

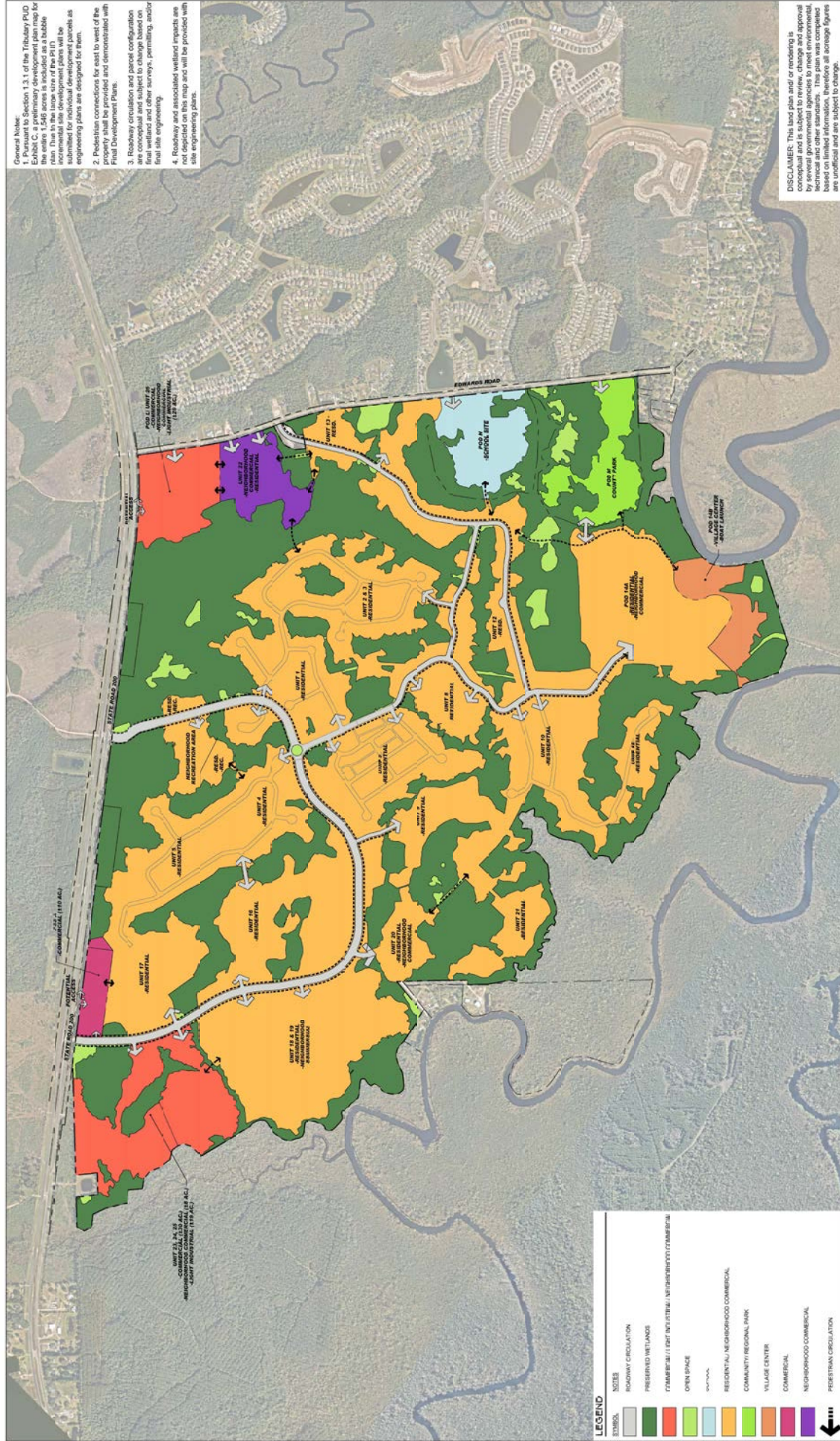
Table 1
Tributary DRI
Development Schedule

Land Use	Use Code	Quantity	Units	Buildout
Industrial Park	130	250,000	1000 SF GFA	2035
Single Family Residential	210	3,200	DUs	2035
Multifamily Housing (Low-Rise)	220	0	DUs	2035
Multifamily Housing (Mid-Rise)	221	0	DUs	2035
Marina	420	300	Berths	2035
General Office Building	710	50,000	1000 SF GFA	2035
Shopping Center (>150k)	820	500,000	1000 SF GFA	2035

Note: Buildout Year is an estimate and influenced by market conditions

- General Note:
1. Pursuant to Section 1.3.1 of the Tributary PUD Exhibit C, a preliminary development plan map for the entire 1,546 acres is included as a bubble. The map shows the location of the development and the incremental site development plans will be submitted for individual development parcels as engineering plans are designed for them.
 2. Pedestrian connections for east to west of the property shall be provided and demonstrated with Final Development Plans.
 3. Roadway circulation and parcel configuration are conceptual and subject to change based on final site engineering, permitting, and/or final site engineering.
 4. Roadway and associated wetland impacts are shown on this map and will be provided with the engineering plans.

DISCLAIMER: This land plan and/or rendering is conceptual and is subject to review, change and approval by several governmental agencies to meet environmental, regulatory and other requirements. The map is based on limited information. Inevitably all design figures are unofficial and are subject to change.



Tributary

Preliminary Development Plan
3 October 2023

ETM
ENGLETTING & MILLER, INC.
Placemaking

General Note:
 1. Pursuant to Section 1.3.1 of the Tributary PUD Exhibit C, a preliminary development plan map for the entire 1,546 acres is included as a bubble. The map shows the location of the site and the incremental site development plans will be submitted for individual development parcels as engineering plans are designed for them.
 2. Pedestrian connections for east to west of the property shall be provided and demonstrated with Final Development Plans.
 3. Roadway circulation and parcel configuration are conceptual and subject to change based on final engineering plans, including, but not limited to, final site engineering.
 4. Roadway and associated wetland impacts are shown on the map and will be provided with the engineering plans.

DISCLAIMER: This land plan and/or rendering is conceptual and is subject to review, change and approval by several governmental agencies to meet environmental, regulatory and other requirements. The map is based on limited information. Inevitably all design figures are unofficial and are subject to change.

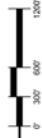
Tributary
DRI East

Tributary
DRI West

SYMBOL	NOTE
	ROADWAY CIRCULATION
	PRESERVED WETLANDS
	FUTURE WETLANDS / NEIGHBORHOOD CENTER
	OPEN SPACE
	NEIGHBORHOOD COMMERCIAL
	COMMUNITY REGIONAL PARK
	VILLAGE CENTER
	COMMERCIAL
	NEIGHBORHOOD COMMERCIAL
	PEDESTRIAN CIRCULATION

Tributary

Preliminary Development Plan
 3 October 2023



Appendix B
NCHRP 684 Internal Capture Calculations - Land
Use Policy Comparison

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Tributary DRI			Organization:	ETM
Project Location:	Yulee, Florida			Performed By:	Thomas Hatcher, P.E., PTOE, PTP
Scenario Description:	Table 2 - Existing Entitlements			Date:	10/5/2024
Analysis Year:	Buildout			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	50,000	SF	93	16	77
Retail	820	500,000	SF	1,798	863	935
Restaurant				0		
Cinema/Entertainment	420	300	Berths	63	38	25
Residential	210	3,200	DUs	2,583	1,627	956
Hotel				0		
All Other Land Uses ²				0		
				4,537	2,544	1,993

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

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

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		15	0	0	2	0
Retail	5		0	10	243	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	1	5	0		2	0
Residential	9	86	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	4,537	2,544	1,993
Internal Capture Percentage	17%	15%	19%
External Vehicle-Trips ⁵	3,781	2,166	1,615
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	94%	22%
Retail	12%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	26%	32%
Residential	15%	10%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Tributary DRI
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	16	16	1.00	77	77
Retail	1.00	863	863	1.00	935	935
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	38	38	1.00	25	25
Residential	1.00	1627	1627	1.00	956	956
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		15	3	0	2	0
Retail	19		271	37	243	47
Restaurant	0	0		0	0	0
Cinema/Entertainment	1	5	8		2	1
Residential	38	402	201	0		29
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		69	0	0	65	0
Retail	5		0	10	748	0
Restaurant	5	432		12	260	0
Cinema/Entertainment	1	35	0		65	0
Residential	9	86	0	0		0
Hotel	0	17	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	15	1	16	1	0	0
Retail	106	757	863	757	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	10	28	38	28	0	0
Residential	247	1380	1627	1380	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	17	60	77	60	0	0
Retail	258	677	935	677	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	8	17	25	17	0	0
Residential	95	861	956	861	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

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

²Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Tributary DRI			Organization:	ETM
Project Location:	Yulee, Florida			Performed By:	Thomas Hatcher, P.E., PTOE, PTP
Scenario Description:	Table 2 - Proposed Entitlements - West			Date:	10/5/2024
Analysis Year:	Buildout			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	22,000	SF	47	8	39
Retail	820	325,900	SF	1,321	634	687
Restaurant				0		
Cinema/Entertainment	420	300	Berths	63	38	25
Residential	210,253	2,900	DUs	2,238	1,408	830
Hotel				0		
All Other Land Uses ²				0		
				3,669	2,088	1,581

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

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

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	0	0	1	0
Retail	2		0	10	179	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	5	0		2	0
Residential	4	63	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	3,669	2,088	1,581
Internal Capture Percentage	15%	13%	17%
External Vehicle-Trips ⁵	3,121	1,814	1,307
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	75%	23%
Retail	12%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	26%	28%
Residential	13%	8%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Tributary DRI
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	8	8	1.00	39	39
Retail	1.00	634	634	1.00	687	687
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	38	38	1.00	25	25
Residential	1.00	1408	1408	1.00	830	830
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	2	0	1	0
Retail	14		199	27	179	34
Restaurant	0	0		0	0	0
Cinema/Entertainment	1	5	8		2	1
Residential	33	349	174	0		25
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		51	0	0	56	0
Retail	2		0	10	648	0
Restaurant	2	317		12	225	0
Cinema/Entertainment	0	25	0		56	0
Residential	5	63	0	0		0
Hotel	0	13	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	6	2	8	2	0	0
Retail	76	558	634	558	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	10	28	38	28	0	0
Residential	182	1226	1408	1226	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	9	30	39	30	0	0
Retail	191	496	687	496	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	7	18	25	18	0	0
Residential	67	763	830	763	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

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

²Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Tributary DRI			Organization:	ETM
Project Location:	Yulee, Florida			Performed By:	Thomas Hatcher, P.E., PTOE, PTP
Scenario Description:	Table 2 - Proposed Entitlements - East			Date:	10/5/2024
Analysis Year:	Buildout			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	28,000	SF	58	10	48
Retail	820	174,100	SF	841	404	437
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	300	DUs	150	95	55
Hotel				0		
All Other Land Uses ²				0		
				1,049	509	540

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

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

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	0	0	1	0
Retail	3		0	0	44	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	23	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,049	509	540
Internal Capture Percentage	16%	16%	15%
External Vehicle-Trips ⁵	883	426	457
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	50%	23%
Retail	8%	11%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	47%	45%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Tributary DRI
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	10	10	1.00	48	48
Retail	1.00	404	404	1.00	437	437
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	95	95	1.00	55	55
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	2	0	1	0
Retail	9		127	17	114	22
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	23	12	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		32	0	0	4	0
Retail	3		0	0	44	0
Restaurant	3	202		0	15	0
Cinema/Entertainment	1	16	0		4	0
Residential	6	40	0	0		0
Hotel	0	8	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	5	5	10	5	0	0
Retail	33	371	404	371	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	45	50	95	50	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	11	37	48	37	0	0
Retail	47	390	437	390	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	30	55	30	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

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

²Person-Trips

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

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

Table 2
Tributary DRI

Land Use Policy Comparison - PM Peak Hour Trip Generation Estimates - Internal Capture

Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Internal Trips		Internal Capture	
						Entering Volume	Exiting Volume	%	Volume
Existing Entitlements									
Industrial Park	130	250,000	1000 SF GFA	T = 0.34(X)	85	0	0	0	0
Single Family Residential	210	3,200	DUs	Ln(T) = 0.94 Ln(X) + 0.27	2,583	247	95	13.24%	342
Marina	420	300	Berths	T = 0.21(X)	63	10	8	28.57%	18
General Office Building	710	50,000	1000 SF GFA	Ln(T) = 0.83 Ln(X) + 1.29	93	15	17	34.41%	32
Shopping Center (>150k)	820	500,000	1000 SF GFA	Ln(T) = 0.72 Ln(X) + 3.02	1,798	106	258	20.24%	364
Total					4,622	378	378	16.4%	756
Proposed Entitlements									
Tributary DRI - West									
Industrial Park	130	250,000	1000 SF GFA	T = 0.34(X)	85	0	0	0	0
Single Family Residential	210	2,617	DUs	Ln(T) = 0.94 Ln(X) + 0.27	2,138	182	67	11.65%	249
Senior Adult Housing - Single-Family	251	283	DUs	Ln(T) = 0.78 Ln(X) + 0.20	100				
Marina	420	300	Berths	T = 0.21(X)	63	10	7	26.98%	17
General Office Building	710	22,000	1000 SF GFA	Ln(T) = 0.83 Ln(X) + 1.29	47	6	9	31.91%	15
Shopping Center (>150k)	820	325,900	1000 SF GFA	Ln(T) = 0.72 Ln(X) + 3.02	1,321	76	191	20.21%	267
Sub-Total					3,754	274	274	14.6%	548
Tributary DRI - East									
Multifamily Housing (Low-Rise)	220	300	DUs	T = 0.43(X) + 20.55	150	45	25	47%	70
General Office Building	710	28,000	1000 SF GFA	Ln(T) = 0.83 Ln(X) + 1.29	58	5	11	27.59%	16
Shopping Center (>150k)	820	174,100	1000 SF GFA	Ln(T) = 0.72 Ln(X) + 3.02	841	33	47	9.51%	80
Sub-Total					1,049	83	83	15.8%	166
Total					4,803	357	357	14.9%	714

Note: Entering and Exiting Internal Trips are extracted from the NCHRP 684 Spreadsheets

Note: Entering and Exiting Internal Trips are extracted from the NCHRP 684 Spreadsheets

Appendix C

FDOT Straight Line Diagrams

[illegible]

Version: 1.4.2.27 09/09/2021

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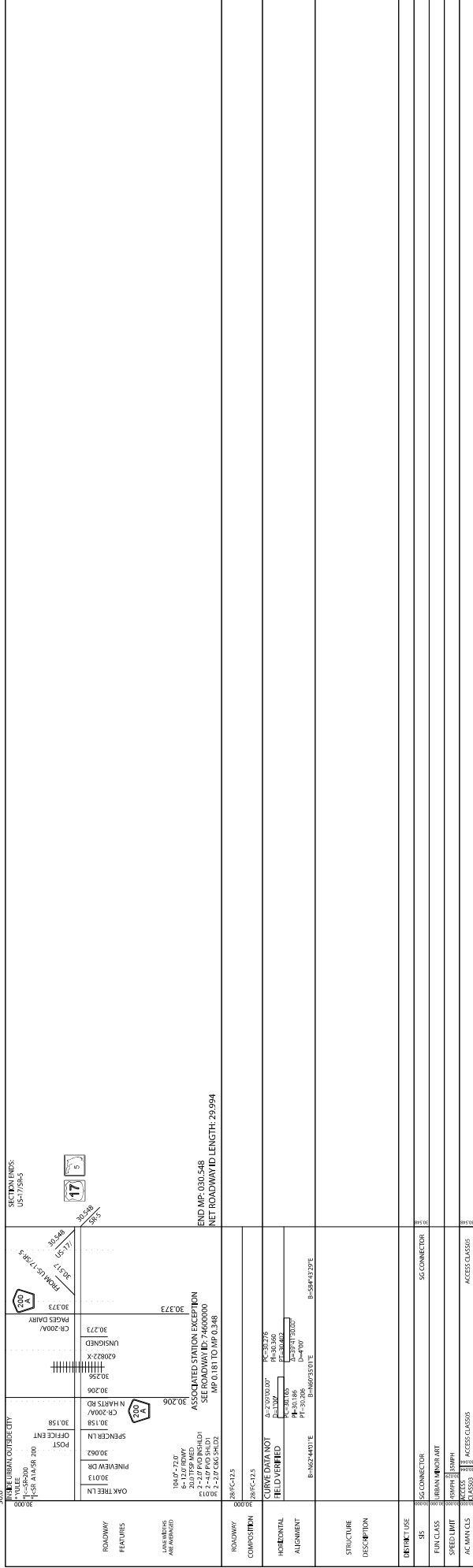
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FLORIDA DEPARTMENT OF TRANSPORTATION											
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY											
DATE	BY	SYNOPSIS	SURREV	REV	LUMP	REV	REV	REV	REV	REV	REV
06/26/2021		06/26/2021	07/09/2021	07/09/2021	07/09/2021	07/09/2021	07/09/2021	07/09/2021	07/09/2021	07/09/2021	07/09/2021
22.333	27.300	27.300	27.300	27.300	27.300	27.300	27.300	27.300	27.300	27.300	27.300
0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
SECTION STATUS											
12											
INT or US ROUTE NO.											
US 301											
COUNTY											
NASSAU											
DISTRICT											
02											
ROADWAY ID											
74040000											
SHEET NO.											
3 OF 6											

12.0	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000	12.000
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DATE	BY	SYNCH	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	PREC.	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[illegible]

Appendix D

FDOT D2 LOS Reports



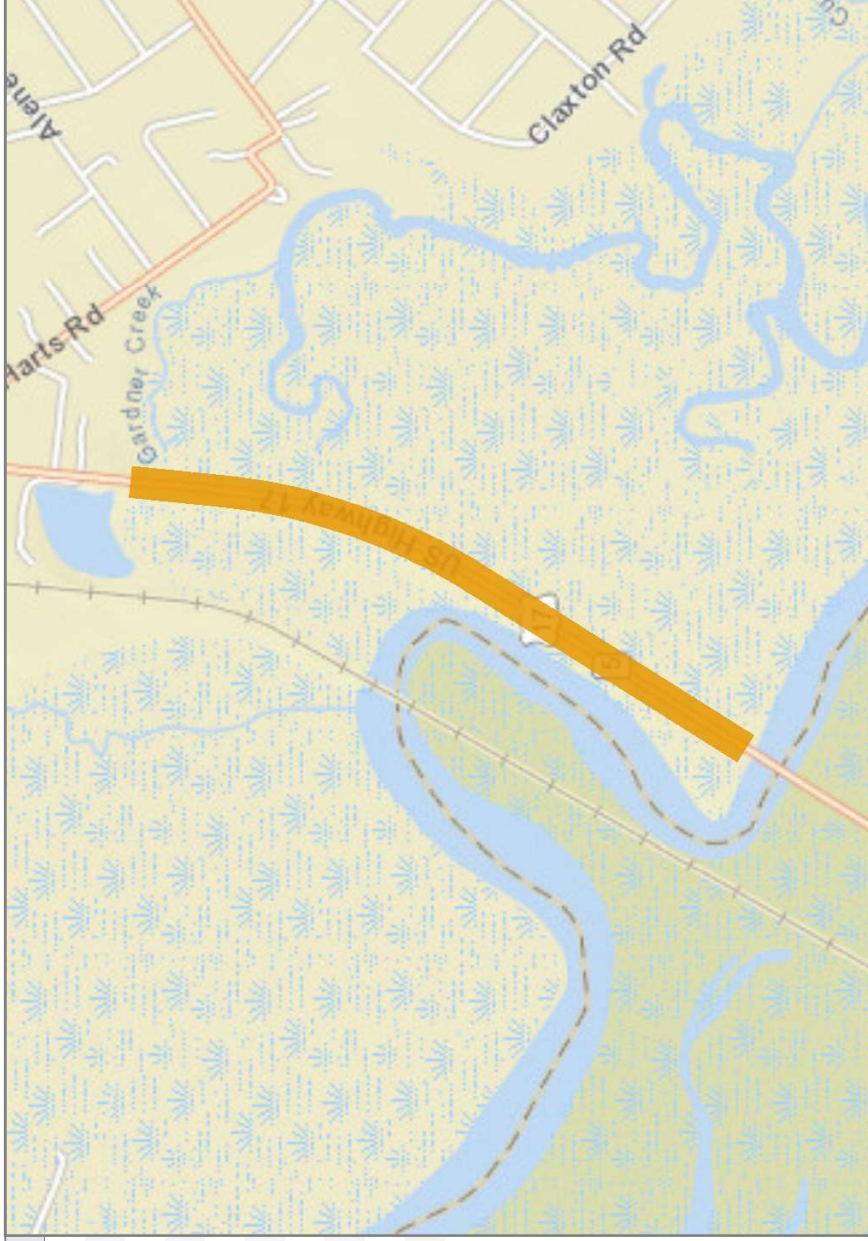
US-17 / SR-5, RCI MP 0-1.301, Nassau County

Attribute	Value
Segment ID:	21288
Segment Length:	1.301 mi
County:	Nassau
Roadway ID:	74020000
Begin MP:	0.000
End MP:	1.301
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C1
Standard K-Factor:	9.0
FDOT LOS Standard:	C

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.5839948096397,-81.6027907373541>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	4
AADT	18,000	25,159	35,182	42,341	49,500
Peak Hour Volume	1,620	2,264	3,166	3,811	4,455
Peak Hour Max. Service Volume	780	780	780	780	4,350
Peak Hour LOS	E	E	F	F	D

Notes: Potential Widening to 4 Lanes by 2045



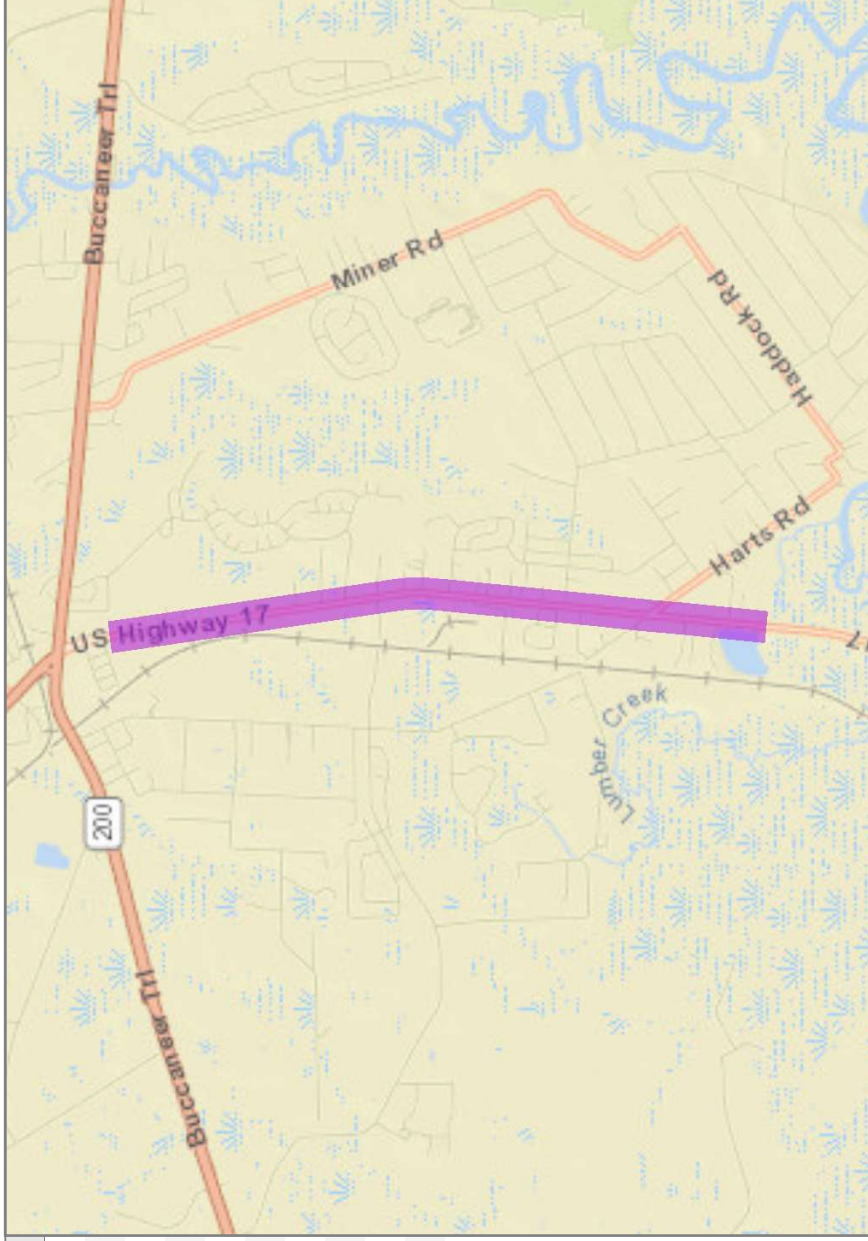
US-17 / SR-5, RCI MP 1.301-3.821, Nassau County

Attribute	Value
Segment ID:	21289
Segment Length:	2.520 mi
County:	Nassau
Roadway ID:	74020000
Begin MP:	1.301
End MP:	3.821
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6110187644863,-81.5985108987555>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	4
AADT	15,900	22,332	31,336	37,768	44,200
Peak Hour Volume	1,431	2,010	2,820	3,399	3,978
Peak Hour Max. Service Volume	1,950	1,950	1,950	1,950	3,290
Peak Hour LOS	D	F	F	F	F

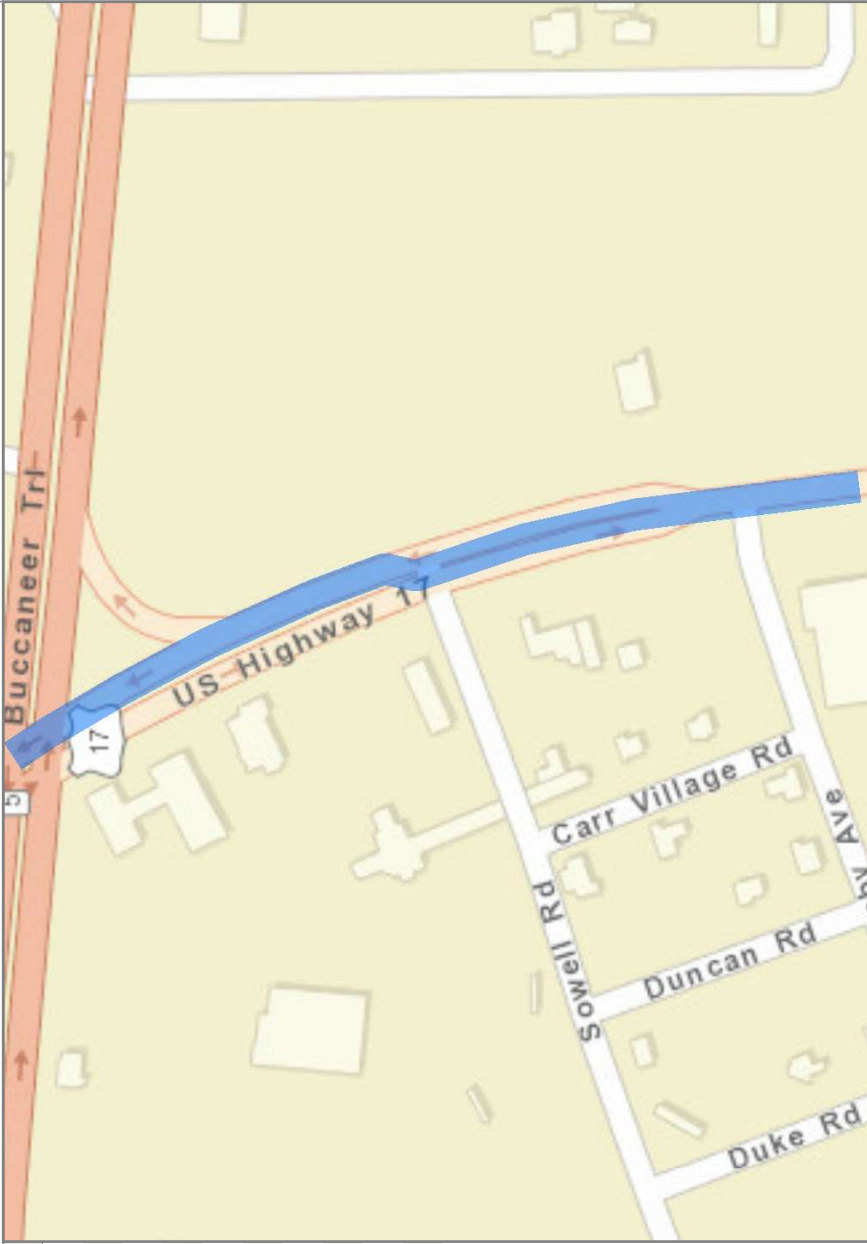
Notes: Potential Widening to 4 Lanes by 2045



US-17 / SR-5, RCI MP 3.821-4.037, Nassau County

Attribute	Value
Segment ID:	21290
Segment Length:	0.215 mi
County:	Nassau
Roadway ID:	74020000
Begin MP:	3.821
End MP:	4.037
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.6306657621056,-81.6005238715429>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	4	4	4	4	4
AADT	15,900	22,173	30,955	37,227	43,500
Peak Hour Volume	1,431	1,996	2,786	3,350	3,915
Peak Hour Max. Service Volume	3,290	3,290	3,290	3,290	3,290
Peak Hour LOS	C	C	D	F	F

Notes:



US-17 / SR-5, RCI MP 4.037-4.274, Nassau County

Attribute	Value
Segment ID:	21291
Segment Length:	0.237 mi
County:	Nassau
Roadway ID:	74020000
Begin MP:	4.037
End MP:	4.274
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D

Data Sources: RCI, TCI, NERPM AB, GUATS, FLSWM
Google Map:
<http://maps.google.com/maps?q=30.6333371295488,-81.6025314988113>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	4	4	4	4	4
AADT	14,000	16,295	19,509	21,805	24,100
Peak Hour Volume	1,260	1,467	1,756	1,962	2,169
Peak Hour Max. Service Volume	3,290	3,290	3,290	3,290	3,290
Peak Hour LOS	C	C	C	C	C

Notes:



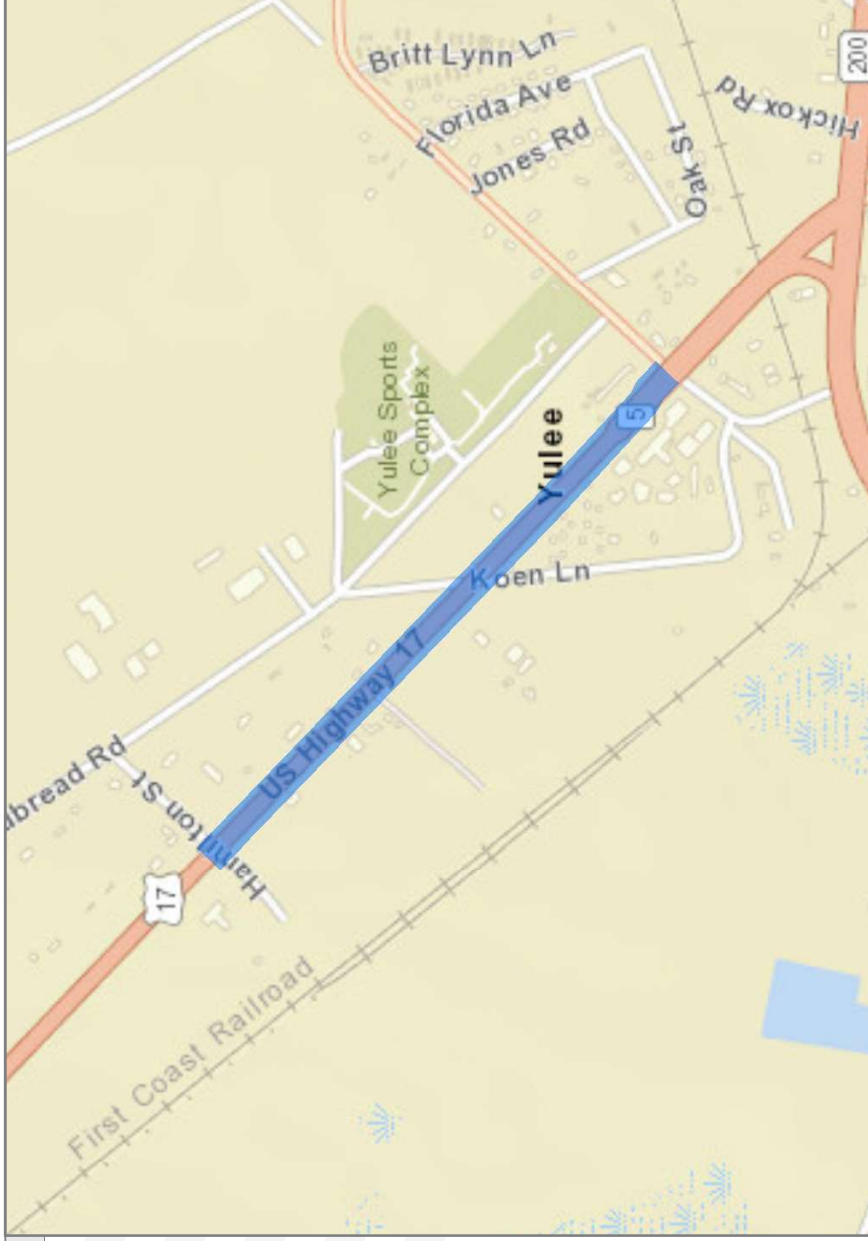
US-17 / SR-5, RCI MP 4.274-4.913, Nassau County

Attribute	Value
Segment ID:	21292
Segment Length:	0.639 mi
County:	Nassau
Roadway ID:	74020000
Begin MP:	4.274
End MP:	4.913
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6377161146104,-81.6078958478554>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	4
AADT	14,000	16,659	20,382	23,041	25,700
Peak Hour Volume	1,260	1,499	1,834	2,074	2,313
Peak Hour Max. Service Volume	1,950	1,950	1,950	1,950	3,290
Peak Hour LOS	C	D	D	F	C

Notes: Potential Widening to 4 Lanes by 2045



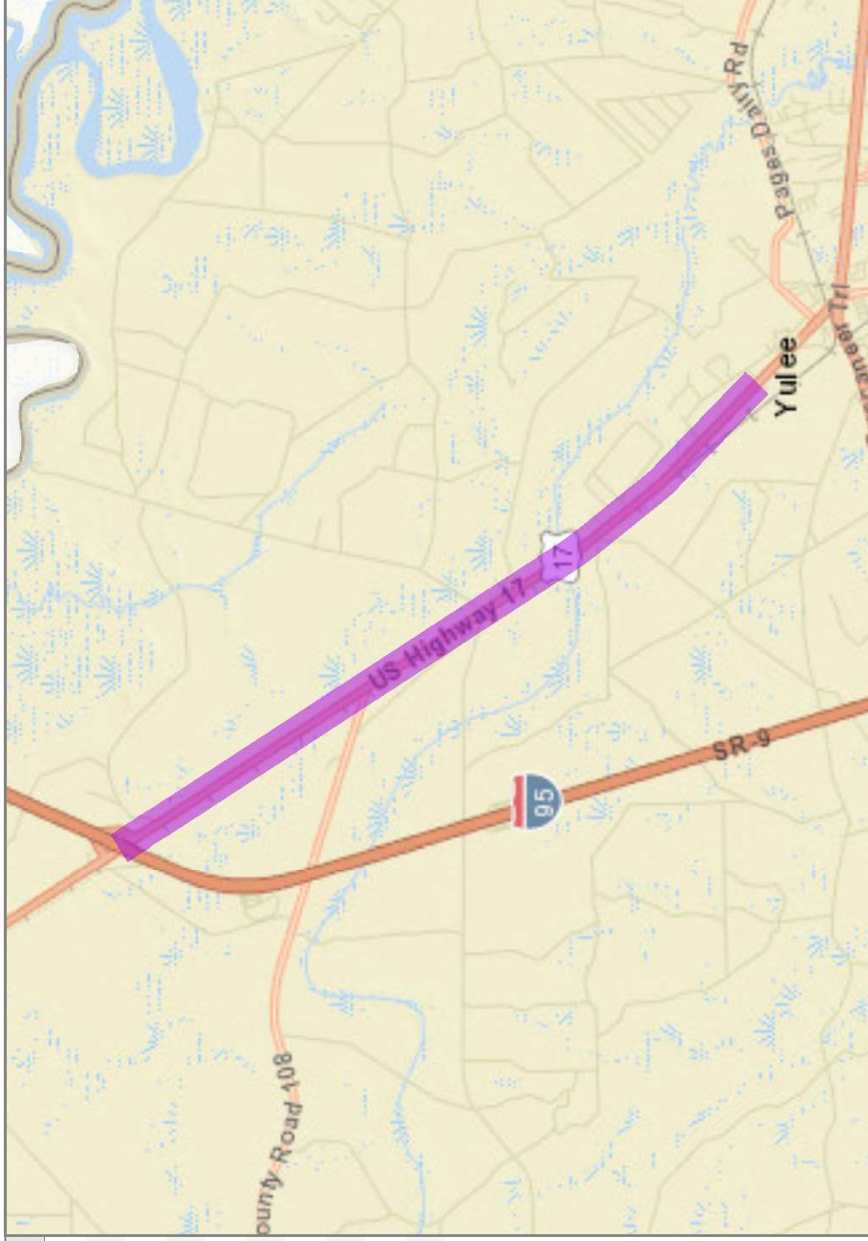
US-17 / SR-5, RCI MP 4.913-10.963, Nassau County

Attribute	Value
Segment ID:	21293
Segment Length:	6.049 mi
County:	Nassau
Roadway ID:	74020000
Begin MP:	4.913
End MP:	10.963
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C2
Standard K-Factor:	9.5
FDOT LOS Standard:	C

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6750862021882,-81.6432990234622>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	4
AADT	14,000	14,727	15,745	16,473	17,200
Peak Hour Volume	1,330	1,399	1,496	1,565	1,634
Peak Hour Max. Service Volume	780	780	780	780	4,350
Peak Hour LOS	D	E	E	E	B

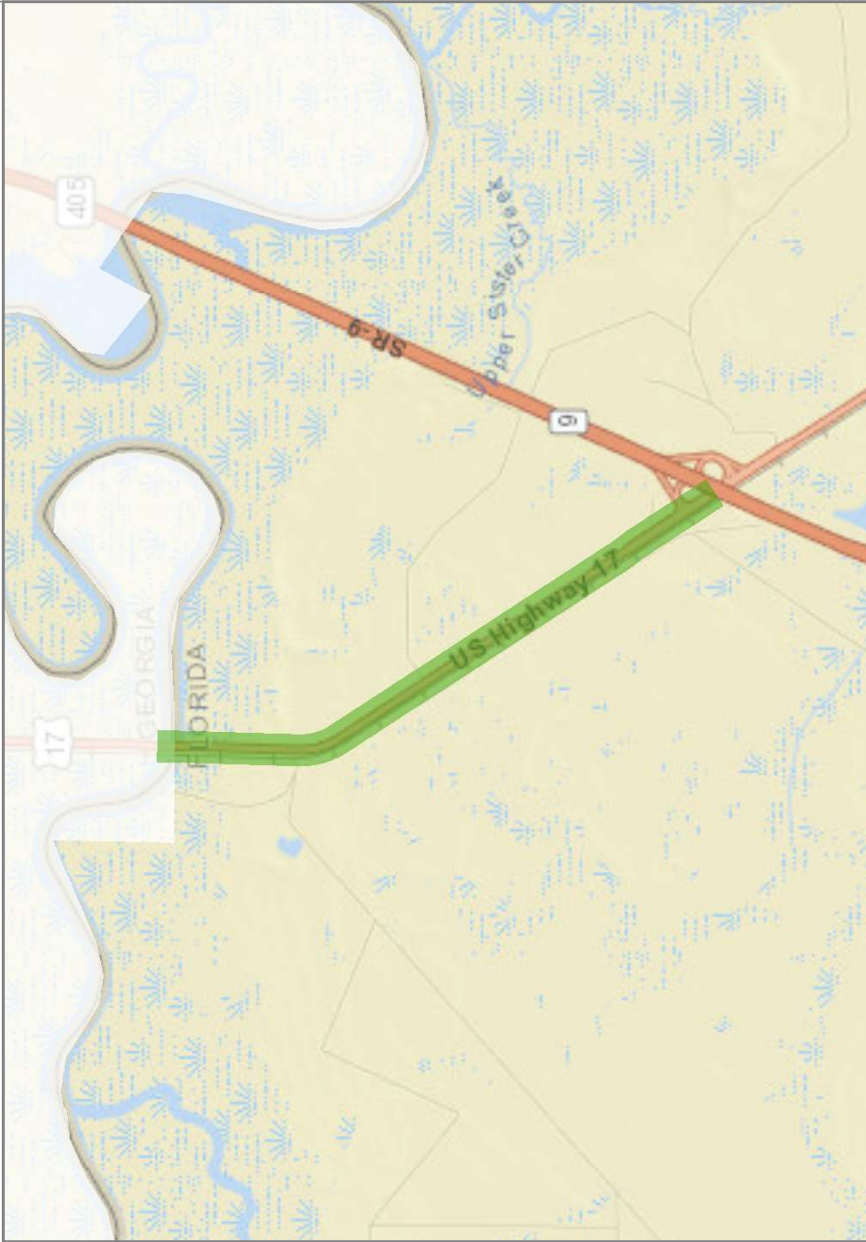
Notes: Potential Widening to 4 Lanes by 2045



US-17 / SR-5, RCI MP 10.963-13.375, Nassau County

Attribute	Value
Segment ID:	21294
Segment Length:	2.412 mi
County:	Nassau
Roadway ID:	74020000
Begin MP:	10.963
End MP:	13.375
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C2
Standard K-Factor:	9.5
FDOT LOS Standard:	C

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.7263210845284,-81.6820463427379>



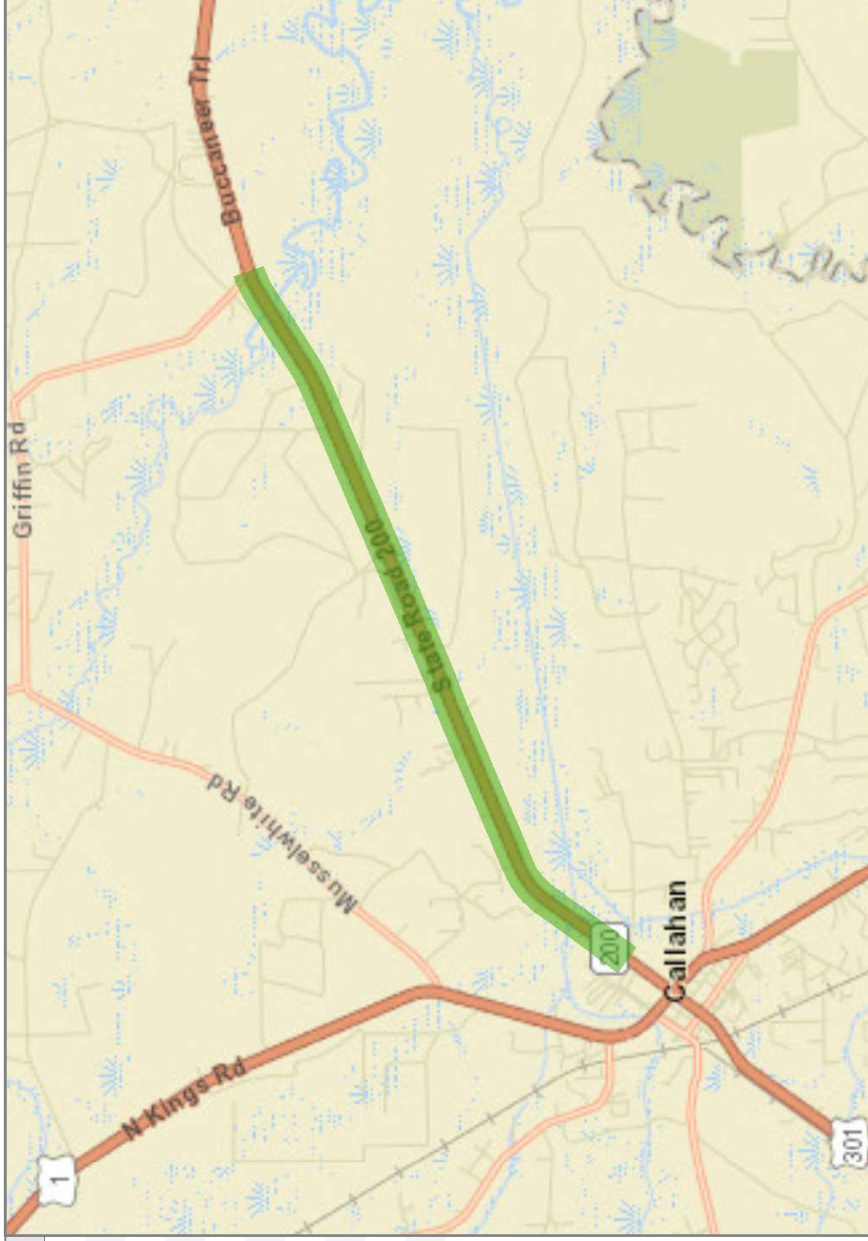
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	4,300	4,595	5,009	5,305	5,600
Peak Hour Volume	409	437	476	504	532
Peak Hour Max. Service Volume	780	780	780	780	780
Peak Hour LOS	B	B	C	C	C

Notes:



SR-200/A1A, RCI MP 16.053-22.183, Nassau County

Attribute	Value
Segment ID:	21308
Segment Length:	6.129 mi
County:	Nassau
Roadway ID:	74040000
Begin MP:	16.053
End MP:	22.183
SIS Status:	Existing SIS
SIS Type:	SIS Corridor
Context Class:	C2
Standard K-Factor:	9.5
FDOT LOS Standard:	C



Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.5912780827462,-81.7829904647935>

Projected Values	2022	2028	2035	2040	2045
Number of Lanes	4	4	4	4	4
AADT	12,900	14,195	16,009	17,305	18,600
Peak Hour Volume	1,226	1,349	1,521	1,644	1,767
Peak Hour Max. Service Volume	4,350	4,350	4,350	4,350	4,350
Peak Hour LOS	B	B	B	B	B

Notes:



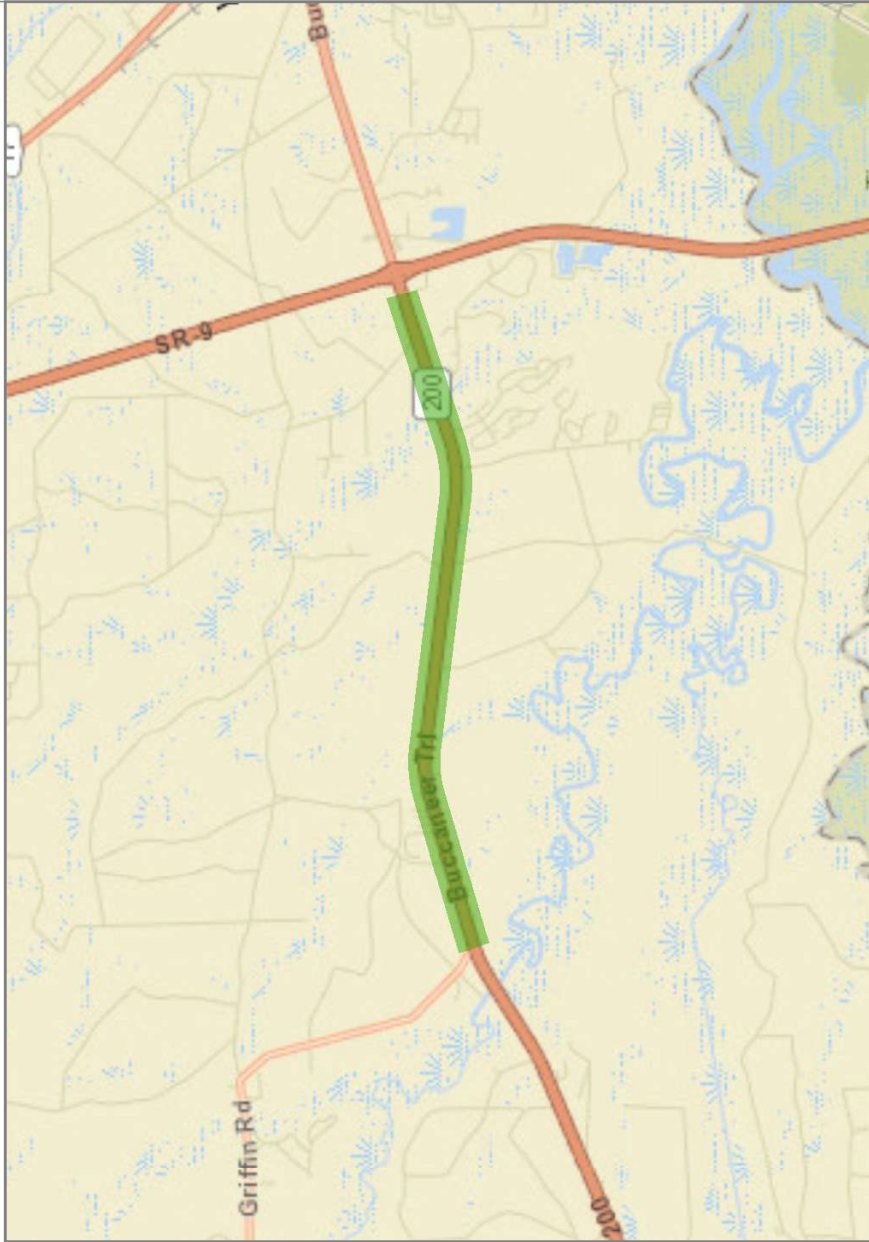
SR-200/A1A, RCI MP 22.183-27.327, Nassau County

Attribute	Value
Segment ID:	21309
Segment Length:	5.144 mi
County:	Nassau
Roadway ID:	74040000
Begin MP:	22.183
End MP:	27.327
SIS Status:	Existing SIS
SIS Type:	SIS Corridor
Context Class:	C2
Standard K-Factor:	9.5
FDOT LOS Standard:	C

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6143241631835,-81.6946715092716>



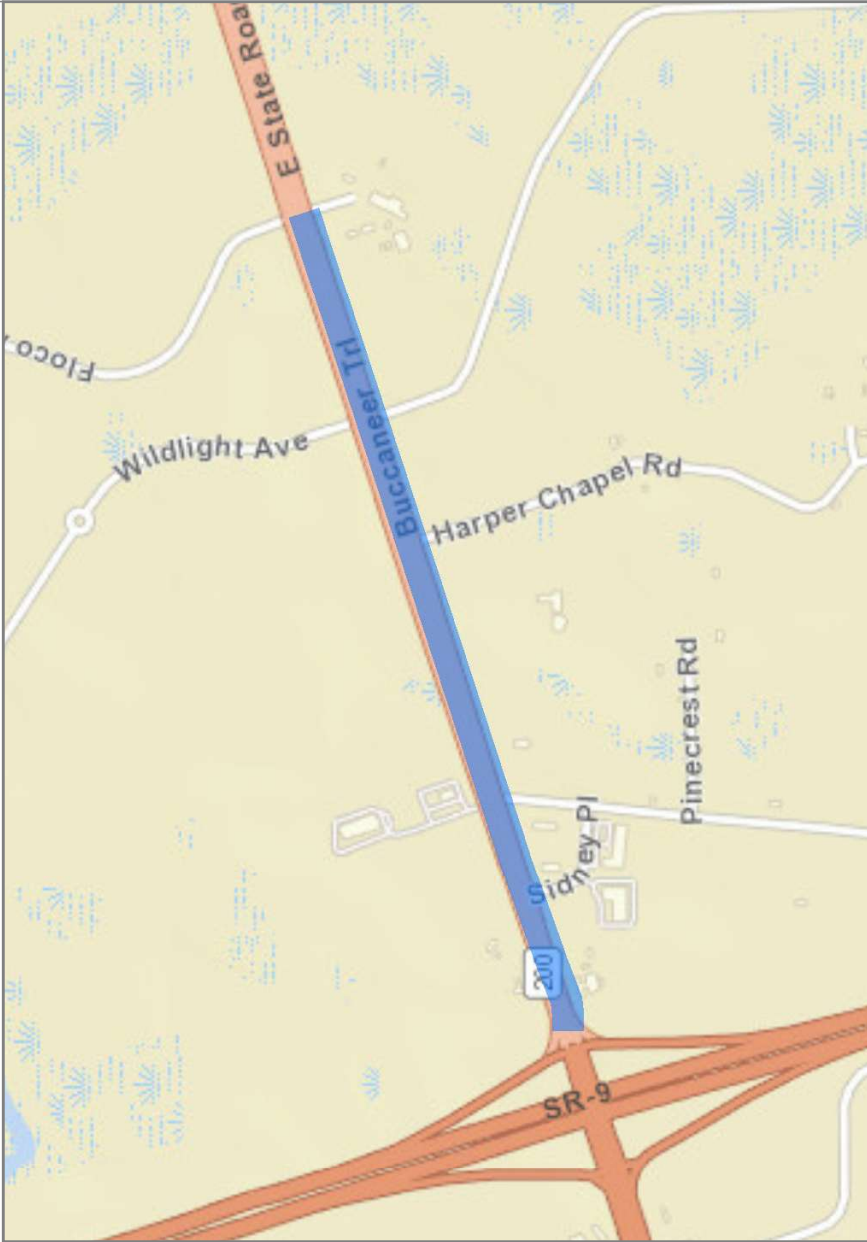
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	4	4	4	4	4
AADT	20,500	21,773	23,555	24,827	26,100
Peak Hour Volume	1,948	2,068	2,238	2,359	2,480
Peak Hour Max. Service Volume	4,350	4,350	4,350	4,350	4,350
Peak Hour LOS	B	B	B	B	B

Notes:



SR-200/A1A, RCI MP 27.582-28.407, Nassau County

Attribute	Value
Segment ID:	21312
Segment Length:	0.824 mi
County:	Nassau
Roadway ID:	74040000
Begin MP:	27.582
End MP:	28.407
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	C



Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.621512383123,-81.6420543218918>

Projected Values	2022	2028	2035	2040	2045
Number of Lanes	6	6	6	6	6
AADT	27,054	28,042	29,425	30,412	31,400
Peak Hour Volume	2,435	2,524	2,648	2,737	2,826
Peak Hour Max. Service Volume	4,290	4,290	4,290	4,290	4,290
Peak Hour LOS	C	C	C	C	C

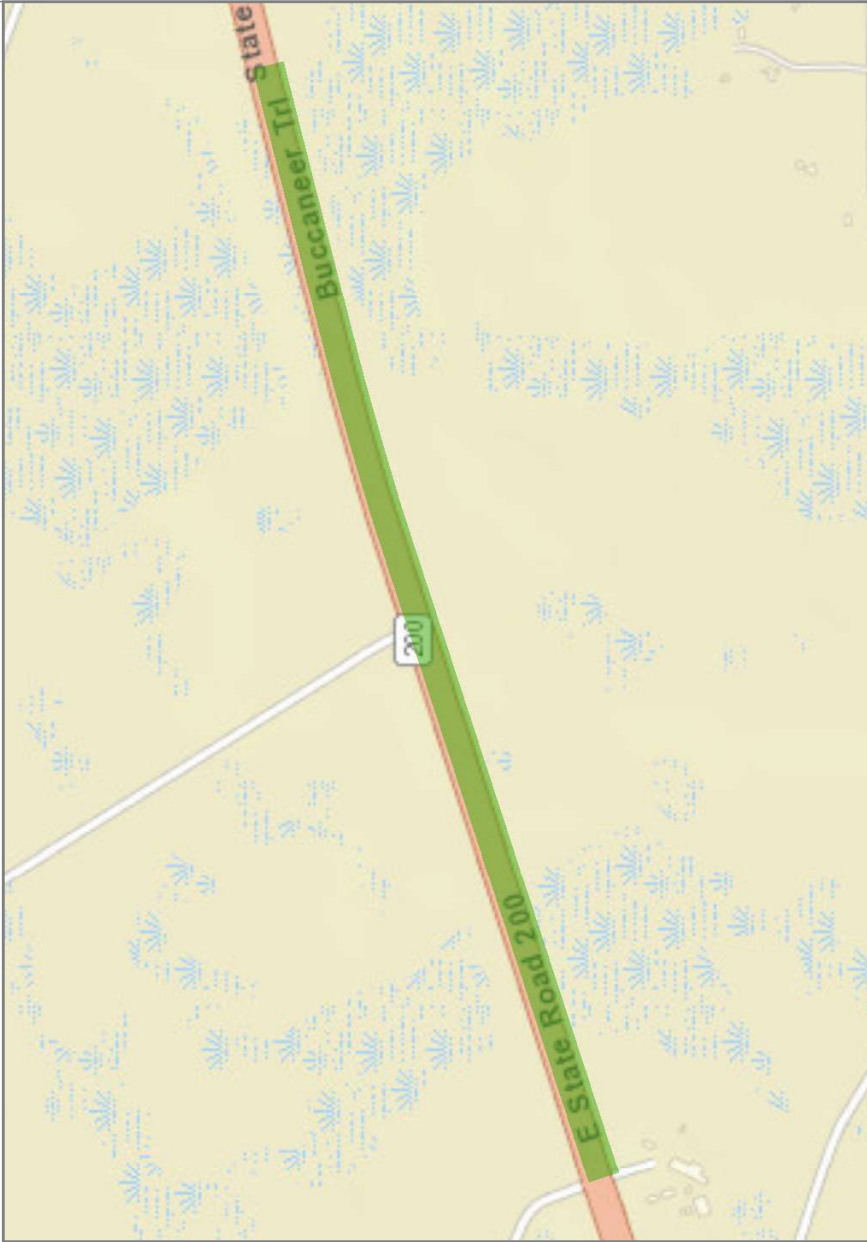
Notes:



SR-200/A1A, RCI MP 28.407-29.52, Nassau County

Attribute	Value
Segment ID:	21313
Segment Length:	1.112 mi
County:	Nassau
Roadway ID:	74040000
Begin MP:	28.407
End MP:	29.520
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C2
Standard K-Factor:	9.0
FDOT LOS Standard:	D

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.6258042820374,-81.62655594339071>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	6	6	6	6	6
AADT	27,054	28,042	29,425	30,412	31,400
Peak Hour Volume	2,435	2,524	2,648	2,737	2,826
Peak Hour Max. Service Volume	7,950	7,950	7,950	7,950	7,950
Peak Hour LOS	B	B	B	B	B

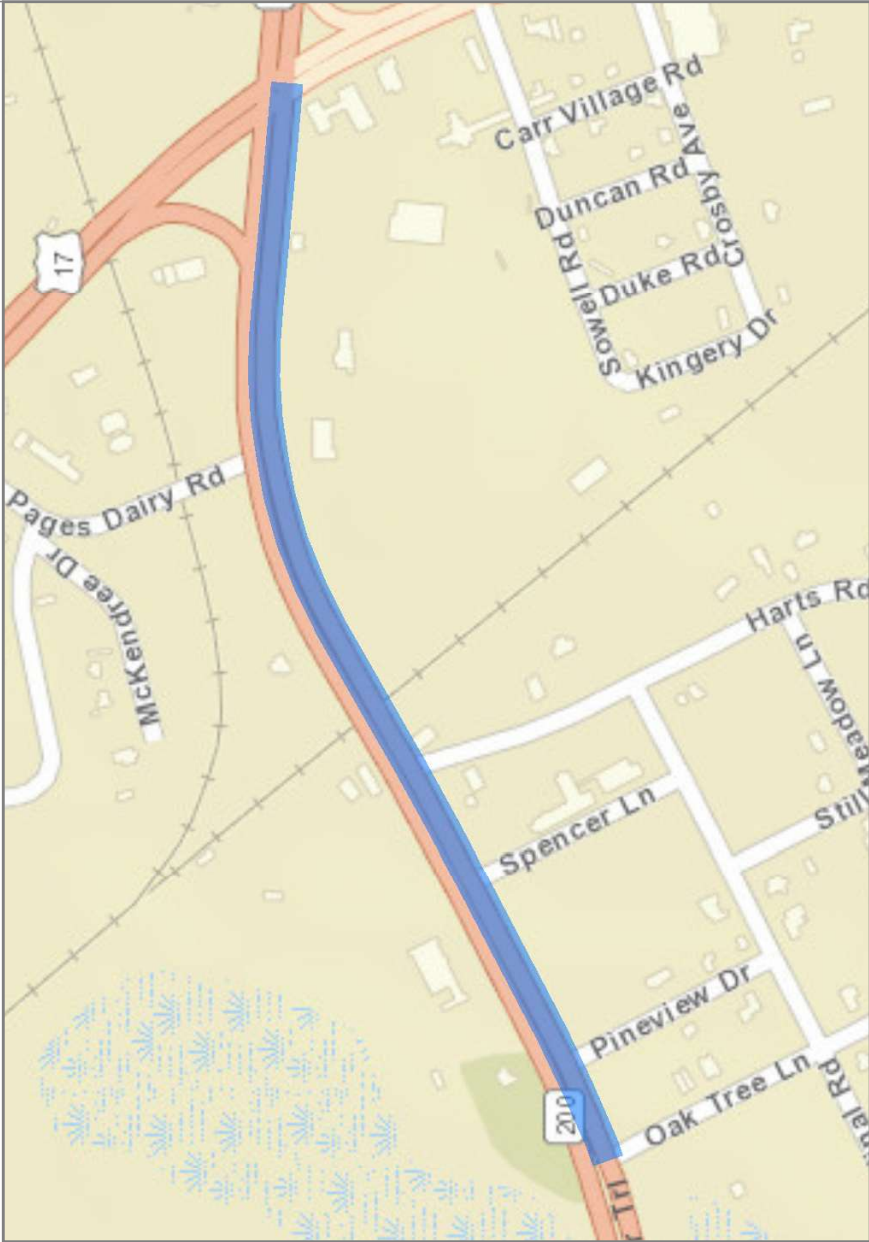
Notes:



SR-200/A1A, RCI MP 29.994-30.548, Nassau County

Attribute	Value
Segment ID:	21315
Segment Length:	0.553 mi
County:	Nassau
Roadway ID:	74040000
Begin MP:	29.994
End MP:	30.548
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D

Data Sources: RCI, TCI, NERPM AB, GUATS, FLSWM
Google Map:
<http://maps.google.com/maps?q=30.6313120307456,-81.6056448841403>



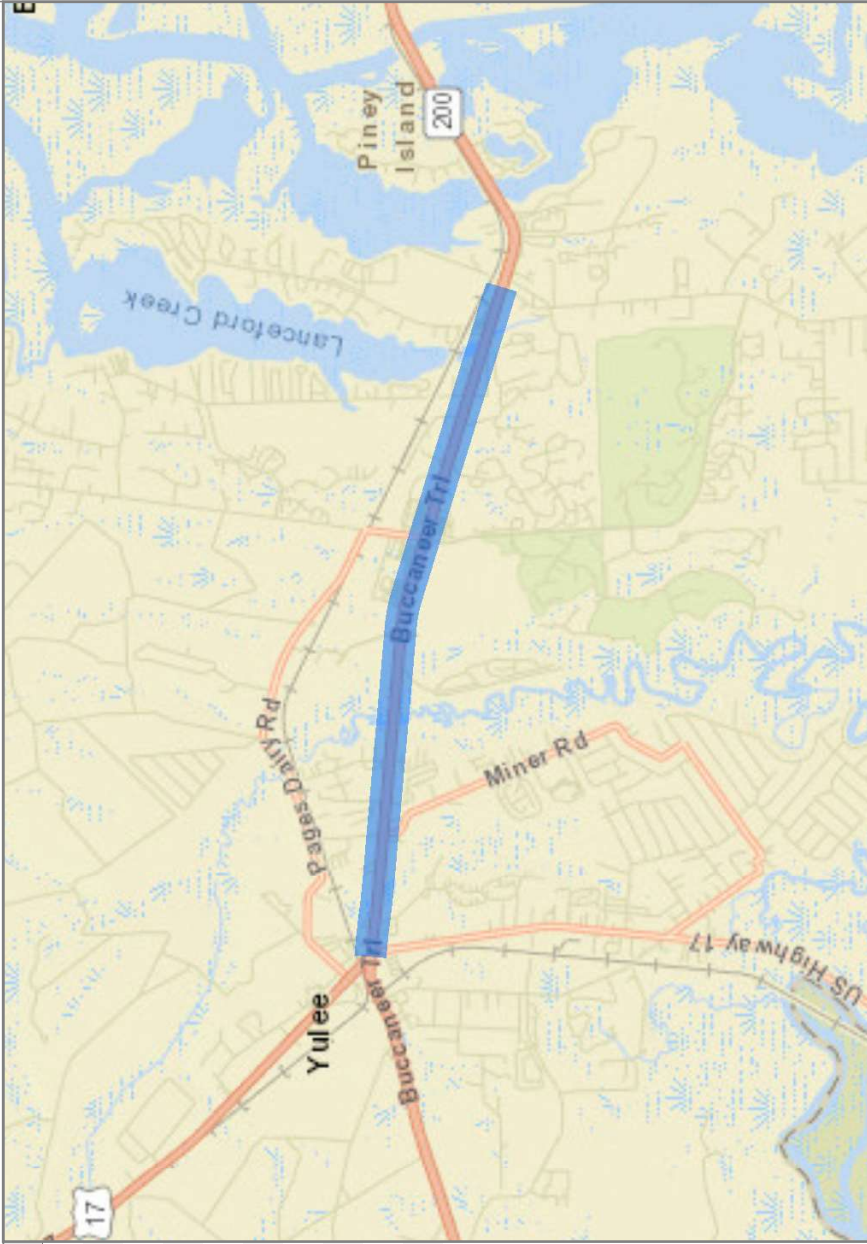
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	6	6	6	6	6
AADT	27,054	27,769	28,770	29,485	30,200
Peak Hour Volume	2,435	2,499	2,589	2,654	2,718
Peak Hour Max. Service Volume	4,870	4,870	4,870	4,870	4,870
Peak Hour LOS	C	C	C	C	C

Notes:



SR-200/A1A, RCI MP 0-5.272, Nassau County

Attribute	Value
Segment ID:	21317
Segment Length:	5.272 mi
County:	Nassau
Roadway ID:	74060000
Begin MP:	0.000
End MP:	5.272
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D



Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.6265819896588,-81.5576141384859>

Projected Values	2022	2028	2035	2040	2045
Number of Lanes	6	6	6	6	6
AADT	45,500	46,682	48,336	49,518	50,700
Peak Hour Volume	4,095	4,201	4,350	4,457	4,563
Peak Hour Max. Service Volume	4,870	4,870	4,870	4,870	4,870
Peak Hour LOS	C	C	D	D	D

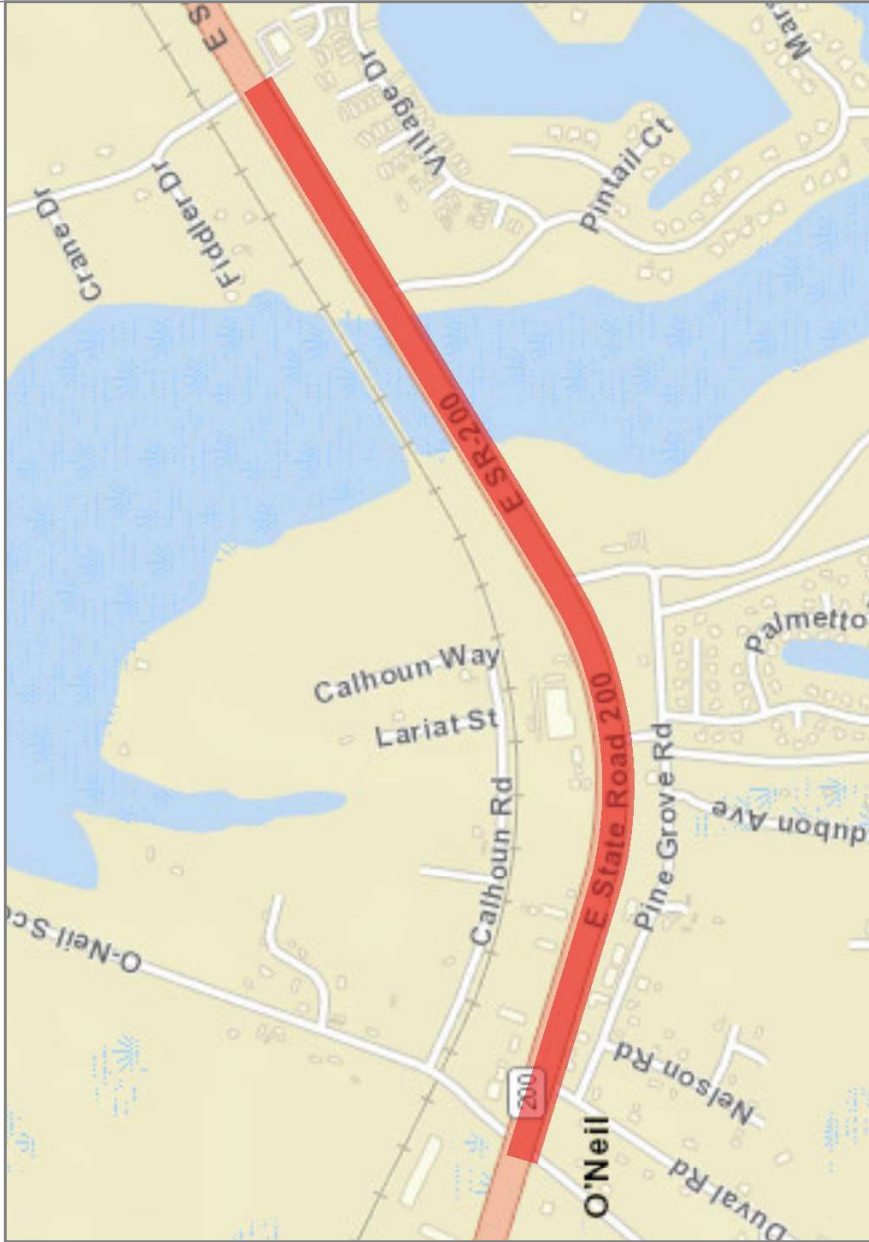
Notes:



SR-200/A1A, RCI MP 5.272-6.407, Nassau County

Attribute	Value
Segment ID:	21318
Segment Length:	1.134 mi
County:	Nassau
Roadway ID:	74060000
Begin MP:	5.272
End MP:	6.407
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.617757289163,-81.5059868570416>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	4	4	4	4	4
AADT	49,000	50,409	52,382	53,791	55,200
Peak Hour Volume	4,410	4,537	4,714	4,841	4,968
Peak Hour Max. Service Volume	3,290	3,290	3,290	3,290	3,290
Peak Hour LOS	F	F	F	F	F

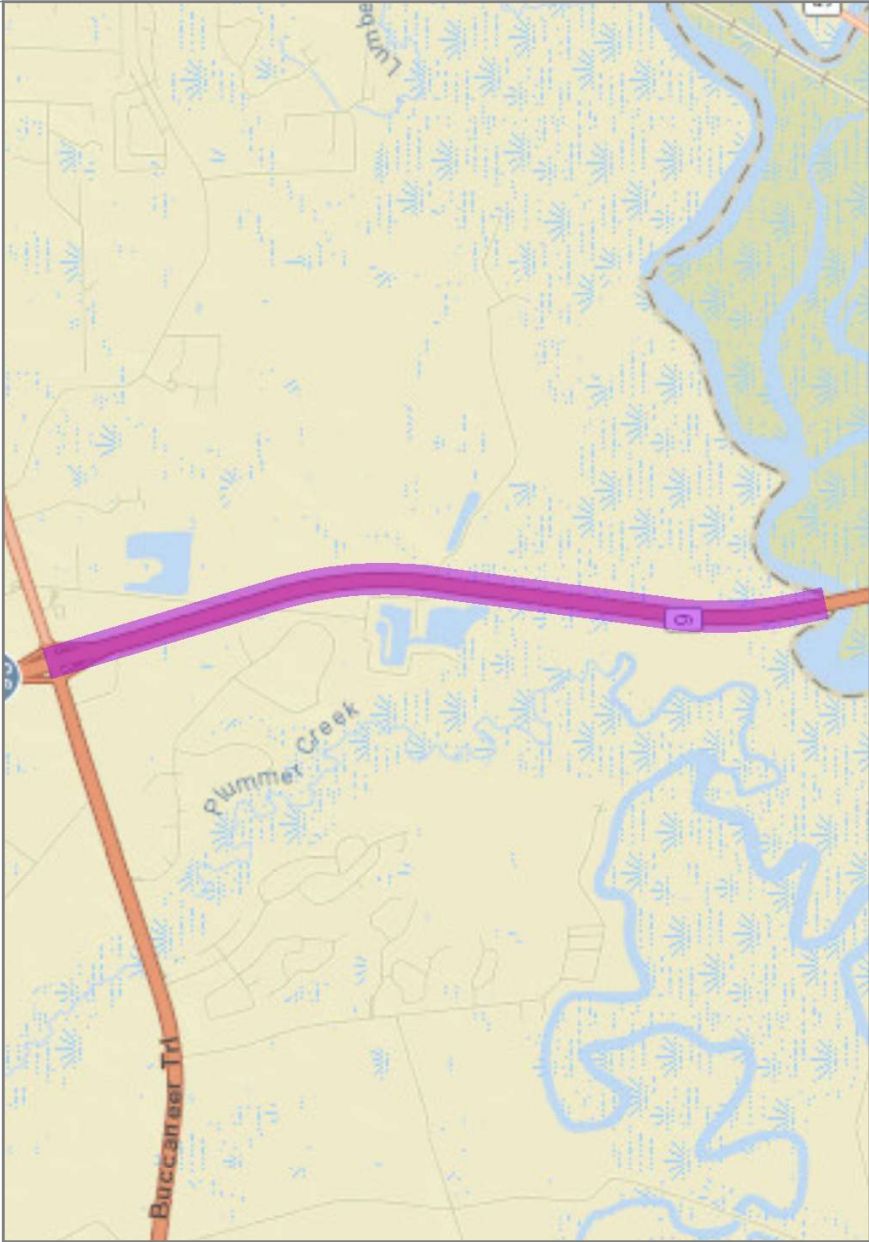
Notes:



I-95 / SR-9, RCI MP 0-3.03, Nassau County

Attribute	Value
Segment ID:	21337
Segment Length:	3.030 mi
County:	Nassau
Roadway ID:	74160000
Begin MP:	0.000
End MP:	3.030
SIS Status:	Existing SIS
SIS Type:	SIS Corridor
Context Class:	LA
Standard K-Factor:	10.5
FDOT LOS Standard:	C

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.5983573904389,-81.646293235823>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	6	6	6	6	6
AADT	90,000	92,455	95,891	98,345	100,800
Peak Hour Volume	9,450	9,708	10,069	10,326	10,584
Peak Hour Max. Service Volume	8,490	8,490	8,490	8,490	8,490
Peak Hour LOS	D	D	D	E	E

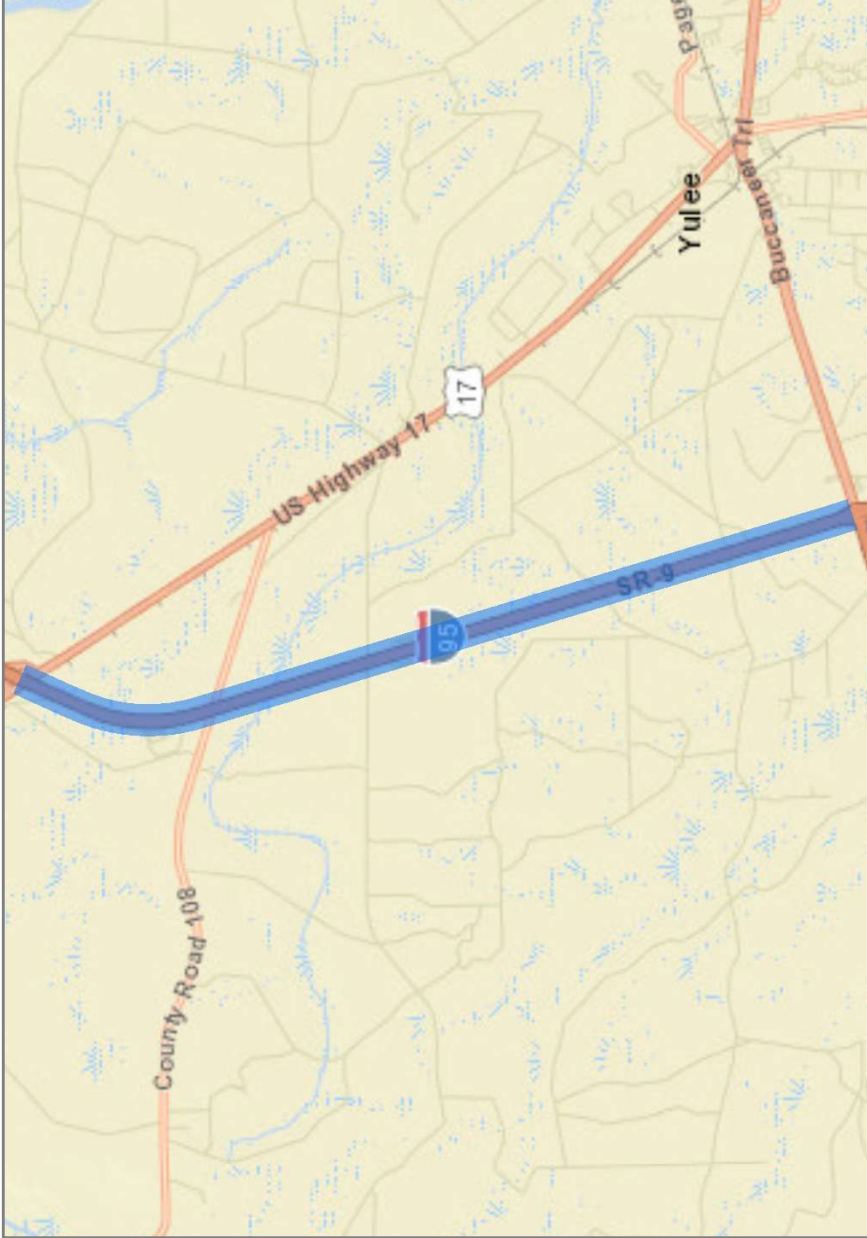
Notes:



I-95 / SR-9, RCI MP 3.03-9.67, Nassau County

Attribute	Value
Segment ID:	21338
Segment Length:	6.640 mi
County:	Nassau
Roadway ID:	74160000
Begin MP:	3.030
End MP:	9.670
SIS Status:	Existing SIS
SIS Type:	SIS Corridor
Context Class:	LA
Standard K-Factor:	10.5
FDOT LOS Standard:	C

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.6658414828702,-81.6653122993067>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	6	6	6	6	6
AADT	68,622	71,503	75,537	78,419	81,300
Peak Hour Volume	7,205	7,508	7,931	8,234	8,537
Peak Hour Max. Service Volume	8,490	8,490	8,490	8,490	8,490
Peak Hour LOS	C	C	C	C	D

Notes:



I-95 / SR-9, RCI MP 9.67-12.226, Nassau County

Attribute	Value
Segment ID:	21339
Segment Length:	2.556 mi
County:	Nassau
Roadway ID:	74160000
Begin MP:	9.670
End MP:	12.226
SIS Status:	Existing SIS
SIS Type:	SIS Corridor
Context Class:	LA
Standard K-Factor:	10.5
FDOT LOS Standard:	C

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM
Google Map:
<http://maps.google.com/maps?q=30.7287160989848,-81.6622828932417>



Projected Values	2022	2028	2035	2040	2045
Number of Lanes	6	6	6	6	6
AADT	76,531	78,524	81,314	83,307	85,300
Peak Hour Volume	8,036	8,245	8,538	8,747	8,957
Peak Hour Max. Service Volume	8,490	8,490	8,490	8,490	8,490
Peak Hour LOS	C	C	D	D	D

Notes:

Appendix E
Excerpt from NFTPO Cost Feasible Plan