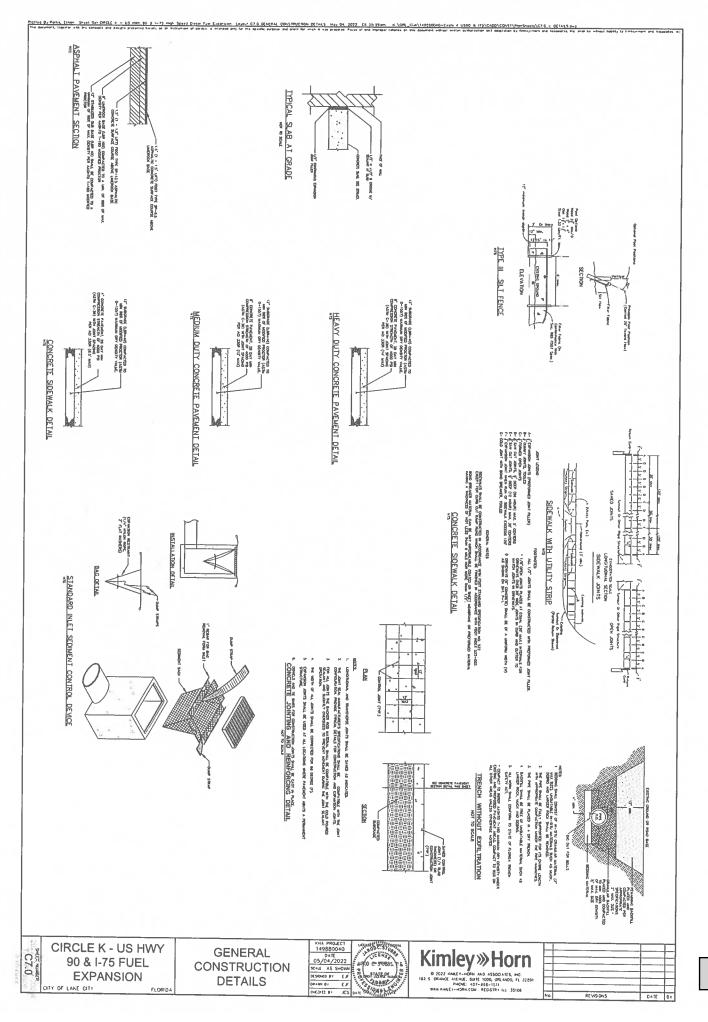


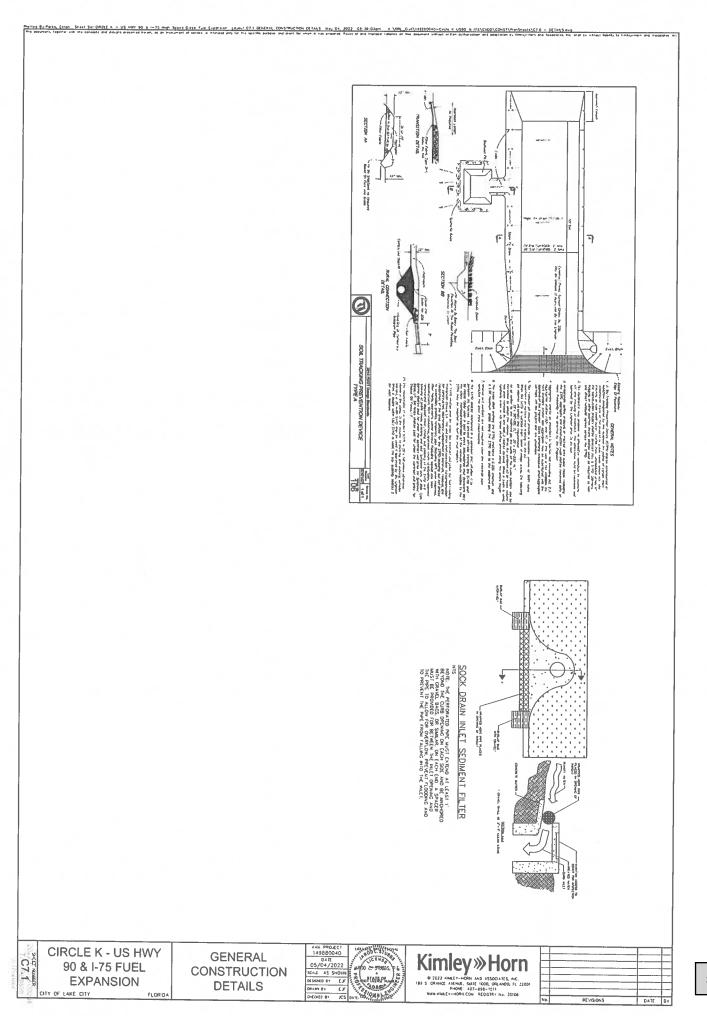












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BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF LAKE CITY, FLORIDA.

OBJECTION TO SITE PLAN APPLICATION #SPR 22-15 OF GWC DEVELOPMENT PARTNERS LLC

Florida Gateway Hotels, LLC and Lake City Hotels, LLC, object to the Site Plan Application SPR22-15, filed April 1, 2022 by GWC Development Partners, LLC ("Developer.") for Lot 2, Gateway Crossings subdivision. The Site Plan Application, this Objection and public comment will be presented to the City of Lake City, Florida Planning and Zoning Board in public hearing on January 10, 2024, and January 17, 2024 if necessary.

<u>Facts</u>.

Florida Gateway Hotels, LLC, is a Florida limited liability company that owns real property within the Gateway Crossings subdivision, located near the northwest corner of the intersection of I-75 and US-90. Florida Gateway Hotels, LLC developed The Tru by Hilton hotel on Lot 7 located at the end of NW Centurion Court. The Tru is operated by Lake City Hotels, LLC. The principals of Florida Gateway Hotels, LLC and Lake City Hotels, LLC, Nick Patel and P.J. Patel, also have an interest in Lots 4 and 5 in Gateway Crossings, which may be developed as a hotel. They also own and operate 7 other hotels within the I-75/US Highway 90 interchange. Collectively, Florida Gateway Hotels, LLC, Lake City Hotels, LLC and the Patels are referred to herein as "Florida Gateway."



Below is a picture of The Tru by Hilton hotel owned by Florida Gateway.

GWC Development Partners, LLC, ("Developer"), is a Florida limited liability company that is the developer of Gateway Crossings. Developer owns Lot 2 of Gateway Crossings ("Property"), which it intends to lease to Circle K to construct a new facility with diesel canopy, high flow diesel pumps, truck and tractor-trailer rig parking, and underground storage tanks to serve commercial trucks and tractor-trailer rigs, together with additional restrooms and parking at the Property ("Development"), as an expansion to the current use of Lot 1. Lot 1 of Gateway Crossings is owned by Aspri Investments LLC of Phoenix, Arizona. A copy of the Site Plan Application ("Application") is included in Florida Gateway's Appendix to Objection to Site Plan Application, as Exhibit A.

On March 29, 2023, Florida Gateway timely filed a Notice of Appeal of the development order ultimately issued by the City in February, 2023. Thereafter, the City determined a quasi-judicial hearing on the Developer's Application is required because the public notice requirements for the July, 2022 Planning and Zoning Board meeting were not satisfied as was shown by Florida Gateway's Notice of Appeal. The City determined a *de novo* public hearing on the Application is necessary to rectify issues of due process to Florida Gateway and the public, which public hearing on the Application is scheduled to commence January 10, 2024.

The Application seeks expansion of the existing use for Lot 1 as a "Circle K gas station and convenience store," to develop Lot 2 and make renovations to the building on Lot 1 for a "Circle K gas station and high speed diesel station." The terms "gas station," "convenience store," and "high speed diesel station" are not found in the City of Lake City Land Development Regulations (LDR).

The LDR provides defined terms for the various uses permitted under the LDR. There are two (2) defined uses which include dispensing fuel at retail in the LDR section 2.1, Definitions General. They are *Automotive Service Station*, and *Truck Stop*. LDR section 14.15 "CHI" Commercial, Highway Interchange, is the specialized zoning district in which the Gateway Crossings subdivision is located.

Under LDR Section 14.15.2 Automotive service and self-service stations, restaurants, hotels and motels, and the like, are Permitted Principal Uses and Structures. LDR 4.15.2, 1., 3., and 4.

Truck stops are not a Permitted Principal Use or Structure. Instead, under LDR Section 14.15.5, Truck stops are Special Exceptions. LDR 4.15.5, 1.

Although the Developer's Application expressly states that its proposed new use of the Property is "Circle K gas station and high speed diesel station," only a Site Plan Application was filed. The Developer has not filed a Special Exception Application, the form of which is included in Florida Gateway's Appendix to Objection to Site Plan Application, Exhibit B.

Apparently, the Developer's Application contends the proposed new use described as "Circle K gas station and high speed diesel station," is an "*Automotive service and self-service station*" under LDR 4.15.2.1., though it does not use the LDR defined term. Florida Gateway objects and contends the LDR defined term "*Truck Stop*" applies to a proposed use for high flow diesel pump refueling and servicing of trucks and tractor trailer rigs. The Application clearly shows a proposed new facility with diesel canopy, high flow diesel pumps, truck and tractor-trailer rig parking, and underground storage tanks to serve commercial trucks and tractor-trailer rigs.

The LDR defines an *Automotive Service Station* as follows:

Automotive Service Station. An Automotive service station is an establishment whose principal business is the dispensing at retail of motor fuel and oil primarily for automobiles; and where grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. In addition, an Automotive service station may provide accessory facilities for car washing and polishing (but not commercial car wash facilities) and may render minor repair services. However, major mechanical and body work, straightening of frames or body parts, steam cleaning, painting, tire recapping or re-grooving, storage of automobiles not in operating condition, or other work involving undue noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in such stations are prohibited. An Automotive service station is not a repair garage, a body shop, truck stop, or a car wash or a combination thereof.

For the purposes of these land development regulations, where motor fuel pumps are erected for the purpose of dispensing motor fuel at retail primarily for automobiles, such motor fuel pumps shall be considered to constitute an Automotive service station, even where additional services which are customarily associated with an Automotive service station are not provided. Where such motor fuel pumps are erected in conjunction with a use which is not an Automotive service station, each use shall be considered as a separate principal use and as such, each must meet all applicable requirements of these land development regulations (see Article 4 for special design standards for Automotive service stations).

LDR 2.1 Definitions, General (emphasis added.) A copy of this definition is attached in Florida Gateway's Appendix to Objection to Site Plan Application, Exhibit C.

The proposed expansion of the Property provides for the addition of three (3) high flow diesel pump service bays and additional parking for up to six (6) commercial trucks and tractor-trailer rigs.

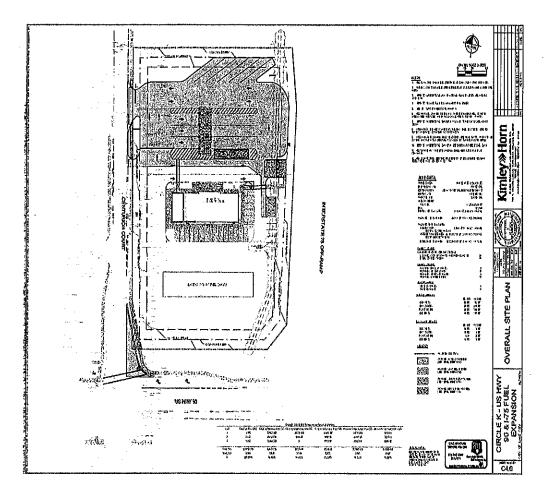
The LDR defines "*Truck stop*" as follows:

A <u>truck stop</u> is an establishment where the principal use is primarily the <u>refueling and servicing of trucks and tractor trailer rigs</u>. Such establishments <u>may have restaurants or snack bars</u> and sleeping accommodations for the drivers of such over-the-road equipment and <u>may provide facilities</u> for the <u>repair and maintenance of such</u> <u>equipment</u>.

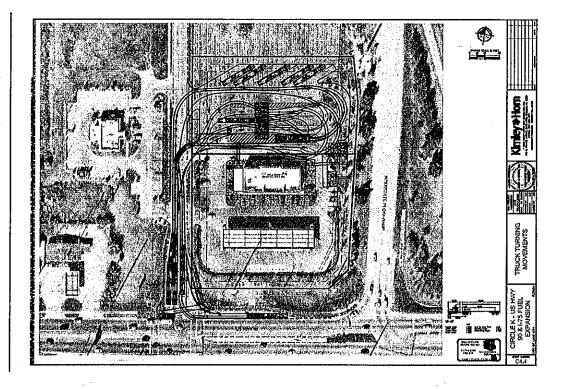
LDR 2.1 Definitions, General (Emphasis added.) See Exhibit D.

LDR Section 4.15.5(1) provides that a "*Truck stop*" is not permitted as of right in the CHI zoning district, but rather must be approved as a "*Special Exception*." The Developer has not applied for a "*Special Exception*." No "*Special Exception*" has been granted by the City, nor was any hearing held before the Planning and Zoning Board concerning whether the proposed use constitutes a "*Truck stop*" under LDR 14.15.5.1. See Exhibit C.

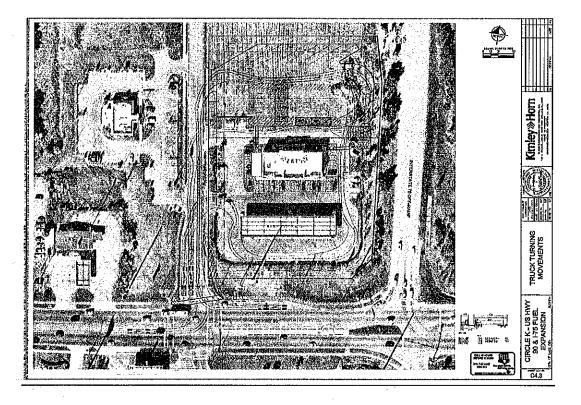
Below is a copy of the current site plan for the proposed Development. The Property is north of the existing Circle K, and east of the existing Denny's restaurant. The entire Gateway Crossings subdivision is accessed by a cul de sac two-lane road known as NW Centurion Court. The Tru by Hilton hotel is located on Lot 7, and other future developments, two restaurants, a Sonic and a Rib Crib, have previously been approved for construction.



The proposed Site Plan allows trucks and tractor trailer rigs to enter the site and access the high flow diesel pump service bays from NW Centurion Court through the existing NW driveway of the Circle K and also through the Circle K parking lot. Below is a drawing of the expected Truck Turning Movements shown on the site plans for the Development.



Also below is a second drawing of the Truck Turning Movements, which depicts tractor trailer rig access to the high flow diesel pump service bays and alternative egress by exiting through the existing Circle K parking lot and automobile service station area.



The commercial trucks and tractor-trailer rigs solicited by Circle K for refueling at the high flow diesel pump service bays will enter and exit the Property on NW Centurion Court, which is only a two-lane road with concrete curbs and gutters. As shown by the Developer's Truck Turning Movements depictions, these large commercial trucks and tractor-trailer rigs must navigate through the I-75 and US Highway 90 interchange and throughout the existing *Automotive Service Station* traffic to be refueled and serviced in the Gateway Crossings subdivision.

As part of the application, the Developer submitted a traffic study. The Developer's traffic study does not consider the impact of the currently approved development to the north of the Property in Gateway Crossings. Further, despite the purpose of this expansion of the Circle K to construct new high flow diesel fuel pump service bays, the Developer's traffic study assumes that truck and tractor trailer rig traffic will not increase, and actually be the same after the construction and opening of the Truck stop.

On November 8, 2022, the Columbia County Tourist Development Council expressed opposition to the proposed Truck stop, writing to the then City Manager in part:

"We are concerned how this new semi-trailer truck fueling station will negatively impact the quality of life for residents and visitors alike. The traffic at this intersection is already problematic and this project will only exacerbate the issue and alter the landscape of this exit for years to come."

A copy of the TDC's letter to the City Manager is attached in Florida Gateway's Appendix to Objection to Site Plan Application, Exhibit D.

The Florida Department of Transportation has also expressed concerns regarding this Development. On October 30, 2023, the Permits Manager of the Florida Department of Transportation, Lake City Operations, ("FDOT") wrote to Mayor Stephen Witt, Todd Kennon, City Attorney, and Rebecca Thigpen, Central Construction Manager, Circle K Stores, to advise that "the Department intends to revoke Commercial Access and Signal Connection Permit No. 2015-A-282-0026 (NW Centurion Court) issued on April 18, 2016 to Gateway Crossing development and under subsequent jurisdiction of the City of Lake City; not renew Safety Upgrade Permit No. 2022-a-292-00008 (NW Centurion Court) issued on May 18, 2022 2 Circle K that expires on November 20, 2023; and close the connection to the

Gateway Crossing property per section 14-96.01(2), FAC.

The FDOT notice further provides in pertinent part:

The City did not contact the Department to determine if a new permit application and modification of existing connection is required. The City also failed to contact the Department to determine the need for connection modifications or to submit a new application for such modifications prior to initiation of property improvements, land use changes, or traffic flow alteration actions which constitute significant change. The planned construction at the site is significantly different from what was represented during the Department permitting process and there are significant safety concerns given the close proximity of the location to I-75 right-of-way.

A copy of the FDOT notice is attached in Florida Gateway's Appendix to

Objection to Site Plan Application, Exhibit E.

Argument.

The proposed Site Plan Application violates four different provisions of the City's LDR. All are of equal importance and sufficient on their own to serve as a basis to deny the Application. First, the proposed project's new use is not an "Automotive Service Station." Even if the Planning and Zoning Board determines the use is an "Automotive Service Station" there is no evidence that the City staff applied the "special design standards for automobile service and self-service stations" required by the LDR. Second, the proposed project's new use is, in fact, a "*Truck stop*," which is not a permitted use within the CHI, Commercial, Highway

Interchange zoning district. Rather, a "*Truck stop*" may only be approved as a "*Special Exception*," which it was not. Third, the proposed project's new use is a "*prohibited use*" in the CHI zoning district under LDR 4.15.4.2. Finally, the traffic study done by the Developer to support the Application is fatally flawed and cannot provide competent substantial evidence to properly evaluate concurrency and the impacts of the proposed project's new use on traffic and public safety. For any of these reasons, the Planning and Zoning Board should deny the Application.

Florida Gateway contends that the two-lane road with limited right-hand turn lane and the short distance from the I-75 exit ramps and US 90 to the Property, will result in significant increase in truck and tractor trailer rig traffic. This will result in an increase in conflicts between traffic serving The Tru hotel and the currently existing and other additional approved high traffic volume businesses (Denny's, Sonic and Rib Crib restaurants) in Gateway Crossing with the large trucks coming to and leaving the site. The proposed project's new use will also create traffic conflicts within the Circle K existing and expanded Property. Large trucks and tractor trailer rigs will enter the diesel refueling area through the existing Circle K parking lot and will exit the site via NW Centurion Court near the primary driveway to Denny's restaurant.

Florida Gateway also submits that the proposed use of the Property is incompatible with the character of this zoning district, which is the primary entry point of travelers to Columbia County and Lake City. Due to the interstate's hightraffic volume and intense local use, this intersection is one of the busiest in all of Columbia County. Florida Gateway contends that the proposed use of the Property in a manner consistent with a *"Truck stop"* is incompatible with the "Gateway to Florida" commercial profile of Lake City and Columbia County for this zoning district and may attract visitors to this vital area of our community that would negatively impact the visitors to the hotels and the patrons of the surrounding businesses.

<u>1. The Site Plan Application is not an "Automotive Service Station" or a</u> <u>"Permitted Use.</u>"

The Application's subject parcel, Lot 2, Gateway Crossings subdivision and the lands surrounding it are located within the City's CHI, Commercial, Highway Interchange Zoning District. Below is a picture of Lot 2 taken from the Columbia County Property Appraiser's website.



The City's LDR Section 4.15 governs the uses in the CHI Commercial Highway Interchange zoning category. LDR Section 4.15.2 sets forth the "*Permitted Principal Uses and Structures*" and 4.15.2.1 specifically allows "*Automotive service and self-service stations*." A copy of LDR Section 4.15 is included in Exhibit C.

Under the City's LDR, developments providing motor vehicle refueling and servicing goods and service are either an "Automotive service and self-service station" or a "Truck stop." The LDR make clear that such facilities are one or the

other, as "An Automotive service station is not a ... truck stop, ... or a

combination thereof." LDR 2.1

Apparently, the City staff determined this Application is for an "Automotive Service Station." However, the definition of "Automotive Service Station" belies this

finding. The LDR defines this use as follows:

Automotive Service Station. An Automotive service station is an establishment whose principal business is the dispensing at retail of motor fuel and oil primarily for automobiles; and where grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. In addition, an Automotive service station may provide accessory facilities for car washing and polishing (but not commercial car wash facilities) and may render minor repair services. However, major mechanical and body work, straightening of frames or body parts, steam cleaning, painting, tire recapping or re-grooving, storage of automobiles not in operating condition, or other work involving undue noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in such stations are prohibited. An Automotive service station is not a repair garage, a body shop, truck stop, or a car wash or a combination thereof.

... Where such motor fuel pumps are erected in conjunction with a use which is not an Automotive service station, each use shall be considered as a separate principal use and as such, each must meet all applicable requirements of these land development regulations (see Article 4 for special design standards for Automotive service stations).

LDR 2.1 Definitions, General (emphasis added.)

It is simply illogical, and contrary to LDR 2.1, to construe the proposed project's use as an "Automotive Service Station." The proposed Application proposes an expansion of an existing "Automotive Service Station" to a much larger

establishment with the new, expanded facilities specifically designed to serve only commercial trucks and tractor-trailer rigs for refueling and service at high flow diesel pump service bays. While an "Automotive Service Station" may provide diesel fuel for automobiles and other motor vehicles, they are not utilizing high flow diesel pump service bays designed to refuel larger commercial trucks and tractor-trailer rig fuel tanks. According to the Application this proposed project's new use is for a "diesel canopy and underground storage tanks" for use as a "convenience store with fuel and diesel." See Exhibit A. As noted above the LDR do not provide for any use described as "convenience store with fuel and diesel." The LDR do, however, specifically provide that an "Automotive Service Station" provides for "the dispensing at retail of motor fuel and oil primarily for automobiles." LDR 2.1 also specifically provides: "An Automotive service station is not a ... truck stop, ... or a combination thereof."

This proposed project's new use is specifically designed for the purpose of refueling and servicing large trucks and tractor trailer rigs that require diesel fuel dispensed from high flow diesel pump service bays. This new proposed project's new use will only serve trucks and tractor trailer rigs, not "*automobiles*." For this reason, the Application should be denied because it was based on the incorrect conclusion that the "*permitted use*" to be approved by the Application was an "*Automotive service and self-serve station*."

Further, LDR Section 4.15.2(1) authorizes "Automotive service and selfservice stations" as a permitted principal use for the CHI district but requires such use to comply with the "special design standards for Automotive service and selfservice stations" set forth in LDR 4.2. The Application fails to comply with LDR Section 4.2 for "special design standards for Automotive service and self-service stations" set forth in of the LDR. A copy of Section 4.2 is included in Exhibit D.

Section 4.2.6 of the LDR sets forth the "regulations" that "apply to the location, design, construction, operation, and maintenance of automotive service and self-serve stations," which references "gasoline pumps" but does not mention diesel fuel, much less the **high flow diesel pump service bays** necessary for large trucks and tractor trailer rigs. LDR 4.2.6

Because the Application seeks approval of a proposed project that is not an *"Automotive Service Station"* as a *"permitted use"* and failed to apply the *"special design standards for Automotive service and self-service stations"* set forth in of the LDR, the Planning and Zoning Board must deny the Application.

2. The Proposed Project's New Use is a "*Truck stop*" which is not a permitted use within the CHI, Commercial, Highway Interchange zoning district, and which may only be approved as a "*Special Exception*."

LDR Section 4.15.5.1. provides that "*Truck stops*" are not permitted as of right in the CHI district, but rather must be approved as a "*Special Exception*." See Exhibit D. A *Special Exception* requires compliance with LDR Articles 12 and 13. LDR Article 12 provides the required hearing procedures for *Special Exceptions*. LDR Article 13 provides the requirements for permitting and concurrency management. This Application was not processed as a *Special Exception*.

The LDR defines "Truck stop" as follows:

A <u>truck stop</u> is an establishment where the principal use is <u>primarily</u> the refueling and servicing of trucks and tractor trailer rigs. Such establishments <u>may have restaurants or snack bars</u> and sleeping accommodations for the drivers of such over-the-road equipment and <u>may provide facilities</u> for the <u>repair and maintenance of such</u> <u>equipment</u>.

LDR 2.1 Definitions, General (Emphasis added.)

The issue is whether the proposed use under this Application which adds new diesel only facilities *is primarily the refueling and servicing of trucks and tractor trailer rigs*? The answer can only be yes, as this proposed Development is specifically designed for the purpose of refueling and servicing large trucks that require diesel fuel dispensed from high flow diesel pump service bays. This proposed project's new use will only serve trucks and tractor trailer rigs. The proposed expansion is not for the purpose of refueling and servicing automobiles.

Upon information and belief, the City's staff determined this application is for an "*Automotive service and self-serve station*," and not a "*Truck stop*" because the proposed use is only for "refueling," but not "servicing" of trucks. Apparently, the City's staff determined the proposed new use of high flow diesel pump service bays is primarily for automotive use, not primarily for trucks and tractor trailer rigs. The LDR definitions do not define or otherwise distinguish "refueling and servicing." It is common knowledge that refueling or recharging is a required form of servicing any motor vehicle. It is also clear the term "servicing" as used by the LDR does not have the same meaning as the term "repair and maintenance" also included in the definition. The definition for "*Truck stop*" states that "facilities for repair and maintenance" is an *option* by using the conjunction "may have."

A "*Truck stop*" under the Lake City LDR "*may have*" facilities for repair and maintenance, but it is not required to have those facilities to meet the definition of a "*Truck stop*." Therefore, the LDR use of the term "*refueling and servicing*" must involve uses that are different than "*repair and maintenance*."

Florida Gateway submits it is reasonable to construe the term "*servicing*" as including less intense maintenance activities such as checking and adding oil or transmission fluid, or adding air to truck tires, and refueling. The City staff's determination that this proposed Development is not a "*Truck stop*" requires a tortured conclusion that "*servicing*" a truck or tractor-trailer rig includes adding air to truck tires, but excludes refueling the truck.

What distinguishes a "Truck stop" is that the proposed use is "primarily for refueling and servicing trucks and tractor-trailer rigs," which is the exact proposed primary new use of the Property sought by the Application proposing to new install high flow diesel fuel pump service bays and other "*Truck stop*" facilities in the heart of the busiest intersection of Lake City.

In addition, however, the existing Circle K serves prepared food and provides a few tables and chairs for its customers much like a "*snack bar*." Also, the amended site plan includes six (6) commercial trucks and tractor-trailer rig parking spaces which are not required for "*refueling*." These tractor-trailer rig parking spaces may, however, provide "*sleeping accommodations for the drivers of such over-the-road equipment*." Also, the Application includes adding new restroom facilities for the truck drivers.

All these facts clearly establish the Application for the proposed projects new use adding high flow diesel fuel pump service bays, tractor trailer rig parking, underground diesel storage tanks and a new 100-foot sign advertising TRUCK DIESEL, is a "*Truck stop*" as defined by LDR 2.1. See Exhibits C, F and G. All of the proposed new facilities support the high flow diesel pump service bays which are "*primarily for refueling and servicing trucks and tractor trailer rigs*," and not suited for use by automobiles. The uncontroverted facts clearly establish this Application under consideration constitutes a "*Truck stop*." As such, the Developer's Application required consideration as a "*Special Exception*." Since there is no disagreement that the Application has not been processed as a "*Special Exception*," the Planning and Zoning Board must deny the Application.

To be clear, however, while LDR 4.15.5. 1. requires a "Special Exception" for any proposed projects new use authorizing a "Truck stop" in the CHI district, this Application does not come close to meeting the LDR requirement for granting a Special Exception .

LDR 2.1 defines "Special Exception" as:

"a use that would not be appropriate generally or without restriction throughout a zoning district but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or the general welfare. ... (For the procedure in securing special exceptions, see Article 12)."

This Application seeks to provide high flow diesel fuel pump service bays for large trucks and tractor-trailer rigs at the busiest, highest traffic intersection in all of Columbia County. This proposed use consistent with a "*Truck stop*" is incompatible with the commercial profile for this CHI district for Lake City and Columbia County. There is nothing about this proposed Development that "*would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or the general welfare*" in this CHI district. To the contrary, in addition to the traffic nightmare, this proposed use is most likely to attract visitors to this vital area of our community that would negatively impact the patrons of the hotels and the surrounding restaurants and other businesses, and our residents. This is why the Tourist Development Council took the unusual step to request the City to deny the Application for this use.

Florida Gateway retained Luis N. Serna, AICP, a professional Certified Planner with Calvin, Giordano & Associates, Inc., to evaluate the Developer's Site Plan Application. Mr. Serna concludes "the proposed expansion of the Circle K by the addition of tractor trailer fueling on the adjacent parcel was not properly defined as a truck stop. Therefore, the City failed to properly process the Application as a Special Exception as required by the LDRs. Without processing this as a Special Exception, the review staff did not provide an opportunity for the Planning and Zoning Board, the Board of Adjustment, and the public to review the potential impacts of this use and to address potential controls of the use on the number, area, location, or relation to the neighborhood."

Further, "given the types of uses in the Gateway Crossings subdivision, which include restaurants and a hotel, and the high level of automobile traffic within Gateway Crossings from these uses, there are concerns that an increase in the amount of tractor trailer traffic near the entrance of this subdivision will cause significant adverse impacts to surrounding uses particularly from noise and traffic. Impacts to public roadways will extend beyond Gateway Crossings to also affect U.S. 90 and the offramp for Interstate 75. Without processing this application as a Special Exception, the City did not permit affected property owners and the public to adequately assess the full impacts of the proposed use and to address any potential mitigating conditions to address these impacts."

A copy of Mr. Serna's report is attached in Florida Gateway's Appendix to Objection to Site Plan Application, as Exhibit F.

This Application required a *Special Exception* which was neither sought nor obtained. This Application does not qualify for a *Special Exception* under LDR 4.15.5.1. under any circumstances. The Planning and Zoning Board has no alternative under the LDR than to deny this Application.

3. The Development is a "prohibited use."

LDR Section 4.15.4 lists "Prohibited uses and structures" in the CHI zoning district. LDR Section 4.15.4.2 includes as a "Prohibited use or structure":

<u>Any other uses</u> or structures not specifically, provisionally or by reasonable implication permitted herein. Any use <u>which is potentially</u> <u>dangerous</u>, noxious or offensive to neighboring uses in the district or to those who pass on public ways by reason of smoke, odor, noise, glare, fumes, gas, vibration, threat of fire or explosion, emission of particulate matter, interference with radio or television reception, radiation or likely <u>for other reasons to be incompatible with the</u> <u>character of the district</u>.

LDR 4.15.4.2 (emphasis supplied.)

Florida Gateway submits the proposed expansion use is a "*prohibited use*" under the LDR 14.15.4.2. This Application is for Lot 2, Gateway Crossings located on a narrow, 2-lane road, adjacent to the most traffic intense intersection in Lake City, and poses serious traffic problems that are dangerous to drivers and

pedestrians. The long turning radius required for large trucks and tractor-trailer rigs using the proposed Truck stop will block and interfere with both lanes of traffic on NW Centurion Court and within the Circle K Property.

Also, Florida Gateway submits that a "*Truck stop*" is simply incompatible with the character of the surrounding development and will pose negative impacts to the users of the hotels, the restaurants, and to future development. This is the intersection to Lake City and Columbia County known as the "Gateway to Florida." Clearly large commercial trucks and tractor-trailer rigs, which are the targeted customers for this proposed project's new use, create more "*smoke, odor, noise, … fumes, gas, vibration, … [and] emission of particulate matter*" than is otherwise experienced at any automobile service station in the zoning district including the existing Circle K.

The Application is wholly inconsistent and incompatible with the I-75/US 90 intersection. In less than five or 15 minutes of travel time, approximately five (5) miles South of the intersection of I-75 and U.S. 90, at the intersection of I-75 and S.R. 47, and also approximately 15 miles South at the intersection of I-75 and U.S. 441, there are ample locations available and zoned as permitted use for a *"Truck stop."*

It is important to recognize that comparable CHI districts in neighboring communities do not tolerate developments with a proposed use such as this. Comparable interchanges to our "Gateway of Florida" CHI district such as Valdosta's Exit 18, Gainesville's Newberry Road and Archer Road exits, and Ocala's Exit 200, while constituting commercial hubs for those communities with numerous hotels, restaurants, businesses and automobile service stations, none of them have any commercial uses even remotely comparable to a "*Truck stop*" or any other use such as this proposed project's new use. This Application, if approved, is likely to cause significant traffic snarls and danger to the public that will adversely affect our community for generations to come.

This proposed project's new use constitutes a "*prohibited use or structure*" under LDR Section 4.15.4.2. Therefore, the Application must be denied as incompatible with the City's CHI district.

4. The Traffic Study done to support the Application is flawed and does not meet the requirements of the LDR to evaluate the Proposed Project's impact on concurrency, traffic, and public safety.

Section 13.12.3 of the LDR requires that all development shall maintain level of service standards, including traffic and requires "a concurrency review to be made with applications for development approvals and a Certificate of Concurrency issued prior to development." The Developer provided a flawed traffic study in the Application which was prepared by Kimley-Horn and Associates, Inc. ("traffic study"). Florida Gateway retained Jeffrey W. Buckholz, PhD, P.E. PTOE, a professional traffic engineer, to evaluate the Developer's traffic study. He has opined that the Developer's traffic study is "incomplete and inaccurate and that the recommendations contained in the report do not ensure safe and efficient access to the proposed site." A copy of Dr. Buckholz's report is attached in Florida Gateway's Appendix to Objection to Site Plan Application, as Exhibit G.

Dr. Buckholz found, in part, that the Developer's traffic study:

- Ignored the impact of "development that is currently underway along
 Centurion Court . . . right behind the Circle K" including a Sonic
 Restaurant and a Rib Crib Restaurant both with drive through windows.
- 2. The traffic study "calculated trip generation for the expanded site" at a rate that was "reduced by 69% for the weekday AM peak hour and by 60% for the weekday PM peak hour."
- 3. The traffic study "applies their reduction for pass-by traffic to vehicles using US 90; they do not make the reasonable assumption that a large portion of the pass-by traffic will be drawn from I-75." This error "results in projected site traffic volumes at the US 90/Centurion Court intersection that are too low." It seems reasonable to assume that a new truck stop at this location would draw truck traffic from I-75, which Kimley-Horn ignored.

- 4. "The Kimley-Horn Synchro analysis contains some input errors," that "masks the deleterious queue effect." Dr. Buckholz also found that the traffic study used "incorrect truck percentages."
- 5. The "percentage of trucks reflected in Kimley-Horn's 2023 Build analysis is no different than the percentage in their 2021 existing analysis." One would assume that once the truck stop is in operation the number of trucks would increase, especially being so near the I-75 US-90 interchange. To assume that truck traffic will be the same after the Development is simply irrational.
 - 6. The traffic study did not provide the "queue length" for the left turn lane on the Northwest Centurion Court approach to US 90. Using Kimley-Horn's own traffic numbers (which are substantially low) the peak queue length is expected to "extend to the Denny's driveway and blocks access to the ... thru/right turn lane on Centurion Court."
 - 7. Finally, Dr. Buckholz opines that the traffic study is not based on the "generally accepted and publicly developed Highway Capacity Software (HCS)" but rather on Synchro – a private "black box" software program. This can result is vastly different queue lengths as in the case for the south approach (Florida Gateway Drive) left turn lane where the HCS predicts a

i i serie. Series queue length that is longer than Synchro "by a factor of almost three, blocking access to the adjacent through/right turn lane."

The City and the Developer must support the Application with "competent substantial evidence," which the courts say is "evidence that provides a factual basis from which a fact at issue may reasonably be inferred." See, *Broward Cnty. v. G.B.V. Int'l, Ltd.*; 787 So. 2d 838, 845 (Fla. 2001). Competent substantial evidence "sufficient to sustain a finding of an administrative agency, is evidence that is sufficiently relevant and material that a reasonable mind would accept it as adequate to support the conclusion reached." See, *Sch. Bd. Of Hillsborough Cnty. v. Tampa Sch. Dev. Corp.*, 113 So. 3d 919, 923 (Fla. 2d DCA 2013); see also *Lee Cnty. v. Sunbelt Equities, II, Ltd. P'ship*, 619 So. 2d 996, 1002–03 (Fla. 2d DCA 1993) (quöting *Town of Indialantic v. Nance*, 400 So. 2d 37, 40 (Fla. 5th DCA 1981), aff'd, 419 So. 2d 1041 (Fla. 1982)).

Additionally, Florida Gateway submits that the traffic flow patterns of the trucks and travel trailer rigs traveling through the site of the proposed project is likely to create significant conflicts between trucks and pedestrians inside the project.

Thus, because of these deficiencies, the Developer's traffic study cannot constitute competent substantial evidence to support the factual conclusion that the proposed Development meets the City's concurrency standards, or more importantly, would not cause traffic congestion or pose traffic safety concerns. In addition, upon information and belief, the proposed project's new use constitutes significant change in the traffic volumes on NW Centurion Court and the I-75/U.S. Highway 90 West interchange requiring approval from FDOT which has neither been sought nor obtained by the City or the Developer.

Conclusion.

State law requires that "each county and each municipality shall adopt or amend and enforce land development regulations that are consistent with and implement their adopted comprehensive plan." § 163.3202, Fla. Stat. As shown above, the Application's proposed project violates various provisions of the City's LDR.

The Application's proposed project's new use, which is admittedly designed to serve commercial trucks and tractor-trailer rigs for refueling and service at high flow diesel pump service bays, is not "*Automotive Service Station*" as defined by the LDR. Even if it were, the City did not apply the required "*special design standards for automobile service and self-service stations*." In fact, the proposed project is a "*Truck stop*," that must be approved as a "*Special Exception*," which it was not. The additional commercial truck and tractor-trailer rig traffic from the proposed project's new use in this high traffic area is a prohibited use that poses a threat to public safety, and the project is "*incompatible*" with the surrounding development in violation of the LDR. Finally, the Developer's traffic study for the Application is flawed, as it does not provide competent substantial evidence that meets the requirements of the LDR to evaluate concurrency and the impacts of proposed development on traffic and public safety.

Remedy Requested.

Florida Gateway respectfully requests that the City of Lake City Planning and Zoning Board deny the Site Plan Application #SPR 22-15.

RESPECTFULLY SUBMITTED on this 18th day of December, 2023.

ANSBACHER LAW

TamelKChl

Terrell K. Arline, Esquire Fla. Bar. No. 306584 1819 Tamiami Drive Tallahassee, FL 32301 (850) 321-8726 tkarlinelaw@gmail.com terrell.arline@ansbacher.net Hannah Rullo, Esquire Fla. Bar No. 1026157 8818 Goodby's Executive Drive Jacksonville, FL 32217 hannah.rullo@ansbacher.net julia.voss@ansbacher.net (904) 737-4600

NORRIS & NORRIS, P.A. Guy W. Norfis

Florida Bar No. 844500 253 NW Main Boulevard Lake City, FL 32055 Phone: (386) 752-7240 Fax: (386) 755-1577 gnorris@norrisattorneys.com sregister@norrisattorneys.com

CERTIFICATE OF FILING AND SERVICE

I CERTIFY that a copy of this document has been served on this 18th day of December, 2023, on the City of Lake City, Florida Land Development Regulation Administrator, and a courtesy copy has been provided to the Developer, by electronic mail or regular mail as indicated.

NORRIS & NORRIS, P.A. Guy W. Norris

Copies furnished:

Land Development Regulation Administrator 205 N. Marion Ave. Lake City, FL 32055 By hand delivery and electronic mail to growthmanagement@lcfla.com

Todd Kennon, Esquire City Attorney 582 West Duval Street Lake City, FL 32055 By electronic mail to tjk@rkkattorneys.com

Scott Walker, Esquire City Attorney

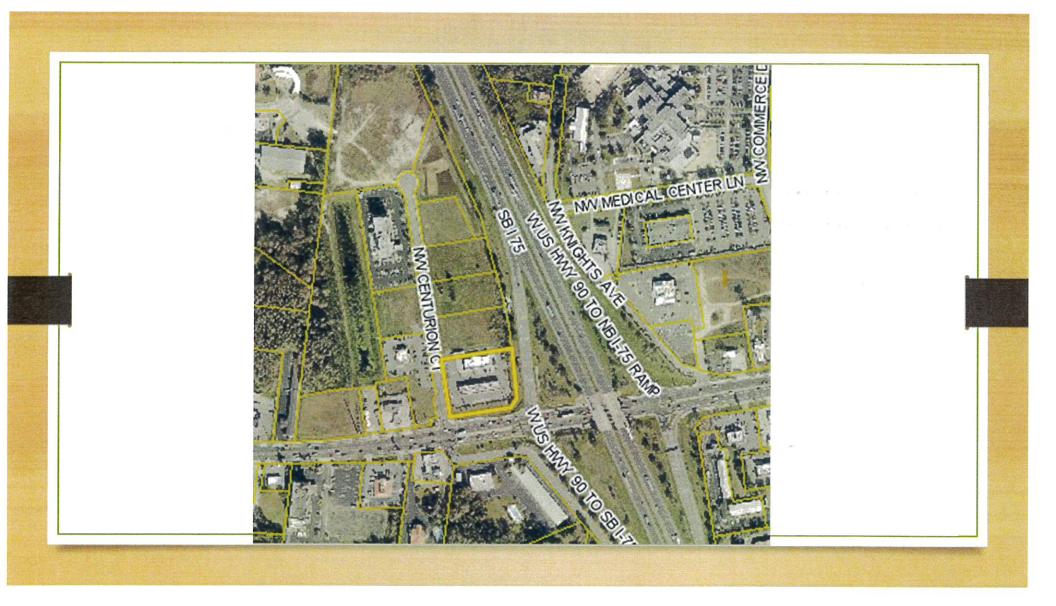
Courtesy copy provided: Marshall Rainey, Esquire <u>mrainey@burr.com</u> Burr Foreman Tampa, FL

GWC Development Partners, LLC Registered Agent Daniel Hotte 8890 West Oakland Park Blvd. Suite 201 Sunrise, FL 33351 By direct mail.

| Circle K |
|---|
| Truck stop. |
| By Florida Gateway Hotels, LLC, and Lake City Hotels, LLC. |
| |

Florida Gateway Hotels, LLC, and Lake City Hotels, LLC





Issue for the Board. What is a Truck Stop?



T.t.L.

A truck stop is an establishment where the principal uses primarily the refueling and servicing of trucks and tractortrailer rigs, LDR 2.1



The existing Circle K is an automotive Service Station.



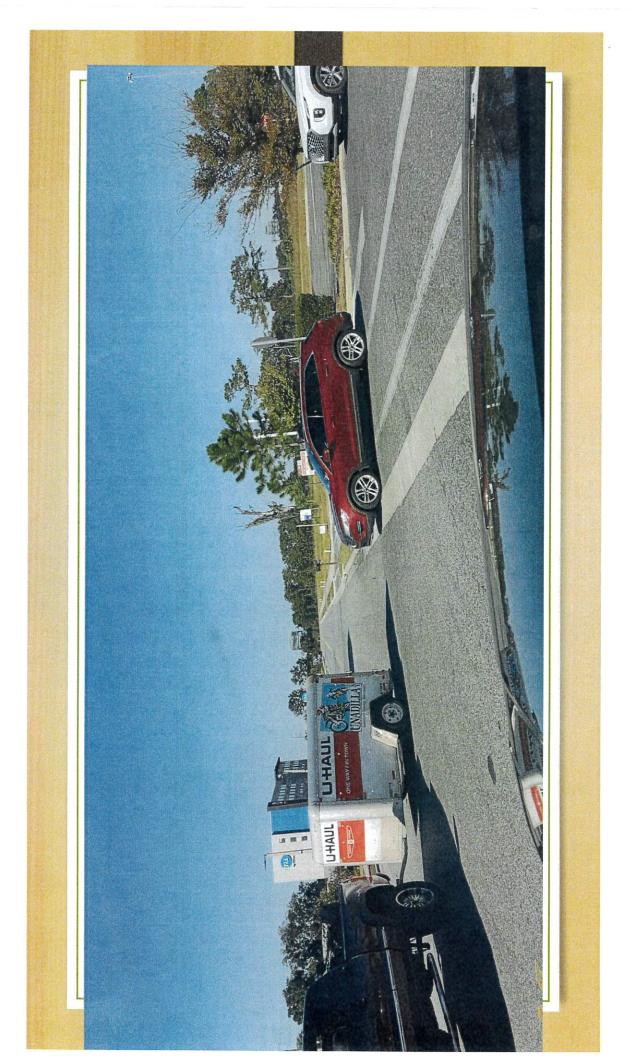
Existing Circle K - an automotive service station is an establishment whose principal business is the dispensing at retail of motor fuel and oil primarily for automobiles, LDR 2.1

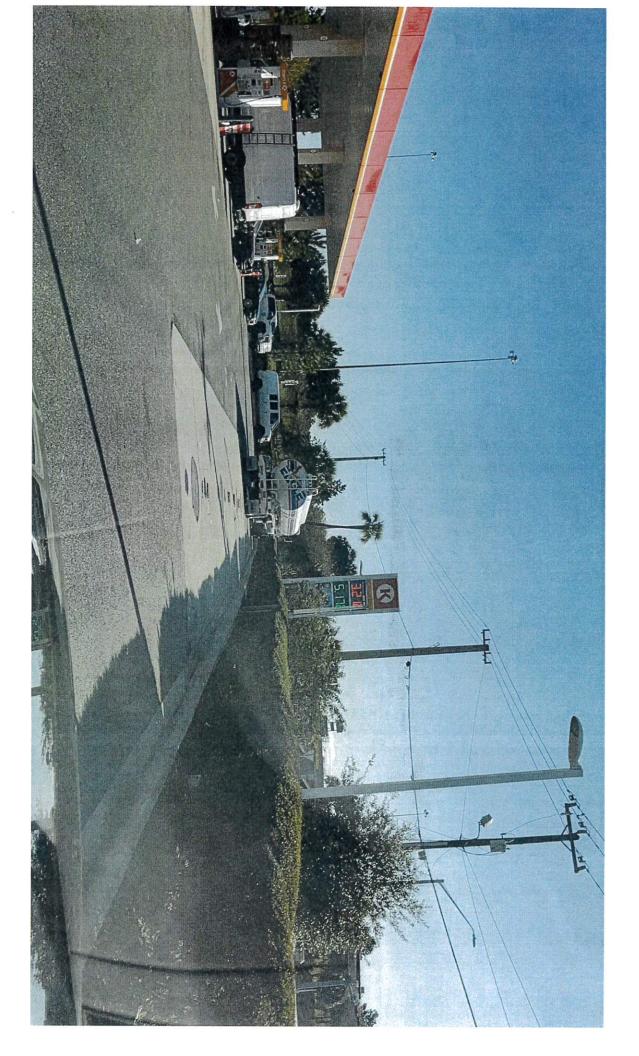


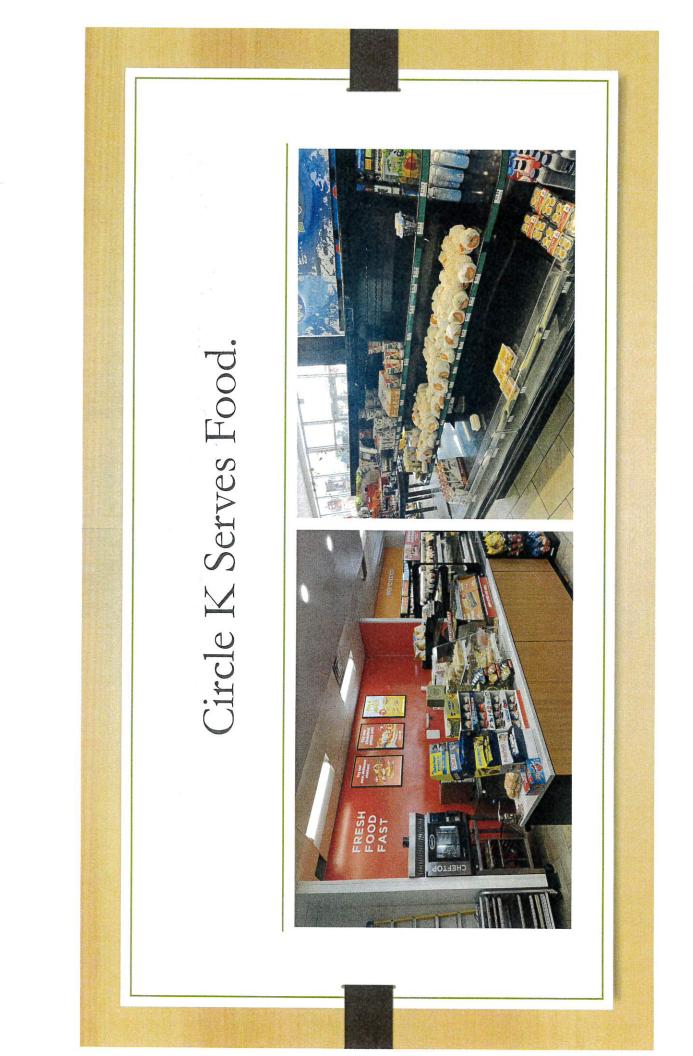
Existing Traffic on Northwest Centurion Court.



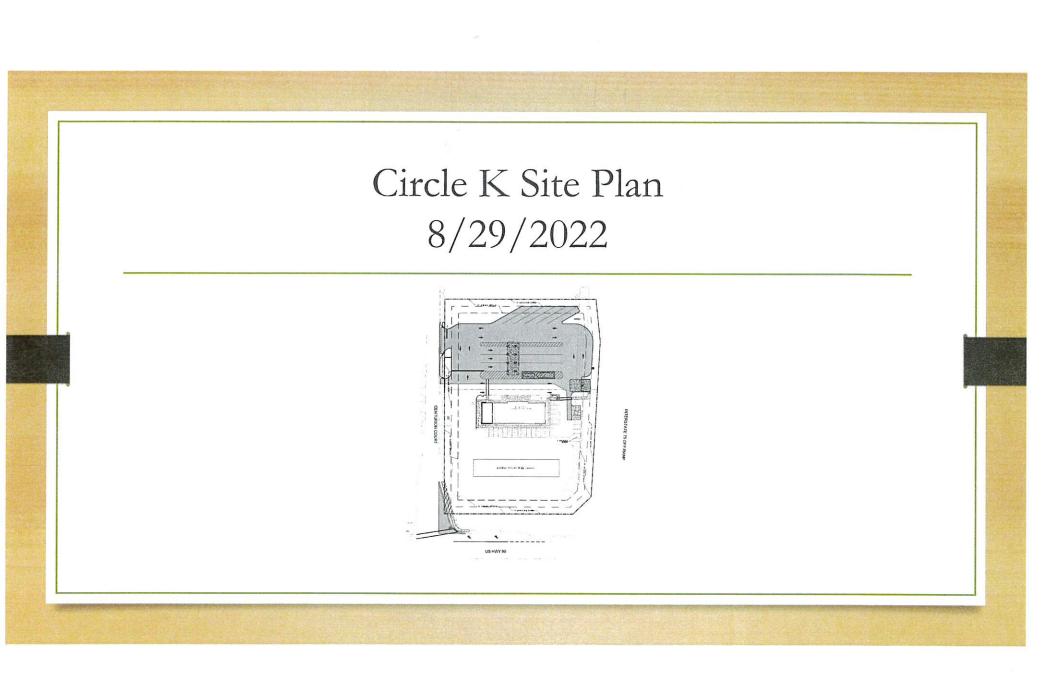












Date: 09/01/2021 APPLICANT INFORMATION Name: Jarod C. Stubbs, P.E. Kimley-Horn and Associates Business 189 S Orange Ave., Ste 1000, Orlando, FL Name: Address: Phone: (407) 409-7002 189 South Orange Ave., Suite 1000 Business Address: Email: jarod.stubbs@kimley-horn.com Orlando, FL 32801 SUBJECT PROPERTY INFORMATION Address: NE corner of US Hwy 90 and NW Centurion Ct (behind the Circle K) GWC Development Partners, LLC Property Owner Parcel ID#: 35-3s-16-02524-102; and 35-3s-16-02524-111 Existing Use: Vacant Commercial 2682 NW Noegel Rd Owner Address: Zoning District: CHI Commercial Highway Intensive Lake City, FL 32055

DESCRIPTION OF REQUEST (may be attached, separately)

PLEASE PROVIDE AS MUCH DETAIL AS POSSIBLE SO THAT STAFF CAN BE PREPARED TO ADDRESS YOUR QUESTIONS. Please include information regarding:

Proposed use

Proposed improvements to building and/or site

The proposed project is to be a high speed diesel expansion to the existing Circle K with related parking, underground fuel storage tanks, and other necessary improvements. The project is anticipated to take up space on both parcels listed in this application. Expected new impervious area for the project is +/- 49,850 square feet. The existing Circle K will also have improvements including a building expansion for additional restrooms and an adjustment to the parking spaces to allow space for said expansion. See attached site plan for more detail.



SECTION 4.15 "CHI" COMMERCIAL, HIGHWAY INTERCHANGE

4.15.1 DISTRICTS AND INTENT

The "CHI" Commercial, Highway Interchange category includes one zone district: CHI. This specialized district is intended for areas where adequate lot depth is available to provide development for vehicular related uses primarily serving the traveling public. Uses in such district are subject to criteria and standards intended to preserve the character of the district and to minimize adverse impacts with abutting and nearby uses. This district shall only be applied to interstate highway interchange areas.

4.15.2 PERMITTED PRINCIPAL USES AND STRUCTURES

1. <u>Automotive service and self-service stations</u> (see Section 4.2 for special design standards for automotive service and self-service stations).

2. Rental of automotive vehicles, trailers and trucks.

3. Restaurants.

4. Hotels and Motels.

5. Retail commercial outlets for sale of fruit, gifts, novelties and similar uses catering to tourists.

6. Light manufacturing, assembling, processing, packaging or fabricating in a completely enclosed building.

7. Facilities for storage and distribution of products including wholesale activity.

8. Retail factory outlets for sale of goods.

Unless otherwise specified, the above uses are subject to the following limitations: (1) products to be sold only at retail; and (2) for all developments, site and development plan approval is required (see Article 13).

Land Development Regulation Definition of Automotive Service Station.

<u>Automotive Service Station. An automotive service station is an establishment whose</u> principal business is the dispensing at retail of motor fuel and oil primarily for automobiles; and where grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. In addition, an automotive service station may provide accessory facilities for car washing and polishing (but not commercial car wash facilities) and may render minor repair services. However, major mechanical and body work, straightening of frames or body parts, steam cleaning, painting, tire recapping or regrooving, storage of automobiles not in operating condition, or other work involving undue noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in such stations are prohibited. An automotive service station is not a repair garage, a body shop, truck stop, or a car wash or a combination thereof

4.2.6 AUTOMOTIVE SERVICE AND SELF-SERVICE STATIONS

The following regulations shall apply to the location, design, construction, operation, and maintenance of <u>automotive service and self-service stations</u> (with the exception that for automobile self-service stations where <u>self-service gasoline pumps</u> in conjunction with retail and commercial outlets for sale of food, hardware and drugs, there shall be no outside sales of oil, grease, parts or accessories for automobiles and no service except for self-service water, air or car wash).

4.2.6.3 Location of pumps and structures. No main or accessory building, no sign of any type, and no gasoline pump shall be located within twenty-five (25) feet of the lot line of any property that is zoned for residential purposes. <u>No gasoline pump</u> shall be located within fifteen (15) feet of any street right-of-way line; where a greater street setback line has been established, <u>no gasoline pump</u> shall be located within fifteen (15) feet of such setback line.

Land Development Regulation Definition of Truck Stop

Truck Stop. A truck stop is an establishment where the principal use is primarily the refueling and servicing of trucks and tractor trailer rigs. Such establishments may have restaurants or snack bars and sleeping accommodations for the drivers of such over-the-road equipment and may provide facilities for the repair and maintenance of such equipment

Truck stops are to be processed as a special exception.

4.15.5 SPECIAL EXCEPTIONS (See also Articles 12 and 13)

1. Truck stops.

2. Travel trailer parks or campgrounds (see Section 20.24).

3. Commercial tourist attractions.

4. Package store for sale of alcoholic beverages; bar tavern, or cocktail lounge.

5. Retail commercial outlets for sale of new and used automobiles, motorcycles, trucks and tractors, manufactured homes, boats, heavy machinery and equipment, lumber and building supplies, and monuments.

6. Public buildings and facilities.

7. Bed and breakfast Inns (see Section 4.2).

8. Off-site signs (see Section 4.2)

SECTION 11.2 SPECIAL EXCEPTIONS CRITERIA.

h. Considerations relating to general <u>compatibility with adjacent properties and</u> <u>other property in the district</u> including but not limited to:

(1) Conformity with the Comprehensive Plan and the effects upon the Comprehensive Plan;

(2) The existing land use pattern;

(3) The impact of the proposed use upon the load on public facilities such as schools, utilities, and streets;

(4) Changed or changing conditions which find the proposed use to be advantageous to the community and the neighborhood;

(5) The impact of the proposed use upon living conditions in the neighborhood;

(6) The impact of the proposed use upon traffic congestion or other public safety matters;

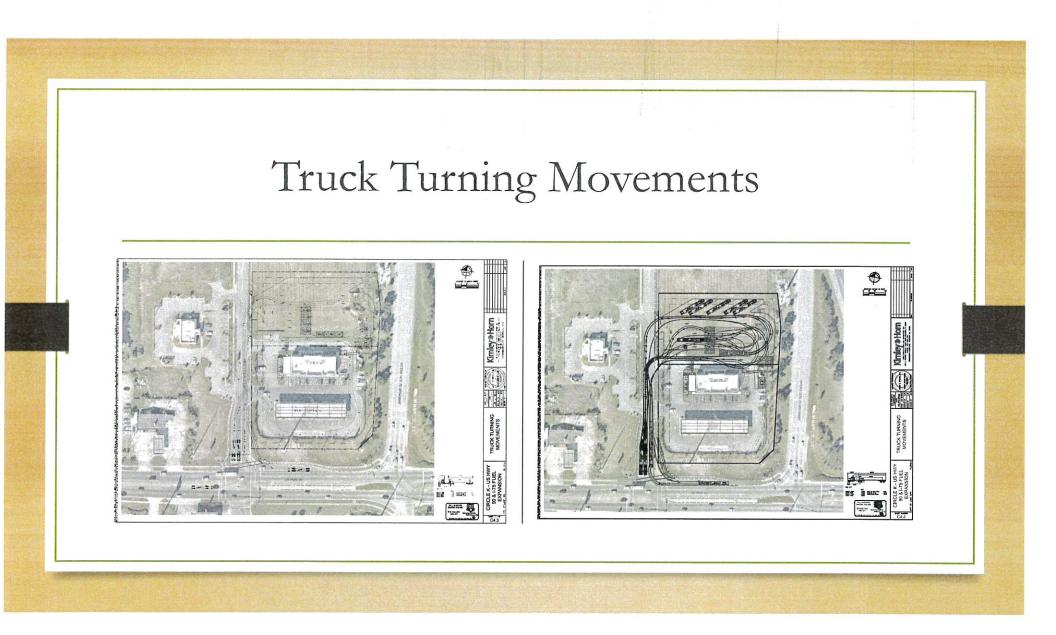
(7) The impact of the proposed use upon drainage;

(8) The impact of the proposed use upon light and air to adjacent area;

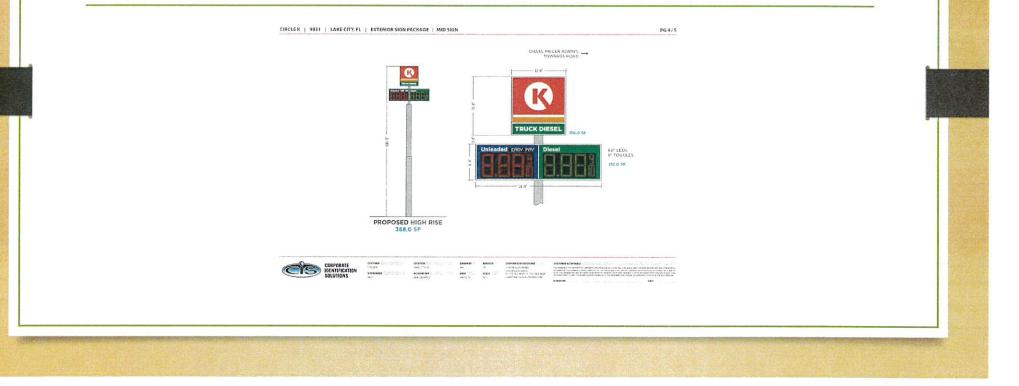
(9) The impact of the proposed use upon property values in the adjacent area;

(10) The <u>impact of the proposed use upon the improvement or development of adjacent property</u> in accordance with existing regulations; and

(11) The impact of the proposed use with regard to the scale of needs of the neighborhood or the community.



Circle K 100 ft. Truck Stop Diesel Sign



Answer: It's a Truck Stop.



It has recently come to the Tourist Development Council's attention that the Circle K located at the I-75 and Hwy 90 West interchange plans to expand their fueling station to service 18-wheeler cargo trucks. This is incredibly concerning to the Tourist Development Council, and we respectfully request a meeting to discuss these concerns.

November 8, 2022 _

Florida Department of Transportation's email October 30, 2023.

Steven Witt, Mayor City of Lake City

Todd Kennon, City Attorney City of Lake City

Rebecca Thigpen Central Construction Manager Circle K Stores

To All

In accordance with section 14-96, Florida Administrative Code (FAC), you are notified the Department intends to revoke Commercial Access and Signal Connection Permit No. 2015-A-292-0026 (NW Centurion Court) issued on April 18, 2016 to Gateway Crossing development and under subsequent jurisdiction of the City of Lake City, not renew Safety Upgrade Permit No. 2022-A-202-00008 (NW Centurion Court) issued on May 18, 2022 to Circle K that expres on November 20, 2023, and close the connection to the Gateway Crossing proteity per section 14-86 011/20 FAC

The City did not contact the Department to determine if a new permit application and modifications of existing connection is required. The City also failed to contact the Department to determine the need for connection modifications or to submit a new application for such modifications prot to initiation of property improvements, fand use changes, or traffic flow alteration actions which constitute significant change. The planned construction at the site is significantly different from what was represented during the Department permitting process and there are significant significantly different from what was represented during the Department permitting process and there are significant significantly different from what was represented during the Department permitting process and there are significant significa

If you have any questions or concerns, please contact me

Sincerely.

Troy Register Permits Manager Lake City Operations (386) 961-7153

Requested Motion

1. Find that the proposed use constitutes a "Truck stop" and not an "Automotive Service Station."

2. Consequently, conclude that the application for the site plan must be denied because it was not been processed as an application for a "special exception" for a "truck stop" under Section 4.15.5 Special Exceptions and Section 11.2 of the Land Development Regulations.

APPENDIX TO OBJECTION TO SITE PLAN APPLICATION #SPR 22-15

| EXHIBIT | DESCRIPTION | BATES NUMBER |
|---------|--|--------------|
| A. | Application for New Development and Site Review Committee Meeting (Site Plan Application) | 001-013 |
| В. | Form for Special Exception Application | 014-018 |
| C. | LDR 2.1 Definitions, General (emphasis added.) A Copy of this Definition is Attached in Florida Gateway's Appendix to Objection to Site Plan Application | 019-026 |
| D. | TDC'S Letter to the City Manager | 027 |
| E. | FDOT Notice to City and Circle K | 028 |
| F. | Serna Planning Analysis Regarding Objection to Site Plan Application | 029-032 |
| G. | Buckholz Traffic Technical Evaluation of March 2022 Circle K Traffic Impact Analysis | 033-038 |

| EXHIBIT A | ł |
|-----------|---|
|-----------|---|

| - | | | |
|-----|----------|-----|------|
| FOR | OFFICIAL | USE | ONLY |

MEETING DATE:

MEETING TIME:

| APPLICATION FOR |
|-------------------------------|
| NEW DEVELOPMENT AND |
| SITE REVIEW COMMITTEE MEETING |

CITY OF LAKE CITY

| APPLICANT IN | FORMATION | | Date: 09/01/2021 | | | |
|------------------|--|----------|-----------------------------------|--|--|--|
| Name: | Jarod C. Stubbs, P.E. | Business | Kimley-Horn and Associates | | | |
| Address: | 189 S Orange Ave., Ste 1000, Orlando, FL | Name: | | | | |
| Phone: | (407) 409-7002 | Business | 189 South Orange Ave., Suite 1000 | | | |
| Email: | jarod.stubbs@kimley-horn.com | Address: | Orlando, FL 32801 | | | |
| SUBJECT PRO | PERTY INFORMATION | | | | | |
| Address: | NE corner of US Hwy 90 and NW Centurion Ct (behind the Circle K) | Property | GWC Development Partners, LLC | | | |
| Parcel ID#: | 35-3s-16-02524-102; and 35-3s-16-02524-111 | Owner : | | | | |
| Existing Use: | Vacant Commercial | Owner | 2682 NW Noegel Rd | | | |
| Zoning District: | CHI Commercial Highway Intensive | Address: | Lake City, FL 32055 | | | |

DESCRIPTION OF REQUEST (may be attached, separately)

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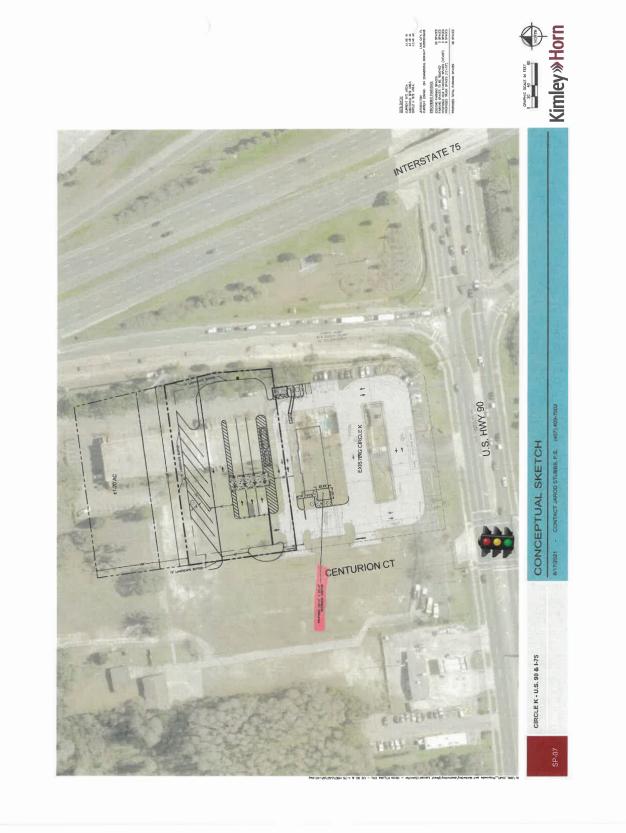
SUBMIT WITH THIS FORM

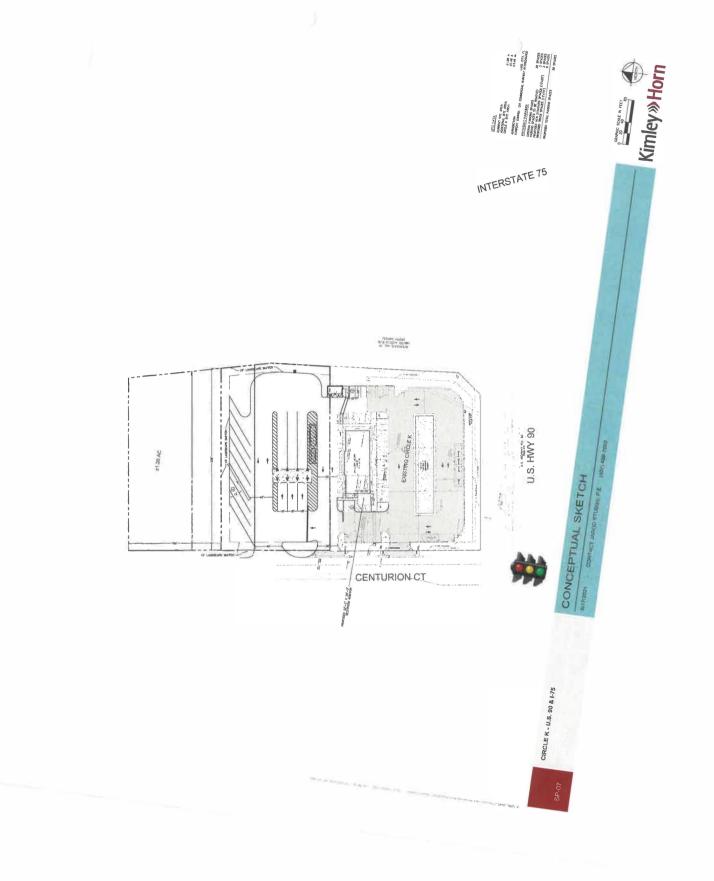
- Copy of survey or sketch of location/building
- Sketch of any proposed improvements
- Any other information that will help in review of the proposal

SUBMIT COMPLETED FORM AND DOCUMENTS TO:

Mail: Lake City Growth Management Department, 205 N Marion Ave, Lake City, FL 32055 Email: growthmanagement@lcfla.com Fax: 386-758-5426

If you have any further questions, please contact Growth Management, 386-719-5750







GROWTH MANAGEMENT 205 North Marion Ave. Lake City, FL 32055 Telephone: (386)719-5750 E-Mail: growthmanagement@lcfla.com

| FOR PLANNING USE ONLY | |
|----------------------------------|--|
| Application # <u>SPR22-15</u> | |
| Application Fee: <u>\$200.00</u> | |
| ReceiptNo | |
| Filing Date <u>4/1/22</u> | |
| Completeness Date | |

Site Plan Application

A. PROJECT INFORMATION

- 1. Project Name: CIRCLE K US 90 & I-75
- 2. Address of Subject Property: 143 NW Centurion Ct., Lake City, FL 32055
- 3. Parcel ID Number(s): <u>35-3S-16-02524-001</u>, <u>35-3S-16-02524-102</u>, <u>35-3S-16-02524-111</u>
- 4. Future Land Use Map Designation: Commercial
- 5. Zoning Designation: <u>CHI Commercial Highway Interchange</u>
- 6. Acreage: ±3.46
- 7. Existing Use of Property: Existing Circle K gas station and convenience store
- 8. Proposed use of Property: Circle K gas station and high speed diesel station
- 9. <u>Typ</u>e of Development (Check All That Apply):
 - [X] Increase of floor area to an existing structure: Total increase of square footage <u>±652 SF</u>
 - New construction: Total square footage <u>±54.470 SF</u>
 - 🗖 Relocation of an existing structure: Total square footage _

B. APPLICANT INFORMATION

- 1. Applicant Status 🗆 Owner (title holder)
 - Neme of Applicant(a): long of Stubbe P F

X Agent Title: <u>Civil Engineer</u>

2. Name of <u>Applicant(s): Jarod Stubbs P.E.</u> Company name (if <u>applicable): Kīmley-Horn</u> Mailing Address: 189 S. Orange Ave, Suite 1000

 City:
 Orlando
 State:
 FL
 Zip:
 32801

 Telephone:
 (407)
 409-7002
 Fax:
 Fax:

3. If the applicant is agent for the property owner*.

Property Owner Name (title holder): <u>Daniel Hotte of GWC Development Partners, LLC</u> Mailing Address: 2<u>682 W Noegel Rd</u>

City: Lake City State: FL Zip:32055

Telephone: (407) 580-5173 Fax: Email: <u>dberry@shafferconst.com</u> PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business is subject to public records requests. Your e-mail address and communications may be subject to public disclosure. *Must provide an executed Property Owner Affidavit Form authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

| | in yes, is the contract/option contingent of absolute. |
|----|---|
| 2. | Has a previous application been made on all or part of the subject property? 🗆 Yes 🛛 X No |
| | Future Land Use Map Amendment: □Yes □No |
| | Future Land Use Map Amendment Application No |
| | Site Specific Amendment to the Official Zoning Atlas (Rezoning): DYesNo |
| | Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No. |
| | Variance: DYes DNo |
| | Variance Application No. |
| | Special Exception: □Yes □No |
| | Special Exception Application No. |

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

- **U**. Vicinity Map Indicating general location of the site, abutting streets, existing utilities, complete legal description of the property in question, and adjacent land use.
- 2. Site Plan Including, but not limited to the following:
 - A. Name, location, owner, and designer of the proposed development.
 - **b**. Present zoning for subject site.
 - Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - X. Date, north arrow, and graphic scale not less than one inch equal to 50 feet.
 - *e*. Area and dimensions of site (Survey).
 - Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - Access to utilities and points of utility hook-up.
 - **b**. Location and dimensions of all existing and proposed parking areas and loading areas.
 - Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - Location and size of any lakes, ponds, canals, or other waters and waterways.
 - Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - \mathcal{V} Location of trash receptacles.
 - m. For multiple-family, hotel, motel, and mobile home park site plans:
 - i. Tabulation of gross acreage.
 - ii. Tabulation of density.
 - iii. Number of dwelling units proposed.
 - iv. Location and percent of total open space and recreation areas.
 - v. Percent of lot covered by buildings.

City of Lake City – Growth Management Department 205 North Marion Ave, Lake City, FL 32055 ♦ (386) 719-5750

- vi. Floor area of dwelling units.
- vii. Number of proposed parking spaces.
- viii. Street layout.
- ix. Layout of mobile home stands (for mobile home parks only).
- Stormwater Management Plan—Including the following:
 - a. Existing contours at one foot intervals based on U.S. Coast and Geodetic Datum.
 - b. Proposed finished elevation of each building site and first floor level.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
 - f. Water management district surface water management permit.

Fire Department Access and Water Supply Plan: The Fire Department Access and Water Supply Plan must demonstrate compliance with Chapter 18 of the Florida Fire Prevention Code, be located on a separate signed and sealed plan sheet, and must be prepared by a professional fire engineer licensed in the State of Florida. The Fire Department Access and Water Supply Plan must contain fire flow calculations in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office ("ISO") and/or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater.

- Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities. For commercial and industrial developments, an analysis of the impacts to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts are required.
- 6. Comprehensive Plan Consistency Analysis: An analysis of the application's consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies).

V. Legal Description with Tax Parcel Number (In Word Format).

8. Proof of Ownership (i.e. deed).

- . Agent Authorization Form (signed and notarized).
- 10. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector's Office).
- 1. Fee. The application fee for a Site and Development Plan Application is \$200.00. No application shall be accepted or processed until the required application fee has been paid.

City of Lake City – Growth Management Department 205 North Marion Ave, Lake City, FL 32055 ♦ (386) 719-5750

NOTICE TO APPLICANT

All eleven (11) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Planning & Zoning Board.

A total of ten (10) copies of proposed site plan application and all support materials must be submitted along with a PDF copy on a CD. See City of Lake City submittal guidelines for additional submittal requirements.

THE APPLICANT ACKNOWLEDGES THAT THE APPLICANT OR AGENT MUST BE PRESENT AT THE PUBLIC HEARING BEFORETHE PLANNING AND ZONING BOARD, AS ADOPTED IN THE BOARD RULES AND PROCEDURES, OTHERWISE THE REQUEST MAY BE CONTINUED TO A FUTURE HEARING DATE.

I hereby certify that all of the above statements and statements contained in any documents or plans submitted herewith are true and accurate to the best of my knowledge and belief.

Applicant/Agent Name (Type or Print)

Applicant/Agent Signature

Applicant/Agent Name (Type or Print)

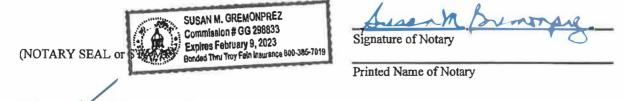
Applicant/Agent Signature

STATE OF FLORIDA COUNTY OF Orange

Date

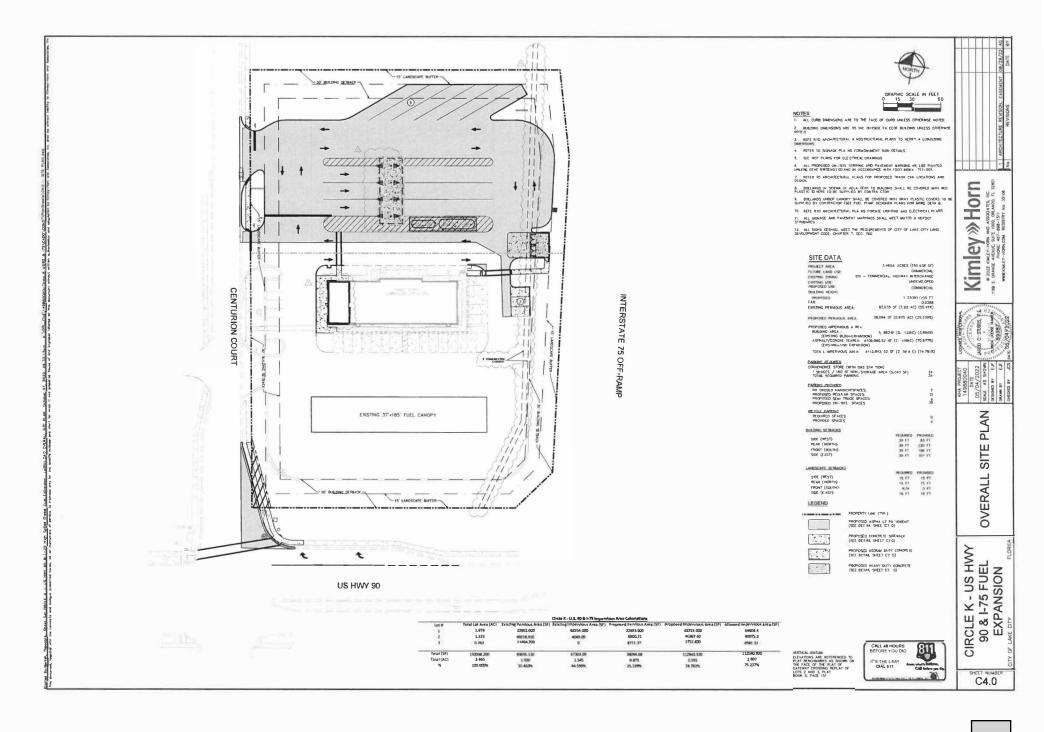
Date

The foregoing instrument was acknowledged before me this day of Jung 20 22; by (name of person acknowledging).

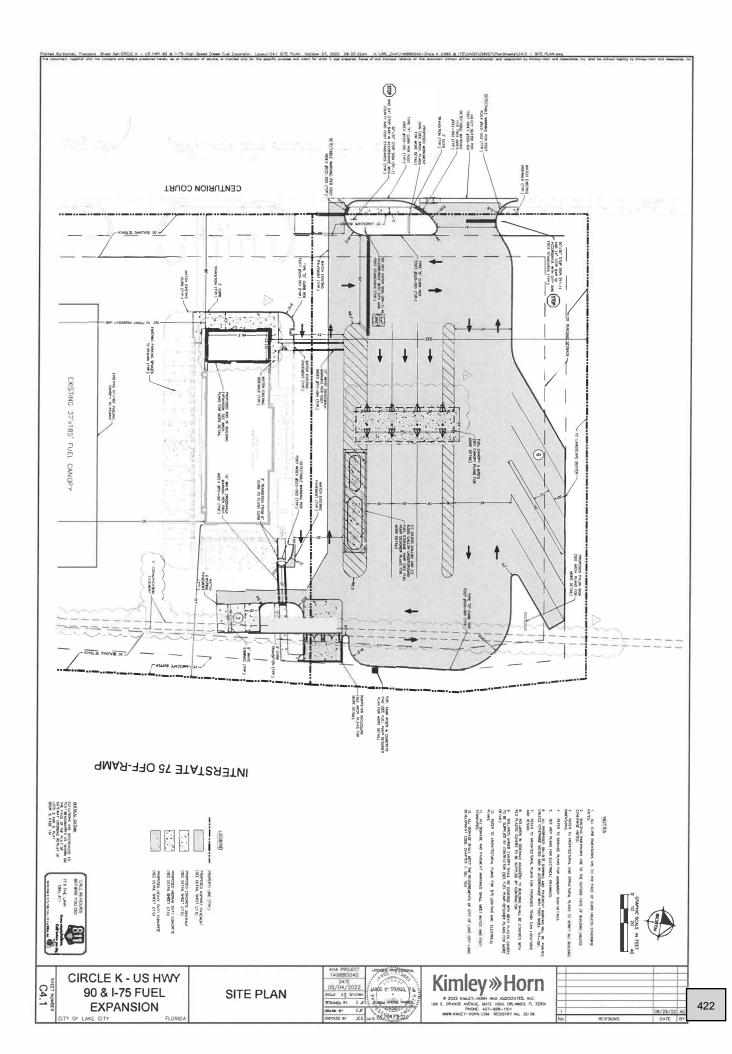


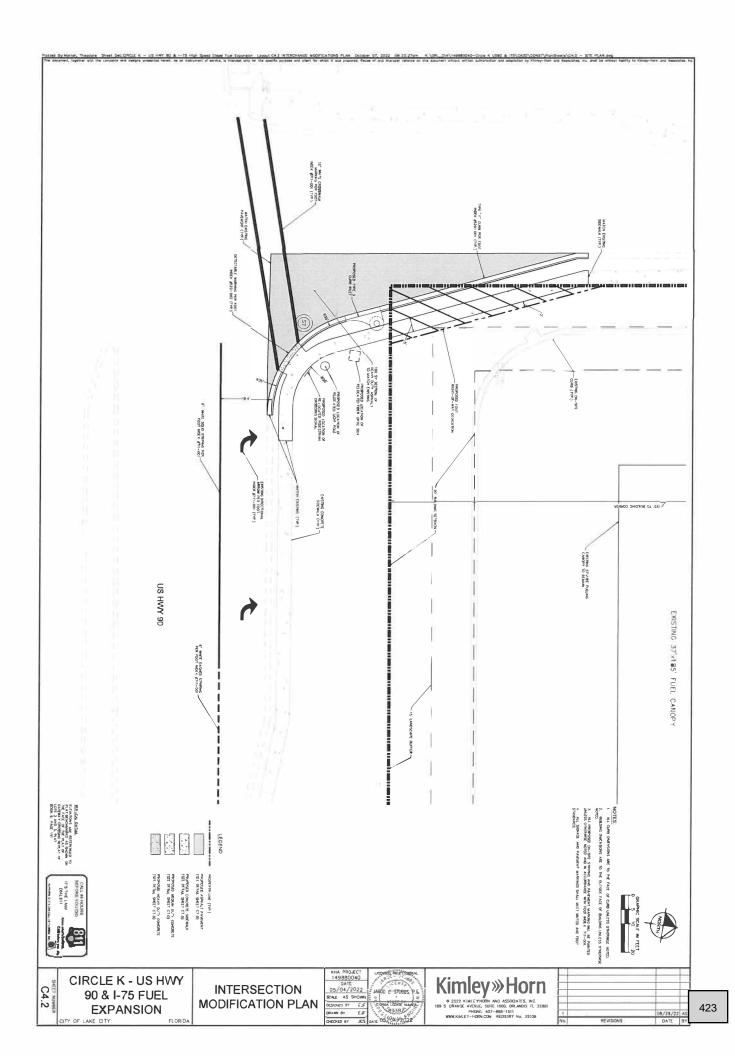
Personally Known _____ OR Produced Identification _ Type of Identification Produced

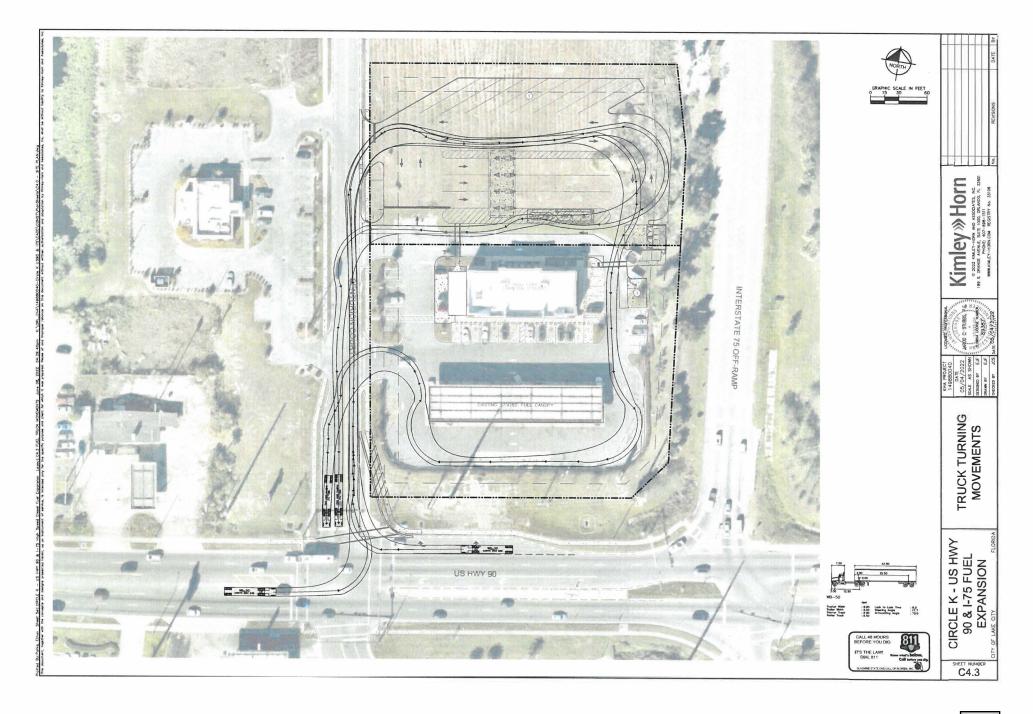
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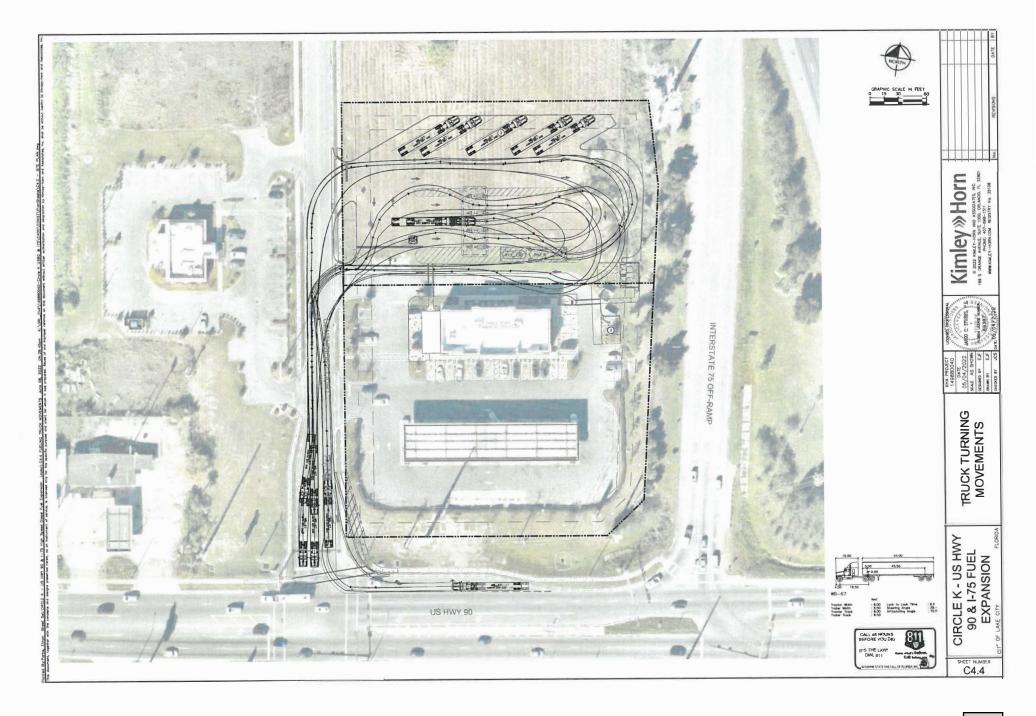


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| CTRA DB/XF CODE D260 D166 D253 D164 S9 ND D USE CODE | FEATU Desc PAVEN CONC, LIGHT CONC FENCE | PTIO | N BLC A O O O D D D D O D D O O O O O O O O O O | CAP 0 0 0 0 0 | 0 0 0 0 | 0 3 0 3 0 0 0 0 | UNITS 36,400.00 11,300.00 10.00 308.00 74.00 | UT 1.60 UT 2.25 UT 1,500 UT 11.00 UT 15.50 | 0.00 0 TOT LNDUTS | 1.6 2.2 1,500.0 11.0 15.5 | 0 100 5 100 0 100 0 100 0 100 0 100 | 0 2017 0 2017 0 2017 0 2017 0 2017 0 2017 | 20 20 20 20 20 20 20 | 17 3 17 3 17 3 17 3 17 3 | 3 100 3 100 3 100 3 100 3 100 3 100 | 58,240 25,425 15,000 3,388 1,147 103,200 ADJ UNIT PRICE | LAND VALUE | E184 N40\$ W35 | W45 S3 W33 S45 N50\$ N45\$. JSTMENTS | Ell4 PT | R=S50 E3 | 5 CAN= W184 S4 |

EXHIBIT B



GROWTH MANAGEMENT 205 North Marion Ave Lake City, FL 32055 Telephone: (386) 719-5750 E-mail: growthmanagement@lcfla.com

| FOR PLANNING USE ONLY | |
|--------------------------|--|
| Application # | |
| Application Fee \$200.00 | |
| ReceiptNo | |
| Filing Date | |
| Completeness Date | |
| - | |

SPECIAL EXCEPTION

A. PROJECT INFORMATION

- 1. Project Name:_____
- 2. Address of Subject Property:
- 3. Parcel ID Number(s):_____
- 4. Future Land Use Map Designation:
- 5. Zoning Designation:
- 6. Acreage:_____
- 7. Existing Use of Property:_____
- 8. Proposed use of Property:_____

B. APPLICANT INFORMATION

| 1. | Applicant Status | \Box Owner (title holder) | Agent | |
|----|---------------------------|--------------------------------|--------------------|---------------------------|
| 2. | Name of Applicant(s):_ | | | |
| | Company name (if app | licable): | | |
| | Mailing Address: | | | |
| | City: | State: | | Zip: |
| | Telephone () | Fax:() | Email: | |
| | PLEASE NOTE: Flor | ida has a very broad public re | ecords law. Most v | written communications to |
| | or from governmen | nt officials regarding govern | ment business is | subject to public records |
| | requests. Your e-ma | il address and communication | ons may be subjec | t to public disclosure. |
| 3. | If the applicant is agent | t for the property owner*. | | |
| | Property Owner Name | (title holder): | | |
| | Mailing Address: | | | |
| | | State: | | |
| | Telephone:() | Fax:() | Email: | |
| | PLEASE NOTE: Flori | da has a very broad public re | ecords law. Most v | written communications to |
| | or from governmer | nt officials regarding govern | ment business is | subject to public records |
| | requests. Your e-ma | il address and communication | ons may be subjec | t to public disclosure. |

| Must provide an executed Property Owner Affidavit Form authorizing the agent to act o | n |
|---|---|
| behalf of the property owner. | |

C. ADDITIONAL INFORMATION

 Is there any additional contract for the sale of, or options to purchase, the subject property? If yes, list the names of all parties involved:
 If yes, is the contract/option contingent or absolute:

| | j j j j j j j |
|----|---|
| 2. | Has a previous application been made on all or part of the subject property? \Box Yes \Box No _ |
| | Future Land Use Map Amendment: □Yes |
| | Future Land Use Map Amendment Application No. |
| | Rezoning Amendment: |
| | Rezoning Amendment Application No |
| | Site Specific Amendment to the Official Zoning Atlas (Rezoning): _YesNo |
| | Site Specific Amendment to the Official Zoning Atlas (Rezoning) Application No |
| | Variance: 🗆 Yes 🗆 No |
| | Variance Application No. |
| | Special Exception: |
| | Special Exception Application No |
| | |

D. ATTACHMENT/SUBMITTAL REQUIREMENTS

- 1. Analysis of Section 11.3 of the Land Development Regulations ("LDRs"):
 - a. Whether the proposed use would be in conformance with the city's comprehensive plan and would have an adverse effect on the comprehensive plan.
 - b. Whether the proposed use is compatible with the established land use pattern.
 - c. Whether the proposed use would materially alter the population density pattern and thereby increase or overtax the load on public facilities such as schools, utilities, and streets.
 - d. Whether changed or changing conditions find the proposed use to be advantageous to the community and the neighborhood.
 - e. Whether the proposed use will adversely influence living conditions in the neighborhood.
 - f. Whether the proposed use will create or excessively increase traffic congestion or otherwise affect public safety.
 - g. Whether the proposed use will create a drainage problem.
 - h. Whether the proposed use will seriously reduce light and air to adjacent areas.
 - i. Whether the proposed use will adversely affect property values in the adjacent area.
 - j. Whether the proposed use will be a deterrent to the improvement or development of adjacent property in accord with existing regulations.
 - k. Whether the proposed use is out of scale with the needs of the neighborhood or the community

- 2. Vicinity Map Indicating general location of the site, abutting streets, existing utilities, complete legal description of the property in question, and adjacent land use.
- 3. Site Plan Including, but not limited to the following:
 - a. Name, location, owner, and designer of the proposed development.
 - b. Present zoning for subject site.
 - c. Location of the site in relation to surrounding properties, including the means of ingress and egress to such properties and any screening or buffers on such properties.
 - d. Date, north arrow, and graphic scale not less than one inch equal to 50 feet.
 - e. Area and dimensions of site (Survey).
 - f. Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
 - g. Access to utilities and points of utility hook-up.
 - h. Location and dimensions of all existing and proposed parking areas and loading areas.
 - i. Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas).
 - j. Location and size of any lakes, ponds, canals, or other waters and waterways.
 - k. Structures and major features fully dimensioned including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and percent of property covered by structures.
 - l. Location of trash receptacles.
- 4. Stormwater Management Plan—Including the following:
 - a. Existing contours at one foot intervals based on U.S. Coast and Geodetic Datum.
 - b. Proposed finished elevation of each building site and first floor level.
 - c. Existing and proposed stormwater management facilities with size and grades.
 - d. Proposed orderly disposal of surface water runoff.
 - e. Centerline elevations along adjacent streets.
 - f. Water management district surface water management permit.
- 5. Fire Department Access and Water Supply Plan: The Fire Department Access and Water Supply Plan must demonstrate compliance with Chapter 18 of the Florida Fire Prevention Code, be located on a separate signed and sealed plan sheet, and must be prepared by a professional fire engineer licensed in the State of Florida. The Fire Department Access and Water Supply Plan must contain fire flow calculations in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office ("ISO") and/or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater.
- 6. Concurrency Impact Analysis: Concurrency Impact Analysis of impacts to public facilities. For commercial and industrial developments, an analysis of the impacts to Transportation, Potable Water, Sanitary Sewer, and Solid Waste impacts are required.

- 7. Comprehensive Plan Consistency Analysis: An analysis of the application's consistency with the Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies of the Comprehensive Plan and detail how the application complies with said Goals, Objectives, and Policies).
- 8. Legal Description with Tax Parcel Number (In Microsoft Word Format).
- 9. Proof of Ownership (i.e. deed).
- 10. Agent Authorization Form (signed and notarized).
- 11. Proof of Payment of Taxes (can be obtained online via the Columbia County Tax Collector's Office).
- 12. Fee. The application fee for a Special Exception Application is \$200.00. No application shall be accepted or processed until the required application fee has been paid.

NOTICE TO APPLICANT

All twelve (12) attachments are required for a complete application. Once an application is submitted and paid for, a completeness review will be done to ensure all the requirements for a complete application have been met. If there are any deficiencies, the applicant will be notified in writing. If an application is deemed to be incomplete, it may cause a delay in the scheduling of the application before the Board of Adjustment.

A total of ten (10) copies of proposed Special Exception Application and support material, and a PDF copy on a CD, are required at the time of submittal. See Columbia County submittal requirements for more detail.

Before any Special Exception shall be granted, the Board of Adjustment shall make a specific finding that it is empowered under Article 3 of the Land Development Regulations to grant the Special Exception described in the petition, and that the granting of the Special Exception will not adversely affect the public interest. Before any Special Exception shall be granted, the Board of Adjustment shall further make a determination that the specific rules governing the individual Special Exception, if any, have been met by the petitioner and that, further, satisfactory provision and arrangement has been made.

In granting any Special Exception to the provisions of Article 4 of the Land Development Regulations, the Board of Adjustment may prescribe appropriate conditions and safeguards in conformity with such regulations, including but not limited to, reasonable time limits within which the action for which the Special Exception requested shall be begun or completed, or both. Violation of such conditions and safeguards, when made a part of the terms under which the Special Exception is granted, shall be deemed a violation of the Land Development Regulations. The Board of Adjustment requires that the applicant or representative be present at the public hearing to address and answer any questions the Board may have during the public hearing. The application may be continued to future dates if the applicant or representative is not present at the hearing.

The City of Lake City Land Development Regulations require that a sign must be posted on the property ten (10) days prior to the Board to Adjustment hearing date. Once a sign has been posted, it is the property owner's responsibility to notify the Planning and Zoning Department if the sign has been moved, removed from the property, torn down, defaced or otherwise disturbed so the property can be reposted. If the property is not properly posted until all public hearings before the Board of Adjustment are completed, the Board reserves the right to continue such public hearing until such time as the property can be property posted for the required period of time.

There is a thirty (30) day appeal period after the date of the decision. No additional permitting will be issued until that thirty (30) day period has expired.

I (we) hereby certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true and correct to the best of my (our) knowledge and belief.

APPLICANT ACKNOWELDGES THAT THE APPLICANT OR REPRESENTATIVE MUST BE PESENT AT THE PUBLIC HEARING BEFORE THE BOARD OF ADJUSTMENT, OTHERWISE THE REQUEST MAYBE CONTINUED TO A FUTURE HEARING DATE.

Applicant/Agent Name (Type or Print)

| Applicant/Agent Signature | Date |
|--|---|
| | |
| STATE OF FLORIDA COUNTY OF | |
| The foregoing instrument was acknowledged before me this | _day of, 20, by (name of person acknowledging). |
| (NOTARY SEAL or STAMP) | Signature of Notary Printed Name of Notary |
| Personally Known OR Produced Identification Type of Identification Produced | |
| | |

Lake City – Growth Management Department 205 North Marion, Lake City, FL 32055 ◆ (386) 719-5750

EXHIBIT C

Adult Care Center. An adult care center is a private home, institution, building, residence, or other place, whether operated for profit or not, including those places operated by units of government, which undertakes through its ownership or management to provide day personal care for three (3) or more adult persons not related by lineal consanguinity or marriage to the operator, who by reason of illness, physical infirmity, or advanced age are unable to care for themselves during the daylight hours. Nursing homes or residential homes for the aged are not adult care centers.

Adult Care Center, Overnight. An overnight adult care center is an establishment as defined above as an adult care center where adults are cared for not only during the day but overnight and such stay does not exceed twenty-four (24) hours at any one time. An overnight adult care center provides full overnight sleeping facilities for such adults. Nursing homes or residential homes for the aged are not overnight adult care centers.

Adverse Effect. Adverse effect means increases in flood elevations on adjacent properties attributed to physical changes in the characteristics of the Official 100-Year Flood Area due to development.

Alley or Service Drive. An alley or service drive is a public or private right-of-way which affords only a secondary means of access to property abutting thereon.

Alter or Alteration of a Stormwater Management System. Alter or alteration of a stormwater management system is work done other than that necessary to maintain the system's original design and function.

Alteration. Alter or alteration shall mean any change in size, shape, occupancy, character, or use of a building or structure.

Aquifer or Aquifer System. Means a geologic formation, group of formations, or part of a formation that contains sufficient saturated permeable material to yield significant quantities of water to wells and springs.

Area of Shallow Flooding. Area of shallow flooding means a designated AO or VO Zone on the incorporated City's Flood Insurance Rate Map (FIRM) with base flood depths from one (1) to three (3) feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate and where velocity flow may be evident.

Area of Special Flood Hazard. Area of special flood hazard is the land so designated on the City's Flood Hazard Boundary Map or the Flood Rate Insurance Map.

Arterial Streets. Arterial streets are streets (roads) which conduct large volumes of traffic over long distances and are functionally classified as such on the Future Traffic Circulation Map of the City's Comprehensive Plan.

Automobile Wrecking or Automobile Wrecking Yard. The term automobile wrecking or automobile wrecking yard refers to the dismantling or disassembling of used motor vehicles or trailers, or the storage, sale, or dumping of dismantled, partially dismantled, obsolete, or wrecked vehicles or their parts.

Automotive Service Station. An automotive service station is an establishment whose principal business is the dispensing at retail of motor fuel and oil primarily for automobiles; and where grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. In addition, an automotive service station may provide accessory facilities for car washing and polishing (but not commercial car wash facilities) and may render minor repair services. However, major mechanical and body work, straightening of frames or body parts, steam cleaning, painting, tire recapping or regrooving, storage of automobiles not in operating condition, or other work involving undue noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in such stations are prohibited. An automotive service station is not a repair garage, a body shop, truck stop, or a car wash or a combination thereof.

For the purposes of these land development regulations, where motor fuel pumps are erected for the purpose of dispensing motor fuel at retail primarily for automobiles, such motor fuel pumps shall be considered to constitute an automotive service station, even where additional services which are customarily associated with an automotive service station are not provided. Where such motor fuel pumps are erected in conjunction with a use which is not an automotive service station, each use shall be considered as a separate principal use and as such, each must meet all applicable requirements of these land development regulations (see Article 4 for special design standards for automotive service stations).

Bar, Cocktail Lounge, or Tavern. A bar, cocktail lounge, or tavern is any establishment which is devoted primarily to the retailing and on premises drinking of malt, vinous, or other alcoholic beverages, and which is licensed by the State of Florida to dispense or sell alcoholic beverages.

Base Flood. Base flood means the flood having a one (1) percent chance of being equaled or exceeded in any given year.

Basement. A basement means that portion of a building between floor and ceiling, which is partly below and partly above grade, but so located that the vertical distance from the grade to the floor below is less than the vertical distance from the grade to the ceiling provided, however, that the distance from the grade to the ceiling shall be at least four (4) feet six (6) inches. (see Cellar).

Bed and Breakfast Inn. Bed and breakfast inn means an owner occupied structure converted to function as a conventional single family residence providing a limited number of guest rooms available on a daily rental basis. Kitchen facilities are not available in individual rooms.

Bicycle and Pedestrian Ways. Bicycle and pedestrian ways means any road, path or way which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.

Block. The term block includes tier or group and means a group of lots existing with well-defined and fixed boundaries, usually being an area surrounded by streets or other physical barriers and having an assigned number, letter, or other name through which it may be identified.

Board of Adjustment. The term Board of Adjustment shall mean the Board of Adjustment of the City, as herein provided for within these land development regulations.

Breakaway Wall. A breakaway wall is a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system.

Buildable Area. The buildable area is that portion of a lot remaining after the required yards have been provided. Buildings may be placed in any part of the buildable area, but limitations on the percent of lot which may be covered by buildings may require open space within the buildable area.

Building. A building is any structure, either temporary or permanent, having a roof impervious to weather, and used or built for the enclosure or shelter of persons, animals, vehicles, goods, merchandise, equipment, materials, or property of any kind. This definition shall include tents, dining cars, trailers, mobile homes, sheds, garages, carports, animal kennels, storerooms, or vehicles serving in any way the function of a building as described herein. This definition of a building does not include screened enclosures not having a roof impervious to weather.

Building Front Yard Setback Line. The building front yard setback line is the rear edge of any required front yard as specified within these land development regulations. (See Article 4)

Building, Height of. Height of building is the vertical distance measured from the established grade at the corner of a front of a building to the highest point of the roof surface of a flat roof, to the deck line of a mansard or Bermuda roof, to the mean height level between eaves and ridge of gable, hip, cone, gambrel and shed roofs, and to a height three-fourths (3/4) the distance from the ground to the apex of A-frame and dome roofs, as depicted in the diagram below. (See Article 4, Exclusions from Height Limitations).

Surety Device. A surety device is an agreement by a subdivider with the City Council for the amount of the estimated construction cost guaranteeing the completion of physical improvements according to plans and specifications within the time prescribed by the agreement.

Surface Water. Surface water means water above the surface of the ground whether or not flowing through definite channels, including the following:

- 1. Any natural or artificial pond, lake, reservoir, or other area which ordinarily or intermittently contains water and which has a discernible shoreline; or
- 2. Any natural or artificial stream, river, creek, channel, ditch, canal, conduit culvert, drain, waterway, gully, ravine, street, roadway, swale or wash in which water flows in a definite direction, either continuously or intermittently and which has a definite channel, bed or banks; or
- 3. Any wetland.

Surficial Aquifer System. Surficial aquifer system means the permeable hydrogeologic unit contiguous with land surface that is comprised principally of unconsolidated to poorly indurated clastic deposits. It also includes well-indurated carbonate rocks, other than those of the Floridan Aquifer System where the Floridan is at or near land surface. Rocks making up the surficial aquifer system belong to all or part of the upper Miocene to Holocene Series. It contains the water table and water within it is under mainly unconfined; but, beds of low permeability may cause semi-confined or locally confined conditions to prevail in its deeper parts. The lower limit of the surficial aquifer system coincides with the top of laterally extensive and vertically persistent beds of much lower permeability. Within the surficial aquifer system, one (1) or more aquifers may be designated based on lateral or vertical variations on water bearing properties.

Surveyor, Land. The term land surveyor shall mean a land surveyor registered under Chapter 472, Florida Statutes, as amended, who is in good standing with the Florida State Board of Engineer Examiners and Land Surveyors.

To Plat. The phrase to plat means to divide or subdivide land into lots, blocks, parcels, tracts, sites, or other divisions, however the same may be designated, and the recording of the plat in the office of the County Clerk in the manner provided for in these land development regulations.

Travel Trailer. A travel trailer is a vehicular, portable structure built on a chassis, designed to be a temporary dwelling for travel, recreational, and vacation purposes, which is:

- 1. Identified on the unit by the manufacturer as a travel trailer;
- 2. Not more than eight (8) feet in body width; and
- 3. Of any weight provided its body length does not exceed thirty-five (35) feet.

Truck Stop. A truck stop is an establishment where the principal use is primarily the refueling and servicing of trucks and tractor trailer rigs. Such establishments may have restaurants or snack bars and sleeping accommodations for the drivers of such over-the-road equipment and may provide facilities for the repair and maintenance of such equipment.

Unsafe Building. An unsafe building is a building or structure that has any of the following conditions, such that the life, health, property, or safety of the general public is endangered:

- 1. Whenever the stress in any material, member or portion thereof, due to all imposed loads including dead load exceeds the working stresses allowed in the City Building Code for new buildings.
- 2. Whenever a building, structure or portion thereof has been damaged by fire, flood, earthquake, wind or other cause to the extent that the structural integrity of the buildings or structures is less than it was prior to the damage and is less than the minimum requirement established by the City Building Code for new buildings.

SECTION 4.15 "CHI" COMMERCIAL, HIGHWAY INTERCHANGE

4.15.1 DISTRICTS AND INTENT

The "CHI" Commercial, Highway Interchange category includes one zone district: CHI. This specialized district is intended for areas where adequate lot depth is available to provide development for vehicular related uses primarily serving the traveling public. Uses in such district are subject to criteria and standards intended to preserve the character of the district and to minimize adverse impacts with abutting and nearby uses. This district shall only be applied to interstate highway interchange areas.

4.15.2 PERMITTED PRINCIPAL USES AND STRUCTURES

- 1. Automotive service and self-service stations (see Section 4.2 for special design standards for automotive service and self-service stations).
- 2. Rental of automotive vehicles, trailers and trucks.
- 3. Restaurants.
- 4. Hotels and Motels.
- 5. Retail commercial outlets for sale of fruit, gifts, novelties and similar uses catering to tourists.
- 6. Light manufacturing, assembling, processing, packaging or fabricating in a completely enclosed building.
- 7. Facilities for storage and distribution of products including wholesale activity.
- 8. Retail factory outlets for sale of goods.

Unless otherwise specified, the above uses are subject to the following limitations: (1) products to be sold only at retail; and (2) for all developments, site and development plan approval is required (see Article 13).

4.15.3 PERMITTED ACCESSORY USES AND STRUCTURES

- 1. On the same premises and in connection with permitted principal uses and structures, dwelling units only for occupancy by owners or employees of the principal use.
- 2. Uses and structures which:
 - a. Are customarily accessory and clearly incidental and subordinate to permitted uses and structures.
 - b. Are located on the same lot as the permitted use or structure, or on a contiguous lot in the same ownership.
 - c. Do not involve operations or structures not in keeping with the character of the district.
- 3. On-site signs (see Section 4.2).

4.15.4 PROHIBITED USES AND STRUCTURES

1. Dwelling units, except as provided under accessory uses.

435

2. Any other uses or structures not specifically, provisionally or by reasonable implication permitted herein. Any use which is potentially dangerous, noxious or offensive to neighboring uses in the district or to those who pass on public ways by reason of smoke, odor, noise, glare, fumes, gas, vibration, threat of fire or explosion, emission of particulate matter, interference with radio or television reception, radiation or likely for other reasons to be incompatible with the character of the district.

4.15.5 SPECIAL EXCEPTIONS

(See also Articles 12 and 13)

- 1. Truck stops.
- 2. Travel trailer parks or campgrounds (see Section 20.24).
- 3. Commercial tourist attractions.
- 4. Package store for sale of alcoholic beverages; bar tavern, or cocktail lounge.
- 5. Retail commercial outlets for sale of new and used automobiles, motorcycles, trucks and tractors, manufactured homes, boats, heavy machinery and equipment, lumber and building supplies, and monuments.
- 6. Public buildings and facilities.
- 7. Bed and breakfast Inns (see Section 4.2).
- 8. Off-site signs (see Section 4.2).

4.15.6 MINIMUM LOT REQUIREMENTS (area, width)

1. All permitted uses (unless otherwise specified):

Minimum site area 1 acre

Minimum lot width 200 feet

- 4.15.7 MINIMUM YARD REQUIREMENTS (depth of front and rear yard, width of side yards)
 - 1. All permitted uses (unless otherwise specified):
 - Front 30 feet
 - Side 30 feet
 - Rear 30 feet

Special Provisions:

No less than 15 feet of the depth of the required front yard shall be maintained as a landscaped area. The depth of this landscaped area shall be measured at right angles to property lines and shall be established along the entire length and contiguous to the designated property line or lines. This landscaped area may be penetrated at right angles by driveways. The remainder of the required yard may be used for offstreet parking, but not for buildings.

The location of any structure (except permitted docks, walkways and piers) shall be setback a minimum of thirty-five (35) feet from wetlands.

The location of any structure (except permitted docks, walkways and piers) shall be setback a minimum of thirty-five (35) feet from perennial streams and creeks.

4.15.8 MAXIMUM HEIGHT OF STRUCTURES

- 1. Structure height for buildings shall be regulated in accordance with Chapter 5 of the Florida Building Code and minimum yard requirements established in these land development regulations;
- 2. Height requirements for signs shall be as established in Section 4.2.20.4(8); and
- 3. Heights for structures other than buildings and signs shall be regulated in accordance with standards established by the Federal Aviation Administration codes and any regulations and guidelines as may be established by the City and/or Airport Committee or Authority.

4.15.9 MAXIMUM LOT COVERAGE BY ALL BUILDINGS

35%

- Note: In addition to meeting the required lot, yard, building height, lot coverage, landscaped buffering, and offstreet parking requirements of this section, no structure shall exceed a 1.0 floor area ratio.
- 4.15.10 MINIMUM LANDSCAPED BUFFERING REQUIREMENTS (See also Section 4.18)
 - 1. All permitted uses (unless otherwise specified):

Where a use listed under (1) above is erected or expanded on land abutting either (a) residential district or (b) property used for residential purposes in a residential/office district, then the proposed use shall provide a landscaped buffer which shall be not less than twenty (20) feet in width along the affected rear and/or side yards as the case may be.

4.15.13 MINIMUM OFFSTREET PARKING REQUIREMENTS (See also Section 4.2)

- 1. Commercial (and service establishments (unless otherwise specified): one (1) space for each one hundred fifty (150) square feet of non-storage floor area, plus, where applicable, one (1) space for each one thousand (1,000) square feet of lot or ground area outside buildings used for any type of sales, display, or activity.
- 2. Restaurants, cocktail lounges, bars, and taverns: one (1) space for each three (3) seats in public rooms.
- 3. Hotels and motels: one (1) space for each sleeping room, plus two (2) spaces for the owner or manager, plus required number of spaces for each accessory use such or restaurant, bar, etc. as specified.
- 4. Warehousing and storage only: one (1) space for each one thousand five hundred (1,500) square feet of floor area.
- 5. Public buildings and facilities.
- 6. Bed and breakfast inn; in addition to parking required for the residence, one (1) parking space shall be provided for each guest room. The Board of Adjustment may vary the parking requirement for those properties listed on the City's historic landmark or site list based upon site constraints including, but not limited to, small yards, inadequate space for parking, and the availability of on-street parking.
- 7. For other special exceptions as specified herein: to be determined by findings in the particular case.

Note: Offstreet loading required (see Section 4.2)

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4.2.6 AUTOMOTIVE SERVICE AND SELF-SERVICE STATIONS

The following regulations shall apply to the location, design, construction, operation, and maintenance of automotive service and self-service stations (with the exception that for automobile self-service stations where self-service gasoline pumps in conjunction with retail and commercial outlets for sale of food, hardware and drugs, there shall be no outside sales of oil, grease, parts or accessories for automobiles and no service except for self-service water, air or carwash).

- 4.2.6.1 Lot dimensions and area. An automotive service station lot shall be of adequate width and depth to meet all setback requirements, but in no case shall a corner lot have less than one hundred fifty (150) feet of frontage on each street side, and an interior lot shall have a minimum width of at least one hundred fifty (150) feet. A corner lot shall have a minimum area of not less than twenty thousand (20,000) square feet and an interior lot a minimum area of not less than fifteen thousand (15,000) square feet.
- 4.2.6.2 Lighting. All lights and lighting for an automotive service station shall be so designed and arranged that no source of light shall be visible from any residential district.
- 4.2.6.3 Location of pumps and structures. No main or accessory building, no sign of any type, and no gasoline pump shall be located within twenty-five (25) feet of the lot line of any property that is zoned for residential purposes. No gasoline pump shall be located within fifteen (15) feet of any street right-of-way line; where a greater street setback line has been established, no gasoline pump shall be located within fifteen (15) feet of such setback line.
- 4.2.6.4 Curb breaks. A curb break is a driveway or any other point of access or opening for vehicles onto a public street. The number of curb breaks for each automotive service station shall not exceed two (2) for each one hundred fifty (150) feet of street frontage, each break having a width of no more than thirty (30) feet exclusive of transitions and located not closer than fifteen (15) feet of right-of-way lines of any intersection. Curb breaks shall not be closer than fifteen (15) feet to any other property line. There shall be a minimum distance of twenty (20) feet between curb breaks.
- 4.2.6.5 Trash storage. Adequate, enclosed trash storage facilities shall be provided on the site.

4.2.7 ERECTION OF MORE THAN ONE PRINCIPAL STRUCTURE ON A PLATTED LOT

Whenever any land is subdivided, a building permit for the construction of a building or other principal structure (excluding commercial buildings under common ownership or unified control) shall not be issued for any such structure on less than a lot as platted within such subdivided land.

4.2.8 EXCLUSIONS FROM HEIGHT LIMITATIONS

The height limitations contained in the Schedule of District Regulations do not apply to spires, belfries, cupolas, antennae, water tanks, ventilators, chimneys, elevator shaft enclosures, airport control towers, observation towers, or other appurtenances usually required to be placed above the roof level and, excepting airport control towers and observation towers, not intended for human occupancy; however, the heights of these structures or appurtenances thereto shall not exceed any height limitations prescribed by the Federal Aviation Agency or airport zoning regulations within the flight-approach zone of airports.

EXHIBIT D



November 8, 2022

Paul Dyal City Hall 205 N. Marion Ave. Lake City, FL 32055

Dear Mr. Dyal,

It has recently come to the Tourist Development Council's attention that the Circle K located at the I-75 and Hwy 90 West interchange plans to expand their fueling station to service 18-wheeler cargo trucks. This is incredibly concerning to the Tourist Development Council, and we respectfully request a meeting to discuss these concerns.

A part of Tourist Development's mission is to strengthen the economy and quality-of-life for residents through visitor spending in our community. We are concerned how this new semitrailer truck fueling station will negatively impact the quality of life for residents and visitors alike. The traffic at this intersection is already problematic and this project will only exacerbate the issue and alter the landscape of this exit for years to come.

The Tourist Development Council hopes we can meet to discuss these quality-of-life concerns to gain a better understanding of the project and if necessary, to find a solution for our community.

We look forward to hearing from you and thank you for your time.

Sincerely,

joch D 7 0

Rocky Ford, Chairman, Columbia County Tourist Development Council

City of Lake City Council Cc: Columbia County Tourist Development Council Columbia County Board of County Commissioners David Kraus, County Manager Kevin Kirby, Assistant County Manager.

EXHIBIT E

Humphries, Marty

| From: | Register, Troy |
|----------|--|
| Sent: | Monday, October 30, 2023 5:10 PM |
| То: | rebecca.thigpen@circlek.com; witts@lcfla.com; tjk@rkkattorneys.com |
| Cc: | Dycus, Douglas; Humphries, Marty; Nieto, Carlos A |
| Subject: | Commercial Access and Signal Connection at NW Centurion Court |

Steven Witt, Mayor City of Lake City

Todd Kennon, City Attorney City of Lake City

Rebecca Thigpen Central Construction Manager Circle K Stores

To All,

In accordance with section 14-96, Florida Administrative Code (FAC), you are notified the Department intends to revoke Commercial Access and Signal Connection Permit No. 2015-A-292-0026 (NW Centurion Court) issued on April 18, 2016 to Gateway Crossing development and under subsequent jurisdiction of the City of Lake City; not renew Safety Upgrade Permit No. 2022-A-292-00008 (NW Centurion Court) issued on May 18, 2022 to Circle K that expires on November 20, 2023; and close the connection to the Gateway Crossing property per section 14-96.011(2), FAC.

The City did not contact the Department to determine if a new permit application and modification of existing connection is required. The City also failed to contact the Department to determine the need for connection modifications or to submit a new application for such modifications prior to initiation of property improvements, land use changes, or traffic flow alteration actions which constitute significant change. The planned construction at the site is significantly different from what was represented during the Department permitting process and there are significant safety concerns given the close proximity of the location to I-75 right of way.

If you have any questions or concerns, please contact me.

Sincerely,

Troy Register Permits Manager Lake City Operations (386) 961-7153

EXHIBIT F



Calvin, Giordano & Associates, Inc.

X C E P T I O N A L S O L U T I O N S[™]

MEMORANDUM

| TO: | Terrell K. Arline, Esquire Ansbacher Law |
|----------|--|
| FROM: | Luis N. Serna, AICP L. S. Calvin, Giordano & Associates, Inc. |
| SUBJECT: | Planning Analysis Regarding Objection to Site Plan Application for GWC Development Partners, LLC, SR22-15. |

DATE: December 18, 2023

I have reviewed the Objection to Site Plan Application regarding the above referenced permit for the construction of a tractor trailer fueling facility as an expansion of an existing Circle K gas station and convenience store. I also understand that a site plan for this project will be considered on January 10, and January 17, 2024 by the Planning and Zoning Board. Based on my review of the City's Land Development Regulations and other planning documents, it is my opinion that the permit for the facility does not accurately reflect the proposed use of the subject property, and therefore, the correct review and approval process was not followed for this permit.

The applicants are proposing in the permit and site plan the addition of three high flow diesel pump service bays and parking for up to six commercial tractor trailer rigs on a parcel that is adjacent to the existing Circle K. In my opinion, facilities for truck and tractor trailer fueling are clearly defined in the City's Land Development Regulations (LDRs) as a "truck stop" and are therefore, in accordance with Section 4.13.5, subject to the Special Exception review requirements of Article 12 of the LDRs. The fact that the tractor trailer fueling is located on a separate parcel than the existing Circle K further supports the conclusion that the proposed high speed diesel fueling facilities constitute a truck stop because, as a standalone parcel, the facility is only designed to accommodate tractor trailers as the primary use, rather than automobiles.

& Highway Design **Coastal Engineering Code Enforcement Construction Engineering &** Inspection (CEI) **Construction Services** Data Technologies & Development **Electrical Engineering** Engineering **Environmental Services** Facilities Management Geographic Information Systems (GIS) **Governmental Services** Indoor Air Quality Landscape Architecture Planning Project Management Redevelopment & Urban Design Surveying & Mapping **Traffic Engineering** Transportation Planning Water / Utilities Engineering Website Development

Building Code Services Civil Engineering / Roadway

Feather Sound Corporate Center 13535 Feather Sound Dr. Suite 135 Clearwater, FL 33762 727.394.3825 phone

www.cgasolutions.com



"Truck Stop" is defined in Section 2.1 of the LDRs as follows:

A truck stop is an establishment where the principal use is primarily the refueling and servicing of trucks and tractor trailer rigs. Such establishments may have restaurants or snack bars and sleeping accommodations for the drivers of such over-the-road equipment and may provide facilities for the repair and maintenance of such equipment.

In contrast, Section 2.1 of the LDRs define an "Automotive Service Station" as follows:

An automotive service station is an establishment whose principal business is the dispensing at retail of motor fuel and oil primarily for automobiles; and where grease, batteries, tires, and automobile accessories may be supplied and dispensed at retail. In addition, an automotive service station may provide accessory facilities for car washing and polishing (but not commercial car wash facilities) and may render minor repair services. However, major mechanical and body work, straightening of frames or body parts, steam cleaning, painting, tire recapping or regrooving, storage of automobiles not in operating condition, or other work involving undue noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in such stations are prohibited. An automotive service station is not a repair garage, a body shop, truck stop, or a car wash or a combination thereof. For the purposes of these land development regulations, where motor fuel pumps are erected for the purpose of dispensing motor fuel at retail primarily for automobiles, such motor fuel pumps shall be considered to constitute an automotive service station, even where additional services which are customarily associated with an automotive service station are not provided. Where such motor fuel pumps are erected in conjunction with a use which is not an automotive service station, each use shall be considered as a separate principal use and as such, each must meet all applicable requirements of these land development regulations (see Article 4 for special design standards for automotive service stations).

Note that while this definition includes several uses that are considered accessory to automotive service stations, tractor trailer fueling is not included as an accessory use. In fact, truck stop is specifically excluded from the definition of an automotive service station. By including a separate definition of a truck stop, it is clear that the intent of the LDRs is that tractor trailer fueling is a separate use from an automotive service station.



Additionally, based on my experience, tractor trailer fueling as a retail use is never considered as an accessory use to an automobile service station and is typically classified as a primary use of a truck stop.

Columbia County, in which Lake City is located, includes a definition of automotive service station that is very similar to Lake City's and which also specifically states that truck stops are not included within this definition. Like Lake City, Columbia County includes a separate definition of truck stop that is identical to the City's.

In addition to Columbia County, I also consulted *A Planners Dictionary*, published by the American Planning Association (Planners Advisory Service Report Number 5xx/5xx, 2004) which provides examples of zoning definitions from throughout the United States. This publication provides five definitions of *Automobile Service Station*. In none of these examples are high speed diesel pumps that are designed solely for tractor trailer fueling specifically identified as a permitted or accessory use.

Conclusion

Based on my review of this Application, my opinion is that the proposed expansion of the Circle K by the addition of tractor trailer fueling on the adjacent parcel was not properly defined as a truck stop. Therefore, the City failed to properly process the Application as a Special Exception as required by the LDRs.

According to Section 2.1 of the LDRs, a "Special Exception" is defined as follows:

A special exception is a use that would not be appropriate generally or without restriction throughout a zoning district but which, if controlled as to number, area, location, or relation to the neighborhood, would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity, or the general welfare. Such uses may be permissible in a zoning district as a special exception if specific provision for such a special exception is made in these land development regulations. (For the procedure in securing special exceptions, see Article 12).

Without processing this as a Special Exception, the review staff did not provide an opportunity for the Planning and Zoning Board, the Board of Adjustment, and the public to review the potential impacts of this use and to address potential controls of the use on the number, area, location, or relation to the neighborhood.

Given the types of uses in the Gateway Crossings Subdivision, which include restaurants and a hotel, and the high level of automobile traffic within Gateway Crossings from these uses, there are concerns that an increase in the amount of tractor trailer traffic near the entrance of this subdivision will cause significant



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adverse impacts to surrounding uses particularly from noise and traffic. Impacts to public roadways will extend beyond Gateway Crossings to also affect U.S. 90 and the offramp for Interstate 75. Without processing this application as a Special Exception, the City did not permit affected property owners and the public to adequately assess the full impacts of the proposed use and to address any potential mitigating conditions to address these impacts.

EXHIBIT G



G BUCKHOLZ TRAFFIC 3585 KORI ROAD JACKSONVILLE, FLORIDA 32257 (904) 886-2171 jwbuckholz@aol.com

February 28, 2023

Mr. Nick Patel, Chief Operating Officer Lake City Hotels, Inc. 3696 West US Highway 90 Lake City, Florida 32024

Re: Technical Evaluation of March 2022 Circle K Traffic Impact Analysis; Lake City, Florida

Dear Mr. Patel:

Per your request I have reviewed the subject traffic study completed by Kimley-Horn and Associates, Inc. for the expansion of the Circle K gas station with convenience store located in the northeast quadrant of the US 90/Centurion Court intersection. I offer the following comments which are generally in priority order of importance.

- 1. In Section 4.1 of the report background traffic (future non-site traffic from other developments and general area growth) was calculated using a 2.1% annual growth rate which was calculated using historical daily counts taken on US 90. This approach ignores the development that is currently underway along Centurion Court right behind the Circle K (see Attachment A) where a 1227 sf Sonic Restaurant with dual drive thru windows and a 3428 sf Rib Crib Restaurant with drive-thru window have been approved. Vacant land also exists along Centurion Court behind Circle K which will eventually be used for a 110 room hotel and a 50,000 sf cold storage warehouse. Tables 1 and 2 show that the two restaurants will almost immediately add 103 trips to Centurion Court during the critical weekday PM peak hour while the hotel and cold storage will eventually add another 46 PM peak hour trips (see Tables 3 and 4) for a total of 149 missing peak hour trips. All of the intersection analyses fail to account for these expected trips.
- 2. In the Kimley-Horn report the calculated trip generation for the expanded site is reduced by 69% for the weekday AM peak hour and by 60% for the weekday PM peak hour. The apparent conjecture is that this is a relatively unpopular gas station based on existing traffic counts. One might derive such reduction factors by comparing the expected peak hour trip generation of the existing site based on ITE formulas to the actual driveway counts. However, this was not done. The trip generation was instead mistakenly compared to all of the trips using Centurion Court which includes trips associated with the existing Tru By Hilton hotel and Dennyøs restaurant that are located on this road ó resulting in an over count. However, it also fails to take into account the trips between the site and the existing hotel and restaurant ó resulting in an under count. The net result is unclear. In any event, if the popularity of this Circle K increases to just an average level the volume of traffic that it generates during the peak hours can be expected to more than double which will adversely affect all of the intersection evaluations that were conducted.
- 3. The Kimley-Horn report applies their reduction for pass-by traffic to vehicles using US 90; they do not make the reasonable assumption that a large portion of the pass-by traffic will be drawn from I-75. This results in projected site traffic volumes at the US 90/Centurion Court intersection that are too low. Correcting this mistake will also adversely affect the intersection analyses.

- 4. The Kimley-Horn Synchro analysis contains some input errors. A.) The 110 foot storage length for the southbound approach is incorrectly assigned to the right turn movement instead of the left turn movement. This error masks the deleterious queue effect on this approach. B.) Incorrect truck percentages are used. For example, the percentage of trucks for the northbound left turn movement during the weekday PM peak hour is 5.3% (see page 11 of Appendix B of the KH report) whereas in Synchro it is coded as only 3% (see page 3 of Appendix D of the KH report).
- 5. New diesel pumps are being installed at Circle K and the radius on the northeast corner of the US 90/Centurion Court intersection is being increased to service large trucks. However, the percentage of trucks reflected in Kimley-Hornøs 2023 Build analysis is no different than the percentage in their 2021 existing analysis. One would expect it to increase for both the southbound left turn movement and the westbound right turn movement.
- 6. Table 5 in the Kimley-Horn report lists an expected 95th percentile queue length under expected 2023 Build conditions in the left turn lane on the Centurion Court approach to US 90 to be 6.8 vehicles (round to 7). At 25 feet of required storage per vehicle queued this produces a queue of 175 feet -which extends to the Dennyøs driveway and blocks access to the 110 foot long thru/right turn lane on Centurion Court. If we make the traffic volume corrections discussed in this letter we can expect this queue to be considerably longer.
- 7. Synchro is privately developed õblack boxö software which does not always faithfully reproduced the results obtained with the more generally accepted and publicly developed Highway Capacity Software (HCS). Running the PM peak hour intersection analysis using the latest HCS software (but still using the artificially low BUILD traffic volumes contained in the Kimley-Horn report) can produce dramatically different queue, delay, and level of service. For example, the HCS identifies level of service F conditions for the northbound left turn lane (not level of service E) with much higher delay and with a 95th percentile queue of 5.7 vehicles (not 3.1 vehicles). This queue exceeds the available storage length by a factor of almost three, blocking access to the adjacent thru/right turn lane.

It is my professional opinion that the Kimley-Horn traffic study is both incomplete and inaccurate and that the recommendations contained in the report do not ensure safe and efficient access to the proposed site. One can envision a series of improvements that would help traffic flow in the area, including the provision of side street left turn arrows for the traffic signal at the US 90/Centurion Court/Florida Gateway Drive intersection, extension of the existing thru/right turn lane on Centurion Court, extension of the existing left turn lane on Florida Gateway Drive, the addition of a third approach lane on centurion Court, and the lengthening of the westbound right turn lane on US 90.

Please contact me if you have any questions concerning this matter.

Sincerely,

Jeffrey W. Buckholz, PhD, P.E., PTOE President

This item has been digitally signed and sealed by Jeffrey W. Buckholz, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

TRIP GENERATION CALCULATIONS

HIGH TURNOVER SIT DOWN RESTAURANT

Land Use Code 932

T = Number of Vehicle Trip Ends

Size of Building = 3428 (X = 3.428)

| TIME PERIOD | TOTAL TRIP GENERATION <u>EQUATION</u> | TOTAL TRIP <u>ENDS</u> | PERCENT <u>ENTERING</u> | PERCENT <u>EXITING</u> | TOTAL TRIP ENDS <u>ENTERING</u> | TOTAL TRIP ENDS <u>EXITING</u> |
|-----------------|--|-------------------------------------|----------------------------|---------------------------|--|---|
| AVERAGE WEEKDAY | | | | | | |
| Daily | T = 107.2 (X) | 352 | 50% | 50% | 176 | 176 |
| AM Peak Hour | T = 9.57 (X) | 33 | 55% | 45% | 18 | 15 |
| PM Peak Hour | T = 9.05 (X) | 31 | 61% | 39% | 19 | 12 |

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

TRIP GENERATION CALCULATIONS

FAST-FOOD RESTAURANT WITH DRIVE-THRU WINDOW AND NO INDOOR SEATING

Land Use Code 935

T = Number of Vehicle Trip Ends

Size of Building = 1227 (X = 1.227)

| TIME PERIOD | TOTAL TRIP GENERATION <u>EQUATION</u> | TOTAL TRIP <u>ENDS</u> | PERCENT <u>ENTERING</u> | PERCENT <u>EXITING</u> | TOTAL TRIP ENDS <u>ENTERING</u> | TOTAL TRIP ENDS <u>EXITING</u> |
|-----------------|--|-------------------------------------|----------------------------|---------------------------|--|---|
| AVERAGE WEEKDAY | | | | | | |
| Daily | T = 467.48 (X) | 574 | 50% | 50% | 287 | 287 |
| AM Peak Hour | T = 43.00 (X) | 53 | 47% | 53% | 25 | 28 |
| PM Peak Hour | T = 59.50 (X) | 72 | 51% | 49% | 37 | 35 |

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

Estimated Using LUC 934

| NEW TRIPS | | NEW | | | NEW | NEW |
|-----------------|-------------------|---------------------|----------------------------|---------------------------|------------------------------|-----------------------------|
| TIME PERIOD | PERCENT NEW TRIPS | TRIP <u>ENDS</u> | PERCENT <u>ENTERING</u> | PERCENT <u>EXITING</u> | TRIP ENDS <u>ENTERING</u> | TRIP ENDS <u>EXITING</u> |
| AVERAGE WEEKDAY | | | | | | |
| Daily | 69 % | 396 | 50% | 50% | 198 | 198 |
| AM Peak Hour | 69 % | 37 | 51% | 49% | 19 | 18 |
| PM Peak Hour | 69% | 50 | 52% | 48% | 26 | 24 |

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021). Excel Tabl

TRIP GENERATION CALCULATIONS

BUSINESS HOTEL

Land Use Code 312

T = Number of Vehicle Trip Ends

X = Rooms = 110

| TIME PERIOD | TOTAL TRIP GENERATION <u>EQUATION</u> | TOTAL TRIP <u>ENDS</u> | PERCENT <u>ENTERING</u> | PERCENT <u>EXITING</u> | TOTAL TRIP ENDS <u>ENTERING</u> | TOTAL TRIP ENDS <u>EXITING</u> | |
|-----------------|--|-------------------------------------|----------------------------|---------------------------|--|---|--|
| AVERAGE WEEKDAY | | | | | | | |
| Daily | T = 2.90 (X) + 151.69 | 470 | 50% | 50% | 235 | 235 | |
| AM Peak Hour | T = 0.30 (X) + 6.94 | 40 | 39% | 61% | 16 | 24 | |
| PM Peak Hour | T = 0.21 (X) + 12.03 | 35 | 55% | 45% | 19 | 16 | |

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)

TRIP GENERATION CALCULATIONS

HIGH-CUBE COLD STORAGE WAREHOUSE (SMALL SIZE)

Land Use Code 157

T = Number of Vehicle Trip Ends

Size of Building = 50,000 gsf (X = 50.0)

| | TOTAL | TOTAL | | | TOTAL | TOTAL |
|-----------------|------------------------------------|---------------------|----------------------------|---------------------------|------------------------------|-----------------------------|
| TIME PERIOD | TRIP GENERATION <u>EQUATION</u> | TRIP <u>ENDS</u> | PERCENT <u>ENTERING</u> | PERCENT <u>EXITING</u> | TRIP ENDS <u>ENTERING</u> | TRIP ENDS <u>EXITING</u> |
| AVERAGE WEEKDAY | | | | | | |
| Daily | T = 2.12 (X) | 102 | 50% | 50% | 51 | 51 |
| AM Peak Hour | T = 0.11 (X) | 10 | 77% | 23% | 8 | 2 |
| PM Peak Hour | T = 0.12 (X) | 11 | 28% | 72% | 3 | 8 |

From LUC 154

SOURCE: Institute of Transportation Engineers, "Trip Generation", 11th Edition (2021)