RESCHEDULED PLANNING AND ZONING BOARD MEETING

CITY OF LAKE CITY

November 12, 2025 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

i. Meeting Minutes September 09, 2025.

OLD BUSINESS

- ii. CPA 25-10, an application by Daniel Crapps, as agent for Price Creek, LLC, to amend the Future Land Use Plan Map of the Comprehensive Plan by changing the future land use classification from RESIDENTIAL VERY LOW COUNTY to INDUSTRIAL CITY on land located on parcel 07481-003. Adoption of Resolution Making Recommendation for Denial to the City Council.
- iii. Z 25-12, an application by Daniel Crapps, as agent for Price Creek, LLC, to amend the Official Zoning Atlas of the Land Development Regulations by changing the zoning district from RURAL RESIDENTIAL COUNTY (RR Co) to INDUSTRIAL CITY (I) on property located on parcel 07481-003. Adoption of Resolution Making Recommendation for Denial to the City Council.

NEW BUSINESS

iv. SPR 25-10, an application by Michael Miles, P.E. as agent for Howard E. Van Arsdall, Jr., Trustee of The Little Pond Land Trust, for a Site Plan Review for a new construction automotive self-service station, Circle K- Lake City, in a

Commercial Intensive zoning district and located on parcel 02465-010, which is regulated by the Land Development Regulations Section 4.13.

WORKSHOP- None

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. Meeting Minutes September 09, 2025.

PLANNING AND ZONING

MEETING MINUTES

DATE: 09/09/2025

ROLL CALL:

Mrs. Wilson- Not Present Mrs. Douglas- Present Mrs. Johnson- Present Mr. Lydick- Present Mr. Carlucci- Present Mrs. Adams- Not Present

Mrs. McKellum- Present City Attorney- Clay Martin- Present

MINUTES: August 12, 2025, Planning and Zoning Meeting

Comments or Revisions: None

Motion to approve 08/12/2025 Meeting Minutes by Mrs. Douglas and seconded by Mrs. McKellum

Ex Parte Communications- None

OLD BUSINESS: None

NEW BUSINESS:

Robert asked to Board to Amend the agenda to remove items 3, 4, and 5 at the request of the applicant. Board approved by hand vote.

Petition # M 25-01REPEAL Presented By: Robert Angelo

As owner or agent and gives address of:

Petitioner is Sworn in by: Mr. Martin Staff is Sworn in by: Mr. Martin

Mr. Martin read resolution PZ/LPA M 25-01 REPEAL by title into the record.

Discussion:

Robert presented M 25-01 REPEAL. Robert moved the staff presentation and staff report into the record.

Exhibits introduced: None

Public Comment: Public discussed the need for Manufactured housing and the importance of repealing the Moratorium.

Mr. Lydick closed public comment.

Board Discussion:

Board discussed the Repealing of the Moratorium and SB 180. Mr. Martin directed the board that their decision needs to be based on evidence by sworn witnesses.

Motion to approve M 25-01 REPEAL by resolution as stated by Mr. Martin, by: Mr. Carlucci Motion Seconded By: Mrs. McKellum

PLANNING AND ZONING

MEETING MINUTES

Mrs. McKellum: Yes Mr. Carlucci: Yes Mrs. Douglass: Yes Mrs. Wilson: Absent

Mrs. Johnson: Yes Mrs. Adams: Absent Mr. Lydick: Yes

WORKSHOP:

• **Discussion on voting for a new Chair and Vice Chair-** Board discussed on who to elect as the new chair and vice chair.

• Mrs. McKellum nominated Mrs. Douglas for Chair; Mr. Carlucci seconded the motion.

Mrs. Wilson- Not Present Mrs. Johnson- Yes Mr. Lydick- Yes Mrs. Carlucci- Yes Mrs. Adams- Not Present Mrs. McKellum- Yes

• Mr. Carlucci nominated Mr. Lydick for Vice Chair; Mrs. Johnson seconded the motion.

Mrs. Wilson- Not Present Mrs. Johnson- Yes Mrs. Douglas- Yes Mrs. Carlucci- Yes Mrs. Adams- Not Present Mrs. McKellum- Yes

ADJOURNMENT	
Mr. Lydick closed the meeting.	
Motion to Adjourn by: Mrs. Douglas	
Time: 6:07 pm	
Motion Seconded By: Mrs. Johnson	
Mr. Lydick, Board Chairperson	Date Approved
Robert Angelo. Secretary	Date Approved

File Attachments for Item:

iv. SPR 25-10, an application by Michael Miles, P.E. as agent for Howard E. Van Arsdall, Jr., Trustee of The Little Pond Land Trust, for a Site Plan Review for a new construction automotive self-service station, Circle K- Lake City, in a Commercial Intensive zoning district and located on parcel 02465-010, which is regulated by the Land Development Regulations Section 4.13.



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
Receipt No
Filing Date
Completeness Date

Site Plan Application

	DJECT INFORMATION		
1.	Project Name: CIRCLE K - LAKE CIT	Υ	
2.	Address of Subject Property:	706 W US HWY 90, LAKE CITY, FLC	ORIDA 32055
3.	Parcel ID Number(s): 34-35-16-02	2465-010	
4.	Future Land Use Map Designa	ition: COMMERCIAL	
5.	Zoning Designation: COMMERICA	L, INTENSIVE (CI)	
6.	Acreage: ±1.78		
7.	Existing Use of Property: AGRIC Proposed use of Property: ±3,9	CULTURAL - OLIVE TREE FARM	
8.	Proposed use of Property: ±3,9	56 SF CONVENIENCE STORE & AU	TOMOTIVE SELF-SERVICE STATION
9.	Type of Development (Check		
			tal increase of square footage
	New construction: Total		
	Relocation of an existing	structure: Total square f	footage
APF	PLICANT INFORMATION		
1.	Applicant Status \square O	wner (title holder)	■ Agent
2.	Name of Applicant(s): MICHAEL	D. MILES, P.E.	Title: REGIONAL MANAGER/SENIOR PRINCIPAL
	Name of Applicant(s): MICHAEL Company name (if applicabl	e): DYNAMIC ENGINEERING CONS	SULTANTS, PC
	Mailing Addrage 100 NE 51H AVE	E, SUITE BZ	
	City: DELRAY BEACH	State: FLORIDA	Zip: 33483
	City: DELRAY BEACH Telephone: (561) 921-8570 PLEASE NOTE: Florida ha	State: FLORIDA Fax:(N/A_)	Zip: 33483 Email: MMILES@DYNAMICEC.COM
3.	PLEASE NOTE: Florida ha or from government offic requests. Your e-mail add If the applicant is agent for th	s a very broad public reconsists regarding governments and communications are property owner*.	ords law. Most written communications tent business is subject to public records amay be subject to public disclosure.
3.	or from government office requests. Your e-mail add If the applicant is agent for the Property Owner Name (title	s a very broad public reconsists regarding governments and communications are property owner*. holder): HOWARD E. VAN ARSDALL, JR.,	ords law. Most written communications t ent business is subject to public records
3.	or from government office requests. Your e-mail add If the applicant is agent for the Property Owner Name (title Mailing Address; 4411 SW VAN AF	s a very broad public reconsists regarding governments and communications are property owner*. holder): HOWARD E. VAN ARSDALL, JR., RSDALL GLN	ords law. Most written communications to ent business is subject to public records is may be subject to public disclosure. TRUSTEE OF THE LITTLE POND FARM LAND TRUST DATED DECEMBER 1, 199
3.	or from government office requests. Your e-mail add If the applicant is agent for the Property Owner Name (title Mailing Address; 4411 SW VAN AF	s a very broad public reconsists regarding governments and communications are property owner*. holder): HOWARD E. VAN ARSDALL, JR., RSDALL GLN	ords law. Most written communications to ent business is subject to public records is may be subject to public disclosure. TRUSTEE OF THE LITTLE POND FARM LAND TRUST DATED DECEMBER 1, 199
	PLEASE NOTE: Florida has or from government office requests. Your e-mail add If the applicant is agent for the Property Owner Name (title Mailing Address: 4411 SW VAN AF City: LAKE CITY Telephone: Sola 28069	as a very broad public reconsists regarding governments of the property owner. The property	ords law. Most written communications tent business is subject to public records amay be subject to public disclosure.
	PLEASE NOTE: Florida has or from government office requests. Your e-mail add If the applicant is agent for the Property Owner Name (title Mailing Address: 4411 SW VAN AF City: LAKE CITY Telephone: 282-894 Mortgage or Lender Informat Name of Mortgage or Lender	as a very broad public recording government ress and communications are property owner*. holder): HOWARD E. VAN ARSDALL, JR., RSDALL GLN State: FLORIDA 7 Fax: () Yes No	ords law. Most written communications to ent business is subject to public records is may be subject to public disclosure. TRUSTEE OF THE LITTLE POND FARM LAND TRUST DATED DECEMBER 1, 199 Zip: 32055 Email:
	PLEASE NOTE: Florida has or from government office requests. Your e-mail add If the applicant is agent for the Property Owner Name (title Mailing Address: 4411 SW VAN AF City: LAKE CITY Telephone: 282-894 Mortgage or Lender Informat Name of Mortgage or Lender	as a very broad public recording government ress and communications are property owner*. holder): HOWARD E. VAN ARSDALL, JR., RSDALL GLN State: FLORIDA 7 Fax: () Yes No	ords law. Most written communications to ent business is subject to public records is may be subject to public disclosure. TRUSTEE OF THE LITTLE POND FARM LAND TRUST DATED DECEMBER 1, 199 Zip: 32055 Email:
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	PLEASE NOTE: Florida has or from government office requests. Your e-mail add If the applicant is agent for the Property Owner Name (title Mailing Address: 4411 SW VAN AF City: LAKE CITY Telephone: 38, 39, 40, 38, 39, 40, 40, 40, 40, 40, 40, 40, 40, 40, 40	s a very broad public recordals regarding government ress and communications are property owner*. holder): HOWARD E. VAN ARSDALL, JR., RSDALL GLN State: FLORIDA 7Fax:(TRUSTEE OF THE LITTLE POND FARM LAND TRUST DATED DECEMBER 1, 199 Zip: 32055 Email: Service of the Little Pond Farm Land Trust Dated December 1, 199

*Must provide an executed Property Owner Affidavit Form authorizing the agent to act on

behalf of the property owner.

C. ADDITIONAL INFORMATION

1.	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
2.	Has a previous application been made on all or part of the subject property? □Yes ×No _
3.	-N-
	Future Land Use Map Amendment Application No
	Site Specific Amendment to the Official Zoning Atlas (Rezoning): □Yes■No
	Site-Specific Amendment to the Official Zoning Atlas (Rezoning) Application No
	Variance:□YesNo
	Variance Application No. N/A
	Special Exception: Yes No
	Special Exception Application No. N/A

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.
 - 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.
 - 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).
- 3. **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.
- 4. **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.
- 5. **Mobility Plan:** Mobility plan shall include accessibility plan for ADA compliance, safe and convenient onsite traffic flow, and accessibility plan for bicycle and pedestrian safety. The City shall require additional right of way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities per Policy II.1.4 of the Comprehensive Plan.
- 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).
- $8. \quad \textbf{Legal Description with Tax Parcel Number} \ (\textbf{In Word Format}).$
- 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 City of Lake City Growth Management Department 205 North Marion Ave, Lake City. FL 32055 ◆ (386) 719-5750

NOTICE TO APPLICANT

All eleven (13) attachments listed above 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 eight (2) 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.

MICHAEL D. MILES, P.E.	
Applicant/Agent Name (Type or Print)	
	9/15/25
Applicant/Agent Signature	Date
Applicant/Agent Name (Type or Print)	
Applicant/Agent Signature	Date
STATE OF FLORIDA COUNTY OF	A C. L of C
The foregoing instrument was acknowledged before me this	day of 10, 2022, by (name of person acknowledging).
Notary Public State of Florida Deborah D Cassetta Deborah D Cassetta Complement PM Copyright 593734 Expires 9/16/2028	Signature of Notary Printed Name of Notary
Personally, KnownOR Produced IdentificationOR verified on Type of Identification Produced	l-line virtually

Office).

- 12. **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
- 13. **Notices:** All property owners within three hundred (300) feet must be notified by certified mail by the proponent and proof of the receipt of these notices must be submitted as part of the application package submittal.

The Growth Management Department shall supply the name and addresses of the property owners, The notification letters, and the envelopes to the proponent.

ACKNOWLEDGEMENT, SIGNATURES, AND NOTORY ON FOLLOWING PAGE

REFERENCED TITLE COMMITMENT:

AS TO COMMITMENT FOR TITLE INSURANCE ISSUED BY CHICAGO TITLE INSURANCE COMPANY FILE NO.: 40250034RE, COMMITMENT NO. 12221525, DATED 01/27/2025AT 07:30 AM, REVISION NO.: 1

LEGAL DESCRIPTION:

A PARCEL OF LAND IN SECTION 34, TOWNSHIP 3 SOUTH, RANGE 16 EAST, COLUMBIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 34 AND RUN S.89°44'18"E. ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 A DISTANCE OF 52.25 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SW PINEMOUNT ROAD AND THE **POINT OF BEGINNING**; THENCE N.06°27'13"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 87.46 FEET; THENCE N.36°26'27"E. STILL ALONG SAID EASTERLY RIGHT-OF-WAY LINE 78.65 FEET TO ITS INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 90; THENCE S.64°10'35"E. ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE 388.48 FEET; THENCE S.25°52'08"W. 236.38 FEET; THENCE N.64°10'35"W. PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 90 A DISTANCE OF 346.85 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SW PINEMOUNT ROAD; THENCE N.06°27'13"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 81.17 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT LANDS CONVEYED IN SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK1490, PAGE 1035.

TOGETHER WITH THOSE APPURTENANT EASEMENTS AS SET FORTH IN THE AGREEMENT REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 1149, PAGE 2226, AND AS AMENDED BY FIRST AMENDMENT TO AGREEMENT REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 1490, PAGE 1023, OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA.

SURVEYOR'S NOTES:

- 1. BEARINGS SHOWN ARE REFERENCED TO NORTH AMERICAN DATUM OF 1983, WITH THE EAST RIGHT-OF-WAY LINE OF SW PINEMOUNT ROAD HAVING AN OBSERVED BEARING OF N05"18'59"E (N06"27'13"E PER DEEDED LEGAL DESCRIPTION). ALL OTHER BEARINGS ARE RELATIVE THEREUNTO.
- 2. ELEVATIONS SHOWN ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). BENCHMARK USED: FDOT BENCHMARK "2901016 BM1", ELEV.=158.61'
- 3. ALL COORDINATES AND DIMENSIONS ARE CALCULATED, WITH UNITS IN U.S. SURVEY FEET (12 METERS = 39.37 FEET), UNLESS SHOWN OTHERWISE.
- 4. ONLY PERMANENT ABOVE GROUND IMPROVEMENTS LOCATED BY THIS FIRM. ANY UNDERGROUND UTILITIES SHOWN HEREON ARE PAINTED MARKINGS VISIBLE IN THE FIELD AT THE TIME OF SURVEY. THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED WITHOUT PHYSICAL EXCAVATION. NO GUARANTEE IS MADE AS TO THE CORRECTNESS OR COMPLETENESS OF UNDERGROUND FEATURES SHOWN. ALWAYS CALL 811 BEFORE DIGGING.
- 5. NO PHYSICAL EVIDENCE OF LAND USE INDICATING A CEMETERY, WASTE DUMP, LANDFILL, RECENT EARTHWORK CONSTRUCTION OR BUILDING ADDITIONS WERE OBSERVED ON PREMISES AT THE TIME OF FIELDWORK OTHER THAN SHOWN HEREON.
- 6. NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES WAS MADE AVAILABLE TO THIS FIRM, AND NO EVIDENCE OF RECENT STREET CONSTRUCTION WERE OBSERVED AT THE TIME OF FIELDWORK.
- 7. NO TITLE SEARCH WAS PERFORMED BY THIS FIRM. NO GUARANTEE IS MADE AS TO COMPLETENESS OF TITLE SEARCH PROVIDED BY OTHERS. PROPERTY MAY BE SUBJECT TO EASEMENTS RESTRICTIONS, RESERVATIONS AND RIGHT OF WAY RECORDS IF AN INCOMPLETE SEARCH WAS PROVIDED.
- 8. SUBJECT PROPERTY SHOWN ON THIS SURVEY IS ONE AND THE SAME AS THAT DESCRIBED IN THE REFERENCED TITLE COMMITMENT AND LEGAL DESCRIPTION SHOWN HEREON.
- 9. SUBJECT PROPERTY IS CONTIGUOUS, WITH NO GAPS OR GORES DISCOVERED DURING THE COURSE OF THIS SURVEY.
- 10. ALL RECORDING INFORMATION SHOWN HEREON IS IN REFERENCE TO THE PUBLIC RECORDS OF THE COUNTY IN WHICH THE SUBJECT PROPERTY IS LOCATED, UNLESS NOTED OTHERWISE.
- 11. PROPERTY IS ACCESSED DIRECTLY BY WAY OF THE PUBLIC RIGHT OF WAY OF SW PINEMOUNT ROAD AND US HWY 90 AS SHOWN, AND INDIRECTLY BY WAY OF ACCESS EASEMENTS DEPICTED GRAPHICALLY IN OR 1149, PG 2226, OR 1490, PG 1023, AND OR 1534, PG 393
- 12. ACCURACY OF SURVEY CONTROL VERIFIED BY REDUNDANT MEASUREMENTS EXCEEDS THAT OF COMMERCIAL/HIGH RISK LINEAR (1 FOOT IN 10,000 FEET), AS PER FLORIDA RULE 5J-17.051.
- 13. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1:240 OR SMALLER
- 14.NO ZONING REPORT LETTER WAS SUPPLIED TO THIS FIRM. ZONING INFORMATION MAY BE ADDED TO SURVEY ONCE IT IS RECEIVED.
- 15. TREE IDENTIFICATIONS SHOWN HEREON ARE TO BEST OF FIELD SURVEYOR'S ABILITY, AND SHOULD BE FIELD VERIFIED BY AN APPROPRIATELY LICENSED PROFESSIONAL WHERE NECESSARY.
- 16. UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON A PRIVATE UTILITY LOCATE MAPPED AND PROVIDED BY OTHERS, ADDED TO SURVEY AT REQUEST OF CLIENT. THIS FIRM MAKES NO GUARANTEES AS TO COMPLETENESS OF CORRECTNESS OR MARKINGS.
- 17. THE SUBJECT PROPERTY, AS SURVEYED, IS ONE AND THE SAME AS THE PROPERTY DESCRIBED IN THE VESTING DEED (OR BOOK 1422, PG 2582), LESS AND EXCEPT THE PROPERTY PREVIOUSLY CONVEYED IN OR BOOK 1490, PG 1035.

SCF	HEDULE B-II ITEMS	
AS TO F	REFERENCED TITLE COMMITMENT	
#	DESCRIPTION	NOTES
1	DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS FORM.	NSR; NP
2	TAXES AND ASSESSMENTS FOR THE YEAR 2025 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE.	NSR; NP
3 a	STANDARD EXCEPTIONS: ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.	NOTSH
b	RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.	NOTSH
С	ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETOFORE OR HEREAFTER FUNDISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.	NSR; NP
d	TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS IN THE PUBLIC RECORDS.	NSR; NP
4	ANY CLAIM THAT ANY PORTION OF THE INSURED LAND IS SOVEREIGN LANDS OF THE STATE OF FLORIDA, INCLUDING SUBMERGED, FILLED OR ARTIFICIALLY EXPOSED LANDS ACCRETED TO SUCH LAND.	NOTSH
5	ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, FLORIDA STATUTES, IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER, SEWER OR GAS SYSTEM SUPPLYING THE INSURED LAND.	NSR; NP
6	UTILITY EASEMENT IN FAVOR OF LAKE CITY RECORDED IN OFFICIAL RECORDS BOOK 1065, PAGE 67.	APAS
7	TERMS, CONDITIONS, EASEMENT(S), COVENANTS, RESTRICTIONS AND RESERVATIONS AS CONTAINED IN THE DECLARATION OF EASEMENTS, RESTRICTIONS AND MAINTENANCE RESPONSIBILITIES RECORDED IN OFFICIAL RECORDS BOOK 1149, PAGE 2196.	DNA; NP
8	TERMS AND CONDITIONS AS SET FORTH IN THE AGREEMENT REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 1149, PAGE 2226, TOGETHER WITH FIRST AMENDMENT AGREEMENT REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 1490, PAGE 1023, AND SECOND AMENDMENT AGREEMENT REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 1534, PAGE 393.	AIG; NP
9	RIGHTS OF TENANT(S) IN POSSESSION, IF ANY, UNDER LEASE(S) NOT RECORDED IN THE PUBLIC RECORDS.	NSR; NP
		-
	ABBREVIATIONS LEGEND	
NSR	NON SURVEY RELATED ITEM	
APAS	AFFECTS PROPERTY AS SHOWN	
AIG	AFFECTS PROPERTY IN GENERAL	
NP	NO PLOTTABLE DATA, OR NOTHING PLOTTED	
DNA NOTSH	DOES NOT AFFECT SUBJECT PROPERTY NONE, OTHER THAN SHOWN HEREON	
NOISH	NONE, OTHER THAN SHOWN HEREON	

LEGAL DESCRIPTION (AS SURVEYED):

A PARCEL OF LAND IN SECTION 34, TOWNSHIP 3 SOUTH, RANGE 16 EAST, COLUMBIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 34 AND RUN S.89°07'28"E. ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 A DISTANCE OF 52.25 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SW PINEMOUNT ROAD, BEING THE BASIS OF BEARINGS FOR THIS LEGAL DESCRIPTION, AS OBSERVED IN THE FIELD, AND THE POINT OF BEGINNING; THENCE N.05°18'59"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 87.46 FEET; THENCE N.35°18'13"E. STILL ALONG SAID EASTERLY RIGHT-OF-WAY LINE 78.65 FEET TO ITS INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 90; THENCE S.65°18'49"E. ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE 341.69 FEET: THENCE S.27°46'32"W. 236.72 FEET: THENCE N.65°18'49"W. PARALLEL TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 90 A DISTANCE OF 287.50 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SW PINEMOUNT ROAD; THENCE N.05°18'49"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 81.17 FEET TO THE **POINT OF BEGINNING**.

TOGETHER WITH THOSE APPURTENANT EASEMENTS AS SET FORTH IN THE AGREEMENT REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 1149, PAGE 2226, AND AS AMENDED BY FIRST AMENDMENT TO AGREEMENT REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 1490, PAGE 1023, OF THE PUBLIC RECORDS OF COLUMBIA COUNTY, FLORIDA.

SYMBOLS LEGEND = METAL UTILITY POLE S = WOOD UTILITY POLE LAND TABULATIONS: 1.783 ACRES± PROPERTY AREA: -Q = LIGHT POLE FEMA FLOOD ZONE DETERMINATION =GUY WIRE ANCHOR FLOOD ZONE "X" 12023C 0290D PANEL # = FIRE DEPARTMENT CONNECTION EFFECTIVE 11/02/2018 COMMUNITY # 120406- CITY OF ⇒ = FIRE HYDRANT LAKE CITY ADDITIONAL INFORMATION wv =WATER VALVE STREET ADDRESS 4706 W U.S. HIGHWAY 90 WM = WATER METER LAKE CITY, FL 32055 PARCEL NUMBER =RECLAIMED WATER VALVE 34-3S-16-02465-010 =BACKFLOW PREVENTER VALVE ABBREVIATIONS LEGEND POC = POINT OF COMMENCEMENT -DDCV- =DOUBLE DETECTOR CHECK VALVE POB = POINT OF BEGINNING IP = IRON PIPEe = WIRE PULL BOX IR4 = 1/2" IRON ROD (#4 REBAR) IR5 = 5/8" IRON ROD (#5 REBAR)CM = CONCRETE MONUMENT PK = PARKER-KALON NAIL\$ =SEWER MANHOLE MAG = MAGNETIC NAIL FND = FOUND DRAINAGE MANHOLE O/S = OFFSETTYP = TYPICAL > = DISABLED PARKING PRM = PERMANENT REFERENCE MONUMENT PCP = PERMANENT CONTROL POINT =TRAFFIC DIRECTION BM = BENCHMARKEL OR ELEV = ELEVATION=SPOT ELEVATION FFE = FINISHED FLOOR ELEVATION SF = SQUARE FEETT = TRAFFIC SIGNAL BOX AC = ACRESFNC = FENCE© =FIBER OPTIC POST CLF = CHAIN LINK FENCE EOW = EDGE OF WATER— ··· — OVERHEAD WIRES UE = UTILITY EASEMENT CATV OR TV= CABLE TELEVISION --- =BURIED ELECTRIC ATT = AMERICAN TELEPHONE AND TELEGRAPH FP&L = FLORIDA POWER AND LIGHT COMPANY FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION ----- = TELEPHONE CBS = CONCRETE BLOCK CONSTRUCTION -roc-roc-roc- =FIBER OPTIC S/T = SEPTIC TANKD/F = DRAINFIELD -- GAS = GAS = POWERPOLE WUP = WOOD UTILITY POLE O/H = OVERHEAD WIRE(S)MH = MANHOLE— stree = STORM SEWER CB = CATCH BASINF/H OR HYD= FIRE HYDRANT —•—• — =WATER WM = WATER METEREOP = EDGE OF PAVEMENTBOC = BACK OF CURBR/W = RIGHT OF WAYR/R = RAILROADTREE ABBREVIATIONS C/L OR Q = CENTERLINE=DIAMETER AT P/L OR $P_L = PROPERTY LINE$ BREAST HEIGHT(INCHES) (P) = PLAT DATA=CABBAGE PALM (L) = LEGAL DESCRIPTION DATA OAK =OAK TREE (M) = MEASURED DATAFIG =STRANGLER FIG FIC (C) = CALCULATED DATA=FICUS (FDOT) = F.D.O.T. R/W MAP DATA=GUMBO LIMBO GL MAGN = MAGNOLIA SEC = SECTIONCYP = CYPRESS TWP = TOWNSHIP UNK =UNKNOWN TREE RGE = RANGE= RADIUS = COMMON TREE TYPES = LENGTH = CENTRAL ANGLE =SPECIMEN TREE CHD = CHORDCBG = CHORD BEARING =PINE TREE NR = NON-RADIAL PT = POINT OF TANGENCY =CABBAGE PALM PC = POINT OF CURVATURE PRC = POINT OF REVERSE CURVATURE =OTHER PALM PCC = POINT OF COMPOUND CURVATURE STA = STATION(x) = TREE CLUSTER FB = FIELDBOOK PΒ = PLAT BOOK OR = OFFICIAL RECORDS BOOK PG = PAGEPSM = PROFESSIONAL SURVEYOR AND MAPPER LB = PROFESSIONAL SURVEYING AND MAPPING BUSINESS ADA = AMERICANS WITH DISABILITIES ACT F.I.N.D. = FLORIDA INLAND NAVIGATIONAL DISTRICT GIS = GEOGRAPHIC INFORMATION SYSTEM SURVEYOR'S CERTIFICATION: HIX SNEDEKER COMPANIES, LLC, AN ALABAMA LIMITED LIABILITY COMPANY CIRCLE K STORES INC. FLORIDA COMMERCIAL TITLE SERVICES 4. CHICAGO TITLE INSURANCE COMPANY THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6A, 6B, 7A, 7B, 8, 9, 13, 14, 16, 17, 18, 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 06/17/2025.

WILLIAM J WRIGHT, PhD, PSM

LICENSE NO. 6868, STATE OF FLORIDA

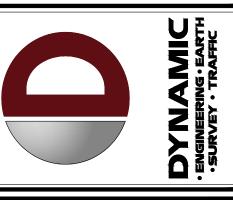
ON DATE SHOWN, USING AN SHA-1 AUTHENTICATION CODE.

ELECTRONIC VERSION SIGNED AND SEALED BY WILLIAM J WRIGHT, P.S.M.,

THE SHA-1 AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

PAPER COPIES NOT VALID WITHOUT ORIGINAL INK SIGNATURE AND RAISED SEAL.

DATE OF PLAT OR MAP: 07/18/2025.



			7					
				07/18/25 ADDED UTILITY LOCATES & UPDATED TITLE COMMITMENT CAN	06/17/25 ADDITIONAL MAPPING DJS	04/28/25 ALTA/NSPS LAND TITLE SURVEY	COMMENTS BY	
				3 07/	2 06/	1 04/	REV. DATE	
ALTA/NSPS LAND TITLE SURVEY	DRAWN BY: DESIGNED BY: CHECKED BY: CHECKED BY:	CAN — — WJW	OII SHINY ANEDEKER COMPANIES		A CLOCK TO ALCOME TO CO.	COLUMBIA COUNIT, FLURIDA		
Know what's Del Call before y FOR STATE S	ou dig. _ SPECIFIC	ALL STA EXCAVATO PREPAR SURFA	ATES REQUIR RS, DESIGNE	RS, OR AN TURB THE RE IN ANY 	TION OF Y PERS EARTH'S STATE	ON S	ISIT:	
TRAFFIC 10	TECHNI S SURV OO NE 5 Delray T: Ces CO Lake Con Chester Newfown Philadelphi Bethlehen Alse Hous	NT COL CAL • /EY • P ith Ave Beacl 561.92 nvenie no, New Jersey r, New Jersey r, New Jersey r, New Jersey r, New Jersey r, New Jersey no, Pennsylvani ia, Pennsylvani ia, Texas • 1 titon, Texas •	NSULTIN ENVIRO	NMEN' 1G & ZC uite B2 3483 Cated 4.0198 200 .0198 53.4888 8.4400	TAL ONIN		G	

PROJECT No: XXXXX

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(V) AS SHOWN

WRIGHTPSM JOB No. **25-0115**

Delray Beach, Florida • T: 561.921.8570

nnapolis, Maryland • T: 410.567.5000

www.dynamicec.com

WrightPSM, LLC

PROFESSIONAL SURVEYING AND MAPPING

OFFICE: 2225 53RD AVE VERO BEACH, FL 32966

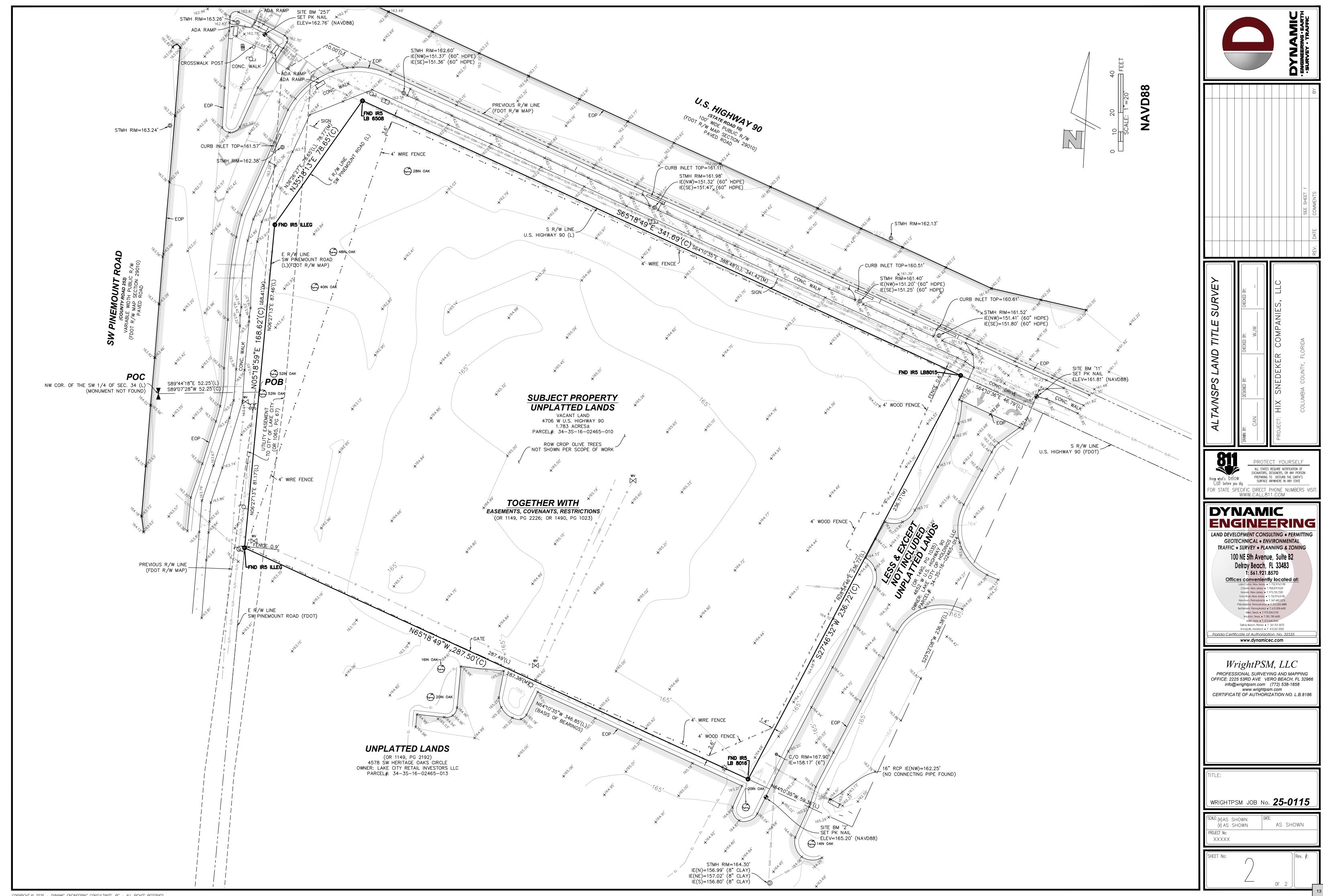
info@wrightpsm.com (772) 538-1858

www.wriahtpsm.com

CERTIFICATE OF AUTHORIZATION NO. L.B.8186

Florida Certificate of Authorization No. 32535

AS SHOWN





CONSTRUCTION PLANS

PROPOSED CIRCLE K FACILITY WITH S CORE V2.0 CONVIENCE STORE

4706 WEST US HIGHWAY 90 LAKE CITY, FLORIDA 32055 PARCEL ID #34-3S-16-02465-010 PREPARED FOR:

HIX SNEDEKER COMPANIES, LLC. **AUGUST 2025**

PROJECT LOCATION

PROJECT CONTACTS:

DEVELOPER: HSCK DEVELOPMENT, LLC 805 TRIONE STREET DAPHNE, AL 36526 (862) 684-8899 CONTACT: KEN FIORETTI

ENGINEER OF RECORD: DYNAMIC ENGINEERING CONSULTANTS, P.C. 100 NE 5TH AVE, SUITE B2 DELRAY BEACH, FL 33483 (561) 921-8570 CONTACT: MICHAEL D. MILES, P.E.

ARCHITECT: RDCOLLABORATIVE

20365 EXCHANGE STREET, SUITE 220 ASHBURN, VA 20147

LANDSCAPE ARCHITECT: EVERGREEN DESIGN GROUP 1340 ENVIRON WAY CHAPEL HILL, NC 27517 (800) 680-6630 x6 CONTACT: KEN BATES FASIA PIA

SURVEYOR: WRIGHTPSM, LLC 2225 53RD AVENUE VERO BEACH, FL 32966 (772) 538-1858 CONTACT: WILLIAM WRIGHT, PSM

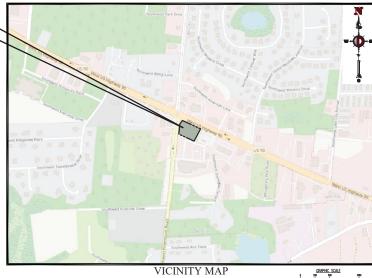
GEOTECHNICAL ENGINEER: DYNAMIC EARTH, LLP 100 NE 5TH AVE, SUITE A1 DELRAY BEACH, FL 33483 (561) 921-8570 CONTACT: PATRICK GRANITZKI, P.E.

AGENCY CONTACTS:

LAKE CITY GROWTH MANAGEMENT:
173 NW HILLSBORD STREET
LAKE CITY, FL \$2005
(386) 719-5820
CONTACT: ROBERT ANGELO, PLANNER II

LAKE CITY FIRE DEPARTMENT: 383 NW HALL OF FAME DRIVE LAKE CITY, FL 32055 (386) 752-3312 CONTACT: JOSH WEHINGER, FIRE CHIEF

LAKE CITYT UTILITIES: 692 SW ST. MARGARETS STREET LAKE CITY, FL 32025 (386) 719-5786 CONTACT: SHASTA PELHAM, UTILITY SERVICE COORDINATOR

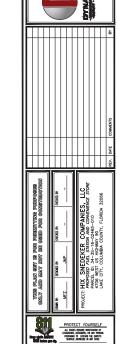


VICINITY MAP

SCALE: 1'' = 500'

SECTION 34, TOWNSHIP 3S, RANGE 16E









ÁNGEL PIÑERO PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:

COVER SHEET

08/05/25

CO.00

PREPARED BY DYNAMIC ENGINEERING CONSULTANTS, P.C.

100 N.E. 5th AVENUE - SUITE B2 DELRAY BEACH, FLORIDA 33483 WWW.DYNAMICEC.COM

- THE CONTINCTOR AND SUBCONTRACTORS SIMIL OBTAIN A COPY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EXTINO) AND BECOME FAMILIAR WITH THE CONTENTS PROR TO COMMERCING WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL IMPERIAL AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE AUTHORITES HAVING JURISDICTION (AND), SPECIFICATIONS AND REQUIREMENTS.
- I. If is the contractor's respraiseding to contact the utility companies which may have buried or aerial utilities within or hear the constitution aera regore commencing work. The contribution symile 7 working to working days unmain motice to all utility companies prior to eccaning construction. The contribution may alway consult with the utility companies prior to companication work.
- 4. THE CONTRACTOR SHILL BE RESPONSIBLE FOR ORDANING ALL REQUIRED CONSTRUCTION PERMITS AND ROMOS IF REQUIRED PRIOR TO CONSTRUCTION.
- THE CONTRACTOR AT ALL TIMES SHALL HAVE ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS ANNUABLE AT THE CGB SITE.
- MY DESCRIPTIONS ON THE CONTRACT DOCUMENTS SHALL BE IMMEDITEDY BROUGHT TO THE ATTENTION OF THE OWNER AND DISCNER BEFORE
 COMMISSION BYONE, NO FELD CHANGES OR DEWITIONS FROM DESIGN WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER OF
 PROTOS CHALL OF MAYE.
- ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER AND ENGINEER OF RECORD DIRECTLY FROM THE TESTING ASSIST.
- 9. THE CONTINUEND SHALL BE RESPONSIBLE FOR HERMALD HAVE THE PROPERTY IMPROVED SHOULD NOT THE PLANS OF HIS CONTINUENT AND HIS PROVED HAVE PROVED HAVE PROVED THE PROVE
- 10. COMPRIGHTS SHALL SE SOLDY PERFORMED, FOR YEARTHON ALL CHANTES, PRET-OFF RECURRANTS, MATERIALS, CITC. CHANGE THE SIR PROCESS. WHICH DESPREMANES OCCUR. THE PHYSIAL SINNED A SERLED PARK THESE PRECEDINGS. THE DEMANDE, LANSONFE RECHITED, COUNTRY, ONY OF PROCESS. AND CHANTES FOR PERFORMED FOR PLANS. AND CHANTES PROMEDURE FOR EXCEPTIONAL TO THE PERFORMENCE OF PLANS. AND CHANTES PROMEDURE FOR EXPERIMENTAL PROPERTY.
- 11. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MAY DAMAGES OUTSIDE THE LIMITS OF CONSTRUCTION.
- 12. CONTRACTOR IS ADJASED THAT THE U.S. EMPROMENTAL PROTECTION AGENCY REQUIRES THAT ALL OPERATORS FILE A MOTICE OF MITHAT (MOT) FOR STORMARDER DECHMADES ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER THE MIFES CHECK PERMIT FROM TO RECOMMAD GROW. IT IS THE CONTRIBUTIONS SEED ASSOCIATED WITH TO GRAIN ACTIVITY OF SHALL CONTRIBUTIONS SHALL SURVI OR OFFY TO THE DIMBATE OF RECORD AND THE OWNER.
- 13. FORM JAM (5.55.545) PROTECTIO O' UNESCRIPTO PETILES MARGIES PAT '10 DICEATIR D'UL COMBRICE DE FERIORA ME DICARTON MENDIT REST OMBRIGE MECRANICHE CONCENING THE PROSECLE LOCATION O' GES PETILIES IN THE AREA OF REPUTED DICARTON. THE DECLARION MUST MOTE DE UTULTY A MINISTER OF SECRET, DICEA MEN AND A MONAME OF 5 DICE PART TO DICARTON DICLICIOS INCLUDIS, STURBARS OF STANION.
- 14. THE CONTRACTOR SHALL BE RESPONSIBLE TO ODDROMATE WITH THE LOCAL ELECTRICAL PROVIDER ON ANY WORK IN THE WOMITY OF OVERHEAD OR LINGERSKOUND POWER LINES.
- 15. CONTRACTOR SHALL VERIFY PROPER CLEARANCE BELOW EXISTING OVERHEAD POWER LINES PRIOR TO MORKING WITHIN THE WOWLY OF THE POWER LINES.
- 16. CONTRACTOR SHALL BE RESPONSIBLE FOR REVENING ALL PLANS RELATED TO SITE WORK INCLUDING (BUT NOT LIMITED TO) BULDING FOUNDATION, PLUMBRIC, PRE SPRINGER, LANGUAGE, RIPOCHTON, SITE LIMITING, AND OTHER APPLICABLE PLANS FOR COMPULTING INFORMATION AND ALERT OWNERS'S REPRESIDENT OF ANY OFFICE TOR RESOLUTION.
- 17. CONTRACTOR SHALL VERBY LOCATION OF ALL PRIGATION, STREET LIGHTING, AND ELECTRICAL COMOUNT THAT WILL BE IN CONFLICT WITH ANY PROPOSED CONSTRUCTION AND SHALL RESOLVE CONFLICT ACCORDINGLY. COST OF CONFLICT RESOLUTION SHALL BE INCLUDED IN THE BIO.
- 18. CONTRACTOR SHALL COORDINATE MANTENANCE OF TRAFFIC (MOT) WITH ENGINEER, AHJ AND FDOT. CONTRACTOR SHALL SUBMIT MOT PLANS AS DIRECTED AT THE PRE-CONSTRUCTION MEETING.
- 19. ANY DEBRIS RESULTING FROM STRIPPING AND DEMOLITION OPERATIONS SHALL BE REMOVED FROM THE SITE AT FREQUENT INTERNALS TO PREVENT THIS MATERIAL, FROM ACCUMULATING ON SITE.
- 20. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MILCH, EXISTING PAREMENT AND ALL OTHER COLUMNICS MOTERIAL.
- 21. UPON REMOVAL OF TREES, SHRUBS OR ANY STUAP GRADING, NO ROOT GREATER THAN THREE INCHES IN DAMATER SHALL REMAIN WITHIN FIVE FEET OF AN UNDERGROUND STRUCTURE OR UTILITY LINE OR UNDER PAVED FOOTINGS OR PAVED AREAS.
- 22. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANS AND THE SPECIFICATIONS (IF PROVIDED), THE PLANS SHALL COVERN.
- 23. F DEMANERMS IS REQUIRED, THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE CONCR. AND THE DESIGN EXPLORED PRIOR TO ANY DISCARDIDIO.
- 24. FIELD DESSTY TESTS SHALL BE TAKEN AT INTERNALS IN ACCORDANCE WITH THE LOCAL AGENCY HAWING JURISDICTION OR TO FOOT STANDARDS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
- ACCORDED TRANSPORT AND LOCATION AND ACCORDED TO ME PERSONNEL ARRANGE TO ME RECEIVE THE THE FOR PERSONNEL ADDRESS OF MEMORY AND ACCORDED TO MEMORY ACC
- 26 PRICE TO COMMENCEMENT OF CONSTRUCTION, THE APPLICANT SHALL PROVIDE ALL NECESSARY CONSTRUCTION ZONE SIGNAGE AND FENCING AS REQUIRED BY THE AGENCY HAWARD JURESUCTION.
- 27. PRIOR TO SWITTING CONSTRUCTION, THE CONFINCTION SHALL BE RESPONSIBLE DISIDRE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED, NO CONSTRUCTION OR PROSCULOUS SHALL REGION UNITL THE CONTINUED HAS RECORDED AND THOROUGHLY REVENED ALL PLANS AND OTHER DOCUMENTS BY ALL OF THE PERMITTEN AUTHORITIES.
- 28. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL OXIGENIDA AUTHORITY.

- 32, SOLID WASTE TO BE DISPOSED OF BY CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
- 33. ALL EXCANATED UNSUITABLE MATERIAL MUST BE TRANSPORTED TO AN APPROVED DISPOSAL LOCATION.
- SAME AND A THE LAR ADMINISTRATION OF MORE SHOULD IN CONTROL SHOULD AND ADMINISTRATION OF THE CONTROL OF MORE ADMINISTRATION OF THE CONTROL OF MORE ADMINISTRATION OF THE CONTROL OF THE CO EMONETHING CONSULTANTS, P.C. AND ITS SUBCONSULTANTS FROM AND AGAINST ANY DIAMAGES UNUFILED OR DESTRUCTION, RICLIAMS REPORTED ATTORNEYS FEES AND DEFENSE COSTS, ARISING OUT OF OR IN ANY WAY CONNECTED WITH THE PROJECT, INCLUDING ALL CLAIMS BY EMPLOYEES OF THE
- ALERTHM OF MOTISSIAN ACTIONS OF DIMMED DIRACTION CONCLUMES, P.L., ARE THE PREDICT OF DIMMED DIRECTION CONCLUMES, P.L. ARE THE PREDICT OF DIMMED DIRECTION OF DISCOLUMNES AND ACCOUNT OF A DISC

- CONSTITUTION MOTES, CONTY

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- NUMBERS MEST MALINES A MEDITAL PROPERTY N. A. ASSEMBLES WITH INSPONDENT SUCCESSFURIORS AND CONSLIVANTS SEMBLES FOR. IT ME DIS SOURCES, LE MEDITAL DESTRUCTION SHAN CONSCILLANTS AUSO TO MALINES, A BAURE MEDITALINO PROPORTION M. AL MASSIMOST MES SECONTINACTIONS, SUCCESSILLANTS, SUPPLIES AND FORMATIONS, THEREFF PROVIDED FOR MEDITALINA STATE PRIMARY METHOD FOR TRESSULTION RETURN THE PRIMETS D. AL INDEX ASSEMBLES.
- ALF THE CONTRICTOR DEWTES FIRST THE PLANS AND SPECIFICATIONS, INCLUDING THE MOTES CONTRIVED THEREOF, WITHOUT FIRST GENAMIC PROOF OF WINTER MATERIATION FOR SUSTE DEWTONES FROM THE OWNER AND DEWTERS, IS SHALL BE REPORTEDED FOR THE PROPERTY OF ALL COSTS OF CONTRICTORS SESSED WITH RESPECTABLE FROM THE ALL CONTRICTORS OF CONTRICTORS SESSED WITH RESPECTABLE THEREOF AND ALL CONTRICTORS OF CONTRICTORS SESSED WITH RESPECTABLE THE OWNER OF THE OWNER SESSED WITH RESPECTABLE THE SUSPECTABLE OWNERS SESSED WITH RESPECTABLE THE OWNER OWNERS SESSED WITH RESPECTABLE THE OWNER OWNERS AND THE OWNERS AND OWNERS AND THE OWNERS AND THE
- 41. ALL TRAFFIC SIGHS AND STRIPMS SHALL FOLLOW THE REQUIREMENTS SPECFED IN THE MANUAL ON "UNFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HORMORS" PURELENED BY THE FEDERAL HORMOR ANAMERICATION.
- ACCIDINATION TO BE SONCED THAT THE DESCRIES WAS NOT REPORTED THAT THAT FLOOR FULL REPORT FOR THE SELECT AT THE TIES OF CONSISTANCING DOORSE COSTION OF BUT FROM REPORTED. AN EXCEL DESCRIPTION OF COSTION DESCRIPTION WITH SET THAT AND WAST BE CONTRIBUTED WITH THE PRESENT ARCHITECTURE FLOOR TO CONCRIDENCE AND WAST BE CONSISTENT OF CONTRIBUTION OF CONTR

- PARE—CORRECTION RESPONSIBLELITES

 1. UPON RECEPT OF MORE OF AMPL, THE COMMUNITY SHALL ARRHAGE A RECONSTRUCTION CONFERENCE TO INCLUDE ALL INCLUDE COMEMBENIA,
 ARCHIOCE, ALL ARCHIED UTLIFF ORMER, THE COMERT AND INSILE.
- 2. THE CONTRACTOR SHALL CONTACT SUNSHINE STATE ONE CALL OF FLORIDA, INC. (811) AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING AND EXCAVATION 3. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIEY THE SZZ, LOCATION, ELEVATION, AND MATERIAL OF ALL EXISTING UTILITIES WITHIN THE AREA OF CONSTRUCTION.
- 4. EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING UTILITIES SHOWN ON FOR ANY EXISTING UTILITIES NOT SHOWN.
- If upon exchanton, an existing utility is found to be in conflict with the proposed construction or to be of a size or inversal. Deferrant from that shown on the plans; the contractor shall inversately notify the encapeer.

CONSTRUCTION SAFETY
ALL DISSIDERING SHALE FOR A SAFE WAYS, PERFELLY, THE SILES AND REGULATIONS OF THE COLUMNIONS, SHETY AND HEALTH
ADMINISTRUCTURE SHEET SHEET SHEET OF INNESPOSITIONS (OFFICE) AND THE WALLE OF UNFORM THOPIC CONTROL EXCESS (MUTICE) SHALL SE

- TREDICH SAFETY ACT

 1. CONTINUTOR SHALL BE SOLEV RESPONSIVE FOR COMPLIANCE WITH THE STATE OF FLORIDA TRENCH SAFETY ACT.
- 2. WHERE EXCHAPTIONS TO A DEPTH IN EXCESS OF FIVE FEET (5) ARE REQUIRED. THE CONTRACTOR SHALL INCLUDE THE FOLLOWING INFORMATION IN THE
- B. WRITTEN ASSURANCES BY THE CONTRACTOR PERFORMING THE TRENCH EXACTION THAT SUCH CONTRACTOR WILL COMPLY WITH THE APPLICABLE TRENCH SAFETY STANDARDS.
- C. A SEPARATE ITEM IDENTIFYING THE COST OF COMPLIANCE WITH THE APPLICABLE TRENCH SAFETY STANDARD
- 3. WHEN A BID IS NOT SUBMITTED, THE CONTRACTOR SHALL SUBMIT THE INFORMATION LISTED IN ITEM "2" TO THE ENGINEER PRIOR TO STARTING WORK

EROSION CONTROL NOTES

- THE STORM WATER POLLUTION PREVENTION PLAN ("SIMPRE") IS COMPRESED OF THIS EROSION CONTROL PLAN, THE STANDARD DETAILS, AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS PROVIDED BY THE CONTRACTOR.
- 2. ALL CONTRACTORS AND SHEDOMINACTORS INVOLVED WITH SIKEN WATER POLLUTION PRESENTION SHALL DRIAW A COPY OF THE STORM WATER POLLUTION PRESENTION PLAN AND THE STATE OF ROBBIA POLICY OF THE STORM DISCOVERY. PRESENT ORDERS. PERMIT) AND BECOME
- 3. THE CONTRACTOR SHALL INFLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SUPPP, AUDITIONAL BEST MANAGEMENT PRACTICES SHALL BE INFLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST 10 THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
- REST IMMMEDIENT PRICTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEREING, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRICTICE, AS
 APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY OR OWNER.
- 6. THE CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT
- Comprisor shall denote on plan the temporary parking and storage area which shall also be used as the equipment maintenance and cleaning area, employee parking area, and area for locating portable faculties, office trailers, and tollet faculties.
- 8. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETANED AND PROPERLY TREATED OR DISPOSED. 9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MANTANED ON SITE OR READLY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- 10. THE CONTINCTOR SHILL BE RESPONSIBLE FOR DUST CONTROL ON SITE. THE USE OF WOTOR OLS AND OTHER PETROLEUM BISED OR TOXIC LIQUIDS FOR DUST SUPPRESSORM OPERATIONS IS PROMBITED.
- 11. Rubbish, Trash, Carbage, Litter, or other such materials shall be deposited into sealed containers. Materials shall be prevented from Leaving the preventes through the action of wind or storm water discharge into draining disches or waters of the state.
- 12. ALL STORM WITER POLLUTION PREVIENTION MEASURES PRESENTED ON THE PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
- 13. STIBILIZATION PRACTICES SHOULD BE INTIMIZED AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS WHERE CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CRAFGE.
- 14, DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED. THESE AREAS SHALL BE STABILIZED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRED.
- IS, IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO FEMOLY THE MAJORITY OF DRIT OR MUD, THEN THE TRES MUST ENGAGE ENGAGE DEFORE THE VEHICLES ENTER A PUBLIC PRIOR. IF DRISANED IS USED, PROVISIONS MUST BE MAJOR TO INTERCEPT THE DRISA HAVE AND TIME THE SEDMENT REPORT OF THE STITLE.
- 16. ALL MATTERN'S SPILED, DROPPED, WISHED, OR TRACKED FROM VEHICLES ONTO ROMINANS OR INTO STORM DRAINS MUST RE REMOVED IMMEDIATELY.
- 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT IN ANY DETENTION POND AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORMANDER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABLIZATION OF THE SITE.
- 18. ON-SITE & OFF-SITE SOL STOOPHE MID BERROW MEANS SHALL BE PROTECTED FROM DECOON MID SEMBNICHION THROUGH MATANDARION OF BEST MANAGEMENT PRICTICES. STOOPHE MID BERROW MEA LOCATIONS SHALL BE ROTED ON THE ERISON CONTROL PLAN MID FERMITTED IN ACCORDANCE. BIRT GERSON, PERMI REGUISERIORS.
- 19. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSON.
- 20, DUE TO GRODE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SLT FERCES, ETC.) TO PREJECT EROSION.
- 21. ALL CONSTRUCTION SHALL BE STABLIZED AT THE END OF EACH MORKING DAY. THIS INCLIDES BACK FILING OF TRENCHES FOR UTILITY CONSTRUCTION MID PLACEMENT OF GRAVEL OR BITUMINGUS PAWAS FOR ROMO CONSTRUCTION.
- THE PROCESS OF WHILE IS BROWNED THRITE OF AN EXPLICATION OF THE PROCESS OF A PRIVATE OF FINE STREAMER POLICIFICATION OF THE PROCESS OF THE PR PROHIBITED ANYMHERE WITHIN SO FEET OF A WATER'S EDGE. THE PLAN SHALL BE SCENATION TO THE OWNER WHITE MODICE OF AWARD AND PRICE TO MODICE IO PROCEED, WHITE REVIEW BY OWNER HE PLAN SHALL BE FILED WITH ALL APPLICABLE REDULATIONY AGENCES BY THE CONTINUED REPER TO REPORT HOUSE AND DEFINE WITHIN THESE ECONOMIST.
- 23. SLT FENCE IS REQUIRED AS SHOWN ON THE PLANS AND ANYWHERE ADDITIONAL AT THE CONTRACTOR'S DISCRETION, SLT FENCE IS NOT APPLICABLE IN PAREMENT AREAS, LIMITS OF CONCENDICTION SHOWN ARE DUCKNAMANIC. CONTRACTOR SHALL PROVIDE PLAN TO ENCINEER FOR SHOP DRAWING REVIEW.
- 24. THE CONTINUEDRE SHALL WERE ALL RECURSED MERCHANTS TO CONTINUE THROUGH, INJUDING BUT MOT LIMITED TO THE INSTITUTION OF THROTOTY SHREDES AT ALL LOCATIONS WHERE THE PROSESSATION OF THROTOTHONIS SHPPOLED SALES WITH THE RESIDENCE WHITEIN BOY DESISTS LET TO THE PROPRISED WHIN. THROTOT AMBREDS THE REMINISTRATE DIFFERENCE CONTINUEDRE ALL LOCATIONS LIVING, CONTINUEDRE SO CAMPILETED SOUTHERN STATE AND THE PROPRISE AND AND THE SHALL THESE OF ANY OFF-STE DISCHARGE WHICH WICH AND THE WASTE CAMPILET THROUGH AND THE WASTE CAMPILET THROUGH AND THE WASTE CAMPILET THROUGH AND THROTOT AND T
- 25. THE CONTINUED'S SHILL INSTALL PILITER FIRMIC ONER ALL ENHANCE STRUCTURES FOR THE DUNATION OF CONSTRUCTION AND UNITL ACCEPTANCE OF THE PROJECT OF THE OWNER, ALL DRAWNES STRUCTURES AND PIPES WITHIN THE LIMITS OF CONSTRUCTION SHILL BE CLEANED OF LEBINS AS REQUIRED DUNING AND AT THE BOY OF CONSTRUCTION TO PROMOTE PROMISE CHANGES.
- 26. CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED DOCUMENTATION FOR NIPDES MONITORING IN ACCORDANCE WITH FIDER REQUIREMENTS
- 27.AL MINISTERS STATES ON THE DEPOCATE AND STEMBERT CONTING, PLAN, NO. IN THE STOME WITHST PALLIFORM PROGRAMM PANL, SE MARKHAND AND THE STATE AND THE STATE
- 28. CONTRACTOR TO CONSIDER POTENTIAL DEWATERING ACTIVITIES WHEN PREPARING BID DOCUMENTS FOR THIS PROJECT.
- 29 CONTRACTOR SHALL ORDER ANY RECESSARY DEMOTERAC PERMITS AS SITE CONDITIONS AND CONSTRUCTION ACTIVITIES RECURRE
- 30. CONTRICTOR TO USE BALLP'S TO ENSURE COMPLIANCE WITH MPCES AND WATER MANAGEMENT DISTRICT REDULATIONS FOR STORMMATER DISCHARGE FROM CONSTRUCTION ACTIVITIES AND DENATERING OPERATIONS.
- 31. THE ESCAPE OF SEDMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDMENT CONTROL MEASURES AND PRACTICES PRICE, OR CONCURRENT WITH LAND DISTRIBUNG ACTIVITIES.

- PERMOLITION BROTES

 1. ALL MATERIA REMONDED FROM THIS SIZE BY THE CONTINUED SHALL BE DISPOSED OF BY THE CONTINUED IN A LEGAL MANAGE.
- 2. RETER TO THE TRYCOMPINES SINGLY FOR ADDITIONAL GERMAS OF DISTING STRUCTURES, DIC., LOCATED WITHIN THE PROJECT SITE. UNLESS GINEWASE MOTED, ALL DISTING BRUINASS, SINGTHERS, SAME, COMPOSED, FARMET, ERRISO FLEES, SONG, MOR ALL PRIVITATIONALES HERE TO BE REMODED FINAN OF THE SITE OF THE COMMONITION AND PROPERTY OF THE SITE OF MANNEY IS PART OF THE COMMINIST SIZE MISTES OF REMODED BY AND THE DISTINCT OF THE OTHER SIZE OF THE COMMONITION RESPONSIBILITY OF SITE IN SIZE AND CELLINAME THE FILL DISTING OF MISSES TO BE REMOVED. F. ARE MISSES ON BE NO DISTING, THE COMMONITION SIZE OFFICE THE OWNEY FOR THE ORDINANCE OF SIZE OF SIZE OFFICE AND THE SIZE OFFI OFFI THE SIZE OFFI OFFI THE SIZE OFFI OFFI THE SIZE OFFI T
- 3. THE COMMINCING SHALL REFER TO THE ERRACION PLAN AND LANGSCHIFF PLAN FOR GENALINAL/PRESENDING OF DESTING THEES, ALL TRESS NOT SECRETARY SHOWN TO BE REQUIRED ON REDOCATED SHALL BE PRESENDED AS A PINE OF THIS COMMINCIA. THE PROTECTION FROME SHALL BE RESULTED PRIVATE OF REQUIRED, COMMINIOR TO SELECTION SHALL BE RESULTED PRIVATE OF REQUIRED COMMINIOR SHALL BE RESULTED PRIVATE OF RESULTED AND RESULTED PRIVATE OF RESULTED PRIV
- 4. JANY ITEMS TO REMAN THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED TO THE EXISTING CONDITION OR BETTER AT THE CONTRACTOR'S
- 5. ANY APEAS FOR LANDSCAPING SHALL HAVE ALL BASE AND SURGRADE MATERIAL REMOVED TO A DEPTH OF 3 FEET.
- 6. HE MIDT OF THE DIDUCTION PLAN IS TO EXPENDISHING FEMILES THAT DECIMINED THE PROFESSIO CONSTRUCTION HEIL AND AN EXPERTISH THE REDICUL, SIGN MEDICAL RIDGE WAS HERE AREA MANAFRATION, WITHIN THE ME PLAN. HE CONSTRUCTOR IS DECIMINATED TO THE MEDICAL PROFESSION FROM THE STILL AS PARKED THE PLANS HAS SPECIFICATIONS PRIOR TO SHARITING PROVIDE, COMPRISION WILL NOT RECORD. AUCTIONAL COMPRESSION FOR RECORDING THE STORY SHOW SHARITING PROVIDED THE STORY HE PLANS.
- THIS DEMOLITION FRAN IS BISSED ON MANUALE UTILITY INFORMATION AND MAY OR MAY NOT BE ALL MOLUSINE FOR THIS STE. ANY UTILITIES EMODINERED DURING DEMOLITION THAT MEE NOT DEPICTED/INCRESSED ON THIS DRAWING SHOULD BE BROUGHT TO THE ATTENTION OF THE PROJECT EMORIER INMEDIATELY.
- B. CONTRACTOR IS REQUIRED TO OBTAIN ALL DEMOLITION AND DEMATERING PERMITS, IF APPLICABLE.
- 9. ALL FEATURES IDENTIFIED ON THIS PLAN WHICH ARE LISTED TO BE DEMOLISHED ARE TO BE REMOVED FROM THE SITE.
- 10. CONTRACTOR SHALL LIMIT ALL DEMOLITION ACTIVITIES TO THOSE AREAS DELINEATED ON THE CONSTRUCTION DRIMINGS UNLESS OTHERWISE DIRECTED BY THE DEVELOPER OR AS REQUIRED FOR CONSTRUCTION OF IMPROVIDENTS.
- 11. CONTRACTOR IS RESPONSIBLE FOR CONTROLLING ARBORNE DUST AND POLLUTAVIS BY USING WATER SPRINKLING OR OTHER SUITABLE MEANS OF CONTROL. 12. CONTRACTOR TO USE CARE IN HANDLING DEBRIS FROM STIE TO EXISINE THE SAFETY OF THE PUBLIC. HALL ROUTE TO BE CLOSELY MONTORED FOR DEBRIS OR MATERIALS TRACKED ONTO ADJORNING RODOWING, SEDWILKS, ETC. RODOWINS AND WALKINGS TO BE CLEARED DALLY OR AS NECESSARY TO
- 13. ALL ASPHALT TO BE REMOVED SHALL BE SAM OUT ADJACENT TO REMAINING IMPROVEMENTS.
- WHERE REMAINING, INLETS, MANHOLE COVERS, AND VILLYE COVERS TO BE PROTECTED IN PAVEMENT REMOVAL AREAS, CONTRACTOR SHALL REPLACE
 DIAMAGED STRUCTURES AT THEIR EMPRISE.
- 15. CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BAPRICAGES, ENCLOSURES, ETC. AS APPROVED BY THE AGENCY HAVING JUNESICHION AND THE CONSTRUCTION MANAGER.
- 16. Continuous access simili be mantamed for surrouading properties at all times during demolition of existing facilities and construction of new facilities. Schage small be posted to direct the public to the path of travel.
- 17. ALL TREES NOT SPECIFICALLY SHOWN TO BE PRESERVED OR RELOCATED SHALL BE REMOVED AS A PART OF THIS CONTRACT. TREE PROTECTION FEMOUR SHALL BE INSTALLED PRICE TO ANY DEBULIDION.

s contractor must coordinate the limits of utility demolition with proposed plans.

- 2. ALL UNPAVED AREAS DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SCOOLED, UNLESS OTHERWISE MOTED.
- TRAFFIC CONIRGO, ON ALL FROT, LOCAL AND COUNTY ROATS—OF—BUT SHALL MEET THE REQUIREMENTS OF THE MANUAL OF UNFORM TOWERS CONTROL
 DENCES (U.S. DOT/FHA) AND THE REQUIREMENTS OF THE STARE AND NAY LOCAL JACKICY HAWARD JARSECTION. IN THE EMENT THAT THE CONTROL
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 THAT THE JARSECTION ARCHITE
- 4. THE CONTRICTOR SHALL GRADE THE SITE TO THE ELEXATORS INDICATED AND SHALL REGRADE WISHOUTS WHERE THEY COLUR AFTER EVERY RAINFALL UNILL A GRASS STAND IS WELL ESTABLISHED OR ACCOUNTE STABLIZATION COLURS.
- 5. ALL OPEN AREAS WITHIN THE PROJECT SITE SHALL BE SCOOED WITH BAHIA SOD UNLESS INDICATED OTHERWISE ON THE ENGINEERING OR LIANDSCAPE.
- 6. All areas indicated as pavement shall be constructed in accordance with the typical pavement sections as indicated on the drawnos.
- 7. WHERE DISTING PRICINET IS INCRATED TO BE REMOVED AND REPLACED, THE CONTRACTOR SHALL SAW OUT A MAINMAN 2" DEEP FOR A SMOOTH AND STRANGET JOHT AND REPLACE THE PARAMENT WITH THE SAME TIPE AND LEFTH OF MATERIAL AS DISTING OR AS INDICATED.
- B. WHERE NEW PAVEMENT MEETS THE EXISTING PAVEMENT, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT A MINIMUM 2" DEEP FOR A SMOOTH AND STRAIGHT JOINT AND MATCH THE EXISTING PAVEMENT ELEVATION WITH THE PROPOSED PAVEMENT UNLESS OTHERWISE INDICATED. The continuous symli install filter paper over all demance structures for the duration of construction and unit, acceptance of the procest by the conspt. All demance structures and press within the laints of construction symli, et cleared of deeper as a recursed duration and at the door of construction to provide profine demance process.
- 10. If DEWITERING IS REQUIRED, THE CONTINCTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTINCTOR IS TO COORDINATE WITH THE OWNER AND THE EMPIRED PROR TO ANY EXCHANGE.
- 11. CONTRACTOR TO STRP TOPSOL AND CREAMS WATER FROM ALL AREAS OF THE SITE AS REQUIRED. IN SOME CASES TOPSOL MAY BE STOCKPILED ON SITE FOR PLACEMENT WITHIN LANGSLAFED MEAS BUT ONLY AS DIRECTED BY THE OWNER.
- 12, FIELD DENSITY TESTS SHALL BE TAKEN AT INTERNALS IN ACCORDANCE WITH THE LOCAL JURISICTIONAL AGENCY OR TO FIDOT STANDARDS. IN THE ENERT THAT THE CONTRACT DOCUMENTS AND THE JURISICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
- 13. ALL SLOPES MO AREAS DISTURBED BY CONSTRUCTION SHALL BE GRAZED AS PER PLANS. THE MEAS SHALL THEN BE SCORED AS SPECIFIED IN THE PLANS, FERTILEZD, MALORED, INVERED, AND MANTANED LIVEL A LODO STAND OF GRASS GROWTH IS ESTREASED IN ALL MEASS. ANY AREAS DISTURBED FOR ANY RESORT MERRO TO THAN A LOZEPTINEC OF THE ARE SHALL BE CONSECTED BY THE CONTRICTOR AT ON ADMINISTRAL COST IN THE CASE SHALL BE CONSECTED BY THE CONTRICTOR AT ON ADMINISTRAL COST IN THE CASE.
- 14. ALL DUT OR FILL SLOPES SHALL BE 4 (HORZONIAL): 1 (VERICAL) OR FLATTER UNLESS OTHERWISE SHOWN, WITH THE EXCEPTION OF THE PERMETER BESM (IF APPLICALE), WHO'N SHALL HAVE A 3 (HORZONIAL): 1 (VERICAL) MAX.
- 15. The contrictor shall escare that is and planting areas and other planting areas are not compacted and do not contain rowe base materials. The contrictor shall also decarate and remove all undespreads wateral, from all areas on the site to be planted and property deposit of in a Light Manner.
- 17. CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE OWNER'S GEOTECHNICAL ENGINEER PRIOR TO ONSET OF CONSTRUCTION TO SUBJUT AND COMPRIM THE CONTRACTOR'S PROPOSED MEANS AND IMMERIALS AND TO SCHEFULE INSPECTIONS FOR BOTTOM OF BASIA, REMOVAL OF UNSUTRALE SOIL, FILL PLACEMENT, AND THAN BACK PREMARKED. 18. THE CONTRACTOR IS RESPONSIBLE FOR AS-BUILT PLANS AND GRADE CONTROL UMLESS DEFINED OTHERWISE ELSEWHERE IN THE CONTRACT DOCUMENTS.

BARNTENANCE (ALL PHACES) AL MORRES SHED ON HE SEE MY, AND IN IS STOR WITH PRUDON PRODUCT PAIL, SHALL IS WANNED IN PLLY FRACTOR, CONDITION ALL MORRES SHED ON HE SEE MY, AND IN IS STOR WITH PRUDON PRODUCT PAIL, SHALL IS SHOWNED IN PLLY FRACTOR, CONDITION IN IN JUDICAL SHEEN OF A CANADAM PROFESS OF ONE OF AN INSUREDISTOR OF HE SEE ALL DOORS AND SEEMENANCH CORRES, MARKET MEASURE SHALL BE CONDITION OF A CANADAM PROFESS OF A CONDITION OF A SEE ALL DOORS AND SEEMENANCH CORRES. MEASURE SHALL BE CONDITION OF A CANADAM SHALL BE RESPONDED TO CONDITION OF A PLANTAGE THEM, WHITE OF A CANADAM SHALL BE CONDICTED TO AND SHALL BE SHALL BE CONDICTED. MEASURE SHALL BE CONDITION OF A CANADAM SHALL BE CONDICTED TO CONDICTION OF A PLANTAGE THEM, WHITE OF A CANADAM SHALL BE CONDICTED. MEASURE SHALL BE CO

- 1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPARED OR REPLACED IF THEY SHOW SIGHS OF UNDERMINING OR DETERORATION
- All Seeted areas small be checked regularly to see that a good stand is mandamed. Areas should be fertilized, invered, and
 respected as nested.
- 3. SLT FENCES SHILL BE REPARED TO THEIR ORIGINAL CONDITIONS IF DIMMORD, SEDMENT SHALL BE REMOVED FROM THE SLT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SLT FENCE.
- 4. THE CONSTRUCTION EXITS SHALL BE MANTANED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC BIGHTS-CF-MAY. THIS MAY REQUIRE FERODICE TOP DRESSING OF THE CONSTRUCTION DIXTS AS CONDITIONS DELAWAD. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUTUBLE FOR PARKING AND STORAGE), THIS MAY REQUIRE PERCOIC
 TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DELAWID.

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MICHAEL D. MILES

PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 81313
DATE:

ÁNGEL PIÑERO

PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:

GENERAL NOTES

2451-24-03094

CO.01

08/05/25

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- ALL CONSTRUCTION SHALL MEET OR EXCEED THE ANI REQUIREMENTS AND THE FLORIDA DEPARTMENT OF EMPROMAINTAL PROTECTION REQUIREMENTS UNLESS OTHERWISE NOTED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE SPECIFICATIONS AND DETAILS FROM THE LOCAL AGENCY.
- A COME CALLEGE COME NE COME CONTROL DE MEMBERS ANALES. DE CONTROL ES TE TRE D'EN PROPERTIES COME NE LES CONTROL DE L'ANDICE DE
- 4. DEFLECTION OF PPE JONES AND CHRADITIE OF PIPE SHALL NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS. SECURELY CLOSE ALL OPEN ENDS OF PIPE AND FITTINGS WITH A MATERITORIF FLUX WHEN MORN IS NOT IN PROCRESS. THE WITHOUT OF THE SHALL BE CLOSE AND JOHN SURFACES. WHEN SHALL BE FLUX BY LOCATED ACCORDING TO THE PLANS.
- 5. ALL PRIESS OF INSTILLATION, INCLUSING INACIONES, TRIDICINES, UPING AND DICK FILLING, SPILL BE CODE IN A PIRST CLASS KONGAMULE WAVERS. ALL PRIES SPILL BE CHEMILAT STREED FILLIAMEN WANASCHEEPS'S MOXIMARIZHOUSES, CHEE SPILL BE THEN TO A MID DAMEET IN THE COUNSE COR MADE OF MALL PRIFF FILINGS. APP FOR STRIFF MOST DAWING ON BROWN SHE FILINGS WAS THEN THE MOST OF THE PRIFF AND THE PRIFF OF THE PRINCE OF THE PRINCE OF METERS OF METERS AND THE PRINCE OF THE PRIN
- 6. WATER FOR FIRE FIGHTING SHALL BE AVAILABLE FOR USE PRIOR TO COMBUSTIBLES BEING DELIVERED TO THE SITE.
- ALL UTLITY AND STORM DRAIN TRENCHES LOCATED UNDER AREAS TO RECENE PRIVING SHALL BE COMPLETELY BROX FILLED IN ACCORDANCE WITH THE COMPRINE ARRESTICTIONAL AREASY'S SPECIALIZATION, IN THE ENDIT THAT THE CONTINUED TOCKMENTS AND THE ARRESTICTIONAL AREASY RECOMMENDED.
 AREA NOT ALRESTICATION, THE MOST STRIKKENT SHALL OWNER.
- B. UNDERGROUND LINES SHALL BE AS-BUILT BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR BEFORE BACK FILLING.

- 11. ALL LINES LABELED "FIRE" SHALL BE INSTALLED BY A CERTIFIED FIRE SPRINKLER INSTALLER.
- 12. ALL WATER ESTREATION SYSTEM MATERIAS (NAZILONG SERVICES) AND RESALATION SHALL CONFORM 10 THE SPECIFICATIONS OF THE LOCAL WATER PRODUCER AS PROVIDED IN THEIR STRANDAY SPECIFICATIONS MANUE, AND THE FLOREN DEPARTMENT OF ENVIRONMENTAL PROTECTION. THE CONTINUETR'S RESPONSIBLE TO GREAT SPECIFICATION MANUEL PRIOR TO BERGEN THE PROJECT.
- NEW YORK, IN COME TO LINEAR WAS THE WAS ARRESTED USED. THE PROBLE IS CLOSE OND OR WHICH IN ACCOUNTE WEN FAC.

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- TALL BUT SHOULD BE COME THE CHARM PROPERTY FOR THE PLANT CHARMOND FOR BUT, AND ANY OFFI AND ANY OFFI A
- NET OR INCOME. INCOME WAS USED AND IN SERVICE AND IN IT OF PROCESS OF A CHARGE AND INCOME. A CHARGE AND INCOME AND INCOME.
- N. REF OR PELCHATU, UNDERSONAD WARR MANS HOUSED IN THIS PROJECT THAT MILL CHOOS ANY DESTING OR PROFESSIO CHANNIT- OR WOUNDAM-PIES SWARM SIZES OF STAN SIZES MILL OF U.S. SO THE OWNER OF ALL CLOST SIX MINOS AND THE OTHER PROJECT OF ALL CLOST SIX MINOS AND THE OTHER PROJECT OF ALL CLOST SIX MINOS AND THE OTHER CLOST SIX MINOS AND THE OTH
- 17. THE MATER SISTEM SHALL BE CLEARED OF DERRIS, FLUSHED AND TESTED FOR A PERICO OF MOT LESS THAN 2 HOURS AT A MANNUM STAFTING PRESSURE OF 150 PS WITH AN ALLOWARE LEAVAGE MOT TO EXCEED THE ALLOWARE GRU/AR IN ACCORDANCE WITH THE ANS/JAMMA C-600-65 STAMMAD SETTING A 2.3

(EDUATION Q = <u>LD P)</u> 148,000

- Q = ALLOWAGE LEAKASE, CALLONS/HOUR L = LENGTH OF PIPE TESTED, FRET D = NOMINAL DIAMETER, INCHES P = AVERAGE TEST PRESSURE, LB/IN GAUGE
- 18. WERT THE PRESSURE TEST, THE SYSTEM SHALL BE DISNECTED, DISNECTION SHALL BE IN ACCORDANCE WITH ANS/MINIA ORD-05 STEL. PER LIGHT OF WAR IN THE STELL HE TABLE WITH SHALL BE TABLE WITH SHALL BE TABLE WITH SHALL BE AND THE STELL HE SHALL BE AND THE SHALL BE AND
- 19. WATER SYSTEM PRESSURE TESTS SHALL BE FOR 2 HOURS AT LINE PRESSURE AFTER THE 150 PSI TEST & DISNIFECTED. DISNIFECTION SHALL BE IN ACCORDANCE WITH ANS/JAINNA CRIST-OG STD.
- 20.41 THE THE OF BACTEROLOGUL SHAPLAR, OLDINE RESOLUL STEMBALTON SHILL SE MAKE TO RISHE THAT OLDINE CONCONTRATION IN THE MAKE IS NO PRICE THAN THAT GEORGALY SI THE STOTED (LO BAC), FIRE OR 4.0 MAY, COMMEND MARMAN, OR LESS THAN 4.02 MAY, FIRE OR 4.0 MAY, OR THE COMMEND. THE RESULT SHALL SE REPORTED ALONG WITH THE SACTEROLOGICAL EST RESULTS. ALL TESTING SHALL SE COORDINATED AND PAID FOR 8 THE COMMEND.
- 21. REFER TO APCHIECTURAL DRAWNOS FOR EACH BUILDING UTILITY & ROOF DRAIN CONNECTION LOCATIONS, WHERE CONFLICTS EXIST WITH THESE SITE PLANS, ENGINEER IS TO BE MOTHED PRIOR TO CONSTRUCTION TO RESOLVE SAME, SERVICE SIZES TO BE DETERMINED BY ARCHITECT.
- 22. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILIZATION OF ANY EXISTING UTILITY MAIN, STRUCTURES AND/OR APPURIENMICES DURING COMMECTION.
- 23.LOCATION & LAYOUT OF GAS, ELECTRIC & TELECOMMUNICATION UTILITY LINES AND SERVICES SHOWN ON THESE PLANS ARE SCHEMATIC IN MATURE. ACTUAL LOCATION & LAYOUT OF THESE UTILITIES & SERVICES ARE TO BE PER THE APPROPRIATE UTILITY PROVIDER.
- 24. ALL BULDING FEATURES AND DIMENSIONS TO BE COOKDINATED WITH ARCHITECTURAL PLANS ON THE AFFROXED BULDING PERMIT PLAN SET. ANY DISCREPANCIES WITH THE CIVIL CONSTRUCTION DOCUMENTS PLANS TO BE BROUGHT TO THE ENGINEER'S ATTENTION MANERATELY.
- 25. ALL SEWER AND WATER FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATORY AUTHORITY'S RULES AND REGULATIONS. 26. ALL PROPOSED UTILITIES TO BE INSTALLED UNDERCROUND UNLESS OTHERWISE NOTED.
- 27. PIPE LENGTHS ON THIS PLAN HAVE BEEN MEASURED AS THE DISTANCE BETWEEN THE CENTER POINT OF THE TWO CONNECTED STRUCTURES.

EXISTING UTILITIES

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INTERRUPTION OF EXISTING UTILITIES

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SURVEY DATA

- contractor shall protect all permanent reference monuments and take all predations necessary to audo damage to surney wakers IG construction, any surney warkers damaged during construction hall be replaced at the expense of the contractor.
- BOYCHMARK LOCATION AND ELEWITCH ARE AS REPRESENTED BY SURVEYOR AT THE TIME OF SURVEY, CONTRACTOR SHALL VERTY ITS CORRECTNESS AT THE OF CONSTRUCTION.
- 3. ALL ELEVATIONS ON THE PLANS OR REFERENCED IN THE SPECIFICATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.Y.D. 1988).

NUM REQUIRED "AS-BULT" INFORMATION

- ALL AS-BULT INFORMATION SUBMITTED TO THE ENGINEER SHALL BE SUFFICIENTLY ACCURATE, CLEAR, AND LEGIBLE TO SATISFY THE ENGINEER THAT THE INFORMATION PROVIDES A TRUE REPRESENTATION OF THE INFORMATION SONSTRUCTED. 2 STORM DRANGE
- A. TOP ELEVATION OF EACH MANHOLE FRAME AND COVER / GRATE AS WELL ALL OTHER STRUCTURES (HEADWALLS, CONTROL STRUCTURES, ETC.).
- B. INVERT ELEVATION OF EACH LINE ENTERING AND LEAVING EACH STRUCTURE, INCLUDING UNDERDRAIN PIPES.
- C. INVERTS OF ALL INTERED END SECTIONS
- D. ACTUAL LENGTH AND GRADE OF PIPE BETWEEN THE STRUCTURES
- E. INVERT ELENATION AND TWO HORIZONTAL TIES FROM PERMANENT VISIBLE OBJECTS TO ALL STORM STUB-OUTS.
- F. CORRIGINE SHALL PRODUCE ACCURRED AS-MARED BERROOMS AND ELECTRICATE FOR SCHOOL WITHOUT AND ELECTRICATE AND E
- 3. UTILITY CROSSING SEPARATION INFORMATION FOR THAT PROVIDED ON THE PLANS VERIFYING:
- A. FINISHED GRADE AT THE LOCATION OF THE CROSSING WITH SIZE AND WATERAL OF EACH PIPE
- B BOTTOM FLEWATION OF TOP PIPE
- C. TOP FLEWTION OF BOTTOM PIPE
- D. CLEARANCE BETWEEN EACH PIPE
- 4. ALL OTHER REQUIREMENTS LISTED SHALL CONFORM TO THE AHJ DOCUMENTATION.
- A. LOCATIONS AND DEPTHS OF UNDERCROUND UTILITIES.
- D. ACTUAL EQUIPMENT LOCATIONS.
- E. CHANGES MADE BY CHANGE ORDER OR CONSTRUCTION CHANGE DIRECTIVE.
- F. CHANGES MADE FOLLOWING ENGINEER'S WRITTEN ORDERS.
- G. DETAILS NOT ON THE ORIGINAL CONTRACT DRAWNOS.
- H. FIELD RECORDS FOR WARMALE AND CONCEALED CONDITIONS.
- I. ALL SLEEVES, FITTINGS, TEES, BENDS, VALVES, ETC. SHALL BE LOCATED BY STATION/OFFSET (OR METHOD APPROVED BY ENZINEER) AND ELEWITON OF TOP OF PIPE AT 100-FOOT INTERNALS MUST BE
- J. RECORD DRAWINGS SHALL INDICATE AS-BUILT DATA FOR EVERY ELEVATION SHOWN ON THE PLANS.
- K. IF A NEW BENCHMARK LOCATION IS ESTABLISHED, CONTRACTOR SIMIL PROVIDE A BENCH LOCA CLOSURE TO THE CLOSEST EXISTING BENCHMARKS IN BOTH DIRECTIONS, ALL EXICAMINE DATA SHALL BE SUBMITTED BY A REDISTRED LAND SURVEYOR.
- L. DENTIFICATION OF ADDENDUM TIEMS ISSUED DURING BIDDING PERIOD.
- N. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL AS-BUILT DATA FOR UTILITIES AND SLEEZING IS COLLECTED PROR TO PAWEMENT SECTION CONSTRUCTION. PRELIMINARY UTILITY AS-BUILTS MUST BE PROVIDED TO THE ENGINEER FOR REVIEW PROR TO PAWEMENT SECTION CONSTRUCTION.
- I. ACTUAL LENGTHS BETWEEN BRANCHES AND VALVES ALONG THE MAIN RUN.
- IL TOP OF PIPE AND FINISHED GRADE ELEVATIONS AT 100" INTERNALS.
- II. LOCATE WITH MEASUREMENTS FROM PERMANENT VISIBLE COLECTS ALL FITTINGS/ACCESSORIES NOT VISIBLE FROM THE SUFFACE (MINIMUM TWO POINT TIES).
- IN. AS-BUILT INFORMATION SUBMITTED TO THE ENGINEER SHALL BE SUFFICIENTLY ACCURATE, CLEAR AND LEGIBLE TO SATISFY THE ENGINEER THAT THE INFORMATION PROVIDES A TRUE REPRESENTATION OF THE INPROVEMENTS CONSTRUCTED.
- N. UPON COMPLETION OF CONSTRUCTION, THE CONTINUTION SHALL SUMMIT TO THE DESIDEER OF RECORD COMPLETE SETS OF AS-BUILT ONSTRUCTION OF MANINES AS REQUIRED FOR SHAPETHAL AND APPROVAL THESE SHAPMENS SHALL BE MANEED TO SHAP XS-BUILT ONSTRUCTION OWNERS AND DIMENSIONED LOCATIONS AND LOCATIONS AND MAINTAINNETS AND SHALL BE SOMED AND SEALED BY A
- w. All other required pressure pipe information in accordance with the as-bult requirements of ahl

- PHASING NOTES

 1. CONTROTTS MAY PHASE EDUCON AND SEXMENTATION CONTROL MEASURES IN ACCOMPANSE WITH SITE CONSTRUCTION PHASING.
- CONTRACTOR SHALL ENSURE THAT THE CONSTRUCTION AREA IS SEPARATED FROM THE AREA NOT UNDER CONSTRUCTION WITH A TEMPORARY CHAIN LINK FRINCE AND DISCARE THE SAFETY OF THE PUBLIC. SEQUENCE OF CONSTRUCTION

 1970 INFORMATION ON INSTRUMENT OF THE FOLLOWING MODE THROUGH MAKEN, LANDOWN, FORTH-FOTTY, WHICH MODE, CONCRETE MASKNIT, FUEL

 AND MITTERS STORMED CONMENDES, DUE WEST CONMENDES, OFF, IMMEDIATE FORTH ON THE SITE MAYS MOD NOTE ANY COMMENDES IN LOCATION

 SEE THE COURS PRODUCTION THE CONSIDERATION PROCESS.

- PMSE 1:

 1. DORINITY SHAULDE DOBITACION DITINACE NO NOTALI STI FIDICI, TURBON'I BARRON NO NEIT PROTECTION COMPINITION TO GRAN APPRONA.
 ROMA JARSCOTTON HAVE AUTHORITY THAT ALL SOL ENGOIN CONTRO, MASSINES METE RISTALLD PROPERLY.

 2. PERTONA CLEMEN AND GREBBIS AND EXICATION.

- PINES 2.

 INFORMATION CONTROL BOOKER CONTROL DESIGNATION PROFESSION SHAPE PARTIES.

 INFORMATION CONTROL BOOKER CONTROL DESIGNATION PROFESSION PARTIES AND MALE IN NOTICE FOR 7 DAYS ON MORE ON A STOWNED ARE CONTROL TOOL WITH PARE LINE SEED, MONOCONTROL DESIGNATION, DESIGNATION FOR CONTROL BOOKER.

 5. CONNECT FINES CONTROL BOOKERS.

 5. CONNECT FINES CONTROL BOOKERS.

- DECTREE

 1. CONTROCTOR TO CONSIDER POTENTIAL DEMINISTERS ACTIVITIES WHEN PREPARAGE BID DOCUMENTS FOR THIS PROJECT.

 TO CONTROCTOR TO CONSIDER POTENTIAL DEMINISTERS ACTIVITIES WHEN PREPARAGE BID DOCUMENTS FOR THIS PROJECT. 2. CONTRACTOR SHALL OBTAIN ANY NECESSARY DEWATERING PERMITS AS SITE CONDITIONS AND CONSTRUCTION ACTIVITIES REQUIRE.
- 3. CONTRICTOR TO USE BILLP.'S TO ENSURE COMPLIANCE WITH NPCES AND WATER MANAGEMENT DISTRICT REQUIATIONS FOR STORMMATER DISCHARGE FROM CONSTRUCTION ACTIVITIES AND DENAITSING OPERATIONS.
- 4. THE ESCHPE OF SEDMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDMENT CONTROL MEASURES AND PRACTICES PRICE, OR CONCURRENT WITH LAND DISTRIBUTE ACTIONIES.







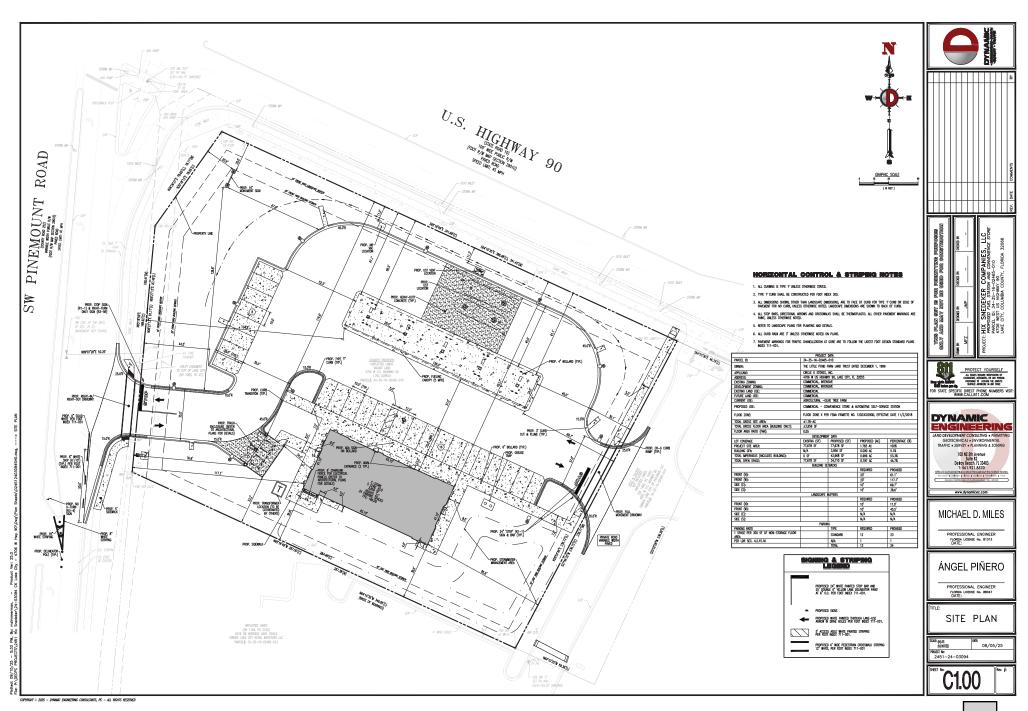
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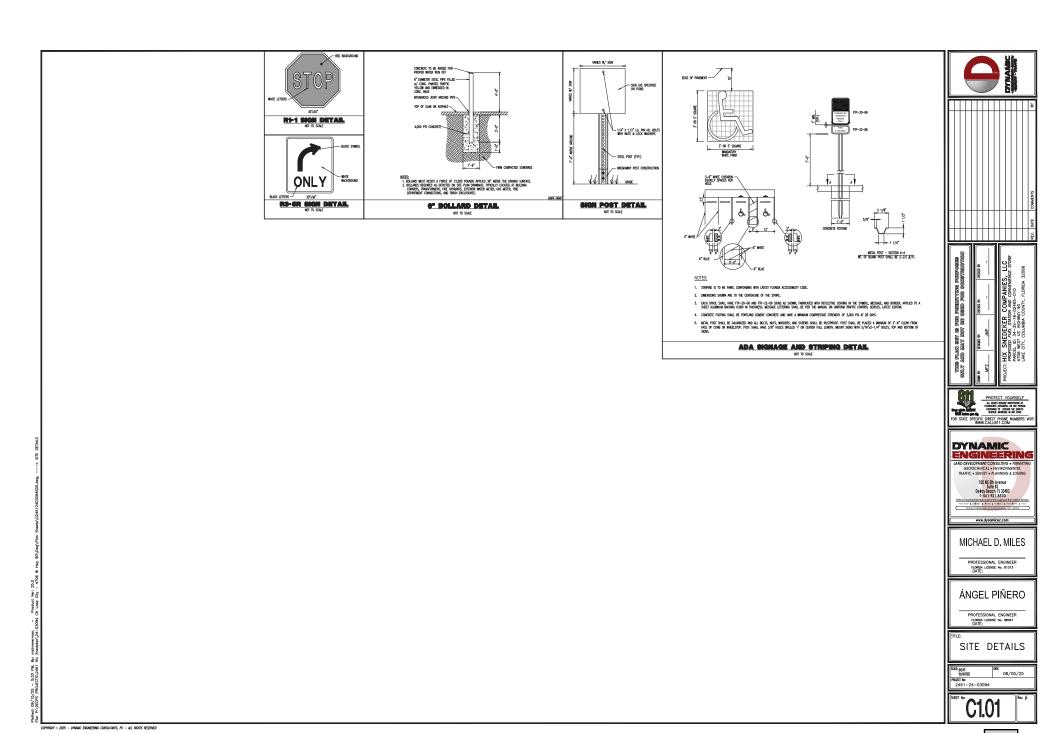
GENERAL NOTES

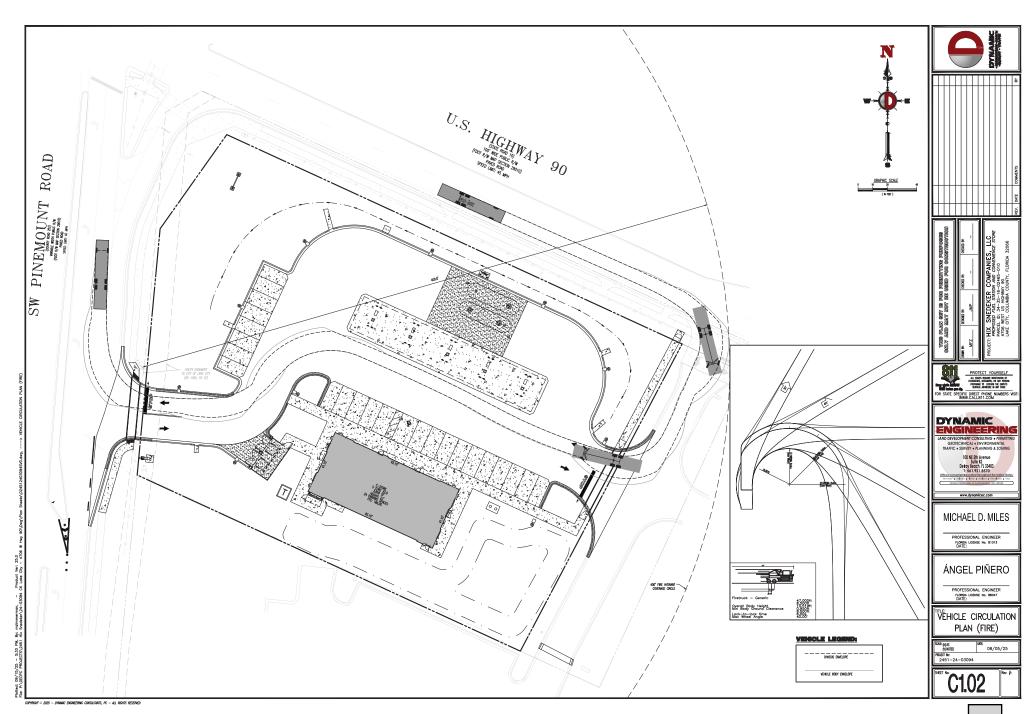
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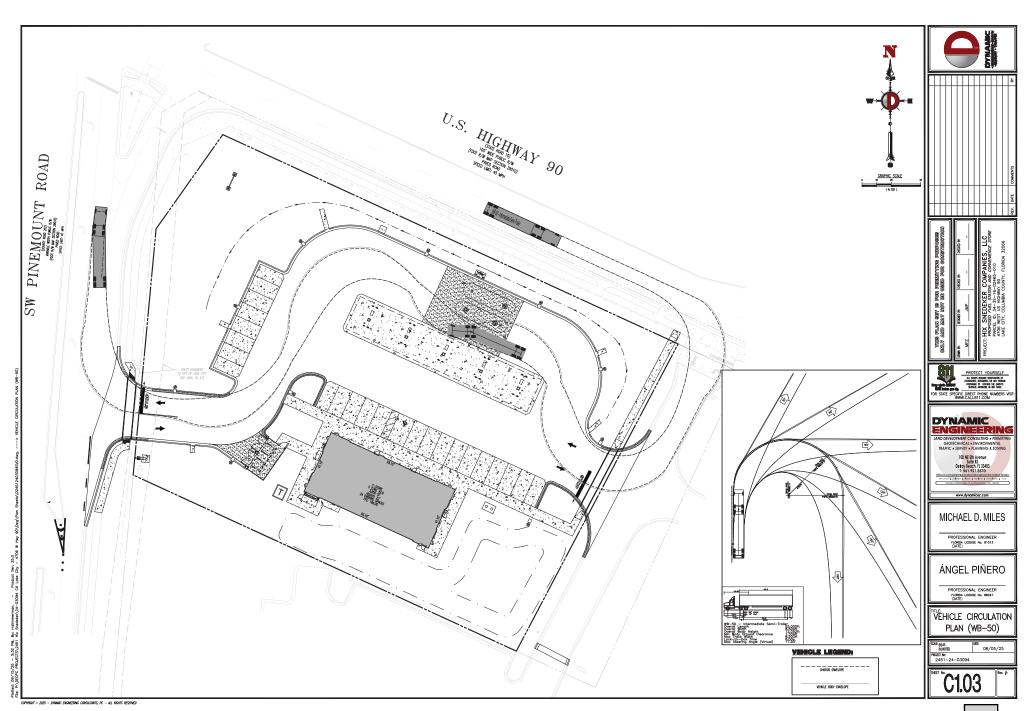
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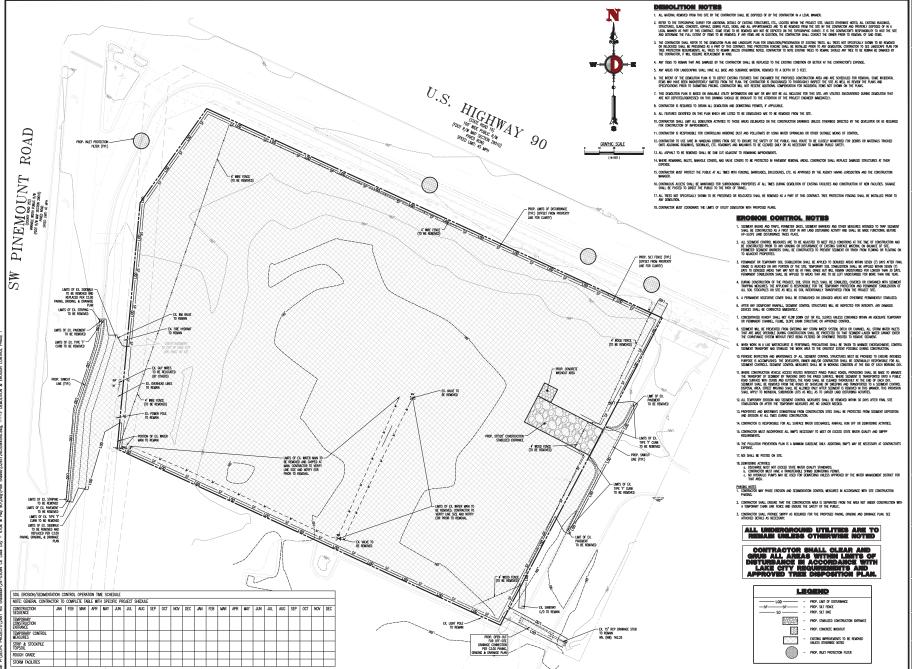
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MICHAEL D. MILES

PROFESSIONAL ENGINEER FLORIDA LICENSE No. 81313 DATE:

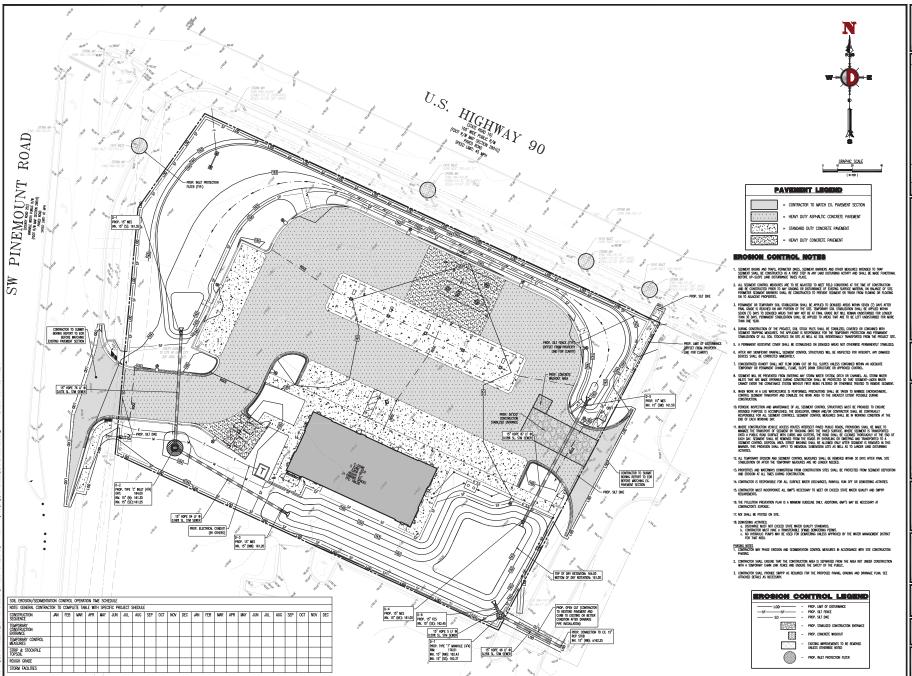
ÁNGEL PIÑERO

PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
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DEMOLITION & EROSION CONTROL PHASE I

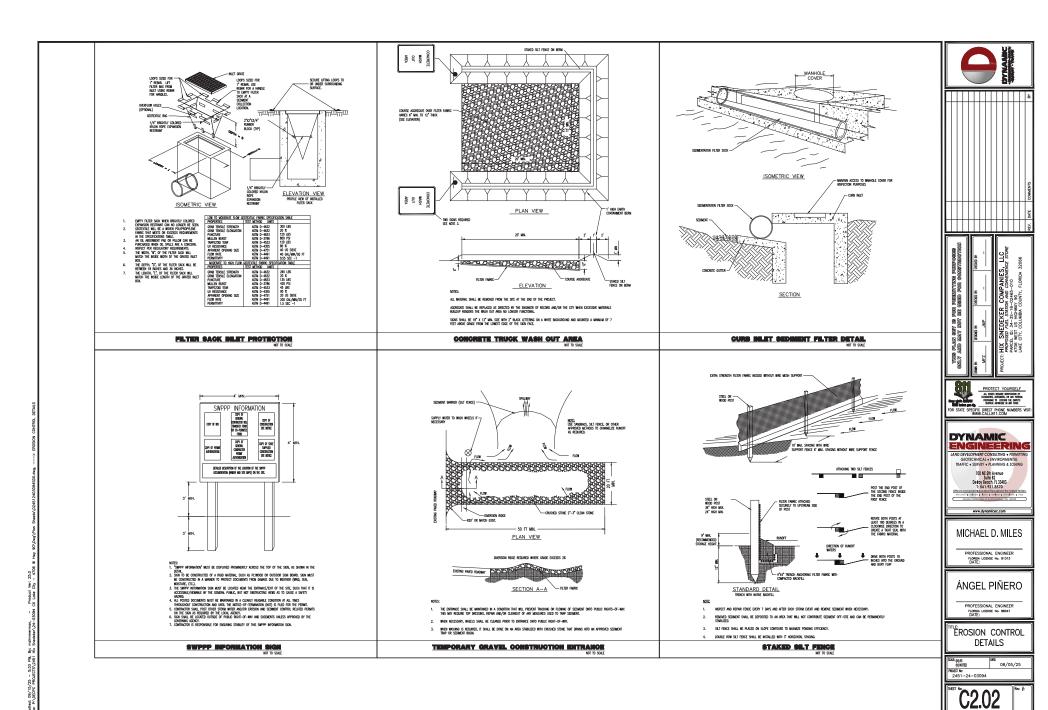
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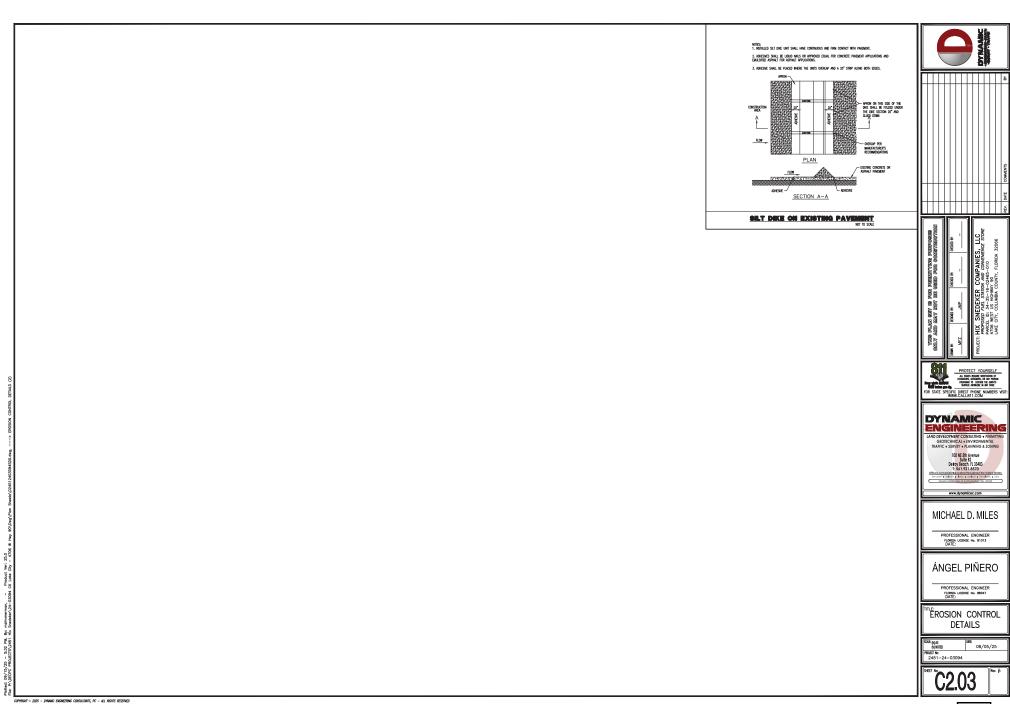
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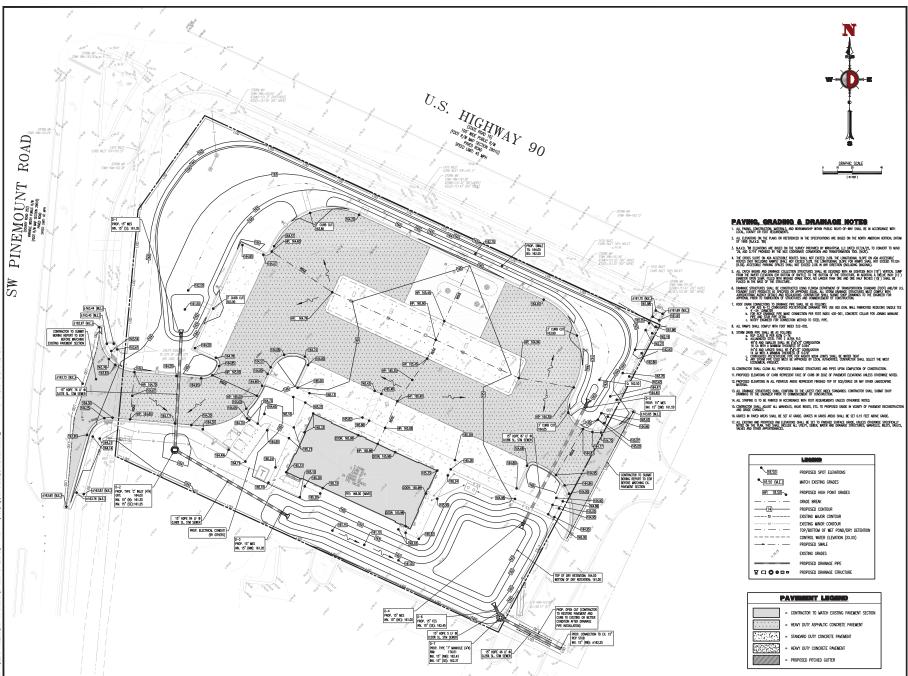
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FOR STATE SPECIFIC DIRECT PHONE NUMBERS 1 DYNAMIC 100 NE 5th Avenue Suite 62 Delroy Beach, FL 33483 T: 561.921.8570 MICHAEL D. MILES PROFESSIONAL ENGINEER FLORIDA LICENSE No. 81313 DATE: ÁNGEL PIÑERO PROFESSIONAL ENGINEER
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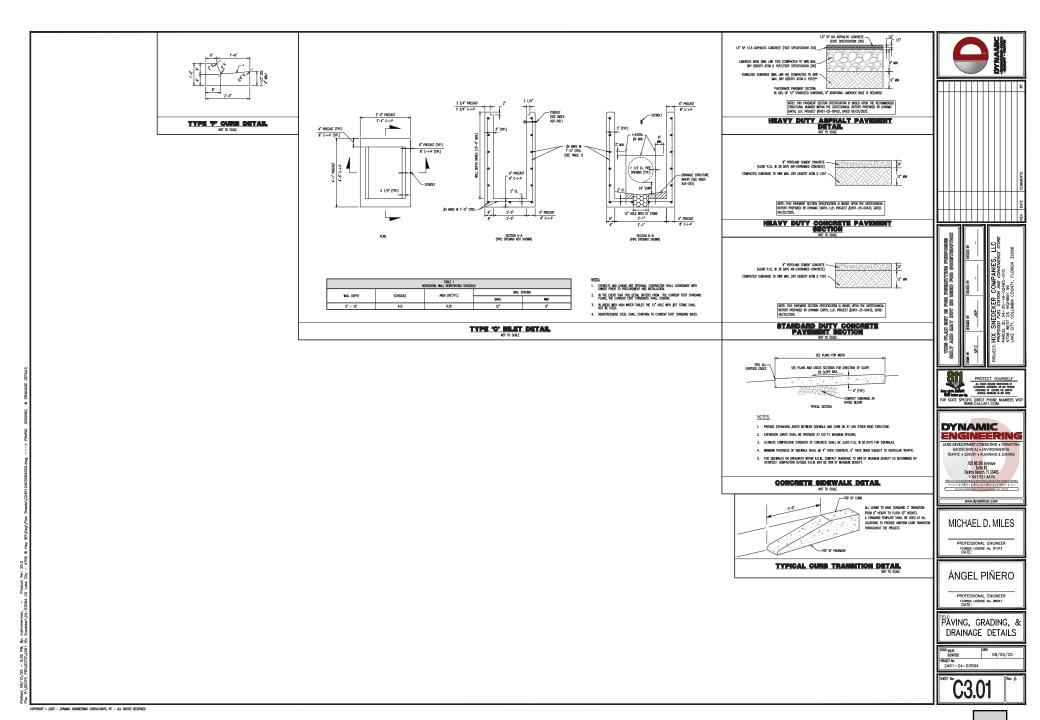
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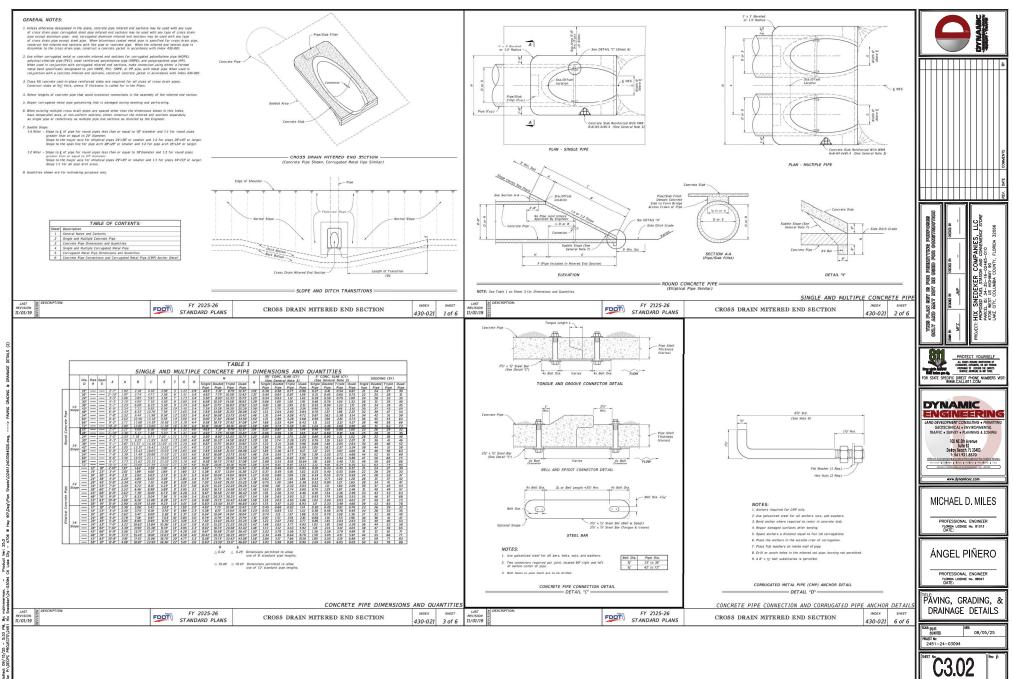
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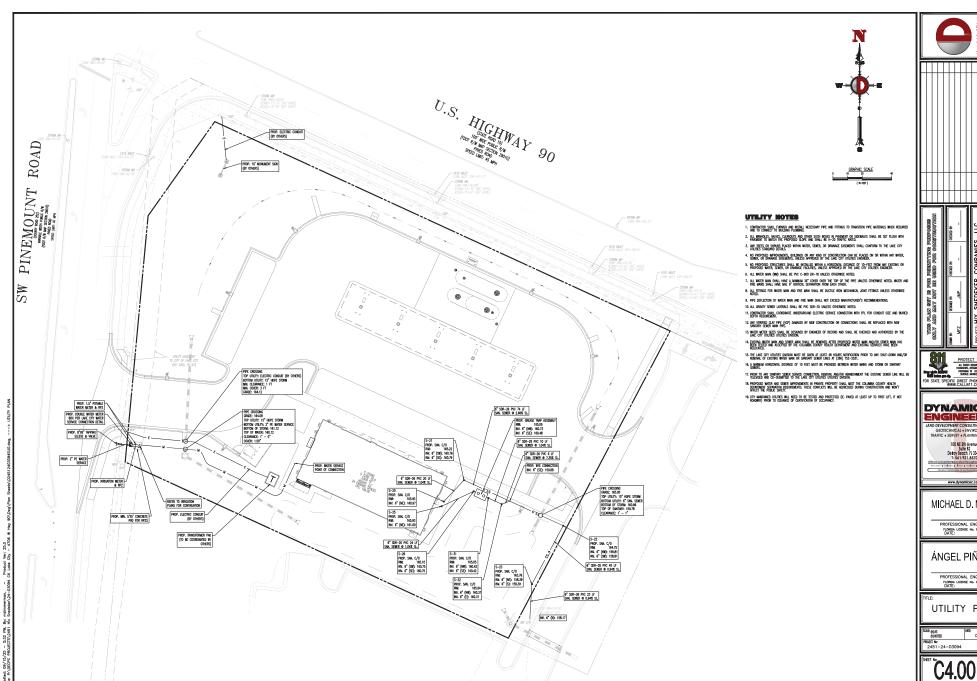
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DRAINAGE PLAN

08/05/25

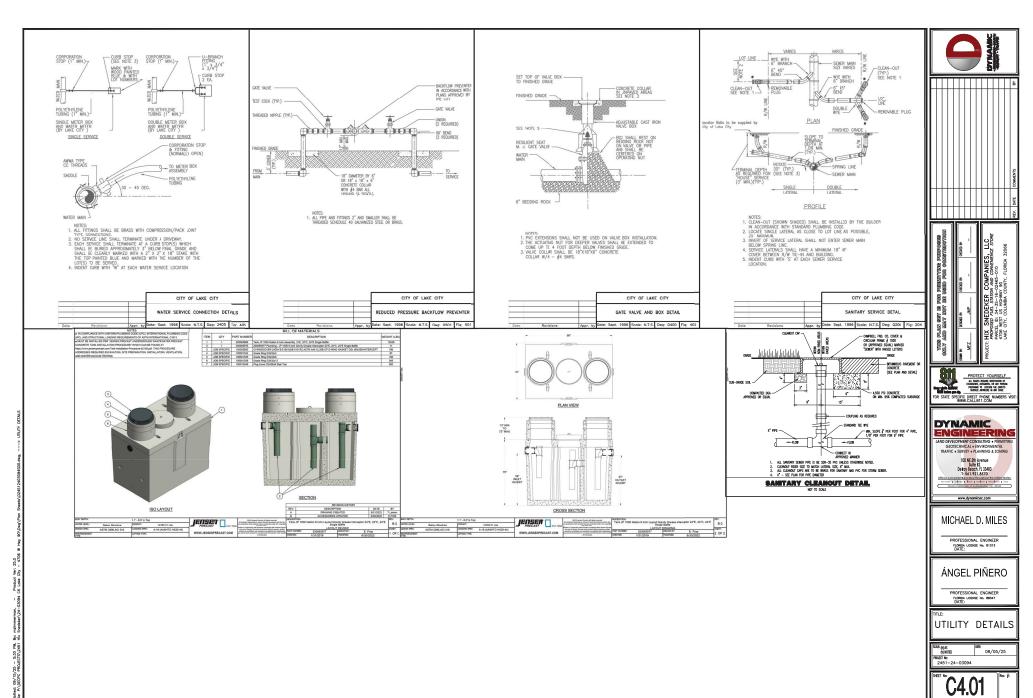






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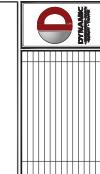
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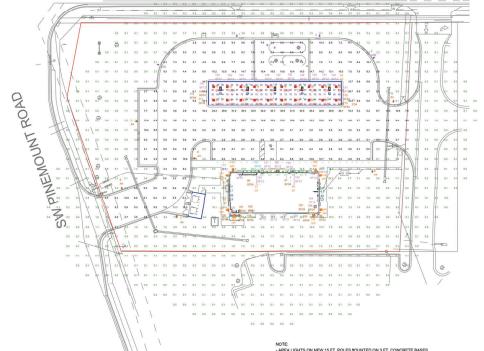
ÁNGEL PIÑERO

PHOTOMETRIC PLAN

SCALE: (6) 1"=30" (M) PROJECT No: 2451-24-03094 OB/05/25

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U.S. HIGHWAY 90



NOTE: - AREA I - FOOTO UNLES

LIGHTS ON NEW 15 FT. POLES MOUNTED ON 3 FT. CONCRETE BASES	
CANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES	
SS NOTED OTHERWISE.	

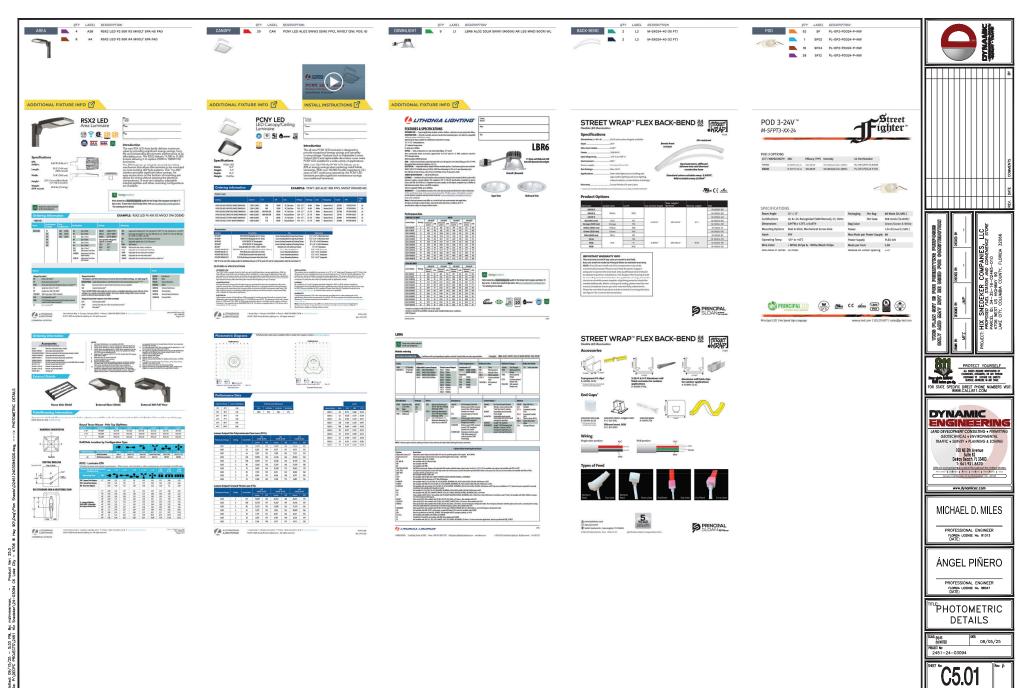
	INAIRE SCHEDULE									
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG FATING	WATTS/LUMINAIRE	TOTAL WATTS	MANUFACTURER	CATALOG LOGIC
	4	A3B	Single	12072	1.010	B1-U0G2	114.07	456.28	Lithonia Lighting	RSX2 LED P2 50K R3 MVOLT SPA HS FAO
	6	A4	Single	17427	1.010	B2-U0G3	114.07	684.42	Lithonia Lighting	RSX2 LED P2 50K R4 MVOLT SPA FAO
	20	CAN	Single	16336	1.010	B3-U0G1	99.79	1995.8	Lithonia Lighting	PCNY LED ALO2 SWW2 (50K) FPCL MVOLT (SW. POS. 6)
(-)	9	L1	SINGLE	2238	1.010	N.A.	25.15	226.35	Lithonia Lighting	LBR6 ALO2 20LM SWW1 (4000K) AR LSS MWD 90CRI WL
	2	L2	Single	4570	1.000	N.A.	54.9	109.8	P-LED	M-SX024-40 (15 FT)
	2	L3	Single	3656	1.000	N.A.	43.92	87.84	P-LED	M-SX024-40 (12 FT)
	52	SF	Single	110	1.000	N.A.	1.04	54.08	P-LED	PL-OP2-PD324-P-NW
	1	SF02	SF 2FT	110	1.000	N.A.	1.04	8.32	P-LED	PL-OP2-PD324-P-NW
	18	SF04	SF 4FT	110	1.000	N.A.	1.04	262.08	P-LED	PL-OP2-PD324-P-NW
	28	SF12	SF 12FT_1	110	1.000	N.A.	1.04	1281.28	P-LED	PL-OP2-PD324-P-NW
	8	WP	SINGLE	6614	1.010	B1-U0-G1	51.2609	410.087	Lithonia Lighting	ARC2 LED P5 40K MVOLT
		•							•	

PAVED AREA 18 INCHES ABOVE GRADE

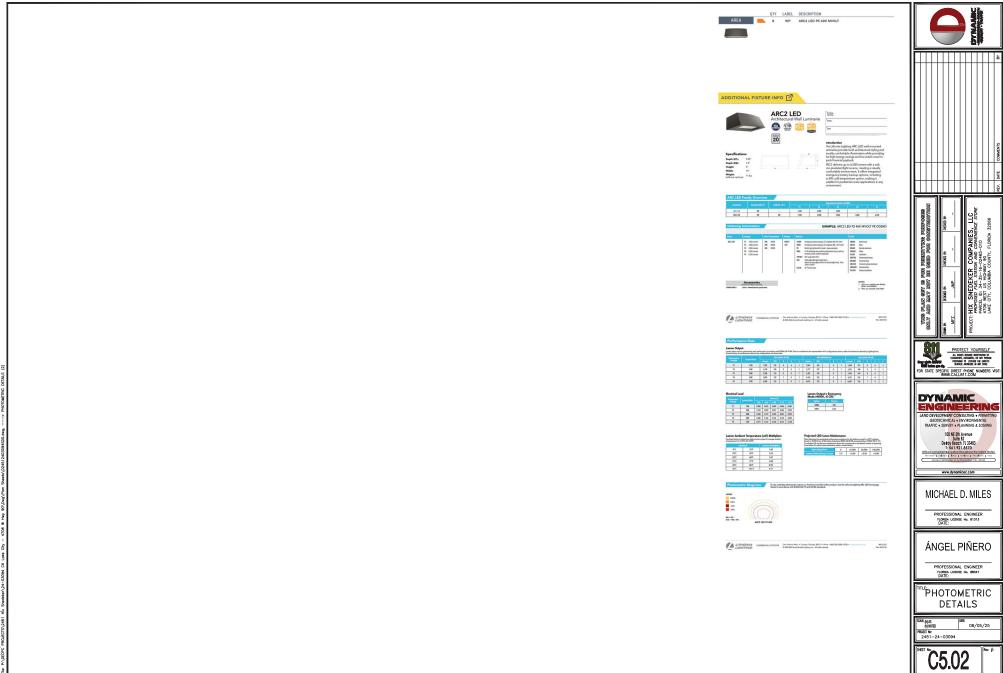
UNDEFINED 18 INCHES ABOVE GRADE

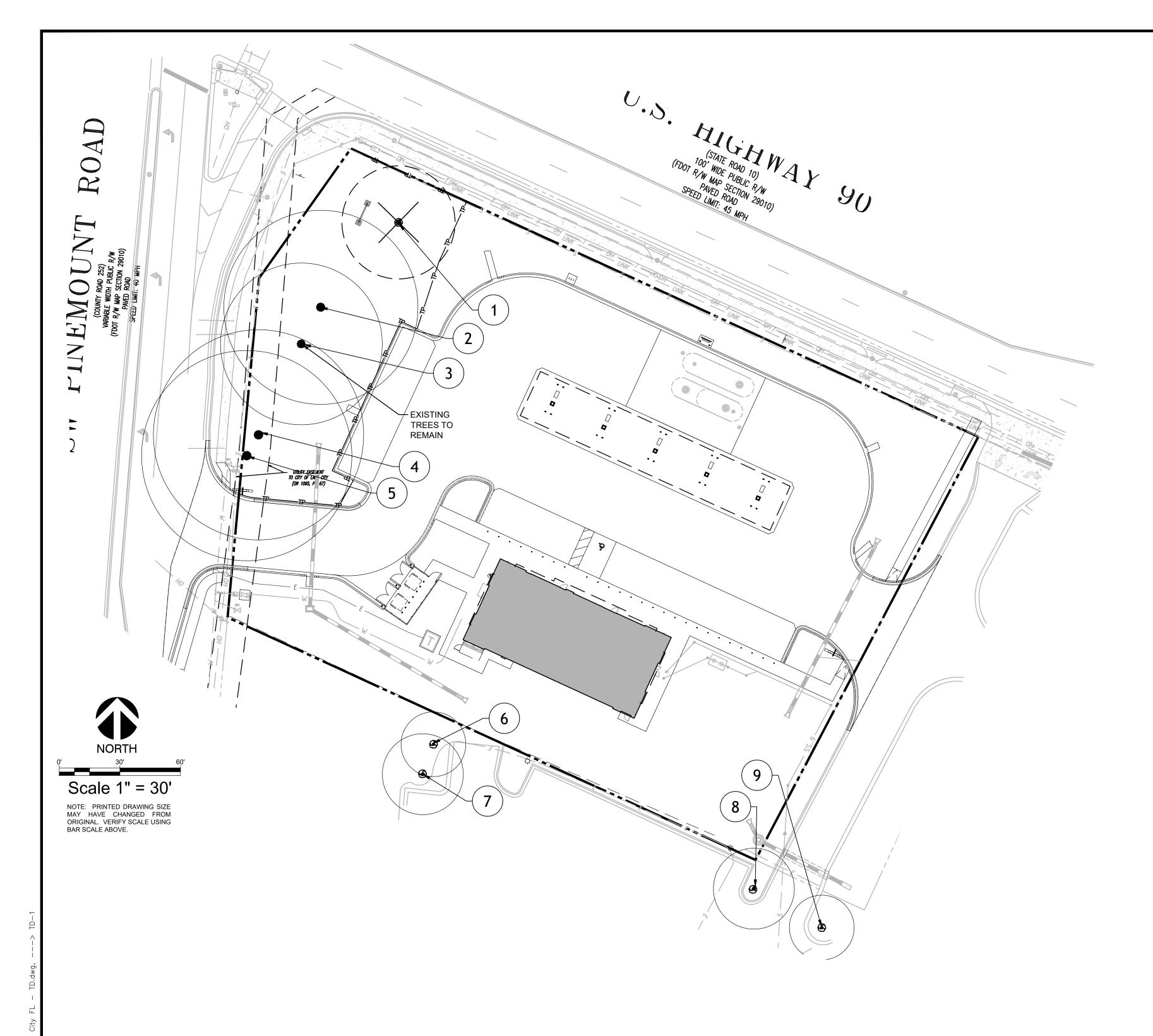
UNDER CANOPY 18 INCHES ABOVE GRADE

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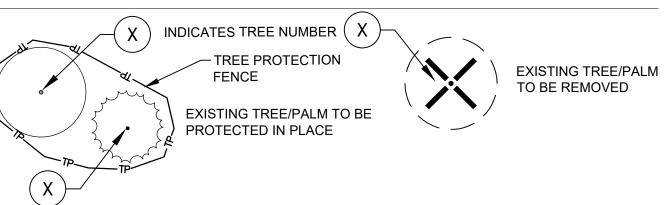


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LEGEND



TREE INVENTORY LIST

						Inches	Inches
	Common	Dbh				Removed	Preserved
Tree No.	Name	(Inches)	Designation	Disposition	Notes	(Replacement)	(Credit)
1	OAK	28	HERITAGE	REMOVE	WITH IN LIMITS OF CONSTRUCTION	28	
2	OAK	48	HERITAGE	REMAIN			48
3	OAK	40	HERITAGE	REMAIN			40
4	OAK	52	HERITAGE	REMAIN			52
5	OAK	52	HERITAGE	REMAIN			52
6	OAK	14		REMAIN	OFF-SITE		
7	OAK	20		REMAIN	OFF-SITE		
8	OAK	14		REMAIN	OFF-SITE		
9	OAK	20		REMAIN	OFF-SITE		
•		•	•		TOTAL TREES REMOVED (IN):	28	
					TOTAL TREES PRESERVED:		192

NOTE - SEE LP-1 FOR TREE REPLACEMENT OF HERITAGE TREES REMOVED.

TREE PROTECTION GENERAL NOTES

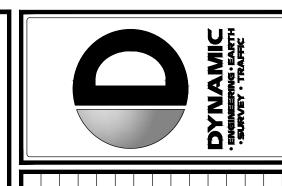
- (A) PRIOR TO THE LAND CLEARING STAGE OF DEVELOPMENT, THE CONTRACTOR SHALL CLEARLY MARK ALL PROTECTED TREES FOR WHICH A TREE REMOVAL PERMIT HAS NOT BEEN ISSUED AND SHALL ERECT BARRIERS FOR THE PROTECTION OF THE TREES ACCORDING TO THE FOLLOWING:

 (1) AROUND AN AREA AT OR GREATER THAN A SIX-FOOT RADIUS OF ALL SPECIES OF MANGROVES AND PROTECTED
- CABBAGE PALMS;
 (2) AROUND AN AREA AT OR GREATER THAN THE FULL DRIPLINE OF ALL PROTECTED NATIVE PINES;
 (3) AROUND AN AREA AT OR GREATER THAN TWO-THIRDS OF THE DRIPLINE OF ALL OTHER PROTECTED SPECIES.
- (B) NO PERSON SHALL ATTACH ANY SIGN, NOTICE OR OTHER OBJECT TO ANY PROTECTED TREE OR FASTEN ANY WIRES, CABLES, NAILS OR SCREWS TO ANY PROTECTED TREE IN ANY MANNER THAT COULD PROVE HARMFUL TO THE PROTECTED TREE, EXCEPT AS NECESSARY IN CONJUNCTION WITH ACTIVITIES IN THE PUBLIC INTEREST.
- (C) DURING THE CONSTRUCTION STAGE OF DEVELOPMENT, THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE CLEANING OF EQUIPMENT OR MATERIAL WITHIN THE OUTSIDE PERIMETER OF THE CROWN (DRIPLINE) OR ON THE NEARBY GROUND OF ANY TREE OR GROUP OF TREES WHICH IS TO BE PRESERVED. WITHIN THE OUTSIDE PERIMETER OF THE CROWN (DRIPLINE) OF ANY TREE OR ON NEARBY GROUND, THE CONTRACTOR SHALL NOT CAUSE OR PERMIT STORAGE OF BUILDING MATERIAL AND/OR EQUIPMENT, OR DISPOSAL OF WASTE MATERIAL SUCH AS PAINTS, OIL, SOLVENTS, ASPHALT, CONCRETE, MORTAR OR ANY OTHER MATERIAL HARMFUL TO THE LIFE OF THE TREE.
- (D) NO PERSON SHALL PERMIT ANY UNNECESSARY FIRE OR BURNING WITHIN 30 FEET OF THE DRIPLINE OF A PROTECTED TREE.
 (E) ANY LANDSCAPING ACTIVITIES WITHIN THE BARRIER AREA SHALL BE ACCOMPLISHED WITH HAND LABOR.
- (F) PRIOR TO ISSUING A CERTIFICATE OF OCCUPANCY OR COMPLIANCE FOR ANY DEVELOPMENT, BUILDING OR STRUCTURE, ALL TREES DESIGNATED TO BE PRESERVED THAT WERE DESTROYED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR WITH TREES OF EQUIVALENT DIAMETER AT BREAST HEIGHT TREE CALIPER AND OF THE SAME SPECIES AS SPECIFIED BY THE COUNTY ADMINISTRATOR, BEFORE OCCUPANCY OR USE, UNLESS APPROVAL FOR THEIR REMOVAL HAS BEEN GRANTED UNDER PERMIT.
- (G) THE COUNTY ADMINISTRATOR MAY CONDUCT PERIODIC INSPECTIONS OF THE SITE DURING LAND CLEARANCE AND CONSTRUCTION
- (H) IF, IN THE OPINION OF THE COUNTY ADMINISTRATOR, DEVELOPMENT ACTIVITIES WILL SO SEVERELY STRESS SLASH PINES OR ANY OTHER PROTECTED TREE SUCH THAT THEY ARE MADE SUSCEPTIBLE TO INSECT ATTACK, PREVENTATIVE SPRAYING OF THESE TREES BY THE CONTRACTOR MAY BE REQUIRED.

NOTE: ALL TREE TRIMMING MUST BE APPROVED BY THE OWNER AND LOCAL JURISDICTION PRIOR TO COMMENCEMENT OF WORK. ALL TREE TRIMMING MUST BE DONE BY AN ISA CERTIFIED ARBORIST IN ACCORDANCE WITH LOCAL TREE PRESERVATION ORDINANCE.

NOTE: TREE PROTECTION FOR ANY PRESERVED OR RELOCATED TREES
MUST BE PROVIDED PER DETAILS AND SPECIFICATIONS ON SHEET TD-2.
THESE MUST BE UP PRIOR TO THE COMMENCEMENT OF ANY WORK AND
MAINTAINED THROUGHOUT CONSTRUCTION.



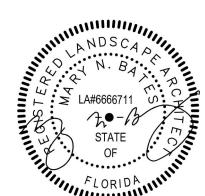


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THIS PLAN AND MA	THIS PLAN SET IS FOR PERMITTING PURPOSES ON AND MAY NOT BE USED FOR CONSTRUCTION	RMITTING PURF ED FOR CONSTE	OSES ON RUCTION
 DRAWN BY: RNK	DESIGNED BY: RNK	СНЕСКЕВ ВҮ: МNВ	СНЕСКЕВ ВҮ:
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TITLE:	TREE DISPOSITION
	PLAN

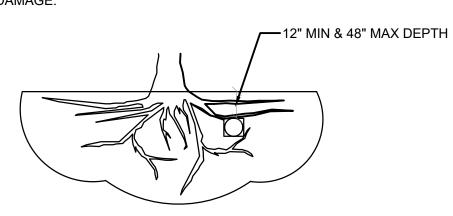
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TD-1

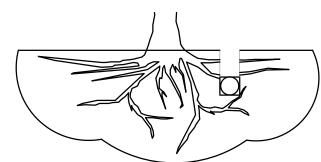
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TREES THAT ARE MARKED TO BE PRESERVED ON A SITE PLAN AND FOR WHICH UTILITIES MUST PASS TROUGH THEIR ROOT PROTECTION ZONES MAY REQUIRE TUNNELING AS OPPOSED TO OPEN TRENCHES. THE DECISION TO TUNNEL WILL BE DETERMINED ON A CASE BY CASE BASIS BY THE ENGINEER.

TUNNELS SHALL BE DUG THROUGH THE ROOT PROTECTION ZONE IN ORDER TO MINIMIZE ROOT DAMAGE.



TUNNEL TO MINIMIZE ROOT DAMAGE (TOP) AS OPPOSED TO SURFACE-DUG TRENCHES IN ROOT PROTECTION ZONE WHEN THE 5' MINIMUM DISTANCE FROM TRUNK CAN NOT BE ACHIEVED.



OPEN TRENCHING MAY BE USED IF EXPOSED TREE ROOTS DO NOT EXCEED 3" OR ROOTS CAN BE BENT BACK.



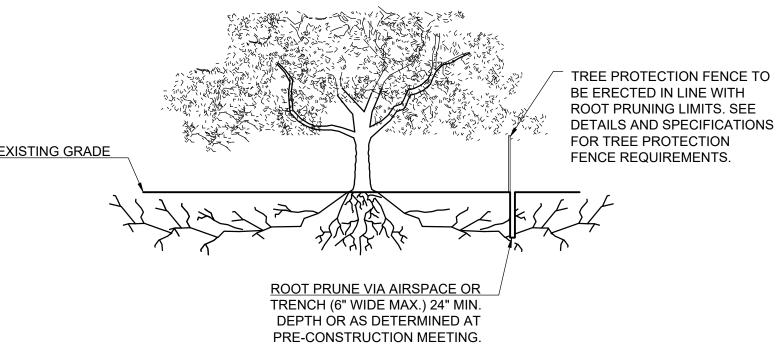
BORING THROUGH ROOT PROTECTION ZONE SCALE: NOT TO SCALE

RETENTION AREAS WILL BE SET AS PART OF THE REVIEW PROCESS AND

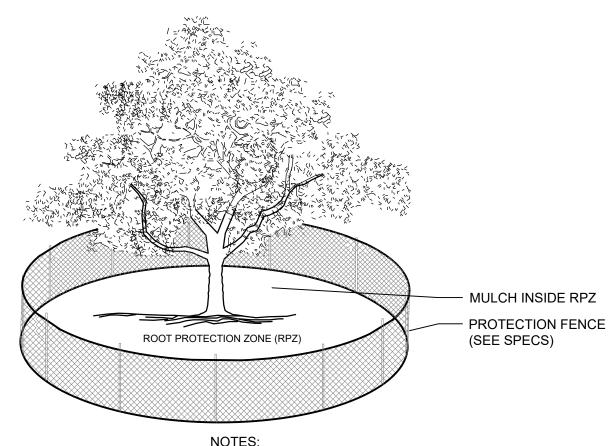
- PRE-CONSTRUCTION MEETING. BOUNDARIES OF RETENTION AREAS MUST BE STAKED AT THE PRE-CONSTRUCTION
- MEETING AND FLAGGED PRIOR TO ROOT PRUNING. EXACT LOCATION OF ROOT PRUNING SHALL BE DETERMINED IN THE FIELD IN
- COORDINATION WITH THE FORESTRY INSPECTOR. 4. TRENCH SHOULD BE IMMEDIATELY BACKFILLED WITH EXCAVATED SOIL OR OTHER ORGANIC SOIL AS SPECIFIED PER PLAN OR BY THE FORESTRY INSPECTOR. ROOTS SHALL BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE

EQUIPMENT. ROT PRUNING METHODS AND MEANS MUST BE IN ACCORDANCE WITH

- ANSI STANDARD A3000. ALL PRUNING MUST BE EXECUTED AT LOD SHOWN ON PLANS OR AS AUTHORIZED
- IN WRITING BY THE FORESTRY INSPECTOR. SUPPLEMENTAL WATERING MAY BE REQUIRED FOR ROOT PRUNED TREES THROUGHOUT THE GROWING SEASON DURING CONSTRUCTION AND SUBSEQUENT WARRANTY AND MAINTENANCE PERIOD.



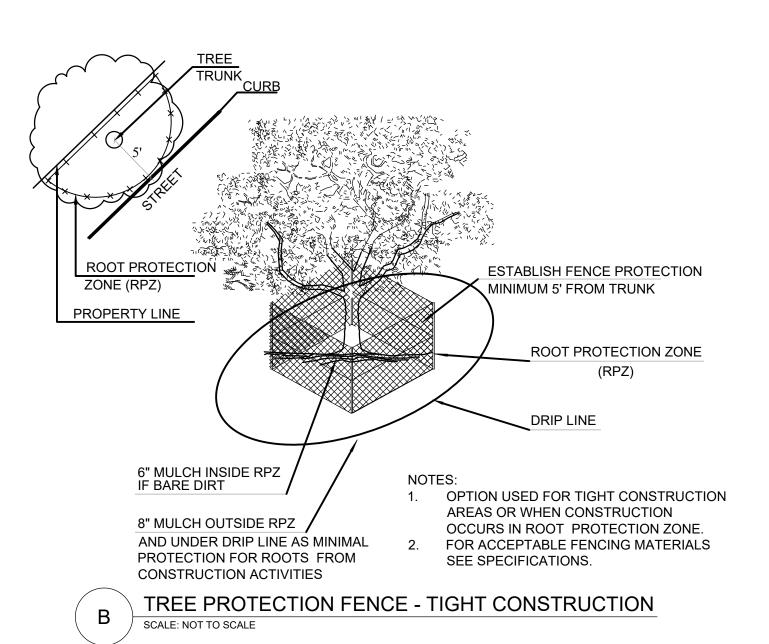
ROOT PRUNING DETAIL SCALE: NOT TO SCALE



1. THE FENCING LOCATION SHOWN ABOVE IS DIAGRAMATIC ONLY AND WILL CONFORM TO THE DRIP LINE AND BE LIMITED TO PROJECT BOUNDARY. WHERE MULTIPLE ADJACENT TREES WILL BE ENCLOSED BY FENCING, THE FENCING SHALL BE CONTINUOUS AROUND ALL TREES. 2. FOR ACCEPTABLE FENCING MATERIALS SEE SPECIFICATIONS.







TREE PROTECTION SPECIFICATIONS

MATERIALS

- 1. FABRIC: 4 FOOT HIGH ORANGE PLASTIC FENCING AS SHOWN ON THE PLANS AND SHALL BE WOVEN WITH 2 INCH MESH OPENINGS SUCH THAT IN A VERTICAL DIMENSION OF 23 INCHES ALONG THE DIAGONALS OF THE OPENINGS THERE SHALL BE AT LEAST 7 MESHES.
- 2. POSTS: POSTS SHALL BE A MINIMUM OF 72 INCHES LONG AND STEEL 'T' SHAPED WITH A MINIMUM WEIGHT OF 1.3 POUNDS PER LINEAR FOOT.
- 3. TIE WIRE: WIRE FOR ATTACHING THE FABRIC TO THE T-POSTS SHALL BE NOT LESS THAN NO. 12 GAUGE GALVANIZED WIRE.
- 4. USED MATERIALS: PREVIOUSLY-USED MATERIALS, MEETING THE ABOVE REQUIREMENTS AND WHEN APPROVED BY THE OWNER, MAY BE USED.

CONSTRUCTION METHODS

- 1. ALL TREES AND SHRUBS SHOWN TO REMAIN WITHIN THE PROXIMITY OF THE CONSTRUCTION SITE SHALL BE PROTECTED PRIOR TO BEGINNING ANY DEVELOPMENT ACTIVITY.
- 2. EMPLOY THE SERVICES OF AN ISA (INTERNATIONAL SOCIETY OF ARBORICULTURE) CERTIFIED ARBORIST AND OBTAIN ALL REQUIRED PERMITS TO PRUNE THE EXISTING TREES FOR CLEANING, RAISING AND THINNING, AS MAY BE REQUIRED.
- 3. PROTECTIVE FENCING SHALL BE ERECTED OUTSIDE THE CRITICAL ROOT ZONE (CRZ, EQUAL TO 1' FROM THE TRUNK FOR EVERY 1" OF DBH) AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE LANDSCAPE CONSULTANT AND/OR CITY ARBORIST, AND IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS. FENCING SHALL BE MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION. TREES IN CLOSE PROXIMITY SHALL BE FENCED TOGETHER, RATHER THAN INDIVIDUALLY.
- 4. PROTECTIVE FENCE LOCATIONS IN CLOSE PROXIMITY TO STREET INTERSECTIONS OR DRIVES SHALL ADHERE TO THE APPLICABLE JURISDICTION'S SIGHT DISTANCE CRITERIA.
- 5. THE PROTECTIVE FENCING SHALL BE ERECTED BEFORE SITE WORK COMMENCES AND SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PHASE.
- 6. THE INSTALLATION POSTS SHALL BE PLACED EVERY 6 FEET ON CENTER AND EMBEDDED TO 18 INCHES DEEP. MESH FABRIC SHALL BE ATTACHED TO THE INSTALLATION POSTS BY THE USE OF SUFFICIENT WIRE TIES TO SECURELY FASTEN THE FABRIC TO THE T-POSTS TO HOLD THE FABRIC IN A STABLE AND UPRIGHT POSITION.

WITHIN THE CRZ:

a. DO NOT CLEAR, FILL OR GRADE IN THE CRZ OF ANY TREE.

TREE RELOCATION GUIDELINES

REESTABLISHED

- b. DO NOT STORE, STOCKPILE OR DUMP ANY JOB MATERIAL, SOIL OR RUBBISH UNDER THE SPREAD OF THE TREE BRANCHES.
- DO NOT PARK OR STORE ANY EQUIPMENT OR SUPPLIES UNDER THE TREE CANOPY.
- DO NOT SET UP ANY CONSTRUCTION OPERATIONS UNDER THE TREE CANOPY (SUCH AS PIPE CUTTING AND THREADING, MORTAR MIXING, PAINTING OR LUMBER CUTTING).
- e. DO NOT NAIL OR ATTACH TEMPORARY SIGNS METERS, SWITCHES,
- WIRES, BRACING OR ANY OTHER ITEM TO THE TREES. DO NOT PERMIT RUNOFF FROM WASTE MATERIALS INCLUDING SOLVENTS, CONCRETE WASHOUTS, ASPHALT TACK COATS (MC-30 OIL), ETC. TO ENTER THE CRZ. BARRIERS ARE TO BE PROVIDED TO PREVENT SUCH RUNOFF SUBSTANCES FROM ENTERING THE CRZ WHENEVER POSSIBLE, INCLUDING IN AN AREA WHERE RAIN OR SURFACE WATER COULD CARRY SUCH MATERIALS TO THE ROOT SYSTEM OF THE TREE.

PERIODS OF STRONG WINDS, DRY WINTER WINDS OR DURING DROUGHT.

6. TRANSPLANTED TREES SHALL BE BRACED FOR A MINIMUM OF ONE (1) YEAR.

ADEQUATE SPACES FOR ROOT AND CROWN DEVELOPMENT SHALL BE PROVIDED.

INTEGRATED MANAGEMENT OF LANDSCAPE TREES. SHRUBS AND VINES". AS AMENDED.

1. TREES SHALL NOT BE UNNECESSARILY DAMAGED DURING REMOVAL, TRANSPORT OR REPLANTING OF THE TREE.

2. IF THE TREE HAS A DORMANT PERIOD, THEY SHOULD BE TRANSPLANTED DURING THAT TIME. TREES SHOULD NOT BE TRANSPLANTED DURING

5. DURING AND FOLLOWING TRANSPLANTING, THE ROOT BALL AND TRUNK SHALL BE PROTECTED. THE ROOT BALL MUST BE KEPT MOIST AT ALL

7. TRANSPLANTED TREES SHALL NOT BE FERTILIZED AT PLANTING TIME, BUT SHALL BE WATERED SUFFICIENTLY UNTIL THE TREE GROWTH IS

8. ALL CROWN PRUNING SHALL BE DONE IN ACCORDANCE WITH "THE AMERICAN NATIONAL STANDARDS INSTITUTE A-300. TREE SHRUB AND

OTHER WOODY PLANT MAINTENANCE-STANDARD PRACTICES", AND "Z-133.1 PRUNING, REPAIRING, MAINTAINING AND REMOVING TREES, AND

CUTTING BRUSH-SAFETY REQUIREMENTS" OR PALM PRUNING IN ACCORDANCE WITH THE STANDARDS IN, RICHARD HARRIS, "ARBORICULTURE

4. TREES SHALL BE ROOT AND CANOPY PRUNED IN ACCORDANCE WITH SOUND ARBORICULTURAL STANDARDS PRIOR TO TRANSPLANTING.

9. CONTRACTOR IS RESPONSIBLE FOR REGULAR WATERING AND MAINTENANCE OF TRANSPLANTED TREES DURING STORAGE PERIOD.

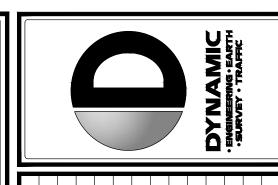
8. ROUTE UNDERGROUND UTILITIES TO AVOID THE CRZ. IF DIGGING IS UNAVOIDABLE, BORE UNDER THE ROOTS, OR HAND DIG TO AVOID

- WHERE EXCAVATION IN THE VICINITY OF TREES MUST OCCUR, SUCH AS FOR IRRIGATION INSTALLATION, PROCEED WITH CAUTION, AND USING HAND TOOLS ONLY.
- 10. THE CONTRACTOR SHALL NOT CUT ROOTS LARGER THAN ONE INCH IN DIAMETER WHEN EXCAVATION OCCURS NEAR EXISTING TREES. ALL ROOTS LARGER THAN ONE INCH IN DIAMETER ARE TO BE CUT CLEANLY. FOR OAKS ONLY, ALL WOUNDS SHALL BE PAINTED WITH WOUND SEALER WITHIN 30 MINUTES
- 11. REMOVE ALL TREES, SHRUBS OR BUSHES TO BE CLEARED FROM PROTECTED ROOT ZONE AREAS BY HAND.
- 12. TREES DAMAGED OR KILLED DUE TO CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION SHALL BE MITIGATED AT THE CONTRACTOR'S EXPENSE AND TO THE PROJECT OWNER'S AND LOCAL JURISDICTION'S SATISFACTION.
- 13. ANY TREE REMOVAL SHALL BE APPROVED BY THE OWNER AND LOCAL JURISDICTION PRIOR TO ITS REMOVAL, AND THE CONTRACTOR SHALL HAVE ALL REQUIRED PERMITS FOR SUCH ACTIVITIES.
- 14. COVER EXPOSED ROOTS AT THE END OF EACH DAY WITH SOIL, MULCH OR
- 15. IN CRITICAL ROOT ZONE AREAS THAT CANNOT BE PROTECTED DUING CONSTRUCTION AND WHERE HEAVY TRAFFIC IS ANTICIPATED, COVER THE SOIL WITH EIGHT INCHES OF ORGANIC MULCH TO MINIMIZE SOIL COMPACTION. THIS EIGHT INCH DEPTH OF MULCH SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
- 16. WATER ALL TREES IMPACTED BY CONSTRUCTION ACTIVITIES, DEEPLY ONCE A WEEK DURING PERIODS OF HOT DRY WEATHER. SPRAY TREE CROWNS WITH WATER PERIODICALLY TO REDUCE DUST ACCUMULATION ON THE LEAVES.
- 17. WHEN INSTALLING CONCRETE ADJACENT TO THE ROOT ZONE OF A TREE, USE A PLASTIC VAPOR BARRIER BEHIND THE CONCRETE TO PROHIBIT LEACHING OF LIME INTO THE SOIL.
- 18. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL TREE PROTECTION FENCING WHEN ALL THREATS TO THE EXISTING TREES FROM CONSTRUCTION-RELATED ACTIVITIES HAVE BEEN REMOVED.



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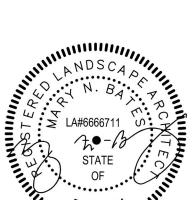
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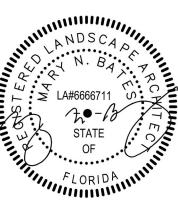


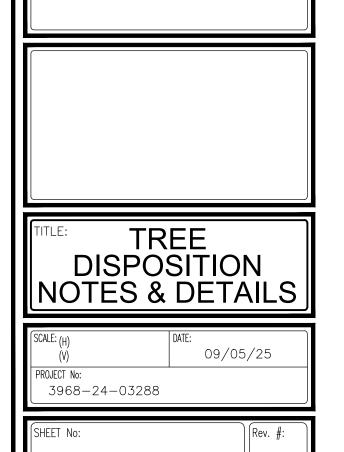
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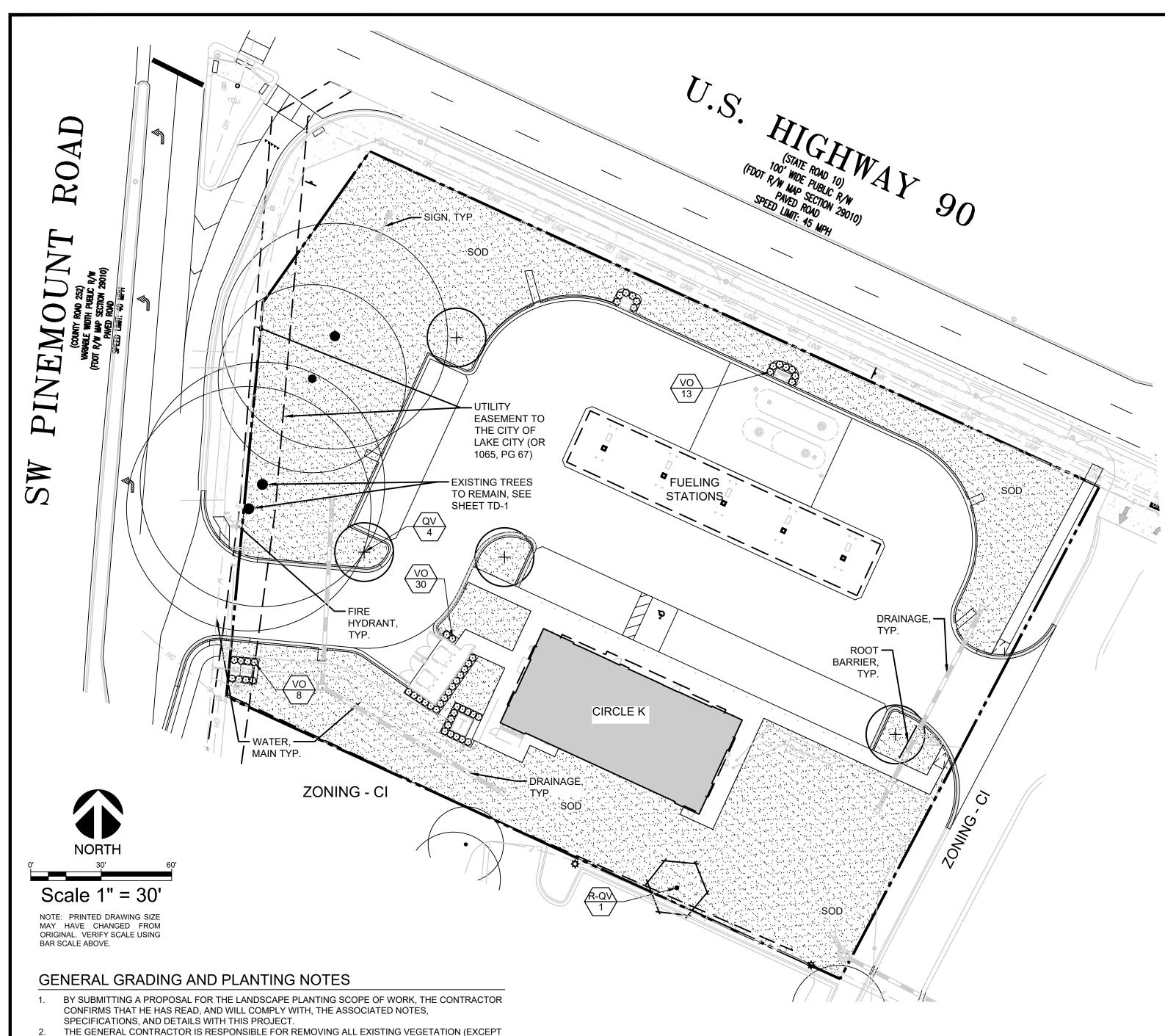
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TD-2



STANDARDS FOR PLANT MATERIALS

1. ALL PLANTS REQUIRED TO BE PLANTED SHALL CONFORM TO THE STANDARDS FOR FLORIDA GRADE NO. 1, OR BETTER, AS PROVIDED IN THE LATEST EDITION OF GRADES AND STANDARDS FOR NURSERY PLANTS, DIVISION OF PLANT INDUSTRY, FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES."

2. TREES PLANTED TO FULFILL THE MINIMUM LANDSCAPE REQUIREMENTS SHALL NORMALLY ATTAIN A MATURE HEIGHT OF AT LEAST 20 FEET AND HAVE A MINIMUM CALIPER OF TWO AND ONE-HALF INCHES OR GREATER MEASURED AT FOUR INCHES ABOVE ROOT BALL AT PLANTING."

3. ALL LANDSCAPING SHALL UTILIZE NATIVE PLANT SPECIES OR THOSE SPECIES LISTED IN THE FLORIDA-FRIENDLY LANDSCAPING™ GUIDE TO PLANT SELECTION AND LANDSCAPE

4. SHRUBS AND GROUNDCOVERS HEDGES/SCREENS: MIN. 3 GAL. OR EQUAL B & B ALL OTHER SHRUBS/GROUNDCOVERS: SIZE AND SPACING TO PROVIDE 85% COVERAGE WITHIN 2 YEARS

IRRIGATION CONCEPT

- 1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
- 2. THE IRRIGATION SYSTEM WILL OPERATE ON THE LOWEST QUALITY WATER SOURCE AVAILABLE (RECLAIMED OR SHALLOW WELL), AND THE SYSTEM WILL HAVE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER SOURCE WHERE REQUIRED BY THE JURISDICTIONAL AUTHORITY. POTABLE WATER SHALL NOT BE USED FOR LANDSCAPE IRRIGATION (PW UTILITY STANDARDS MANUAL 1.1.3.B.).
- 3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
- 4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
- 5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

LEGEND

EX - EXISTING

TYP - TYPICAL

WEED BARRIER

THE CONTRACTOR SHALL INSTALL WEED BLOCKING BARRIER (LANDSCAPE FABRIC) UNDER ALL PROPOSED LANDSCAPE AREAS.

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF 1-1/2" SHREDDED WOOD MULCH, NATURAL (UNDYED), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

CITY OF LAKE CITY, FL - LANDSCAPE CODE COMPLIANCE CHART

LANDSCAPE CALCULATIONS

	TATION					
GROSS SITE AREA: ZONING DISTRICT:	77,670 SF C-1	1.78 AC				
SITE AREA				SF	AC	%
VEHICULAR USE AF	REA			34,575.62	0.79	45%
BUILDING FOOTPR	INT			5,200.00	0.12	7%
SIDEWALKS AND H	ARDSCAPES			3,814.60	0.09	5%
GREEN SPACE				34,079.79	0.78	44%
			TOTAL	77,670.00	1.78	100%
					REQ	PROV
	REA LANDSCAPIN	<u>G</u>				
1 G/WOI I TIKEET	ER PARKING ISALNI)			4	4
LANDSCAPE BUFF		0			4	4
	ERS	0			4	4
LANDSCAPE BUFF	E ERS WAY 90 - 330 LF	0			A NA	4 NA
LANDSCAPE BUFF NORTH - US HIGHV NA - SIMILAR ADJAC	EERS VAY 90 - 330 LF CENT USE OUNT RD - 213 LF	D.			NA	NA
LANDSCAPE BUFF NORTH - US HIGHV NA - SIMILAR ADJAC	EERS VAY 90 - 330 LF CENT USE OUNT RD - 213 LF	D				
LANDSCAPE BUFF NORTH - US HIGHV NA - SIMILAR ADJAC	EERS VAY 90 - 330 LF CENT USE OUNT RD - 213 LF CENT USE	D.			NA	NA

LANDSCAPE CALCULATIONS

PERSEC. 104-50 (D) REMOVAL OF (1) HERITAGE REQUIRES REPLACEMENT OF (1) 6" INCHES OF DBH OF REPLACEMENT TREE AT A MINIMUM. THIS NUMBER

REPLACEMENTPLAN

LIVEOAK, 6" DBH

TOTAL PROPOSED REPLACEMENT DBH (IN): 6 TOTAL PROPOSED TREES:

MAYINCREASEIFALL TREES DESCRIBED ON SHEETTD-1 ARE NOT ABLE TO BE

CREDIT INCHES QUANTITY

PLANT SCHEDULE

EAST - SIMILAR ADJACNET ZONING

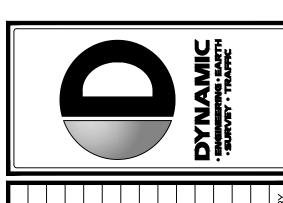
CODE QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC
TREES QV 4 R-QV 1	QUERCUS VIRGINIANA REPLACEMENT QUERCUS VIRGINIANA	SOUTHERN LIVE OAK SOUTHERN LIVE OAK	CONT. OR F.G. CONT. OR F.G.	2.5" CAL MIN 6" DBH	10` MIN. 10` MIN.	FULL FULL	YES YES	HIGH HIGH
CODE QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	HEIGHT	SPREAD	NATIVE	XERIC
SHRUBS VO 51	VIBURNUM OBOVATUM	WALTER'S VIBURNUM	3 GAL. MIN.	36" OC	24" HT MIN	FULL	YES	HIGH
SOD/SEED SOD 34,089 SF	PASPALUM NOTATUM `ARGENTINE`	ARGENTINE BAHIAGRASS	SOLID SOD				NO	HIGH

NA

NA



STATE



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PROPER CHANNELS).

MAINTENANCE PERIOD.

WHERE NOTED TO REMAIN).

PREPARATION.

THE FINISH GRADES TO BE ESTABLISHED.

APPROXIMATELY 18" AWAY FROM THE WALKS.

IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE

FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING

a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH

SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED

SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE

CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT

AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE

THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY

OF SOIL AMENDMENTS TO BE ADDED (BASED ON A SOIL TEST, PER SPECIFICATIONS), AND

ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND

ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE

ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND

SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS,

LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL

ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT

PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION

PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR

NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT. IF SOME OF THE PLANTS ARE NOT AVAILABLE,

PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR

REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR

THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER

ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE

ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE

THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA

THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS

GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE

CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE

ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE

a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES;

OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED

OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE

SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT

ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.

LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.

QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).

GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.

ADDITIONAL REQUIREMENTS FOR SUBMITTALS.

SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT

AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE

SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING

GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE

PLANTING SPECIFICATIONS

- A. QUALIFICATIONS OF LANDSCAPE CONTRACTOR
- ALL LANDSCAPE WORK SHOWN ON THESE PLANS SHALL BE PERFORMED BY A SINGLE FIRM SPECIALIZING IN LANDSCAPE PLANTING. A LIST OF SUCCESSFULLY COMPLETED PROJECTS OF THIS TYPE, SIZE AND NATURE MAY BE
- REQUESTED BY THE OWNER FOR FURTHER QUALIFICATION MEASURES. THE LANDSCAPE CONTRACTOR SHALL HOLD A VALID CONTRACTOR'S LICENSE ISSUED BY THE
- APPROPRIATE LOCAL JURISDICTION. SCOPE OF WORK WORK COVERED BY THESE SECTIONS INCLUDES THE FURNISHING AND PAYMENT OF ALL MATERIALS, LABOR, SERVICES, EQUIPMENT, LICENSES, TAXES AND ANY OTHER ITEMS THAT ARE NECESSARY FOR
- THE EXECUTION, INSTALLATION AND COMPLETION OF ALL WORK, SPECIFIED HEREIN AND / OR SHOWN ON THE LANDSCAPE PLANS, NOTES, AND DETAILS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE LAWS, CODES AND REGULATIONS REQUIRED BY AUTHORITIES HAVING JURISDICTION OVER SUCH WORK, INCLUDING ALL INSPECTIONS AND PERMITS REQUIRED BY FEDERAL, STATE AND LOCAL AUTHORITIES IN SUPPLY.
- RANSPORTATION AND INSTALLATION OF MATERIALS. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITY LINES (WATER, SEWER, ELECTRICAL, TELEPHONE, GAS, CABLE, TELEVISION, ETC.) PRIOR TO THE START OF

PRODUCTS

- ALL MANUFACTURED PRODUCTS SHALL BE NEW. CONTAINER AND BALLED-AND-BURLAPPED PLANTS:
- FURNISH NURSERY-GROWN PLANTS COMPLYING WITH ANSI Z60.1-2014. PROVIDE WELL-SHAPED, FULLY BRANCHED, HEALTHY, VIGOROUS STOCK FREE OF DISEASE, INSECTS. EGGS. LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ALL TREES SHALL BE OBTAINED FROM SOURCES WITHIN 200 MILES OF THE PROJECT SITE, AND WITH SIMILAR CLIMACTIC CONDITIONS
- ROOT SYSTEMS SHALL BE HEALTHY, DENSELY BRANCHED ROOT SYSTEMS, NON-POT-BOUND, FREE FROM ENCIRCLING AND/OR GIRDLING ROOTS, AND FREE FROM ANY OTHER ROOT DEFECTS (SUCH AS
- TREES MAY BE PLANTED FROM CONTAINERS OR BALLED-AND-BURLAPPED (B&B), UNLESS SPECIFIED ON THE PLANTING LEGEND. BARE-ROOT TREES ARE NOT ACCEPTABLE. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT OR OWNER SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTBLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY,
- EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT AND OWNER SHALL BE THE SOLE JUDGES AS TO THE ACCEPTABILITY OF PLANT MATERIAL. ALL TREES SHALL BE STANDARD IN FORM, UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL
- LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS CALIPER MEASUREMENTS FOR STANDARD (SINGLE TRUNK) TREES SHALL BE AS FOLLOWS: SIX INCHES ABOVE THE ROOT FLARE FOR TREES UP TO AND INCLUDING FOUR INCHES IN CALIPER, AND TWELVE INCHES ABOVE THE ROOT FLARE FOR TREES EXCEEDING FOUR INCHES IN CALIPER.

MULTI-TRUNK TREES SHALL BE MEASURED BY THEIR OVERALL HEIGHT, MEASURED FROM THE TOP OF

- THE ROOT BALL. WHERE CALIPER MEASUREMENTS ARE USED, THE CALIPER SHALL BE CALCULATED AS ONE-HALF OF THE SUM OF THE CALIPER OF THE THREE LARGEST TRUNKS. ANY TREE OR SHRUB SHOWN TO HAVE EXCESS SOIL PLACED ON TOP OF THE ROOT BALL, SO THAT
- THE ROOT FLARE HAS BEEN COMPLETELY COVERED, SHALL BE REJECTED. SOD: PROVIDE WELL-ROOTED SOD OF THE VARIETY NOTED ON THE PLANS. SOD SHALL BE CUT FROM HEALTHY, MATURE TURF WITH SOIL THICKNESS OF 3/4" TO 1". EACH PALLET OF SOD SHALL BE
- ACCOMPANIED BY A CERTIFICATE FROM SUPPLIER STATING THE COMPOSITION OF THE SOD. TOPSOIL: SANDY TO CLAY LOAM TOPSOIL, FREE OF STONES LARGER THAN ½ INCH, FOREIGN MATTER, PLANTS, ROOTS, AND SEEDS.
- COMPOST: WELL-COMPOSTED, STABLE, AND WEED-FREE ORGANIC MATTER, pH RANGE OF 5.5 TO 8; MOISTURE CONTENT 35 TO 55 PERCENT BY WEIGHT; 100 PERCENT PASSING THROUGH 3/4-INCH SIEVE; SOLUBLE SALT CONTENT OF 5 TO 10 DECISIEMENS/M: NOT EXCEEDING 0.5 PERCENT INERT CONTAMINANTS AND FREE OF SUBSTANCES TOXIC TO PLANTINGS. NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE
- FERTILIZER: GRANULAR FERTILIZER CONSISTING OF NITROGEN, PHOSPHORUS, POTASSIUM, AND OTHER NUTRIENTS IN PROPORTIONS, AMOUNTS, AND RELEASE RATES RECOMMENDED IN A SOIL REPORT FROM A QUALIFIED SOIL-TESTING AGENCY (SEE BELOW)
- MULCH: SIZE AND TYPE AS INDICATED ON PLANS, FREE FROM DELETERIOUS MATERIALS AND SUITABLE AS A TOP DRESSING OF TREES AND SHRUBS. TREE STAKING AND GUYING
- STAKES: 6' LONG GREEN METAL T-POSTS. GUY AND TIE WIRE: ASTM A 641, CLASS 1, GALVANIZED-STEEL WIRE, 2-STRAND, TWISTED, 0.106 INCH 3. STRAP CHAFING GUARD: REINFORCED NYLON OR CANVAS AT LEAST 1-1/2 INCH WIDE, WITH
- GROMMETS TO PROTECT TREE TRUNKS FROM DAMAGE. PRE-EMERGENT HERBICIDES: ANY GRANULAR, NON-STAINING PRE-EMERGENT HERBICIDE THAT IS LABELED FOR THE SPECIFIC ORNAMENTALS OR TURF ON WHICH IT WILL BE UTILIZED. PRE-EMERGENT HERBICIDES SHALL BE APPLIED PER THE MANUFACTURER'S LABELED RATES.

- BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE GRADE OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. THE CONTRACTOR SHALL NOTIFY THE
- SOIL TESTING: AFTER FINISH GRADES HAVE BEEN ESTABLISHED, CONTRACTOR SHALL HAVE SOIL SAMPLES FROM THE PROJECT'S LANDSCAPE AREAS TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY. EACH SAMPLE SUBMITTED TO THE LAB SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL, TAKEN FROM BETWEEN THE SOIL SURFACE AND 6" DEPTH. IF NO SAMPLE LOCATIONS ARE INDICATED ON THE PLANS, THE CONTRACTOR SHALL TAKE A MINIMUM OF THREE SAMPLES FROM VARIOUS REPRESENTATIVE LOCATIONS FOR TESTING.
 - FOLLOWING: SOIL TEXTURAL CLASS, GENERAL SOIL FERTILITY, ph. ORGANIC MATTER CONTENT SALT (CEC) LIME SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT THE CONTRACTOR SHALL ALSO SUBMIT THE PROJECT'S PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES

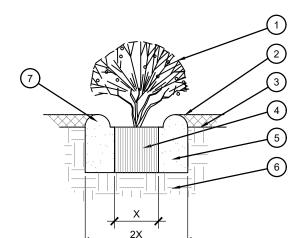
THE CONTRACTOR SHALL HAVE THE SOIL TESTING LABORATORY PROVIDE RESULTS FOR THE

- THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): SEPARATE SOIL PREPARATION AND BACKFILL MIX RECOMMENDATIONS FOR GENERAL ORNAMENTAL PLANTS, XERIC PLANTS, TURF, AND NATIVE SEED. AS WELL AS PRE-PLANT FERTILIZER APPLICATIONS AND RECOMMENDATIONS FOR ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE
- 3. THE CONTRACTOR SHALL INSTALL SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT RECOMMENDATIONS. ANY CHANGE IN COST DUE TO THE SOIL REPORT RECOMMENDATIONS, EITHER INCREASE OR DECREASE, SHALL BE SUBMITTED TO THE OWNER WITH THE REPORT. FOR BIDDING PURPOSES ONLY, THE SOIL PREPARATION SHALL CONSIST OF THE FOLLOWING:
- ROTOTILLING AFTER CROSS-RIPPING: NITROGEN STABILIZED ORGANIC AMENDMENT - 4 CU. YDS. PER 1,000 S.F. PREPLANT TURF FERTILIZER (10-20-10 OR SIMILAR, SLOW RELEASE, ORGANIC) - 15 LBS PER 1,000

TURF: INCORPORATE THE FOLLOWING AMENDMENTS INTO THE TOP 8" OF SOIL BY MEANS OF

- "CLAY BUSTER" OR EQUAL USE MANUFACTURER'S RECOMMENDED RATE TREES, SHRUBS, AND PERENNIALS: INCORPORATE THE FOLLOWING AMENDMENTS INTO THE TOP 8" OF SOIL BY MEANS OF ROTOTILLING AFTER CROSS-RIPPING NITROGEN STABILIZED ORGANIC AMENDMENT - 4 CU. YDS. PER 1,000 S.F.
- 12-12-12 FERTILIZER (OR SIMILAR, ORGANIC, SLOW RELEASE) 10 LBS. PER CU. YD. "CLAY BUSTER" OR EQUAL - USE MANUFACTURER'S RECOMMENDED RATE
- IRON SULPHATE 2 LBS. PER CU. YD. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS. a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH
- GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION. b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING
- THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (BASED ON A SOIL TEST, PER SPECIFICATIONS), AND THE FINISH
- GRADES TO BE ESTABLISHED. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS
- e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS,
- GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER. ONCE SOIL PREPARATION IS COMPLETE, THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT THERE ARE NO DEBRIS, TRASH, OR STONES LARGER THAN 1" REMAINING IN THE TOP 6" OF SOIL

- B. SUBMITTALS THE CONTRACTOR SHALL PROVIDE SUBMITTALS AND SAMPLES, IF REQUIRED, TO THE LANDSCAPE ARCHITECT, AND RECEIVE APPROVAL IN WRITING FOR SUCH SUBMITTALS BEFORE WORK COMMENCES. SUBMITTALS SHALL INCLUDE PHOTOS OF PLANTS WITH A RULER OR MEASURING STICK FOR SCALE. PHOTOS OR SAMPLES OF ANY REQUIRED MULCHES, AND SOIL TEST RESULTS AND PREPARATION RECOMMENDATIONS FROM THE TESTING LAB (INCLUDING COMPOST AND FERTILIZER RATES AND TYPES, AND OTHER AMENDMENTS FOR TREE/SHRUB, TURF, AND SEED AREAS AS MAY BE
- APPROPRIATE) SUBMITTALS SHALL ALSO INCLUDE MANUFACTURER CUT SHEETS FOR PLANTING ACCESSORIES SUCH AS TREE STAKES AND TIES, EDGING, AND LANDSCAPE FABRICS (IF ANY). WHERE MULTIPLE ITEMS ARE SHOWN ON A PAGE, THE CONTRACTOR SHALL CLEARLY INDICATE THE
- REMOVE ALL NURSERY TAGS AND STAKES FROM PLANTS. EXCEPT IN AREAS TO BE PLANTED WITH ORNAMENTAL GRASSES, APPLY PRE-EMERGENT HERBICIDES AT THE MANUFACTURER'S RECOMMENDED RATE. TRENCHING NEAR EXISTING TREES:
- a. CONTRACTOR SHALL NOT DISTURB ROOTS 1-1/2" AND LARGER IN DIAMETER WITHIN THE CRITICAL ROOT ZONE (CRZ) OF EXISTING TREES, AND SHALL EXERCISE ALL POSSIBLE CARE AND PRECAUTIONS TO AVOID INJURY TO TREE ROOTS, TRUNKS, AND BRANCHES. THE CRZ IS DEFINED AS A CIRCULAR AREA EXTENDING OUTWARD FROM THE TREE TRUNK, WITH A RADIUS EQUAL TO 1' FOR EVERY 1" OF TRUNK DIAMETER-AT-BREAST-HEIGHT (4.5' ABOVE THE AVERAGE GRADE AT THE TRUNK).
- b. ALL EXCAVATION WITHIN THE CRZ SHALL BE PERFORMED USING HAND TOOLS. NO MACHINE EXCAVATION OR TRENCHING OF ANY KIND SHALL BE ALLOWED WITHIN THE CRZ. c. ALTER ALIGNMENT OF PIPE TO AVOID TREE ROOTS 1-1/2" AND LARGER IN DIAMETER. WHERE TREE ROOTS 1-1/2" AND LARGER IN DIAMETER ARE ENCOUNTERED IN THE FIELD. TUNNEL UNDER SUCH ROOTS. WRAP EXPOSED ROOTS WITH SEVERAL LAYERS OF BURLAP AND KEEP MOIST.
- CLOSE ALL TRENCHES WITHIN THE CANOPY DRIP LINES WITHIN 24 HOURS. d. ALL SEVERED ROOTS SHALL BE HAND PRUNED WITH SHARP TOOLS AND ALLOWED TO AIR-DRY. DO NOT USE ANY SORT OF SEALERS OR WOUND PAINTS.
- D. TREE PLANTING TREE PLANTING HOLES SHALL BE EXCAVATED TO MINIMUM WIDTH OF TWO TIMES THE WIDTH OF THE ROOTBALL, AND TO A DEPTH EQUAL TO THE DEPTH OF THE ROOTBALL LESS TWO TO FOUR INCHES. SCARIFY THE SIDES AND BOTTOM OF THE PLANTING HOLE PRIOR TO THE PLACEMENT OF THE TREE REMOVE ANY GLAZING THAT MAY HAVE BEEN CAUSED DURING THE EXCAVATION OF THE HOLE. FOR CONTAINER AND BOX TREES, TO REMOVE ANY POTENTIALLY GIRDLING ROOTS AND OTHER ROOT DEFECTS, THE CONTRACTOR SHALL SHAVE A 1" LAYER OFF OF THE SIDES AND BOTTOM OF THE ROOTBALL OF ALL TREES JUST BEFORE PLACING INTO THE PLANTING PIT. DO NOT "TEASE" ROOTS
- OUT FROM THE ROOTBALL. INSTALL THE TREE ON UNDISTURBED SUBGRADE SO THAT THE TOP OF THE ROOTBALL IS TWO TO FOUR INCHES ABOVE THE SURROUNDING GRADE. BACKFILL THE TREE HOLE UTILIZING THE EXISTING TOPSOIL FROM ON-SITE. ROCKS LARGER THAN 1" DIA. AND ALL OTHER DEBRIS SHALL BE REMOVED FROM THE SOIL PRIOR TO THE BACKFILL. SHOULD ADDITIONAL SOIL BE REQUIRED TO ACCOMPLISH THIS TASK, USE STORED TOPSOIL FROM ON-SITE OR IMPORT ADDITIONAL TOPSOIL FROM OFF-SITE AT NO ADDITIONAL COST TO THE OWNER. IMPORTED
- FOPSOIL SHALL BE OF SIMILAR TEXTURAL CLASS AND COMPOSITION IN THE ON-SITE SOIL. TREES SHALL NOT BE STAKED UNLESS LOCAL CONDITIONS (SUCH AS HEAVY WINDS OR SLOPES) REQUIRE STAKES TO KEEP TREES UPRIGHT. SHOULD STAKING BE REQUIRED, THE TOTAL NUMBER OF TREE STAKES (BEYOND THE MINIMUMS LISTED BELOW) WILL BE LEFT TO THE LANDSCAPE CONTRACTOR'S DISCRETION. SHOULD ANY TREES FALL OR LEAN, THE LANDSCAPE CONTRACTOR SHALL STRAIGHTEN THE TREE, OR REPLACE IT SHOULD IT BECOME DAMAGED. TREE STAKING SHALL ADHERE TO THE FOLLOWING GUIDELINES:
- TWO STAKES PER TREE a. 1"-2" TREES 2-1/2"-4" TREES THREE STAKES PER TREE
- TREES OVER 4" CALIPER GUY AS NEEDED THREE STAKES PER TREE MINIMUM, QUANTITY AND POSITIONS AS MULTI-TRUNK TREES NEEDED TO STABILIZE THE TREE UPON COMPLETION OF PLANTING, CONSTRUCT AN EARTH WATERING BASIN AROUND THE TREE.
- COVER THE INTERIOR OF THE TREE RING WITH MULCH (TYPE AND DEPTH PER PLANS). SHRUB. PERENNIAL. AND GROUNDCOVER PLANTING
- DIG THE PLANTING HOLES TWICE AS WIDE AND 2" LESS DEEP THAN EACH PLANT'S ROOTBALL. INSTALL THE PLANT IN THE HOLE. BACKFILL AROUND THE PLANT WITH SOIL AMENDED PER SOIL TEST
- WHEN PLANTING IS COMPLETE, INSTALL MULCH (TYPE AND DEPTH PER PLANS) OVER ALL PLANTING BEDS, COVERING THE ENTIRE PLANTING AREA.
- SOD VARIETY TO BE AS SPECIFIED ON THE LANDSCAPE PLAN. LAY SOD WITHIN 24 HOURS FROM THE TIME OF STRIPPING. DO NOT LAY IF THE GROUND IS FROZEN.
- LAY THE SOD TO FORM A SOLID MASS WITH TIGHTLY FITTED JOINTS. BUTT ENDS AND SIDES OF SOD STRIPS - DO NOT OVERLAP. STAGGER STRIPS TO OFFSET JOINTS IN ADJACENT COURSES. ROLL THE SOD TO ENSURE GOOD CONTACT OF THE SOD'S ROOT SYSTEM WITH THE SOIL
- WATER THE SOD THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING TO OBTAIN AT LEAST SIX INCHES OF PENETRATION INTO THE SOIL BELOW THE SOD.
- INSTALL MULCH TOPDRESSING, TYPE AND DEPTH PER MULCH NOTE, IN ALL PLANTING AREAS AND
- DO NOT INSTALL MULCH WITHIN 6" OF TREE ROOT FLARE, EXCEPT AS MAY BE NOTED ON THESE PLANS. MULCH COVER WITHIN 6" OF CONCRETE WALKS AND CURBS SHALL NOT PROTRUDE ABOVE THE FINISH SURFACE OF THE WALKS AND CURBS. MULCH COVER WITHIN 12" OF WALLS SHALL BE AT LEAST 3" LOWER THAN THE TOP OF WALL.
- DURING LANDSCAPE PREPARATION AND PLANTING, KEEP ALL PAVEMENT CLEAN AND ALL WORK AREAS IN A NEAT, ORDERLY CONDITION. DISPOSED LEGALLY OF ALL EXCAVATED MATERIALS OFF THE PROJECT SITE.
- INSPECTION AND ACCEPTANCE UPON COMPLETION OF THE WORK, THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE SITE CLEAN, FREE OF DEBRIS AND TRASH, AND SUITABLE FOR USE AS INTENDED. THE LANDSCAPE CONTRACTOR SHALL THEN REQUEST AN INSPECTION BY THE OWNER TO DETERMINE FINAL ACCEPTABILITY. WHEN THE INSPECTED PLANTING WORK DOES NOT COMPLY WITH THE CONTRACT DOCUMENTS. THE LANDSCAPE CONTRACTOR SHALL REPLACE AND/OR REPAIR THE REJECTED WORK TO THE OWNER'S SATISFACTION WITHIN 24 HOURS
- THE LANDSCAPE MAINTENANCE PERIOD WILL NOT COMMENCE UNTIL THE LANDSCAPE WORK HAS BEEN RE-INSPECTED BY THE OWNER AND FOUND TO BE ACCEPTABLE. AT THAT TIME, A WRITTEN NOTICE OF FINAL ACCEPTANCE WILL BE ISSUED BY THE OWNER, AND THE MAINTENANCE AND GUARANTEE PERIODS WILL COMMENCE. LANDSCAPE MAINTENANCE
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL WORK SHOWN ON THESE PLANS FOR 90 DAYS BEYOND FINAL ACCEPTANCE OF ALL LANDSCAPE WORK BY THE OWNER. LANDSCAPE MAINTENANCE SHALL INCLUDE WEEKLY SITE VISITS FOR THE FOLLOWING ACTIONS (AS APPROPRIATE): PROPER PRUNING, RESTAKING OF TREES, RESETTING OF PLANTS THAT HAVE SETTLED, MOWING AND AERATION OF LAWNS, WEEDING, TREATING FOR INSECTS AND DISEASES, REPLACEMENT OF MULCH, REMOVAL OF LITTER, REPAIRS TO THE IRRIGATION SYSTEM DUE TO FAULTY PARTS AND/OR WORKMANSHIP, AND THE APPROPRIATE WATERING OF ALL PLANTINGS. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE IRRIGATION SYSTEM IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON TO MAXIMIZE WATER CONSERVATION.
- SHOULD SODDED AREAS NOT BE COVERED BY AN AUTOMATIC IRRIGATION SYSTEM, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING THESE AREAS AND OBTAINING A FULL, HEALTHY STAND OF PLANTS AT NO ADDITIONAL COST TO THE OWNER. TO ACHIEVE FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD, ALL OF THE FOLLOWING CONDITIONS MUST OCCUR: a. THE LANDSCAPE SHALL SHOW ACTIVE, HEALTHY GROWTH (WITH EXCEPTIONS MADE FOR
- SEASONAL DORMANCY). ALL PLANTS NOT MEETING THIS CONDITION SHALL BE REJECTED AND REPLACED BY HEALTHY PLANT MATERIAL PRIOR TO FINAL ACCEPTANCE. ALL HARDSCAPE SHALL BE CLEANED PRIOR TO FINAL ACCEPTANCE. SODDED AREAS MUST BE ACTIVELY GROWING AND MUST REACH A MINIMUM HEIGHT OF 1 1/2
- INCHES BEFORE FIRST MOWING. BARE AREAS LARGER THAN TWELVE SQUARE INCHES MUST BE RESODDED PRIOR TO FINAL ACCEPTANCE. ALL SODDED TURF SHALL BE NEATLY MOWED. K. WARRANTY PERIOD. PLANT GUARANTEE AND REPLACEMENTS 1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, SOD, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S FINAL
- ACCEPTANCE (90 DAYS FOR ANNUAL PLANTS). THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE AND TO THE SATISFACTION OF THE OWNER, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY AFTER THE INITIAL MAINTENANCE PERIOD AND DURING THE GUARANTEE PERIOD. THE LANDSCAPE CONTRACTOR SHALL ONLY BE RESPONSIBLE FOR REPLACEMENT OF PLANTS WHEN PLANT DEATH CANNOT BE ATTRIBUTED DIRECTLY TO OVERWATERING OR OTHER DAMAGE BY HUMAN ACTIONS.
- PROVIDE A MINIMUM OF (2) COPIES OF RECORD DRAWINGS TO THE OWNER UPON COMPLETION OF WORK. A RECORD DRAWING IS A RECORD OF ALL CHANGES THAT OCCURRED IN THE FIELD AND THAT ARE DOCUMENTED THROUGH CHANGE ORDERS, ADDENDA, OR CONTRACTOR/CONSULTANT DRAWING MARKUPS.





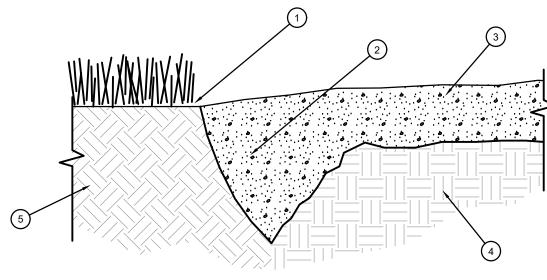
(3) FINISH GRADE.

1) SHRUB, PERENNIAL, OR ORNAMENTAL GRASS

2) MULCH, TYPE AND DEPTH PER PLANS. PLACE NO

MORE THAN 1" OF MULCH WITHIN 6" OF PLANT





- 1) FINISH GRADE FOR LAWN
- (2) EARTH/SPACE EDGE WITH 5"-6" OF MULCH AT EDGE (FLUSH WITH TOP OF LAWN)
- 3 MULCH PER SPECIFICATIONS
- (4) SOIL MIX PER SPECIFICATIONS
- (5) EXISTING SOIL

OPEN LANDSCAPE

USE WHEREVER MULCHED TRANSITION TO TURF AREA, INCLUDING ALL TREE MULCH RINGS, SHRUBS, BEDS, MASS PLANTING, ETC., EXCEPT WHERE NOTED OR STEEL EDGING HAS BEEN CALLED OUT.

PARKWAY

OR ISLAND

TYPICAL WALKWAY OR PAVING

3) LINEAR ROOT BARRIER MATERIAL. SEE

PLANTING NOTES FOR TYPE AND

MANUFACTURER'S SPECIFICATIONS.

TREE TRUNK

4) TREE CANOPY

TYPICAL PLANTING AREA

TYPICAL CURB AND GUTTER

1) INSTALL ROOT BARRIERS NEAR ALL

NEWLY-PLANTED TREES THAT ARE LOCATED

WITHIN FIVE (5) FEET OF PAVING OR CURBS.

CIRCUMSTANCES SHALL THE CONTRACTOR

2) BARRIERS SHALL BE LOCATED IMMEDIATELY

LISE ROOT BARRIERS OF A TYPE THAT

(2) MULCH LAYER.

(4) TURF (WHERE

(3) PLANT.

COMPLETELY ENCIRCLE THE ROOTBALL

ADJACENT TO HARDSCAPE. UNDER NO

EARTH/SPADE EDGE

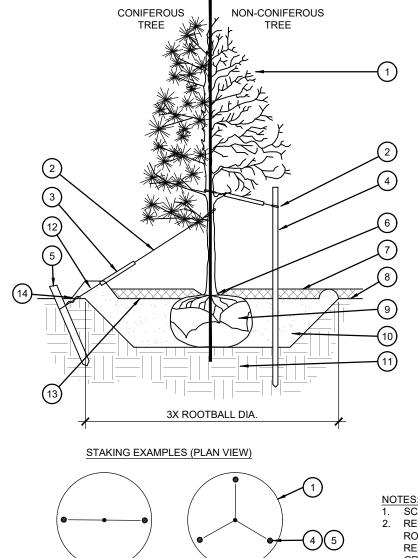
ROOT BARRIER - PLAN VIEW

PLANTING AT PARKING AREA

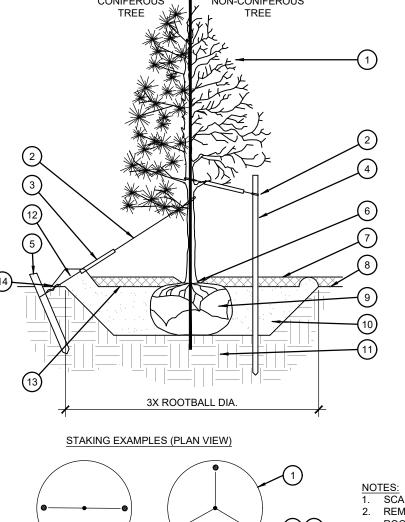
DISTANCE PER PLAN

24" MIN. TO EDGE

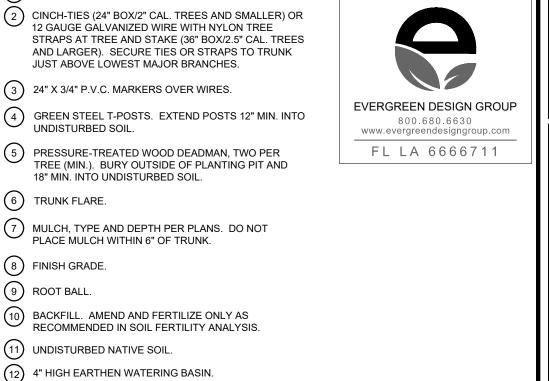
OF MATURE CANOPY



WINDS WINDS TREE PLANTING SCALE: NOT TO SCALE



PREVAILING **PREVAILING**



National Presence. Local Expertis

FDOT RIGHT OF WAY SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING TREE. 2. REMOVE EXCESS SOIL APPLIED ON TOP OF THE ROOTBALL THAT COVERS THE ROOT FLARE. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL, AND THE ROOT FLARE IS 2"-4" ABOVE FINISH

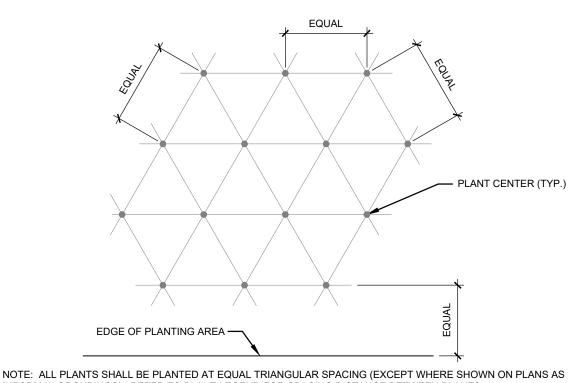
(14) MULCH BARRIER. IN AREAS WHERE THE GRADE SLOPES TOWARD THE

FDOT RIGHT OF WAY, CONSTRUCT A 4" HIGH BERM TO CONTAIN

MULCH. NO MULCH MAY BE PLACED WHERE IT COULD WASH INTO THE

3. FOR B&B TREES, CUT OFF BOTTOM 1/3 OF WIRE BASKET BEFORE PLACING TREE IN HOLE CUT OFF AND REMOVE REMAINDER OF BASKET AFTER TREE IS SET IN HOLE REMOVE ALL NYLON TIES TWINE ROPE AND OTHER PACKING MATERIAL REMOVE AS MUCH BURLAP FROM AROUND ROOTBALL AS IS PRACTICAL REMOVE ALL NURSERY STAKES AFTER PLANTING 5. FOR TREES 36" BOX/2.5" CAL. AND LARGER, USE THREE STAKES OR DEADMEN (AS APPROPRIATE), SPACED EVENLY AROUND TREE. S. STAKING SHALL BE TIGHT ENOUGH TO PREVENT TRUNK FROM BENDING. BUT

LOOSE ENOUGH TO ALLOW SOME TRUNK MOVEMENT IN WIND.



1) TREE CANOPY.

(6) TRUNK FLARE.

(8) FINISH GRADE

(9) ROOT BALL.

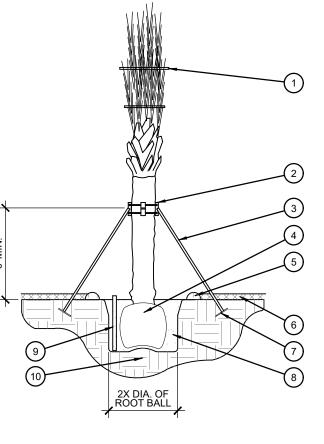
(13) FINISH GRADE.

UNDISTURBED SOIL.

INFORMAL GROUPINGS). REFER TO PLANT LEGEND FOR SPACING DISTANCE BETWEEN PLANTS.

1) STEP 1: DETERMINE TOTAL PLANTS FOR THE AREA WITH THE FOLLOWING FORMULA: TOTAL AREA / AREA DIVIDER = TOTAL PLANTS

EXAMPLE: PLANTS AT 18" O.C. IN 100 SF PLANTING AREA, 40 LF PERIMETER STEP 1: 100 SF/1.95 = 51 PLANTS STEP 2: 51 PLANTS - (40 LF / 1.95 = 21 PLANTS) = 30 PLANTS TOTAL



(2) PALM BRACE SYSTEM.

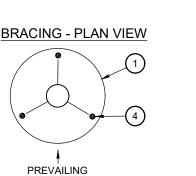
DO NOT NAIL TO PALM. (4) ROOT BALL.

(6) MULCH PER PLANS. DO NOT ALLOW MORE THAN 1" OF MULCH WITHIN 12" OF TRUNK.

(5) 4" HIGH TEMPORARY WATERING BASIN.

RECOMMENDATIONS.

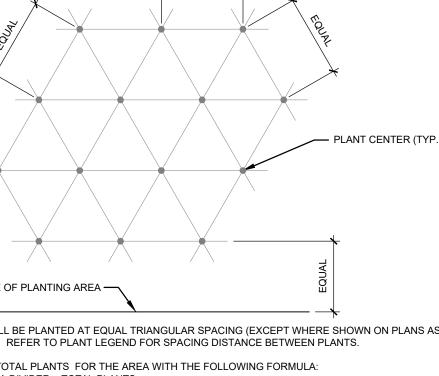
WRAPPED IN FILTER FABRIC (ANY APPROVED) - TWO PLACES AROUND PALM.



SETTING PALM. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL, AND

DIGGING AT THE NURSERY. IS PROTECTED

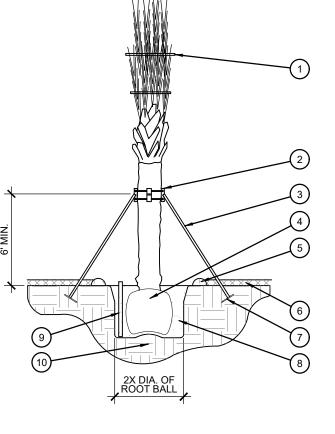
PALM PLANTING SCALE: NOT TO SCALE



ANT SPACING	AREA DIVIDER	PLANT SPACING	AREA DIVIDER
6"	0.22	18"	1.95
8"	0.39	24"	3.46
10"	0.60	30"	5.41
12"	0.87	36"	7.79
15"	1.35		

2) STEP 2: SUBTRACT THE ROW (S) OF PLANTS THAT WOULD OCCUR AT THE EDGE OF THE PLANTED AREA WITH THE FOLLOWING FORMULA: TOTAL PERIMETER LENGTH / PLANT SPACING = TOTAL PLANT SUBTRACTION

PLANT SPACING



(1) BIODEGRADEABLE TWINE.

(3) 2" X 4" SUPPORT, TOENAILED TO BRACE SYSTEM (3)

STATE

(7) 2" X 4" X 12" DEADMAN, BURIED 12" MIN. BELOW GRADE.

(8) BACKFILL MIX PER SPECIFICATIONS AND SOIL TEST (9) 4" PERFORATED PVC WATER MONITORING TUBE

(10) UNDISTURBED SUBGRADE.

SCARIFY SIDES OF PLANTING PIT PRIOR TO

THE ZONE OF ROOT INITIATION IS 3"-5" BELOW **FINISH GRADE** 3. DO NOT REMOVE ANY LIVE FRONDS PRIOR TO AFTER PLANTING, LOOSEN THE TWINE SO THAT THE FRONDS MAY MOVE, BUT THE TERMINAL BUD

LANDSCAPE NOTES & DETAILS

81

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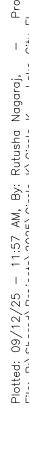
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Dynamic Engineering Consultants, PC

100 NE 5th Avenue, Suite B2 Delray Beach, FL 33483 T. 561-921-8570

September 15, 2025

City of Lake City-Growth Management Department 205 North Marion Ave Lake City, FL 32055

RE: Proposed Circle K

4706 W US Hwy 90 Lake City, FL 332055

Parcel No: 34-3S-16-02465-010 DECPC No.: 2451-24-03094

Comprehensive Plan Concurrency Analysis

I. FUTURE LAND USE ELEMENT:

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF ENHANCING THE QUALITY OF LIFE IN THE CITY, DISCOURAGING URBAN SPRAWL, DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE I.1 The City Concurrency Management System shall make available or schedule for availability the public facilities for future growth and urban development as development occurs in order to provide for urban densities and intensities within the City and discourage the proliferation of urban sprawl.

Policy I.1.1 The location of higher density residential, high intensity commercial and heavy industrial uses shall be directed to areas adjacent to arterial or collector roads, identified on the Future Traffic Circulation Map, where public facilities are available to support such higher density or intensity.

Justification: The proposed self-service automotive fueling station is located at the southeast corner of Pinemount Road and W US Highway 90. The adjacent collector and arterial roadway, respectively, have sufficient capacity to serve the development and adequate utilities are available within the vicinity to serve the subject property.

Policy I.1.2. 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 the Commercial Future Land Use. (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.

Justification: The property has a Future Land Use designation of Commercial, Intensive (CI) and the proposed use has a floor area ratio of 0.05.

Policy I.1.3 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

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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).

Justification: Adequate public facilities are within the vicinity of the property to support the proposed development.

Policy I.1.4 The City shall continue to limit the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan map to acreage which can be reasonably expected to develop.

Justification: The proposed development is consistent with the intent of the Future Land Use designation of Commercial Intensive, Cl. This development does not require an amendment to the Future Land Use Plan map.

Policy I.2.1 The City shall restrict development within unsuitable areas due to flooding, improper drainage, steep slopes, rock formations and adverse earth formations by the following design standards for arrangement of development:

- Streets shall be related appropriately to the topography. All streets shall be arranged so as
 to obtain as many as possible building sites at or above the grades of the streets. Grades of
 streets shall conform as closely as possible to the original topography. A combination of
 steep grades and curves shall be avoided.
- 2. Local streets shall be laid out to discourage use by through traffic, to permit efficient drainage and utility systems and to require the minimum number of streets necessary to provide convenient and safe access to property.
- 3. The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped streets shall be encouraged where such use will result in a more desirable layout.
- 4. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless, in the opinion of the City Council, such extension is not necessary or desirable for the coordination of the layout or the most advantageous future development of adjacent tracts.

Justification: The project features a proposed on-site drainage system to collect and attenuate the stormwater runoff generated by the development, does not propose steep slopes, nor contains rock formations. Convenient and safe access to the property is provided by the existing right-in/right-out driveway located on US Highway 90 and the proposed right-in/right-out driveway on Pinemount Road. As a corner lot, the proposed development is bounded by the adjacent rights-of-way, therefore, a street extension is not necessary.

Policy I.1.5 The City shall continue to provide for a neighborhood commercial district to provide small scale retail and service establishments which will serve the convenience needs of adjacent areas.

Justification: Not applicable. The subject property is within the Commercial, Intensive (CI) zoning district.

OBJECTIVE I.3 The City shall require that all proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.

Policy I.3.1 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.

Justification: The proposed development is consistent with the level of service standards for the provision of public facilities. Refer to the attached Concurrency Impact Analysis.

OBJECTIVE I.4 The City shall continue to include provisions for Planned Residential Development regulations.

Justification: Not applicable as the site is not within a Planned Residential Development.

OBJECTIVE I.5 The City shall continue to limit the extension of public facility geographic service areas to the adjacent urban development area, except that water line extensions may be made outside such designated urban development area to address public health and safety concerns associated with groundwater contamination and water and sewer line extensions may be made to public land uses located outside such designated urban development area. The boundary of this designated urban development area is depicted within the Future Land Use Map Series of this Comprehensive Plan.

The City shall adopt as part of its utility policies and programs a provision whereby any extension of public facility geographic service areas into surrounding unincorporated areas shall be limited to the adjacent designated urban development areas as identified within the Future Land Use Map Series of this Comprehensive Plan except that water line extensions may be made outside such boundary to address public health and safety concerns associated with groundwater contamination and water and sewer line extensions may be made to public land uses located outside of such designated urban development area.

Justification: The subject property is located within the limits of the urban development area identified within the Future Land Use Map. Adequate public facilities are located within the vicinity of the property.

Policy I.5.2 The City shall allow electrical substations as a permitted use by right within all land use classifications, except Conservation future land use category and any Historic Preservation Overlay district as depicted on the Future Land Use Plan Map.

Justification: Not applicable. The development does not propose electric substations.

OBJECTIVE I.6 The City shall continue to include within the portion regarding the report and recommendation of the Planning and Zoning Board on amendments to such regulations, that such report shall address whether the proposed amendment will be a deterrent to the improvement or development of adjacent land uses and it shall be concluded by the local governing body, based upon such report and prior to approval of the amendment, that the granting of the amendment will not adversely impact adjacent land uses.

Policy I.6.1 The City shall continue to permit mining activity as a special exception within areas designated on the Future Land Use Plan map as industrial.

Justification: Not applicable.

Policy I.6.2 The City shall continue to include provisions for drainage, stormwater management, open space and safe and convenient on-site traffic flow including the provisions of needed vehicle parking for all development.

Justification: The development proposes an on-site stormwater management system containing interconnected pipes and structures to collect and attenuate stormwater runoff generated by the site to comply with the drainage provisions. The proposed development provides adequate parking, signage, and striping to promote safe on-site vehicular movement.

Policy I.6.3 The City shall continue to limit the intensity of development by requiring that the length of lots does not exceed three times the width of lots for the location of dwelling units.

Justification: Not applicable.

Policy I.6.4 The City shall participate in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with the programs requirements.

Justification: Not applicable. The subject property has flood zone designation 'X'.

Policy I.6.5 The City shall continue to require that where a commercial or industrial use is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer. A masonry or wood opaque structure may be substituted for the planted buffer.

Justification: Not applicable. The site is not adjacent to a residential district.

OBJECTIVE I.8 The City shall reduce inconsistencies in land uses with the provisions of this Comprehensive Plan through the establishment of such inconsistencies as nonconforming land uses.

Justification: The proposed development is consistent with the requirements for lots, structures, and uses of land outlined in the land development regulations of the City.

OBJECTIVE I.9 The City shall continue to use a Historic Preservation Agency appointed by the City Council to assist the City Council with the designation of historic landmarks and landmark sites or historic districts within the City based upon criteria utilized for the National Register of Historic Places and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The Historic Preservation Agency shall review applications for historic designation and after conducting a duly noticed public hearing shall make a recommendation to the City Council based upon the criteria stated in the maintenance and reuses of historical structures policy contained within the Future Land Use Element of the Comprehensive Plan.

Justification: Not applicable. The property is not designated as a Historic District.

OBJECTIVE I.10 The City shall protect natural resources and environmentally sensitive lands (including but not limited to wetlands and floodplains).

Justification: The site does not contain or impact wetlands.

Policy I.10.1 The City shall protect public potable water supply wells by prohibiting:

1. Land uses which require or involve storage, use of manufacture of regulated materials as defined by Chapter 38F-41, Florida Administrative Code, in effect upon adoption of this Objective; Code of Federal Regulations, Title 40, Part 302 and 355 and Title 49, Part 172, in effect upon adoption of this Comprehensive Plan; 2. Landfills; 3. Facilities of bulk storage, agricultural chemicals; 4. Petroleum products; 5. Hazardous toxic and medical waste; 6. Feedlots or other animal facilities; 7. Wastewater treatment plants and percolation ponds; and Mines, and excavation of waterways or drainage facilities which intersect the water table, within a 300-foot radius around the water well designated by this Comprehensive Plan as a wellfield protection area.

Justification: The proposed development is not within or adjacent to the wellfield protection area outlined by the Comprehensive Plan.

Policy I.10.2 The City shall prohibit the location of any structure within a wetland, other than permitted docks, piers, or walkways, except as permitted within the wetland policy contained within the Conservation Element of this Comprehensive Plan.

Justification: The proposed development does not contain or impact wetlands.

OBJECTIVE I.11 The City shall establish a process for coordination with agencies responsible for the implementation of any regional resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, as amended.

Justification: This is being achieved via the Site Plan Application process.

OBJECTIVE I.12 The City shall coordinate review of all proposed subdivision plats with the Water Management District for subdivisions proposed within the drainage basin of any designated priority water body to provide the Water Management District an opportunity to review such subdivision to determine if the plat is consistent with any approved management plans within that basin.

Justification: The proposed development is anticipated to undergo review by the Suwanee River Water Management District (SRWMD) and a copy of the permit will be provided to the City of Lake City upon issuance.

II. TRANSPORTATION ELEMENT:

GOAL II - PROVIDE FOR A TRANSPORTATION SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES.

OBJECTIVE II.1 The City shall establish a safe, convenient and efficient level of service standard which shall be maintained for all roadways.

Policy II.1.1 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.

Justification: The proposed development complies with the Level of Service standards for the US Highway 90 segment as demonstrated within the Traffic Impact Analysis prepared by Dynamic Traffic, LLC dated June 2, 2025.

Policy II.1.2. The City shall control the number and frequency of connections and access points of driveways and roads to arterials and collectors by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, and the following requirements for non-state roads: 1. Permitting 1 access point for ingress and egress purposes to a single property or development; 2. Permitting 2 access points if the minimum distance between the two access points exceeds 20 feet; 3. Permitting 3 access points if the minimum distance between each access point is at least 100 feet; or 4. Permitting more than 3 access points where a minimum distance of 1,000 feet is maintained between each access point.

Justification: The site is indirectly served by the existing right-in/right-out driveway on US Highway 90, which connects to the overall shopping center, the Shoppes at Heritage Oaks. The Applicant proposes a right-in/right-out driveway on Pinemount Road to provide direct access to the site from the collector roadway. Accompanying roadway improvements consist of a turn-lane prior to the proposed driveway on Pinemount Road as well as striping and delineator poles south of the existing median to promote safe traffic movements.

Policy II.1.3. The City shall continue to require development to provide safe and convenient on-site traffic flow, which includes the provision for vehicle parking.

Justification: The proposed development provides adequate parking per the standards outlined in the Land Development Regulations for the proposed use of self-service automotive fueling station. The proposed signage and striping promote safe on-site vehicular movements.

Policy II.1.4. The City shall continue to require any development which is required to provide a site plan or any development requiring platting, include requirements for additional right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities.

Justification: The site is bound by pedestrian walkways within the northern and western rights-of-way. The proposed development provides concrete sidewalk pedestrian connections to both US Highway 90 and Pinemount Road.

Policy II.1.5 In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, as amended, the City shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for contributing to deficient transportation facilities.

Justification: Acknowledged.

OBJECTIVE II.2 The City shall require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map, limiting higher density and higher intensity land use locations to be adjacent to collector or arterial roads, as identified on the Future Transportation Map.

Justification: The proposed development features a proposed turn-lane prior to the proposed right-in/right-out driveway. Refer to sheet C1.00 Site Plan.

OBJECTIVE II.4 The City shall provide for the protection of existing and future right-of-ways from building encroachment by establishing right-of-way setback requirements for all structures along new or realigned collector and arterial roadways to be provided for by the developer or purchased as right-of-way.

Policy II.4.1 The City shall maintain provisions which require all structures along new or realigned collector or arterial roadways to provide additional setbacks for the future need of additional right-of-way. Such right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the road.

Justification: The proposed structures comply with the setback requirements outlined by the Land Development Regulations.

Policy II.4.2 Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.

Justification: Not applicable.

Policy II.4.3 Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.

Justification: Not applicable. The proposed development has adequate frontage on both US Highway 90 and Pinemount Road.

Policy II.4.4 Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.

Justification: The proposed development is not a new shopping center. The subject property is an outparcel of an existing shopping center, which is served by an existing right-in/right-out driveway on US Highway 90.

Policy II.4.5 Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross access or the provision of easements.

Justification: The proposed development does not propose modifications to the existing right-in/right-out driveway from the FDOT arterial, US Highway 90. The development proposes a right-in/right-out access on Pinemount Road with associated turn lane, signage, and striping improvements.

Policy II.4.6 Adequate corner clearance shall be maintained at crossroad intersections with arterials.

Justification: This is provided. Refer to sheet C1.00 Site Plan.

Policy II.4.7 The City shall encourage cross-access connections easements and join driveways, where available and economically feasible.

Justification: This is provided as the development does not propose modifications to the existing right-in/right-out driveway from US Highway 90, which is a shared access between the subject property and the existing shopping center.

III. HOUSING ELEMENT

Justification: The proposed land use of self-service automotive fueling station does not qualify as a Residential-based development; therefore, this element is not applicable.

IV. <u>SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND NATURAL</u> GROUNDWATER AQUIFER RECHARGE ELEMENT:

GOAL IV.1 - ENSURE THE PROVISION OF PUBLIC FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE CITY'S POPULATION.

OBJECTIVE IV.1 The City shall correct existing deficiencies by undertaking capital improvement projects in accordance with the schedule contained in the Capital Improvements Element of this Comprehensive Plan. Further, said existing deficiencies shall be prioritized on the schedule in conformance with the criteria established in the Capital Improvements Element of this Comprehensive Plan.

Policy IV.1 The City shall provide that within the schedule contained in the Capital Improvements Element, that capital improvement projects needed for replacement or correction of existing deficiencies in public facilities be given priority over providing for future facilities needs; 1. If they are imminently needed to protect the public health and safety, which shall be given the highest priority; and 2. If existing facilities are not meeting maintenance or operation level of service standards adopted herein, which shall be given the second order of priority.

Justification: Acknowledged. The existing public facilities in the vicinity of the property are anticipated to have adequate capacity to serve the proposed development.

OBJECTIVE IV.2 The City shall coordinate the extension of, or increase in the capacity of facilities by scheduling the completion of public facility improvements and require that they are concurrent with projected demand

Justification: Acknowledged. The development proposes to tap the existing water main within Pinemount Boulevard to provide a 2" PE water service to the building.

SANITARY SEWER FACILITY SUB ELEMENT

GOAL IV-2- ENSURE THE PROVISION OF PUBLIC SANITARY SEWER FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE CITY'S POPULATION.

OBJECTIVE IV.3 The City shall coordinate the extension of or increase in the capacity of facilities by scheduling the completion of public sanitary sewer facility improvements concurrent with projected demand.

Justification: Refer to the attached Capacity Concurrency Analysis demonstrating the proposed wastewater demand is within the limits of the level of service standards outlined in the Comprehensive Plan.

SOLID WASTE FACILITY SUB ELEMENT

GOAL IV-3 - ENSURE THE PROVISION OF PUBLIC SOLID WASTE FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE CITY'S POPULATION.

OBJECTIVE IV.4 The City shall continue to coordinate the extension of, or increase in the capacity of solid waste facilities by scheduling the completion of public facility improvements and requiring that they are concurrent with projected demand.

Justification: The proposed development is anticipated to comply with the level of service standards outlined in the Comprehensive Plan.

DRAINAGE FACILITY SUB ELEMENT

GOAL IV-4 - ENSURE THE PROVISION OF PUBLIC DRAINAGE FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE CITY'S POPULATION.

OBJECTIVE IV.5 The City shall continue to coordinate the extension of, or increase in the capacity of drainage facilities by scheduling the completion of public facility improvements and requiring that they are concurrent with projected demand.

Justification: Acknowledged. The proposed development is not anticipated to negatively impact existing public drainage facilities. An on-site stormwater management system is proposed to collect and attenuate stormwater runoff generated by the site.

Policy IV.5.2 The City shall prohibit the construction of structures or landscape alterations which would interrupt natural drainage flows, including sheet flow and flow to isolated wetland systems.

Justification: The proposed development does not hinder natural drainage flows. The proposed on-site stormwater management system provides water quality treatment and attenuation prior to discharge into the shopping center's master drainage system. The proposed development does not impact or contain wetlands.

Policy IV.5.3 The City shall require a certification, by the preparer of the permit plans, that all construction activity undertaken shall incorporate erosion and sediment controls during construction.

Justification: Acknowledged.

POTABLE WATER FACILITY SUB ELEMENT

GOAL IV-5 - ENSURE THE PROVISION OF PUBLIC POTABLE WATER FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE IN ORDER TO PROVIDE A SAFE RELIABLE POTABLE WATER SYSTEM WITH THE ABILITY TO MEET PROJECT DEMANDS THROUGH THE YEAR 2032.

OBJECTIVE IV.6 The City shall continue to coordinate the extension of or increase in the capacity of potable water facilities by scheduling the completion of public facility improvements and requiring that they are concurrent with projected demand.

Justification: Refer to the attached Capacity Concurrency Analysis demonstrating the proposed potable water demand is within the limits of the level of service standards outlined in the Comprehensive Plan.

V. CONSERVATION ELEMENT

OBJECTIVE V.2 The City in order to protect the quality and quantity of current and projected water sources, hereby establishes a 500 foot wellfield protection area around community water system wells. In addition, the City in order to protect high ground water recharge areas shall limit development in these areas as specified in the high groundwater aquifer recharge protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

Justification: The subject property is not within the wellfield protection area, high ground water aquifer recharge area, and does not contain wetlands or other surface waters.

OBJECTIVE V.4 The City shall continue to include within the site and development plan approval process, provisions for the location and use of screens and buffers to preserve wildlife and wildlife habitats, the identification and protection of native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites these natural resources from impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Critical Wildlife Conservation Areas, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval.

Justification: Acknowledged. The site is not anticipated to contain state and federally protected plant and animal species.

VI. RECREATION AND OPEN SPACE ELEMENT:

Justification: The proposed land use of self-service automotive fueling station does not qualify as a Recreation based facility; therefore, this element is not applicable.

VII. INTERGOVERNMENTAL COORDINATION ELEMENT

GOAL VII - ESTABLISH PROCESSES AMONG THE VARIOUS GOVERNMENTAL ENTITIES TO ACHIEVE COORDINATION OF COMPREHENSIVE PLANNING, ENSURE COMPATIBLE DEVELOPMENT, PROVIDE ADEQUATE PUBLIC SERVICES AND PROMOTE THE EFFICIENT USE OF AVAILABLE RESOURCES AMONG GOVERNMENTAL ENTITIES

Justification: The proposed development is consistent with the assigned zoning designation of Commercial, Intensive (CI) and Future Land Use designation of Commercial.

VIII. CAPITAL IMPROVEMENTS ELEMENT

GOAL VIII - THE CITY SHALL ANNUALLY ADOPT AND IMPLEMENT A CAPITAL IMPROVEMENTS PROGRAM WHICH COORDINATES THE TIMING AND PRIORITIZES THE DELIVERY OF THE NEEDS ADDRESSED WITHIN THE OTHER ELEMENTS OF THIS COMPREHENSIVE PLAN.

OBJECTIVE VIII.1 The City shall provide capital improvements to correct the existing and projected deficiencies as identified within the schedule of improvements and funding of this plan element, by adopting an annual capital improvements budget which is consistent with the schedule of improvements and funding.

OBJECTIVE VIII.2 The City shall require that all decisions regarding the issuance of development orders and permits shall be consistent with the established level of service standards adopted for public facilities within the Comprehensive Plan.

OBJECTIVE VIII.3 The City shall include subdivision improvement standards within the land development regulations which require that, the subdivider, at his or her expense, shall provide paved streets, install sidewalks, street name signs, street lights, curbs and gutters, install water mains and stormwater facilities and, where centralized sanitary sewer and potable water service is available, install sanitary sewer, water mains and fire hydrants connected to the mains.

Justification: The property is an outparcel of an existing shopping center. Adequate public facilities are within the vicinity of the property to support the proposed development.

IX. PUBLIC SCHOOL FACILITIES ELEMENT

GOAL IX.1 - IT IS THE GOAL OF THE CITY TO PROVIDE FOR THE FUTURE AVAILABILITY OF PUBLIC SCHOOL FACILITIES IN A MANNER CONSISTENT WITH ADOPTED LEVEL OF SERVICE STANDARDS. THIS GOAL SHALL BE ACCOMPLISHED IN ORDER TO PROVIDE ADEQUATE SCHOOL FACILITY CAPACITY, AS DETERMINED BY THE LEVEL OF SERVICE, ON A COUNTY-WIDE BASIS.

GOAL IX.2 - IT IS THE GOAL OF THE CITY TO ESTABLISH A PROCESS FOR THE IMPLEMENTATION OF SCHOOL CONCURRENCY BY PROVIDING FOR CAPACITY DETERMINATION STANDARDS, AVAILABILITY STANDARDS, APPLICABILITY STANDARDS AND PROPORTIONATE SHARE MITIGATION.

Justification: The proposed development does not have an impact on the capacity of public-school facilities as outlined in the Comprehensive Plan.

We look forward to a favorable review by the City of Lake City Growth Management Department of this proposed Project.

Sincerely,

Dynamic Engineering Consultants, P.C.

Michael D. Miles, P.E. Regional Manager/ Senior Principal

Dynamic Engineering Consultants, PC

100 NE 5th Avenue, Suite B2 Delray Beach, FL 33483 T. 561-921-8570

September 15, 2025

City of Lake City-Growth Management Department 205 North Marion Ave Lake City, FL 32055

RE: Proposed Circle K

4706 W US Hwy 90 Lake City, FL 332055

Parcel No: 34-3S-16-02465-010 DECPC No.: 2451-24-03094

Concurrency Analysis

FACILTY TYPE	LEVEL OF SERVICE STANDARD PER THE LAKE CITY COMPREHENSIVE PLAN	BUILD CONDITIONS
Traffic Circulation	Refer to the Traffic Impact Analysis dated June 2, 2025.	for Proposed Circle K Prepared by Dynamic Traffic
Potable Water	50 pounds per square inch of volume	650 GPD for a Service Station with 2 bathrooms Peak demand = 4.06 GPM
		Note: Estimated demand per establishment is from section 64E-6.008 System Size Determinations Table I effective 7/16/2013. Peak Demand (PD) is calculated using: PD = (GPD/T) x 0.1 + IF, from the section 64E-8.002 (4) Limited Use Public Water System Construction, where T= 16 hours and IF = 0
Sanitary Sewer	135 gallons per capita per day	650 GPD for a Service Station with 2 bathrooms Peak demand = 4.06 GPM Note: Estimated demand per establishment is from section 64E-6.008 System Size Determinations Table I effective 7/16/2013. Peak Demand (PD) is calculated using: PD = (GPD/T) x 0.1 + IF, from the section 64E-8.002 (4) Limited Use Public Water System Construction, where T= 16 hours and IF = 0

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TRAFFIC IMPACT ANALYSIS

For

Hix Snedeker Companies, LLC Proposed Circle K

Property Located at:

Parcel #34-3S-16-02465-010 4706 West US Highway 90 Lake City, Columbia County, FL

Prepared by:



100 NE 5th Avenue, Suite B2 Delray Beach, FL 33483 732-681-0760

Craig W by Craig W

Digitally signed Peregoy

Craig W. Peregoy, PE PE L: PE FL PE License #78893

June 2, 2025

DT# 2451 25-00048

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TABLE OF CONTENTS

INTRODUCTION	2
EXISTING CONDITIONS	3
Existing Roadway Conditions	3
Existing Traffic Volumes	3
FUTURE CONDITIONS	5
Background Growth	5
Area Developments	5
Traffic Generation	5
Future Capacity Analysis	6
US Highway 90 & SW Pinemount Road/NW Turner Avenue	9
US Highway 90 & Shopping Center Driveway	9
SW Pinemount Road & Northern Shopping Center Driveway	9
SW Pinemount Road & Proposed Site Driveway	10
Queue Analysis	10
US Highway 90 & SW Pinemount Road/NW Turner Avenue	11
US Highway 90 & Shopping Center Driveway	11
SW Pinemount Road & Northern Shopping Center Driveway	11
SW Pinemount Road & Proposed Site Driveway	11
Turn Lane Warrant Analysis	11
FINDINGS & CONCLUSIONS	12
Findings	12
Conclusions	12

APPENDICES

Appendix A – Traffic Volume Figures Appendix B – Traffic Counts Appendix C – Capacity Analysis

Appendix D – Trip Generation
Appendix E – Turn Lane Warrant Analysis Worksheets
Appendix F – FDOT Traffic Trends Analysis Tool Worksheets

Appendix G – Signal Timing Directive

Appendix H – Site Plan



INTRODUCTION

It is proposed to construct a Circle K fuel station and convenience store located within the southeast quadrant of the intersection of US Highway 90 and SW Pinemount Road/NW Turner Ave in Lake City, Columbia County, Florida (see Figure 1 in Appendix A). The site is designated as Parcel Number 34-3S-16-02465-010. The site is currently an undeveloped pad within The Shoppes at Heritage Oaks shopping center. It is proposed construct a fuel station with ten (10) vehicle fueling positions and 3,956 SF convenience store (The Project). It is proposed to construct one (1) right-in/right-out driveway along Pinemount Road. Additionally, one cross access point is proposed to the adjacent shopping center. Access to the adjacent shopping center is provided via one (1) right-in/right-out driveway along US Highway 90, two (2) full-movement driveways along SW Stonegate Terrace and two (2) full-movement driveways along SW Pinemount Road. A copy of the Site Plan is included in Appendix H.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via turning movement counts (TMC) during the weekday morning and weekday afternoon peak periods at the following intersections:
 - o US Highway 90 & SW Pinemount Road/NW Turner Avenue
 - US Highway 90 & Shopping Center Driveway
 - SW Pinemount Road & Northern Shopping Center Driveway
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Future No Build and Build conditions for the study intersections.
- The need for auxiliary lanes at the proposed site driveway along SW Pinemount Road was assessed using the methodology provided by NCHRP Report 457, HCS, and the latest version of the FDOT Design Standards.



EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

<u>US Highway 90</u> is an Urban Minor Arterial roadway under FDOT jurisdiction with a general east/west orientation. The roadway is designated as Access Classification 5 along the site frontage. The posted speed limit is 45 MPH along the site frontage. The roadway provides two vehicular travel lanes and one bike lane in each direction separated by an curbed median with directional median openings provided at key driveways and intersections. Curb and sidewalk are provided along both sides of the roadway. US Highway 90 provides a straight horizontal alignment along the site frontage and a relatively flat vertical alignment. The land uses along US Highway 441 in the vicinity of The Project are primarily commercial.

<u>SW Pinemount Road</u> is an Urban Major Collector roadway under Columbia County jurisdiction with a general north/south orientation. The posted speed limit is 40 MPH. The roadway provides one travel lane in the northbound direction and two travel lanes in the southbound direction along the site frontage before merging down to one lane to the south of the site. A center concrete median is provided along the shopping center frontage with median openings provided at key driveway intersections. Curb and sidewalk are provided along both sides of the roadway. SW Pinemount Road provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along SW Pinemount Road in the vicinity of The Project are mixed commercial and residential.

<u>NW Turner Avenue</u> is an Urban Local roadway under municipal jurisdiction with a general north/south orientation. The posted speed limit is 35 MPH. The roadway generally provides one travel lane in each direction with turn lanes and a center concrete median proximate to US Highway 90. Neither curb nor sidewalk are provided along either side of the roadway. NW Turner Avenue provides a relatively straight horizontal alignment and a slight crest vertical curve just north of US Highway 90. The land uses along NW Turner Avenue in the vicinity of The Project are mixed commercial and residential.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Tuesday, April 22, 2025 from 7:00 to 9:00 AM and from 3:00 to 6:00 PM at the following intersections:

- US Highway 90 & SW Pinemount Road/NW Turner Avenue
- US Highway 90 & Shopping Center Driveway
- SW Pinemount Road & Northern Shopping Center Driveway



The 2024 Peak Season Factor Category Report for Columbia County was referenced to determine the peak season correction factor (PSCF) during the week of the MTM counts. The counts were conducted during Week 17, which spans from Monday, April 21, 2025 to Sunday, April 27, 2025. Week 17 falls within the "peak season" of traffic in Columbia County with a PSCF of 0.99. As such, no seasonal adjustment was applied to the existing traffic volumes. The Peak Season Factor Category Report for Columbia County is contained in Appendix B.

Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic volume data is contained in Appendix B.



FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Background Growth

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. Growth rates were prepared using FDOT's Traffic Trends Analysis Tool, which are contained in Appendix F. US Highway 90 to the east of SW Pinemount Road/NW Turner Ave was found to have to a compound annual historic growth rate of 4.96%, US Highway 90 to the west of SW Pinemount Road/NW Turner Ave was found to have a compound annual historic growth rate of 4.48%, and SW Pinemount Road was found to have a compound annual historic growth rate of 5.27%. In an effort to remain conservative, the highest growth rate of 5.27% was utilized as the background traffic growth rate herein.

Area Developments

Through consultation with both the Lake City Growth Management Office and Columbia County Planning and Zoning Department, there are no other developments in the vicinity of the site that have been approved but not yet fully constructed that are identified as significant traffic generators. It was assumed that the background growth rate was adequate to account for the traffic associated with all developments not listed.

Future No Build traffic volumes were developed by applying the background growth rate of 5.27% for two (2) years to the study area roadways existing traffic volumes. Figure 3, in Appendix A, shows the No Build traffic volumes.

Traffic Generation

Trip generation projections for the proposed development were prepared utilizing the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual*, 11th Edition utilizing Land Use Code (LUC) 945 - Convenience Store/Gas Station. The trip generation worksheets and applicable excerpts from the ITE *Trip Generation Manual* are included in Appendix D.

Passby Traffic

According to studies conducted by ITE, traffic associated with LUC 945 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because the proposed convenience store/gas station is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. ITE identifies a passby traffic percentage of 76% during the weekday morning peak hour and 75% during the weekday evening peak hour for LUC 945.



Table 1 below details the weekday morning and weekday evening traffic volumes associated with the subject project taking into account the passby credits. Note that these trip generation calculations are also highly conservative since they take no credit for the internal capture that is likely to occur between the proposed Circle K and the existing shopping center land uses due to shared customers.

Table 1
Trip Generation Considering Passby Traffic

Land Use	Trin Typo		AM PSH	1	PM PSH			
Land Use	Trip Type	ln	Out	Total	In	Out	Total	
3,956 SF Convenience Store/Gas Station w/ 10 VFP	Total	112	112	224	108	108	216	
	Passby	85	85	170	81	81	162	
	New (Primary)	27	27	54	27	27	54	

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 4-8, located in Appendix A, illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. Figure 9 illustrates the Traffic Diversions due to the closure of the median opening at the existing site driveway. The Removal of Existing Site Generated Trips, Total Site Generated Volumes and Traffic Diversions assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 10.

Future Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a "qualitative" evaluation of capacity based upon certain "quantitative" calculations related to empirical values, such as traffic volume and intersection control.

At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time", turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table 2 describes the level of service ranges for signalized intersections.



An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table 3 describes the level of service ranges for unsignalized (stop controlled) intersections.

Table 2
Level of Service Criteria
for Signalized Intersections

Level of Service (seconds per vehic								
Α	0.0 to 10.0							
В	10.1 to 20.0							
С	20.1 to 35.0							
D	35.1 to 55.0							
E	55.1 to 80.0							
F	greater than 80.0							

Table 3
Level of Service Criteria
for Unsignalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)						
а	0.0 to 10.0						
b	10.1 to 15.0						
С	15.1 to 25.0						
d	25.1 to 35.0						
е	35.1 to 50.0						
f	greater than 50.0						

All capacity analyses were performed utilizing the Synchro software package (Version 12). Tables 4A and 4B summarizes the future levels of service (LOS), delays, and volume-to-capacity ratios (v/c). All capacity analysis calculation worksheets are contained in Appendix C.



Table 4A
Future Levels of Service – Weekday Morning Peak Hour

Interception	Direction/ Movement			No Build		Build			
Intersection			LOS	Delay	V/C	LOS	Delay	V/C	
	EB	L	Α	8.7	0.11	Α	8.7	0.11	
		TR	С	21.9	0.63	С	23.1	0.65	
		L	В	10.5	0.27	В	12.7	0.42	
	WB	Т	В	16.2	0.35	В	15.5	0.31	
US Highway 90 &		R	Α	0.3	0.11	Α	0.2	0.10	
SW Pinemount Road/		L	С	27.2	0.19	С	29.1	0.32	
NW Turner Avenue	NB	Т	D	42.9	0.32	D	44.6	0.36	
NVV Turrier Averlue		R	В	15.1	0.66	В	15.8	0.68	
	SB	L	D	35.9	0.52	D	38.5	0.57	
		Т	D	38.5	0.07	D	38.9	0.08	
		R	Α	0.6	0.12	Α	0.7	0.12	
	Overall		В	19.6	•	С	20.5	-	
US Highway 90 & Shopping Center Driveway	NB	R	b	13.4	0.031	С	15.1	0.182	
SW Pinemount Road &	WB	LR	b	11.7	0.115	b	13.1	0.156	
Northern Shopping Center Drive	SB	L	а	8.2	0.030	а	8.3	0.076	
SW Pinemount Road & Proposed Site Driveway	WB	R	-	-	-	b	11.0	0.083	

a - Unsignalized Intersection Level of Service

Table 4B
Future Levels of Service – Weekday Evening Peak Hour

Future Levels of Service – Weekday Evening Peak Hour									
Intersection	Direction/ Movement			No Build		Build			
intersection			LOS	Delay	V/C	LOS	Delay	V/C	
	EB	L	В	12.1	0.08	В	12.9	0.09	
		TR	С	25.5	0.42	С	28.4	0.44	
		L	В	16.4	0.59	В	18.8	0.66	
	WB	Т	В	18.4	0.36	В	18.5	0.35	
US Highway 90 &		R	Α	1.4	0.14	Α	1.4	0.14	
SW Pinemount Road/		L	D	48.3	0.36	D	49.1	0.42	
NW Turner Avenue	NB SB	Т	Е	76.6	0.39	Е	77.0	0.41	
NVV Tulliel Aveilue		R	Α	3.8	0.39	Α	3.7	0.39	
		L	Е	58.2	0.67	Е	60.3	0.69	
		Т	Е	57.2	0.19	Е	59.6	0.24	
		R	Α	0.5	0.09	Α	0.7	0.11	
	Ove	erall	С	24.5	-	С	26.4	-	
US Highway 90 & Shopping Center Driveway	NB	R	b	12.3	0.053	b	13.5	0.177	
SW Pinemount Road &	WB	LR	b	12.6	0.269	b	14.5	0.327	
Northern Shopping Center Drive	SB	L	а	7.7	0.058	а	7.8	0.092	
SW Pinemount Road & Proposed Site Driveway	WB	R	-	-	-	С	21.8	0.443	

a - Unsignalized Intersection Level of Service

A - Signalized Intersection Level of Service

A - Signalized Intersection Level of Service



US Highway 90 & SW Pinemount Road/NW Turner Avenue

SW Pinemount Road and NW Turner Avenue intersect US Highway 90 to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from FDOT which indicates that a four-phase 150 background cycle length is utilized during the weekday evening peak hour and a four-phase free cycle is utilized at all other times. The traffic signal timing directive is included in Appendix G.

The eastbound approach of US Highway 90 provides one left turn lane and two through lanes, while the westbound approach provides one left turn lane, two through lanes, and one right turn lane. The northbound approach of SW Pinemount Road provides one left turn lane, one through lane, and one channelized right turn lane operating under yield control. The southbound approach of NW Turner Avenue provides one left turn lane, one through lane, and one channelized right turn lane operating under yield control.

With the addition of site generated traffic, the intersection is anticipated to operate at overall intersection level of service "C" during the analyzed peak hours. Additionally, each movement is anticipated to continue to operate at No Build levels of service "E" or better. See Tables 4A and 4B for the individual movement levels of service and delays.

US Highway 90 & Shopping Center Driveway

The shopping center driveway intersects US Highway 90 to form an unsignalized T-intersection with the northbound approach of the shopping center driveway operating under stop control. The eastbound approach of US Highway 441 provides one through lane and one shared through/right turn lane. The northbound approach of the shopping center driveway provides one dedicated right turn lane. The westbound approach of US Highway 90 is separated by a curbed median and does not influence the operation of the intersection.

With the addition of site generated traffic, the individual intersection movements are anticipated to operate at levels of service "C" or better during the studied peak hours. See Tables 4A and 4B for the individual movement levels of service and delays.

SW Pinemount Road & Northern Shopping Center Driveway

The northern shopping center driveway, also known as SW Heritage Oaks Circle, intersects SW Pinemount Road to form an unsignalized T-intersection with the westbound approach of the shopping center driveway operating under stop control. The northbound approach of SW Pinemount Road provides one shared through/right turn lane while the southbound approach provides one left turn lane and two through lanes. The westbound approach of the shopping center driveway provides one shared left turn/right turn lane. It is noted that several southbound vehicles were observed to perform U-turns at this intersection. As HCM capacity analysis methodology cannot analyze U-turn movements, the U-turns were assumed to be left turns for the analyses contained in this report.

With the addition of site generated traffic, the individual intersection movements are anticipated to continue to operate at No Build levels of service "B" or better during the studied peak hours. See Tables 4A and 4B for the individual movement levels of service and delays.



SW Pinemount Road & Proposed Site Driveway

The site driveway is proposed to intersect SW Pinemount Road to form an unsignalized T-intersection with the westbound approach of the site driveway to operate under stop control. The northbound approach of SW Pinemount is proposed to provide one shared through/right turn lane. The westbound approach of the site driveway is proposed to provide one dedicated right turn lane. The southbound approach of SW Pinemount Road is proposed to be separated by a curbed median and would not influence the intersection.

As designed, the driveway is anticipated to operate at levels of service "C" or better during the studied peak hours. See Tables 4A and 4B for the individual movement levels of service and delays.

Queue Analysis

Queue length conditions at the study intersections were analyzed under the No Build and Build conditions. The 95th percentile queues for each study peak hour are summarized in Table 5 below.

Table 5
Future Queue Analysis

Intersection		ction/	Storage	AM	PSH	PM PSH		
		ement	Storage Length	No Build	Build	No Build	Build	
	EB	┙	235'	25'	25'	28'	28'	
		TR	-	231'	234'	323'	353'	
		L	390'	37'	52'	166'	195'	
	WB	Т	-	136'	128'	266'	257'	
US Highway 90 &		R	-	0'	0'	17'	17'	
SW Pinemount Road/	NB	L	240'	64'	92'	90'	127'	
NW Turner Avenue		Т	-	71'	74'	83'	88'	
		R	150'	61'	62'	0'	0'	
		┙	200'	132'	135'	245'	247'	
	SB	Τ	•	32'	33'	87'	87'	
		R	60'	0'	0'	0'	0'	
US Highway 90 & Shopping Center Driveway	NB	R	1	3'	18'	5'	15'	
SW Pinemount Road &	WB	LR	-	10'	15'	28'	35'	
Northern Shopping Center Driveway		L	185'	3'	5'	5'	8'	
SW Pinemount Road & Proposed Site Driveway	WB	R	-	-	8'	-	55'	



US Highway 90 & SW Pinemount Road/NW Turner Avenue

With the addition of site generated traffic, there is anticipated to be a maximum increase in the 95th percentile queues of approximately one (1) vehicle for any movements on the eastbound, westbound, or southbound approaches to the intersection. The northbound approach experiences a maximum increase in 95th percentile queues of approximately two (2) vehicles or less since it is anticipated to be utilized by exiting site traffic to reach the traffic signal. The egress side of the proposed Pinemount Road driveway is located approximately 200' from the northbound stop bar approaching the intersection. As such, even under 95th percentile conditions in the critical peak hour, the northbound queue of 127' or less does not extend past and block the driveway. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 5 for the individual movement 95th percentile queues.

US Highway 90 & Shopping Center Driveway

With the addition of site generated traffic, there is anticipated to be an increase of less than one (1) vehicle in the 95th percentile queues for any movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 5 for the individual movement 95th percentile queues.

SW Pinemount Road & Northern Shopping Center Driveway

With the addition of site generated traffic, there is anticipated to be an increase of less than one (1) vehicle in the 95th percentile queues for any movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 5 for the individual movement 95th percentile queues.

SW Pinemount Road & Proposed Site Driveway

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of approximately two (2) vehicles. The driveway is proposed to provide a throat length of at least 100 feet prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 5 for the individual movement 95th percentile queues.

Turn Lane Warrant Analysis

The proposed intersection of the site driveway with SW Pinemount Road was reviewed to determine if a right turn lane into the site will be warranted with the construction of The Project. The turn lane warrants are detailed in NHCRP Report 457, which includes traffic-volume-based guidelines for where turn lanes should be provided. The Build Traffic Volumes were compared to the NCHRP warrants and it was determined that the right turn warrants were not met during either peak hour. As such, no right turn lane is proposed. The warrant analyses are located in Appendix E.



FINDINGS & CONCLUSIONS

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

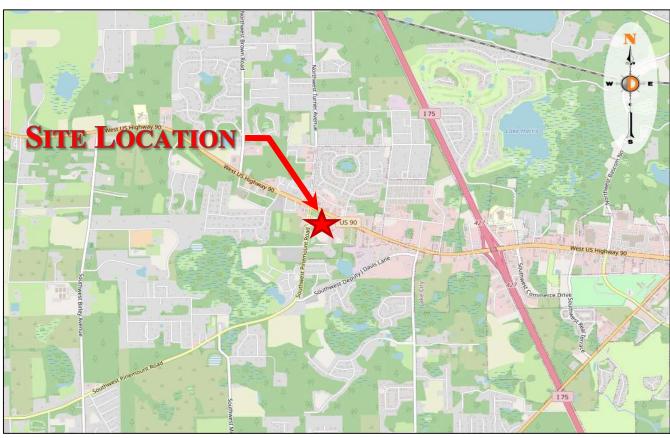
- The proposed Circle K fuel station and convenience store is anticipated to generate 27
 entering trips and 27 exiting trips during the weekday morning peak hour and 27 entering trips
 and 27 exiting trips during the weekday evening peak hour that are "new" to the adjacent
 roadway network.
- Access to the site is proposed to be provided via one (1) right-in/right-out driveway along Pinemount Road. Additionally, one cross access point is proposed to the adjacent shopping center. Access to the adjacent shopping center is provided via one (1) right-in/right-out driveway along US Highway 90, two (2) full-movement driveways along SW Stonegate Terrace and two (2) full-movement driveways along SW Pinemount Road..
- With the addition of site generated traffic, the intersection of US Highway 90 & SW Pinemount Road/NW Turner Avenue is anticipated to operate at level of service "C" during the studied peak hours.
- With the addition of site generated traffic, the individual intersection movements of US
 Highway 90 and the shopping center driveway are anticipated to operate at levels of service
 "C" or better during the studied peak hours.
- With the addition of site generated traffic, the individual intersection movements of SW Pinemount Road and the northern shopping center driveway are anticipated to continue to operate at No Build levels of service "B" or better during the studied peak hours.
- As designed, the intersection of SW Pinemount Road and the site driveway is anticipated to operate at levels of service "C" or better.

Conclusions

Based upon our Traffic Impact Analysis as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of Lake City, Columbia County, and FDOT are not anticipated to experience any significant degradation in operating conditions with the construction of The Project. The site driveway is located to provide safe and efficient access to the adjacent roadway system.

Appendix A Traffic Volume Figures



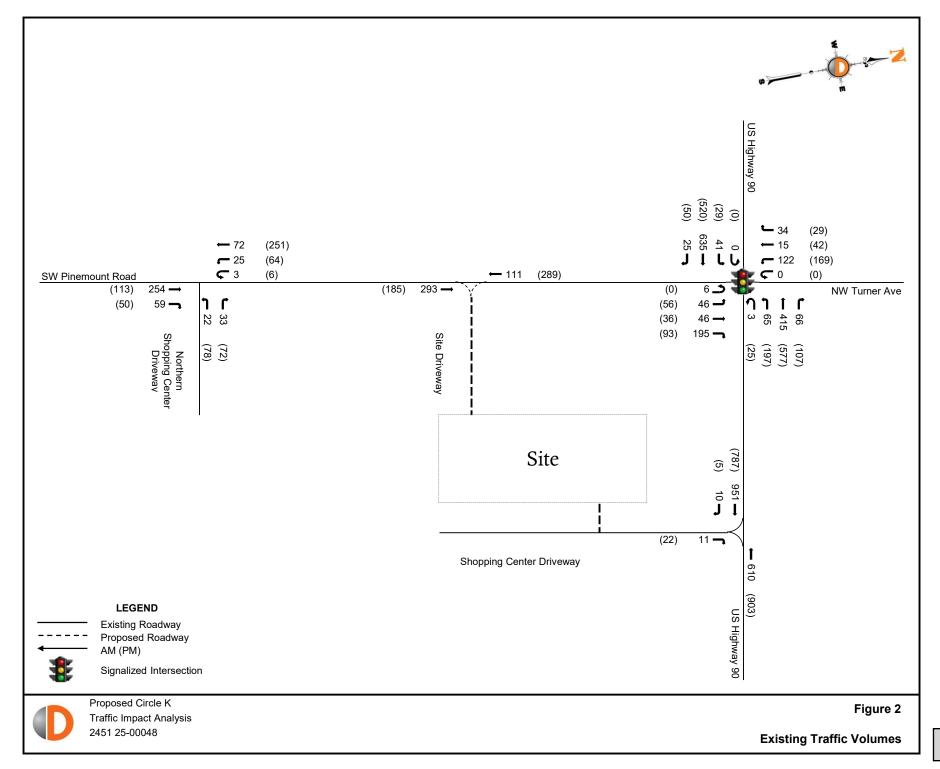


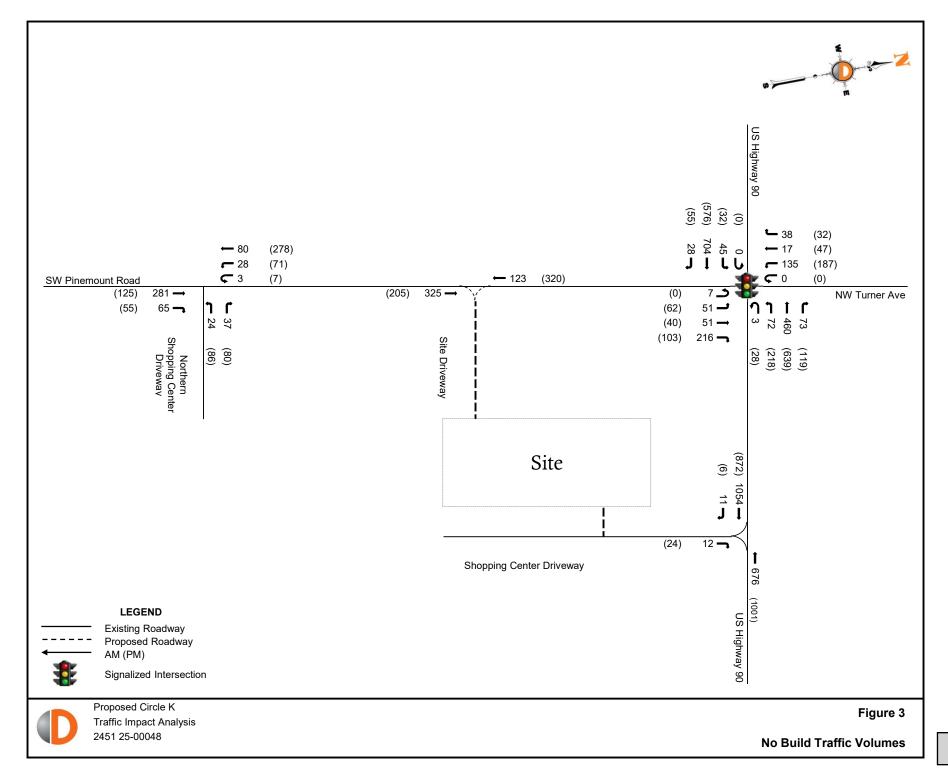


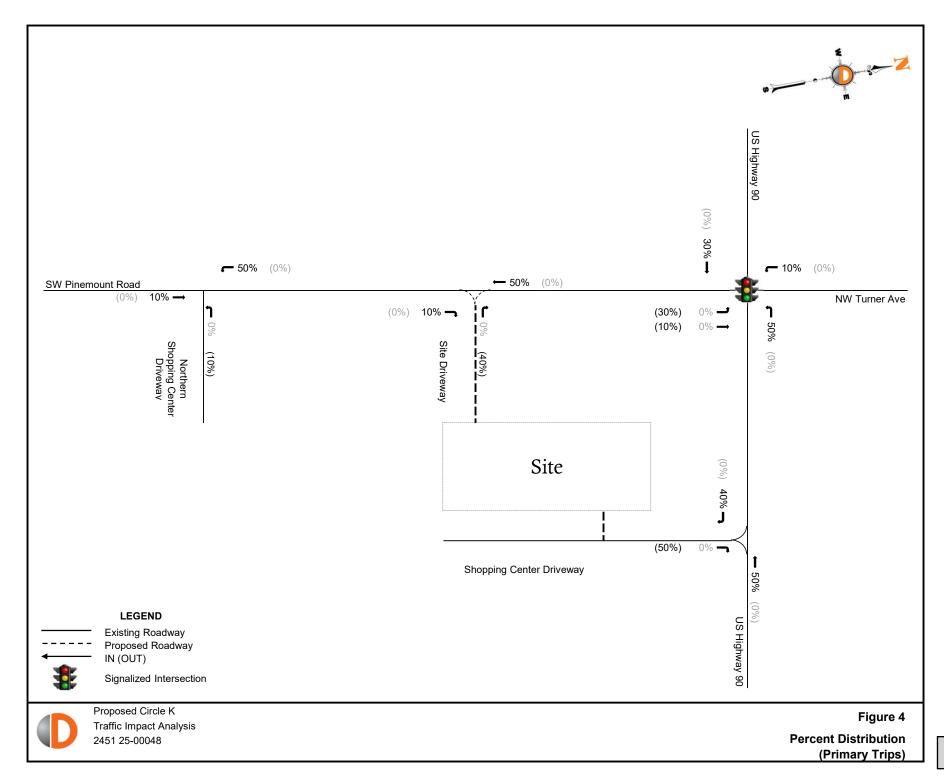
Proposed Circle K Traffic Impact Analysis 2451 25-00048

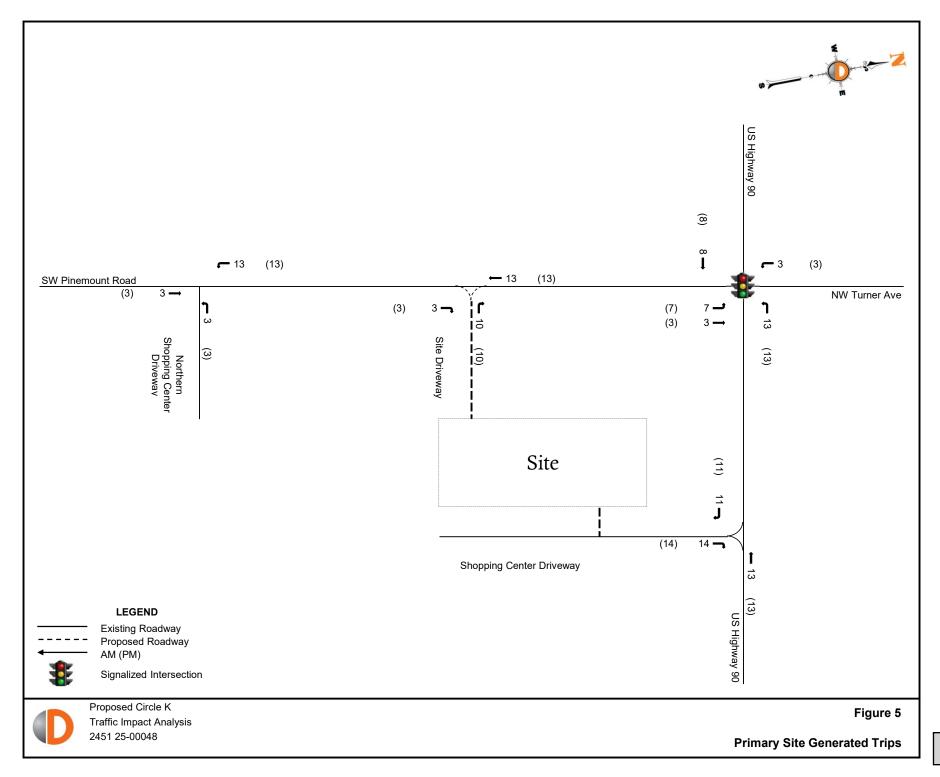
Figure 1

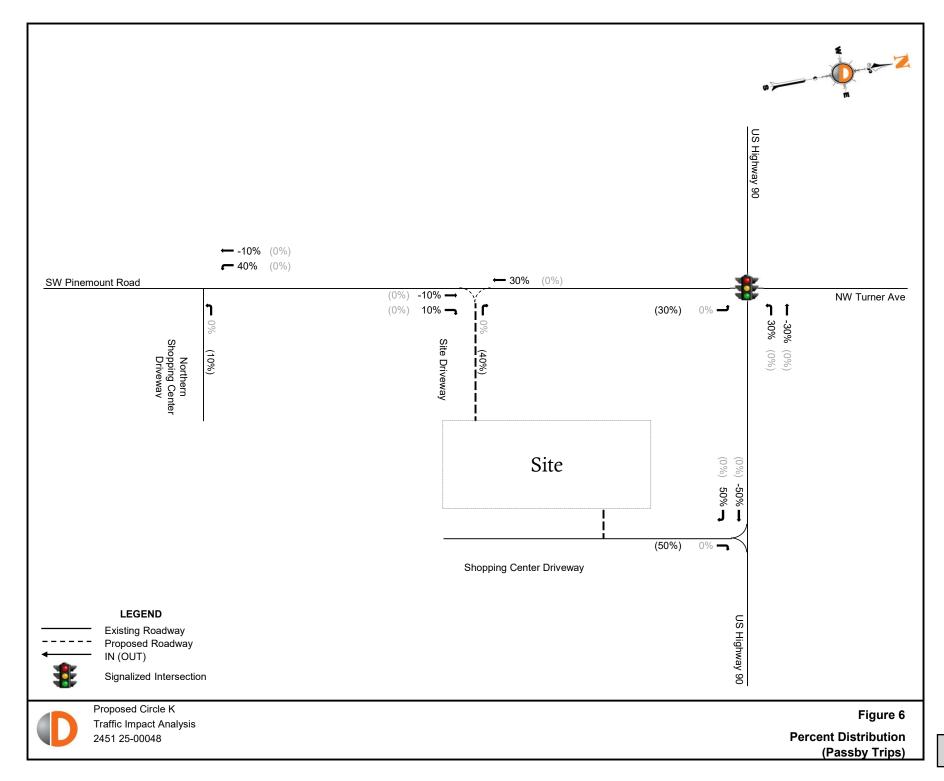
Site Location Map

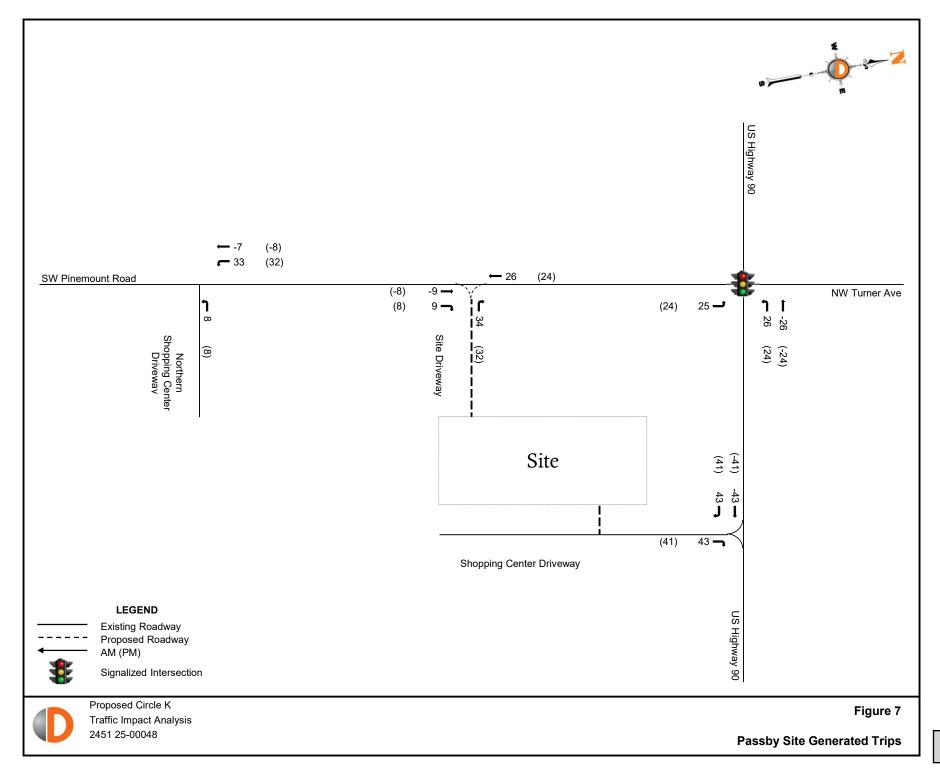


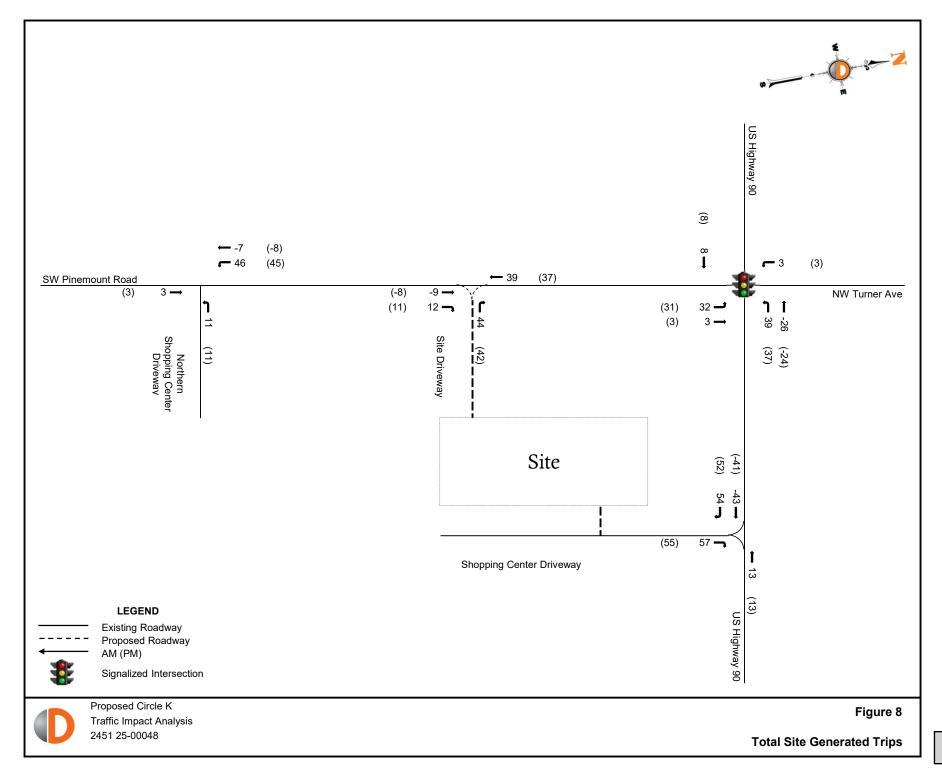


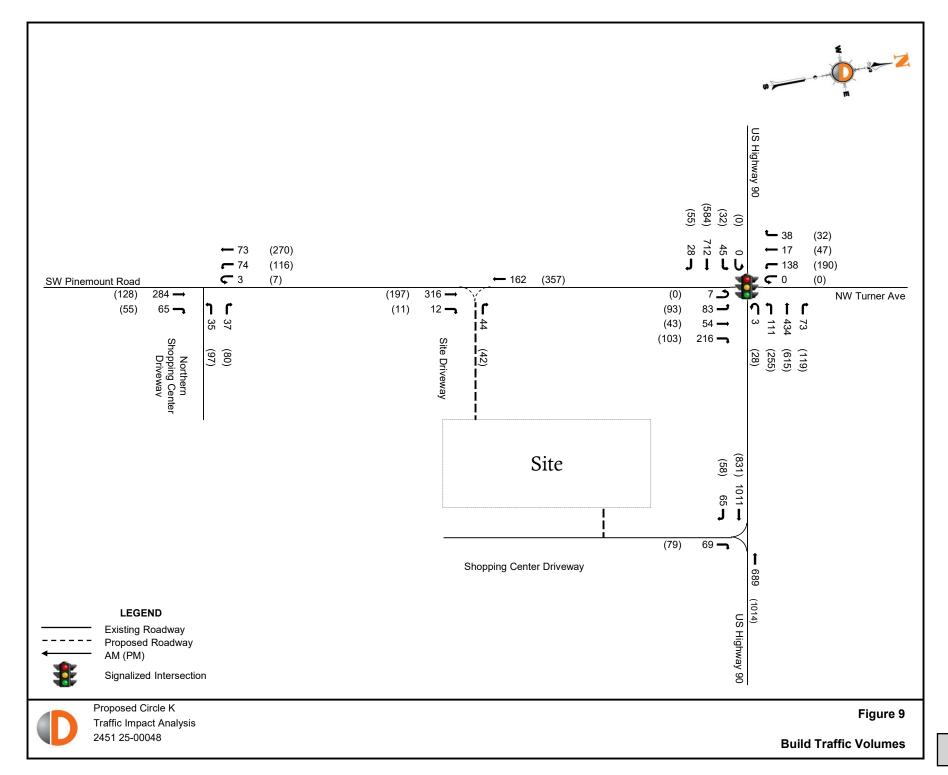












Appendix B Traffic Counts

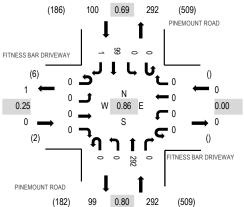


Location: 1 PINEMOUNT ROAD & FITNESS BAR DRIVEWAY AM

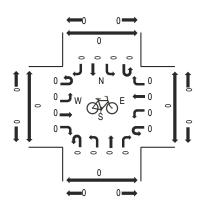
Date: Tuesday, April 22, 2025 **Peak Hour:** 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

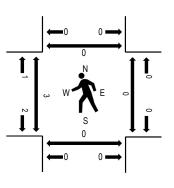
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	FITNES	SS BAF	R DRIV	EWAY	FITNES	S BAR	DRIVE	WAY	PIN	EMOUN	NT ROA	AD.	PIN	EMOU	NT RO	AD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	destria	n Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	1	0	0	0	0	0	0	0	0	52	0	0	0	11	1	65	363	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	63	0	0	0	17	1	82	386	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	22	1	114	392	. 0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	77	0	0	0	25	0	102	346	1	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	61	0	0	0	27	0	88	334	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	63	0	0	0	25	0	88		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	50	0	0	0	17	0	68		1	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	50	0	0	0	38	1	90		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	0	0	0	0	0	0	0	0	0	289	0	0	0	95	1	385
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Total	0	0	0	0	0	0	0	0	0	0	292	0	0	0	99	1	392

		Eastb	ound			Westb	ound			Northb	ound			Southl	bound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0)%			0.09	%			1.09	%			4.0	1%		1.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	4.0%	0.0%	1.8%
Peak Hour Factor		0.2	25			0.0	0			0.8	0			0.6	69		0.86
Peak Hour Factor	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.80	0.00	0.00	0.00	0.70	0.75	0.86

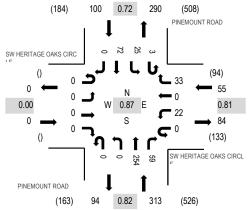


Location: 2 PINEMOUNT ROAD & SW HERITAGE OAKS CIRCLE AM

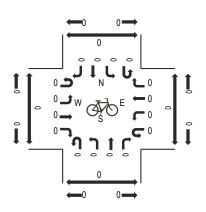
Date: Tuesday, April 22, 2025 **Peak Hour:** 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

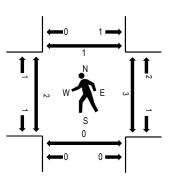
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Lefe cod	SWF		AGE O	AKS	SW H			KS	PIN	EMOUN		AD.	PIN	EMOU		AD			D	(2	0	
Interval	-	E	ouna			WGB6	ошпа			Northb	ouna			South	ouna			Rolling			n Crossi	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	0	0	0	0	0	7	0	0	45	3	0	6	6	0	67	411	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	4	0	0	62	6	0	1	16	0	92	451	0	0	0	0
7:30 AM	0	0	0	0	0	6	0	11	0	0	78	18	1	7	14	0	135	468	0	0	0	0
7:45 AM	0	0	0	0	0	4	0	9	0	0	66	15	0	8	15	0	117	414	1	3	0	0
8:00 AM	0	0	0	0	0	6	0	6	0	0	55	11	0	6	23	0	107	393	1	0	0	0
8:15 AM	0	0	0	0	0	6	0	7	0	0	55	15	2	4	20	0	109		0	0	0	1
8:30 AM	0	0	0	0	0	3	0	13	0	0	38	10	0	5	12	0	81		0	0	0	0
8:45 AM	0	0	0	0	0	3	0	6	0	0	41	8	2	10	26	0	96		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	0	0	0	0	22	0	33	0	0	251	59	3	25	68	0	461
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Total	0	0	0	0	0	22	0	33	0	0	254	59	3	25	72	0	468

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0)%			0.09	%			1.09	%			4.0	%		1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	5.6%	0.0%	1.5%
Peak Hour Factor		0.0	00			0.8	1			0.8	2			0.7	72		0.87
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.92	0.00	0.67	0.00	0.00	0.84	0.82	0.50	0.63	0.78	0.00	0.87

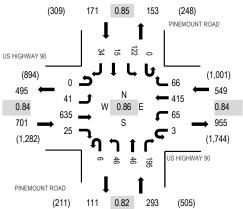


Location: 3 PINEMOUNT ROAD & US HIGHWAY 90 AM

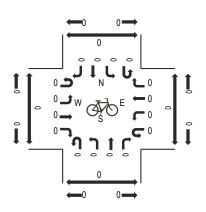
Date: Tuesday, April 22, 2025 **Peak Hour:** 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

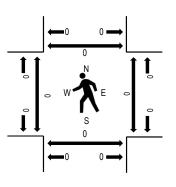
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	US	HIGH	WAY 9	90	US	HIGH	WAY 9	0	PIN	EMOUN	NT ROA	AD.	PIN	EMOU	NT RO	AD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
 7:00 AM	1	2	122	2	0	4	88	6	0	9	2	39	0	38	4	12	329	1,673	0	0	0	1
7:15 AM	0	9	187	7	0	14	106	8	1	9	10	47	0	32	1	8	439	1,714	0	0	0	0
7:30 AM	0	9	191	8	1	14	127	21	0	16	9	64	0	24	7	9	500	1,616	0	0	0	0
7:45 AM	0	14	128	5	0	16	97	20	4	10	20	42	0	35	4	10	405	1,471	0	0	0	0
8:00 AM	0	9	129	5	2	21	85	17	1	11	7	42	0	31	3	7	370	1,424	0	0	0	0
8:15 AM	0	7	118	4	2	22	91	10	0	8	7	45	0	18	4	5	341		0	0	0	0
8:30 AM	0	6	164	4	1	14	77	15	0	12	8	31	0	19	3	1	355		1	0	0	0
8:45 AM	0	7	131	13	2	21	82	17	0	10	8	33	0	26	5	3	358		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			Westk	ound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	6	0	0	0	3	0	0	0	0	2	0	0	0	0	11
Lights	0	41	624	22	3	63	409	66	6	46	46	190	0	121	15	34	1,686
Mediums	0	0	5	3	0	2	3	0	0	0	0	3	0	1	0	0	17
Total	0	41	635	25	3	65	415	66	6	46	46	195	0	122	15	34	1,714

		Eastb	ound			Westb	ound			Northb	ound			South	bound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.0)%			1.59	%			1.79	%			0.6	i%		1.6%
Heavy Vehicle %	0.0%	0.0%	1.7%	12.0%	0.0%	3.1%	1.4%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.8%	0.0%	0.0%	1.6%
Peak Hour Factor		3.0	34			0.8	4			0.8	2			0.8	35		0.86
Peak Hour Factor	0.25	0.73	0.83	0.50	0.88	0.89	0.82	0.81	0.38	0.72	0.58	0.76	0.00	0.85	0.64	0.81	0.86

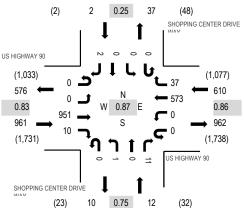


Location: 4 SHOPPING CENTER DRIVEWAY & US HIGHWAY 90 AM

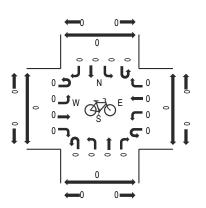
Date: Tuesday, April 22, 2025 **Peak Hour:** 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

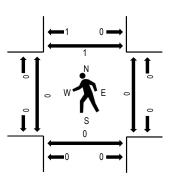
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval	US	HIGH Eastb	IWAY 9 ound	90		HIGH\ Westb	WAY 9	0	SHO	PPING		ΕR	SHC	PPING BBUW	CENT	ER		Rolling	Ped	destria	n Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	189	2	0	0	95	0	0	0	0	4	0	0	0	0	290	1,542	0	0	0	1
7:15 AM	0	0	244	3	0	0	138	5	0	0	0	2	0	0	0	0	392	1,585	0	0	0	0
7:30 AM	0	0	290	0	0	0	152	6	0	0	0	3	0	0	0	2	453	1,517	0	0	0	0
7:45 AM	0	0	225	3	0	0	157	20	0	0	0	2	0	0	0	0	407	1,369	0	0	0	0
8:00 AM	0	0	192	4	0	0	126	6	0	1	0	4	0	0	0	0	333	1,300	0	0	0	1
8:15 AM	0	0	185	2	0	0	126	6	0	1	0	4	0	0	0	0	324		0	0	0	1
8:30 AM	0	0	179	7	1	0	112	2	0	0	0	4	0	0	0	0	305		0	0	0	0
8:45 AM	0	0	204	2	0	0	123	2	0	0	1	6	0	0	0	0	338		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0	12
Lights	0	0	934	10	0	0	564	37	0	1	0	11	0	0	0	2	1,559
Mediums	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	14
Total	0	0	951	10	0	0	573	37	0	1	0	11	0	0	0	2	1,585

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.8	3%			1.59	%			0.0	%			0.0	%		1.6%
Heavy Vehicle %	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor		3.0	33			0.8	6			0.7	5			0.2	25		0.87
Peak Hour Factor	0.00	0.00	0.82	0.57	0.25	0.00	0.91	0.48	0.00	0.50	0.25	0.75	0.00	0.00	0.00	0.25	0.87



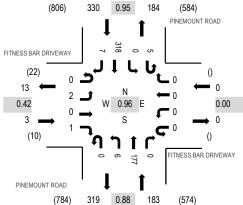
Location: 1 PINEMOUNT ROAD & FITNESS BAR DRIVEWAY PM

Date: Tuesday, April 22, 2025

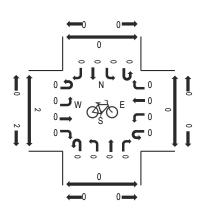
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

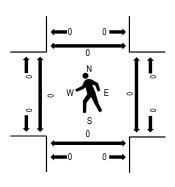
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	FITNES	S BAF	R DRIVI	EWAY	FITNES	S BAR	DRIVEWA	٩Y	PIN	EMOUN	IT RO	٩D	PIN	EMOU	NT RO	AD						
Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	estriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Rig	ght	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
3:00 PM	0	0	0	1	0	0	0	0	0	0	47	0	0	0	44	0	92	422	1	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	58	0	0	0	54	1	113	457	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	43	0	1	0	44	0	90	453	0	0	0	0
3:45 PM	0	1	0	0	0	0	0	0	0	1	51	0	0	0	71	3	127	493	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	76	0	127	487	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	48	0	2	0	58	1	109	490	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	42	0	1	0	84	2	130	516	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	48	0	2	0	71	0	121	504	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	0	3	39	0	2	0	82	3	130	481	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	3	48	0	0	0	81	2	135		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	54	0	2	0	59	3	118		0	0	0	0
5:45 PM	0	2	0	1	0	0	0	0	0	0	38	0	0	0	57	0	98		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	2	0	1	0	0	0	0	0	6	173	0	5	0	314	7	508
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
Total	0	2	0	1	0	0	0	0	0	6	177	0	5	0	318	7	516

		Eastb	ound			Westb	ound			Northb	ound			Southb	ound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.09	%			2.29	%			1.2	%		1.6%
Heavy Vehicle %	0.0%	0.0% 0.0% 0.0% 0.0% 0.0%				0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	1.3%	0.0%	1.6%
Peak Hour Factor		0.42				0.0	0			0.8	8			0.9	15		0.96
Peak Hour Factor	0.00	****				0.00	0.00	0.00	0.00	0.50	0.88	0.00	0.88	0.00	0.95	0.67	0.96

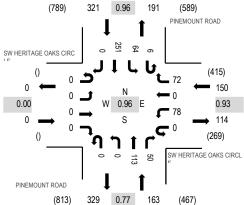


Location: 2 PINEMOUNT ROAD & SW HERITAGE OAKS CIRCLE PM

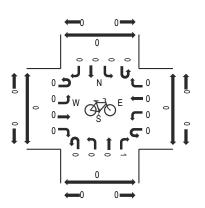
Date: Tuesday, April 22, 2025 **Peak Hour:** 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

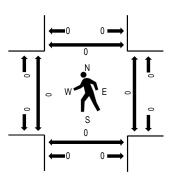
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	SWH		AGE OA	AKS			GE OAK	(S	PIN	EMOUN		٩D			NT RO	AD						
Interval		ESSIB	èЫ≒d			Web Brown	dumd			Northb	ound			South	oound			Rolling	Ped	estriar	Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
3:00 PM	0	0	0	0	0	15	0	13	0	0	34	9	1	11	33	0	116	486	0	0	0	0
3:15 PM	0	0	0	0	0	13	0	17	0	0	42	7	2	9	41	0	131	528	0	0	0	0
3:30 PM	0	0	0	0	0	13	0	17	0	0	23	5	3	7	36	0	104	527	0	0	0	0
3:45 PM	0	0	0	0	0	8	0	23	0	0	29	6	2	15	52	0	135	581	0	0	0	0
4:00 PM	0	0	0	0	0	21	0	20	0	0	30	9	3	9	66	0	158	611	0	0	0	0
4:15 PM	0	0	0	0	0	19	0	19	0	0	27	8	1	16	40	0	130	611	0	0	0	0
4:30 PM	0	0	0	0	0	20	0	16	0	0	23	15	4	18	62	0	158	634	0	0	0	0
4:45 PM	0	0	0	0	0	18	0	19	0	0	32	22	1	17	56	0	165	609	0	0	0	0
5:00 PM	0	0	0	0	0	23	0	18	0	0	26	7	1	12	71	0	158	574	0	0	0	0
5:15 PM	0	0	0	0	0	17	0	19	0	0	32	6	0	17	62	0	153		0	0	0	0
5:30 PM	0	0	0	0	0	12	0	20	0	0	34	6	0	13	48	0	133		0	1	0	0
5:45 PM	0	0	0	0	0	22	0	13	0	0	25	10	0	15	45	0	130		0	0	0	1

Peak Rolling Hour Flow Rates

		East	bound			West	ound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	0	0	0	0	78	0	72	0	0	108	50	6	64	245	0	623
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7
Total	0	0	0	0	0	78	0	72	0	0	113	50	6	64	251	0	634

		Eastb	ound			Westb	ound			Northb	ound			Southb	ound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.09	%			3.19	%			1.9	%		1.7%
Heavy Vehicle %	0.0%	0.0% 0.0% 0.0% 0.0% 0.0%				0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	2.4%	0.0%	1.7%
Peak Hour Factor		0.00				0.93	3			0.7	7			0.9	6		0.96
Peak Hour Factor	0.00					0.87	0.00	0.86	0.00	0.00	0.76	0.61	0.63	0.89	0.88	0.00	0.96

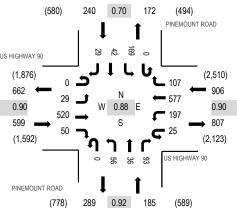


Location: 3 PINEMOUNT ROAD & US HIGHWAY 90 PM

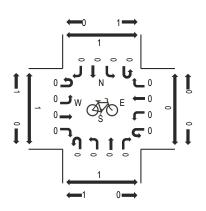
Date: Tuesday, April 22, 2025 **Peak Hour:** 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

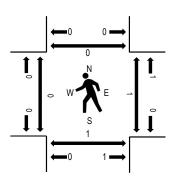
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	US	US HIGHWAY 90 Eastbound				HIGH	NAY 90		PIN	EMOUN	IT ROA	AD.	PIN	EMOU	NT RO	AD						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	estrian	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
3:00 PM	2	3	127	5	4	34	118	21	0	14	7	29	0	31	3	1	399	1,694	0	0	0	0
3:15 PM	1	6	116	4	6	37	165	19	1	13	18	25	0	31	6	7	455	1,744	2	0	0	2
3:30 PM	0	10	126	6	6	41	114	22	0	16	8	26	0	18	6	7	406	1,755	0	0	0	0
3:45 PM	0	9	102	9	5	55	138	23	1	15	11	22	0	29	10	5	434	1,798	0	0	0	0
4:00 PM	1	7	96	12	2	51	136	32	0	20	10	24	0	39	12	7	449	1,832	0	0	0	0
4:15 PM	0	7	132	11	3	43	148	28	0	19	6	24	0	33	7	5	466	1,930	0	0	0	0
4:30 PM	0	6	118	16	4	59	135	25	0	14	11	19	0	30	6	6	449	1,912	0	1	1	0
4:45 PM	0	7	130	6	3	40	143	24	0	16	8	26	0	40	17	8	468	1,863	0	0	0	0
5:00 PM	0	9	140	17	15	55	151	30	0	7	11	24	0	66	12	10	547	1,745	0	0	0	0
5:15 PM	0	5	118	13	1	53	131	24	0	18	8	24	0	21	16	16	448		0	0	0	0
5:30 PM	1	6	97	11	2	36	128	23	0	12	17	26	0	26	8	7	400		0	0	0	0
5:45 PM	0	2	90	8	3	43	105	26	0	11	5	23	0	21	8	5	350		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	7
Lights	0	29	512	50	25	197	570	107	0	54	36	88	0	169	41	29	1,907
Mediums	0	0	6	0	0	0	3	0	0	2	0	4	0	0	1	0	16
Total	0	29	520	50	25	197	577	107	0	56	36	93	0	169	42	29	1,930

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.3%				0.89	%			3.8	%			0.4	%		1.2%
Heavy Vehicle %	0.0%	1.3% 0.0% 0.0% 1.5% 0.0%				0.0%	1.2%	0.0%	0.0%	3.6%	0.0%	5.4%	0.0%	0.0%	2.4%	0.0%	1.2%
Peak Hour Factor		0.90				0.9	0			0.9	2			0.7	0		0.88
Peak Hour Factor	0.38	0.38				0.88	0.96	0.85	0.50	0.88	0.65	0.88	0.00	0.64	0.78	0.64	0.88



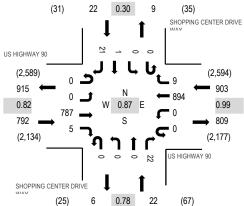
Location: 4 SHOPPING CENTER DRIVEWAY & US HIGHWAY 90 PM

Date: Tuesday, April 22, 2025

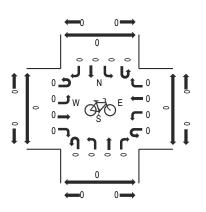
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

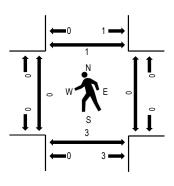
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval	US	S HIGH Eastb	WAY 9	00		HIGH\ Westb	WAY 90 ound	SHO	OPPING PABANE		ER	SHC	PPING BBUW	CENT	ER		Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
3:00 PM	0	0	187	3	0	0	177	2 0	0	0	5	0	0	0	0	374	1,581	0	0	0	0
3:15 PM	0	0	183	5	0	0	219	5 0	0	0	4	0	0	0	0	416	1,605	0	0	0	0
3:30 PM	0	0	165	3	0	0	204	4 0	0	0	7	0	0	0	2	385	1,605	0	0	2	0
3:45 PM	0	0	164	2	0	0	228	4 0	0	0	4	0	0	0	4	406	1,617	0	0	0	2
4:00 PM	0	0	158	2	0	0	230	3 0	0	0	5	0	0	0	0	398	1,640	0	0	0	0
4:15 PM	0	0	188	2	0	0	218	3 0	0	0	5	0	0	0	0	416	1,739	0	0	0	0
4:30 PM	0	0	167	1	0	0	224	0 0	0	0	5	0	0	0	0	397	1,727	0	0	1	1
4:45 PM	0	0	192	1	0	0	224	3 0	0	0	7	0	0	0	2	429	1,687	0	0	2	0
5:00 PM	0	0	240	1	0	0	228	3 0	0	0	5	0	0	1	19	497	1,605	0	0	0	0
5:15 PM	0	0	168	1	0	0	228	1 0	0	0	6	0	0	0	0	404		0	0	0	0
5:30 PM	0	0	150	3	0	0	194	2 0	0	0	6	0	0	0	2	357		0	0	0	0
5:45 PM	0	0	148	0	0	0	185	5 0	0	0	8	0	0	0	1	347		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			North	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8
Lights	0	0	774	5	0	0	884	9	0	0	0	22	0	0	1	21	1,716
Mediums	0	0	10	0	0	0	5	0	0	0	0	0	0	0	0	0	15
Total	0	0	787	5	0	0	894	9	0	0	0	22	0	0	1	21	1,739

		Eastb	ound			Westb	ound			Northb	ound			South	ound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.6%				1.19	%			0.0	%			0.0	%		1.3%
Heavy Vehicle %	0.0%	1.6% 0.0% 0.0% 1.7% 0.0%				0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%
Peak Hour Factor		0.82				0.99	9			0.7	8			0.3	0		0.87
Peak Hour Factor	0.00	0.00 0.00 0.82 0.65				0.00	0.99	0.80	0.00	0.00	0.00	0.78	0.00	0.00	0.25	0.30	0.87

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 2900 COLUMBIA COUNTYWIDE

^{*} PEAK SEASON

04-MAR-2025 16:32:51

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2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 2910 COLUMBIA I10

CATEGO	DRY: 2910 COLUMBIA I10		110 GT . 0 . 0 F
WEEK	DATES	SF	MOCF: 0.95 PSCF
======================================	01/01/2024 - 01/06/2024 01/07/2024 - 01/13/2024 01/14/2024 - 01/27/2024 01/21/2024 - 02/03/2024 02/04/2024 - 02/10/2024 02/11/2024 - 02/17/2024 02/18/2024 - 02/24/2024 02/25/2024 - 03/02/2024 03/03/2024 - 03/09/2024 03/10/2024 - 03/16/2024 03/17/2024 - 03/30/2024 03/10/2024 - 03/30/2024 03/17/2024 - 03/30/2024 03/31/2024 - 03/30/2024 03/31/2024 - 04/06/2024 04/07/2024 - 04/13/2024 04/07/2024 - 04/20/2024 04/21/2024 - 05/04/2024 04/21/2024 - 05/11/2024 05/05/2024 - 05/11/2024 05/12/2024 - 05/11/2024 05/12/2024 - 06/01/2024 05/12/2024 - 06/01/2024 06/02/2024 - 06/01/2024 06/02/2024 - 06/01/2024 06/03/2024 - 06/01/2024 06/16/2024 - 06/22/2024 06/16/2024 - 06/22/2024 06/16/2024 - 06/22/2024 06/16/2024 - 06/22/2024 06/16/2024 - 06/22/2024 06/16/2024 - 07/06/2024 07/07/2024 - 07/13/2024 07/14/2024 - 07/20/2024 07/21/2024 - 07/20/2024 07/21/2024 - 08/15/2024 07/21/2024 - 08/03/2024 07/21/2024 - 08/03/2024 07/21/2024 - 08/03/2024 08/04/2024 - 08/03/2024 08/04/2024 - 08/03/2024 08/04/2024 - 08/17/2024 09/01/2024 - 09/14/2024 09/01/2024 - 09/14/2024 09/01/2024 - 09/14/2024 09/01/2024 - 09/28/2024 09/022/2024 - 09/28/2024 09/01/2024 - 09/28/2024 09/22/2024 - 09/28/2024 09/22/2024 - 09/28/2024 10/13/2024 - 10/12/2024 10/13/2024 - 10/12/2024	0.91 1.05 1.18 1.16 1.15 1.13 1.11 1.08 1.05 1.02 1.00 1.00 1.00 1.01 1.01 1.02 1.01 1.00 0.99 0.99 0.99 0.99 0.99 0.99 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.94 0.99 1.00 1.10 1.11 1.11 1.12 1.13 1.09 1.09 1.09 1.09 0.99	0.96 1.11 1.24 1.22 1.21 1.19 1.17 1.14 1.11 1.05 1.05 1.06 1.06 1.07 1.06 1.07 1.08 1.09 0.98 0.98 0.98 0.98 0.98 0.98 0.99 1.02 1.01 1.11 1.15 1.16 1.17 1.18 1.19 1.15 1.16 1.17 1.18 1.19 1.15 1.16 1.17 1.18 1.19 1.15 1.10 0.99 0.98 0.99 0.98 0.99 0.98 0.99 0.98 0.99 1.02 1.01 1.11 1.15 1.16 1.17 1.17 1.18 1.19 1.15 1.16 1.17 1.17 1.18 1.19 1.15 1.16 1.17 1.18 1.19 1.15 1.100 0.99 0.98 0.99 0.98 0.99

^{*} PEAK SEASON

04-MAR-2025 16:32:51

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2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 2975 COLUMBIA 175

WEEK DATES SF PSCF 1 01/01/2024 - 01/06/2024 0.90 0.95 2 01/07/2024 - 01/27/2024 1.00 1.05 3 01/14/2024 - 02/03/2024 1.11 1.17 4 01/21/2024 - 02/03/2024 1.10 1.16 5 01/28/2024 - 02/03/2024 1.10 1.16 6 02/04/2024 - 02/03/2024 1.10 1.16 7 02/11/2024 - 02/10/2024 1.10 1.16 8 02/18/2024 - 02/10/2024 1.10 1.16 9 02/25/2024 - 03/02/2024 1.00 1.16 8 02/18/2024 - 02/10/2024 1.00 1.16 8 02/18/2024 - 03/02/2024 1.02 1.07 10 03/03/2024 - 03/09/2024 0.98 1.03 11 03/10/2024 - 03/09/2024 0.98 1.03 11 03/10/2024 - 03/02/2024 0.98 1.03 11 03/03/2024 - 03/09/2024 0.99 1.03 12 03/17/2024 - 03/02/2024 0.99 1.03 14 03/31/2024 - 04/13/2024 1.01 1.06 15 04/14/2024 - 04/12/2024 1.00 1.16 6 04/14/2024 - 04/12/2024 1.00 1.07 17 04/21/2024 - 04/13/2024 1.01 1.06 16 04/14/2024 - 04/20/2024 1.02 1.07 17 04/21/2024 - 04/20/2024 1.02 1.07 18 04/28/2024 - 05/04/2024 1.02 1.07 19 05/05/2024 - 05/11/2024 1.02 1.07 19 05/05/2024 - 05/11/2024 1.02 1.07 10 05/12/2024 - 05/18/2024 1.01 1.06 21 05/12/2024 - 05/18/2024 1.01 1.06 22 05/12/2024 - 05/18/2024 1.01 1.06 23 06/02/2024 - 05/18/2024 1.01 1.06 24 06/03/2024 - 06/08/2024 0.99 1.04 22 05/26/2024 - 06/01/2024 0.99 1.04 22 05/26/2024 - 06/01/2024 0.99 1.04 22 05/26/2024 - 06/01/2024 0.99 1.04 22 05/26/2024 - 06/01/2024 0.99 1.04 22 05/26/2024 - 06/01/2024 0.99 1.04 23 06/02/2024 - 06/01/2024 0.99 1.04 24 06/03/2024 - 06/01/2024 0.99 1.04 25 06/16/2024 - 06/01/2024 0.99 1.04 26 06/23/2024 - 06/01/2024 0.99 1.04 27 06/03/2024 - 06/01/2024 0.99 1.04 28 07/07/2024 - 06/02/2024 0.99 1.04 31 07/28/2024 - 06/01/2024 0.99 1.04 31 07/28/2024 - 06/01/2024 0.99 1.04 31 07/28/2024 - 06/01/2024 0.99 1.04 31 07/28/2024 - 06/01/2024 0.99 1.04 32 08/04/2024 - 06/02/2024 0.99 1.04 33 08/11/2024 - 08/11/2024 1.10 1.10 1.10 34 08/04/2024 - 08/04/2024 1.05 1.00 1.05 34 09/04/2024 - 08/04/2024 1.05 1.00 1.05 34 09/04/2024 - 08/04/2024 1.05 1.00 1.05 34 09/04/2024 - 08/04/2024 1.05 1.00 1.05 34 09/04/2024 - 09/04/2024 1.05 1.00 1.05 34 09/04/2024 - 10/04/2024 0.95 1.00 39 09/22/2024 - 09/04/2024 0.95 1.00 39 09/22/2	CATEGO	RY: 2975 COLUMBIA 175		MOCEL O OF
1 01/01/2024 - 01/16/2024				
*51 12/15/2024 - 12/21/2024 0.90 0.95	======================================	01/01/2024 - 01/06/2024 01/07/2024 - 01/13/2024 01/14/2024 - 01/27/2024 01/21/2024 - 01/27/2024 01/28/2024 - 02/10/20224 02/04/2024 - 02/10/2024 02/11/2024 - 02/17/2024 02/18/2024 - 02/17/2024 02/25/2024 - 03/02/2024 03/03/2024 - 03/09/2024 03/10/2024 - 03/16/2024 03/17/2024 - 03/23/2024 03/17/2024 - 03/30/2024 03/17/2024 - 03/30/2024 03/31/2024 - 04/06/2024 04/07/2024 - 04/13/2024 04/07/2024 - 04/13/2024 04/21/2024 - 04/27/2024 04/21/2024 - 05/11/2024 05/12/2024 - 05/11/2024 05/12/2024 - 05/11/2024 05/12/2024 - 05/18/2024 05/19/2024 - 06/01/2024 06/09/2024 - 06/01/2024 06/09/2024 - 06/01/2024 06/09/2024 - 06/08/2024 06/16/2024 - 06/08/2024 06/16/2024 - 06/08/2024 06/30/2024 - 06/29/2024 06/30/2024 - 06/29/2024 06/30/2024 - 06/29/2024 06/30/2024 - 07/20/2024 06/30/2024 - 07/27/2024 06/30/2024 - 07/27/2024 06/30/2024 - 07/27/2024 06/30/2024 - 08/03/2024 07/14/2024 - 07/27/2024 07/21/2024 - 07/27/2024 07/28/2024 - 08/10/2024 07/14/2024 - 08/10/2024 09/01/2024 - 08/10/2024 09/01/2024 - 08/10/2024 09/01/2024 - 08/10/2024 09/01/2024 - 09/14/2024 09/15/2024 - 09/14/2024 10/13/2024 - 10/12/2024 10/13/2024 - 10/12/2024 10/13/2024 - 10/12/2024 10/20/2024 - 10/26/2024 10/27/2024 - 10/26/2024 10/27/2024 - 11/09/2024 11/10/2024 - 11/23/2024 11/10/2024 - 11/23/2024 11/10/2024 - 11/30/2024 11/10/2024 - 11/23/2024 11/10/2024 - 11/23/2024 11/10/2024 - 11/23/2024 11/10/2024 - 11/23/2024 11/10/2024 - 11/23/2024 11/10/2024 - 11/23/2024 11/24/2024 - 11/30/2024 11/24/2024 - 11/30/2024 11/24/2024 - 11/30/2024	0.90 1.00 1.11 1.10 1.10 1.10 1.10 1.10 1.10 1.06 1.02 0.98 0.994 0.996 0.98 0.999 1.01 1.02 1.01 0.998 0.994 0.996 0.998 0.999 1.04 1.08 1.13 1.14 1.14 1.14 1.15 1.10 1.05 1.00 0.995	0.95 1.05 1.17 1.16 1.16 1.16 1.16 1.12 1.07 1.03 0.99 1.01 1.03 1.04 1.06 1.07 1.07 1.07 1.07 1.07 1.07 1.09 0.99 0.99 0.99 0.99 0.99 0.99 0.99

^{*} PEAK SEASON

04-MAR-2025 16:32:51

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Appendix C Capacity Analysis

	10. GW Fillelliddill Noad/NW Falliel Avellae & Go Filgilw											ay 30
	ᄼ	-	•	F	•	•	*	₽ſ	1	†	/	-
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations	7	ተ ኈ			ሻ	^	7		ሻ	1	7	7
Traffic Volume (vph)	45	704	28	3	72	460	73	7	51	51	216	135
Future Volume (vph)	45	704	28	3	72	460	73	7	51	51	216	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	11	12	11	11	11	9
Storage Length (ft)	235		0		390		240		0		150	200
Storage Lanes	1		0		1		1		1		1	1
Taper Length (ft)	105				85				25			35
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994					0.850				0.850	
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1745	3388	0	0	1696	3455	1561	0	1745	1837	1516	1608
Flt Permitted	0.446				0.213				0.711			0.719
Satd. Flow (perm)	819	3388	0	0	380	3455	1561	0	1306	1837	1516	1217
Right Turn on Red	0.0		Yes				Yes				Yes	
Satd. Flow (RTOR)		6					172				251	
Link Speed (mph)		45				45				40	201	
Link Distance (ft)		1590				538				296		
Travel Time (s)		24.1				8.2				5.0		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0.00	2%	12%	0.00	3%	1%	0.00	0.00	0.00	0.00	3%	1%
Shared Lane Traffic (%)	0 70	2 /0	12 /0	0 70	J /0	1 /0	0 70	0 70	0 70	0 70	370	1 /0
Lane Group Flow (vph)	52	852	0	0	87	535	85	0	67	59	251	157
Turn Type	pm+pt	NA	U	custom	pm+pt	NA	Perm		pm+pt	NA	Perm	pm+pt
Protected Phases	μπ τ ρι 1	6		CuStom	рш - рг 5	2	reiiii	Custom	μιι - μι 7	4	reiiii	μπ - μι
Permitted Phases	6	U		5	2		2	7	4	7	4	8
Detector Phase	1	6		5	5	2	2	7	7	4	4	3
Switch Phase	ı	U		J	J			1	1	7	7	J
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	5.0	7.0	7.0	5.0
, ,	11.8	33.8		11.8	11.8	31.8	31.8	11.4	11.4	43.4	43.4	11.4
Minimum Split (s)	15.0	60.0		15.0	15.0	60.0	60.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	14.3%	57.1%		14.3%	14.3%	57.1%	57.1%	14.3%	14.3%	14.3%	14.3%	
Total Split (%)	8.2			8.2	8.2	53.2	53.2	8.6				14.3%
Maximum Green (s)		53.2							8.6	8.6	8.6	8.6
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		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	6.8		1 1	6.8	6.8	6.8	1 1	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	6.0	6.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min		None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0				7.0	7.0			7.0	7.0	
Flash Don't Walk (s)		20.0				18.0	18.0			30.0	30.0	
Pedestrian Calls (#/hr)		0				0	0			0	0	
Act Effct Green (s)	36.9	31.7			39.6	35.1	35.1		17.4	8.1	8.1	17.2
Actuated g/C Ratio	0.46	0.40			0.50	0.44	0.44		0.22	0.10	0.10	0.22
v/c Ratio	0.11	0.63			0.27	0.35	0.11		0.19	0.32	0.66	0.52
Control Delay (s/veh)	8.7	21.9			10.5	16.2	0.3		27.2	42.9	15.1	35.9
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	0.0

	↓	✓
Lane Group	SBT	SBR
Lane Configurations		7
Traffic Volume (vph)	17	38
Future Volume (vph)	17	38
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	1300	1900
Storage Length (ft)	11	60
Storage Lanes		1
Taper Length (ft)		1
Lane Util. Factor	1.00	1.00
Frt	1.00	0.850
FIt Protected		0.000
Satd. Flow (prot)	1837	1507
Flt Permitted	1037	1307
	1837	1507
Satd. Flow (perm)	103/	Yes
Right Turn on Red		
Satd. Flow (RTOR)	40	177
Link Speed (mph)	40	
Link Distance (ft)	991	
Travel Time (s)	16.9	0.00
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)		
Lane Group Flow (vph)	20	44
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	40.4	40.4
Total Split (s)	15.0	15.0
Total Split (%)	14.3%	14.3%
Maximum Green (s)	8.6	8.6
Yellow Time (s)	4.4	4.4
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.4	6.4
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	27.0	27.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	12.2	12.2
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.07	0.12
Control Delay (s/veh)	38.5	0.6
Queue Delay	0.0	0.0
Quoud Dolay	0.0	0.0

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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay (s/veh)	8.7	21.9			10.5	16.2	0.3		27.2	42.9	15.1	35.9
LOS	Α	С			В	В	Α		С	D	В	D
Approach Delay (s/veh)		21.1				13.6				21.6		
Approach LOS		С				В				С		
Queue Length 50th (ft)	11	187			19	101	0		27	30	0	66
Queue Length 95th (ft)	25	231			37	136	0		64	71	61	132
Internal Link Dist (ft)		1510				458				216		
Turn Bay Length (ft)	235				390		240				150	200
Base Capacity (vph)	486	2351			329	2396	1135		365	206	392	305
Starvation Cap Reductn	0	0			0	0	0		0	0	0	0
Spillback Cap Reductn	0	0			0	0	0		0	0	0	0
Storage Cap Reductn	0	0			0	0	0		0	0	0	0
Reduced v/c Ratio	0.11	0.36			0.26	0.22	0.07		0.18	0.29	0.64	0.51

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 79.8

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 19.6
Intersection Capacity Utilization 67.4%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: SW Pinemount Road/NW Turner Avenue & US Highway 90



	Ţ	1
Lane Group	SBT	SBR
Total Delay (s/veh)	38.5	0.6
LOS	D	Α
Approach Delay (s/veh)	29.1	
Approach LOS	С	
Queue Length 50th (ft)	10	0
Queue Length 95th (ft)	32	0
Internal Link Dist (ft)	911	
. ,	911	00
Turn Bay Length (ft)		60
Base Capacity (vph)	289	385
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.11
Neduced V/C Natio	0.07	0.11
Intersection Summary		

	۶	→	•	F	€	•	4	•	†	<i>></i>	/	
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	† }			ሻ	^	7	ሻ	1	7	*	^
Traffic Volume (vph)	32	576	55	28	218	639	119	62	40	103	187	47
Future Volume (vph)	32	576	55	28	218	639	119	62	40	103	187	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	11	11	11	11	9	11
Storage Length (ft)	235		0		390		240	0		150	200	
Storage Lanes	1		0		1		1	1		1	1	
Taper Length (ft)	105				85		•	25		-	35	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987					0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1745	3383	0	0	1745	3455	1561	1678	1837	1487	1624	1801
Flt Permitted	0.375				0.286			0.722			0.455	
Satd. Flow (perm)	689	3383	0	0	525	3455	1561	1275	1837	1487	778	1801
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		7					167			220		
Link Speed (mph)		45				45			40			40
Link Distance (ft)		1590				538			296			991
Travel Time (s)		24.1				8.2			5.0			16.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	0%	4%	0%	5%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	718	0	0	280	726	135	70	45	117	213	53
	pm+pt	NA		custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6			5	2		7	4		3	8
Permitted Phases	6			5	2		2	4		4	8	
Detector Phase	1	6		5	5	2	2	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	15.0	15.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	11.8	33.8		11.8	11.8	31.8	31.8	11.4	43.4	43.4	11.4	40.4
Total Split (s)	15.0	55.0		41.0	41.0	81.0	81.0	20.0	22.0	22.0	32.0	34.0
Total Split (%)	10.0%	36.7%		27.3%	27.3%	54.0%	54.0%	13.3%	14.7%	14.7%	21.3%	22.7%
Maximum Green (s)	8.2	48.2		34.2	34.2	74.2	74.2	13.6	15.6	15.6	25.6	27.6
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0		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	0.0
Total Lost Time (s)	6.8	6.8			6.8	6.8	6.8	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	6.0	6.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max	C-Max	None	None	None	None	None
Walk Time (s)		7.0				7.0	7.0		7.0	7.0		7.0
Flash Don't Walk (s)		20.0				18.0	18.0		30.0	30.0		27.0
Pedestrian Calls (#/hr)		0				0	0		0	0		0
Act Effct Green (s)	82.9	76.1			99.1	87.9	87.9	19.9	9.5	9.5	37.7	23.6
Actuated g/C Ratio	0.55	0.51			0.66	0.59	0.59	0.13	0.06	0.06	0.25	0.16
v/c Ratio	0.08	0.42			0.59	0.36	0.14	0.36	0.39	0.39	0.67	0.19
Control Delay (s/veh)	12.1	25.5			16.4	18.4	1.4	48.3	76.6	3.8	58.2	57.2
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	32
Future Volume (vph)	32
Ideal Flow (vphpl)	1900
Lane Width (ft)	10
Storage Length (ft)	60
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1507
Flt Permitted	
Satd. Flow (perm)	1507
Right Turn on Red	Yes
Satd. Flow (RTOR)	173
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	
Lane Group Flow (vph)	36
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	40.4
Total Split (s)	34.0
Total Split (%)	22.7%
Maximum Green (s)	27.6
Yellow Time (s)	4.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.4
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s)	27.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	23.6
Actuated g/C Ratio	0.16
v/c Ratio	0.09
Control Delay (s/veh)	0.5
Queue Delay	0.0

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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)	12.1	25.5			16.4	18.4	1.4	48.3	76.6	3.8	58.2	57.2
LOS	В	С			В	В	Α	D	Е	Α	Е	Е
Approach Delay (s/veh)		24.9				15.9			31.3			51.1
Approach LOS		С				В			С			D
Queue Length 50th (ft)	12	224			106	198	0	54	43	0	180	46
Queue Length 95th (ft)	28	323			166	266	17	90	83	0	245	87
Internal Link Dist (ft)		1510				458			216			911
Turn Bay Length (ft)	235				390		240			150	200	
Base Capacity (vph)	444	1719			624	2025	984	232	191	351	340	334
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.42			0.45	0.36	0.14	0.30	0.24	0.33	0.63	0.16

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 113 (75%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 105

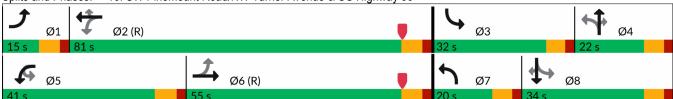
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 24.5 Intersection LOS: C
Intersection Capacity Utilization 70.0% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: SW Pinemount Road/NW Turner Avenue & US Highway 90





Lane Group	SBR
Total Delay (s/veh)	0.5
LOS	Α
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	60
Base Capacity (vph)	420
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.09
Intersection Summary	
intersection Summary	

Lane Group	10. OW Fillemount Noad/NW Furner Avenue & Go Flighw											ay 30	
Lane Configurations		•	-	•	F	•	•	•	₹ī	1	†	/	-
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Traffic Volume (vph)	Lane Configurations	ሻ	ተ ъ			ሻ	ተተ	7		7		7	*
Future Volume (vph)				28	3			73	7			216	
Ideal Flow (ryphpi)			712	28	3	111	434	73	7	83	54		
Lane Width (ft)	,			1900	1900	1900	1900	1900	1900		1900		
Storage Langes													
Storage Lanes	. ,												
Taper Length (ft)	• • • • •												
Lane Util. Factor		105				85				25			35
Fit			0.95	0.95	0.95		0.95	1.00	1.00		1.00	1.00	
Fit Protected 0.950													
Satd. Flow (prot)		0.950				0.950				0.950			0.950
Fit Permitted			3388	0	0		3455	1561	0		1837	1516	
Satd. Flow (perm) R56				•					•				
Right Turn on Red Satic How (RTOR) Satic How			3388	0	0		3455	1561	0		1837	1516	
Satid. Flow (RTOR)		000	0000		•	002	0 100		· ·	1200	1001		1212
Link Speed (mph)			5	100									
Link Distance (ft)	` '						45	112			40	201	
Travel Time (s)													
Peak Hour Factor 0.86 0.	` ,												
Heavy Vehicles (%)	. ,	0.86		0.86	0.86	0.86		0.86	0.86	0.86		0.86	0.86
Shared Lane Traffic (%) Lane Group Flow (vph) 52 861 0 0 0 132 505 85 0 105 63 251 160 171 179e pm-pt NA Custom pm-pt NA Perm custom pm-pt NA Perm Protected Phases 1 6 5 5 2 2 7 7 4 4 8 8 8 8 8 8 8 8													
Lane Group Flow (vph) 52 861 0 0 132 505 85 0 105 63 251 160 Turn Type	` '	U 70	Z 70	1270	0 70	370	1 70	070	0 70	0 %	0 %	370	1 70
Turn Type pm+pt NA custom pm+pt NA Perm custom pm+pt NA Perm pm+pt NA Perm pm+pt NA Perm pm+pt NA Perm pm+pt Perm pm+pt Perm pm+pt Perm pm+pt Perm pm+pt NA Perm NA Perm NA Perm NA Perm NA NA Perm NA NA Perm NA NA Perm NA Na 20 0.0 NA	. ,	F0	001	0	0	120	FOF	0.5	0	105	CO	054	100
Protected Phases 1 6 5 2 2 7 4 4 8				U									
Permitted Phases 1					custom			Perm	custom	•		Perm	
Detector Phase 1 6 5 5 2 2 7 7 4 4 4 3 5 5 5 5 5 5 5 5 5		•	Ö		F			0	7	•	4	1	
Switch Phase Minimum Initial (s) 5.0 15.0 5.0 5.0 15.0 5.0 15.0 5.0 5.0 5.0 7.0 7.0 5.0 5.0 Minimum Split (s) 11.8 33.8 11.8 11.8 31.8 31.8 31.8 11.4 11.4 43.4 43.4 11.4 17.4 17.4 17.4 17.5 17.			•								4		
Minimum Initial (s) 5.0 15.0 5.0 5.0 15.0 5.0 5.0 5.0 7.0 7.0 5.0 Minimum Split (s) 11.8 33.8 11.8 11.8 31.8 31.8 11.4 11.4 43.4 43.4 11.4 Total Split (s) 15.0 60.0 15.0 15.0 60.0 60.0 15.0 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3%		1	б		5	5	2	2		1	4	4	3
Minimum Split (s) 11.8 33.8 11.8 11.8 31.8 31.8 11.4 11.4 43.4 43.4 11.4 Total Split (s) 15.0 60.0 15.0 60.0 60.0 15.0 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3% 14.3%		5 0	45.0		5 0	5 0	45.0	45.0	5 0	5 0	7.0	7.0	5 0
Total Split (s) 15.0 60.0 15.0 15.0 60.0 60.0 15.0 15.0 15.0 15.0 15.0 15.0 15.0 1													
Total Split (%) 14.3% 57.1% 14.3% 14.3% 57.1% 57.1% 14.3% 14.4 14.4 14.4 14.4													
Maximum Green (s) 8.2 53.2 8.2 8.2 53.2 53.2 8.6 8.6 8.6 8.6 Yellow Time (s) 4.8 4.8 4.8 4.8 4.8 4.4 4													
Yellow Time (s) 4.8 4.8 4.8 4.8 4.8 4.8 4.4													
All-Red Time (s) 2.0 0.0 <td></td>													
Lost Time Adjust (s) 0.0													
Total Lost Time (s) 6.8 6.8 6.8 6.8 6.8 6.4 6.4 6.4 6.4 Lead/Lag Lead Lag Lead Lag	. ,				2.0				2.0				
Lead/Lag Lead Lag Lead Lag Lag Lead Lag Lead Lag Lead Lag Lead Lag Lead Lag Lead Lead Lag Lead													
Lead-Lag Optimize? Yes													
Vehicle Extension (s) 3.0 6.0 3.0 None 0 0 0													
Recall Mode None Min None Min Min Min None													
Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Don't Walk (s) 20.0 18.0 18.0 30.0 30.0 Pedestrian Calls (#/hr) 0 0 0 0 0 Act Effct Green (s) 39.7 32.9 44.5 39.8 39.8 17.5 8.0 8.0 16.6 Actuated g/C Ratio 0.47 0.39 0.53 0.47 0.47 0.21 0.09 0.09 0.20 v/c Ratio 0.11 0.65 0.42 0.31 0.10 0.32 0.36 0.68 0.57 Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5	\ /												
Flash Don't Walk (s) 20.0 18.0 18.0 30.0 30.0 Pedestrian Calls (#/hr) 0 0 0 0 0 Act Effct Green (s) 39.7 32.9 44.5 39.8 39.8 17.5 8.0 8.0 16.6 Actuated g/C Ratio 0.47 0.39 0.53 0.47 0.47 0.21 0.09 0.09 0.20 v/c Ratio 0.11 0.65 0.42 0.31 0.10 0.32 0.36 0.68 0.57 Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5		None			None	None			None	None			None
Pedestrian Calls (#/hr) 0 0 0 0 0 Act Effct Green (s) 39.7 32.9 44.5 39.8 39.8 17.5 8.0 8.0 16.6 Actuated g/C Ratio 0.47 0.39 0.53 0.47 0.47 0.21 0.09 0.09 0.20 v/c Ratio 0.11 0.65 0.42 0.31 0.10 0.32 0.36 0.68 0.57 Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5	Walk Time (s)							7.0				7.0	
Act Effct Green (s) 39.7 32.9 44.5 39.8 39.8 17.5 8.0 8.0 16.6 Actuated g/C Ratio 0.47 0.39 0.53 0.47 0.47 0.21 0.09 0.09 0.20 v/c Ratio 0.11 0.65 0.42 0.31 0.10 0.32 0.36 0.68 0.57 Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5	Flash Don't Walk (s)						18.0	18.0			30.0	30.0	
Actuated g/C Ratio 0.47 0.39 0.53 0.47 0.47 0.21 0.09 0.09 0.20 v/c Ratio 0.11 0.65 0.42 0.31 0.10 0.32 0.36 0.68 0.57 Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5	Pedestrian Calls (#/hr)		0				0	0			0	0	
v/c Ratio 0.11 0.65 0.42 0.31 0.10 0.32 0.36 0.68 0.57 Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5	Act Effct Green (s)	39.7	32.9			44.5	39.8	39.8		17.5	8.0	8.0	16.6
Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5	Actuated g/C Ratio	0.47	0.39			0.53	0.47	0.47		0.21	0.09	0.09	0.20
Control Delay (s/veh) 8.7 23.1 12.7 15.5 0.2 29.1 44.6 15.8 38.5		0.11	0.65			0.42	0.31	0.10		0.32	0.36	0.68	0.57
	Control Delay (s/veh)					12.7	15.5					15.8	
	• ,					0.0					0.0		

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Lane Group	SBT	SBR
Lane Configurations	†	7
Traffic Volume (vph)	17	38
Future Volume (vph)	17	38
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	10
Storage Length (ft)		60
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		0.000
Satd. Flow (prot)	1837	1507
Flt Permitted		1001
Satd. Flow (perm)	1837	1507
Right Turn on Red	1001	Yes
Satd. Flow (RTOR)		177
Link Speed (mph)	40	
Link Distance (ft)	991	
Travel Time (s)	16.9	
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	0%	0%
Shared Lane Traffic (%)	J /0	J /0
Lane Group Flow (vph)	20	44
Turn Type	NA	Perm
Protected Phases	8	1 01111
Permitted Phases	<u> </u>	8
Detector Phase	8	8
Switch Phase	<u> </u>	3
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	40.4	40.4
Total Split (s)	15.0	15.0
Total Split (%)	14.3%	14.3%
Maximum Green (s)	8.6	8.6
Yellow Time (s)	4.4	4.4
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.4	6.4
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Don't Walk (s)	27.0	27.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	11.4	11.4
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.14	0.14
Control Delay (s/veh)	38.9	0.12
Queue Delay	0.0	0.0
Queue Delay	0.0	0.0

10: SW Pinemount Road/NW Turner Avenue & US Highway 90

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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay (s/veh)	8.7	23.1			12.7	15.5	0.2		29.1	44.6	15.8	38.5
LOS	Α	С			В	В	Α		С	D	В	D
Approach Delay (s/veh)		22.3				13.2				23.5		
Approach LOS		С				В				С		
Queue Length 50th (ft)	11	191			30	95	0		43	32	0	68
Queue Length 95th (ft)	25	234			52	128	0		92	74	62	135
Internal Link Dist (ft)		1510				458				216		
Turn Bay Length (ft)	235				390		240				150	200
Base Capacity (vph)	505	2159			321	2200	1056		335	189	381	279
Starvation Cap Reductn	0	0			0	0	0		0	0	0	0
Spillback Cap Reductn	0	0			0	0	0		0	0	0	0
Storage Cap Reductn	0	0			0	0	0		0	0	0	0
Reduced v/c Ratio	0.10	0.40			0.41	0.23	0.08		0.31	0.33	0.66	0.57

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 84.3

Natural Cycle: 105

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 20.5 Intersection Capacity Utilization 69.9% Intersection LOS: C
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: SW Pinemount Road/NW Turner Avenue & US Highway 90



	Ţ	1
Lane Group	SBT	SBR
Total Delay (s/veh)	38.9	0.7
LOS	D	Α
Approach Delay (s/veh)	31.1	
Approach LOS	С	
Queue Length 50th (ft)	10	0
Queue Length 95th (ft)	33	0
Internal Link Dist (ft)	911	
· ,	311	60
Turn Bay Length (ft)		60
Base Capacity (vph)	256	363
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.08	0.12
reduced we reduce	0.00	0.12
Intersection Summary		

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The state of the s	BL SBT
Lane Configurations \(\bar{\bar{\bar{\bar{\bar{\bar{\bar{	ካ ተ
Traffic Volume (vph) 32 584 55 28 255 615 119 93 43 103	190 47
Future Volume (vph) 32 584 55 28 255 615 119 93 43 103	190 47
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	900 1900
Lane Width (ft) 11 11 12 12 11 11 11 11 11	9 11
Storage Length (ft) 235 0 390 240 0 150	200
Storage Lanes 1 0 1 1 1 1	1
Taper Length (ft) 105 85 25	35
	.00 1.00
Frt 0.987 0.850 0.850	
Flt Protected 0.950 0.950 0.950 0	950
	S24 1801
W = V	172
Satd. Flow (perm) 709 3383 0 0 501 3455 1561 1275 1837 1487	307 1801
Right Turn on Red Yes Yes Yes	
Satd. Flow (RTOR) 7 167 220	
Link Speed (mph) 45 45 40	40
Link Distance (ft) 1590 538 296	991
Travel Time (s) 24.1 8.2 5.0	16.9
	.88 0.88
Heavy Vehicles (%) 0% 2% 0% 0% 0% 1% 0% 4% 0% 5%	0% 2%
Shared Lane Traffic (%)	070 270
Lane Group Flow (vph) 36 727 0 0 322 699 135 106 49 117	216 53
	+pt NA
Protected Phases 1 6 5 2 7 4	3 8
Permitted Phases 6 5 2 4 4	8
Detector Phase 1 6 5 5 2 2 7 4 4	3 8
Switch Phase	3 0
Minimum Initial (s) 5.0 15.0 5.0 15.0 15.0 5.0 7.0 7.0	5.0 7.0
	1.4 40.4
	2.0 34.0
1 ()	2.0 34.0 3% 22.7%
• • •	5.6 27.6
Yellow Time (s) 4.8 4.8 4.8 4.8 4.4 4.4 4.4 4.4 4.4 4.4	4.4 4.4
All-Red Time (s) 2.0 2.0 2.0 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 0.	0.0 0.0
Total Lost Time (s) 6.8 6.8 6.8 6.4 6.4 6.4	6.4 6.4
	ead Lag
	es Yes
Vehicle Extension (s) 3.0 6.0 3.0 6.0 3.0 3.0	3.0 3.0
	one None
Walk Time (s) 7.0 7.0 7.0 7.0	7.0
Flash Don't Walk (s) 20.0 18.0 18.0 30.0 30.0	27.0
Pedestrian Calls (#/hr) 0 0 0 0	0
	5.8 18.3
· · · · · · · · · · · · · · · · · · ·	.24 0.12
	.69 0.24
	0.3 59.6
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0



Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	32
Future Volume (vph)	32
Ideal Flow (vphpl)	1900
Lane Width (ft)	10
Storage Length (ft)	60
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1507
Flt Permitted	
Satd. Flow (perm)	1507
Right Turn on Red	Yes
Satd. Flow (RTOR)	173
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Heavy Vehicles (%)	0%
Shared Lane Traffic (%)	270
Lane Group Flow (vph)	36
Turn Type	Perm
Protected Phases	- TOM
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	40.4
Total Split (s)	34.0
Total Split (%)	22.7%
Maximum Green (s)	27.6
Yellow Time (s)	4.4
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.4
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Don't Walk (s) Pedestrian Calls (#/hr)	27.0
, ,	19.3
Act Effct Green (s)	18.3
Actuated g/C Ratio	0.12
v/c Ratio	0.11
Control Delay (s/veh)	0.7
Queue Delay	0.0

10: SW Pinemount Road/NW Turner Avenue & US Highway 90

	•	-	•	F	•	←	•	•	†	~	>	ļ
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay (s/veh)	12.9	28.4			18.8	18.5	1.4	49.1	77.0	3.7	60.3	59.6
LOS	В	С			В	В	Α	D	Е	Α	Е	Е
Approach Delay (s/veh)		27.6				16.6			34.6			53.1
Approach LOS		С				В			С			D
Queue Length 50th (ft)	12	236			127	191	0	82	47	0	182	47
Queue Length 95th (ft)	28	353			195	257	17	127	88	0	247	87
Internal Link Dist (ft)		1510				458			216			911
Turn Bay Length (ft)	235				390		240			150	200	
Base Capacity (vph)	438	1639			611	2009	977	260	191	351	341	331
Starvation Cap Reductn	0	0			0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0			0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.44			0.53	0.35	0.14	0.41	0.26	0.33	0.63	0.16

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 113 (75%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 105

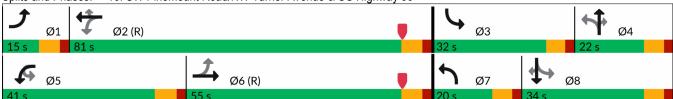
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 26.4 Intersection LOS: C
Intersection Capacity Utilization 72.5% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: SW Pinemount Road/NW Turner Avenue & US Highway 90





Lane Group	SBR
Total Delay (s/veh)	0.7
LOS	Α
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	60
Base Capacity (vph)	418
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.09
lt	
Intersection Summary	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑ ↑	LDI	VVDL		NDL	NDIX
Traffic Vol, veh/h	T → 1054	11	0	↑ ↑ 676	0	r 12
Future Vol, veh/h			0		0	
	1054	11	0	676	0	12
Conflicting Peds, #/hr	_ 0	0	0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage	e,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1211	13	0	777	0	14
	Major1		//ajor2	N	/linor1	
Conflicting Flow All	0	0	-	-	-	612
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	_	-	-	-	-	-
Critical Hdwy Stg 2	-	-	_	-	_	-
Follow-up Hdwy	_	_	_	_	_	3.3
Pot Cap-1 Maneuver	_	_	0	_	0	441
Stage 1	_	_	0	_	0	-
Stage 2		_	0		0	-
			U		U	-
Platoon blocked, %	-	-		-		111
Mov Cap-1 Maneuver		-	-	-	-	441
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Annroach	EB		WB		NB	
Approach						
HCM Ctrl Dly, s/v	0		0		13.4	
HCM LOS					В	
Minor Lane/Major Mvn	nt I	NBLn1	EBT	EBR	WBT	
	ii l			LDK	VVDI	
Capacity (veh/h)		441	-	-	-	
HCM Lane V/C Ratio		0.031	-	-	-	
HCM Ctrl Dly (s/v)		13.4	-	-	-	
HCM Lane LOS		В	-	-	-	
HCM 95th %tile Q (vel	h)	0.1	-	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	†		,,	^		7
Traffic Vol, veh/h	872	6	0	1001	0	24
Future Vol, veh/h	872	6	0	1001	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	_	0
Veh in Median Storage,	# 0	_	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1002	7	0	1151	0	28
IVIVIIIL I IOW	1002	1	U	1131	U	20
Major/Minor N	1ajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	-	-	-	505
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	_	-	_	-	_	_
Critical Hdwy Stg 2	-	-	-	-	_	_
Follow-up Hdwy	_	_	_	_	_	3.3
Pot Cap-1 Maneuver	_	_	0	_	0	518
Stage 1	_	_	0	_	0	-
Stage 2	_	_	0	_	0	_
Platoon blocked, %		_	U	_	U	
Mov Cap-1 Maneuver	_	_	_	_	_	518
Mov Cap-1 Maneuver		-	_	-	-	510
	-	-		-	-	-
Stage 1	-	_			-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		12.3	
HCM LOS	-				В	
Minor Long/Mailer NA		JDL 4	EDT	EDD	WDT	
Minor Lane/Major Mvmt	. 1	VBLn1	EBT	EBR	WBT	
Capacity (veh/h)		518	-	-	-	
HCM Lane V/C Ratio		0.053	-	-	-	
HCM Ctrl Dly (s/v)		12.3	-	-	-	
HCM Lane LOS		В	-	-	-	
HCM 95th %tile Q (veh)		0.2	-	-	-	

Intersection						
Int Delay, s/veh	0.6					
	EBT	EBR	WBL	WBT	NBL	NBR
		EDK	WDL		INDL	
Lane Configurations	^	C.E.	٥	^	٥	7
•	1011	65	0	689	0	69
	1011	65	0	689	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1162	75	0	792	0	79
Major/Minor Major/Minor	ajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	- -		-	619
Stage 1	-	-	_	_	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy						6.9
	-	-	-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	436
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
• •	0		0		15.1	
HCM Ctrl Dly, s/v HCM LOS	U		U		15.1 C	
HOW LOS					C	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBT	
Capacity (veh/h)		436	-	-	-	
HCM Lane V/C Ratio		0.182	-	-	-	
HCM Ctrl Dly (s/v)		15.1	-	-	_	
HCM Lane LOS		С	-	-	-	
HCM 95th %tile Q (veh)		0.7	_	-	_	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑ ⊅	LUIX	WDL	↑ ↑	NDL	TION.
	T →	58	۸		٥	
Traffic Vol, veh/h	831		0	1014	0	79
Future Vol, veh/h	831	58	0	1014	0	79
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	1	0	0
Mymt Flow	955	67	0	1166	0	91
IVIVIIIL I IOVV	555	O1	U	1100	U	31
Major/Minor M	ajor1	N	//ajor2	N	/linor1	
Conflicting Flow All	0	0	-	-	-	511
Stage 1	-	-	-	_	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy		_	_	_	_	6.9
Critical Hdwy Stg 1	_					0.9
	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	2.2
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	513
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	513
Mov Cap-2 Maneuver	-	-	-	_	-	-
Stage 1	_	-	-	-	-	-
Stage 2	_	_	_	_	_	_
Olage Z	_	_		_		
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		13.5	
HCM LOS					В	
Minor Long/Maior Mt		JDI 4	EDT	EDD	WDT	
Minor Lane/Major Mvmt	ſ	NBLn1	EBT	EBR	WBT	
Capacity (veh/h)		513	-	-	-	
HCM Lane V/C Ratio		0.177	-	-	-	
HCM Ctrl Dly (s/v)		13.5	-	-	-	
HCM Lane LOS		В	-	-	-	
HCM 95th %tile Q (veh)		0.6	-	-	-	

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		ĵ.		ሻ	^
Traffic Vol, veh/h	24	37	281	65	31	80
Future Vol, veh/h	24	37	281	65	31	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage,		-	0	-	-	0
Grade, %	0	_	0	-	_	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	6
Mvmt Flow	28	43	323	75	36	92
						· ·
				_		
	/linor1		Major1		Major2	
Conflicting Flow All	479	361	0	0	398	0
Stage 1	361	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	535	688	-	-	1172	-
Stage 1	710	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	518	688	-	-	1172	-
Mov Cap-2 Maneuver	518	-	-	-	_	_
Stage 1	710	-	-	_	-	-
Stage 2	872	_	_	_	_	_
Olago 2	0,2					
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	11.7		0		2.3	
HCM LOS	В					
Minor Lane/Major Mvmt	t	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1172	-
HCM Lane V/C Ratio		_		0.115	0.03	_
HCM Ctrl Dly (s/v)		_	-		8.2	_
		_	_	11.7		
				P	Λ	
HCM Lane LOS HCM 95th %tile Q (veh)	١	-	-	0.4	0.1	-

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL.	VVDIX	1 301	NOIN) T	1
Traffic Vol, veh/h	86	80	125	55	78	278
Future Vol, veh/h	86	80	125	55	78	278
	00	0	0	0	0	0
Conflicting Peds, #/hr						
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		105	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	90	83	130	57	81	290
Major/Minor	Minor1		Major1		Majara	
	Minor1		Major1		Major2	
Conflicting Flow All	466	159	0	0	187	0
Stage 1	159	-	-	-	-	-
Stage 2	307	-	-	-		-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	544	892	-	-	1399	-
Stage 1	875	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	512	892	_	-	1399	-
Mov Cap-2 Maneuver	512	-	_	_	-	_
Stage 1	875	_	_	_	_	_
Stage 2	683	_			_	_
Olaye 2	000	<u>-</u>	-	-	-	-
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	12.6		0		1.7	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	644	1399	-
HCM Lane V/C Ratio		-	-	0.269	0.058	-
HCM Ctrl Dly (s/v)		-	-	12.6	7.7	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q (vel	1)	-	_	4.4	0.2	-
	,					

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		ĵ.		ሻ	^
Traffic Vol, veh/h	35	37	284	65	77	73
Future Vol, veh/h	35	37	284	65	77	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	_	_	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	6
Mymt Flow	40	43	326	75	89	84
minici ion	10		020	. 0		0 1
		_				
	/linor1		Major1		Major2	
Conflicting Flow All	584	364	0	0	401	0
Stage 1	364	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	462	685	-	-	1169	-
Stage 1	707	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	685	_	-	1169	-
Mov Cap-2 Maneuver	427	-	_	_	-	-
Stage 1	707	_	_	_	_	_
Stage 2	741	_	_	_	_	_
Olago Z	771					
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	13.1		0		4.3	
HCM LOS	В					
Minor Lane/Major Mvm	t	NBT	NBRV	NBLn1	SBL	SBT
Capacity (veh/h)		-	-		1169	-
HCM Lane V/C Ratio		_		0.156		_
HCM Ctrl Dly (s/v)		_	_		8.3	_
HCM Lane LOS		-	-	13.1 B	6.5 A	-
		-	-	D	Α.	-
HCM 95th %tile Q (veh	١	_	_	0.6	0.2	_

Intersection						
Int Delay, s/veh	4.7					
		WDD	NET	NDD	ODI	ODT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥	^^	\$		100	^
Traffic Vol, veh/h	97	80	128	55	123	270
Future Vol, veh/h	97	80	128	55	123	270
Conflicting Peds, #/hr	0	0	_ 0	_ 0	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	101	83	133	57	128	281
Major/Minor I	Minor1	N	Major1		Major2	
Conflicting Flow All	559	162	0	0	190	0
Stage 1	162	-	-	-	-	-
Stage 2	397	-	-		-	-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	478	888	-	-	1396	-
Stage 1	872	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	434	888	-	-	1396	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	594	-	-	-	-	-
5 13 gc _						
	\ • /=				0.5	
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	14.5		0		2.5	
HCM LOS	В					
Minor Lane/Major Mvm	. +	NBT	NDDV	WBLn1	SBL	SBT
	IL					
Capacity (veh/h)		-	-		1396	-
HCM Lane V/C Ratio		-		0.327		-
HCM Ctrl Dly (s/v)		-	-		7.8	-
LIOMILERELIOO						
HCM Lane LOS HCM 95th %tile Q (veh	\	-	-	1.4	A 0.3	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	\$			^
Traffic Vol, veh/h	0	44	316	12	0	162
Future Vol, veh/h	0	44	316	12	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	_		_	None
Storage Length	_	0	-	-	_	-
Veh in Median Storage,	# 0	_	0	_	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	2	2	2	0	5
Mymt Flow	0	54	390	15	0	200
WWWIICHIOW	U	O-T	000	10	U	200
	1inor1		Major1		/lajor2	
Conflicting Flow All	-	398	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	651	-	-	0	_
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	_		_
Mov Cap-1 Maneuver	-	651	_	_	_	_
Mov Cap-2 Maneuver	_	-	_	_	_	_
Stage 1	_	_	_	_	_	_
Stage 2	<u>-</u>	_	_	_	_	_
Olage 2						
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	11		0		0	
HCM LOS	В					
				MDI = 1	SBT	
Minor Lang/Major Mymt		NDT	NIDDV			
Minor Lane/Major Mvmt		NBT	NBRV			
Capacity (veh/h)		-	-	651	-	
Capacity (veh/h) HCM Lane V/C Ratio		-	-	651 0.083	-	
Capacity (veh/h) HCM Lane V/C Ratio HCM Ctrl Dly (s/v)		- - -	- - -	651 0.083 11	- - -	
Capacity (veh/h) HCM Lane V/C Ratio		-	-	651 0.083	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	\$			^
Traffic Vol, veh/h	0	42	197	11	0	357
Future Vol, veh/h	0	42	197	11	0	357
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	0	_	_	0
Grade, %	0	<u>-</u>	0	_	_	0
Peak Hour Factor	25	25	25	25	25	25
	0	23	4	23	0	1
Heavy Vehicles, %				44		-
Mvmt Flow	0	168	788	44	0	1428
Major/Minor I	Minor1	N	//ajor1	Λ	/lajor2	
Conflicting Flow All	-	810	0	0		-
Stage 1	_	-	-	-	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.23	_	_	_	_
Critical Hdwy Stg 1	_	-	_	_	_	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy		3.319	_	_	_	_
Pot Cap-1 Maneuver	0	379		_	0	
Stage 1	0	-	_	_	0	_
Stage 2	0	-	-	-	0	
Platoon blocked, %	U	-	_		U	
		270	-	-		-
Mov Cap-1 Maneuver	-	379	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Ctrl Dly, s/v	21.8		0		0	
HCM LOS	C C		U		U	
HOW LOS	U					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-	379	-	
HCM Lane V/C Ratio		_	_	0.443	_	
HCM Ctrl Dly (s/v)		_	_	21.8	-	
HCM Lane LOS		_	_	C	_	
HCM 95th %tile Q (veh	1)	_	_	2.2	_	
	.,					

Appendix D
Trip Generation

Land Use: 945 Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

Convenience store (Land Use 851), gasoline/service station (Land Use 944), and truck stop (Land Use 950) are related uses.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of three subcategories, based on the number of vehicle fueling positions (VFP) at the site: between 2 and 8 VFP, between 9 and 15 VFP, and between 16 and 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of three other subcategories, based on the gross floor area (GFA) of the convenience store at the site: between 2,000 and 4,000 square feet, between 4,000 and 5,500 square feet, and between 5,500 and 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.



When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site-generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory "none."

Additional Data

ITE recognizes there are existing convenience store/gas station sites throughout North America that are larger than the sites presented in the data plots. However, the ITE database does not include any site with more than 24 VFP or any site with gross floor area greater than 10,000 square feet. Submission of trip generation data for larger sites is encouraged.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, California, Connecticut, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

221, 245, 274, 288, 300, 340, 350, 351, 352, 355, 359, 385, 440, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 977, 1004, 1024, 1025, 1027, 1052



Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

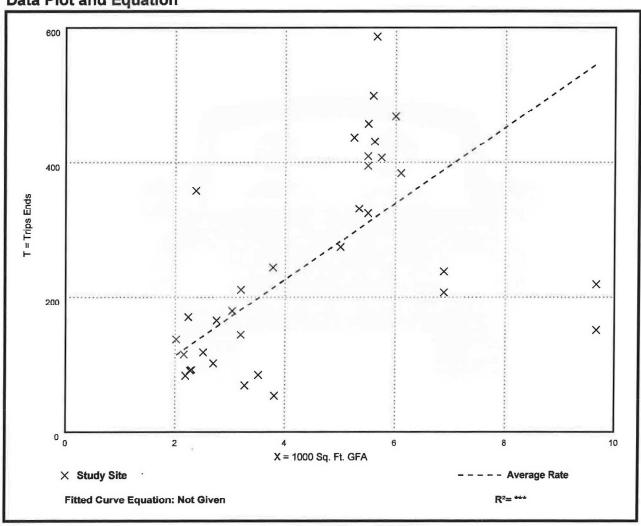
Number of Studies: 34 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting 112 in, 112 out

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
56.52 x 3.956 = 224	14.17 - 150.67	27.56

Data Plot and Equation





Convenience Store/Gas Station - VFP (9-15) (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

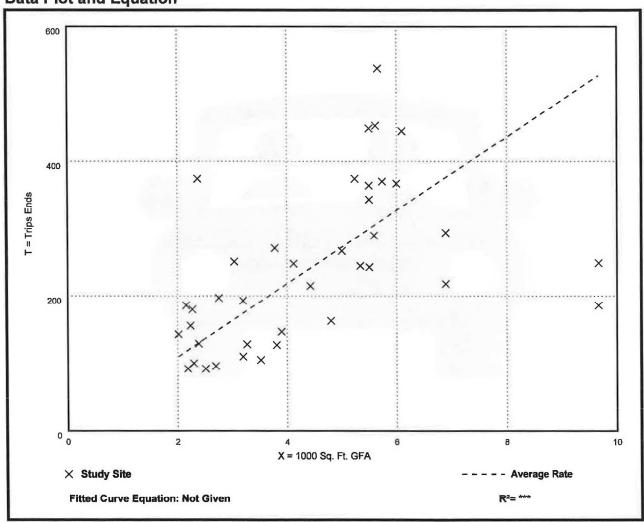
Number of Studies: 39 Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting 108 in, 108 out

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.52 x 3.956 = 216	19.23 - 157.41	23.69

Data Plot and Equation



			Vah:al	- Dose Du Do	*** b l ***	d I I a a				
		So		e Pass-By Ra Trip Generatio	-					
					0.4	-				
Land Use Code Land Use				Cam	94					
Setting						ore/Gas Station an/Suburban				
Time Period						Peak Period				
# Data Sites		16 Sites with bet	ween 2 ar		CERUAY AIVI	r eak r eriou	28 Sites with b	etween 9 a	and 20 VFP	
Average Pass-By Rate		60% for Sites with b				7	6% for Sites wit			
					haracteristic	cs for Individual				
				, , ,						-
			Survey		Pass-By	No	n-Pass-By Trips		Adj Street Peak	
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	_	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	_	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	_	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	_	72		_	28	2440	30
4.694	12	Maryland	2000	_	78	_	_	22	1561	30
4.694	12	Maryland	2000	_	79	_	_	21	2764	30
4.848	12	Virginia	2000	_	55		_	45	1398	30
5.06	12	Pennsylvania	2000	_	84	_	_	16	3219	30
5.242	12	Virginia	2000	_	74	_	_	26	1160	30
5.242	12 12	Virginia	2000	_	71			29	548 —	30
5.488 5.5	12	Delaware Pennsylvania	2000 2000	_	80 85	_	_	20 15	2975	30 30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	— —	90	_	— —	10	2278	30
4.694	16	Delaware	2000	_	74			26	2185	30
4.694	16	Delaware	2000	_	58		_	42	962	30
4.694	16	Delaware	2000	_	84	_	_	16	2956	30
4.694	16	New Jersey	2000	_	79	_	_	21	1859	30
4.694	20	Delaware	2000	_	84	<u> </u>	_	16	3864	30
4.848	16	Virginia	2000	_	68	_	_	32	2106	30
4.848	16	Virginia	2000	_	85	_	_	15	2676	30
4.848	16	Virginia	2000	_	75	_	_	25	3244	30
4.848	16	Virginia	2000	_	71	_	_	29	1663	30
4.993	16	Pennsylvania	2000	_	75	_	_	25	1991	30
5.094	16	New Jersey	2000	_	86	_	_	14	1260	30
5.5	16	Pennsylvania	2000	_	82	_	_	18	1570	30
5.543	16	Pennsylvania	2000	_	84	_	_	16	1933	30
5.565	16	Pennsylvania	2000	_	77	_	_	23	2262	30
5.565	16	Pennsylvania	2000	_	68	_	_	32	2854	30
5.565	16	New Jersey	2000	_	58	_	_	42	1253	30
5.565	16	New Jersey	2000	_	79	_	_	21	1928	30
5.565	16	New Jersey	2000		84			16	1953	30

			Vehicle	e Pass-By Ra	tes by Land	d Use				
		Soi		Trip Generatio						
Land Use Code					94	E				
Land Use Code				Con		ore/Gas Station				
						in/Suburban				
Setting Time Period						Peak Period				
# Data Sites		12 Sites with bety	woon 2 or		eekuay Pivi	Peak Periou	20 Citos with h	otwoon 0 a	and 20 VED	
		56% for Sites with b				-	28 Sites with b			
Average Pass-By Rate		30% for Sites with b	etween z					ii between	9 allu 20 VFP	
				Pass-By Ci	iaracteristic	s for Individual	Sites			
			Survey		Pass-By	No.	n-Pass-By Trips		Adj Street Peak	1
GFA (000)	VFP	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.2	< 8		1993	67	57	16	27	43	1954	2
2.3	<u> </u>	Kentucky	1993	55	40	11	49	60	2760	25
		Maryland								
2.4	< 8	Kentucky	1993	-	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	-	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	_	78	_	_	22	3549	30
4.694	12	Maryland	2000	_	67	_	_	33	2272	30
4.694	12	Maryland	2000	_	66	_	_	34	3514	30
4.848	12	Virginia	2000	_	71	_	_	29	2350	30
5.06	12	Pennsylvania	2000	_	91	_	_	9	4181	30
5.242	12	Virginia	2000	_	70	_	_	30	2445	30
5.242	12	Virginia	2000	_	56	_	_	44	950	30
5.488	12	Delaware	2000	_	73	_	_	27	_	30
5.5	12	Pennsylvania	2000	_	84	_	_	16	4025	30
4.694	16	Maryland	2000	_	89	_	_	11	2755	30
4.694	16	Delaware	2000	_	73	_	_	27	1858	30
4.694	16	Delaware	2000	_	59	_	_	41	1344	30
4.694	16	Delaware	2000	_	72	_	_	28	3434	30
4.694	16	New Jersey	2000	_	81	_	_	19	1734	30
4.694	20	Delaware	2000	_	76	_	_	24	1616	30
4.848	16	Virginia	2000	_	67	_	_	33	2.954	30
4.848	16	Virginia	2000	_	78	_	_	22	3086	30
4.848	16	Virginia	2000	_	83	_	_	17	4143	30
4.848	16	Virginia	2000	_	73	_	_	27	2534	30
4.993	16	Pennsylvania	2000	_	72	_	_	28	2917	30
5.094	16	New Jersey	2000	_	86	_	_	14	1730	30
5.5	16	Pennsylvania	2000	_	90	_	_	10	2616	30
5.543	16	Pennsylvania	2000	_	87	_	_	13	2363	30
5.565	16	Pennsylvania	2000	_	81	_	_	19	2770	30
5.565	16	Pennsylvania	2000	_	76	_	_	24	3362	30
5.565	16	New Jersey	2000	_	61	_	_	39	1713	30
5.565	16	New Jersey	2000	_	86	_		14	1713	30
5.565	16	New Jersey	2000		81			19	2227	30
					O.I.			. 17	////	. 50

Appendix E Turn Lane Warrant Analysis Worksheets

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roa	adw ay 🔻
Variable		Value
Major-road speed, mph:	40	
Major-road volume (one direction), veh/h:	316	
Right-turn volume, veh/h:	12	

OUTPUT

Value				
295				
Guidance for determining the need for a major-road				
right-turn bay for a 2-lane roadway:				
Do NOT add right-turn bay.				

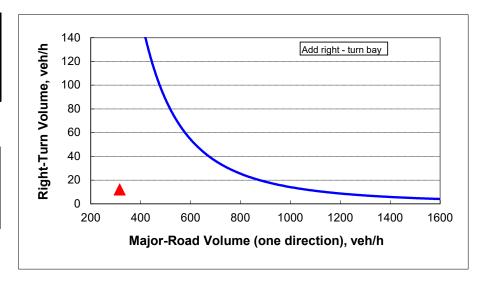


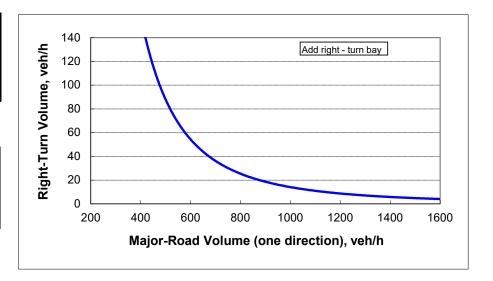
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roa	adw ay 👤
Variable		Value
Major-road speed, mph:	40	
Major-road volume (one direction), veh/h:	197	
Right-turn volume, veh/h:	11	

OUTPUT

Value				
1029				
Guidance for determining the need for a major-road				
right-turn bay for a 2-lane roadway:				
Do NOT add right-turn bay.				

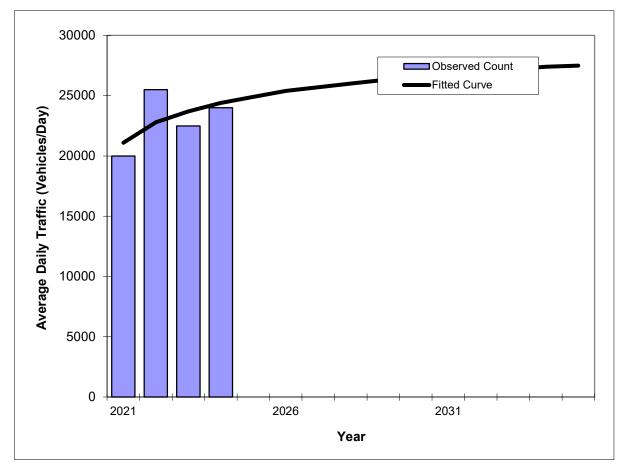


Appendix F FDOT Traffic Trends Analysis Tool Worksheets

Traffic Trends - V03.a US 90 -- SW Pinemount Road to CR-252B

FIN#	1234
Location	1

County:	Columbia (29)
Station #:	290279
Highway:	US 90



	Traffic (AD	T/AADT)
Year	Count*	Trend**
2021 2022 2023 2024	20000 25500 22500 24000	21100 22800 23700 24400
202	7 Opening Yea	r Trend
2027	N/A	25700
20	028 Mid-Year T	rend
2028	N/A	26000
202	29 Design Year	Trend
2029	N/A	26300
TRAN	PLAN Forecas	ts/Trends

Trend R-squared: 36.92%
Compounded Annual Historic Growth Rate: 4.96%
Compounded Growth Rate (2024 to Design Year): 1.51%
Printed: 18-Apr-25

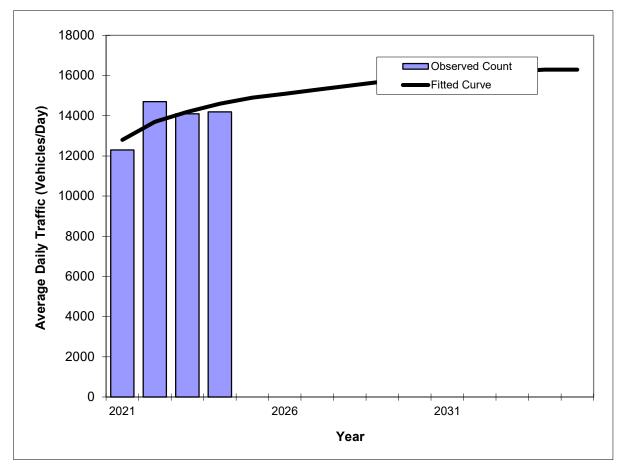
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends - V03.a US 90 -- SW Executive Drive to SW Pinemount Road

FIN#	1234
Location	1

County:	Columbia (29)
Station #:	295046
Highway:	US 90



	Traffic (ADT/AADT)										
Year	Count*	Trend**									
2021	12300	12800									
2022	14700	13700									
2023	14100	14200									
2024	14200	14600									
	7 Opening Yea										
2027	N/A	15300									
2028	028 Mid-Year 1 N/A	rena 15500									
	N/A 29 Design Year										
2029	9 Design real N/A	15700									
	PLAN Forecas										
	LANTOICCAS	to/Hends									

Trend R-squared: 56.90%
Compounded Annual Historic Growth Rate: 4.48%
Compounded Growth Rate (2024 to Design Year): 1.46%
Printed: 18-Apr-25

Decaying Exponential Growth Option

*Axle-Adjusted

Appendix G Signal Timing Directive

Final Report

Prepared for:



Florida Department of Transportation District Two

Districtwide Traffic Signal Timing Consultant Contract
Contract Number: C-9AC31
Financial Project: 439043-1-32-01
Task Work Order #02

US 90 (State Road 10)
Executive Drive-Northwest Brown Road to Marion Avenue (State Road 47)

Southwest Baya Drive (State Road 10A)
McFarlane Avenue to South Marion Avenue (State Road 25A)

Lake City, within Columbia County, Florida

Prepared by:

Iteris, Inc. 1907 N US 301, Suite 120 Tampa, Florida 33619

December 2021

Professional Engineer: Helmuth Arens Florida PE No.: 77615

	Location Details		
Signal ID:	648	Date:	November 20, 2021
Major Street:	US 90 (SR 10)	Orientation:	E-W
Minor Street:	SW Pinemount Rd-NW Turner Ave	Orientation:	N-S

Controller Timings (seconds)

						Con	troller	Himu	igs (s	econd	5)						
Movement # (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB									
Turn Type	FYA		FYA		FYA		FYA										
Min Green	5	15	5	7	5	15	5	7									
Ext	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0									
Yellow	4.8	4.8	4.4	4.4	4.8	4.8	4.4	4.4									
All Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0									:
Max I	15	60	15	15	15	60	15	15									
Max II																	
Walk		7		7		7		7									X
Flashing Don't Walk		18		30		20		27									
Detector Memory																	-
Det. Switching to:																	
Recall		MIN				MIN											
CNA																	

Coordination Timings (seconds)

	000	Cycle	Splits								Offset	Seq	Coord Ø								
Pattern	C-S-0	Length	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Offset	Sed	00010
3		150	15	81 Max	32	22	41	55 Max	20	34									113	1	2
:-:																					
														1							

Offset Reference Point	Phase Mode
End of Green of first through movement	STD 8

Notes:
1) Use 'Max I' during FREE Operation.

Iteris, Inc.

Signal ID:	648
Major Street:	US 90 (SR 10)
Minor Street:	SW Pinemount Rd-NW Turner Ave

Mo	nday-	Thurs	day		Satu	irday	
	Day I	Plan 1			Day I	Plan 2	
Hr	Min	Patt	Cycl	Hr	Min	Patt	Су
00	00	254	Free	00	00	254	Fre
15	00	3	150				
18	00	254	Free				

			nday	
_			Plan 3	
Cycl	Hr		Patt	
ree	00	00	254	Free
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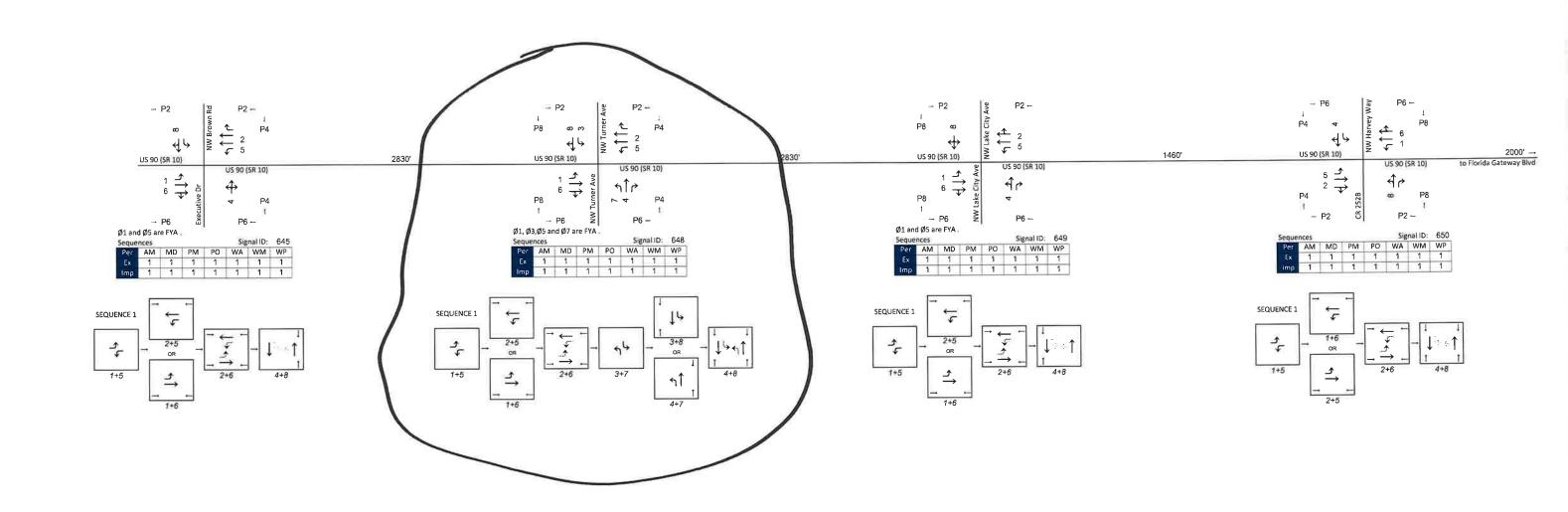
	Friday					
Day Plan 4						
Hr	Min	Patt	Cycl			
00	00	254	Free			
15	00	3	150			
18	00	254	Free			

	Day F	Plan 5			Day I	Plan 6	
Hr	Min	Patt	Cycl	Hr	Min	Patt	Сус

Day Plan 7						
Hr	Min	Patt	Cycl			
	_		_			

Day Plan 8 Hr Min Patt Cyc								
Hr Min Patt Cyc	Day Plan 8							
	Hr Min Patt Cycl							
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D	Force	Alt Opt	Alt Time	Coord	Ĺ				Α	It Tim	e Tab	le Ma	x 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
3	FIXED	None	None	Max Inh																
_																				
-						-		-			_	_								
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FDOT

Prepared by: Iteris, Inc.

Phase Diagrams

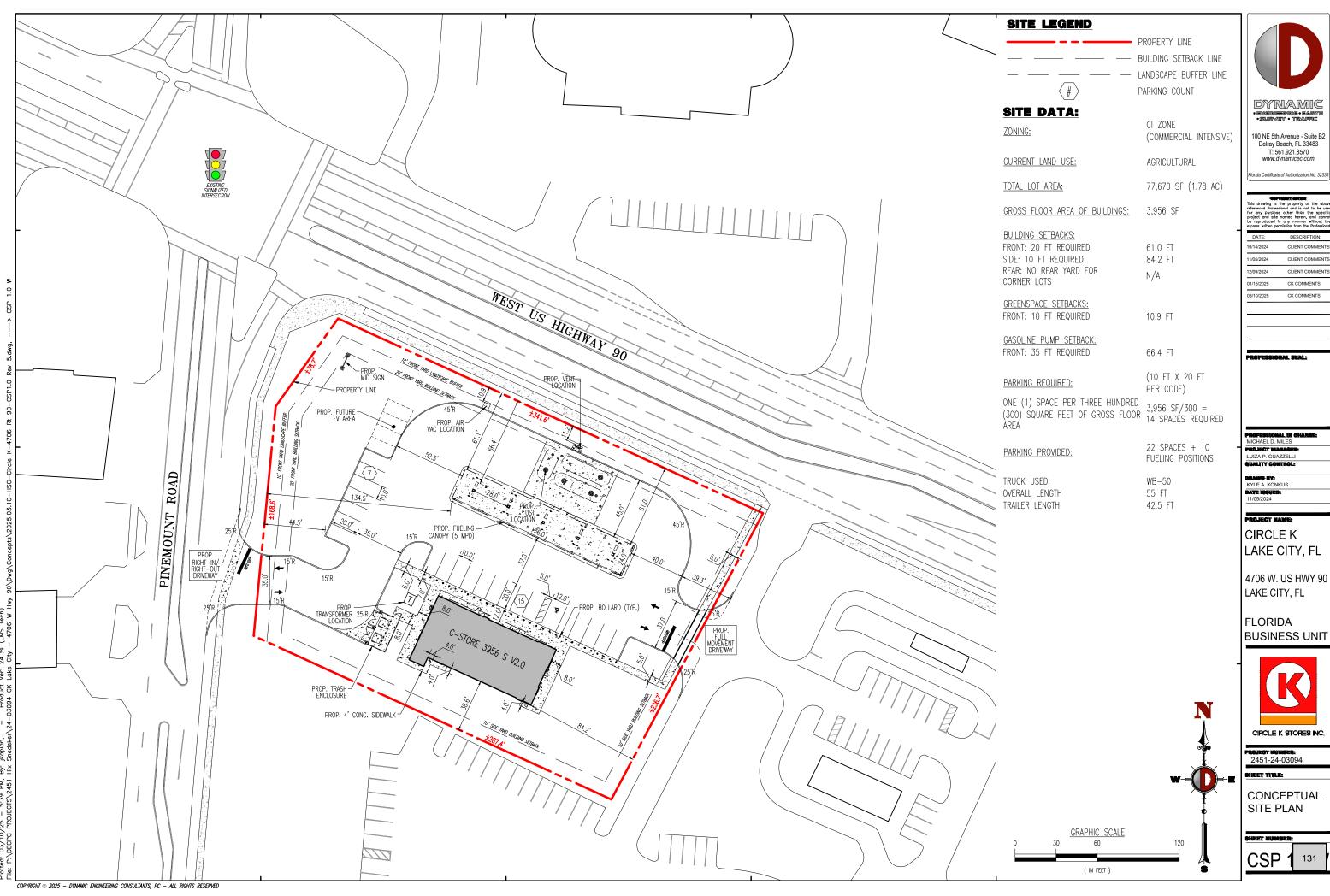
Permissive Movement

Protected + Permissive Movement

Protected-Only Movement

Figure 16

Appendix H Site Plan



BUSINESS UNIT



DEPARTMENT OF GROWTH MANAGEMENT

205 North Marion Avenue Lake City, Florida 32055 Telephone: (386) 719-5750 growthmanagement@lcfla.com

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:
Request Type: Site Plan Review (SPR) Special Exception (SE) Variances (V)
Comprehensive Plan Amendment/Zoning (CPA/Z) Certificate of Appropriateness (COA)
Project Number: SPR 25-11
Project Name: Circle K- Lake City
Project Address: 4706 W US Hwy 90
Project Parcel Number: 02465-010
Owner Name: The Little Pond Farm Land Trust
Owner Address: 4411 SW Van Arsdall Glen, Lake City
Owner Contact Information: Telephone Number: 386-288-8989 Email: jvanardall@gmail.com
Owner Agent Name: Michael D. Miles, P.E.
Owner Agent Address: 100 NE 5th Ave, Suite B2, Delray Beach, FL
Owner Agent Contact Information: Telephone: 561-921-8570 Email: mmiles@dynamicec.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: Reviewed by: Coff Historia Manageria.	Date:	9/29/2025
No comments at this time		
anning and Zoning: Reviewed by: Robert Angelo FOOTED38898E4RE	Date:	10/9/2025
roperty is zoned Commercial Intensive. Use is permitted per Sect and Development Regulations.	ion 4.12.2.17 of the City	of Lake City
usiness License: Reviewed by: Marshall Sana	Date: _)/29/2025
Vill need to apply for a business tax receipt		
ode Enforcement: Reviewed by: Markall Sma	Date: ⁹	29/2025
No liens, codes or violations on property.		
ermitting: Reviewed by: Lavy Ostationalist HACO	Date:	9/29/2025
No comments at this time.		

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

Water Department: Reviewed by:	Mike Osborn 898E039544B74E3		Date:	9/30/2025
No comments at this time				
Sewer Department: Reviewed by:	LODGE PROJECTION		Date:	10/10/2025
No comments at this time				
Sas Department: Reviewed by:	gned by: W BYOWW 57DDCE8F2F485		Date:	10/13/2025
No comment at this time.				
Vater Distribution/Collection: Rev	viewed by:	Signed by: Brian Suft F596EB0125784F8.	Date:	10/13/2025
no comments at this time				
	locuSigned by:			40/44/2025
Customer Service: Reviewed by:	uasta Pelliam BD97A03185D4E0		Date:	10/14/2025
A tap application would need to be submatural gas services. This response does reservation of capacity. In accordance wo	s not represer ith the City of the City of La	nt the City of Lake C Lake City's policies	city's commitme and procedure	es,
and receipt of payment for all applicable	fees.			

Public Safety – Public Works, Fire Department, Police Department

Public Works: Reviewed by: Structure Branch	Date:
No comment at this time.	
Fire Department: Reviewed by: Rt Tompleius	Date: 9/29/2025
Nothing to comment at this point.	
Police Department: Reviewed by: Mules	Date: 10/15/2025
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.

FDOT: Reviewed by:	Date:
uwannee River Water Management: Reviewed by:	Sara FursonDate: 9/29/2025
A permit application was received by our office for this project commence until the permit has been issued.	et on 9/29/2025. Construction cannot
Signed by:	40/40/2025
Sala and Diagonal Diagonal according to the salar	Date: 10/10/2025
02A889FE198C42E	Date.
No objections or comments at this time.	
No objections or comments at this time. County Engineer: Reviewed by: No issues were identified by this office at this time. This combased only on the information contained in the application processional opinion with respect to the project committee or board for Columbia County. Such opinions and County code or regulations	Date: 10/30/2025 Iment is provided by the County Engineer rovided. This response does not constitute approval of any

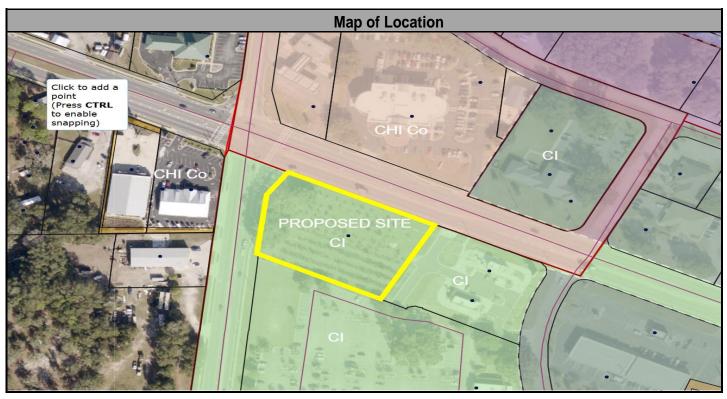
LAKE CITY GROWTH MANAGEMENT STAFF ANALYSIS REPORT

	Project Information
Project Name and Case No.	Circle K- Lake City Site Plan Review SPR 25-10
Applicant	Michael D. Miles, PE, agent
Owner	The Little Pond Farm Land Trust
Requested Action	 Review a site plan for a new construction automotive self-service station.
Hearing Date	11-11-2025
Staff Analysis/Determination	Sufficient for Review
Prepared By	Robert Angelo

Subject Property Information				
Size	+/- 1.77 Acres			
Location	4706 W US Hwy 90, Lake City, FL			
Parcel Number	34-3S-16-02465-010			
Future Land Use	Commercial			
Proposed Future Land Use	Commercial			
Current Zoning District	Commercial Intensive			
Proposed Zoning	Commercial Intensive			
Flood Zone-BFE	Flood Zone X Base Flood Elevation-N/A			

Land Use Table				
Direction	Future Land Use	Zoning	Existing Use	Comments
N	Highway Interchange Co	CHI Co	Bank	
Е	Commercial	CI	Retail	
S	Commercial	CI	Retail	
W	Highway Interchange Co	CHI Co	Medical Office	

Zoning Review				
Zoning Requirements	Required/Section of LDR	Actual		
Minimum lot requirements.	None/ 4.13.6.1 200 Feet lot frontage	1.77		
Minimum yard requirements (setbacks) Front-Each Side-Rear.	4.13.7.1 Front 20 Side 0 Rear 15	Meets required setbacks.		
Are any structure within 35 feet of a wetland?	35-foot buffer/ 4.13.7	No wetland		
Max height of signs.	35-foot/ 4.2.20.7.3	NA		
Max square footage of signs.	1.5 times lot frontage/ 4.2.20.7.5	NA		
Lot coverage of all buildings.	1.0/ 4.13.9	5 % coverage.		
Minimum landscape requirements.	10 foot if abutting a residential district or none if not/ 4.15.10	Meets requirements.		
Minimum number of parking spaces.	14 spaces/ 4.2.15.16	24 spaces		
Minimum number of ADA parking spaces.	1 space	1 space		
Parking space size requirement.	10x20	10x20		
ADA parking space size.	12x20 with 5x20 access aisle.	12x20 with 5x20 access aisle.		





Summary of Request

Applicant has petitioned to get an approval of a site plan to build an automotive self-service station.