

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 25-01 REPEAL 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
Mr. 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
Mr. 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

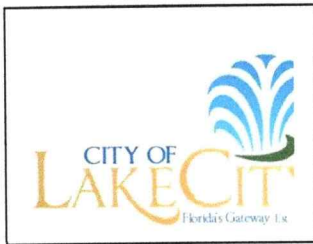
Date Approved

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@lcfra.com

FOR PLANNING USE ONLY

Application # _____
Application Fee \$200.00
Receipt No. _____
Filing Date _____
Completeness Date _____

Site Plan Application

A. PROJECT INFORMATION

1. Project Name: CIRCLE K - LAKE CITY
2. Address of Subject Property: 4706 W US HWY 90, LAKE CITY, FLORIDA 32055
3. Parcel ID Number(s): 34-3S-16-02465-010
4. Future Land Use Map Designation: COMMERCIAL
5. Zoning Designation: COMMERCIAL, INTENSIVE (CI)
6. Acreage: ±1.78
7. Existing Use of Property: AGRICULTURAL - OLIVE TREE FARM
8. Proposed use of Property: ±3,956 SF CONVENIENCE STORE & AUTOMOTIVE SELF-SERVICE STATION
9. Type of Development (Check All That Apply):
☐ Increase of floor area to an existing structure: Total increase of square footage _____
☒ New construction: Total square footage ±3,956
☐ Relocation of an existing structure: Total square footage _____

B. APPLICANT INFORMATION

1. Applicant Status ☐ Owner (title holder) ☒ Agent
2. Name of Applicant(s): MICHAEL D. MILES, P.E. Title: REGIONAL MANAGER/SENIOR PRINCIPAL
Company name (if applicable): DYNAMIC ENGINEERING CONSULTANTS, PC
Mailing Address: 100 NE 5TH AVE, SUITE B2
City: DELRAY BEACH State: FLORIDA Zip: 33483
Telephone: (561) 921-8570 Fax: (N/A) Email: MMILES@DYNAMICCEC.COM

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

3. If the applicant is agent for the property owner*.
Property Owner Name (title holder): HOWARD E. VAN ARSDALL, JR., TRUSTEE OF THE LITTLE POND FARM LAND TRUST DATED DECEMBER 1, 1999
Mailing Address: 4411 SW VAN ARSDALL GLN
City: LAKE CITY State: FLORIDA Zip: 32055
Telephone: 386-288-8989 Fax: () Email: jvanarsdall@gmail.com
4. Mortgage or Lender Information: ☐ Yes ☒ No
Name of Mortgage or Lender: _____
Contact Name: _____ Telephone Number: _____
E-Mail Address: _____

If property has a mortgage or lender, the mortgage or lender shall be required to provide a release for this application to proceed.

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

***Must provide an executed Property Owner Affidavit Form authorizing the agent to act on behalf of the property owner.**

C. ADDITIONAL INFORMATION

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: ☐ Contingent ☐ Absolute
2. Has a previous application been made on all or part of the subject property? ☐ Yes ☒ No
3. Future Land Use Map Amendment: ☐ Yes _____ ☒ No _____
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: ☐ Yes _____ ☒ No _____
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. **Legal Description with Tax Parcel Number** (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

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 BEFORE THE 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)



Applicant/Agent Signature

9/15/25

Date

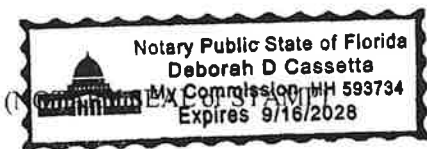
Applicant/Agent Name (Type or Print)

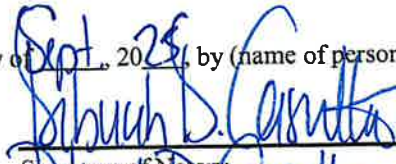
Applicant/Agent Signature

Date

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this 15th day of Sept., 2025, by (name of person acknowledging).




Signature of Notary

Deborah D. Cassetta
Printed Name of Notary

Personally, Known _____ OR Produced Identification _____ OR verified on-line virtually _____
Type of Identification Produced

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:

- 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.
- ELEVATIONS SHOWN ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). BENCHMARK USED: FDOT BENCHMARK "2901016 BM1", ELEV.=158.61'
- ALL COORDINATES AND DIMENSIONS ARE CALCULATED, WITH UNITS IN U.S. SURVEY FEET (12 METERS = 39.37 FEET), UNLESS SHOWN OTHERWISE.
- 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.
- 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.
- 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.
- 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.
- SUBJECT PROPERTY SHOWN ON THIS SURVEY IS ONE AND THE SAME AS THAT DESCRIBED IN THE REFERENCED TITLE COMMITMENT AND LEGAL DESCRIPTION SHOWN HEREON.
- SUBJECT PROPERTY IS CONTIGUOUS, WITH NO GAPS OR GORES DISCOVERED DURING THE COURSE OF THIS SURVEY.
- 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.
- 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
- 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.
- THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1:240 OR SMALLER
- NO ZONING REPORT LETTER WAS SUPPLIED TO THIS FIRM. ZONING INFORMATION MAY BE ADDED TO SURVEY ONCE IT IS RECEIVED.
- TREE IDENTIFICATIONS SHOWN HEREON ARE TO BEST OF FIELD SURVEYOR'S ABILITY, AND SHOULD BE FIELD VERIFIED BY AN APPROPRIATELY LICENSED PROFESSIONAL WHERE NECESSARY.
- 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.
- 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.

SCHEDULE B-II ITEMS

AS TO 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	STANDARD EXCEPTIONS:	
a.	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
c.	ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETOFORE OR HEREAFTER FURNISHED, 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	DOES NOT AFFECT SUBJECT PROPERTY	
NOTSH	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.

LAND TABULATIONS:

PROPERTY AREA: 1.783 ACRES±

FEMA FLOOD ZONE DETERMINATION

FLOOD ZONE "X"
PANEL # 12023C 0290D
EFFECTIVE 11/02/2018
COMMUNITY # 120406- CITY OF LAKE CITY

ADDITIONAL INFORMATION

STREET ADDRESS
4706 W U.S. HIGHWAY 90
LAKE CITY, FL 32055
PARCEL NUMBER
34-3S-16-02465-010

ABBREVIATIONS LEGEND

POC = POINT OF COMMENCEMENT
POB = POINT OF BEGINNING
IP = IRON PIPE
IR4 = 1/2" IRON ROD (#4 REBAR)
IR5 = 5/8" IRON ROD (#5 REBAR)
OM = CONCRETE MONUMENT
PK = PARKER-KALON NAIL
MAG = MAGNETIC NAIL
FND = FOUND
O/S = OFFSET
TYP = TYPICAL
PRM = PERMANENT REFERENCE MONUMENT
PCP = PERMANENT CONTROL POINT
BM = BENCHMARK
EL OR ELEV = ELEVATION
FFE = FINISHED FLOOR ELEVATION
SF = SQUARE FEET
AC = ACRES
FNC = FENCE
CLF = CHAIN LINK FENCE
EOW = EDGE OF WATER
UE = UTILITY EASEMENT
CATV OR TV= CABLE TELEVISION
ATT = AMERICAN TELEPHONE AND TELEGRAPH
FP&L = FLORIDA POWER AND LIGHT COMPANY
FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
CBS = CONCRETE BLOCK CONSTRUCTION
S/T = SEPTIC TANK
D/F = DRAINFIELD
PP = POWERPOLE
WUP = WOOD UTILITY POLE
O/H = OVERHEAD WIRE(S)
MH = MANHOLE
CB = CATCH BASIN
F/H OR HYD= FIRE HYDRANT
WM = WATER METER
EOP = EDGE OF PAVEMENT
BOC = BACK OF CURB
R/W = RIGHT OF WAY
R/R = RAILROAD
C/L OR CL = CENTERLINE
P/L OR PL = PROPERTY LINE
(P) = PLAT DATA
(L) = LEGAL DESCRIPTION DATA
(M) = MEASURED DATA
(C) = CALCULATED DATA
(FDOT) = F.D.O.T. R/W MAP DATA
SEC = SECTION
TWP = TOWNSHIP
RGE = RANGE
R = RADIUS
L = LENGTH
Δ = CENTRAL ANGLE
CHD = CHORD
CBG = CHORD BEARING
NR = NON-RADIAL
PT = POINT OF TANGENCY
PC = POINT OF CURVATURE
PRC = POINT OF REVERSE CURVATURE
PCC = POINT OF COMPOUND CURVATURE
STA = STATION
FB = FIELDBOOK
PLB = PLAT BOOK
OR = OFFICIAL RECORDS BOOK
PG = PAGE
PSM = 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

SYMBOLS LEGEND

⚡ = METAL UTILITY POLE
⚡ = WOOD UTILITY POLE
⚡ = CONC UTILITY POLE
⚡ = LIGHT POLE
⚡ = GUY WIRE ANCHOR
⚡ = FIRE DEPARTMENT CONNECTION
⚡ = FIRE HYDRANT
⚡ = WATER VALVE
⚡ = WATER METER
⚡ = RECLAIMED WATER VALVE
⚡ = BACKFLOW PREVENTER VALVE
⚡ = DOUBLE DETECTOR CHECK VALVE
⚡ = WIRE PULL BOX
⚡ = SEWER VALVE
⚡ = SEWER MANHOLE
⚡ = DRAINAGE MANHOLE
⚡ = DISABLED PARKING
⚡ = TRAFFIC DIRECTION
⚡ = SPOT ELEVATION
⚡ = TRAFFIC SIGNAL BOX
⚡ = FIBER OPTIC POST
⚡ = OVERHEAD WIRES
⚡ = BURIED ELECTRIC
⚡ = TELEPHONE
⚡ = FIBER OPTIC
⚡ = GAS
⚡ = SANITARY SEWER
⚡ = STORM SEWER
⚡ = WATER
⚡ = UNKNOWN

TREE ABBREVIATIONS

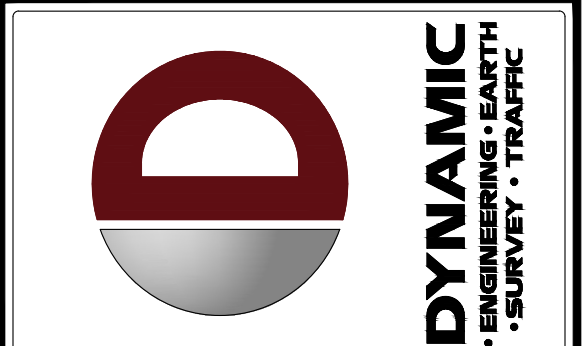
⊙ = DIAMETER AT BREAST HEIGHT(INCHES)
CP = CABBAGE PALM
OAK = OAK TREE
FIG = STRANGLER FIG
FIC = FICUS
GL = GUMBO LIMBO
MAGN = MAGNOLIA
CYP = CYPRRESS
UNK = UNKNOWN TREE
☼ = COMMON TREE TYPES
☼ = SPECIMEN TREE
☼ = PINE TREE
☼ = CABBAGE PALM
☼ = OTHER PALM
☼ = TREE CLUSTER

SURVEYOR'S CERTIFICATION:

- TO:
1. HIX SNEDEKER COMPANIES, LLC, AN ALABAMA LIMITED LIABILITY COMPANY
2. CIRCLE K STORES INC.
3. 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.
DATE OF PLAT OR MAP: 07/18/2025.

WILLIAM J WRIGHT, PhD, PSM
LICENSE NO. 6868, STATE OF FLORIDA
ELECTRONIC VERSION SIGNED AND SEALED BY WILLIAM J WRIGHT, P.S.M.,
ON DATE SHOWN, USING AN SHA-1 AUTHENTICATION CODE.
THE SHA-1 AUTHENTICATION CODE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.
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DATE	BY	REV.	COMMENTS
07/18/25	WJW	1	ADDED UTILITY LOCATES & UPDATED TITLE COMMITMENT
06/17/25	WJW	2	ADDITIONAL MAPPING
04/28/25	WJW	3	ALTA/NSPS LAND TITLE SURVEY

ALTA/NSPS LAND TITLE SURVEY

DESIGNED BY: CAN
CHECKED BY: WJW
DRAWN BY: WJW

PROJECT: HIX SNEDEKER COMPANIES, LLC
COLUMBIA COUNTY, FLORIDA

811

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info@wrightpsm.com (772) 538-1858
www.wrightpsm.com
CERTIFICATE OF AUTHORIZATION NO. LB.8186

TITLE:

WRIGHTPSM JOB No. **25-0115**

SCALE: (H) AS SHOWN
(V) AS SHOWN AS SHOWN

PROJECT No: XXXXXX

SHEET No: 1 OF 2

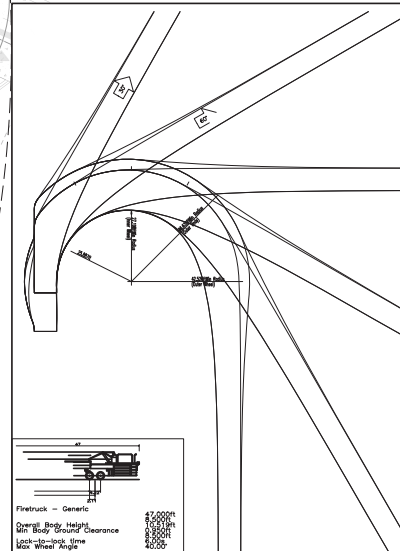
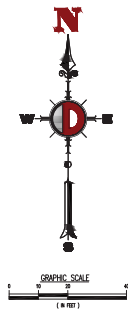
Rev. #:

5



EMOUN
(COUNTY ROAD 252)
VAROABLE WIDTH PUBLIC R/W
(FOOT R/W MAP SECTION 29010)
PAVED ROAD
SPEED LIMIT: 40 MPH

U.S. HIGHWAY 90
(STATE ROAD 10)
100' WIDE PUBLIC R/W
(F201 R/W MAP SECTION 28010)
PAVED ROAD
SPEED LIMIT 45 MPH



VEHICLE LEGEND:

CHASSIS ENVELOPE

VEHICLE BODY ENVELOPE

[illegible]

**THIS PLAN SET IS FOR PERMITTING PURPOSES
ONLY AND MAY NOT BE USED FOR CONSTRUCTION**

NAME RC	ISSUES RC	DEBTS RC	DEBTS RC
MFZ	JMP	-	-

PROJECT: **HIX SNEDEKER COMPANIES, LLC**
PROPOSED FUEL STATION AND CONVENIENCE STORE
PARCEL ID: 34-3S-16-02465-010
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LAKE CITY, COLUMBIA COUNTY, FLORIDA 32066



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PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 81313
DATE:

ÁNGEL PIÑERO

PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:

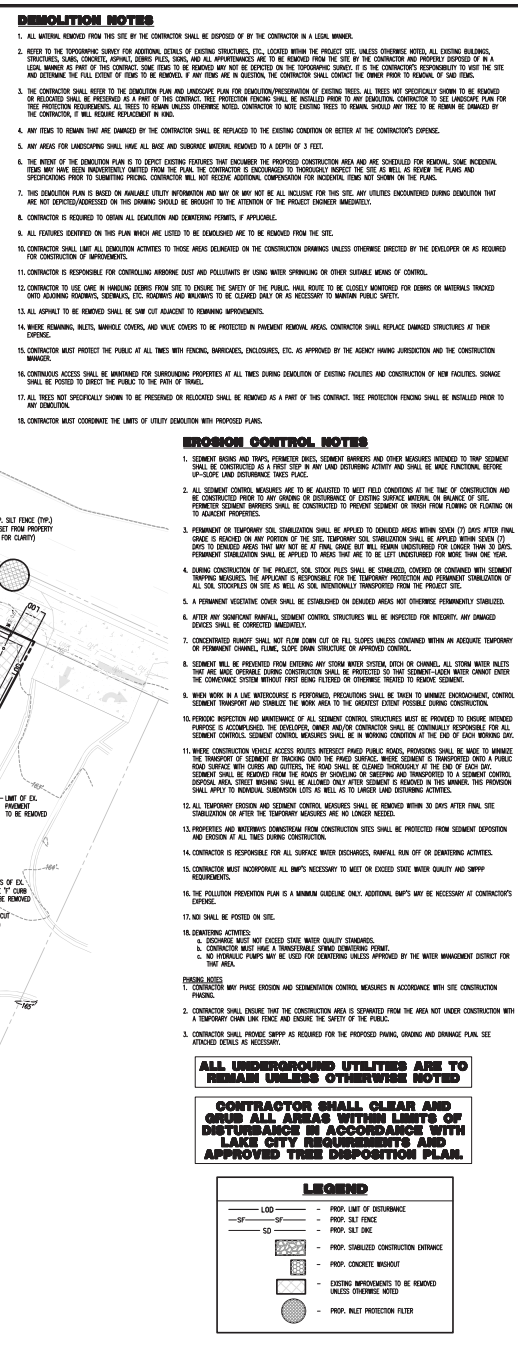
TITLE:
VEHICLE CIRCULATION
PLAN (FIRE)

SCALE: (X) AS NOTED	DATE: 08/05/25
PROJECT No: 2451-24-03094	

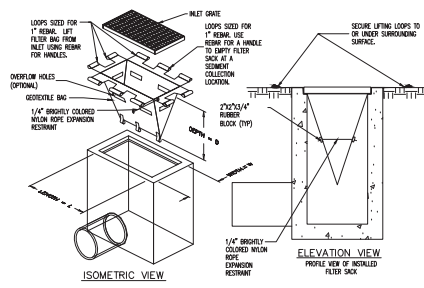
11/11/2016

C1.02

19

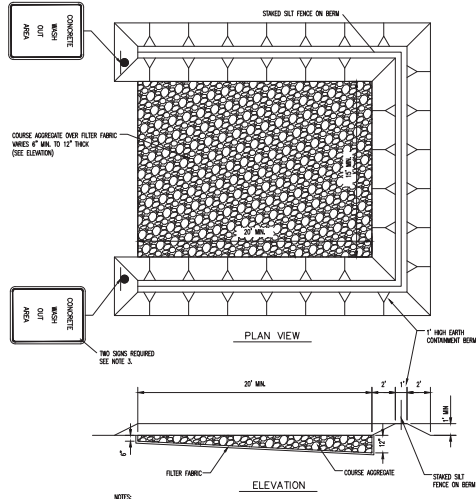
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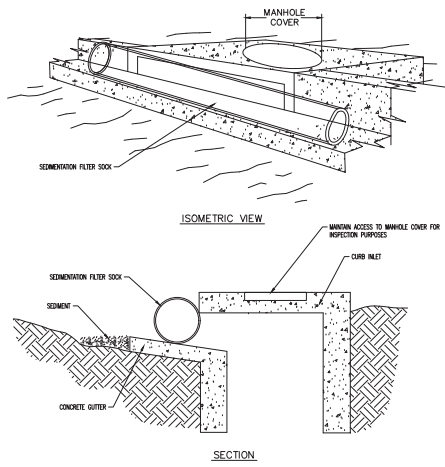
- EMPTY FILTER SACKS WHEN BRIGHTLY COLORED (ORANGE/RED) CAN NO LONGER BE SEEN. GEOTEXTILE WILL BE A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS REQUIREMENTS IN THE SPECIFICATIONS TABLE.
 - AN OIL ABSORBENT PVA TOP FILLOW CAN BE PURCHASED WHEN OIL SPILLS ARE A CONCERN. INSPECT FOR REGULATION REQUIREMENTS. THE WIDTH "W" OF THE FILTER SACKS WILL MATCH THE INSIDE WIDTH OF THE DIVERTED INLET BOX.
 - THE DEPTH "D" OF THE FILTER SACK WILL BE BETWEEN 18 INCHES AND 36 INCHES.
 - THE LENGTH "L" OF THE FILTER SACK WILL MATCH THE INSIDE LENGTH OF THE DIVERTED INLET BOX.
- | PROPERTIES | TEST METHOD | UNITS |
|--------------------------|-------------|-------------------|
| GRASS TENSILE STRENGTH | ASTM D-4832 | 300 LBS |
| GRASS TENSILE ELONGATION | ASTM D-4832 | 25 % |
| GRASS TENSILE ELONGATION | ASTM D-4832 | 150 LBS |
| GRASS TENSILE ELONGATION | ASTM D-4832 | 100 PSI |
| MULLER BURST | ASTM D-4355 | 200 PSI |
| WATERLOG STRENGTH | ASTM D-4832 | 80 % |
| UV RESISTANCE | ASTM D-4355 | 40 LBS |
| APPROXIMATE OPENING SIZE | ASTM D-4355 | 20 LBS |
| FLOW RATE | ASTM D-4401 | 200 GAL/MIN/50 FT |
| PERMEABILITY | ASTM D-4401 | 1.5 SEC - 1.5 |

FILTER SACK INLET PROTECTION
NOT TO SCALE

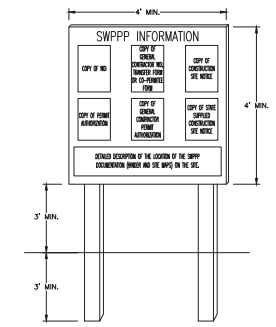


- NOTES:
- ALL MATERIAL SHALL BE REMOVED FROM THE SITE AT THE END OF THE PROJECT.
 - AGGREGATE SHALL BE REPLACED AS DIRECTED BY THE ENGINEER OF RECORD AND/OR THE CITY WHEN EXCESSIVE MATERIALS WASHUP REDUCES THE WASH OUT AREA TO LOWER FUNCTIONAL.
 - STAKES SHALL BE 16" x 12" MIN. SIZE WITH 2" BLACK LETTERING ON A WHITE BACKGROUND AND MOUNTED A MINIMUM OF 7 FEET ABOVE GRADE FROM THE LOWEST EDGE OF THE SLOPE FACE.

CONCRETE TRUCK WASH OUT AREA
NOT TO SCALE

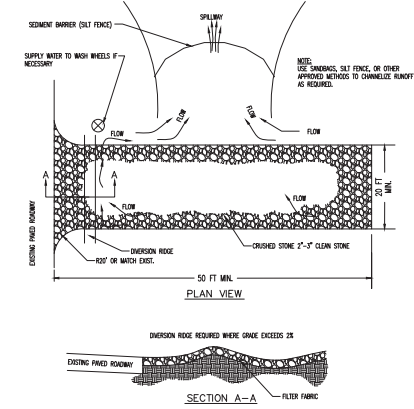


CURB INLET SEDIMENT FILTER DETAIL
NOT TO SCALE



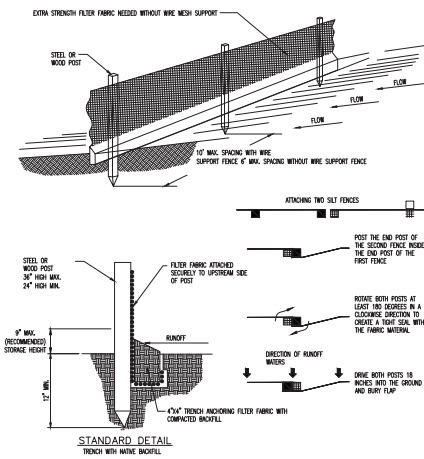
- NOTES:
- "SWPPP INFORMATION" MUST BE DISPLAYED PROMINENTLY ACROSS THE TOP OF THE SIGN AS SHOWN IN THE DETAIL.
 - SIGN TO BE CONSTRUCTED OF A RIGID MATERIAL, SUCH AS PLYWOOD OR OUTDOOR SIGN BOARD. SIGN MUST BE CONSTRUCTED IN A MANNER TO PROTECT DOCUMENTS FROM DAMAGE DUE TO WEATHER (WIND, SUN, MOISTURE, ETC.).
 - THE SWPPP INFORMATION SIGN MUST BE LOCATED NEAR THE ENTRANCE/EXIT OF THE SITE, SUCH THAT IT IS ACCESSIBLE/VIEWABLE BY THE GENERAL PUBLIC, BUT NOT OBSTRUCTIVE REGARDING AS TO CAUSE A SAFETY HAZARD.
 - ALL POSTED DOCUMENTS MUST BE MAINTAINED IN A CLEARLY READABLE CONDITION AT ALL TIMES THROUGHOUT CONSTRUCTION AND UNTIL THE NOTICE-OF-TERMINATION (NOT) IS FILED FOR THE PERMIT.
 - CONTRACTOR SHALL POST OTHER STORM WATER AND/OR SEDIMENT CONTROL RELATED PERMITS ON THE SIGN AS REQUIRED BY THE LOCAL AGENCY.
 - SIGN SHALL BE LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAY AND EXISTENCE UNLESS APPROVED BY THE GOVERNING AGENCY.
 - CONTRACTOR IS RESPONSIBLE FOR ENSURING STABILITY OF THIS SWPPP INFORMATION SIGN.

SWPPP INFORMATION SIGN
NOT TO SCALE



- NOTES:
- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANUP OF ANY MEASURES USED TO TRAP SEDIMENT.
 - WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
 - WHEN REPAIRS IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAIN INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE
NOT TO SCALE



- NOTES:
- INSPECT AND REPAIR FENCE EVERY 7 DAYS AND AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
 - REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
 - SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE FLOWING EFFICIENCY.
 - DOUBLE ROW SILT FENCE SHALL BE INSTALLED WITH 3' HORIZONTAL SPACING.

STAKED SILT FENCE
NOT TO SCALE

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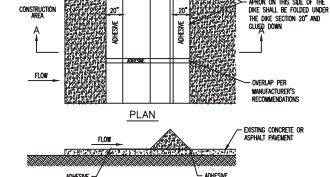
ANGEL PINERO

PROFESSIONAL ENGINEER
FLORIDA LICENSE NO. 80047
(DATE)

TITLE: **EROSION CONTROL DETAILS**

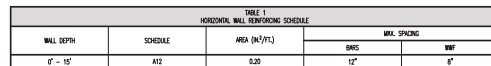
DATE: 08/05/25
PROJECT NO: 2451-24-03094

SHEET NO: **C2.02**



SILT DIKE ON EXISTING PAVEMENT
NOT TO SCALE

[illegible]



TYPE 'C' INLET DETAIL
NOT TO SCALE



HEAVY DUTY CONCRETE PAVEMENT SECTION



**STANDARD DUTY CONCRETE
PAVEMENT SECTION**
NOT TO SCALE



1. PROVIDE EXPANSION JOINTS BETWEEN SIDEWALK AND CURB OR AT ANY OTHER ROAD STRUCTURE.
2. EXPANSION JOINTS SHALL BE PROVIDED AT 120 FT. MAXIMUM SPACING.
3. ULTIMATE COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 3,000 P.S.I. @ 28 DAYS FOR SIDEWALKS.
4. MINIMUM THICKNESS OF SIDEWALK SHALL BE 6" THICK CONCRETE, 6" THICK WHEN SUBJECT TO VEHICULAR TRAFFIC.
5. FOR SIDEWALKS OR DRIVEWAYS WITHIN R.O.W., COMPACT SUBGRADE TO 95% OF MAXIMUM DENSITY AS DETERMINED BY ASTM505. COMPACTION OUTSIDE R.O.W. MAY BE 90% OF MAXIMUM DENSITY.

CONCRETE SIDEWALK DETAIL
NOT TO SCALE

[illegible]

NAME	TESTED	DECEASED	DECEASED
MFZ	JMP	-	-

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PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:

TITLE:
PAVING, GRADING, &
DRAINAGE DETAILS

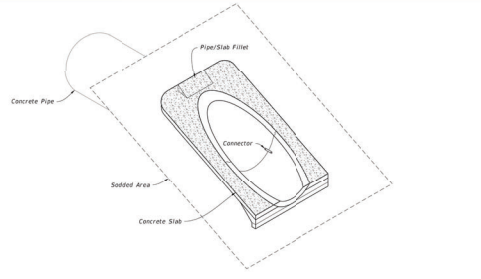
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PROJECT No: 2451-24-03094	

SHEET No. **C3.01**

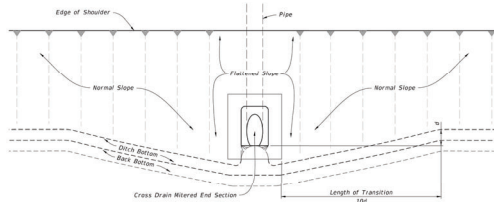
GENERAL NOTES:

- Unless otherwise designated in the plans, concrete pipe mitered end sections may be used with any type of cross drain pipe; corrugated steel pipe mitered end sections may be used with any type of cross drain pipe except aluminum pipe; and, corrugated aluminum mitered end sections may be used with any type of cross drain pipe except steel pipe. When blemished coated metal pipe is specified for cross drain pipe, construct the mitered end sections with pipe pipe or concrete pipe. When the mitered end section pipe is dissimilar to the cross drain pipe, construct a concrete jacket in accordance with Index 430-001.
- Use either corrugated metal or concrete mitered end sections for corrugated polyethylene pipe (HDPE), polyvinylchloride pipe (PVC), steel reinforced polyethylene pipe (SRPE), and polyethylene pipe (PE). When used in conjunction with corrugated mitered end sections, make connection using either: a) Formed metal band specifically designed to join HDPE, PVC, SRPE, or PE pipe with metal pipe. When used in conjunction with a concrete mitered end section, construct concrete jacket in accordance with Index 430-001.
- Class NS concrete cast-in-place reinforced slabs are required for all sizes of cross drain pipes. Construct slabs at 5 1/2" thick, unless P thickness is called for in the Plans.
- Select lengths of concrete pipe that avoid excessive connections in the assembly of the mitered end section.
- Repair corrugated metal pipe gasketing that is damaged during beveling and perforating.
- When existing multiple cross drain pipes are spaced other than the dimensions shown in this Index, have horizontal axis, or non-uniform sections, either construct the mitered end sections separately at single pipe or collectively as multiple pipe end sections as directed by the Engineer.
- Saddle Slope:
 - 1.1 Miter - Slope to C of pipe for round pipes less than or equal to 18" diameter and 1:1 for round pipes greater than or equal to 24" diameter.
 - 1.2 Miter - Slope to the major axis for elliptical pipes 24"x36" or smaller and 1:2 for pipes 24"x45" or larger.
 - 1.3 Miter - Slope to the span line for pipe arch 20"x20" or smaller and 1:2 for pipe arch 30"x24" or larger.
- 1.2 Miter - Slope to C of pipe for round pipes less than or equal to 18" diameter and 1:2 for round pipes greater than or equal to 24" diameter.
- Slope to the major axis for elliptical pipes 24"x45" or smaller and 1:1 for pipes 36"x33" or larger.
- Slope 1:1 for all pipe arch sizes.

8. Quantities shown are for estimating purposes only.

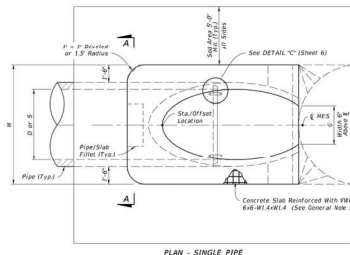


CROSS DRAIN MITERED END SECTION
(Concrete Pipe Shown, Corrugated Metal Pipe Similar)

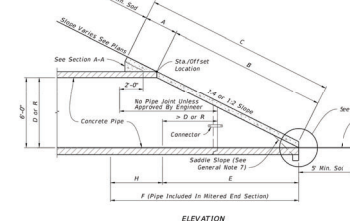


SLOPE AND DITCH TRANSITIONS

TABLE OF CONTENTS:	
Sheet	Description
1	General Notes and Contents
2	Single and Multiple Concrete Pipe
3	Concrete Pipe Dimensions and Quantities
4	Single and Multiple Corrugated Metal Pipe
5	Corrugated Metal Pipe Dimensions and Quantities
6	Concrete Pipe Connections and Corrugated Metal Pipe (CMP) Anchor Detail



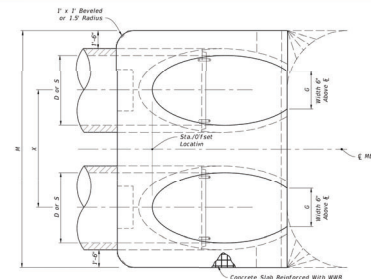
PLAN - SINGLE PIPE



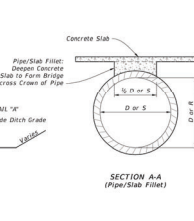
ELEVATION

NOTE: See Table 1 on Sheet 3 for Dimensions and Quantities.

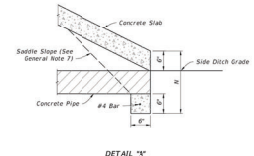
ROUND CONCRETE PIPE
(Elliptical Pipe Similar)



PLAN - MULTIPLE PIPE



SECTION A-A
(Pipe/Slab Fillet)



DETAIL "N"

SINGLE AND MULTIPLE CONCRETE PIPE

LAST REVISION 11/01/19

DESCRIPTION

FDOT FY 2025-26 STANDARD PLANS

CROSS DRAIN MITERED END SECTION

INDEX 430-021 SHEET 1 of 6

LAST REVISION 11/01/19

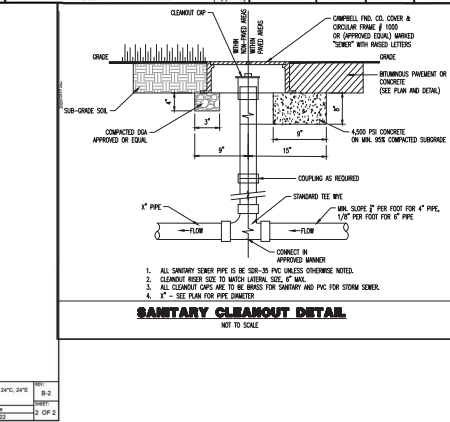
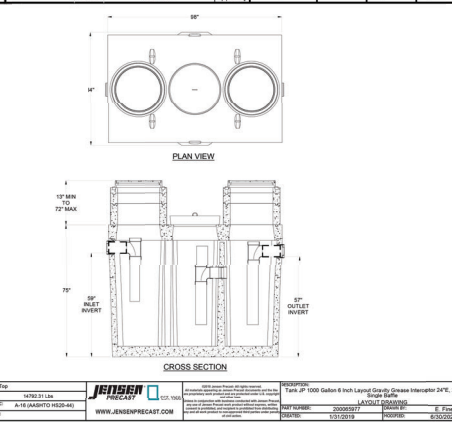
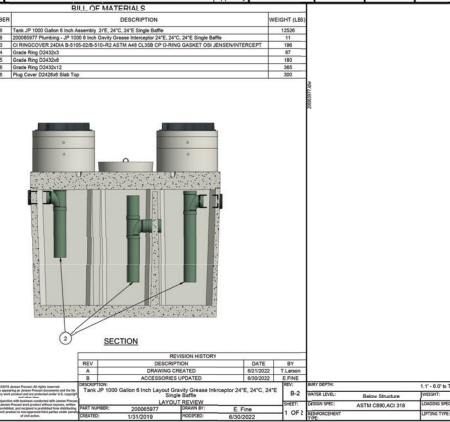
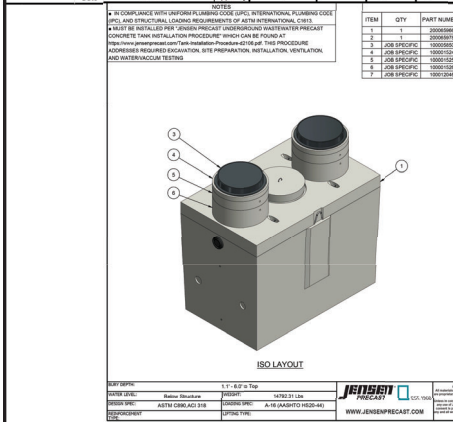
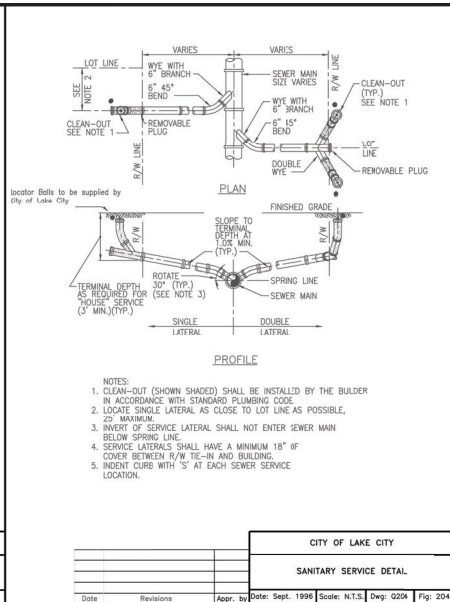
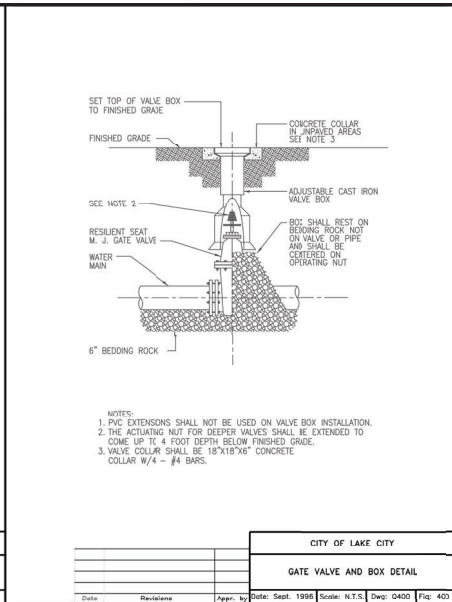
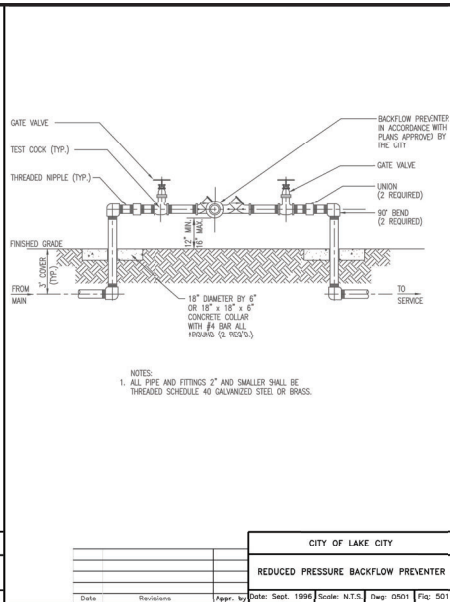
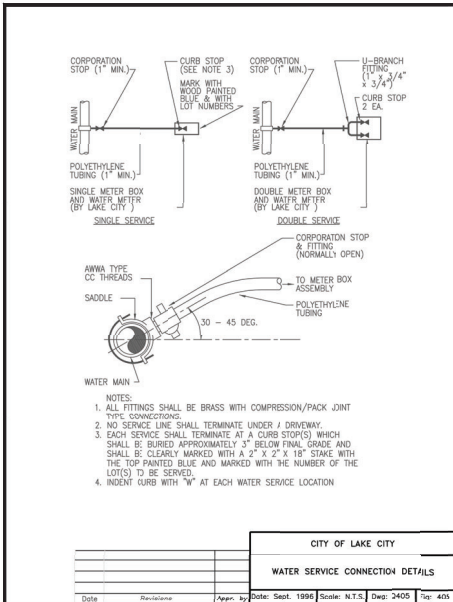
DESCRIPTION

FDOT FY 2025-26 STANDARD PLANS

CROSS DRAIN MITERED END SECTION

INDEX 430-021 SHEET 2 of 6

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12"	12"	2'-10"	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.



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(DATE)

ÁNGEL PIÑERO

PROFESSIONAL ENGINEER
FLORIDA LICENSE NO. 88047
(DATE)

UTILITY DETAILS

DATE: 08/05/25
PROJECT: 2451-24-03094

SHEET: **C4.01**



CALCULATION SUMMARY					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
PAVED AREA 18 INCHES ABOVE GRADE	7.60	33.8	2.0	3.80	16.90
UNDEFINED 18 INCHES ABOVE GRADE	1.74	35.3	0.0	N.A.	N.A.
UNDER CANOPY 18 INCHES ABOVE GRADE	58.95	73	38	1.55	1.92

LUMINAIRE 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	A4B	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 AL02 BWW2 (50K) FPCL MVOLT (SIG. POG. 6)
	9	L1	SINGLE	2238	1.010	N.A.	25.15	226.35	Lithonia Lighting	LBRR AL02 20LM BWW1 (4000K) LR SSS MWD 60CRI 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 (15 FT)
	52	SF	Single	110	1.000	N.A.	1.04	54.08	P-Led	PL-OP2-PD0324-P-NW
	1	SF02	SF 2FT	110	1.000	N.A.	1.04	8.32	P-Led	PL-OP2-PD0324-P-NW
	18	SF04	SF 4FT	110	1.000	N.A.	1.04	262.08	P-Led	PL-OP2-PD0324-P-NW
	28	SF12	SF 12FT_1	110	1.000	N.A.	1.04	1281.28	P-Led	PL-OP2-PD0324-P-NW
	8	WP	SINGLE	6614	1.010	B1-U0-G1	51.2609	410.087	Lithonia Lighting	ARC2 LED P5 40K MVOLT

THIS SITE IS LOCATED IN A REGION WHERE LIGHTING
IS REGULATED BY LOCAL ORDINANCES

NOTE:
- AREA LIGHTS ON NEW 15 FT. POLES MOUNTED ON 3 FT. CONCRETE BASES
- FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES
UNLESS NOTED OTHERWISE.

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PROFESSIONAL ENGINEER FLORIDA LICENSE NO. B-1313 DATE: _____			
ÁNGEL PEÑERO			
PROFESSIONAL ENGINEER FLORIDA LICENSE NO. 08847 DATE: _____			
TITLE: PHOTOMETRIC PLAN			
SCALE: 1"=50' PROJECT NO.: 2451-24-03094		DATE: 06/05/25	
SHEET No. _____		REC. # _____	
C5.00			

AREA	QTY	LABEL	DESCRIPTION
	4	A38	RSX2 LED P2 SOK R3 MVOLT SPA HS FAD
	6	A4	RSX2 LED P2 SOK R4 MVOLT SPA FAD

ADDITIONAL FIXTURE INFO

RSX2 LED Area Luminaire

Specifications:

- Beam Angle: 120° (120° x 120°)
- Length: 13.4" (340 mm)
- Width: 13.4" (340 mm)
- Height: 1.7" (43 mm)
- Weight: 9.0 lbs (4.1 kg)

Introduction:

The RSX2 LED Area luminaire is designed to provide high-quality lighting for a wide range of applications. It features a compact, square design with a 120° beam angle, making it ideal for illuminating large areas. The luminaire is constructed from high-quality materials and is designed to be durable and long-lasting.

Ordering Information:

EXAMPLE: RSX2 LED P2 SOK R3 MVOLT SPA HS FAD

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	RSX2 LED P2 SOK R3 MVOLT SPA HS FAD
1	1	A2	RSX2 LED P2 SOK R4 MVOLT SPA FAD
1	1	A3	RSX2 LED P2 SOK R5 MVOLT SPA FAD
1	1	A4	RSX2 LED P2 SOK R6 MVOLT SPA FAD
1	1	A5	RSX2 LED P2 SOK R7 MVOLT SPA FAD
1	1	A6	RSX2 LED P2 SOK R8 MVOLT SPA FAD
1	1	A7	RSX2 LED P2 SOK R9 MVOLT SPA FAD
1	1	A8	RSX2 LED P2 SOK R10 MVOLT SPA FAD
1	1	A9	RSX2 LED P2 SOK R11 MVOLT SPA FAD
1	1	A10	RSX2 LED P2 SOK R12 MVOLT SPA FAD

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	RSX2 LED P2 SOK R3 MVOLT SPA HS FAD
1	1	A2	RSX2 LED P2 SOK R4 MVOLT SPA FAD
1	1	A3	RSX2 LED P2 SOK R5 MVOLT SPA FAD
1	1	A4	RSX2 LED P2 SOK R6 MVOLT SPA FAD
1	1	A5	RSX2 LED P2 SOK R7 MVOLT SPA FAD
1	1	A6	RSX2 LED P2 SOK R8 MVOLT SPA FAD
1	1	A7	RSX2 LED P2 SOK R9 MVOLT SPA FAD
1	1	A8	RSX2 LED P2 SOK R10 MVOLT SPA FAD
1	1	A9	RSX2 LED P2 SOK R11 MVOLT SPA FAD
1	1	A10	RSX2 LED P2 SOK R12 MVOLT SPA FAD

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	RSX2 LED P2 SOK R3 MVOLT SPA HS FAD
1	1	A2	RSX2 LED P2 SOK R4 MVOLT SPA FAD
1	1	A3	RSX2 LED P2 SOK R5 MVOLT SPA FAD
1	1	A4	RSX2 LED P2 SOK R6 MVOLT SPA FAD
1	1	A5	RSX2 LED P2 SOK R7 MVOLT SPA FAD
1	1	A6	RSX2 LED P2 SOK R8 MVOLT SPA FAD
1	1	A7	RSX2 LED P2 SOK R9 MVOLT SPA FAD
1	1	A8	RSX2 LED P2 SOK R10 MVOLT SPA FAD
1	1	A9	RSX2 LED P2 SOK R11 MVOLT SPA FAD
1	1	A10	RSX2 LED P2 SOK R12 MVOLT SPA FAD

CANOPY	QTY	LABEL	DESCRIPTION
	20	CAN	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)

ADDITIONAL FIXTURE INFO

PCNY LED Canopy/Ceiling Luminaire

Specifications:

- Beam Angle: 120° (120° x 120°)
- Length: 13.4" (340 mm)
- Width: 13.4" (340 mm)
- Height: 1.7" (43 mm)
- Weight: 9.0 lbs (4.1 kg)

Introduction:

The PCNY LED Canopy/Ceiling luminaire is designed to provide high-quality lighting for a wide range of applications. It features a compact, square design with a 120° beam angle, making it ideal for illuminating large areas. The luminaire is constructed from high-quality materials and is designed to be durable and long-lasting.

Ordering Information:

EXAMPLE: PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A2	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A3	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A4	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A5	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A6	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A7	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A8	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A9	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A10	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A2	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A3	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A4	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A5	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A6	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A7	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A8	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A9	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A10	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A2	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A3	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A4	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A5	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A6	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A7	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A8	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A9	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)
1	1	A10	PCNY LED AL02 BWV2 (50K) FPLC MVOLT (SH. POS. 6)

DOWNLIGHT	QTY	LABEL	DESCRIPTION
	9	L3	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL

ADDITIONAL FIXTURE INFO

LITHONIA LIGHTING

Features & Specifications:

- Beam Angle: 120° (120° x 120°)
- Length: 13.4" (340 mm)
- Width: 13.4" (340 mm)
- Height: 1.7" (43 mm)
- Weight: 9.0 lbs (4.1 kg)

Introduction:

The LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL is a high-quality, compact, square downlight luminaire. It is designed to provide high-quality lighting for a wide range of applications. The luminaire is constructed from high-quality materials and is designed to be durable and long-lasting.

Ordering Information:

EXAMPLE: LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A2	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A3	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A4	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A5	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A6	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A7	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A8	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A9	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A10	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A2	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A3	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A4	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A5	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A6	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A7	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A8	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A9	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A10	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A2	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A3	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A4	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A5	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A6	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A7	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A8	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A9	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL
1	1	A10	LBR6 AL02 20LM BWV1 (4000K) AR LSS MVLT SOKR WL

BACK-BEND	QTY	LABEL	DESCRIPTION
	2	L3	M-GR24-40 (15 FT)
	2	L3	M-GR24-40 (12 FT)

ADDITIONAL FIXTURE INFO

STREET WRAP® FLEX BACK-BEND

Specifications:

- Beam Angle: 120° (120° x 120°)
- Length: 13.4" (340 mm)
- Width: 13.4" (340 mm)
- Height: 1.7" (43 mm)
- Weight: 9.0 lbs (4.1 kg)

Introduction:

The STREET WRAP® FLEX BACK-BEND is a high-quality, compact, square back-bend luminaire. It is designed to provide high-quality lighting for a wide range of applications. The luminaire is constructed from high-quality materials and is designed to be durable and long-lasting.

Ordering Information:

EXAMPLE: STREET WRAP® FLEX BACK-BEND

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	STREET WRAP® FLEX BACK-BEND
1	1	A2	STREET WRAP® FLEX BACK-BEND
1	1	A3	STREET WRAP® FLEX BACK-BEND
1	1	A4	STREET WRAP® FLEX BACK-BEND
1	1	A5	STREET WRAP® FLEX BACK-BEND
1	1	A6	STREET WRAP® FLEX BACK-BEND
1	1	A7	STREET WRAP® FLEX BACK-BEND
1	1	A8	STREET WRAP® FLEX BACK-BEND
1	1	A9	STREET WRAP® FLEX BACK-BEND
1	1	A10	STREET WRAP® FLEX BACK-BEND

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	STREET WRAP® FLEX BACK-BEND
1	1	A2	STREET WRAP® FLEX BACK-BEND
1	1	A3	STREET WRAP® FLEX BACK-BEND
1	1	A4	STREET WRAP® FLEX BACK-BEND
1	1	A5	STREET WRAP® FLEX BACK-BEND
1	1	A6	STREET WRAP® FLEX BACK-BEND
1	1	A7	STREET WRAP® FLEX BACK-BEND
1	1	A8	STREET WRAP® FLEX BACK-BEND
1	1	A9	STREET WRAP® FLEX BACK-BEND
1	1	A10	STREET WRAP® FLEX BACK-BEND

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	STREET WRAP® FLEX BACK-BEND
1	1	A2	STREET WRAP® FLEX BACK-BEND
1	1	A3	STREET WRAP® FLEX BACK-BEND
1	1	A4	STREET WRAP® FLEX BACK-BEND
1	1	A5	STREET WRAP® FLEX BACK-BEND
1	1	A6	STREET WRAP® FLEX BACK-BEND
1	1	A7	STREET WRAP® FLEX BACK-BEND
1	1	A8	STREET WRAP® FLEX BACK-BEND
1	1	A9	STREET WRAP® FLEX BACK-BEND
1	1	A10	STREET WRAP® FLEX BACK-BEND

POD	QTY	LABEL	DESCRIPTION
	52	SF	PL-OP2-PO224-P-NV
	1	SF02	PL-OP2-PO224-P-NV
	18	SF04	PL-OP2-PO224-P-NV
	28	SF04	PL-OP2-PO224-P-NV

ADDITIONAL FIXTURE INFO

POD 3-24V™ M-SFPT3-XX-24

Specifications:

- Beam Angle: 120° (120° x 120°)
- Length: 13.4" (340 mm)
- Width: 13.4" (340 mm)
- Height: 1.7" (43 mm)
- Weight: 9.0 lbs (4.1 kg)

Introduction:

The POD 3-24V™ M-SFPT3-XX-24 is a high-quality, compact, square luminaire. It is designed to provide high-quality lighting for a wide range of applications. The luminaire is constructed from high-quality materials and is designed to be durable and long-lasting.

Ordering Information:

EXAMPLE: POD 3-24V™ M-SFPT3-XX-24

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	POD 3-24V™ M-SFPT3-XX-24
1	1	A2	POD 3-24V™ M-SFPT3-XX-24
1	1	A3	POD 3-24V™ M-SFPT3-XX-24
1	1	A4	POD 3-24V™ M-SFPT3-XX-24
1	1	A5	POD 3-24V™ M-SFPT3-XX-24
1	1	A6	POD 3-24V™ M-SFPT3-XX-24
1	1	A7	POD 3-24V™ M-SFPT3-XX-24
1	1	A8	POD 3-24V™ M-SFPT3-XX-24
1	1	A9	POD 3-24V™ M-SFPT3-XX-24
1	1	A10	POD 3-24V™ M-SFPT3-XX-24

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	POD 3-24V™ M-SFPT3-XX-24
1	1	A2	POD 3-24V™ M-SFPT3-XX-24
1	1	A3	POD 3-24V™ M-SFPT3-XX-24
1	1	A4	POD 3-24V™ M-SFPT3-XX-24
1	1	A5	POD 3-24V™ M-SFPT3-XX-24
1	1	A6	POD 3-24V™ M-SFPT3-XX-24
1	1	A7	POD 3-24V™ M-SFPT3-XX-24
1	1	A8	POD 3-24V™ M-SFPT3-XX-24
1	1	A9	POD 3-24V™ M-SFPT3-XX-24
1	1	A10	POD 3-24V™ M-SFPT3-XX-24

Accessories	QTY	LABEL	DESCRIPTION
1	1	A1	POD 3-24V™ M-SFPT3-XX-24
1	1	A2	POD 3-24V™ M-SFPT3-XX-24
1	1	A3	POD 3-24V™ M-SFPT3-XX-24
1	1	A4	POD 3-24V™ M-SFPT3-XX-24
1	1	A5	POD 3-24V™ M-SFPT3-XX-24
1	1	A6	POD 3-24V™ M-SFPT3-XX-24
1	1	A7	POD 3-24V™ M-SFPT3-XX-24
1	1	A8	POD 3-24V™ M-SFPT3-XX-24
1	1	A9	POD 3-24V™ M-SFPT3-XX-24
1	1	A10	POD 3-24V™ M-SFPT3-XX-24



REV.	DATE	COMMENTS
1	08/05/20	Initial Release
2	08/05/20	Revised
3	08/05/20	Revised
4	08/05/20	Revised
5	08/05/20	Revised
6	08/05/20	Revised
7	08/05/20	Revised
8	08/05/20	Revised
9	08/05/20	Revised
10	08/05/20	Revised

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Tel: 321.255.1570

MICHAEL D. MILES

PROFESSIONAL ENGINEER
FLORIDA LICENSE NO. 81313
DATE:

ANGEL PINERO

PROFESSIONAL ENGINEER
FLORIDA LICENSE NO. 88047
DATE:

PHOTOMETRIC DETAILS

PHOTOMETRIC DETAILS

PHOTOMETRIC DETAILS

PHOTOMETRIC DETAILS

PHOTOMETRIC DETAILS

AREA	QTY	LABEL	DESCRIPTION
	8	WP	ARC2 LED FS 40K MVOLT

ADDITIONAL FIXTURE INFO

**ARC2 LED**
Architectural Wall Luminaire

Specifications

Depth (D): 1.27"
Depth (D): 1.27"
Height: 3.7"
Width: 16"
Height: 11.5"
Weight (approx): 11 lbs

Introduction

The Litonia Lighting ARC LED wall-mounted luminaire provides both architectural lighting and steady, comfortable illumination while providing high energy savings and low initial costs for each financial package.

ARC2 delivers up to 4,000 lumens with a soft, non-glared light source, offering a visually comfortable environment. It offers integrated emergency battery backup options, including a 90+ min backup option, making it suitable for pedestrian scale applications in any environment.

ARC LED Family Overview									
Model	Quantity	Wattage (W)	Beam Angle	1	2	3	4	5	6
ARC2 FS	8	40	30	1,000	1,000	1,000	1,000	1,000	1,000

Ordering Information									
EXAMPLE: ARC2 LED FS 40K MVOLT FS 00000									
Model	Quantity	Wattage (W)	Beam Angle	1	2	3	4	5	6
ARC2 FS	8	40	30	1,000	1,000	1,000	1,000	1,000	1,000

Accessories									
ARC2 FS	8	40	30	1,000	1,000	1,000	1,000	1,000	1,000

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Performance Data									
Lumen Output									
Model	Quantity	Wattage (W)	Beam Angle	1	2	3	4	5	6
ARC2 FS	8	40	30	1,000	1,000	1,000	1,000	1,000	1,000

Electrical Load									
Model	Quantity	Wattage (W)	Beam Angle	1	2	3	4	5	6
ARC2 FS	8	40	30	1,000	1,000	1,000	1,000	1,000	1,000

Lumen Ambient Temperature (LAT) Multiplier									
Model	Quantity	Wattage (W)	Beam Angle	1	2	3	4	5	6
ARC2 FS	8	40	30	1,000	1,000	1,000	1,000	1,000	1,000



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MICHAEL D. MILES

PROFESSIONAL ENGINEER
FLORIDA LICENSE NO. 81313
DATE:

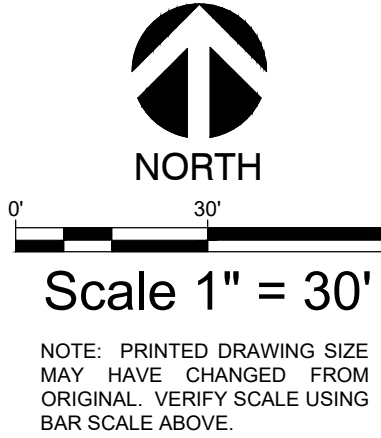
ÁNGEL PIÑERO

PROFESSIONAL ENGINEER
FLORIDA LICENSE NO. 88047
DATE:

TITLE: PHOTOMETRIC DETAILS

DATE: 08/05/25
PROJECT NO: 2451-24-03094

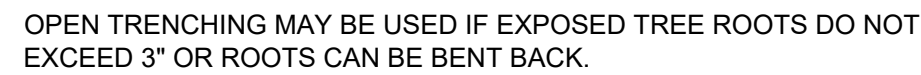
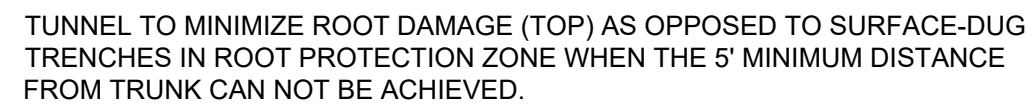
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NOTE: TREE PROTECTION FOR ANY PRESERVED OR RELOCATED TREES MUST BE PROVIDED PER DETAILS AND SPECIFICATIONS ON SHEET TD-2. THESE MUST BE UP PRIOR TO THE COMMENCEMENT OF ANY WORK AND MAINTAINED THROUGHOUT CONSTRUCTION.

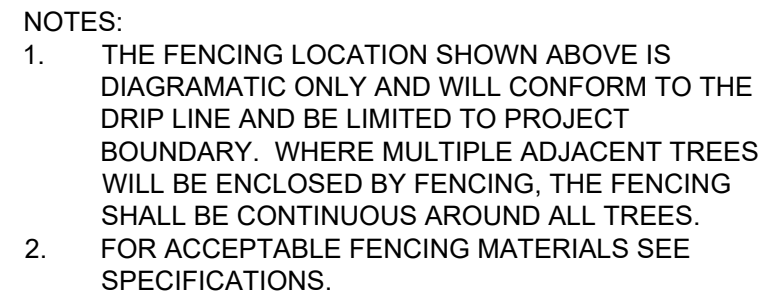
TUNNELS SHALL BE DUG THROUGH THE ROOT PROTECTION ZONE IN ORDER TO MINIMIZE ROOT DAMAGE.



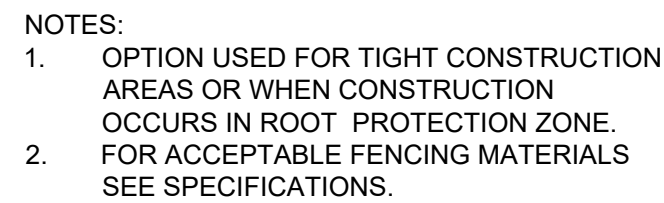
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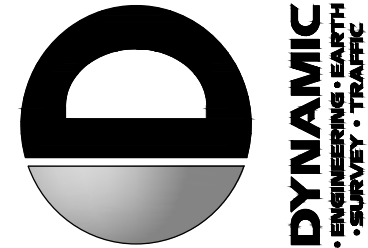
SCALE: NOT TO SCALE



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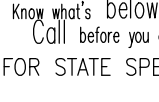
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	RNK	RNK	MNB	-
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PROJECT: HIX SNEDEKER COMPANIES, LLC

PROPOSED FUEL STATION AND CONVENIENCE STORE
PARCEL ID: 34-3S-16-02465-010

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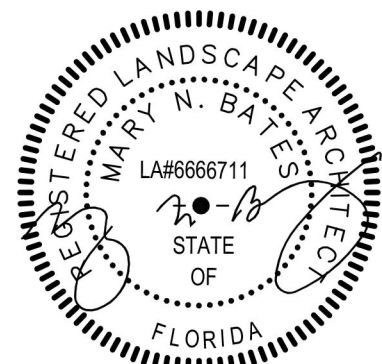
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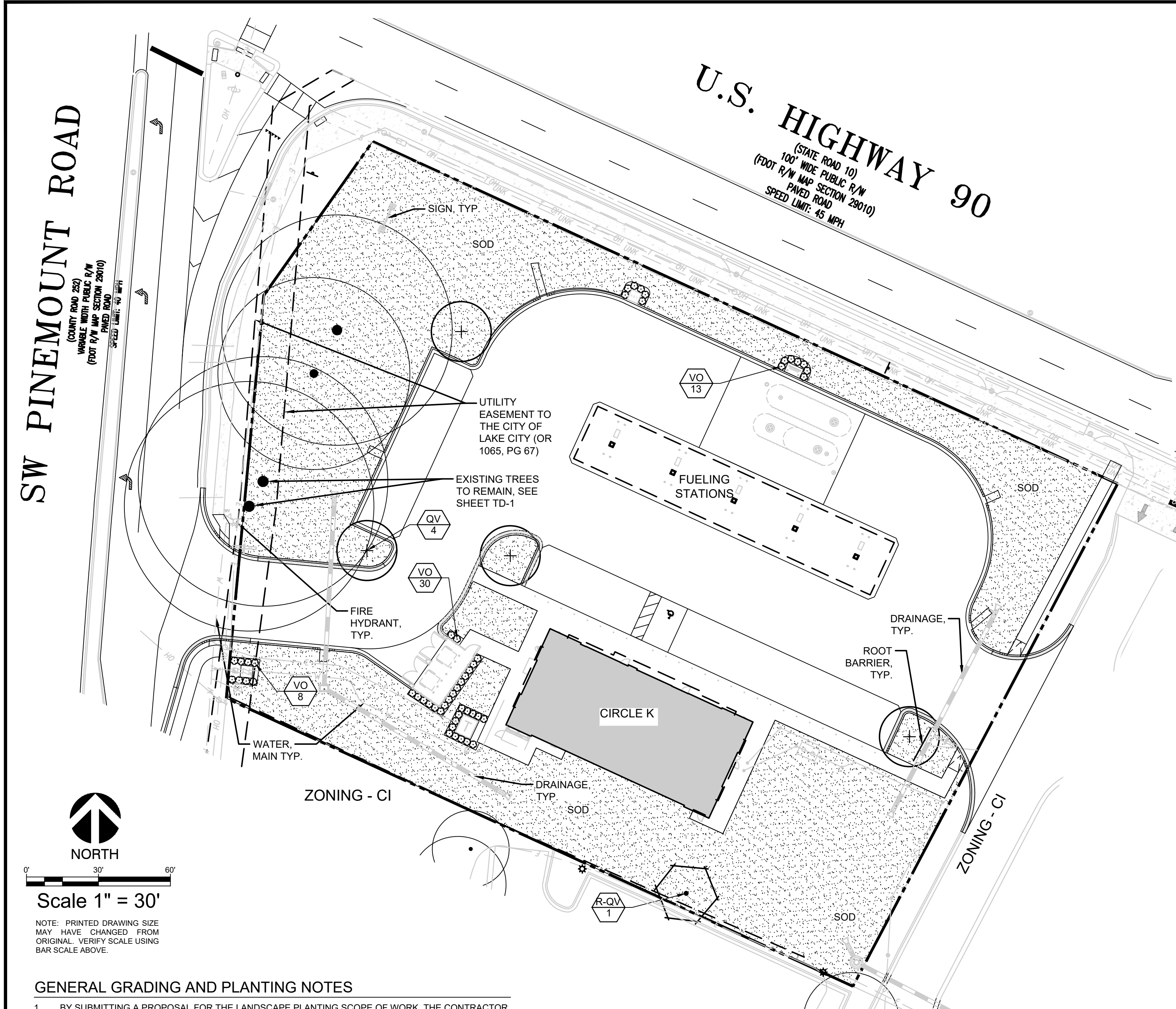
TITLE: TREE DISPOSITION NOTES & DETAILS

SCALE: (H) (V)	DATE: 09/05/25
PROJECT No: 3968-24-03288	

SHEET No:	Rev. #:
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TD-2

Plotted: 09/12/25 - 1:33 PM, By: Rutisha Nagaraj, Product Ver: 25.0s (LMS Tree)
File: P:\Shared\Projects\2025\Circle K - Lake City FL - W US Hwy 90\Circle K - Lake City FL - LP.dwg, ---> LP-1



GENERAL GRADING AND PLANTING NOTES

- BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
- 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.
 - 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.
 - 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 POTENTIAL.
 - 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.
 - 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.
- ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE 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 QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
 - THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES: PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
 - NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT. IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
 - THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS 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 ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
- THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATION FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
- SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

STANDARDS FOR PLANT MATERIALS

- 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.
- TREES PLANTED TO FULFILL THE MINIMUM LANDSCAPE REQUIREMENTS SHALL NOTWITHSTANDING 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.
- ALL LANDSCAPING SHALL UTILIZE NATIVE PLANT SPECIES OR THOSE SPECIES LISTED IN THE FLORIDA-FRIENDLY LANDSCAPING "B" GUIDE TO PLANT SELECTION AND LANDSCAPE DESIGN.
- 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

- 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.
- 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 1.13.B).
- 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.
- ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
- 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).

LANDSCAPE CALCULATIONS

CITY OF LAKE CITY, FL - LANDSCAPE CODE COMPLIANCE CHART CHAPTER 104 - VEGETATION

GROSS SITE AREA: 77,670 SF 1.78 AC
ZONING DISTRICT: C-1

SITE AREA	SF	AC	%
VEHICULAR USE AREA	34,575.62	0.79	45%
BUILDING FOOTPRINT	5,200.00	0.12	7%
SIDEWALKS AND HARDSCAPES	3,814.60	0.09	5%
GREEN SPACE	34,079.79	0.78	44%
TOTAL	77,670.00	1.78	100%

REQ	PROV
4	4

VEHICULAR USE AREA LANDSCAPING		
1 CANOPY TREE PER PARKING ISLAND		
	4	4

LANDSCAPE BUFFERS		
NORTH - US HIGHWAY 90 - 330 LF		
NA - SIMILAR ADJACENT USE	NA	NA
WEST - SW PINEMOUNT RD - 213 LF		
NA - SIMILAR ADJACENT USE	NA	NA
SOUTH - SIMILAR ADJACNET ZONING	NA	NA
EAST - SIMILAR ADJACNET ZONING	NA	NA

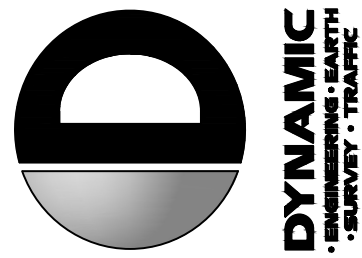
LANDSCAPE CALCULATIONS

PER SEC. 104-50 (D) REMOVAL OF (1) HERITAGE REQUIRES REPLACEMENT OF (1) 6" INCHES OF DBH OF REPLACEMENT TREE AT A MINIMUM. THIS NUMBER MAY INCREASE IF ALL TREES DESCRIBED ON SHEET TD-1 ARE NOT ABLE TO BE SAVED.

REPLACEMENT PLAN:	CREDIT INCHES	QUANTITY
LIVE OAK 6" DBH	6	1
TOTAL PROPOSED REPLACEMENT DBH (IN):	6	
TOTAL PROPOSED TREES:		1

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL/DBH	HEIGHT	SPREAD	NATIVE	XERIC
TREES									
QV	4	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	CONT. OR F.G.	2.5" CAL MIN	10' MIN.	FULL	YES	HIGH
R-QV	1	REPLACEMENT QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	CONT. OR F.G.	6" DBH	10' MIN.	FULL	YES	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	PASPALLUM NOTATUM 'ARGENTINE'	ARGENTINE BAHIA GRASS	SOLID SOD				NO	HIGH



THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DRAWN BY: RINK DESIGNED BY: RINK CHECKED BY: MNE

PROJECT: HIX SNEDEKER COMPANIES, LLC
PROPOSED FUEL STATION AND CONVENIENCE STORE
PARCEL ID: 34-35-16-02465-010
4706 WEST US HIGHWAY 90
LAKE CITY, COLUMBIA COUNTY, FLORIDA 32066



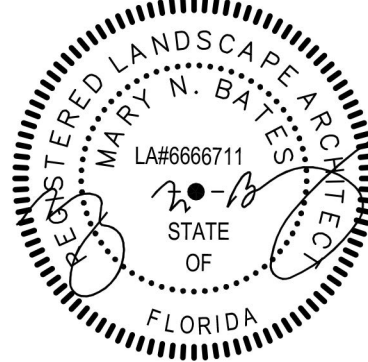
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LANDSCAPE PLAN

SCALE: (H) (V)
DATE: 09/05/25
PROJECT No: 3968-24-03288

SHEET No: LP-1
Rev. #:

Plotted: 09/12/25 - 11:57 AM, By: Rutuaha Negraj, - Product Ver: 25.0a (LWS Tech)
File: P:\Shared\Projects\2025\Circle K\Circle K - Lake City FL - W US Hwy 90\Circle K - Lake City FL - LP.dwg, ----> LP-2

PLANTING SPECIFICATIONS

GENERAL

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.

B. 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, TRANSPORTATION 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 ANY WORK.

PRODUCTS

A. ALL MANUFACTURED PRODUCTS SHALL BE NEW.

B. 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 CLIMATIC 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 J-SHAPED ROOTS).
- TREES MAY BE PLANTED FROM CONTAINERS OR BALLED-AND-BURLAPPED (B&B), UNLESS SPECIFIED ON THE PLANTING LEGEND. BARE-ROOT TREES ARE NOT ACCEPTABLE.
- IF ANY PLANT DETERMINED BY THE LANDSCAPE ARCHITECT OR OWNER SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTABLE 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 ACCEPTABLE. 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 AFTER PLANTING.
- 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 PALLEY 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 1/2 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 DECISEMENS/M; NOT EXCEEDING 0.5 PERCENT INERT CONTAMINANTS AND FREE OF SUBSTANCES TOXIC TO PLANTINGS. NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED.
- 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 THE WIRE: ASTM A 641, CLASS 1, GALVANIZED-STEEL WIRE, 2-STRAND, TWISTED, 0.106 INCH DIAMETER.
 - STRAP CHAFING GUARD: REINFORCED NYLON OR CANVAS AT LEAST 1-1/2 INCH WIDE, WITH GROMETTES 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.

METHODS

A. SOIL PREPARATION

- BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE GRADE OF ALL LANDSCAPE AREAS ARE WITHIN +0.1' OF FINISH GRADE. IF THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY SHOULD ANY DISCREPANCIES EXIST.
- 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 THE SAMPLE LOCATIONS ARE INDICATED ON THE PLANS, THE CONTRACTOR SHALL TAKE A MINIMUM OF THREE SAMPLES FROM VARIOUS REPRESENTATIVE LOCATIONS FOR TESTING.
 - THE CONTRACTOR SHALL HAVE THE SOIL TESTING LABORATORY PROVIDE RESULTS FOR THE 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 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, XEROPLANTS, 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.
- 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:
 - TURF: 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.
 - PREPLANT TURF FERTILIZER (10-20-10 OR SIMILAR, SLOW RELEASE, ORGANIC) - 15 LBS PER 1,000 S.F.
 - "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.
 - 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.
 - 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 ADEQUATE DRAINAGE AREAS AT THE MINIMUM SLOPE OF 1% TOWARD THE WALKS. 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 POTENTIAL.
 - 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.
 - 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 8" 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 TREES/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 ITEM BEING SUBMITTED.

C. GENERAL PLANTING

- REMOVE ALL NURSERY TAGS AND STAKES FROM PLANTS.
- BACKFILL THE TREE HOLE WITH ORNAMENTAL GRASSES, APPLY PRE-EMERGENT HERBICIDES AT THE MANUFACTURER'S RECOMMENDED RATE.
- TRENCHING NEAR EXISTING TREES:
 - 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).
 - 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.
 - 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.
 - 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, ALL TIES MUST 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 TOPSOIL 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:
 - 1-2" TREES: TWO STAKES PER TREE
 - 2-12" TREES: THREE STAKES PER TREE
 - TREES OVER 4" CALIPER: GUY AS NEEDED
 - MULTI-TRUNK TREES: THREE STAKES PER TREE MINIMUM. QUANTITY AND POSITIONS AS 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 XEROPLANT 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 RECOMMENDATIONS.
 - WHEN PLANTING IS COMPLETE, INSTALL MULCH (TYPE AND DEPTH PER PLANS) OVER ALL PLANTING BEDS, COVERING THE ENTIRE PLANTING AREA.
- SODDING:
 - 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 SOD 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 UNDERNEATH.
 - 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.
- MULCH:
 - INSTALL MULCH TOPDRESSING, TYPE AND DEPTH PER MULCH NOTE, IN ALL PLANTING AREAS AND TREE RINGS.
 - 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.
- CLEAN UP:
 - 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, RESETTling OF PLANTS THAT HAVE SETTLED, MOVING 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 WORKSMANSHIP, 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:
 - 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.
- WARRANTY PERIOD, PLANT GUARANTEE AND REPLACEMENTS:
 - 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.

- SHRUB, PERENNIAL, OR ORNAMENTAL GRASS.
- MULCH, TYPE AND DEPTH PER PLANS. PLACE NO MORE THAN 1" OF MULCH WITHIN 6" OF PLANT CENTER.
- FINISH GRADE.
- ROOT BALL.
- BACKFILL. AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS.
- UNDISTURBED NATIVE SOIL.
- 3" HIGH EARTHEN WATERING BASIN.

E. SHRUB AND PERENNIAL PLANTING

SCALE: NTS

A. EARTH/SPADE EDGE

SCALE: NOT TO SCALE

B. PARKWAY OR ISLAND

TO 10'

C. ROOT BARRIER - PLAN VIEW

SCALE: NOT TO SCALE

D. DISTANCE PER PLAN

24" MIN. TO EDGE OF MATURE CANOPY

F. PLANTING AT PARKING AREA

SCALE: NOT TO SCALE

- TYPICAL WALKWAY OR PAVING
- TREE TRUNK
- LINEAR ROOT BARRIER MATERIAL. SEE PLANTING NOTES FOR TYPE AND MANUFACTURER. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
- TREE CANOPY
- TYPICAL PLANTING AREA
- TYPICAL CURB AND GUTTER

NOTES:

- INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS.
- BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE - UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

B. TREE PLANTING

SCALE: NOT TO SCALE

D. PLANT SPACING

SCALE: NTS

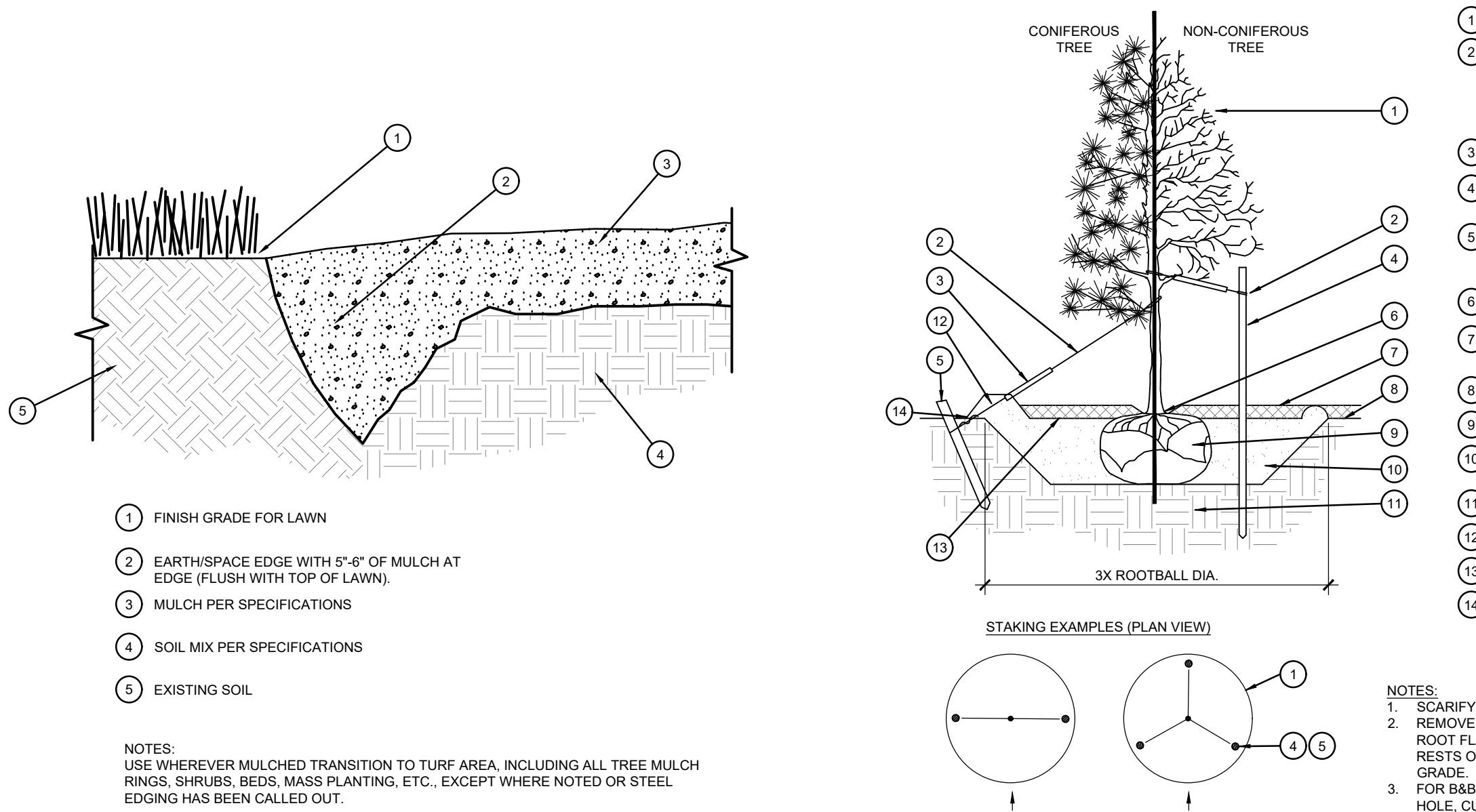
- BIODEGRADABLE TWINE.
- PALM BRACE SYSTEM.
- 2" X 4" SUPPORT, TOENAILLED TO BRACE SYSTEM (3) - DO NOT NAIL TO PALM.
- ROOT BALL.
- 4" HIGH TEMPORARY WATERING BASIN.
- MULCH PER PLANS. DO NOT ALLOW MORE THAN 1" OF MULCH WITHIN 12" OF TRUNK.
- 2" X 4" X 12" DEADMAN, BURIED 12" MIN. BELOW GRADE.
- BACKFILL MIX PER SPECIFICATIONS AND SOIL TEST RECOMMENDATIONS.
- 4" PERFORATED PVC WATER MONITORING TUBE WRAPPED IN FILTER FABRIC (ANY APPROVED) - TWO PLACES AROUND PALM.
- UNDISTURBED SUBGRADE.

NOTES:

- SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING PALM.
- THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL, AND THE ZONE OF ROOT INITIATION IS 3"-5" BELOW FINISH GRADE.
- DO NOT REMOVE ANY LIVE FRONDS PRIOR TO DIGGING AT THE NURSERY.
- AFTER PLANTING, LOOSEN THE TWINE SO THAT THE FRONDS MAY MOVE, BUT THE TERMINAL BUD IS PROTECTED.

G. PALM PLANTING

SCALE: NOT TO SCALE



- TREE CANOPY.
- CINCH-TIES (24" BOX/2" CAL. TREES AND SMALLER) OR 12 GAUGE GALVANIZED WIRE WITH NYLON TREE STRAPS AT TREE AND STAKE (36" BOX/2 5" CAL. TREES AND LARGER). SECURE TIES OR STRAPS TO TRUNK JUST ABOVE LOWEST MAJOR BRANCHES.
- 24" X 3/4" P.V.C. MARKERS OVER WIRES.
- GREEN STEEL T-POSTS. EXTEND POSTS 12" MIN. INTO UNDISTURBED SOIL.
- PRESSURE-TREATED WOOD DEADMAN, TWO PER TREE (MIN.). BURY OUTSIDE PER PLANTING PIT AND 18" MIN. INTO UNDISTURBED SOIL.
- TRUNK FLARE.
- MULCH, TYPE AND DEPTH PER PLANS. DO NOT PLACE MULCH WITHIN 6" OF TRUNK.
- FINISH GRADE.
- ROOT BALL.
- BACKFILL. AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS.
- UNDISTURBED NATIVE SOIL.
- 4" HIGH EARTHEN WATERING BASIN.
- FINISH GRADE.
- MULCH BARRIER, IN AREAS WHERE THE GRADE SLOPES TOWARD THE FOOT RIGHT OF WAY, CONSTRUCT A 4" HIGH BERM TO CONTAIN MULCH. NO MULCH MAY BE PLACED WHERE IT COULD WASH INTO THE FOOT RIGHT OF WAY.

NOTES:

- SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING TREE.
- 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 GRADE.
- 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.
- FOR TREES 36" BOX/2 5" CAL. AND LARGER, USE THREE STAKES OR DEADMEN (AS ADDITIONAL TOPSOIL FROM OFF-SITE AT NO ADDITIONAL COST TO THE OWNER).
- STAKING SHALL BE TIGHT ENOUGH TO PREVENT TRUNK FROM BENDING, BUT LOOSE ENOUGH TO ALLOW SOME TRUNK MOVEMENT IN WIND.

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TITLE: **LANDSCAPE NOTES & DETAILS**

SCALE: (H)
(V)
DATE: 09/05/25

PROJECT No: 3968-24-03288

SHEET No: Rev. #:

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DESIGNED BY: _____
CHECKED BY: _____
DATE: _____

DESIGNED BY: _____
CHECKED BY: _____
DATE: _____

DESIGNED BY: _____
CHECKED BY: _____
DATE: _____

DESIGNED BY: _____
CHECKED BY: _____
DATE: _____

COMMENTS

LP-2

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 32055
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

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, CI. 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:

1. 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 Suwannee 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. SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND NATURAL 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

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

FACILITY TYPE	LEVEL OF SERVICE STANDARD PER THE LAKE CITY COMPREHENSIVE PLAN	BUILD CONDITIONS
Traffic Circulation	Refer to the Traffic Impact Analysis for Proposed Circle K Prepared by Dynamic Traffic dated June 2, 2025.	
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: $PD = (GPD/T) \times 0.1 + IF$, 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: $PD = (GPD/T) \times 0.1 + IF$, from the section 64E-8.002 (4) Limited Use Public Water System Construction, where T= 16 hours and IF = 0

TRAFFIC IMPACT ANALYSIS

For

**Hix Snedeker Companies, LLC
Proposed Circle K**

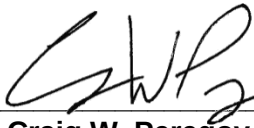
Property Located at:

**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
Peregoy**
**Craig W. Peregoy, PE
FL PE License #78893**

Digitally signed
by Craig W
Peregoy
Date: 2025.09.15
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June 2, 2025

DT# 2451 25-00048

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- 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:
 - 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:

US Highway 90 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.

SW Pinemount Road 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.

NW Turner Avenue 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 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	Trip Type	AM PSH			PM PSH		
		In	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	Average Control Delay (seconds per vehicle)
A	0.0 to 10.0
B	10.1 to 20.0
C	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)
a	0.0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	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

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

a - Unsignalized Intersection Level of Service

A - Signalized Intersection Level of Service

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

Intersection	Direction/ Movement		No Build			Build		
			LOS	Delay	V/C	LOS	Delay	V/C
US Highway 90 & SW Pinemount Road/ NW Turner Avenue	EB	L	B	12.1	0.08	B	12.9	0.09
		TR	C	25.5	0.42	C	28.4	0.44
	WB	L	B	16.4	0.59	B	18.8	0.66
		T	B	18.4	0.36	B	18.5	0.35
		R	A	1.4	0.14	A	1.4	0.14
	NB	L	D	48.3	0.36	D	49.1	0.42
		T	E	76.6	0.39	E	77.0	0.41
		R	A	3.8	0.39	A	3.7	0.39
	SB	L	E	58.2	0.67	E	60.3	0.69
		T	E	57.2	0.19	E	59.6	0.24
		R	A	0.5	0.09	A	0.7	0.11
	Overall		C	24.5	-	C	26.4	-
US Highway 90 & Shopping Center Driveway	NB	R	b	12.3	0.053	b	13.5	0.177
SW Pinemount Road & Northern Shopping Center Drive	WB	LR	b	12.6	0.269	b	14.5	0.327
	SB	L	a	7.7	0.058	a	7.8	0.092
SW Pinemount Road & Proposed Site Driveway	WB	R	-	-	-	c	21.8	0.443

a - Unsignalized 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	Direction/ Movement	Storage Length	AM PSH		PM PSH	
			No Build	Build	No Build	Build
US Highway 90 & SW Pinemount Road/ NW Turner Avenue	EB	L	235'	25'	25'	28'
		TR	-	231'	234'	323'
	WB	L	390'	37'	52'	166'
		T	-	136'	128'	266'
		R	-	0'	0'	17'
	NB	L	240'	64'	92'	90'
		T	-	71'	74'	83'
		R	150'	61'	62'	0'
	SB	L	200'	132'	135'	245'
		T	-	32'	33'	87'
		R	60'	0'	0'	0'
US Highway 90 & Shopping Center Driveway	NB	R	-	3'	18'	5'
SW Pinemount Road & Northern Shopping Center Driveway	WB	LR	-	10'	15'	28'
	SB	L	185'	3'	5'	5'
SW Pinemount Road & Proposed Site Driveway	WB	R	-	-	8'	-

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 NCHRP 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:

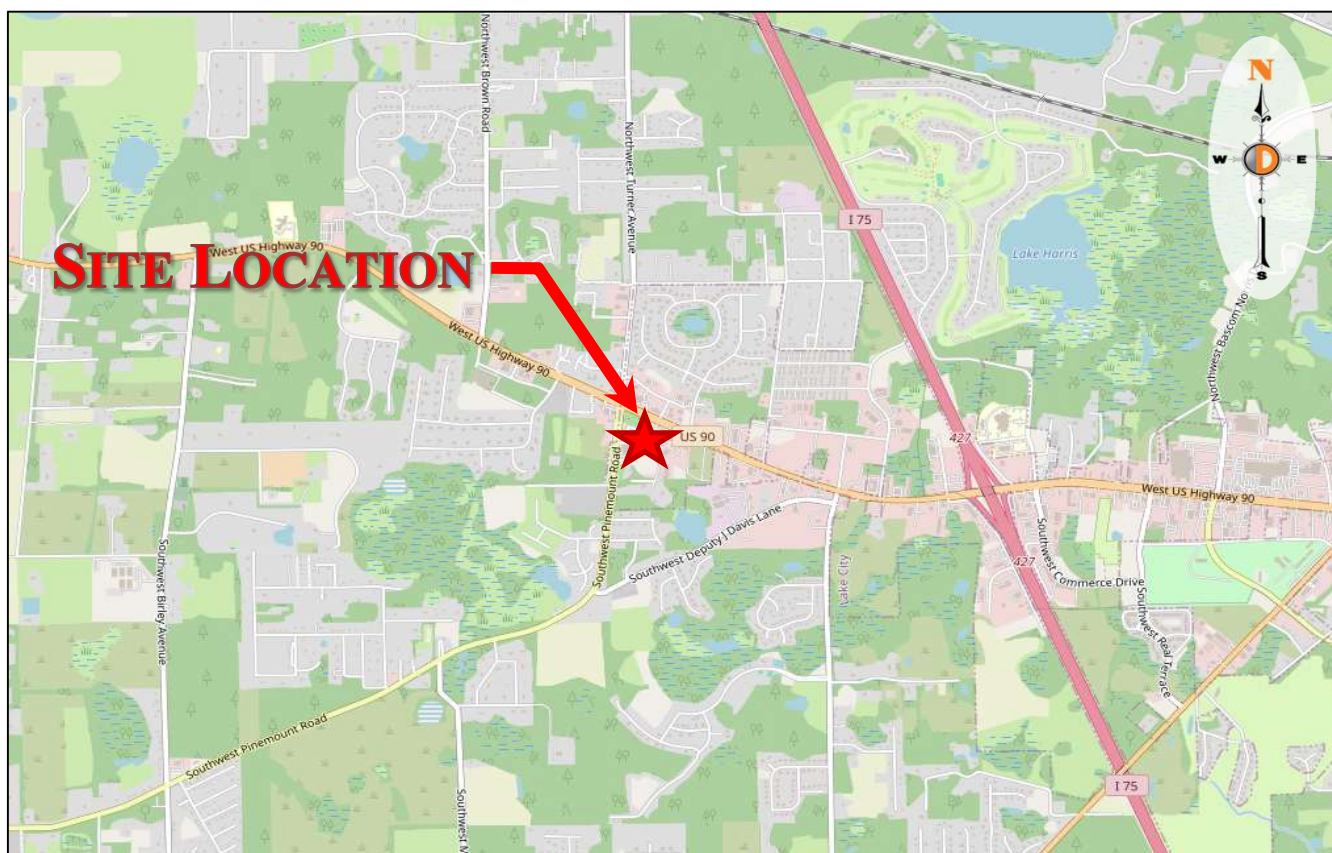
- The proposed Circle K fuel station and convenience store is anticipated to generate 27 entering trips and 27 exiting trips during the weekday morning peak hour and 27 entering trips and 27 exiting trips during the weekday evening peak hour that are “new” to the adjacent roadway network.
- Access to 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

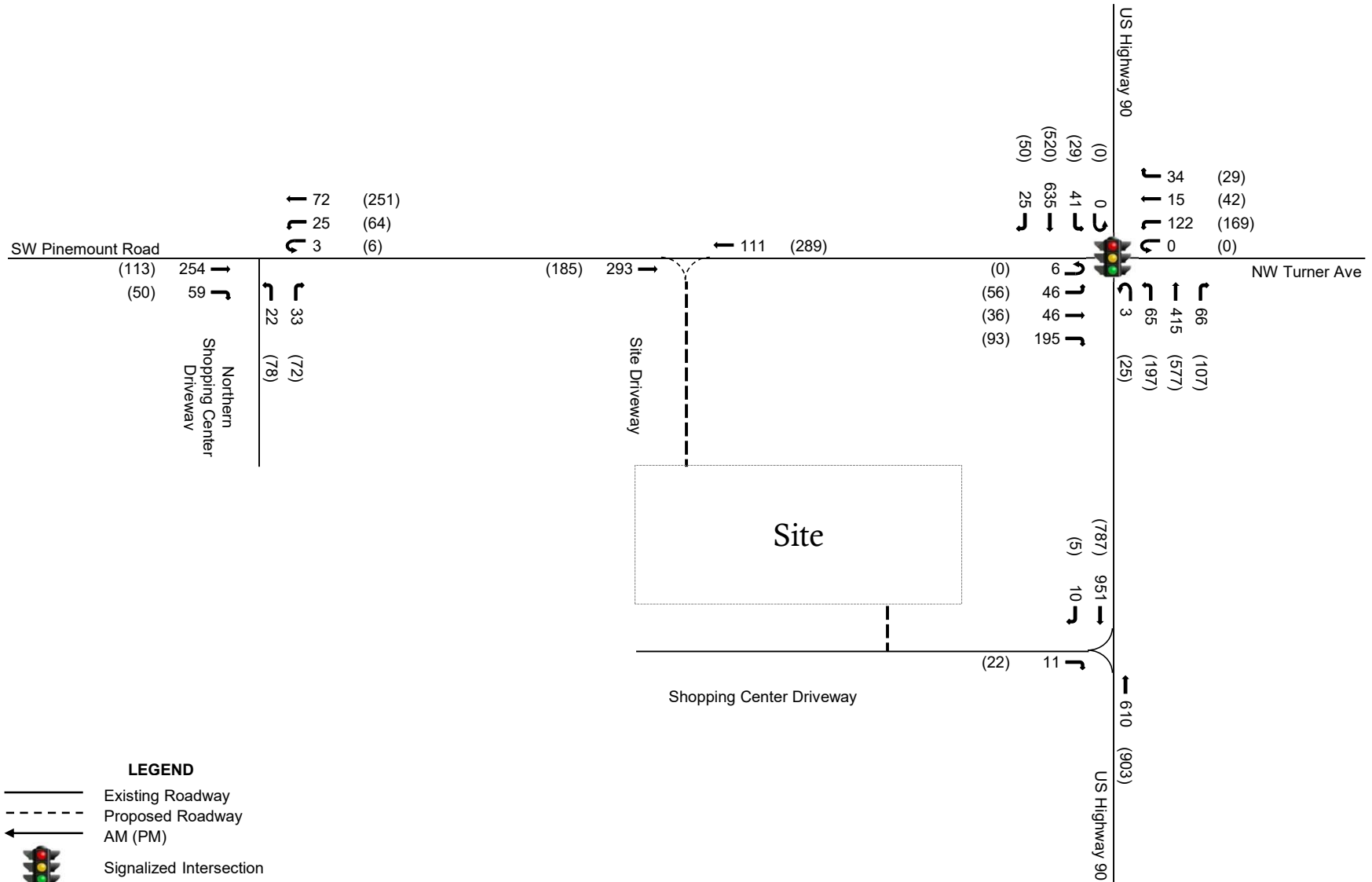
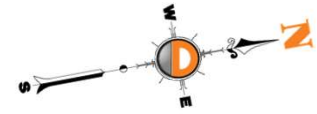
Traffic Volume Figures



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

Figure 1

Site Location Map



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

Figure 2

Existing Traffic Volumes

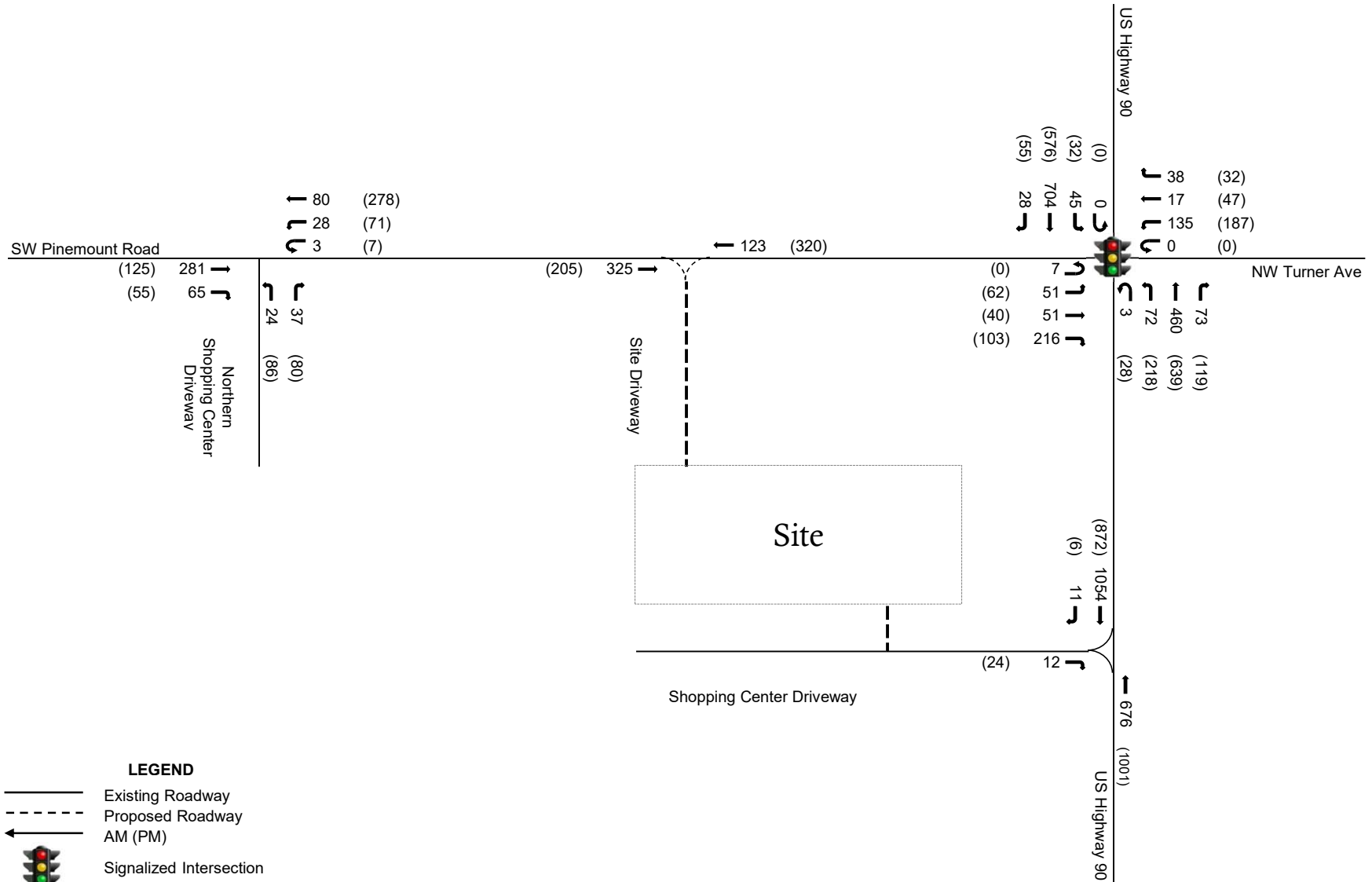
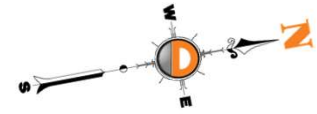
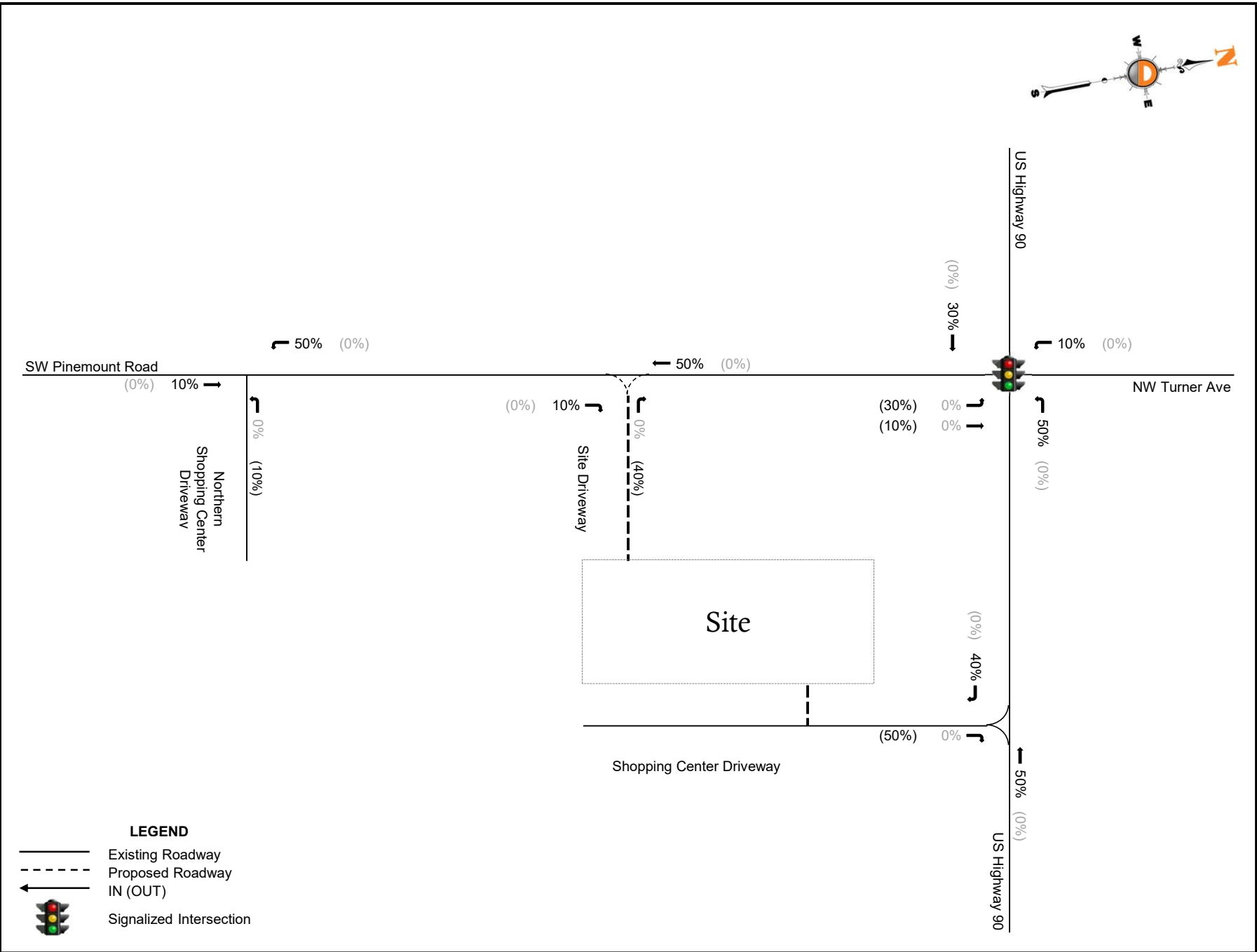


Figure 3

No Build Traffic Volumes

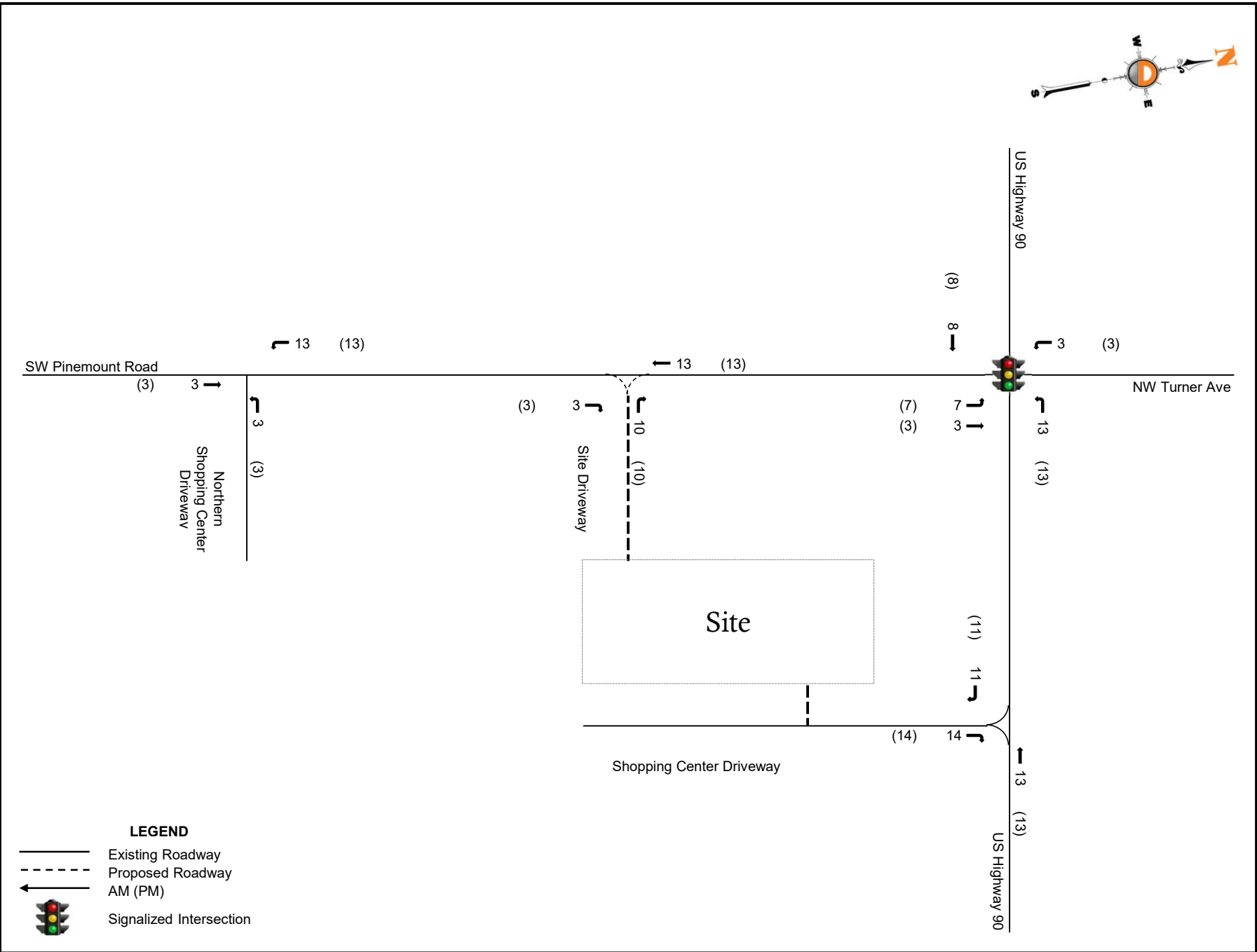


Proposed Circle K
Traffic Impact Analysis
2451 25-00048



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

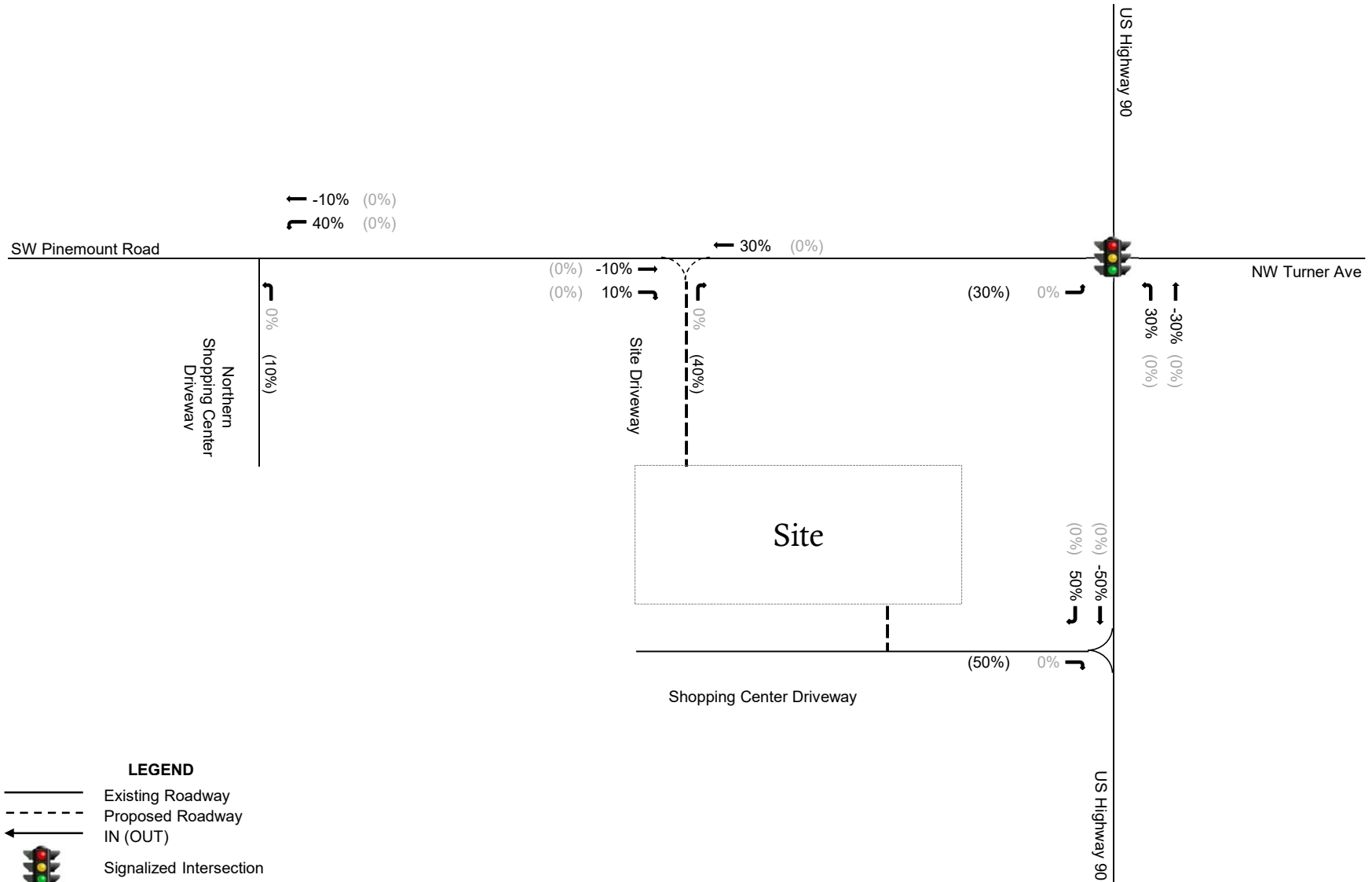
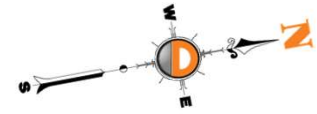
Figure 4
Percent Distribution
(Primary Trips)



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

Figure 5

Primary Site Generated Trips



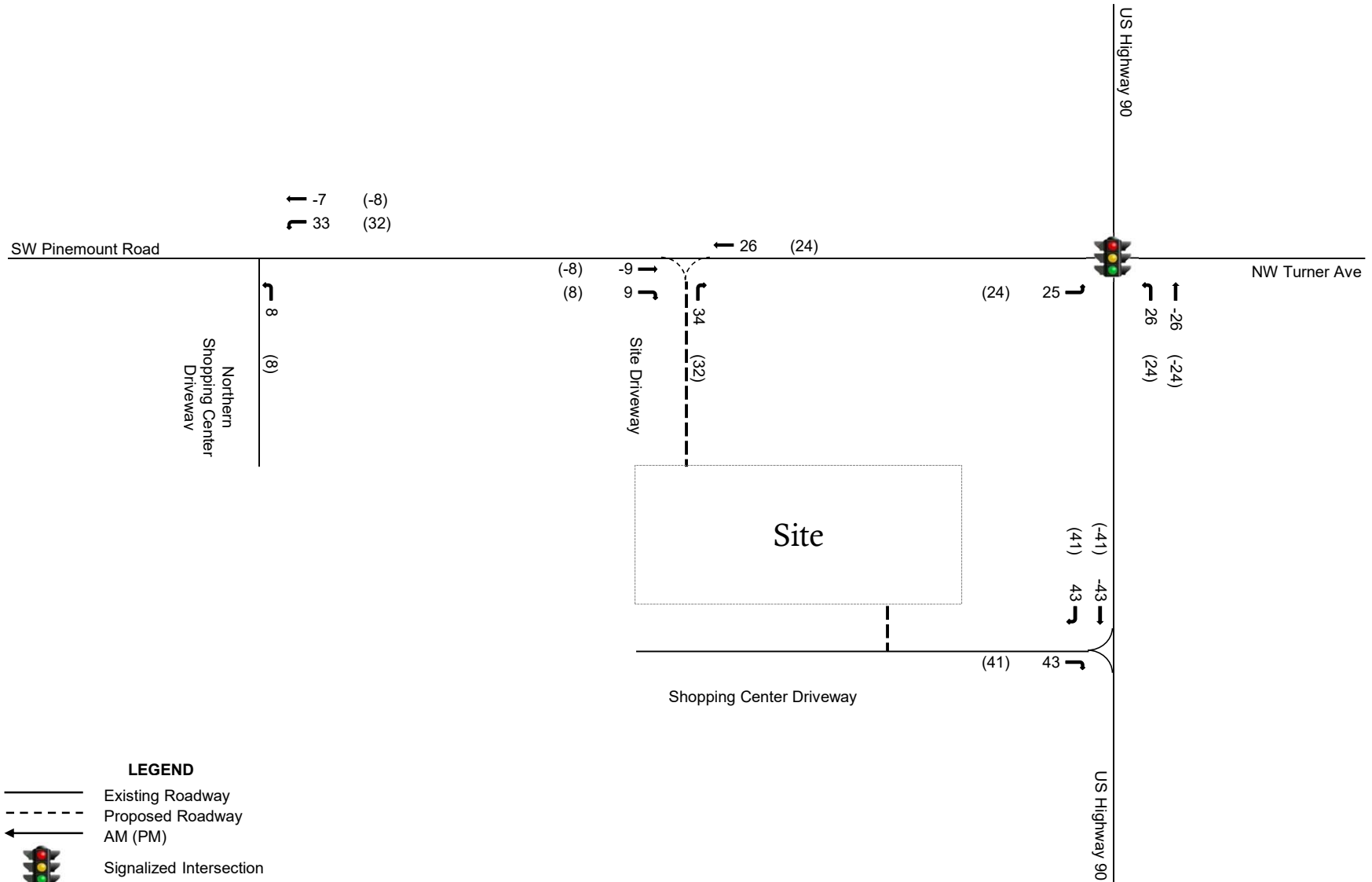
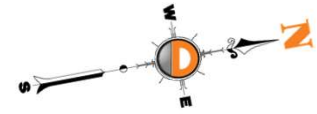
LEGEND

- Existing Roadway
- Proposed Roadway
- IN (OUT)
- Signalized Intersection



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

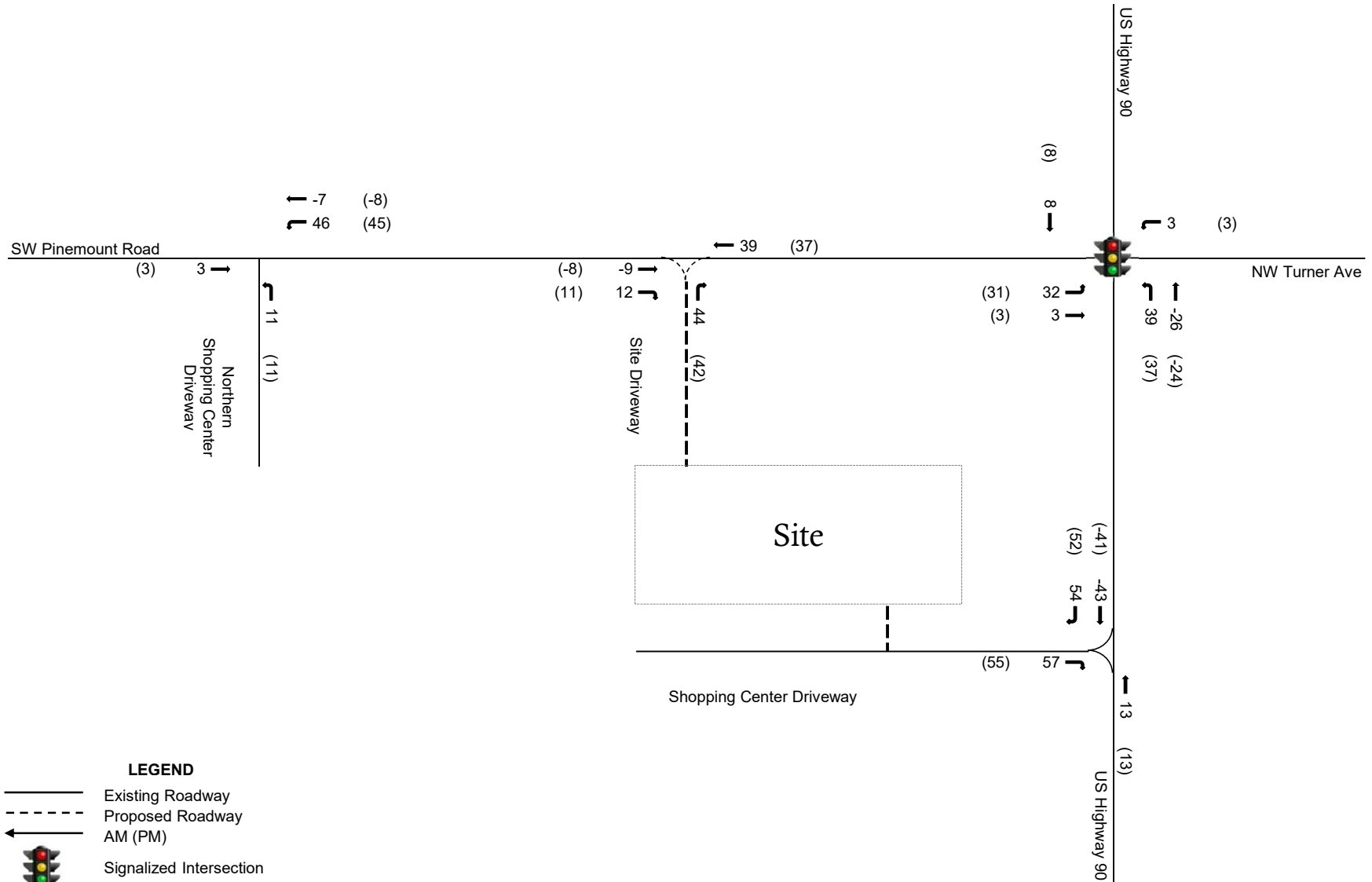
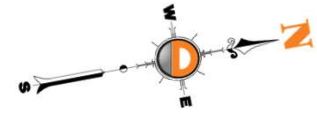
Figure 6
Percent Distribution
(Passby Trips)



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

Figure 7

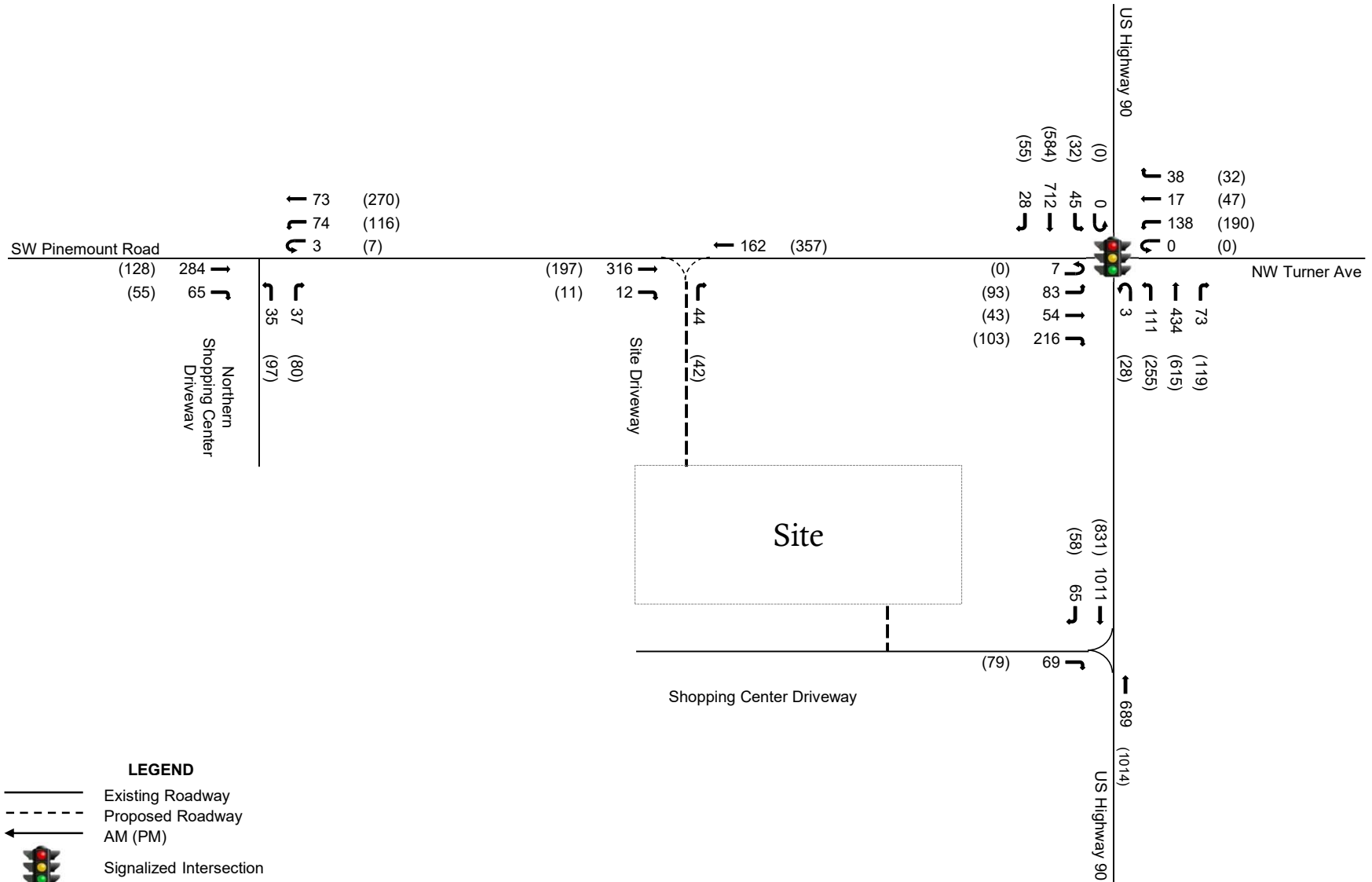
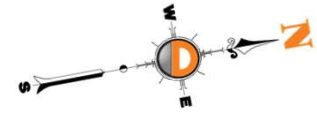
Passby Site Generated Trips



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

Figure 8

Total Site Generated Trips



Proposed Circle K
Traffic Impact Analysis
2451 25-00048

Figure 9

Build Traffic Volumes

Appendix B

Traffic Counts



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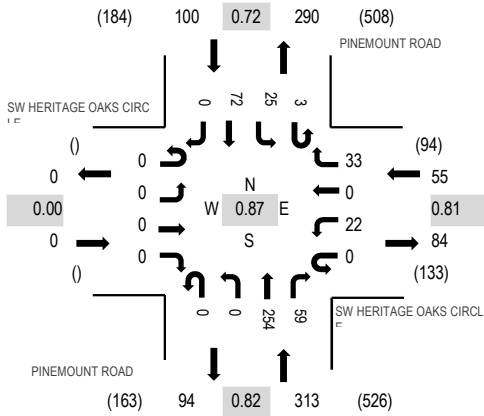
Location: 2 PINEMOUNT ROAD & SW HERITAGE OAKS CIRCLE AM

Date: Tuesday, April 22, 2025

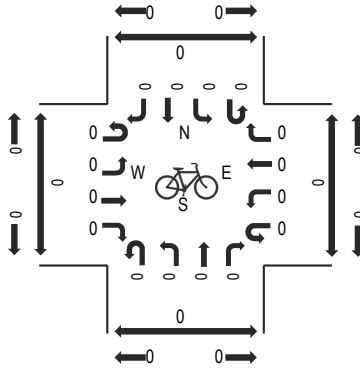
Peak Hour: 07:30 AM - 08:30 AM

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

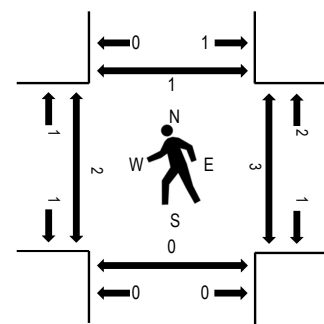
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW HERITAGE OAKS CIRCLE Eastbound				SW HERITAGE OAKS CIRCLE Westbound				PINEMOUNT ROAD Northbound				PINEMOUNT ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			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

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
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%	1.5%
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	0.00	0.00	0.00	0.00	0.81	0.00	0.67	0.00	0.82	0.00	0.84	0.82	0.50	0.63	0.78	0.00	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



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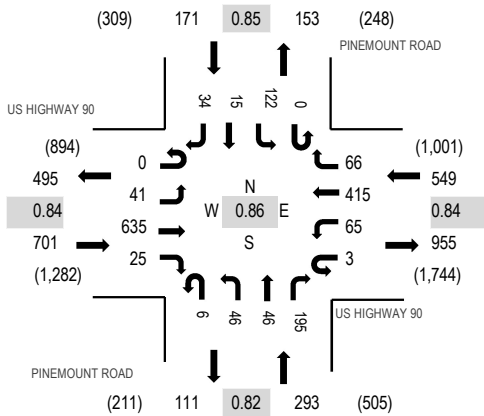
Location: 3 PINEMOUNT ROAD & US HIGHWAY 90 AM

Date: Tuesday, April 22, 2025

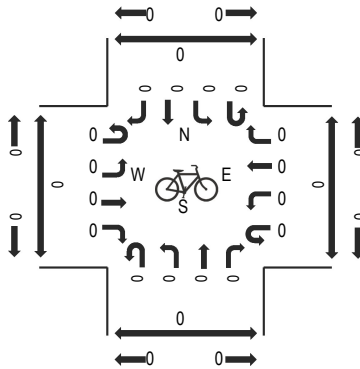
Peak Hour: 07:15 AM - 08:15 AM

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

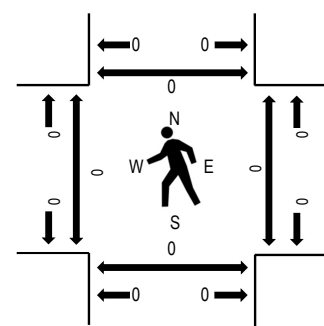
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US HIGHWAY 90 Eastbound				US HIGHWAY 90 Westbound				PINEMOUNT ROAD Northbound				PINEMOUNT ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			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

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				1.5%				1.7%				0.6%			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		0.84				0.84				0.82				0.85			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



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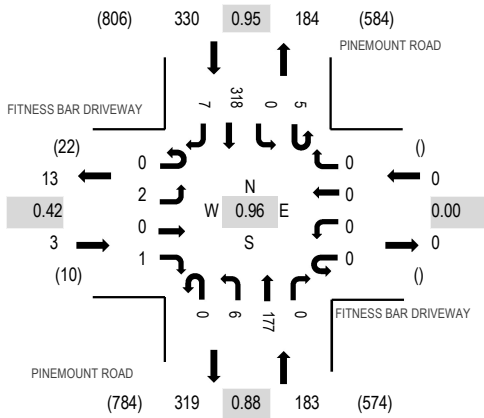
Location: 1 PINEMOUNT ROAD & FITNESS BAR DRIVEWAY PM

Date: Tuesday, April 22, 2025

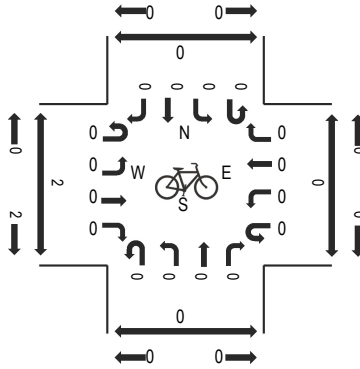
Peak Hour: 04:30 PM - 05:30 PM

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

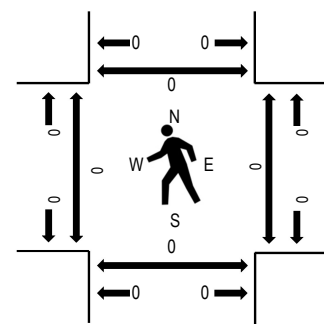
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FITNESS BAR DRIVEWAY				FITNESS BAR DRIVEWAY				PINEMOUNT ROAD				PINEMOUNT ROAD				Total	Rolling Hour	Pedestrian Crossings				
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right							
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

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	1.3%	0.0%	1.6%
Heavy Vehicle %	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				0.00				0.88				0.95				0.96
Peak Hour Factor	0.00	0.38	0.00	0.50	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



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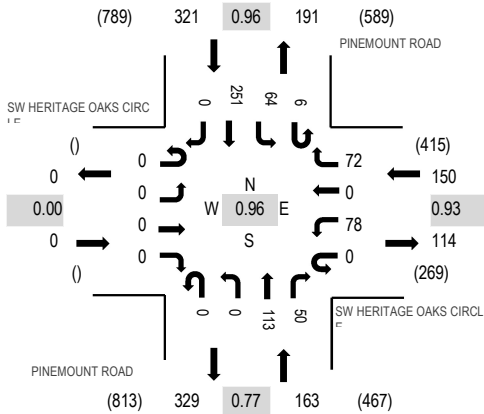
Location: 2 PINEMOUNT ROAD & SW HERITAGE OAKS CIRCLE PM

Date: Tuesday, April 22, 2025

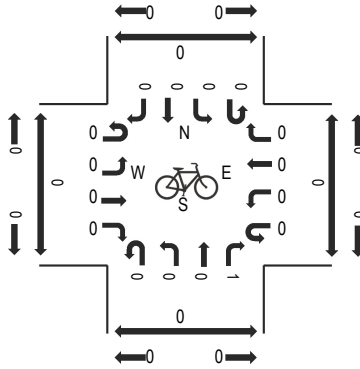
Peak Hour: 04:30 PM - 05:30 PM

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

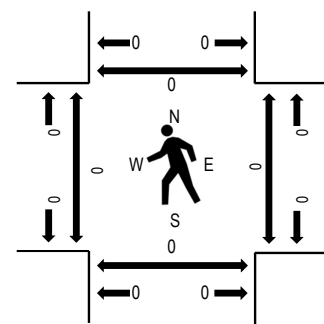
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW HERITAGE OAKS CIRCLE Eastbound				SW HERITAGE OAKS CIRCLE Westbound				PINEMOUNT ROAD Northbound				PINEMOUNT ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			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

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				3.1%				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%	4.4%	0.0%	0.0%	0.0%	2.4%	0.0%	1.7%
Peak Hour Factor		0.00				0.93				0.77				0.96		0.96	
Peak Hour Factor	0.00	0.00	0.00	0.00	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



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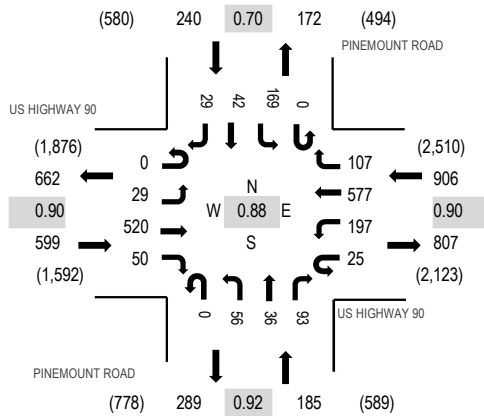
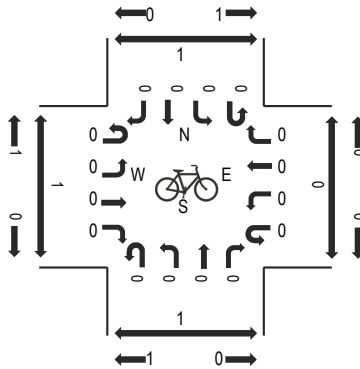
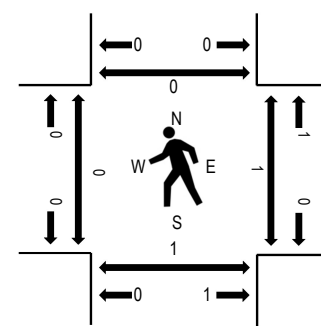
www.alltrafficdata.net

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

Interval Start Time	US HIGHWAY 90 Eastbound				US HIGHWAY 90 Westbound				PINEMOUNT ROAD Northbound				PINEMOUNT ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			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

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				0.8%				3.8%				0.4%			1.2%
Heavy Vehicle %	0.0%	0.0%	1.5%	0.0%	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				0.90				0.92				0.70			0.88
Peak Hour Factor	0.38	0.83	0.93	0.76	0.42	0.88	0.96	0.85	0.50	0.88	0.65	0.88	0.00	0.64	0.78	0.64	0.88



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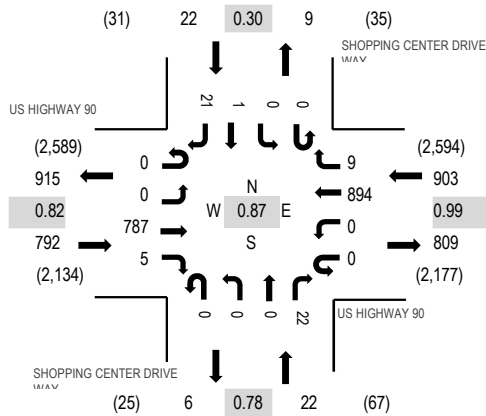
Location: 4 SHOPPING CENTER DRIVEWAY & US HIGHWAY 90 PM

Date: Tuesday, April 22, 2025

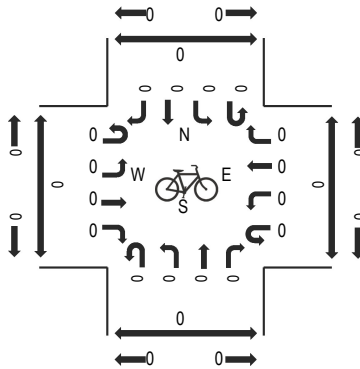
Peak Hour: 04:15 PM - 05:15 PM

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

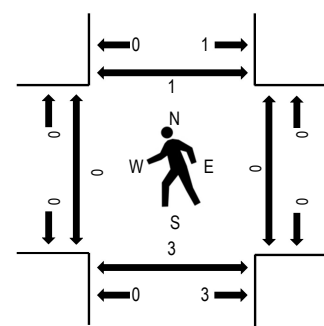
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US HIGHWAY 90 Eastbound				US HIGHWAY 90 Westbound				SHOPPING CENTER DRIVEWAY Northbound				SHOPPING CENTER DRIVEWAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			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

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
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

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				1.1%				0.0%				0.0%			1.3%
Heavy Vehicle %	0.0%	0.0%	1.7%	0.0%	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				0.78				0.30			0.87
Peak Hour Factor	0.00	0.00	0.82	0.65	0.00	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

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2024 - 01/06/2024	1.02	1.04
2	01/07/2024 - 01/13/2024	1.06	1.08
3	01/14/2024 - 01/20/2024	1.09	1.11
4	01/21/2024 - 01/27/2024	1.07	1.09
5	01/28/2024 - 02/03/2024	1.05	1.07
6	02/04/2024 - 02/10/2024	1.03	1.05
7	02/11/2024 - 02/17/2024	1.01	1.03
8	02/18/2024 - 02/24/2024	1.01	1.03
9	02/25/2024 - 03/02/2024	1.00	1.02
10	03/03/2024 - 03/09/2024	0.99	1.01
11	03/10/2024 - 03/16/2024	0.99	1.01
*12	03/17/2024 - 03/23/2024	0.99	1.01
*13	03/24/2024 - 03/30/2024	0.98	1.00
*14	03/31/2024 - 04/06/2024	0.98	1.00
*15	04/07/2024 - 04/13/2024	0.98	1.00
*16	04/14/2024 - 04/20/2024	0.98	1.00
*17	04/21/2024 - 04/27/2024	0.97	0.99
*18	04/28/2024 - 05/04/2024	0.97	0.99
*19	05/05/2024 - 05/11/2024	0.97	0.99
*20	05/12/2024 - 05/18/2024	0.97	0.99
*21	05/19/2024 - 05/25/2024	0.98	1.00
*22	05/26/2024 - 06/01/2024	0.98	1.00
*23	06/02/2024 - 06/08/2024	0.99	1.01
*24	06/09/2024 - 06/15/2024	0.99	1.01
25	06/16/2024 - 06/22/2024	1.00	1.02
26	06/23/2024 - 06/29/2024	1.01	1.03
27	06/30/2024 - 07/06/2024	1.02	1.04
28	07/07/2024 - 07/13/2024	1.02	1.04
29	07/14/2024 - 07/20/2024	1.03	1.05
30	07/21/2024 - 07/27/2024	1.03	1.05
31	07/28/2024 - 08/03/2024	1.03	1.05
32	08/04/2024 - 08/10/2024	1.03	1.05
33	08/11/2024 - 08/17/2024	1.02	1.04
34	08/18/2024 - 08/24/2024	1.02	1.04
35	08/25/2024 - 08/31/2024	1.03	1.05
36	09/01/2024 - 09/07/2024	1.03	1.05
37	09/08/2024 - 09/14/2024	1.03	1.05
38	09/15/2024 - 09/21/2024	1.03	1.05
39	09/22/2024 - 09/28/2024	1.01	1.03
40	09/29/2024 - 10/05/2024	0.99	1.01
41	10/06/2024 - 10/12/2024	0.97	0.99
42	10/13/2024 - 10/19/2024	0.95	0.97
43	10/20/2024 - 10/26/2024	0.96	0.98
44	10/27/2024 - 11/02/2024	0.96	0.98
45	11/03/2024 - 11/09/2024	0.97	0.99
46	11/10/2024 - 11/16/2024	0.98	1.00
47	11/17/2024 - 11/23/2024	0.99	1.01
48	11/24/2024 - 11/30/2024	1.00	1.02
49	12/01/2024 - 12/07/2024	1.01	1.03
50	12/08/2024 - 12/14/2024	1.01	1.03
51	12/15/2024 - 12/21/2024	1.02	1.04
52	12/22/2024 - 12/28/2024	1.06	1.08
53	12/29/2024 - 12/31/2024	1.09	1.11

* PEAK SEASON

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

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2024 - 01/06/2024	0.91	0.96
2	01/07/2024 - 01/13/2024	1.05	1.11
3	01/14/2024 - 01/20/2024	1.18	1.24
4	01/21/2024 - 01/27/2024	1.16	1.22
5	01/28/2024 - 02/03/2024	1.15	1.21
6	02/04/2024 - 02/10/2024	1.13	1.19
7	02/11/2024 - 02/17/2024	1.11	1.17
8	02/18/2024 - 02/24/2024	1.08	1.14
9	02/25/2024 - 03/02/2024	1.05	1.11
10	03/03/2024 - 03/09/2024	1.02	1.07
11	03/10/2024 - 03/16/2024	0.99	1.04
12	03/17/2024 - 03/23/2024	1.00	1.05
13	03/24/2024 - 03/30/2024	1.00	1.05
14	03/31/2024 - 04/06/2024	1.01	1.06
15	04/07/2024 - 04/13/2024	1.01	1.06
16	04/14/2024 - 04/20/2024	1.02	1.07
17	04/21/2024 - 04/27/2024	1.01	1.06
*18	04/28/2024 - 05/04/2024	1.00	1.05
*19	05/05/2024 - 05/11/2024	0.99	1.04
*20	05/12/2024 - 05/18/2024	0.98	1.03
*21	05/19/2024 - 05/25/2024	0.97	1.02
*22	05/26/2024 - 06/01/2024	0.96	1.01
*23	06/02/2024 - 06/08/2024	0.94	0.99
*24	06/09/2024 - 06/15/2024	0.93	0.98
*25	06/16/2024 - 06/22/2024	0.93	0.98
*26	06/23/2024 - 06/29/2024	0.93	0.98
*27	06/30/2024 - 07/06/2024	0.93	0.98
*28	07/07/2024 - 07/13/2024	0.93	0.98
*29	07/14/2024 - 07/20/2024	0.94	0.99
*30	07/21/2024 - 07/27/2024	0.97	1.02
31	07/28/2024 - 08/03/2024	1.01	1.06
32	08/04/2024 - 08/10/2024	1.05	1.11
33	08/11/2024 - 08/17/2024	1.09	1.15
34	08/18/2024 - 08/24/2024	1.10	1.16
35	08/25/2024 - 08/31/2024	1.11	1.17
36	09/01/2024 - 09/07/2024	1.11	1.17
37	09/08/2024 - 09/14/2024	1.12	1.18
38	09/15/2024 - 09/21/2024	1.13	1.19
39	09/22/2024 - 09/28/2024	1.09	1.15
40	09/29/2024 - 10/05/2024	1.06	1.12
41	10/06/2024 - 10/12/2024	1.02	1.07
42	10/13/2024 - 10/19/2024	0.99	1.04
43	10/20/2024 - 10/26/2024	0.97	1.02
44	10/27/2024 - 11/02/2024	0.96	1.01
45	11/03/2024 - 11/09/2024	0.95	1.00
46	11/10/2024 - 11/16/2024	0.94	0.99
47	11/17/2024 - 11/23/2024	0.93	0.98
48	11/24/2024 - 11/30/2024	0.93	0.98
49	12/01/2024 - 12/07/2024	0.92	0.97
50	12/08/2024 - 12/14/2024	0.92	0.97
51	12/15/2024 - 12/21/2024	0.91	0.96
52	12/22/2024 - 12/28/2024	1.05	1.11
53	12/29/2024 - 12/31/2024	1.18	1.24

* PEAK SEASON

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2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 2975 COLUMBIA I75

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2024 - 01/06/2024	0.90	0.95
2	01/07/2024 - 01/13/2024	1.00	1.05
3	01/14/2024 - 01/20/2024	1.11	1.17
4	01/21/2024 - 01/27/2024	1.10	1.16
5	01/28/2024 - 02/03/2024	1.10	1.16
6	02/04/2024 - 02/10/2024	1.10	1.16
7	02/11/2024 - 02/17/2024	1.10	1.16
8	02/18/2024 - 02/24/2024	1.06	1.12
9	02/25/2024 - 03/02/2024	1.02	1.07
10	03/03/2024 - 03/09/2024	0.98	1.03
11	03/10/2024 - 03/16/2024	0.94	0.99
12	03/17/2024 - 03/23/2024	0.96	1.01
13	03/24/2024 - 03/30/2024	0.98	1.03
14	03/31/2024 - 04/06/2024	0.99	1.04
15	04/07/2024 - 04/13/2024	1.01	1.06
16	04/14/2024 - 04/20/2024	1.02	1.07
17	04/21/2024 - 04/27/2024	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
20	05/12/2024 - 05/18/2024	1.01	1.06
21	05/19/2024 - 05/25/2024	0.99	1.04
22	05/26/2024 - 06/01/2024	0.98	1.03
23	06/02/2024 - 06/08/2024	0.96	1.01
24	06/09/2024 - 06/15/2024	0.94	0.99
25	06/16/2024 - 06/22/2024	0.94	0.99
26	06/23/2024 - 06/29/2024	0.94	0.99
27	06/30/2024 - 07/06/2024	0.94	0.99
28	07/07/2024 - 07/13/2024	0.94	0.99
29	07/14/2024 - 07/20/2024	0.94	0.99
30	07/21/2024 - 07/27/2024	0.99	1.04
31	07/28/2024 - 08/03/2024	1.04	1.09
32	08/04/2024 - 08/10/2024	1.08	1.14
33	08/11/2024 - 08/17/2024	1.13	1.19
34	08/18/2024 - 08/24/2024	1.14	1.20
35	08/25/2024 - 08/31/2024	1.14	1.20
36	09/01/2024 - 09/07/2024	1.14	1.20
37	09/08/2024 - 09/14/2024	1.15	1.21
38	09/15/2024 - 09/21/2024	1.15	1.21
39	09/22/2024 - 09/28/2024	1.10	1.16
*40	09/29/2024 - 10/05/2024	1.05	1.11
*41	10/06/2024 - 10/12/2024	1.00	1.05
*42	10/13/2024 - 10/19/2024	0.95	1.00
*43	10/20/2024 - 10/26/2024	0.95	1.00
*44	10/27/2024 - 11/02/2024	0.95	1.00
*45	11/03/2024 - 11/09/2024	0.95	1.00
*46	11/10/2024 - 11/16/2024	0.94	0.99
*47	11/17/2024 - 11/23/2024	0.93	0.98
*48	11/24/2024 - 11/30/2024	0.93	0.98
*49	12/01/2024 - 12/07/2024	0.92	0.97
*50	12/08/2024 - 12/14/2024	0.91	0.96
*51	12/15/2024 - 12/21/2024	0.90	0.95
*52	12/22/2024 - 12/28/2024	1.00	1.05
53	12/29/2024 - 12/31/2024	1.11	1.17

* PEAK SEASON

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Appendix C

Capacity Analysis

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

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
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			Yes				Yes				Yes	
Satd. Flow (RTOR)		6					172				251	
Link Speed (mph)		45				45				40		
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%	2%	12%	0%	3%	1%	0%	0%	0%	0%	3%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	852	0	0	87	535	85	0	67	59	251	157
Turn Type	pm+pt	NA		custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt
Protected Phases	1	6			5	2			7	4		3
Permitted Phases	6			5	2		2	7	4		4	8
Detector Phase	1	6		5	5	2	2	7	7	4	4	3
Switch Phase												
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
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	15.0	15.0	15.0	15.0
Total Split (%)	14.3%	57.1%		14.3%	14.3%	57.1%	57.1%	14.3%	14.3%	14.3%	14.3%	14.3%
Maximum Green (s)	8.2	53.2		8.2	8.2	53.2	53.2	8.6	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			6.8	6.8	6.8		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

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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↗
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		
Satd. Flow (prot)	1837	1507
Flt Permitted		
Satd. Flow (perm)	1837	1507
Right Turn on Red		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 (%)		
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

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

												
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	A	C			B	B	A		C	D	B	D
Approach Delay (s/veh)		21.1				13.6				21.6		
Approach LOS		C				B				C		
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 LOS: B

Intersection Capacity Utilization 67.4%

ICU Level of Service C

Analysis Period (min) 15

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

 Ø1	 Ø2	 Ø3	 Ø4
15 s	60 s	15 s	15 s
 Ø5	 Ø6	 Ø7	 Ø8
15 s	60 s	15 s	15 s



Lane Group	SBT	SBR
Total Delay (s/veh)	38.5	0.6
LOS	D	A
Approach Delay (s/veh)	29.1	
Approach LOS	C	
Queue Length 50th (ft)	10	0
Queue Length 95th (ft)	32	0
Internal Link Dist (ft)	911	
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
Intersection Summary		

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

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
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
Turn Type	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	↗
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

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

												
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	B	C			B	B	A	D	E	A	E	E
Approach Delay (s/veh)		24.9				15.9			31.3			51.1
Approach LOS		C				B			C			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	A
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	

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

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	45	712	28	3	111	434	73	7	83	54	216	138
Future Volume (vph)	45	712	28	3	111	434	73	7	83	54	216	138
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	1695	3455	1561	0	1745	1837	1516	1608
Flt Permitted	0.466				0.203				0.682			0.716
Satd. Flow (perm)	856	3388	0	0	362	3455	1561	0	1253	1837	1516	1212
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		5					172				251	
Link Speed (mph)		45				45				40		
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%	2%	12%	0%	3%	1%	0%	0%	0%	0%	3%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	861	0	0	132	505	85	0	105	63	251	160
Turn Type	pm+pt	NA		custom	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt
Protected Phases	1	6			5	2			7	4		3
Permitted Phases	6			5	2		2	7	4		4	8
Detector Phase	1	6		5	5	2	2	7	7	4	4	3
Switch Phase												
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
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	15.0	15.0	15.0	15.0
Total Split (%)	14.3%	57.1%		14.3%	14.3%	57.1%	57.1%	14.3%	14.3%	14.3%	14.3%	14.3%
Maximum Green (s)	8.2	53.2		8.2	8.2	53.2	53.2	8.6	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			6.8	6.8	6.8		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)	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
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	0.0

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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↗
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		
Satd. Flow (prot)	1837	1507
Flt Permitted		
Satd. Flow (perm)	1837	1507
Right Turn on Red		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 (%)		
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)	11.4	11.4
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.08	0.12
Control Delay (s/veh)	38.9	0.7
Queue Delay	0.0	0.0

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

												
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	A	C			B	B	A		C	D	B	D
Approach Delay (s/veh)		22.3				13.2				23.5		
Approach LOS		C				B				C		
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 LOS: C

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

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

 Ø1	 Ø2	 Ø3	 Ø4
15 s	60 s	15 s	15 s
 Ø5	 Ø6	 Ø7	 Ø8
15 s	60 s	15 s	15 s



Lane Group	SBT	SBR
Total Delay (s/veh)	38.9	0.7
LOS	D	A
Approach Delay (s/veh)	31.1	
Approach LOS	C	
Queue Length 50th (ft)	10	0
Queue Length 95th (ft)	33	0
Internal Link Dist (ft)	911	
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
Intersection Summary		

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

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
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	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	0.386				0.273			0.722			0.472	
Satd. Flow (perm)	709	3383	0	0	501	3455	1561	1275	1837	1487	807	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	727	0	0	322	699	135	106	49	117	216	53
Turn Type	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)	79.4	72.5			98.4	87.2	87.2	24.8	9.8	9.8	35.8	18.3
Actuated g/C Ratio	0.53	0.48			0.66	0.58	0.58	0.17	0.07	0.07	0.24	0.12
v/c Ratio	0.09	0.44			0.66	0.35	0.14	0.42	0.41	0.39	0.69	0.24
Control Delay (s/veh)	12.9	28.4			18.8	18.5	1.4	49.1	77.0	3.7	60.3	59.6
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	↗
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)	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

												
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	B	C			B	B	A	D	E	A	E	E
Approach Delay (s/veh)		27.6				16.6			34.6			53.1
Approach LOS		C				B			C			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	A
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
Intersection Summary	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	1054	11	0	676	0	12
Future Vol, veh/h	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, #	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
Major/Minor	Major1		Major2		Minor1	
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	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	441
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		13.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	441	-	-	-		
HCM Lane V/C Ratio	0.031	-	-	-		
HCM Ctrl Dly (s/v)	13.4	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q (veh)	0.1	-	-	-		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
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	-	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
Major/Minor	Major1		Major2		Minor1	
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, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		12.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT		
Capacity (veh/h)	518	-	-	-		
HCM Lane V/C Ratio	0.053	-	-	-		
HCM Ctrl Dly (s/v)	12.3	-	-	-		
HCM Lane LOS	B	-	-	-		
HCM 95th %tile Q (veh)	0.2	-	-	-		

20: Western Shopping Center Driveway & US Highway 90

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	1011	65	0	689	0	69
Future Vol, veh/h	1011	65	0	689	0	69
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, #	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	1162	75	0	792	0	79
Major/Minor	Major1		Major2		Minor1	
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	
HCM Ctrl Dly, s/v	0		0		15.1	
HCM LOS					C	
Minor Lane/Major Mvmt	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	C	-	-	-		
HCM 95th %tile Q (veh)	0.7	-	-	-		

20: Western Shopping Center Driveway & US Highway 90

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↑↑		↱
Traffic Vol, veh/h	831	58	0	1014	0	79
Future Vol, veh/h	831	58	0	1014	0	79
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, #	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	955	67	0	1166	0	91
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	511
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	513
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	513
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		13.5	
HCM LOS					B	
Minor Lane/Major Mvmt	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	B		-	-	-	
HCM 95th %tile Q (veh)	0.6		-	-	-	

30: SW Pinemount Road & Northern Shopping Center Driveway

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	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
Major/Minor	Minor1	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	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.7	0		2.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	609	1172	-	
HCM Lane V/C Ratio	-	-	0.115	0.03	-	
HCM Ctrl Dly (s/v)	-	-	11.7	8.2	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q (veh)	-	-	0.4	0.1	-	

30: SW Pinemount Road & Northern Shopping Center Driveway

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	80	125	55	78	278
Future Vol, veh/h	86	80	125	55	78	278
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	-	-	-	185	-
Veh in Median Storage, #	0	-	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		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	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	12.6	0		1.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	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	-	-	B	A	-	
HCM 95th %tile Q (veh)	-	-	1.1	0.2	-	

30: SW Pinemount Road & Northern Shopping Center Driveway

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	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	40	43	326	75	89	84
Major/Minor	Minor1	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	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	13.1	0		4.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	529	1169	-	
HCM Lane V/C Ratio	-	-	0.156	0.076	-	
HCM Ctrl Dly (s/v)	-	-	13.1	8.3	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q (veh)	-	-	0.6	0.2	-	

30: SW Pinemount Road & Northern Shopping Center Driveway

Intersection

Int Delay, s/veh 4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	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	Minor1	Major1	Major2
Conflicting Flow All	559	162	0
Stage 1	162	-	-
Stage 2	397	-	-
Critical Hdwy	6.6	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.8	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	478	888	-
Stage 1	872	-	-
Stage 2	654	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	434	888	-
Mov Cap-2 Maneuver	434	-	-
Stage 1	872	-	-
Stage 2	594	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.5	0	2.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	564	1396
HCM Lane V/C Ratio	-	-	0.327	0.092
HCM Ctrl Dly (s/v)	-	-	14.5	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	1.4	0.3

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↕
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	-	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
Mvmt Flow	0	54	390	15	0	200
Major/Minor	Minor1	Major1		Major2		
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	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	651		-		
HCM Lane V/C Ratio	-	0.083		-		
HCM Ctrl Dly (s/v)	-	11		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q (veh)	-	0.3		-		

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	2	4	2	0	1
Mvmt Flow	0	168	788	44	0	1428

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	810	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	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
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		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	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)	-	-	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 sub-categories 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

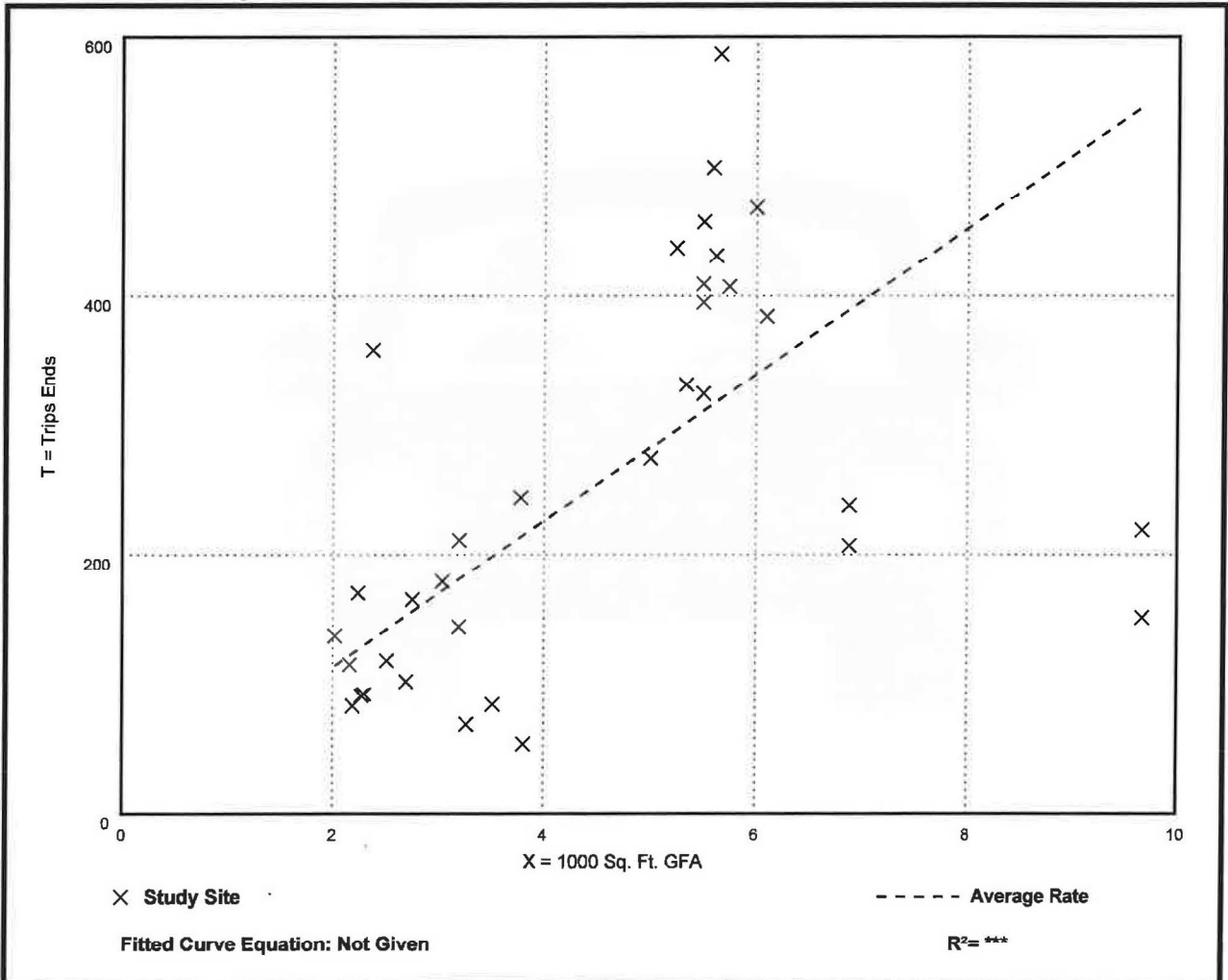
Avg. 1000 Sq. Ft. GFA: 4

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

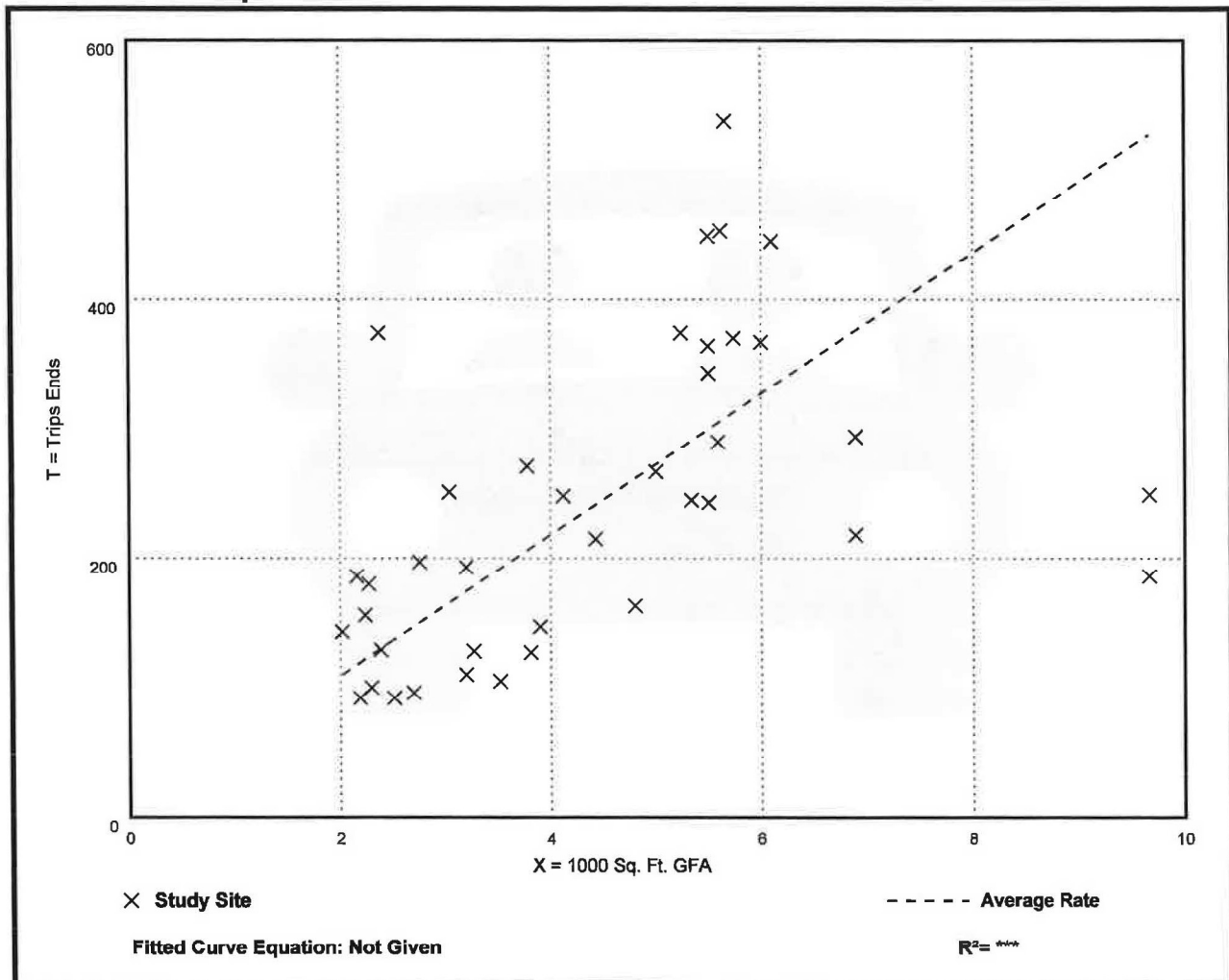
Avg. 1000 Sq. Ft. GFA: 4

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



Vehicle Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual , 11th Edition										
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
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	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	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	—	—	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 Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual , 11th Edition										
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak	Source
GFA (000)						Primary (%)	Diverted (%)	Total (%)	Hour Volume	
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
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
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	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

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 roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	316
Right-turn volume, veh/h:	12

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	295
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

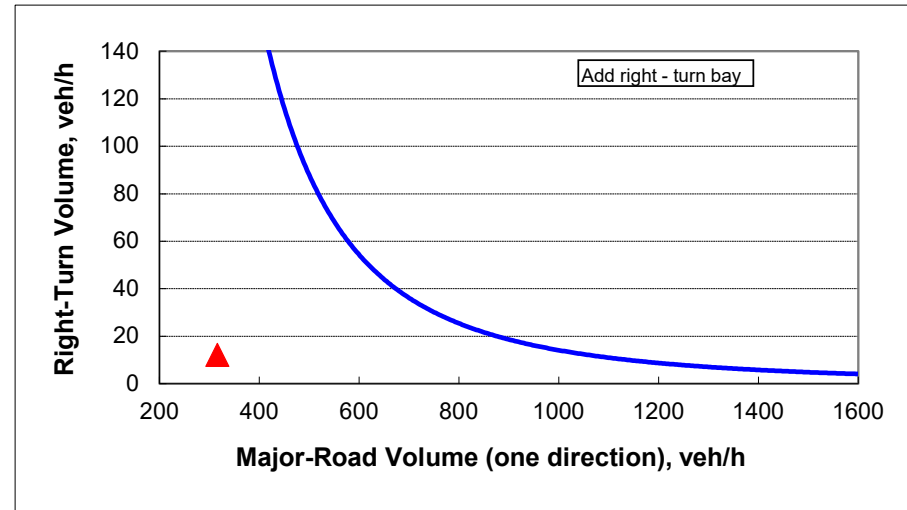


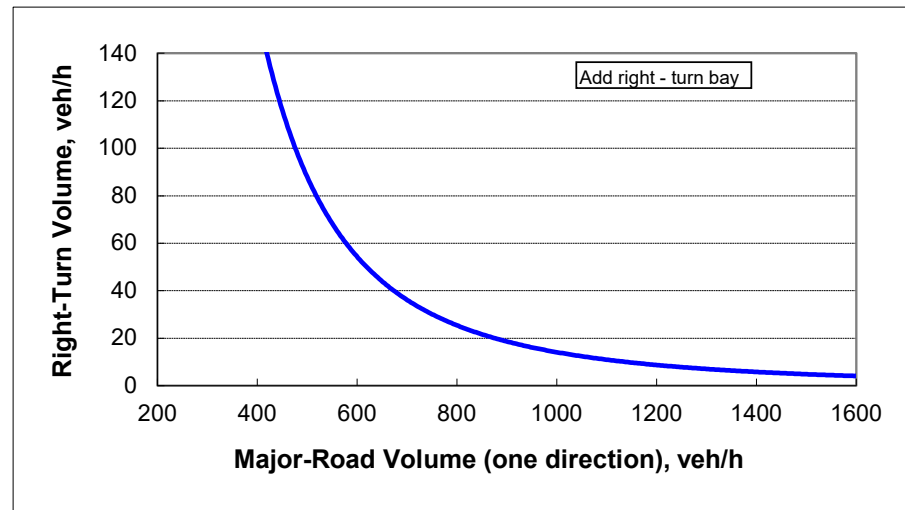
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

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

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1029
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



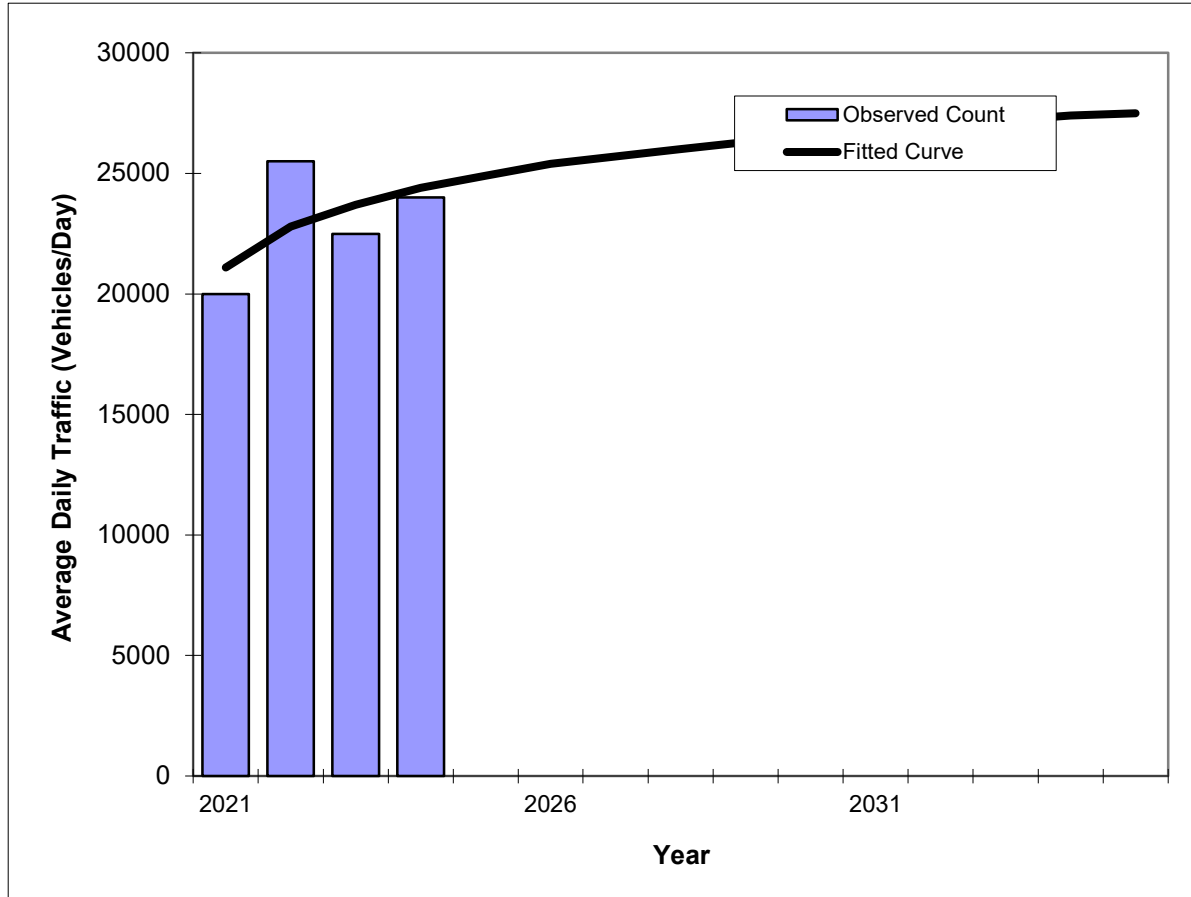
Appendix F
FDOT Traffic Trends Analysis Tool Worksheets

Traffic Trends - V03.a

US 90 -- SW Pinemount Road to CR-252B

FIN#	1234
Location	1

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



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	20000	21100
2022	25500	22800
2023	22500	23700
2024	24000	24400
2027 Opening Year Trend		
2027	N/A	25700
2028 Mid-Year Trend		
2028	N/A	26000
2029 Design Year Trend		
2029	N/A	26300
TRANPLAN Forecasts/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	

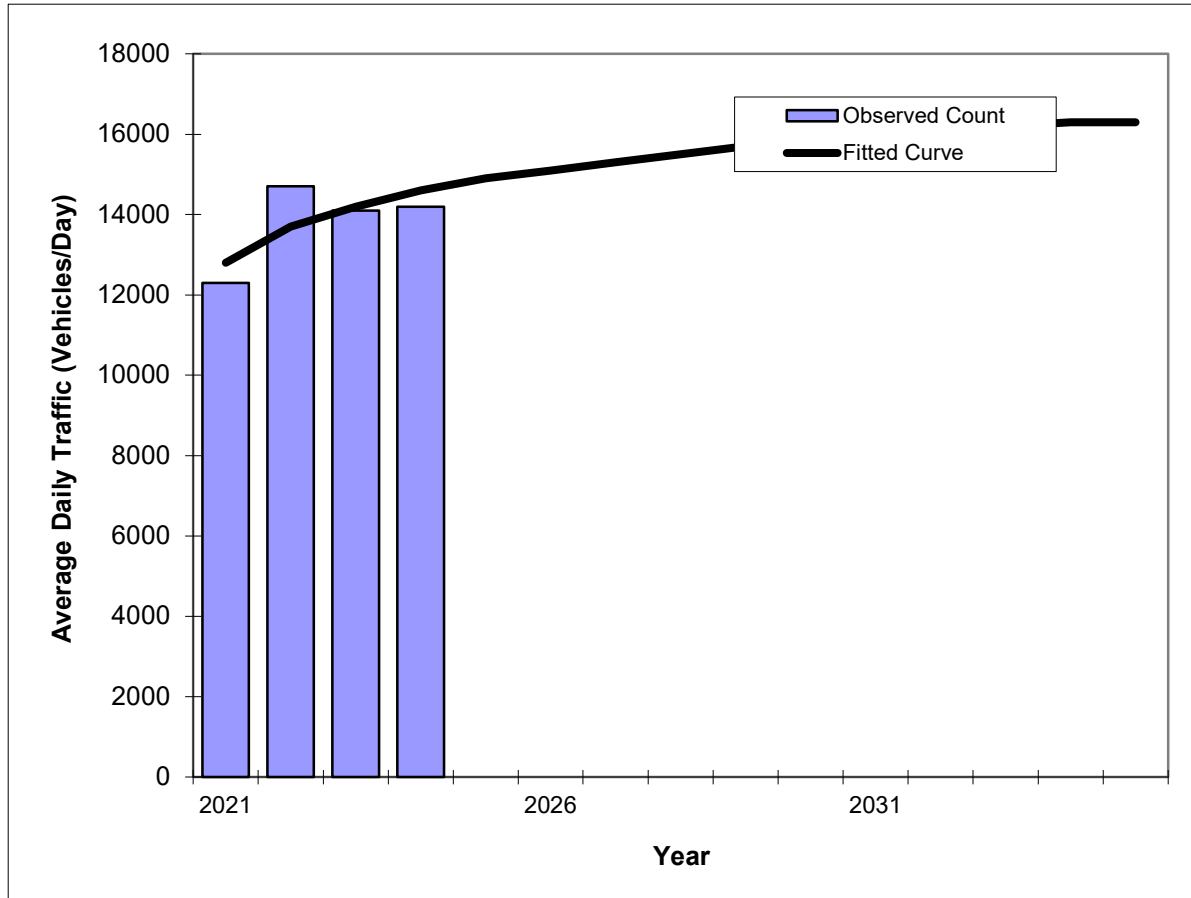
*Axle-Adjusted

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



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	12300	12800
2022	14700	13700
2023	14100	14200
2024	14200	14600
2027 Opening Year Trend		
2027	N/A	15300
2028 Mid-Year Trend		
2028	N/A	15500
2029 Design Year Trend		
2029	N/A	15700
TRANPLAN Forecasts/Trends		

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)

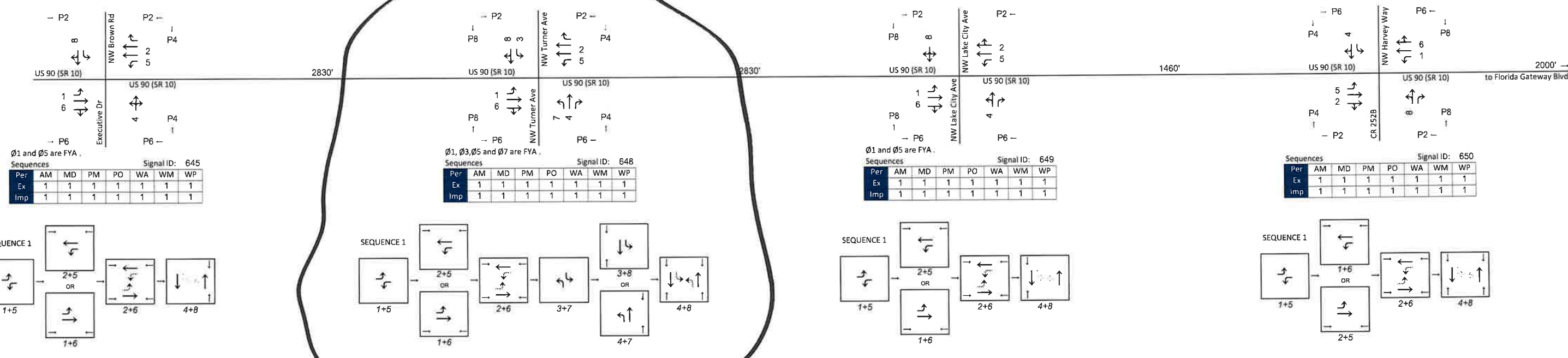
Lake City, within Columbia County, Florida

Prepared by:

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

December 2021

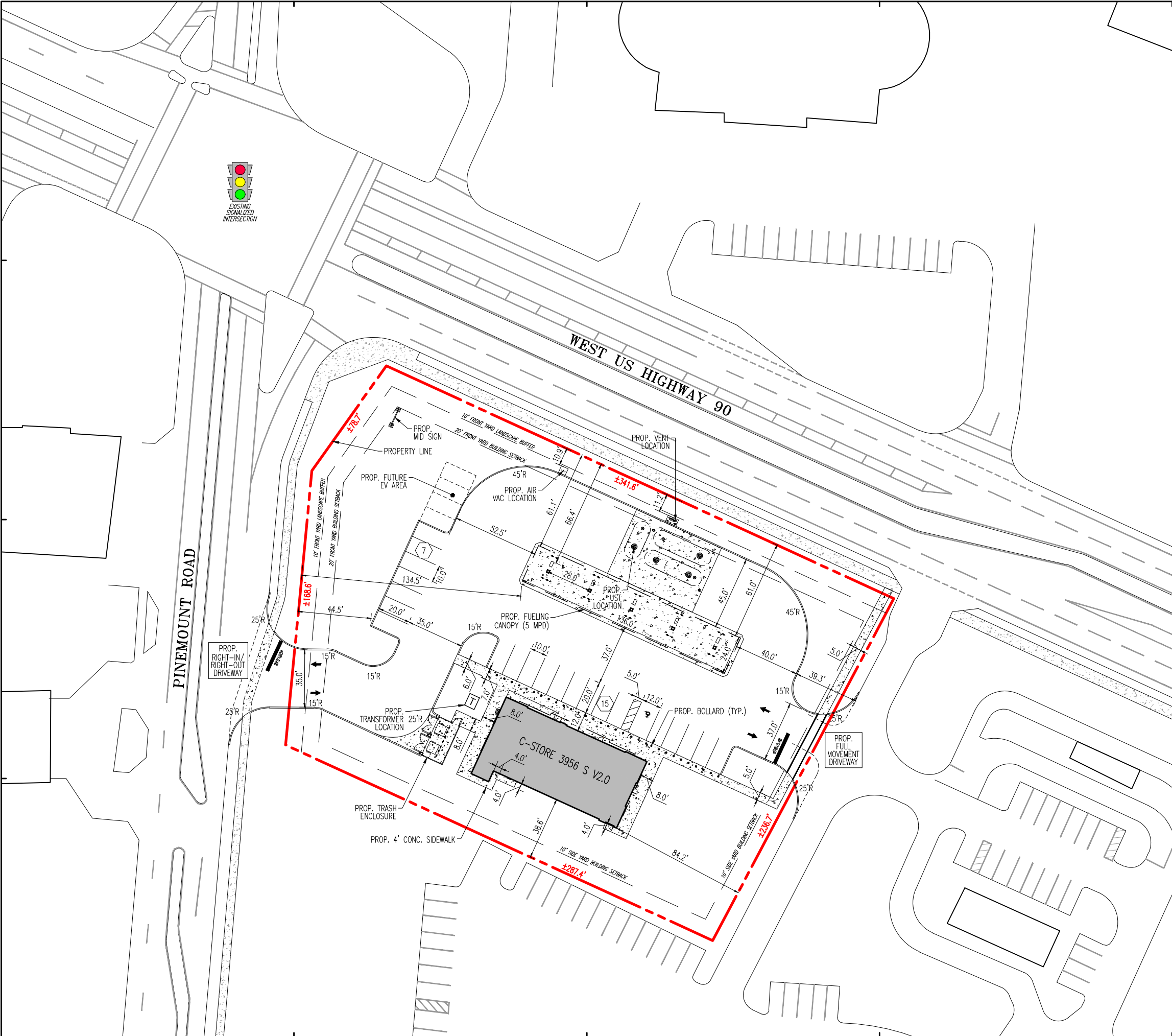
 12/22/2021
Professional Engineer: Helmuth Arens
Florida PE No.: 77615



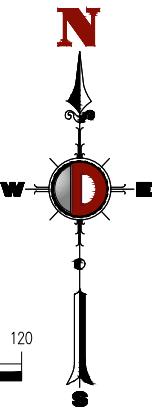
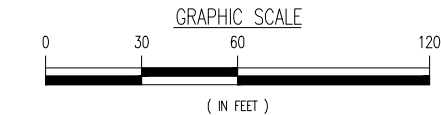
Appendix H

Site Plan

Plotted: 03/10/25 -- 5:39 PM, By: jkaplan, Product Ver: 24.3s (LMS Tech)
File: P:\DEPC PROJECTS\2451 Hix Sredetel\24-03094 CK Lake City - 4706 W Hwy 90\DWG\Concepts\2025.03.10-HSC-Circle K-4706 RI 90-CSP1.0 Rev 5.dwg, ---> CSP 1.0 W



SITE LEGEND	
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPE BUFFER LINE
	PARKING COUNT
SITE DATA:	
ZONING:	CI ZONE (COMMERCIAL INTENSIVE)
CURRENT LAND USE:	AGRICULTURAL
TOTAL LOT AREA:	77,670 SF (1.78 AC)
GROSS FLOOR AREA OF BUILDINGS:	3,956 SF
BUILDING SETBACKS:	
FRONT: 20 FT REQUIRED	61.0 FT
SIDE: 10 FT REQUIRED	84.2 FT
REAR: NO REAR YARD FOR CORNER LOTS	N/A
GREENSPACE SETBACKS:	
FRONT: 10 FT REQUIRED	10.9 FT
GASOLINE PUMP SETBACK:	
FRONT: 35 FT REQUIRED	66.4 FT
PARKING REQUIRED:	(10 FT X 20 FT PER CODE)
ONE (1) SPACE PER THREE HUNDRED (300) SQUARE FEET OF GROSS FLOOR AREA	3,956 SF/300 = 14 SPACES REQUIRED
PARKING PROVIDED:	22 SPACES + 10 FUELING POSITIONS
TRUCK USED:	WB-50
OVERALL LENGTH	55 FT
TRAILER LENGTH	42.5 FT



DYNAMIC
ENGINEERING • EARTH
SURVEY • TRAFFIC

100 NE 5th Avenue - Suite B2
Delray Beach, FL 33483
T: 561.921.8570
www.dynamicec.com

Florida Certificate of Authorization No. 32535

DISCLAIMER

This drawing is the property of the above referenced Professional and is not to be used for any purpose other than the specific project and site named herein, and cannot be reproduced in any manner without the express written permission from the Professional.

DATE:	DESCRIPTION:
10/14/2024	CLIENT COMMENTS
11/05/2024	CLIENT COMMENTS
12/09/2024	CLIENT COMMENTS
01/15/2025	CK COMMENTS
03/10/2025	CK COMMENTS

PROFESSIONAL SEAL:

PROFESSIONAL IN CHARGE:
MICHAEL D. MILES

PROJECT MANAGER:
LUIZA P. GUZZELLI

QUALITY CONTROL:

DRAWN BY:
KYLE A. KONKUS

DATE ISSUED:
11/05/2024

PROJECT NAME:
CIRCLE K
LAKE CITY, FL

4706 W. US HWY 90
LAKE CITY, FL

FLORIDA
BUSINESS UNIT

CIRCLE K STORES INC.

PROJECT NUMBER:
2451-24-03094

SHEET TITLE:
CONCEPTUAL
SITE PLAN

SHEET NUMBER:
CSP 1 131



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: 09/26/2025

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: Signed by:
Scott Thompson
7C2DC476A33B441... Date: 9/29/2025

No comments at this time

Planning and Zoning: Reviewed by: DocuSigned by:
Robert Angelo
F0D1ED33B98E4BE... Date: 10/9/2025

Property is zoned Commercial Intensive. Use is permitted per Section 4.12.2.17 of the City of Lake City Land Development Regulations.

Business License: Reviewed by: Signed by:
Marshall Sosa
E8B18D144D974CD... Date: 9/29/2025

Will need to apply for a business tax receipt

Code Enforcement: Reviewed by: Signed by:
Marshall Sosa
E8B18D144D974CD... Date: 9/29/2025

No liens, codes or violations on property.

Permitting: Reviewed by: Signed by:
Loy
8546153A5E144C0... Date: 9/29/2025

No comments at this time.

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

Water Department: Reviewed by:  **Date:** 9/30/2025

No comments at this time

Sewer Department: Reviewed by:  **Date:** 10/10/2025

No comments at this time

Gas Department: Reviewed by:  **Date:** 10/13/2025

No comment at this time.

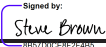
Water Distribution/Collection: Reviewed by:  **Date:** 10/13/2025

no comments at this time

Customer Service: Reviewed by:  **Date:** 10/14/2025

A tap application would need to be submitted in order to apply for water, sewer, and/or natural gas services. This response does not represent the City of Lake City's commitment to or reservation of capacity. In accordance with the City of Lake City's policies and procedures, commitment to serve is made only upon the City of Lake City's approval of your application for service, and receipt of payment for all applicable fees.

Public Safety – Public Works, Fire Department, Police Department

Public Works: Reviewed by:  Date: 10/13/2025

No comment at this time.

Fire Department: Reviewed by:  Date: 9/29/2025

Nothing to comment at this point.

Police Department: Reviewed by:  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.

State and County- FDOT, Suwannee River Water Management, School Board, Columbia County

FDOT: Reviewed by: _____ Date: _____

Suwannee River Water Management: Reviewed by:

Signed by:

Sara Furson

SF12F69007AE4A9...

 _____ Date: 9/29/2025

A permit application was received by our office for this project on 9/29/2025. Construction cannot commence until the permit has been issued.

School Board: Reviewed by:

Signed by:

Keith Hatcher

CSA889F E198C42E...

 _____ Date: 10/10/2025

No objections or comments at this time.

County Engineer: Reviewed by:

DocuSigned by:

Chad Williams

350472C1E283F416...

 _____ Date: 10/30/2025

No issues were identified by this office at this time. This comment is provided by the County Engineer based only on the information contained in the application provided. This response does not constitute the engineer's professional opinion with respect to the project and does not constitute approval of any committee or board for Columbia County. Such opinions and approvals, if any, shall be as provided by County code or regulations

County Planner: Reviewed by: _____ Date: _____

LAKE CITY GROWTH MANAGEMENT

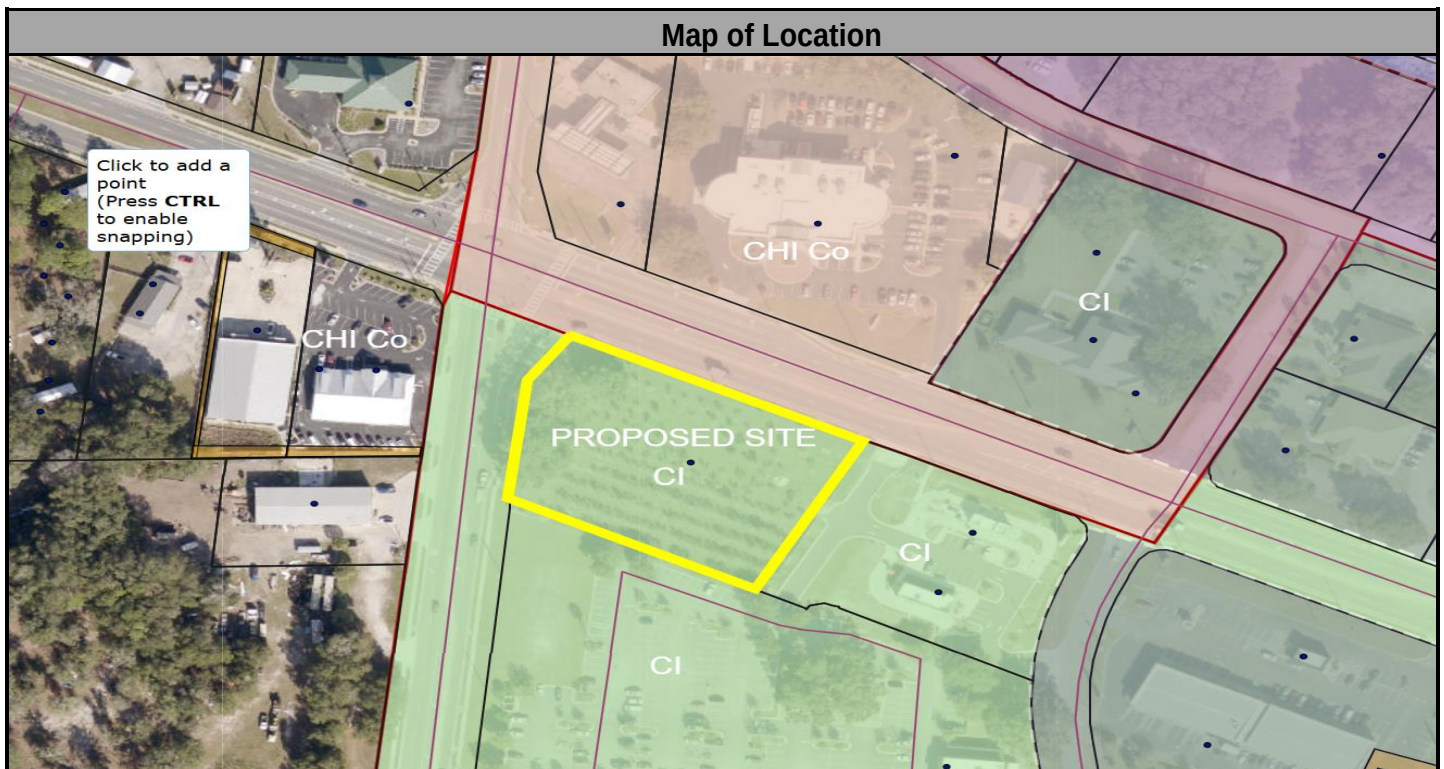
STAFF ANALYSIS REPORT

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	
E	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.



Picture of Location



Summary of Request

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