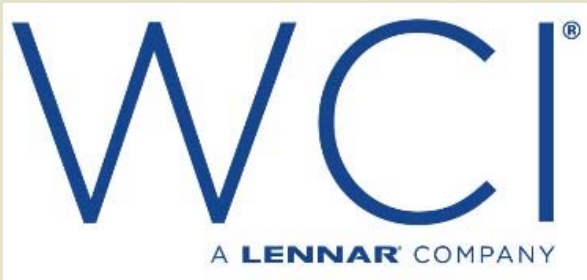


Prepared for:



And



Prepared by:



8515 Baymeadows Way, Suite 401
Jacksonville, FL 32256
904.422.6923



**Greenbriar Downs
Comprehensive Plan
Amendment
Land Development Traffic
Assessment**

St. Johns County, Florida

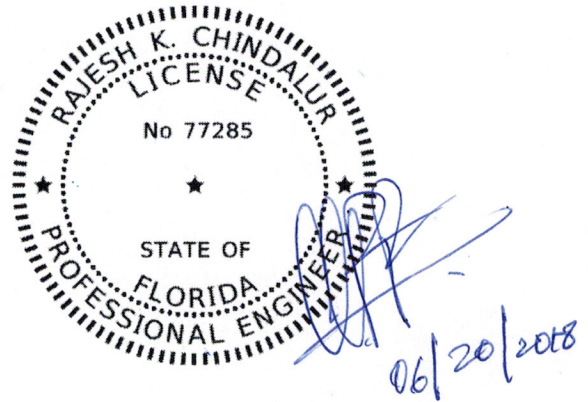
Project # 1046-170-001
Revised Date: 06/20/2018

PROFESSIONAL ENGINEER CERTIFICATE

I, Rajesh Ramn K. Chindalur, PE #77285, certify that I currently hold an active license in the state of Florida and am competent through education or experience to provide engineering services in the civil discipline contained in this plan, print, specification, or report.

PROJECT:	Greenbriar Downs – CPA LDTA
LOCATION:	St. Johns County, Florida
CLIENT:	WCI A Lennar Company

I further certify that this plan, print, specification, or report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. Moreover, if offered by a corporation, partnership, or through a fictitious name, I certify that the company offering the engineering services, Chindalur Traffic Solutions, Inc., 8515 Baymeadows Road, Suite 401, Jacksonville, Florida 32256, holds an active certificate of authorization #30806 to provide engineering service.



Signature:

Name:

P.E. No.:

Date:

Rajesh Ramn K. Chindalur, P.E., PTOE

77285

06/20/2018

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Introduction

This Land Development Traffic Assessment (LDTA) was prepared in support of the Comprehensive Plan Amendment (CPA) Application for the proposed Greenbriar Downs mixed-use development. The proposed development is anticipated to be developed in two (2) phases. Phase 1 development is anticipated to include 200 Senior Adult Housing – Detached units and 80,000 SF of neighborhood commercial/retail land uses. Phase 2 development is anticipated to include 202 Senior Adult Housing – Detached units, 416 Senior Adult Housing – Attached units and 80,000 SF of neighborhood commercial/retail. A grand total of 818 (402 Senior Adult Housing – Detached, 416 Senior Adult Housing – Attached) residential units and 160,000 SF of neighborhood commercial/retail land uses are anticipated to be developed under the project build-out conditions.

The proposed residential development will be located between Longleaf Pine Parkway and CR 2209 (St. Johns Parkway) on northside of CR 210W east of the future Veterans Parkway Extension (future CR 223). The non-residential component will be located on the southeast quadrant of the Veterans Parkway/Longleaf Pine Parkway intersection.

Access to the proposed Phase 1 residential development will be provided via CR 210. Access to Phase 2 residential development will be provided via CR 210 and the future northern section of Veterans Parkway Extension. Access to the non-residential development will be provided via Knights Lane, Veterans Parkway Extension and Longleaf Pine Parkway. **Figure 01** shows the project location. A copy of the preliminary site plan provided by Prosser, Inc. is included as **Attachment A**.

The study methodology that was discussed and agreed upon (April 24th, 2018) by St. Johns County Staff was adopted for the proposed Greenbriar Downs Land Development Traffic Assessment (LDTA). A copy of the Methodology Document is included as **Attachment B**.

As stated in this methodology document, the latest version of ITE Trip Generation Manual, 10th Edition was used to estimate the PM peak trips anticipated to be generated from the proposed development and the currently adopted Northeast Regional Planning Model (NERPM_ABv3) travel demand forecasting model was used to determine the project traffic distribution for the proposed development. Additionally, the proposed CR 2209 between CR 210 and SR 16 (SR 16/CR 16A intersection) was also included in the travel demand model.

Trip Generation

The PM peak hour trip generation for the proposed residential and commercial/retail development were estimated using the rates and equations included in the Trip Generation Manual, 10th Edition, published by the Institute of Transportation Engineers (ITE). No internal capture reduction was applied. Pass-by trip rates for commercial/retail land use obtained from the User's Guide and Handbook of the Trip Generation Manual, 10th Edition, published by the ITE and percent new trips table of the St. Johns County Land Development Code.

Attached **Tables 01** and **02** summarizes the PM peak trip generation and pass-by trips for the proposed development under each of the two (2) project phases. As shown in these tables, following is a summary of the trips anticipated to be generated by the proposed development:

- Phase 1 residential development is anticipated to generate a total of 82 PM peak gross trips and Phase 1 commercial/retail development is anticipated to generate a total of 461 PM peak trips (304 PM peak net external and 157 pass-by trips)

- Phase 2 residential development (cumulative) is anticipated to generate a total of 244 PM peak gross trips and Phase 2 commercial/retail development (cumulative) is anticipated to generate a total of 769 PM peak trips (580 PM peak net external and 189 pass-by trips)

Study Area

As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate more than 50 PM peak hour trips, the LDTA should include all roadway links within a 4-mile radius of proposed development. All the roadway links within a four-mile radius of the proposed development are listed in **Table 03**. All the study area roadway links with its link IDs within 4-mile radius of the proposed development are shown in **Figure 02**.

Planned Roadway Improvements

FDOT's 5 Five-Year Work Program, St. Johns County's CIP and other developments developer's agreements were reviewed to include any planned roadway improvements within the study area. The following improvements were included in the travel demand model and the analysis:

- SR 9B Extension: I-95 to CR 2209/St. Johns Parkway (FDOT)
- Race Track Road: Widen from 2 to 4 lanes from East of Veterans Parkway to CR 2209/Saint Johns Parkway
- Race Track Road: Widen from 2 to 4 lanes from CR 2209/Saint Johns Parkway to Bartram Park Boulevard
- CR 2209: New four-lane divided roadway between CR 210 and SR 16 Connector (SilverLeaf Plantation DRI's transportation mitigation)
- SR 16 Connector: New two-lane roadway between CR 2209 and SR 16/CR 16A Intersection (SilverLeaf Plantation DRI transportation mitigation)

The following improvements are proposed by other approved development's development agreements. However, these proposed improvements were not included in the model and analysis:

- Race Track Road: Widen from 2 to 4 lanes from Bartram Park Boulevard to Bartram Spring Parkway (Bartram Park DRI and Durbin Creek National)
- Race Track Road: Widen from 4 to 6 lanes from Bartram Park Boulevard to US 1/Philips Highway (Durbin Creek National)
- CR 210: Widen from 2 to 4 lanes from Greenbriar Road to Cimarrone Boulevard (Shearwater/Ashford Mills DRI)

Existing Conditions

The existing conditions data for the study area roadway links was taken directly from the *St. Johns County Transportation Analysis Spreadsheet*, dated July 01, 2017. Previously mentioned **Table 03** also shows the existing conditions for the study area roadway links. A copy of the *St. Johns County Transportation Analysis Spreadsheet* dated July 01, 2017 is included as **Attachment C**.

Trip Distribution and Assignment

The Northeast Regional Planning Model (NERPM_ABv3) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the TPO's 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed development. A reasonableness check of area and facility type coding in the model on study links within the project transportation impact area was performed and no adjustments to these variables were required. The model was also verified to ensure all planned and programmed improvements within the transportation study area identified from the following sources are included in the model.

- St. Johns County Master Transportation Plan – St. Johns County Highway Projects List
- Construction of developer committed improvements consistent with requirements of approved Development Orders and Developer Agreements in conjunction with the assumption that the approved land uses in the development are built

The following planned and programmed improvements and were included in the model:

- SR 9B Extension: I-95 to CR 2209/St. Johns Parkway (FDOT)
- Race Track Road: Widen from 2 to 4 lanes from East of Veterans Parkway to CR 2209/St. Johns Parkway
- Race Track Road: Widen from 2 to 4 lanes from CR 2209/Saint Johns Parkway to Bartram Park Boulevard
- CR 2209: New four-lane divided roadway between CR 210 and SR 16 Connector (SilverLeaf Plantation DRI's transportation mitigation)
- SR 16 Connector: New two-lane roadway between CR 2209 and SR 16/CR 16A Intersection (SilverLeaf Plantation DRI transportation mitigation)

The following model network refinements were made as these projects are currently NOT funded for construction:

- The roadway section of CR 223 between CR 210 and Long Leaf Pine Parkway that was included in the model was removed
- The proposed Outer Beltway (Toll Road proposed by FDOT) was also removed
- The segment of Longleaf Pine Parkway between Roberts Road and Tollerton Avenue was modified from a four-lane section to a two-lane section
- The segment of Veterans Parkway between Longleaf Pine Parkway and N. Durbin Parkway was modified from a four-lane section to a two-lane section
- The segment of Race Track Road between Bartram Park Boulevard and Bartram Springs Boulevard was modified from a four-lane section to two-lane section

The model refinements further included the addition of the proposed development and addition/modification of the following approved developments in the model:

- Aberdeen DRI
- Ashford Mills DRI
- Bartram Park DRI
- Durbin Crossing DRI
- RiverTown DRI
- SilverLeaf Plantation DRI

No additional transportation improvement projects/mitigation related to the above listed developments were added except those related to the SilverLeaf Plantation DRI. **Attachment D** includes a copy of the St. Johns County Highway Projects List and SR 9B plans from FDOT. **Attachment E** includes details of the Zdata Variables used to determine the project traffic distribution.

Separate travel demand model runs were performed to determine the project traffic distribution and assignment for each phase of the proposed residential and commercial/retail developments. **Table 04** shows Phase 1 project trip distribution and the PM peak hour project traffic assignment on each roadway segments within a 4-mile radius of the project boundary. **Table 05** shows Phase 2 (Cumulative) project

traffic distribution and PM peak hour project traffic assignment on each roadway segments within a four-mile radius of the project boundary. **Figures 03** and **04** show project traffic distribution and assignment for the proposed Phase 1 residential and commercial/retail development. **Figures 05 and 06** show project traffic distribution and assignment for the proposed Phase 2 residential and commercial/retail development. **Attachment F** includes copies of the travel demand model plots.

Segment Analysis

Previously stated **Tables 04** and **05** summarize the impact of the proposed mixed-use development on the study area roadway links under Phase 1 and Phase 2 (Cumulative) conditions. As per Appendix A – St. Johns County Traffic Impact Study Methodology and Procedures of the St. Johns County Land Development Code, a study area roadway segment is considered impacted if residential development contributes one percent (1%) or more of the maximum service volume of the adopted service standard or non-residential development contributes one percent (1%) or more of the maximum service volume of the adopted service standard on the directly accessed roadway segment and three percent (3%) or more for all the project study area roadway segments.

As shown in previously stated **Table 04** the following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Phase 1 residential development (development contributes 1% or more of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard
- Link 34.2: CR 210 – Cimarrone Boulevard to CR 2209
- Link 157: St. Johns Parkway – CR 210 to Future SR 9B Connection

The following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Greenbriar Downs Phase 1 commercial/retail development (non-residential development contributes 1% or more of the maximum service volume of the adopted level of service standard on the directly accessed roadway segment and 3% or more for all the other roadway segments).

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway
- Link 152.1: Veterans Parkway – Residential Project Entrance to Longleaf Pine Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue
- Link 156: Longleaf Pine Parkway – Tollerton Avenue to St. Johns Parkway
- Link 158: St. Johns Parkway – Future SR 9B Connection to Longleaf Pine Pkwy

Also, as shown in this table, the following links are anticipated to be adversely impacted under the proposed Phase 1 residential development (the roadway link impacted by the development related traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard

The following links are anticipated to be adversely impacted (the roadway link impacted by non-residential development traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under the proposed Phase 1 commercial/retail development.

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway

- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue

As shown in previously stated **Table 05** the following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Phase 2 (Cumulative) residential development (development contributes 1% or more of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard
- Link 152.1: Veterans Parkway – Residential Project Entrance to Longleaf Pine Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue
- Link 156: Longleaf Pine Parkway – Tollerton Avenue to St. Johns Parkway
- Link 158: St. Johns Parkway – Future SR 9B Connection to Longleaf Pine Parkway

The following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Greenbriar Downs Phase 2 (Cumulative) commercial/retail development (non-residential development contributes 1% or more of the maximum service volume of the adopted level of service standard on the directly accessed roadway segment and 3% or more for all the other roadway segments).

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway
- Link 152.1: Veterans Parkway – Residential Project Entrance to Longleaf Pine Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 154: Longleaf Pine Parkway – Roberts Road to Veterans Parkway
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue
- Link 156: Longleaf Pine Parkway – Tollerton Avenue to St. Johns Parkway
- Link 158: St. Johns Parkway – Longleaf Pine Parkway to Race Track Road

Also, as shown in this table, the following links are anticipated to be adversely impacted under the proposed Phase 2 (Cumulative) residential development (the roadway link impacted by the development related traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue

The following links are anticipated to be adversely impacted (the roadway link impacted by non-residential development traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under the proposed Phase 2 commercial/retail development.

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 154: Longleaf Pine Parkway – Roberts Road to Veterans Parkway
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue

However, it should be noted that the adversely impacted roadway segments Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard, Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway, Link 154: Longleaf Pine Parkway – Roberts Road to Veteran Parkway and Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue are currently deficient (existing traffic plus vested development traffic plus reserved development traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under project no-build conditions.

It should also be noted that the Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard is proposed to be widened from 2 to 4 lanes by the Ashford Mills DRI (mitigation projects) and this link may not be adversely impacted.

Summary and Conclusions

This Land Development Traffic Assessment (LDТА) was prepared in support of the Comprehensive Plan Amendment for the proposed Greenbriar Downs mixed-use development.

The proposed development is anticipated to be developed in two (2) phases. Phase 1 development is anticipated to include 200 Senior Adult Housing – Detached units and 80,000 SF of neighborhood commercial/retail land uses. Phase 2 development is anticipated to include 202 Senior Adult Housing – Detached units, 416 Senior Adult Housing – Attached units and 80,000 SF of neighborhood commercial/retail. A grand total of 818 (402 Senior Adult Housing – Detached, 416 Senior Adult Housing – Attached) residential units and 160,000 SF of neighborhood commercial/retail land uses are anticipated to be developed under the project build-out conditions.

Access to the proposed Phase 1 residential development will be provided via CR 210. Access to Phase 2 residential development will be provided via CR 210 and the future northern section of Veterans Parkway Extension. Access to the non-residential development will be provided via Knights Lane, Veterans Parkway Extension and Longleaf Pine Parkway.

The Northeast Regional Planning Model (NERPM_ABv3) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the TPO's 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed development.

The following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Phase 1 residential development (development contributes 1% or more of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard
- Link 34.2: CR 210 – Cimarrone Boulevard to CR 2209
- Link 157: St. Johns Parkway – CR 210 to Future SR 9B Connection

The following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Greenbriar Downs Phase 1 commercial/retail development (non-residential development contributes 1% or more of the maximum service volume of the adopted level of service standard on the directly accessed roadway segment and 3% or more for all the other roadway segments).

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway
- Link 152.1: Veterans Parkway – Residential Project Entrance to Longleaf Pine Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue
- Link 156: Longleaf Pine Parkway – Tollerton Avenue to St. Johns Parkway
- Link 158: St. Johns Parkway – Future SR 9B Connection to Longleaf Pine Pkwy

The following links are anticipated to be adversely impacted under the proposed Phase 1 residential development (the roadway link impacted by the development related traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard

The following links are anticipated to be adversely impacted (the roadway link impacted by non-residential development traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under the proposed Phase 1 commercial/retail development.

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue

The following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Phase 2 (Cumulative) residential development (development contributes 1% or more of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard
- Link 152.1: Veterans Parkway – Residential Project Entrance to Longleaf Pine Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue
- Link 156: Longleaf Pine Parkway – Tollerton Avenue to St. Johns Parkway
- Link 158: St. Johns Parkway – Future SR 9B Connection to Longleaf Pine Parkway

The following study area roadway segments are anticipated to be impacted due to the traffic generated by the proposed Greenbriar Downs Phase 2 (Cumulative) commercial/retail development (non-residential development contributes 1% or more of the maximum service volume of the adopted level of service standard on the directly accessed roadway segment and 3% or more for all the other roadway segments).

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway
- Link 152.1: Veterans Parkway – Residential Project Entrance to Longleaf Pine Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 154: Longleaf Pine Parkway – Roberts Road to Veterans Parkway
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue
- Link 156: Longleaf Pine Parkway – Tollerton Avenue to St. Johns Parkway
- Link 158: St. Johns Parkway – Longleaf Pine Parkway to Race Track Road

The following links are anticipated to be adversely impacted under the proposed Phase 2 (Cumulative) residential development (the roadway link impacted by the development related traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard).

- Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue

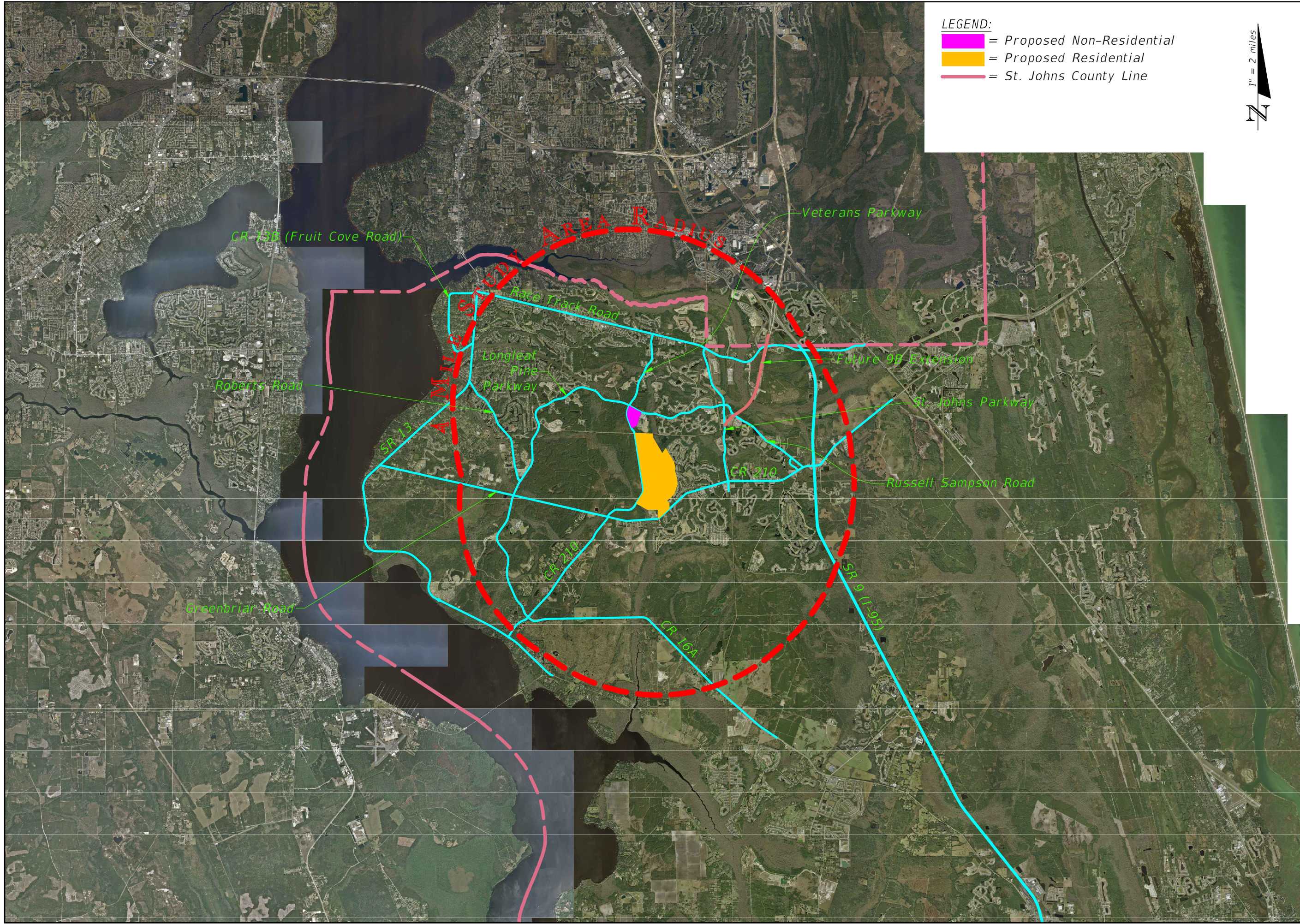
The following links are anticipated to be adversely impacted (the roadway link impacted by non-residential development traffic and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under the proposed Phase 2 commercial/retail development.

- Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway
- Link 152.2: Veterans Parkway – Longleaf Pine Parkway to Race Track Road
- Link 154: Longleaf Pine Parkway – Roberts Road to Veterans Parkway
- Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue

However, it should be noted that the adversely impacted roadway segments Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard, Link 80: Russell Sampson Road – CR 210 to St. Johns Parkway, Link 154: Longleaf Pine Parkway – Roberts Road to Veteran Parkway and Link 155: Longleaf Pine Parkway – Veterans Parkway to Tollerton Avenue are currently deficient (existing traffic plus vested development traffic plus reserved development traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under project no-build conditions.

It should also be noted that the Link 34.1: CR 210 – Greenbriar Road to Cimarrone Boulevard is proposed to be widened from 2 to 4 lanes by the Ashford Mills DRI (mitigation projects) and this link may not be adversely impacted.

This LDTA is based on the Transportation Analysis Spreadsheet (TAS) dated 07/01/2017 that is currently available on the County's webpage. The applicant is submitting coincident with the update to the CPA a concurrency application for the residential component of the project and will submit a Concurrency Application and an updated LDTA (if an updated TAS becomes available at the time of the Concurrency Application, the results may vary) for the commercial/retail component at the appropriate time. If any roadway segment(s) are identified to be adversely impacted based on the updated TAS at the time of the commercial/retail Concurrency Application, a project proportionate share will be estimated. The Greenbriar Downs development will comply with concurrency requirements as consistent with Section 163.3180, Florida Statutes, including any provisions of the St. Johns County Land Development Code, consistent therewith to mitigate Greenbriar Downs development related transportation adverse impacts.



LEGEND:
 = Proposed Residential
 = Proposed Non-Residential
 = St. Johns County Line

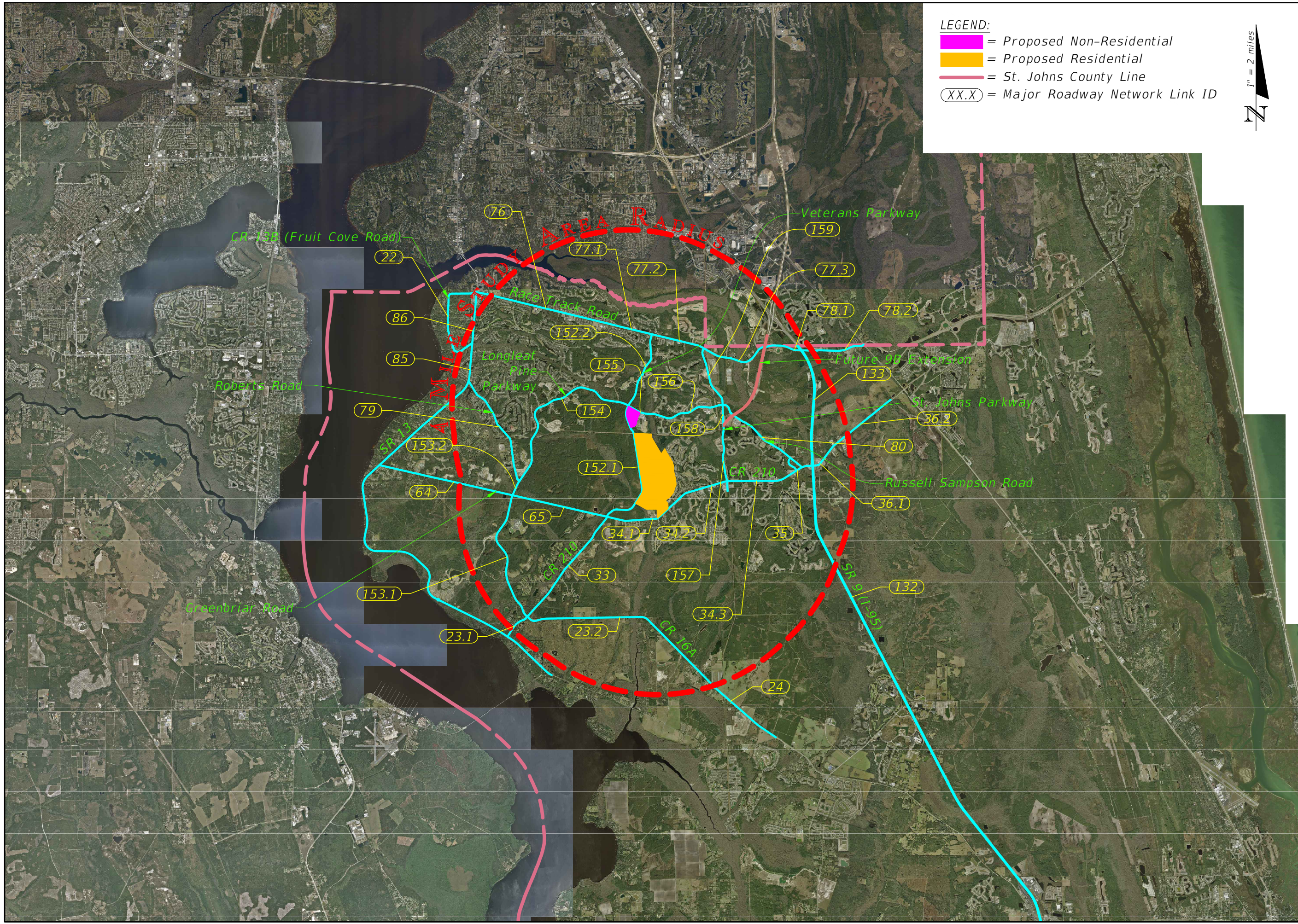


GREENBRIAR DOWNS - CPA LDTA
 ST. JOHNS COUNTY, FLORIDA

LOCATION MAP

FIGURE
 01

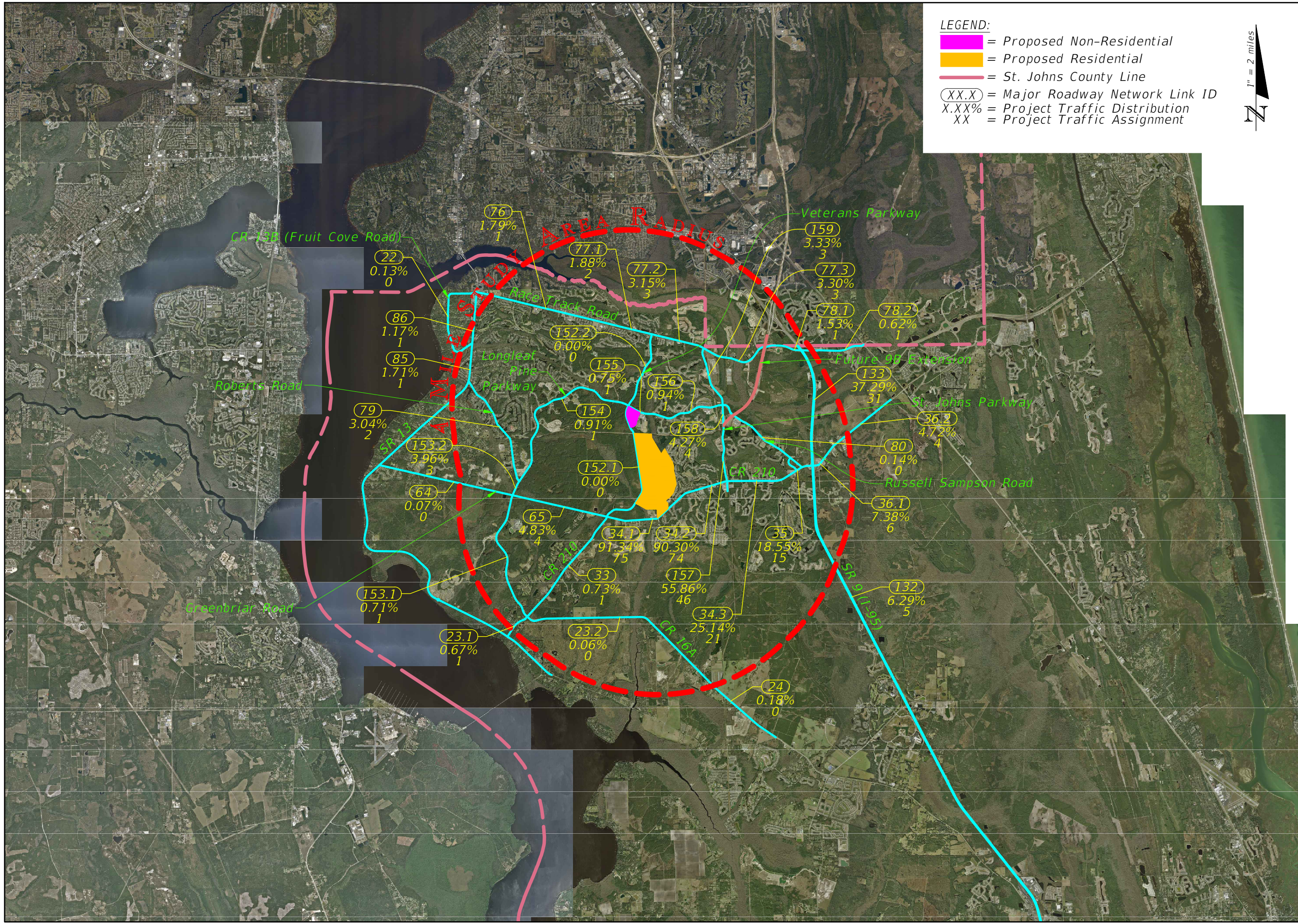
TSI
 CONSULTING TRAFFIC SOLUTIONS, INC.
 8515 Baymeadows Way
 Suite 401
 Jacksonville, FL 32256
 Phone: (904) 422-6923
 Email: chindaluri@trafficsolutions.com



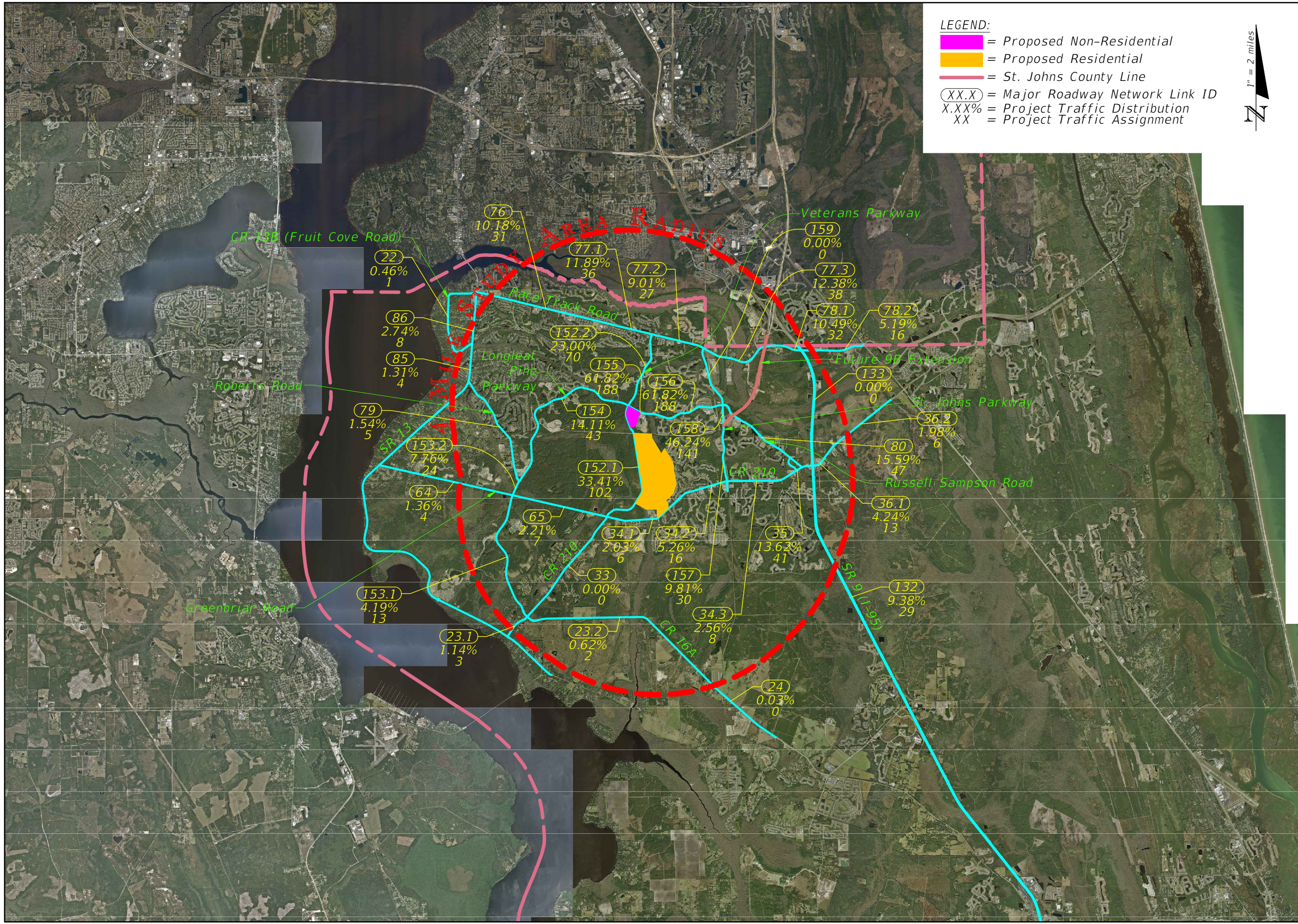
LEGEND:
 = Proposed Residential
 = Proposed Non-Residential
 = St. Johns County Line
XX.X = Major Roadway Network Link ID



- LEGEND:**
- = Proposed Non-Residential
 - = Proposed Residential
 - = St. Johns County Line
 - XX.X = Major Roadway Network Link ID
 - X.XX% = Project Traffic Distribution
 - XX = Project Traffic Assignment

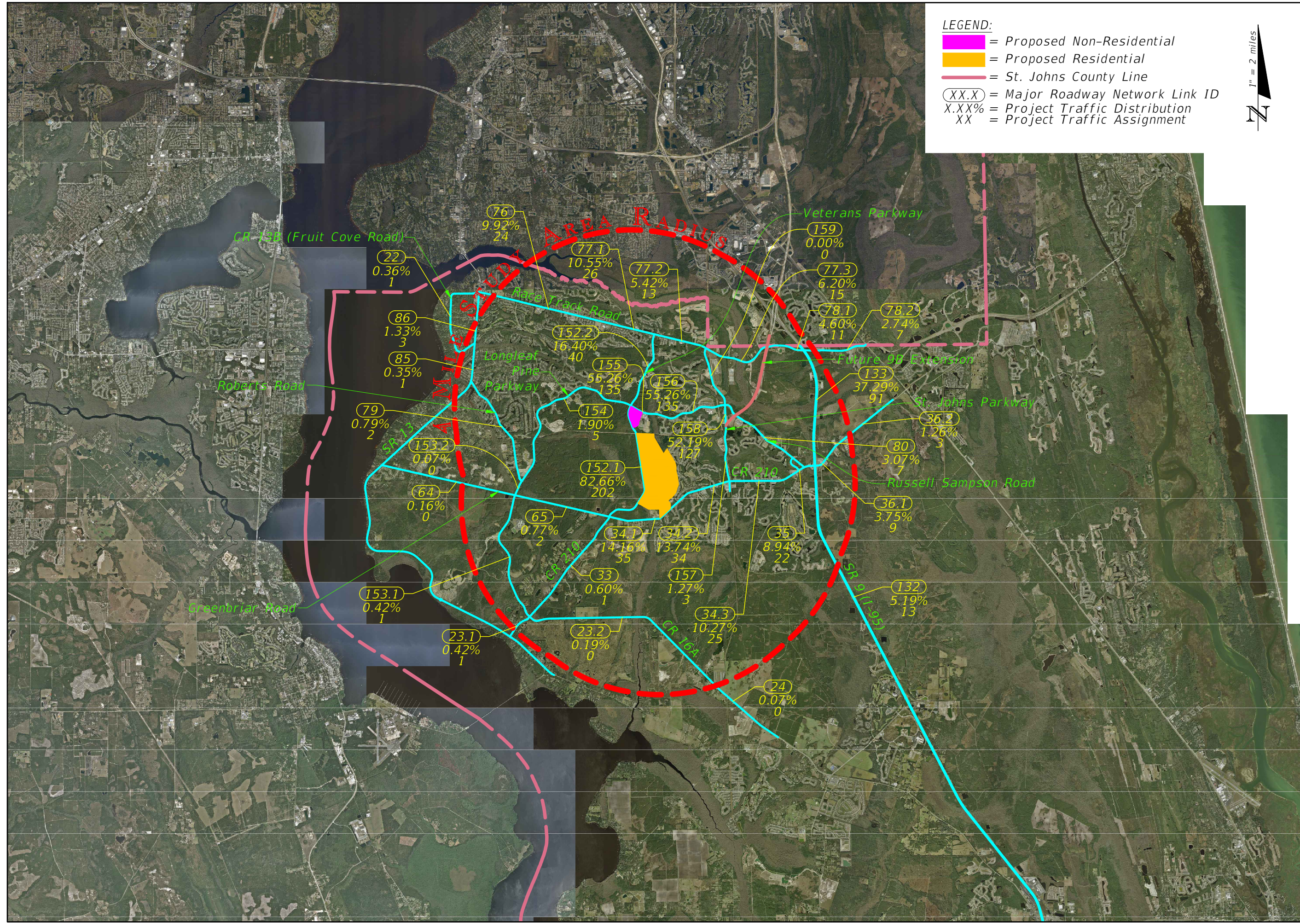


- LEGEND:**
- = Proposed Non-Residential
 - = Proposed Residential
 - = St. Johns County Line
 - XX.X = Major Roadway Network Link ID
 - X.XX% = Project Traffic Distribution
 - XX = Project Traffic Assignment



LEGEND:

- = Proposed Non-Residential
- = Proposed Residential
- = St. Johns County Line
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- X.XX% = Project Traffic Distribution
- XX = Project Traffic Assignment



LEGEND:

- = Proposed Non-Residential
- = Proposed Residential
- = St. Johns County Line
- XX.X = Major Roadway Network Link ID
- X.XX% = Project Traffic Distribution
- XX = Project Traffic Assignment

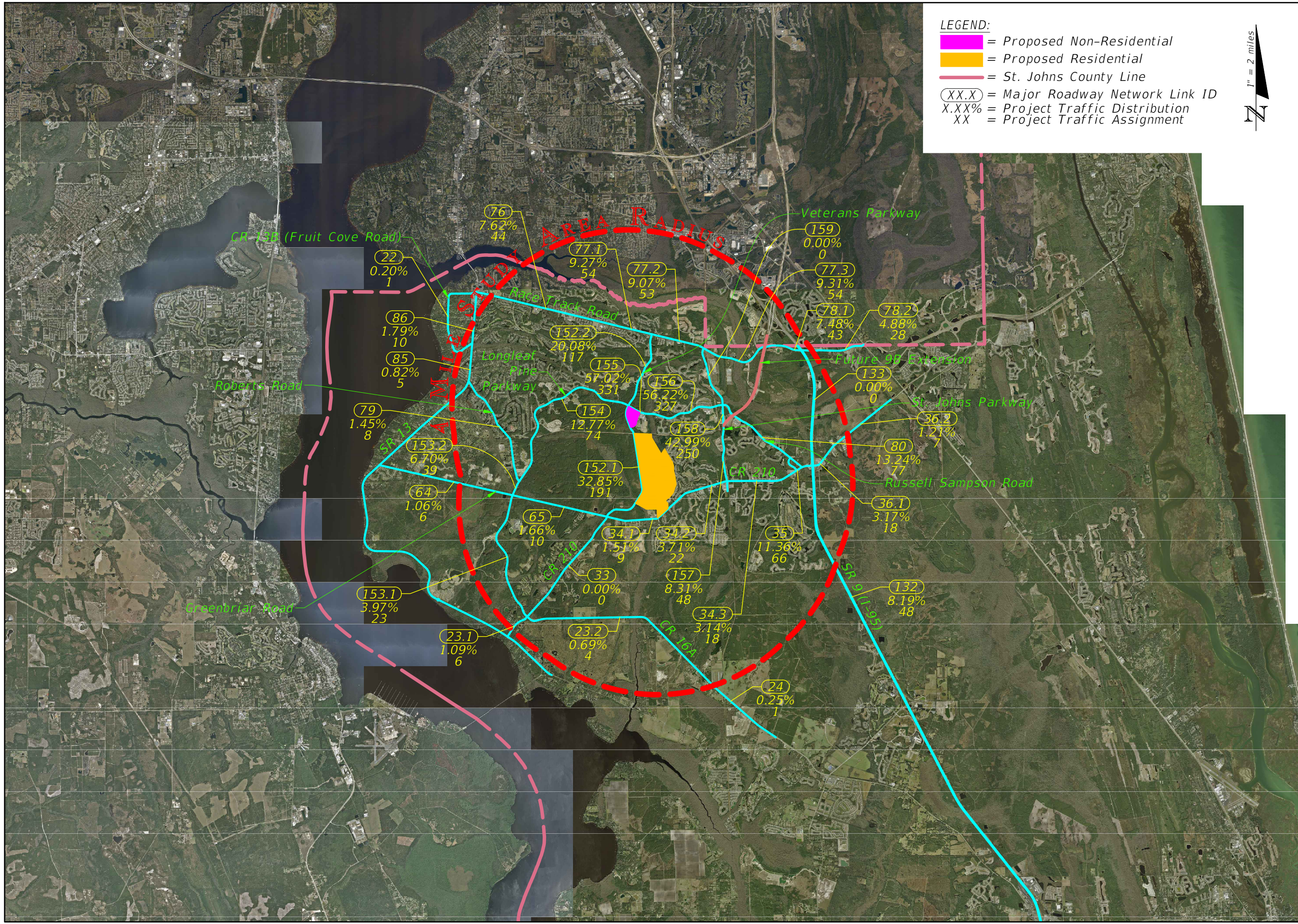


Table 1
PM Peak Trip Generation (Phase 01)
Greenbriar Downs CPA LDTA, St. Johns County, FL

ITE Land Use Code	Description	Quantity	Units	Rate or Equation	Gross Trips			Pass-by				Net External Trips			
					Total	Entering	Exiting	Percentage	Trips	10% of Adj	Max Allowed	Total	Entering	Exiting	
251	Senior Adult Housing	200	DUs	$\text{Ln}(T) = 0.78 \text{Ln}(X) + 0.28$	82	50	32	0.00%	-			82	50	32	
820	Commercial (Retail)	80,000	SF	$\text{Ln}(T) = 0.74 \text{Ln}(X) + 2.89$	461	221	240	34.00%	157	175	157	304	146	158	
					543	271	272	28.91%	157			386	196	190	
												Total Net Ext Residential	82	50	32
												Total Net Ext Non-Residential	304	146	158

Source: ITE Trip Generation Manual, 10th Edition

Table 2
PM Peak Trip Generation
Greenbriar Downs CPA LDTA, St. Johns County, FL

ITE Land Use Code	Description	Quantity	Units	Rate or Equation	Gross Trips			Pass-by			Net External Trips				
					Total	Entering	Exiting	Percentage	Trips	10% of Adj	Max Allowed	Total	Entering	Exiting	
251	Senior Adult Housing	402	DUs	$\ln(T) = 0.78 \ln(X) + 0.28$	142	87	55	0.00%	-			142	87	55	
252	Senior Adult Housing - Attached	416	DUs	$T = 0.24(X) + 2.26$	102	56	46	0.00%	-			102	56	46	
820	Commercial (Retail)	160,000	SF	$\ln(T) = 0.74 \ln(X) + 2.89$	769	369	400	34.00%	261	188	188	581	279	302	
					1,013	512	501	25.77%	261			825	422	403	
												Total Net Ext Residential	244	143	101
												Total Net Ext Non-Residential	581	279	302

Source: ITE Trip Generation Manual, 10th Edition

Table 03
Study Area Roadway Links
Greenbriar Downs CPA LDTA, St. Johns County, FL

MRN Link ID	Roadway	From/To	Area Type	Approved Road Type	LOS Standard	Segment Length (Miles)	Date of Count	Traffic Count AADT	Annual Growth Factor	Link K Factor	2014 Pk. Hr. Traffic	Exempt Development Traffic	Approved Concurrency Traffic	Total Committed Peak Hour Traffic	Percent Service Volume Utilized	Link Status	Traffic Study Service Volume	Approved Peak Hour Service Volume
22	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	UZ	2UC	D	2.38	ADT16	937	1.0200	0.103	99	2	120	221	19.2%	OK		1,150
23.1	CR 16A	SR 13 to CR 210	UZ	2UC	D	0.57	ADT17	9,926	1.0292	0.102	1007	29	307	1,343	93.3%	CRITICAL		1,440
23.2	CR 16A	CR 210 to Leo Maguire Rd.	TR	2MaC	D	4.23	ADT17	3,396	1.0524	0.098	333	17	576	926	70.7%	OK		1,310
24	CR 16A	Leo Maguire Rd. to SR 16	TR	2MaC	D	2.53	ADT17	4,314	1.0533	0.097	418	22	497	937	71.5%	OK		1,310
33	CR 210	CR 16A to Greenbriar Rd.	TR	2MaC	D	3.00	ADT17	8,262	1.0233	0.097	804	19	459	1,282	97.9%	CRITICAL		1,310
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	UZ	2UC	D	2.26	ADT17	16,377	1.0281	0.094	1531	43	1,571	3,145	218.4%	DEFICIENT		1,440
34.2	CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	D	0.71	ADT17	25,393	1.0392	0.093	2,364	93	846	3,303	92.25%	CRITICAL		3,580
34.3	CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	D	1.22	ADT17	31,643	1.0441	0.096	3,050	135	1,567	4,752	116.17%	DEFICIENT	4,090	4,090
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	D	0.81	ADT17	44,175	1.0529	0.094	4,157	220	1,788	6,165	114.38%	DEFICIENT		5,390
36.1	CR 210	SR 9 (I-95) to C.E. Wilson Road	TR	4MaC	D	0.40	ADT17	25,446	1.0350	0.090	2,290	80	1,663	4,033	114.57%	DEFICIENT	3,520	3,520
36.2	CR 210 W.	C.E. Wilson Road to Alternate CR 210	TR	4MaC	D	1.98	ADT16	15,613	1.0415	0.099	1,610	67	1,744	3,421	106.91%	DEFICIENT		3,200
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	3.09	ADT17	4,875	1.0434	0.091	441	19	311	771	53.51%	OK		1,440
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	UZ	2UC	D	2.25	ADT17	7,660	1.0395	0.094	717	28	257	1,002	69.56%	OK		1,440
76	Race Track Rd.	SR 13 to Bishop Estates Rd.	UZ	4UC	D	3.07	ADT17	30,204	1.0252	0.090	2,718	69	649	3,436	91.14%	CRITICAL	3,770	3,770
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	UZ	4UC	D	1.02	ADT17	26,204	1.0526	0.100	2,610	137	899	3,646	101.85%	DEFICIENT		3,580
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	D	1.23	ADT17	20,984	1.0445	0.094	1,968	88	693	2,749	76.80%	OK		3,580
77.3	Race Track Rd.	St. Johns Pkwy to Bartram Park Blvd	UZ	4UC	D	1.44	ADT16	22,811	1.1101	0.092	2,327	256	793	3,376	94.29%	CRITICAL		3,580
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	UZ	2UC	D	1.49	ADT16	18,419	1.0489	0.118	2,272	111	1,867	4,250	265.63%	DEFICIENT		1,600
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	D	0.97	ADT17	20,822	1.0527	0.090	1,874	99	652	2,625	73.32%	OK		3,580
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	2.69	ADT17	13,186	1.0233	0.095	1,255	29	764	2,048	142.22%	DEFICIENT		1,440
80	Russell Sampson Rd.	CR 210 to St. Johns Pkwy	UZ	2UC	D	2.37	ADT17	12,936	1.1203	0.127	1,644	198	377	2,219	154.10%	DEFICIENT		1,440
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	UZ	4MA	D	0.86	ADT16	28,500	1.0200	0.090	2,616	52	589	3,257	90.98%	CRITICAL		3,580
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	UZ	4MA	D	1.17	ADT16	26,535	1.0200	0.090	2,436	49	662	3,147	87.89%	OK		3,580
132	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	6IF	D	5.96	ADT16	85,500	1.0200	0.090	7,849	157	1,890	9,896	107.68%	DEFICIENT		9,190
133	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	6IF	D	2.82	ADT16	100,500	1.0200	0.090	9,226	185	2,791	12,202	132.77%	DEFICIENT		9,190
152.1	Veterans Pkwy	CR 210 to Longleaf Pine Parkway	UZ	2MA	D			-	1.0000	0.090	-	-	-	-	0.00%	OK		1,600
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	2UC	D	1.75	ADT17	10,407	1.0991	0.110	1,141	113	340	1,594	99.63%	CRITICAL		1,600
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	TR	4MaC	D	3.03	ADT17	4,058	1.0752	0.097	393	30	704	1,127	39.13%	OK		2,880
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	UZ	4UC	D	0.36	ADT17	8,900	1.0606	0.096	857	52	559	1,468	45.57%	OK		3,220
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	UZ	2UC	D	4.08	ADT17	7,744	1.1337	0.097	753	101	783	1,637	113.68%	DEFICIENT		1,440
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	UZ	2UC	D	0.63	ADT17	10,398	1.1152	0.103	1,075	124	545	1,744	114.74%	DEFICIENT		1,520
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	D	1.63	ADT17	12,878	1.1395	0.102	1,308	183	642	2,133	66.24%	OK		3,220
157	St. Johns Pkwy	CR 210 to Future SR 9B Connection	UZ	4MA	D	0.95	ADT16	10,816	1.1052	0.094	1,120	118	759	1,997	55.78%	OK		3,580
158	St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	UZ	4MA	D	0.79	ADT16	10,378	1.1061	0.108	1,235	131	789	2,155	60.20%	OK		3,580
159	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	D	1.40	ADT16	11,461	1.1019	0.092	1,157	118	594	1,869	52.21%	OK		3,580

Source: St. Johns County TAS - Dated 07/01/2017

Table 04
Roadway Link Analysis - Phase 01
Greenbriar Downs CPA LDTA, St. Johns County, FL

MRN Link ID	Roadway	From/To	Residential Project Traffic Distribution	Non-Residential Project Traffic Distribution	82 Residential Project Traff Assignment	304 Non-Residential Project Traff Assignment	Build-Out Total Traffic	BO Total Traffic % of MSV	BO Total Traffic > 100% of MSV	Residential Project Traff % of MSV	Non-Residential Project Traff % of MSV	Residential Project Traff > 1% of MSV	Non-Residential Project Traff > 3% of MSV	Residential Traffic Significant and Adverse	Non-Residential Traffic Significant and Adverse
22	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	0.13%	0.46%	0	1	222	19.26%	No	0.00%	0.09%	No	No	No	No
23.1	CR 16A	SR 13 to CR 210	0.67%	1.14%	1	3	1,347	93.53%	No	0.07%	0.21%	No	No	No	No
23.2	CR 16A	CR 210 to Leo Maguire Rd.	0.06%	0.62%	0	2	928	70.84%	No	0.00%	0.15%	No	No	No	No
24	CR 16A	Leo Maguire Rd. to SR 16	0.18%	0.03%	0	0	937	71.49%	No	0.00%	0.00%	No	No	No	No
33	CR 210	CR 16A to Greenbriar Rd.	0.73%	0.00%	1	0	1,283	97.94%	No	0.08%	0.00%	No	No	No	No
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	91.34%	2.03%	75	6	3,226	224.03%	Yes	5.21%	0.42%	Yes	No	Yes	No
34.2	CR 210	Cimarrone Blvd. to CR 2209	90.30%	5.26%	74	16	3,393	94.76%	No	2.07%	0.45%	Yes	No	No	No
34.3	CR 210	CR 2209 to Leo Maguire Parkway	25.14%	2.56%	21	8	4,781	116.88%	Yes	0.51%	0.20%	No	No	No	No
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	18.55%	13.62%	15	41	6,221	115.42%	Yes	0.28%	0.76%	No	No	No	No
36.1	CR 210	SR 9 (I-95) to C.E. Wilson Road	7.38%	4.24%	6	13	4,052	115.11%	Yes	0.17%	0.37%	No	No	No	No
36.2	CR 210 W.	C.E. Wilson Road to Alternate CR 210	4.72%	1.98%	4	6	3,431	107.22%	Yes	0.13%	0.19%	No	No	No	No
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	0.07%	1.36%	0	4	775	53.78%	No	0.00%	0.28%	No	No	No	No
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	4.83%	2.21%	4	7	1,013	70.32%	No	0.28%	0.49%	No	No	No	No
76	Race Track Rd.	SR 13 to Bishop Estates Rd.	1.79%	10.18%	1	31	3,468	91.99%	No	0.03%	0.82%	No	No	No	No
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	1.88%	11.89%	2	36	3,684	102.91%	Yes	0.06%	1.01%	No	No	No	No
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	3.15%	9.01%	3	27	2,779	77.64%	No	0.08%	0.75%	No	No	No	No
77.3	Race Track Rd.	St. Johns Pkwy to Bartram Park Blvd	3.30%	12.38%	3	38	3,417	95.43%	No	0.08%	1.06%	No	No	No	No
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	1.53%	10.49%	1	32	4,283	267.69%	Yes	0.06%	2.00%	No	No	No	No
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	0.62%	5.19%	1	16	2,642	73.80%	No	0.03%	0.45%	No	No	No	No
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	3.04%	1.54%	2	5	2,055	142.71%	Yes	0.14%	0.35%	No	No	No	No
80	Russell Sampson Rd.	CR 210 to St. Johns Pkwy	0.14%	15.59%	0	47	2,266	157.36%	Yes	0.00%	3.26%	No	Yes	No	Yes
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	1.71%	1.31%	1	4	3,262	91.12%	No	0.03%	0.11%	No	No	No	No
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	1.17%	2.74%	1	8	3,156	88.14%	No	0.03%	0.22%	No	No	No	No
132	SR 9 (I-95)	International Golf Pkwy. to CR 210	6.29%	9.38%	5	29	9,930	108.05%	Yes	0.05%	0.32%	No	No	No	No
133	SR 9 (I-95)	CR 210 to Duval Co. Line	37.29%	0.00%	31	0	12,233	133.11%	Yes	0.34%	0.00%	No	No	No	No
152.1	Veterans Pkwy	CR 210 to Longleaf Pine Parkway	0.00%	33.41%	0	102	102	6.38%	No	0.00%	6.38%	No	Yes	No	No
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	0.00%	23.00%	0	70	1,664	104.00%	Yes	0.00%	4.38%	No	Yes	No	Yes
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	0.71%	4.19%	1	13	1,141	39.62%	No	0.03%	0.45%	No	No	No	No
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	3.96%	7.76%	3	24	1,495	46.41%	No	0.09%	0.75%	No	No	No	No
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	0.91%	14.11%	1	43	1,681	116.74%	Yes	0.07%	2.99%	No	No	No	No
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	0.75%	61.82%	1	188	1,933	127.17%	Yes	0.07%	12.37%	No	Yes	No	Yes
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	0.94%	61.82%	1	188	2,322	72.11%	No	0.03%	5.84%	No	Yes	No	No
157	St. Johns Pkwy	CR 210 to Future SR 9B Connection	55.86%	9.81%	46	30	2,073	57.91%	No	1.28%	0.84%	Yes	No	No	No
158	St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	4.27%	46.24%	4	141	2,300	64.25%	No	0.11%	3.94%	No	Yes	No	No
159	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	3.33%	0.00%	3	0	1,872	52.29%	No	0.08%	0.00%	No	No	No	No

Link 34.1 and Link 155: Directly Accessed Links

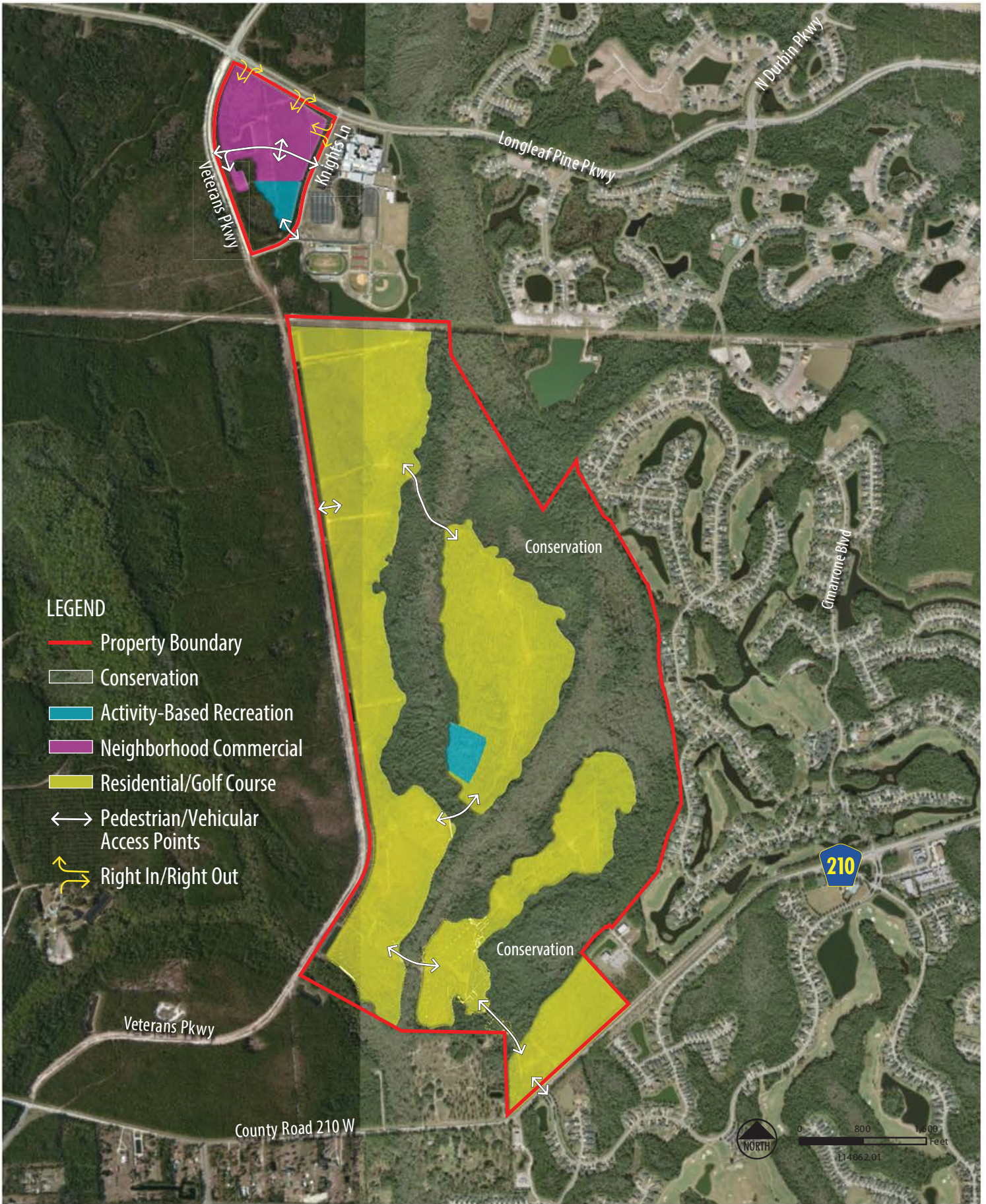
Table 05
Roadway Link Analysis - Phase 2 (Cumulative)
Greenbriar Downs CPA LDTA, St. Johns County, FL

MRN Link ID	Roadway	From/To	Residential Project Traffic Distribution	Non-Residential Project Traffic Distribution	244 Residential Project Traff Assignment	581 Non-Residential Project Traff Assignment	Build-Out Total Traffic	BO Total Traffic % of MSV	BO Total Traffic > 100% of MSV	Residential Project Traff % of MSV	Non-Residential Project Traff % of MSV	Residential Project Traff > 1% of MSV	Non-Residential Project Traff > 3% of MSV	Residential Traffic Significant and Adverse	Non-Residential Traffic Significant and Adverse
22	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	0.36%	0.20%	1	1	223	19.35%	No	0.09%	0.09%	No	No	No	No
23.1	CR 16A	SR 13 to CR 210	0.42%	1.09%	1	6	1,350	93.74%	No	0.07%	0.42%	No	No	No	No
23.2	CR 16A	CR 210 to Leo Maguire Rd.	0.19%	0.69%	0	4	930	70.99%	No	0.00%	0.31%	No	No	No	No
24	CR 16A	Leo Maguire Rd. to SR 16	0.07%	0.25%	0	1	938	71.56%	No	0.00%	0.08%	No	No	No	No
33	CR 210	CR 16A to Greenbriar Rd.	0.60%	0.00%	1	0	1,283	97.94%	No	0.08%	0.00%	No	No	No	No
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	14.16%	1.51%	35	9	3,189	221.46%	Yes	2.43%	0.63%	Yes	No	Yes	No
34.2	CR 210	Cimarrone Blvd. to CR 2209	13.74%	3.71%	34	22	3,359	93.81%	No	0.95%	0.61%	No	No	No	No
34.3	CR 210	CR 2209 to Leo Maguire Parkway	10.27%	3.14%	25	18	4,795	117.22%	Yes	0.61%	0.44%	No	No	No	No
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	8.94%	11.36%	22	66	6,253	116.01%	Yes	0.41%	1.22%	No	No	No	No
36.1	CR 210	SR 9 (I-95) to C.E. Wilson Road	3.75%	3.17%	9	18	4,060	115.34%	Yes	0.26%	0.51%	No	No	No	No
36.2	CR 210 W.	C.E. Wilson Road to Alternate CR 210	1.26%	1.21%	3	7	3,431	107.22%	Yes	0.09%	0.22%	No	No	No	No
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	0.16%	1.06%	0	6	777	53.92%	No	0.00%	0.42%	No	No	No	No
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	0.77%	1.66%	2	10	1,014	70.39%	No	0.14%	0.69%	No	No	No	No
76	Race Track Rd.	SR 13 to Bishop Estates Rd.	9.92%	7.62%	24	44	3,504	92.94%	No	0.64%	1.17%	No	No	No	No
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	10.55%	9.27%	26	54	3,726	104.09%	Yes	0.73%	1.51%	No	No	No	No
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	5.42%	9.07%	13	53	2,815	78.64%	No	0.36%	1.48%	No	No	No	No
77.3	Race Track Rd.	St. Johns Pkwy to Bartram Park Blvd	6.20%	9.31%	15	54	3,445	96.22%	No	0.42%	1.51%	No	No	No	No
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	4.60%	7.48%	11	43	4,304	269.00%	Yes	0.69%	2.69%	No	No	No	No
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	2.74%	4.88%	7	28	2,660	74.30%	No	0.20%	0.78%	No	No	No	No
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	0.79%	1.45%	2	8	2,058	142.92%	Yes	0.14%	0.56%	No	No	No	No
80	Russell Sampson Rd.	CR 210 to St. Johns Pkwy	3.07%	13.24%	7	77	2,303	159.93%	Yes	0.49%	5.35%	No	Yes	No	Yes
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	0.35%	0.82%	1	5	3,263	91.15%	No	0.03%	0.14%	No	No	No	No
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	1.33%	1.79%	3	10	3,160	88.25%	No	0.08%	0.28%	No	No	No	No
132	SR 9 (I-95)	International Golf Pkwy. to CR 210	5.19%	8.19%	13	48	9,957	108.35%	Yes	0.14%	0.52%	No	No	No	No
133	SR 9 (I-95)	CR 210 to Duval Co. Line	37.29%	0.00%	91	0	12,293	133.76%	Yes	0.99%	0.00%	No	No	No	No
152.1	Veterans Pkwy	CR 210 to Longleaf Pine Parkway	82.66%	32.85%	202	191	393	24.56%	No	12.63%	11.94%	Yes	Yes	No	No
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	16.40%	20.08%	40	117	1,751	109.44%	Yes	2.50%	7.31%	Yes	Yes	Yes	Yes
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	0.42%	3.97%	1	23	1,151	39.97%	No	0.03%	0.80%	No	No	No	No
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	0.07%	6.70%	0	39	1,507	46.79%	No	0.00%	1.21%	No	No	No	No
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	1.90%	12.77%	5	74	1,716	119.17%	Yes	0.35%	5.14%	No	Yes	No	Yes
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	55.26%	57.02%	135	331	2,210	145.39%	Yes	8.88%	21.78%	Yes	Yes	Yes	Yes
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	55.26%	56.22%	135	327	2,595	80.59%	No	4.19%	10.16%	Yes	Yes	No	No
157	St. Johns Pkwy	CR 210 to Future SR 9B Connection	1.27%	8.31%	3	48	2,048	57.21%	No	0.08%	1.34%	No	No	No	No
158	St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	52.19%	42.99%	127	250	2,532	70.73%	No	3.55%	6.98%	Yes	Yes	No	No
159	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	0.00%	0.00%	0	0	1,869	52.21%	No	0.00%	0.00%	No	No	No	No

Link 34.1 and Link 155: Directly Accessed Links

Attachment A

Greenbriar Downs General Site Plan
Source: Prosser, Inc.



P:\114062.01\GIS\Middlebourne_Aerial_8x11.mxd

Source: SJC, Bing, Prosser

Greenbriar Downs

Generalized Site Plan

June 14, 2018



114062.02

Attachment B

LDTA Methodology Document

To: Ms. Jan Trantham
St. Johns County
Growth Management Department
4040 Lewis Speedway
St. Augustine, FL 32084

From: Rajesh K. Chindalur, P.E., PTOE
Project: Greenbriar Downs – Concurrency LDTA
Client: WCI Lennar
Project No.: 1010-170-010
Date: 04/24/2018

**Greenbriar Downs
Concurrency Land Development Traffic Assessment – Study Methodology**

Chindalur Traffic Solutions, Inc. (CTSi) has been retained by WCI Lennar to prepare a Land Development Traffic Assessment (LDTA) study in support of the Concurrency Application for the proposed Greenbriar Downs development’s residential component. The residential component of the proposed development will be located between Longleaf Pine Parkway and CR 2209 (St. Johns Parkway) on northside of CR 210W east of the future Veterans Parkway Extension (future CR 223). The non-residential component will be located on the southeast quadrant of the Veterans Parkway/Longleaf Pine Parkway intersection in St. Johns County, Florida. A concurrency application for the non-residential component of the development will be applied at a later date.

The proposed residential development is anticipated to be developed in two (2) phases. Phase 1 development is anticipated to include 200 Senior Adult Housing - Detached dwelling units and Phase 2 development is anticipated to include 202 Senior Adult Housing - Detached dwelling units plus 416 Senior Adult Housing – Attached dwelling units (Build-Out total of 818 Senior Adult Housing - 404 detached and 416 attached).

Access to the proposed Phase 1 residential development will be provided via CR 210 and Phase 2 residential development will include a secondary access via the future northern section of Veterans Parkway Extension (future CR 223).

Attachment A shows the general site plan (provided by Prosser, Inc.). This document summarizes the methodology that will be used in preparing the Concurrency LDTA for the proposed Greenbriar Downs development.

Trip Generation: The PM peak hour trips for the proposed development will be estimated using the rates and equations included in the Trip Generation Manual, 10th Edition, published by the Institute of Transportation Engineers (ITE).

Study Area Roadway Links: All the roadway segments within a maximum of four (4) miles from the project site boundaries will be include in the analysis. **Table 01** summarizes the roadway characteristics of all the roadway links that are included with in the project 4 mile study area. The roadway characteristics were obtained from the latest St. Johns County’s, Roadway Links Status Report, dated 07/01/2017 (**Attachment B**).

Planned Roadway Improvements: FDOT's 5 Five-Year Work Program, St. Johns County's CIP and other developments developer's agreements will be reviewed and include any planned roadway improvements within the study area. The following improvements will be included in the travel demand model and the analysis:

- SR 9B Extension: I-95 to CR 2209/St. Johns Parkway (FDOT)
- Race Track Road: Widen from 2 to 4 lanes from East of Veterans Parkway to Bartram Park Boulevard

Trip Distribution: The currently adopted travel demand model NERPM_ABv3 (North Florida Regional Travel Demand Model) that was developed as part of the North Florida TPO's long range transportation plan will be used to determine the project traffic distribution percentages. The year 2025 interim year model data set will be used to develop the project traffic distribution of the proposed Phase 1 and Phase 2 development.

Peak Hour Project Traffic Assignment: Peak hour project traffic under Phase 1 and Phase 2 development conditions will be assigned to the roads within the study area using distribution percentages obtained from NERPM_ABv3 model runs. Peak hour project traffic will be assigned to all segments impacted by development traffic at a level equal to or greater than one percent (1.0%) of the maximum service volume of the adopted Level of Service standard up to a maximum radius of four (4) miles from the project site boundaries.

Segment Analysis: Future conditions build-out traffic for each link with the project impact area will include existing peak hour traffic, concurrency reserved traffic, exempt development traffic provided in the latest St. Johns County Transportation Analysis Spreadsheet and the peak hour project traffic from the proposed development. Study area roadway segments impact analysis will be prepared to determine any of the failing roadway segments. The intended plan of development will comply with concurrency requirements as mandated by Section 163.3180, Florida Statutes, including any provisions of the St. Johns County Land Development Code, consistent therewith.

Intersection Analysis: Intersection analyses are required when the PM peak hour traffic volume on one or more links forming a leg of a major, signalized intersection exceeds 90% of the maximum service volume of the adopted level of service standard. Intersection capacity analysis of the study area intersection that meet the above stated criteria will be provided as an addendum after the initial concurrency application submittal.

A traffic analysis report summarizing the above analysis procedure will be prepared and submitted to St. Johns County for review and approval.

Ms. Jan Trantham
St. Johns County, FL

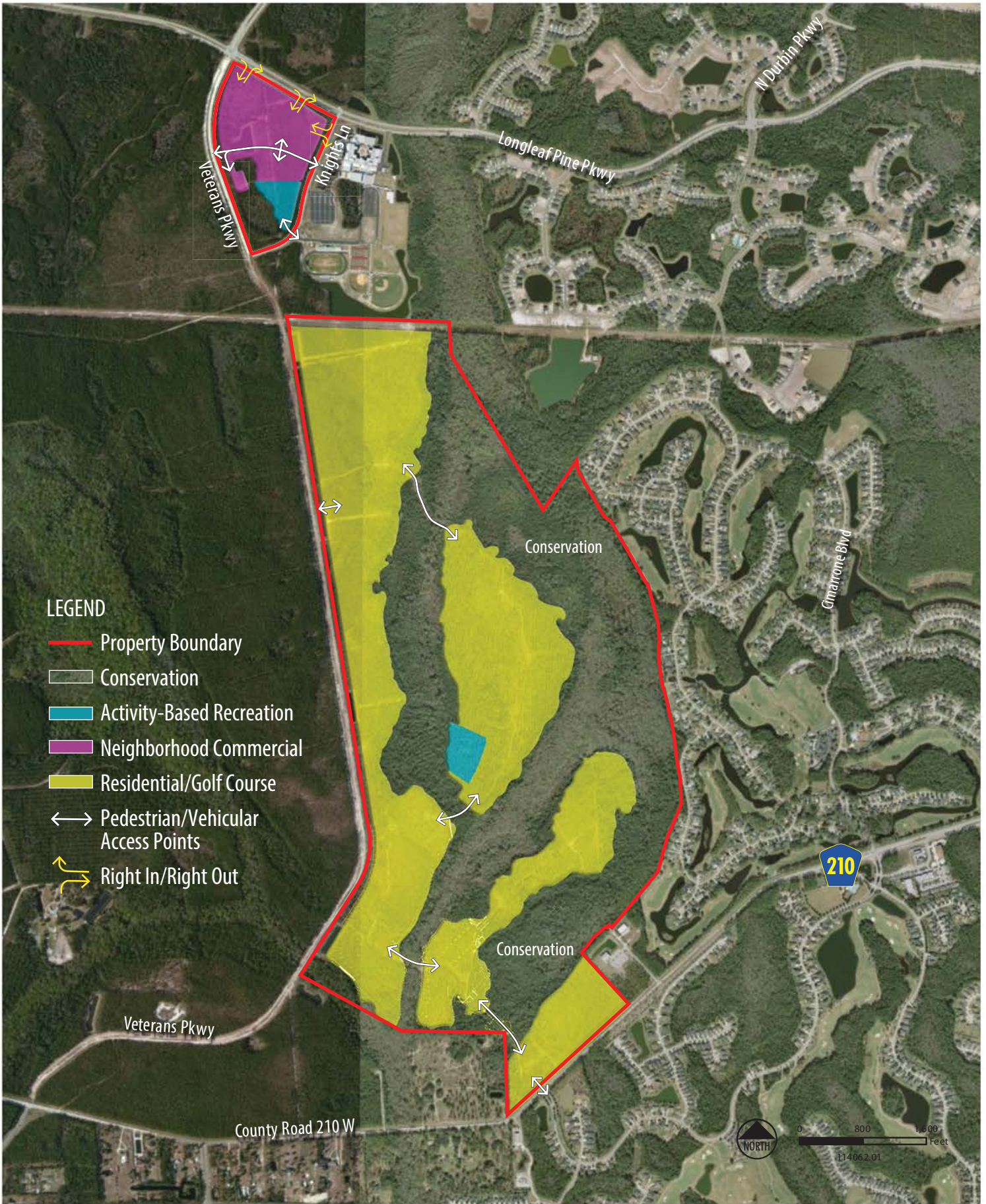
If you have any questions or comments, please give me a call at (904) 422 6923

Sincerely,
Chindalur Traffic Solutions, Inc.

A handwritten signature in black ink, appearing to read 'R. Chindalur', with several horizontal lines drawn through it.

Rajesh K. Chindalur, P.E., PTOE
8515 Baymeadows Way, Suite 401, Jacksonville, FL 32256
(904) 422-6923 | Chindalur@ctrfficsolutions.com

cc: Mr. Scott Keiling (WCI Lennar, Jacksonville, FL)
Ms. Staci Rewis (Gunster, Inc., Jacksonville, FL)



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Source: SJC, Bing, Prosser

Greenbriar Downs

Generalized Site Plan

June 14, 2018



114062.02

Table 3
Study Area Roadway Links
Greenbriar Downs CPA LDTA, St. Johns County, FL

MRN Link ID	Roadway	From/To	Area Type	Approved Road Type	LOS Standard	Segment Length (Miles)	Date of Count	Traffic Count AADT	Annual Growth Factor	Link K Factor	2014 Pk. Hr. Traffic	Exempt Development Traffic	Approved Concurrency Traffic	Total Committed Peak Hour Traffic	Percent Service Volume Utilized	Link Status	Traffic Study Service Volume	Approved Peak Hour Service Volume
22	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	UZ	2UC	D	2.38	ADT16	937	1.0200	0.103	99	2	120	221	19.2%	OK		1,150
23.1	CR 16A	SR 13 to CR 210	UZ	2UC	D	0.57	ADT17	9,926	1.0292	0.102	1007	29	307	1,343	93.3%	CRITICAL		1,440
23.2	CR 16A	CR 210 to Leo Maguire Rd.	TR	2MaC	D	4.23	ADT17	3,396	1.0524	0.098	333	17	576	926	70.7%	OK		1,310
24	CR 16A	Leo Maguire Rd. to SR 16	TR	2MaC	D	2.53	ADT17	4,314	1.0533	0.097	418	22	497	937	71.5%	OK		1,310
33	CR 210	CR 16A to Greenbriar Rd.	TR	2MaC	D	3.00	ADT17	8,262	1.0233	0.097	804	19	459	1,282	97.9%	CRITICAL		1,310
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	UZ	2UC	D	2.26	ADT17	16,377	1.0281	0.094	1531	43	1,571	3,145	218.4%	DEFICIENT		1,440
34.2	CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	D	0.71	ADT17	25,393	1.0392	0.093	2,364	93	846	3,303	92.25%	CRITICAL		3,580
34.3	CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	D	1.22	ADT17	31,643	1.0441	0.096	3,050	135	1,567	4,752	116.17%	DEFICIENT	4,090	4,090
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	D	0.81	ADT17	44,175	1.0529	0.094	4,157	220	1,788	6,165	114.38%	DEFICIENT		5,390
36.1	CR 210	SR 9 (I-95) to C.E. Wilson Road	TR	4MaC	D	0.40	ADT17	25,446	1.0350	0.090	2,290	80	1,663	4,033	114.57%	DEFICIENT	3,520	3,520
36.2	CR 210 W.	C.E. Wilson Road to Alternate CR 210	TR	4MaC	D	1.98	ADT16	15,613	1.0415	0.099	1,610	67	1,744	3,421	106.91%	DEFICIENT		3,200
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	3.09	ADT17	4,875	1.0434	0.091	441	19	311	771	53.51%	OK		1,440
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	UZ	2UC	D	2.25	ADT17	7,660	1.0395	0.094	717	28	257	1,002	69.56%	OK		1,440
76	Race Track Rd.	SR 13 to Bishop Estates Rd.	UZ	4UC	D	3.07	ADT17	30,204	1.0252	0.090	2,718	69	649	3,436	91.14%	CRITICAL	3,770	3,770
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	UZ	4UC	D	1.02	ADT17	26,204	1.0526	0.100	2,610	137	899	3,646	101.85%	DEFICIENT		3,580
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	D	1.23	ADT17	20,984	1.0445	0.094	1,968	88	693	2,749	76.80%	OK		3,580
77.3	Race Track Rd.	St. Johns Pkwy to Bartram Park Blvd	UZ	4UC	D	1.44	ADT16	22,811	1.1101	0.092	2,327	256	793	3,376	94.29%	CRITICAL		3,580
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	UZ	2UC	D	1.49	ADT16	18,419	1.0489	0.118	2,272	111	1,867	4,250	265.63%	DEFICIENT		1,600
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	D	0.97	ADT17	20,822	1.0527	0.090	1,874	99	652	2,625	73.32%	OK		3,580
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	2.69	ADT17	13,186	1.0233	0.095	1,255	29	764	2,048	142.22%	DEFICIENT		1,440
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	UZ	4MA	D	0.86	ADT16	28,500	1.0200	0.090	2,616	52	589	3,257	90.98%	CRITICAL		3,580
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	UZ	4MA	D	1.17	ADT16	26,535	1.0200	0.090	2,436	49	662	3,147	87.89%	OK		3,580
132	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	6IF	D	5.96	ADT16	85,500	1.0200	0.090	7,849	157	1,890	9,896	107.68%	DEFICIENT		9,190
133	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	6IF	D	2.82	ADT16	100,500	1.0200	0.090	9,226	185	2,791	12,202	132.77%	DEFICIENT		9,190
152.1	Veterans Pkwy	CR 210 to Longleaf Pine Parkway	UZ	2MA	D			-	1.0000	0.090	-	-	-	-	0.00%	OK		1,600
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	2UC	D	1.75	ADT17	10,407	1.0991	0.110	1,141	113	340	1,594	99.63%	CRITICAL		1,600
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	TR	4MaC	D	3.03	ADT17	4,058	1.0752	0.097	393	30	704	1,127	39.13%	OK		2,880
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	UZ	4UC	D	0.36	ADT17	8,900	1.0606	0.096	857	52	559	1,468	45.57%	OK		3,220
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	UZ	2UC	D	4.08	ADT17	7,744	1.1337	0.097	753	101	783	1,637	113.68%	DEFICIENT		1,440
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	UZ	2UC	D	0.63	ADT17	10,398	1.1152	0.103	1,075	124	545	1,744	114.74%	DEFICIENT		1,520
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	D	1.63	ADT17	12,878	1.1395	0.102	1,308	183	642	2,133	66.24%	OK		3,220
157	St. Johns Pkwy	CR 210 to Future SR 9B Connection	UZ	4MA	D	0.95	ADT16	10,816	1.1052	0.094	1,120	118	759	1,997	55.78%	OK		3,580
158	St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	UZ	4MA	D	0.79	ADT16	10,378	1.1061	0.108	1,235	131	789	2,155	60.20%	OK		3,580
159	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	D	1.40	ADT16	11,461	1.1019	0.092	1,157	118	594	1,869	52.21%	OK		3,580

Source: St. Johns County TAS - Dated 07/01/2017

Attachment C

St. Johns County – TAS
Dated 07/01/2017



St. Johns County Transportation Analysis Spreadsheet

Updated with 2016 FDOT Traffic Counts and
2016 and 2017 St. Johns County Traffic Counts
Published: 07/01/2017

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (MI.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2017 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
1		11th Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.68	ADT16	869	1.0200	0.095	84	2	0	86	18.1%	OK		475
2		16th Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.78	ADT16	2,379	1.0372	0.092	227	8	0	235	49.5%	OK		475
3		A Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.57	ADT16	2,957	1.0426	0.090	277	12	0	289	60.8%	OK		475
4		A. Nease Rd./Vermont Blvd.	SR 207 to Co. Landfill Entrance	TR	2MIC	D	2.45	ADT16	1,024	1.0200	0.095	99	2	15	116	11.0%	OK		1,050
5		Allen Nease Rd.	Co. Landfill Entrance to CR 214	TR	2MIC	D	1.23	ADT16	887	1.0227	0.108	98	2	23	123	11.7%	OK		1,050
7		Canal Blvd.	CR 210A (Roscoe Blvd) to CR 210 (Palm Vly Rd)	UZ	2UC	D	0.76	ADT17	2,720	1.0200	0.096	262	5	12	279	29.1%	OK		960
8		Cowpen Branch Rd.	CR 13 to SR 206	RU	2MIC	C	3.99	ADT16	887	1.0200	0.108	98	2	0	100	12.7%	OK		790
10		CR 13	CR 204 to Cowpen Branch Rd.	RU	2MaC	C	4.92	ADT16	2,530	1.0265	0.095	247	7	0	254	32.2%	OK		790
11		CR 13	Cowpen Branch Rd. to George Miller Rd.	RU	2MaC	C	2.47	ADT16	2,925	1.0550	0.095	293	16	0	309	39.1%	OK		790
12		CR 13	George Miller Rd. to SR 207 (W)	RD	2MaC	C	2.27	ADT16	3,028	1.0200	0.095	293	6	0	299	31.5%	OK		950
13		CR 13	SR 207 (W) to SR 207 (E)	RD	2MaC	C	1.59	ADT16	1,190	1.0200	0.108	130	3	0	133	14.0%	OK		950
14		CR 13	SR 207 to CR 13A	RU	2MaC	C	2.71	ADT16	1,712	1.0200	0.096	167	3	34	204	25.8%	OK		790
15		CR 13	CR 13A to CR 214	RU	2MaC	C	7.39	ADT16	797	1.0200	0.095	77	2	6	85	10.8%	OK		790
16		CR 13	CR 214 to CR 208	RU	2MaC	C	6.36	ADT16	898	1.0200	0.096	88	2	17	107	13.6%	OK		790
17.1		CR 13	CR 208 to Joe Ashton Rd.	TR	2MaC	D	4.10	ADT16	2,118	1.0200	0.090	194	4	38	236	10.8%	OK		2,190
17.2		CR 13	Joe Ashton Rd. to SR 16	UZ	2UC	D	1.27	ADT17	10,111	1.0291	0.090	910	26	90	1,026	71.3%	OK		1,440
18		CR 13A	CR 13 to CR 305	RU	2MaC	C	0.97	ADT16	1,161	1.0200	0.096	113	2	32	147	18.6%	OK		790
19		CR 13A	CR 305 to CR 214	RU	2MaC	C	4.48	ADT16	1,390	1.0200	0.095	135	3	42	180	22.8%	OK		790
20		CR 13A	CR 214 to CR 208	TR	2MaC	D	3.76	ADT16	1,968	1.0200	0.102	205	4	63	272	12.4%	OK		2,190
21.1		CR 13A	CR 208 to Samara Lakes Parkway	TR	2MaC	D	2.85	ADT17	2,920	1.0278	0.090	263	7	187	457	34.9%	OK		1,310
21.2		CR 13A	Samara Lakes Parkway to SR 16	UZ	4UC	D	1.50	ADT17	11,464	1.0586	0.096	1097	64	372	1,533	47.6%	OK		3,220
22		CR 13B (Fruit Cove Rd)	SR 13 to SR 13	UZ	2UC	D	2.38	ADT16	937	1.0200	0.103	99	2	120	221	19.2%	OK		1,150
23.1		CR 16A	SR 13 to CR 210	UZ	2UC	D	0.57	ADT17	9,926	1.0292	0.102	1007	29	307	1,343	93.3%	CRITICAL		1,440
23.2		CR 16A	CR 210 to Leo Maguire Rd.	TR	2MaC	D	4.23	ADT17	3,396	1.0524	0.098	333	17	576	926	70.7%	OK		1,310
24		CR 16A	Leo Maguire Rd. to SR 16	TR	2MaC	D	2.53	ADT17	4,314	1.0533	0.097	418	22	497	937	71.5%	OK		1,310
25.1		CR 16A (Lewis Spdwy)	SR 16 to Varella Ave.	UZ	2UC	D	0.98	ADT17	6,500	1.0200	0.109	710	14	141	865	60.1%	OK		1,440
25.2		CR 16A (Lewis Spdwy)	Varella Ave. to Woodlawn Rd.	UZ	2UC	D	0.35	ADT17	6,240	1.0200	0.099	615	12	123	750	52.1%	OK		1,440
26		CR 16A (Lewis Spdwy)	Woodlawn Rd. to SR 5 (US 1)	UZ	2UC	D	1.07	ADT17	8,274	1.0290	0.122	1008	29	242	1,279	88.8%	OK		1,440
27		CR 203 (Ponte Vedra Blvd)	SR A1A to CR 210 (Corona Rd)	UZ	2UC	D	4.27	ADT16	6,237	1.0207	0.090	573	12	51	636	55.3%	OK		1,150
28.1		CR 203 (Ponte Vedra Blvd)	CR 210 (Corona Rd) to CR 210A (Solana Rd)	UZ	2UC	D	0.65	ADT16	3,053	1.0200	0.108	338	7	6	351	30.5%	OK		1,150
28.2		CR 203 (Ponte Vedra Blvd)	CR 210A (Solana Rd) to Duval Co. Line	UZ	2UC	D	1.77	ADT16	3,550	1.0200	0.112	407	8	0	415	36.1%	OK		1,150
29		CR 204	CR 13 to SR 5 (US 1)	RU	2MaC	C	5.55	ADT16	2,906	1.0200	0.095	282	6	58	346	43.8%	OK		790
30		CR 208	CR 13 to Joe Ashton Rd.	TR	2MaC	D	4.03	ADT16	477	1.0200	0.106	52	1	10	63	2.9%	OK		2,190
31		CR 208	Joe Ashton Rd. to CR 13A	TR	2MaC	D	2.37	ADT16	2,527	1.0200	0.091	235	5	46	286	13.1%	OK		2,190
32		CR 208	CR 13A to SR 16	TR	2MaC	D	4.91	ADT17	4,652	1.0200	0.090	419	8	283	710	32.4%	OK		2,190
33		CR 210	CR 16A to Greenbriar Rd.	TR	2MaC	D	3.00	ADT17	8,262	1.0233	0.097	804	19	459	1,282	97.9%	CRITICAL		1,310
34.1		CR 210 (Palm Valley Rd)	Greenbriar Rd. to Cimarrone Blvd.	UZ	2UC	D	2.26	ADT17	16,377	1.0281	0.094	1531	43	1,571	3,145	218.4%	DEFICIENT		1,440
34.2		CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	D	0.71	ADT17	25,393	1.0392	0.093	2364	93	846	3,303	92.3%	CRITICAL		3,580
34.3		CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	D	1.22	ADT17	31,643	1.0441	0.096	3050	135	1,567	4,752	116.2%	DEFICIENT	4,090	4,090
35		CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	D	0.81	ADT17	44,175	1.0529	0.094	4157	220	1,788	6,165	114.4%	DEFICIENT		5,390
36.1		CR 210	SR 9 (I-95) to C.E. Wilson Road	TR	4MaC	D	0.40	ADT17	25,446	1.0350	0.090	2290	80	1,663	4,033	114.6%	DEFICIENT	3,520	3,520
36.2		CR 210 W.	C.E. Wilson Road to Alternate CR 210	TR	4MaC	D	1.98	ADT16	15,613	1.0415	0.099	1610	67	1,744	3,421	106.9%	DEFICIENT		3,200
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	TR	2MaC	D	0.95	ADT16	8,247	1.0200	0.103	869	17	1,043	1,929	147.3%	DEFICIENT		1,310
36.4		CR 210 W.	Alternate CR 210 to Valley Ridge Blvd	TR	2MaC	D	0.93	ADT17	8,485	1.0200	0.103	871	17	893	1,781	122.0%	DEFICIENT		1,460
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	TR	2MaC	D	1.86	ADT17	4,640	1.0409	0.097	450	18	26	494	37.7%	OK		1,310
38		CR 210 (Palm Valley Rd) E/W	CR 210A (Roscoe Blvd) to Mickler Rd.	UZ	2UC	D	1.36	ADT17	23,363	1.0372	0.093	2175	81	384	2,640	137.5%	DEFICIENT	1,920	1,920
39		CR 210 (Palm Valley Rd) N/S	Mickler Rd. to Canal Blvd.	UZ	2UC	D	1.98	ADT17	13,876	1.0266	0.090	1249	33	154	1,436	86.5%	OK	1,660	1,660
40		CR 210 (Palm Valley Rd) N/S	Canal Blvd. to SR A1A	UZ	2UC	D	1.43	ADT17	16,054	1.0200	0.090	1445	29	108	1,582	109.9%	DEFICIENT		1,440
41		CR 210 (Corona Rd) E/W	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.59	ADT17	5,894	1.0200	0.090	530	11	60	601	52.3%	OK		1,150
42		CR 210A (Roscoe Blvd)	Palm Valley Rd to Canal Blvd.	UZ	2UC	D	3.26	ADT17	6,300	1.0267	0.102	640	17	61	718	62.4%	OK		1,150
43.1		CR 210A (Roscoe Blvd)	Canal Blvd. to PGA Tour Blvd.	UZ	2UC	D	3.09	ADT17	7,376	1.0262	0.093	685	18	33	736	64.0%	OK		1,150
43.2		CR 210A (Solana Rd)	PGA Tour Blvd. to SR A1A	UZ	2UC	D	1.41	ADT17	13,080	1.0200	0.090	1177	24	41	1,242	73.5%	OK	1,690	1,690
43.3		CR 210A (Solana Rd)	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.65	ADT17	6,102	1.0217	0.090	549	12	7	568	59.2%	OK		960
44		CR 214	CR 13 to CR 13A	RU	2MaC	C	3.68	ADT16	853	1.0200	0.095	83	2	46	131	16.5%	OK		790
45		CR 214	CR 13A to Allen Nease Rd.	TR	2MaC	D	5.21	ADT16	1,411	1.0200	0.098	141	3	92	236	10.8%	OK		2,190
46		CR 214	Allen Nease Rd. to Holmes Blvd.	TR	2MaC	D	4.28	ADT17	4,783	1.0208	0.090	430	9	194	633	48.3%	OK		1,310
47		CR 214 (W. King St)	Holmes Blvd. to Volusia St.	UZ	2UC	E	0.64	ADT17	3,994	1.0200	0.091	363	7	118	488	33.9%	OK		1,440
48		CR 214 (W. King St)	Volusia St. to Palmer St.	UZ	2UC	E	0.94	ADT17	12,973	1.0200	0.091	1179	24	186	1,389	96.5%	CRITICAL		1,440
49		CR 214 (W. King St)	Palmer St. to SR 5 (US 1)	UZ	2UC	E	0.26	ADT17	14,097	1.0511	0.090	1269	65	0	1,334	105.0%	DEFICIENT		1,270



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MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (MI.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2017 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
51		CR 305	SR 206 to SR 207	TR	2MaC	D	3.96	ADT16	620	1.0200	0.114	72	1	0	73	3.3%	OK		2,190
52		CR 305	CR 13 to SR 207	RU	2MaC	C	4.98	ADT16	542	1.0200	0.101	56	1	11	68	8.6%	OK		790
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	UZ	2UC	D	1.31	ADT17	5,225	1.0200	0.090	470	9	174	653	45.3%	OK		1,440
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	UZ	2UC	D	0.37	ADT17	14,018	1.0264	0.090	1262	33	230	1,525	105.9%	DEFICIENT		1,440
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	UZ	2UC	D	0.77	ADT17	15,363	1.0200	0.090	1383	28	278	1,689	117.3%	DEFICIENT		1,440
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	UZ	2UC	D	0.37	ADT17	19,002	1.0275	0.090	1710	47	368	2,125	147.6%	DEFICIENT		1,440
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	UZ	2UC	D	0.95	ADT17	12,550	1.0200	0.092	1160	23	101	1,284	89.2%	OK		1,440
56		A1A Beach Blvd.	SR A1A (S) to 11th Street	UZ	2UC	D	1.87	ADT17	9,035	1.0200	0.090	813	16	2	831	57.7%	OK		1,440
57		A1A Beach Blvd.	11th Street to SR 312	UZ	2UC	D	1.26	ADT17	11,380	1.0200	0.090	1024	20	13	1,057	73.4%	OK		1,440
58		Cracker Swamp Rd.	Putnam Co. Line to CR 13	RU	2MIC	C	4.19	ADT16	924	1.0404	0.098	94	4	0	98	12.4%	OK		790
59.1		Kings Estate Rd./Hilltop Rd.	CR 5A to Dobbs Rd	UZ	2UC	D	0.42	ADT17	12,443	1.0307	0.090	1120	34	276	1,430	99.3%	CRITICAL		1,440
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	UZ	2UC	D	1.68	ADT17	5,709	1.0200	0.096	545	11	138	694	60.3%	OK		1,150
60		Faver Dykes Rd.	SR 5 (US 1) to State Park Entr.	RU	2MIC	C	1.57	ADT16	354	1.0227	0.112	41	1	188	230	29.1%	OK		790
61		Federal Point Rd.	Putnam Co. Line to Hastings City Limits (W)	RU	2MIC	C	1.13	ADT16	561	1.0200	0.096	55	1	0	56	7.1%	OK		790
62.1		Four Mile Rd./Volusia St.	CR 214 to Holmes Blvd.	UZ	2UC	D	0.95	ADT17	7,870	1.0204	0.092	720	15	96	831	57.7%	OK		1,440
62.2		Four Mile Rd.	Holmes Blvd. to SR 16	UZ	2UC	D	0.85	ADT17	12,381	1.0410	0.090	1114	46	325	1,485	129.1%	DEFICIENT		1,150
63		George Miller Rd.	CR 13 to CR 13	RU	2MIC	C	2.73	ADT16	1,738	1.0318	0.094	169	5	0	174	22.0%	OK		790
64		Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	3.09	ADT17	4,875	1.0434	0.091	441	19	311	771	53.5%	OK		1,440
65		Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	UZ	2UC	D	2.25	ADT17	7,660	1.0395	0.094	717	28	257	1,002	69.6%	OK		1,440
66		Hastings Blvd.	Cracker Swamp Rd. to CR 13	RU	2MIC	C	2.53	ADT16	789	1.0260	0.090	73	2	0	75	9.5%	OK		790
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	ADT17	18,547	1.0439	0.090	1669	73	590	2,332	103.6%	DEFICIENT	2,250	2,250
67.2		Holmes Blvd.	CR 214 to Four Mile Rd.	UZ	2UC	D	1.61	ADT17	15,926	1.0486	0.093	1487	72	518	2,077	98.5%	CRITICAL	2,110	2,110
67.3		Kenton Morrison Rd.	Four Mile Rd. to SR 16	UZ	2UC	D	1.67	ADT17	13,863	1.0749	0.109	1504	113	327	1,944	135.0%	DEFICIENT		1,440
68		Joe Ashton Rd.	CR 208 to CR 13	TR	2MIC	D	3.20	ADT16	1,456	1.0227	0.104	154	4	16	174	13.3%	OK		1,310
69		Leo Maguire Parkway	CR 16A to CR 210	UZ	2UC	D	5.11	ADT16	5,368	1.0492	0.094	531	26	231	788	54.7%	OK		1,440
71		Masters Dr./Palmer St.	CR 214 to SR 16	UZ	2UC	D	1.75	ADT16	5,921	1.0200	0.092	553	11	45	609	53.0%	OK		1,150
72		Mickler Rd.	CR 210 to SR A1A	UZ	2UC	D	1.38	ADT17	12,397	1.0530	0.124	1541	82	172	1,795	124.7%	DEFICIENT		1,440
73.1		International Golf Pkwy.	SR 16 to Royal Pines Parkway	UZ	4UC	D	1.50	ADT17	22,542	1.0613	0.096	2164	133	908	3,205	89.5%	OK		3,580
73.2		International Golf Pkwy.	Royal Pines Parkway to SR 9 (I-95)	UZ	4UC	D	0.90	ADT17	24,061	1.0440	0.095	2288	101	1,100	3,489	97.4%	CRITICAL		3,580
74.1		International Golf Pkwy.	SR 9 (I-95) to N. Francis Road	TR	4MaC	D	0.70	ADT16	13,168	1.0510	0.100	1385	71	1,005	2,461	76.9%	OK		3,200
74.2		International Golf Pkwy.	N. Francis Road to St. Marks Pond Blvd.	TR	2MaC	D	3.23	ADT17	9,588	1.0403	0.099	946	38	870	1,854	127.0%	DEFICIENT		1,460
74.3		International Golf Pkwy.	St. Marks Pond Blvd. To SR 5 (US 1)	TR	2MaC	D	0.81	ADT17	9,617	1.0522	0.098	942	49	359	1,350	92.4%	CRITICAL		1,460
75		Pope Rd.	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.86	ADT16	3,515	1.0200	0.090	323	6	0	329	28.6%	OK		1,150
76		Race Track Rd.	SR 13 to Bishop Estates Rd.	UZ	4UC	D	3.07	ADT17	30,204	1.0252	0.090	2718	69	649	3,436	91.1%	CRITICAL	3,770	3,770
77.1		Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	UZ	4UC	D	1.02	ADT17	26,204	1.0526	0.100	2610	137	899	3,646	101.9%	DEFICIENT		3,580
77.2		Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	D	1.23	ADT17	20,984	1.0445	0.094	1968	88	693	2,749	76.8%	OK		3,580
77.3		Race Track Rd.	St. Johns Pkwy to Bartram Park Blvd	UZ	4UC	D	1.44	ADT16	22,811	1.1101	0.092	2327	256	793	3,376	94.3%	CRITICAL		3,580
78.1		Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	UZ	2UC	D	1.49	ADT16	18,419	1.0489	0.118	2272	111	1,867	4,250	265.6%	DEFICIENT		1,600
78.2		Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	D	0.97	ADT17	10,822	1.0527	0.090	1874	99	652	2,625	73.3%	OK		3,580
79		Roberts Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	2.69	ADT17	23,186	1.0233	0.095	1255	29	764	2,048	142.2%	DEFICIENT		1,440
80		Russell Sampson Rd.	CR 210 to St. Johns Pkwy	UZ	2UC	D	2.37	ADT17	12,936	1.1203	0.127	1644	198	377	2,219	154.1%	DEFICIENT		1,440
81	262	SR 13/SR 16	SR 16 (East) to SR 16 (West)	TR	2MA	D	4.07	ADT16	9,600	1.0200	0.090	881	18	262	1,161	53.0%	OK		2,190
82	105	SR 13	SR 16 (West) to CR 16A	UZ	2MA	D	1.34	ADT16	11,000	1.0200	0.090	1010	20	281	1,311	81.9%	OK		1,600
83	4	SR 13	CR 16A to Greenbriar Rd.	TR	2MA	D	6.17	ADT16	4,400	1.0200	0.090	404	8	247	659	45.1%	OK		1,460
84	290	SR 13	Greenbriar Rd. to Roberts Rd.	UZ	2MA	D	2.79	ADT16	7,400	1.0200	0.090	679	14	297	990	61.8%	OK		1,600
85	24	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	UZ	4MA	D	0.86	ADT16	28,500	1.0200	0.090	2616	52	589	3,257	91.0%	CRITICAL		3,580
86	360	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	UZ	4MA	D	1.17	ADT16	26,535	1.0200	0.090	2436	49	662	3,147	87.9%	OK		3,580
88	3584 (Duval)	SR 13	Race Track Rd. to Duval Co. Line	UZ	4MA	D	0.71	ADT17	52,443	1.0200	0.090	4720	94	652	5,466	152.7%	DEFICIENT		3,580
89	0015 (Clay)	SR 16	Clay Co. Line to SR 13	UZ	2MA	D	1.85	ADT17	19,696	1.0200	0.099	1948	39	442	2,429	111.9%	DEFICIENT		2,170
90	235	SR 16	SR 13 to CR 16A	UZ	2MA	D	1.66	ADT17	15,535	1.0290	0.090	1398	41	635	2,074	129.6%	DEFICIENT		1,600
91.1	5050	SR 16	CR 16A to International Golf Pkwy.	UZ	4MA	D	1.49	ADT17	18,539	1.0460	0.090	1669	77	999	2,745	76.7%	OK		3,580
91.2		SR 16	International Golf Pkwy to CR 2209	UZ	2MA	D	0.76	ADT17	17,326	1.0398	0.090	1559	62	952	2,573	160.8%	DEFICIENT		1,600
92.1	43	SR 16	CR 2209 to West Mall Entrance	TR	2MA	D	4.35	ADT17	17,777	1.0330	0.090	1600	53	569	2,222	101.5%	DEFICIENT		2,190
92.2	42	SR 16	West Mall Entrance to I-95	TR	4MA	D	0.82	ADT16	33,123	1.0230	0.090	3050	70	1,493	4,613	144.2%	DEFICIENT		3,200
93.1		SR 16	SR 9 (I-95) to Inman Rd.	TR	4MA	D	0.34	ADT17	40,859	1.0355	0.090	3677	131	2,144	5,952	186.0%	DEFICIENT		3,200
93.2	6	SR 16	Inman Rd. to Four Mile Rd.	TR	4MA	D	2.00	ADT17	38,825	1.0320	0.090	3506	112	1,186	4,804	84.9%	OK		5,660
94	5051	SR 16	Four Mile Rd. to Woodlawn Rd.	UZ	4MA	D	0.77	ADT17	25,944	1.0320	0.090	2335	75	790	3,200	89.4%	OK		3,580
95	104	SR 16	Woodlawn Rd. to Masters Dr.	UZ	4MA	D	1.61	ADT17	25,650	1.0200	0.090	2309	46	524	2,879	80.4%	OK		3,580
96		SR 16	Masters Dr. to Lewis Spdwy. (CR 16A)	UZ	4MA	D	0.19	ADT16	26,374	1.0200	0.090	2421	48	482	2,951	82.4%	OK		3,580



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97	187	SR 16	Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)	UZ	4MA	D	0.10	ADT17	27,616	1.0200	0.090	2485	50	494	3,029	84.6%	OK		3,580
99	75	SR 206	SR 207 to CR 305	RD	2MA	C	3.50	ADT16	4,100	1.0200	0.095	397	8	18	423	34.7%	OK		1,220
100		SR 206	CR 305 to SR 9 (I-95)	TR	2MA	D	5.05	ADT16	4,376	1.0200	0.095	424	8	85	517	35.4%	OK		1,460
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	TR	2MA	D	2.16	ADT16	7,300	1.0200	0.090	670	13	134	817	55.9%	OK		1,460
102	22	SR 206	SR 5 (US 1) to SR A1A	UZ	2MA	D	3.87	ADT16	10,000	1.0200	0.090	918	18	173	1,109	69.3%	OK		1,600
103	178	SR 207	Putnam Co. Line to Hastings City Limits (W)	RU	4MA	B	0.53	ADT16	15,400	1.0200	0.095	1492	30	0	1,522	62.4%	OK		2,440
104	279	SR 207	Hastings City Limits (E) to SR 206	RD	4MA	B	1.31	ADT16	18,700	1.0200	0.095	1812	36	7	1,855	75.4%	OK		2,460
105	231	SR 207	SR 206 to CR 13	RD	4MA	B	1.29	ADT16	14,900	1.0200	0.095	1444	29	51	1,524	62.0%	OK		2,460
106	58	SR 207	CR 13 to CR 305	RU	4MA	B	4.49	ADT16	13,300	1.0200	0.095	1289	26	31	1,346	55.2%	OK		2,440
107.1	108	SR 207	CR 305 to Vermont Blvd.	TR	4MA	C	2.48	ADT16	14,900	1.0200	0.090	1368	27	338	1,733	38.9%	OK		4,460
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	TR	4MA	C	1.07	ADT17	18,068	1.0292	0.090	1626	47	682	2,355	52.8%	OK		4,460
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	TR	4MA	C	0.59	ADT17	22,820	1.0280	0.090	2054	58	1,866	3,978	89.2%	OK		4,460
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	TR	4MA	C	1.77	ADT17	31,138	1.0200	0.090	2802	56	1,082	3,940	90.2%	CRITICAL	4,370	4,370
109		SR 207	Wildwood Dr. to Holmes Blvd.	UZ	4MA	D	1.63	ADT17	31,050	1.0278	0.090	2795	78	1,125	3,998	84.2%	OK	4,750	4,750
110	5052	SR 207	Holmes Blvd. to SR 312	UZ	4MA	D	0.39	ADT17	39,221	1.0340	0.090	3530	120	1,282	4,932	103.8%	DEFICIENT	4,750	4,750
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	UZ	4MA	D	1.14	ADT17	14,859	1.0200	0.090	1337	27	368	1,732	48.4%	OK		3,580
112	298	SR 312	SR 207 to CR 5A	UZ	4MA	D	0.80	ADT17	31,114	1.0200	0.090	2800	56	557	3,413	95.3%	CRITICAL		3,580
113	299	SR 312	CR 5A to SR 5 (US 1)	UZ	4MA	D	0.20	ADT17	29,667	1.0200	0.090	2670	53	532	3,255	90.9%	CRITICAL		3,580
114.1		SR 312	SR 5 (US 1) to Sgt. Tutten Dr.	UZ	4MA	D	0.27	ADT17	42,174	1.0200	0.090	3796	76	333	4,205	97.6%	CRITICAL	4,310	4,310
114.2	272	SR 312	Sgt. Tutten Dr. to SR A1A	UZ	4MA	D	2.33	ADT17	40,594	1.0200	0.090	3653	73	287	4,013	93.1%	CRITICAL	4,310	4,310
115	21	SR 5 (US 1)	Flagler Co. Line to SR 9 (I-95)	RU	4PA	C	0.75	ADT16	14,100	1.0200	0.095	1366	27	272	1,665	43.6%	OK		3,820
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	RU	4PA	C	6.69	ADT16	12,700	1.0200	0.095	1231	25	692	1,948	51.0%	OK		3,820
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	UZ	4PA	D	2.32	ADT16	20,500	1.0200	0.090	1882	38	374	2,294	50.1%	OK	4,580	4,580
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	UZ	4PA	D	1.70	ADT17	31,535	1.0201	0.090	2838	57	684	3,579	92.7%	CRITICAL	3,860	3,860
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	UZ	4PA	E	1.02	ADT17	38,593	1.0200	0.090	3489	70	694	4,253	96.0%	CRITICAL	4,430	4,430
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	UZ	4PA	E	1.49	ADT17	41,332	1.0200	0.090	3720	74	741	4,535	79.4%	OK	5,710	5,710
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	UZ	6PA	E	0.67	ADT16	39,804	1.0200	0.090	3654	73	565	4,292	80.2%	OK	5,350	5,350
120.2		SR 5 (US 1)	Shore Dr. to SR 312	UZ	6PA	E	0.42	ADT17	44,540	1.0200	0.090	4009	80	473	4,562	85.3%	OK	5,350	5,350
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	UZ	4PA	E	0.83	ADT17	43,133	1.0200	0.090	3882	78	258	4,218	85.2%	OK	4,950	4,950
122	102	SR 5 (US 1)	St. Aug. Limits (N) to CR 16A (Lewis Spdwy)	UZ	4PA	D	0.80	ADT16	24,500	1.0200	0.090	2249	45	448	2,742	61.1%	OK	4,490	4,490
123		SR 5 (US 1)	CR 16A (Lewis Spdwy) to Gun Club Rd.	UZ	4PA	D	2.43	ADT17	24,728	1.0200	0.095	2352	47	541	2,940	65.5%	OK	4,490	4,490
124		SR 5 (US 1)	Gun Club Rd. to International Golf Pkwy.	UZ	4PA	D	3.69	ADT17	22,405	1.0200	0.091	2048	41	844	2,933	68.1%	OK	4,310	4,310
125.1	48	SR 5 (US 1)	International Golf Pkwy. to Alternate CR 210	TR	4PA	D	5.39	ADT17	26,207	1.0200	0.090	2359	47	782	3,188	89.8%	OK	3,550	3,550
125.2		SR 5 (US 1)	Alternate CR 210 to Valley Ridge Blvd.	TR	4PA	D	0.60	ADT17	24,312	1.0200	0.090	2188	44	435	2,667	64.0%	OK	4,170	4,170
126	47	SR 5 (US 1)	Valley Ridge Blvd. to Duval Co. Line	TR	4PA	D	2.25	ADT17	24,528	1.0200	0.090	2208	44	650	2,902	69.6%	OK	4,170	4,170
127	0251 (Flagler)	SR 9 (I-95)	Flagler Co. Line to SR 5 (US 1)	RU	6IF	C	0.94	ADT16	49,500	1.0200	0.090	4544	91	239	4,874	72.5%	OK		6,720
128	256	SR 9 (I-95)	SR 5 (US 1) to SR 206	RU	6IF	C	7.22	ADT16	54,000	1.0210	0.105	5789	122	333	6,244	92.9%	CRITICAL		6,720
129	261	SR 9 (I-95)	SR 206 to SR 207	TR	6IF	C	5.74	ADT16	57,000	1.0260	0.090	5263	137	367	5,767	74.8%	OK		7,710
130	257	SR 9 (I-95)	SR 207 to SR 16	TR	6IF	C	6.68	ADT16	72,000	1.0200	0.090	6610	132	1,035	7,777	100.9%	DEFICIENT		7,710
131	258	SR 9 (I-95)	SR 16 to International Golf Pkwy.	TR	6IF	D	5.65	ADT16	76,500	1.0200	0.090	7023	140	978	8,141	88.6%	OK		9,190
132	55	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	6IF	D	5.96	ADT16	85,500	1.0200	0.090	7849	157	1,890	9,896	107.7%	DEFICIENT		9,190
133	259	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	6IF	D	2.82	ADT16	100,500	1.0200	0.090	9226	185	2,791	12,202	132.8%	DEFICIENT		9,190
134	20	SR A1A	Flagler Co. Line to Ft. Matanzas Mon. Entr.	UZ	2MA	D	3.45	ADT16	5,800	1.0200	0.090	532	11	0	543	25.0%	OK		2,170
135	276	SR A1A	Ft. Matanzas Monument Entr. to SR 206	UZ	2MA	D	3.95	ADT16	10,500	1.0200	0.090	964	19	4	987	45.5%	OK		2,170
136	275	SR A1A	SR 206 to Owens Ave.	UZ	2MA	D	2.43	ADT17	15,157	1.0200	0.090	1370	27	64	1,461	91.3%	CRITICAL		1,600
137	110	SR A1A	Owens Ave. to A1A Beach Blvd.(S)	UZ	4MA	D	1.53	ADT16	26,500	1.0200	0.090	2444	49	47	2,540	70.9%	OK		3,580
138	329	SR A1A	A1A Beach Blvd.(S) to Pope Rd.	UZ	4MA	D	2.83	ADT17	28,619	1.0200	0.090	2587	52	42	2,681	74.9%	OK		3,580
139		SR A1A	Pope Rd. to SR 312	UZ	4MA	D	0.10	ADT17	33,337	1.0242	0.090	3014	73	59	3,146	87.9%	OK		3,580
140	240	SR A1A	SR 312 to St. Aug. City Limits (S)	UZ	4MA	D	0.90	ADT17	24,693	1.0200	0.090	2232	45	40	2,317	64.7%	OK		3,580
141	9	SR A1A	St. Aug. Limits (N) to SR A1A (Cstl. Hwy.)	UZ	2MA	D	1.03	ADT17	15,389	1.0200	0.090	1391	28	217	1,636	102.3%	DEFICIENT		1,600
142		SR A1A	SR A1A (Vilano Rd.) to 3rd St.	UZ	2MA	D	2.87	ADT17	13,390	1.0344	0.090	1205	41	113	1,359	62.6%	OK		2,170
143.1		SR A1A	3rd St. to Guana River Park Dam Use Entr.	TR	2MA	D	4.79	ADT17	5,835	1.0200	0.093	541	11	78	630	28.8%	OK		2,190
143.2	78	SR A1A	Guana River Park Dam Use Entr. to Mickler Rd.	TR	2MA	D	9.81	ADT17	8,607	1.0200	0.090	775	15	28	818	37.4%	OK		2,190
144.1	274	SR A1A	Mickler Rd. to Sawgrass Dr. W (2-lane)	UZ	2MA	D	2.28	ADT17	19,257	1.0200	0.092	1775	36	74	1,885	94.7%	CRITICAL	1,990	1,990
144.2		SR A1A	Sawgrass Dr. W to Palm Valley Rd. (4-lane)	UZ	4MA	D	0.48	ADT17	23,591	1.0200	0.090	2123	42	62	2,227	62.2%	OK		3,580
145.1	81	SR A1A	Palm Valley Rd to PGA Tour Blvd.	UZ	4MA	D	0.54	ADT16	40,000	1.0200	0.090	3672	73	107	3,852	78.9%	OK	4,880	4,880
145.2		SR A1A	PGA Tour Blvd. to Corona Rd	UZ	4MA	D	0.97	ADT17	44,474	1.0200	0.090	4003	80	167	4,250	87.1%	OK	4,880	4,880
146	266	SR A1A	Corona Rd to CR 210A (Solana Rd)	UZ	4MA	D	0.79	ADT17	44,362	1.0200	0.090	3993	80	153	4,226	86.6%	OK	4,880	4,880
147.1	80	SR A1A	CR 210A (Solana Rd) to Marlin Ave.	UZ	4MA	D	1.20	ADT17	55,830	1.0200	0.090	5025	100	68	5,193	106.4%	DEFICIENT	4,880	4,880



St. Johns County Transportation Analysis Spreadsheet

Updated with 2016 FDOT Traffic Counts and
 2016 and 2017 St. Johns County Traffic Counts
 Published: 07/01/2017

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (Mi.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2017 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
147.2		SR A1A	Marlin Ave. to Duval Co. Line	UZ	4MA	D	0.56	ADT17	58,558	1.0200	0.090	5270	105	50	5,425	111.2%	DEFICIENT	4,880	4,880
148		St. Ambrose Church Rd.	CR 13A to SR 207	RU	2MC	C	3.59	ADT16	423	1.0200	0.100	43	1	0	44	5.6%	OK		790
149		Varella Ave.	SR 16 to Lewis Speedway (CR 16A)	UZ	2UC	D	0.77	ADT17	2,959	1.0200	0.128	379	8	33	420	36.5%	OK		1,150
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	UZ	2UC	D	1.13	ADT17	10,775	1.0309	0.092	986	30	321	1,337	81.0%	OK	1,650	1,650
150.2		Wildwood Dr.	Deerchase Drive to SR 207	UZ	2UC	D	2.64	ADT17	9,289	1.0200	0.092	855	17	341	1,213	84.2%	OK		1,440
151.1		Woodlawn Rd.	SR 16 to Heritage Park Drive (N)	UZ	2UC	D	1.47	ADT17	8,427	1.0448	0.112	941	42	342	1,325	115.2%	DEFICIENT		1,150
151.2		Woodlawn Rd.	Heritage Park Dr. (N) to Lewis Speedway (CR 16A)	UZ	2UC	D	0.90	ADT17	6,185	1.0606	0.121	750	45	253	1,048	91.1%	CRITICAL		1,150
152.2		Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	2UC	D	1.75	ADT17	10,407	1.0991	0.110	1,141	113	340	1,594	99.6%	CRITICAL		1,600
153.1		Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	TR	4MaC	D	3.03	ADT17	4,058	1.0752	0.097	393	30	704	1,127	39.1%	OK		2,880
153.2		Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	UZ	4UC	D	0.36	ADT17	8,900	1.0606	0.096	857	52	559	1,468	45.6%	OK		3,220
154		Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	UZ	2UC	D	4.08	ADT17	7,744	1.1337	0.097	753	101	783	1,637	113.7%	DEFICIENT		1,440
155		Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	UZ	2UC	D	0.63	ADT17	10,398	1.1152	0.103	1,075	124	545	1,744	114.7%	DEFICIENT		1,520
156		Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	D	1.63	ADT17	12,878	1.1395	0.102	1,308	183	642	2,133	66.2%	OK		3,220
157		St. Johns Pkwy	CR 210 to Future SR 9B Connection	UZ	4MA	D	0.95	ADT16	10,816	1.1052	0.094	1,120	118	759	1,997	55.8%	OK		3,580
158		St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	UZ	4MA	D	0.79	ADT16	10,378	1.1061	0.108	1,235	131	789	2,155	60.2%	OK		3,580
159		St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	D	1.40	ADT16	11,461	1.1019	0.092	1,157	118	594	1,869	52.2%	OK		3,580
160.1		Valley Ridge Blvd	US 1 to CR 210 W.	TR	4MA	D	0.64	ADT17	9,653	1.0500	0.093	895	45	310	1,250	39.1%	OK		3,200
160.2		Valley Ridge Blvd	CR 210 W. to Nocatee Pkwy	TR	4MA	D	1.45	ADT17	10,428	1.0500	0.102	1064	53	515	1,632	51.0%	OK		3,200
161.1		Nocatee Pkwy	US 1 to Duval County Line	TR	4E	D	1.80	ADT17	19,316	1.1530	0.090	1740	266	425	2,431	39.2%	OK		6,200
161.2		Nocatee Pkwy	Duval County Line to Crosswater Pkwy	TR	6E	D	0.46	ADT17	23,571	1.0797	0.096	2270	181	526	2,977	32.4%	OK		9,190
162		Nocatee Pkwy	Crosswater Pkwy to Palm Valley Rd/Davis Park Rd	TR	4MA	D	1.26	ADT17	23,781	1.0649	0.099	2352	153	595	3,100	96.9%	CRITICAL		3,200
163		CR 210 (Palm Valley Rd)	Palm Valley Rd to CR 210A (Roscoe Blvd)	TR	4MA	D	0.67	ADT17	24,673	1.0722	0.095	2337	169	545	3,051	95.3%	CRITICAL		3,200
164		Crosswater Pkwy	Preservation Trail to Nocatee Pkwy	TR	4MA	D	0.65	ADT17	15,162	1.0500	0.090	1365	68	0	1,433	44.8%	OK		3,200
165		Rolling Hills Dr.	Dobbs Rd to SR 207	UZ	2UC	D	1.13	ADT17	5,090	1.0465	0.090	458	21	0	479	33.3%	OK		1,440

Attachment D

St. Johns County Projects
List & SR 9B Plan Sheets

St Johns County Highway Project List

Proj #	Project Name	Description	Document Source	Funding Source	Projected Completion Yr
1	Bartram Park Boulevard	Construct 4 Lanes from St. Augustine Road to Race Track Road	DO	Private	2007
2	Clay-St. Johns Connector	Construct New Bridge from Westbank to Eastbank of St. Johns River	L RTP	FDOT, Toll	By 2030
3	Clay-St. Johns Connector	Construct 4 Lanes from St. Johns River to I-95	L RTP	FDOT, Toll	By 2030
4	Clay-St. Johns Connector	New Interchange at I-95/Auxiliary Lanes from Connector to CR 210	L RTP	FDOT, Toll	By 2030
5	Corona Road	Construct an exclusive right turn bay at SR A1A	CIP	SJC	2007
6	CR 13/204	Pave shoulders on CR 13 and CR 204 from US 1 to Hasting City Limits	CIP	FDOT, SJC	2006
7	CR 16A	Intersection Improvements at CR 210	DO, CIS	Private, SJC	2010
8	CR 16A	Intersection Improvements at SR 16	DO, CIS	Private	2010
9	CR 16A	Pave shoulder and guardrail from SR 16 to CR 210	CIP	SJC	2007
10	CR 16A	Widen 2 to 4 Lanes between SR 16 and SR 13	CIP	Unfunded	
11	CR 16A Extension	Construct 2 Lanes from CR 16A to Leo Maguire Parkway Extension	DO, CIS	Private	2015
12	CR 16A Extension	Construct 2 Lanes from Leo Maguire Parkway Ext. to SilverLeaf Plantation Academic Village	DO	Private	2017
13	CR 16A Extension	Construct 4 Lanes from CR 2209 to SilverLeaf Plantation Academic Village	DO, CIS	Private	2010
14	CR 210	Widen 2 to 4 Lanes from Greenbriar Road to Cimarrone Boulevard	DO, CIS	Private	2010
15	CR 210 West	Widen 4 to 6 Lanes from Russell Sampson Road to CE Wilson Road	DO, TIP, CIS	Private	2009
16	CR 210 West	Widen 2 to 6 Lanes from CE Wilson Road to curve	DO, TIP, CIS	Private	2008
17	CR 210 West	Widen 2 to 4 Lanes from curve to US 1	DO, TIP, CIS	Private	2008
18	CR 210 West/US 1	New Interchange at CR 210 and US 1	DO, FDOT, TIP, CIS	Private, FDOT, SJC	2011
19	CR 210 East	Widen 2 to 4 Lanes from Intracoastal Waterway to Mickler Road	DO	Private	2010
20	CR 2209 South	Construct 4 Lanes from CR 208 to SR 16	CIP	Unfunded	2017
21	CR 2209 Central	Construct 4 Lanes from SR 16 to International Golf Parkway	DO, CIP	Private, SJC	2010
22	CR 2209 Central	Construct 6 Lanes from International Golf Parkway to CR 210	DO, CIS	Private	2010
23	CR 2209 North	Construct 4 Lanes from Race Track Rd to CR 210	DO, TIP, CIS, CIP	Private, SJC	2007
24	CR 223	Construct 4 1/2 Lanes from CR 210 to Race Track Road	DO	Private	2007
25	CR 244	Construct 2 1/4 Lanes from CR16A to CR 2209	DO, TIP, L RTP	Private, SJC	2007
26	CR 305 Extension	Construct 2 of 4 Lanes from SR 206 to CR 13	CIP	SJC	2012
27	CR 5A	Add continuous turn lane from SR 207 to US 1	TCP	Unfunded	By 2015
28	CR 5A / Kings Estate Road	Intersection Improvements	CIS, CIP	SJC	2006
29	CR A1A / Beach Boulevard	Construct a fully actuated mast arm traffic signal at "A" Street.	CIP	SJC	2006
30	Holmes Boulevard	Pave shoulders from SR 207 to King Street	CIP	SJC	2009
31	I-95 / CR 210	Reconstruct Interchange at CR 210	DO, FDOT, TIP, CIS	Private, FDOT, SJC	2010
32	International Golf Pkwy	Intersection Improvements at SR 16	DO, CIS	Private	2011
33	International Golf Pkwy	Widen 2 to 4 Lanes from Royal Pines Pkwy to SR 16	DO, TIP, CIS	Private	2007
34	International Golf Pkwy	Widen 4 to 6 Lanes from Royal Pines Pkwy to SR 16	DO, CIS	Private	2011
35	International Golf Pkwy	Widen 4 to 6 Lanes from South Francis Road to I-95	DO	Private	2014
36	International Golf Pkwy	Widen 2 to 3 Lanes West of US 1 Intersection	DO, CIS	Private	2009
37	Kenton Morrison & SR 16	Realignment from Four Mile Road to SR 16; Intersection Improvements on SR 16	CIP	SJC	2006
38	Landrum Lane	Construct a fully actuated traffic signal at Palm Valley Road	CIP	SJC	2006
39	Leo Maguire Pkwy Ext	Construct 4 Lanes from CR 16 A to Silverleaf Plantation Parcel 7	DO, CIS	Private	2015
40	Leo Maguire Pkwy Ext	Construct 4 Lanes from Silverleaf Plantation Parcel 7 to end of existing Leo Maguire Pkwy	DO, CIS	Private	2010
41	Leo Maguire Pkwy	Construct a fully actuated traffic signal at CR-210 West	CIP	SJC	2006
42	Mickler Road	Widen 2 to 4 Lanes from CR 210 to SR A1A	CIP, TCP	Unfunded	
43	Nocatee Pkwy	Construct 4 Lanes from West Interchange to US 1	DO, TIP	Private	2010
44	Nocatee Pkwy / CR 210	Widen 2 to 4/6 Lanes from US 1 to Intracoastal Waterway	DO, TIP, CIS	Private	2007
45	Pacetti Road - CR 13A	Widen 2 to 4 Lanes from Samara Lakes to SR 16	DO	Private	2007
46	Palm Valley Road	Construct Roundabout at Mickler Road	CIP	Private, SJC	2006
47	Race Track Road	Widen 2 to 4 Lanes from Julington Creek Plantation to 0.5 Miles E. of I-95	DO, TIP, CIP	Private, SJC	2011
48	Race Track Road Extension	Construct 4 Lane Limited Access from SR9B to CR 210	L RTP	Unfunded	By 2030
49	Rolling Hills Extension	Extension of the existing Rolling Hills Road to Dobbs Road	CIP	SJC	2009
50	Roscoe Boulevard	Intersection Improvements at Roscoe and Canal Boulevards	CIP	SJC	2007
51	Roscoe Boulevard	Intersection Improvements at Roscoe Boulevard and Landrum Lane	CIP	Unfunded	
52	Russell Sampson Road	Construct 2 Lanes from CR 210 to St. Johns Forest Entrance	DO, TIP, CIS, CIP	Private, SJC	2008
53	South Francis Road	Widening from International Golf Parkway to SR 16, Intersection Improvements at SR 16	DO, CIP	Private, SJC	2006
54	SR 13	Pave Shoulders/Resurface Existing Lanes from CR 13 to SR 16	FDOT, TIP	FDOT	2007
55	SR 16	Widen 2 to 4 Lanes from Clay County Line to West Mall Entrance	TCP	Unfunded	By 2015
56	SR 16	Intersection Improvements at SR 13/CR 13	DO, CIS	Private	2010
57	SR 16	Widen 2 to 4 Lanes from Six Mile Creek Parcel to CR 16A	DO	Private	2012
58	SR 16	Widen 2 to 4 Lanes from CR16A to International Golf Parkway	DO, CIS	Private	2011
59	SR 16	Improve 0.4 miles of Roadway East of International Golf Parkway	DO, CIS	Private	2010
60	SR 16	Widen 2 to 4 Lanes from International Golf Parkway to CR 2209	DO	Private	2014
61	SR 16	Widen 2 to 4 Lanes from CR 2209 to South Francis Road	DO	Private	2012
62	SR 16	Widen 2 to 4 Lanes from Turnbull Entrance to West Mall Entrance	DO	Private	2010
63	SR 16	Widen 2 to 4 Lanes from West Mall Entrance to Whisper Ridge PUD	DO	Private	2009
64	SR 16 Connector	Construct 4 Lane Connector from SR 16 to CR 2209	DO, CIS	Private	2015
65	SR 207	Widen 2 to 4 Lanes and Reconstruct from Cracker Branch to W of I-95	FDOT	FDOT	2006
66	SR 207	Intersection Improvements at Holmes Boulevard/Rolling Hills Drive	DO	Private	2008
67	SR 207	Intersection Improvements at SR 312	DO	Private	2008
68	SR 313 (SR 312 Extension)	SR 312 Extension from SR 207 to SR 16	TIP, CIP	FDOT	2011
69	SR 313 (SR 312 Extension)	Construct 2 of 4 Lanes from SR 16 to US 1	TIP	FDOT	By 2030
70	SR 9B Extension	Construct 6 Lanes from CR 2209 to the Duval County Line	L RTP	FDOT	By 2030
71	SR 9B Extension	Construct 6 Lanes from Duval County Line to I-95	FDOT, L RTP	FDOT	By 2030
72	SR A1A	Widen 2 to 4 Lanes & Reconstruct from Mickler Road to Beginning of 4-Lane Roadway	FDOT, TIP, TCP	FDOT	By 2015
73	St. Augustine Airport	T-Hangar Construction, Reconst/Repair/Overlay Runways and Taxiways, Expand Terminal, Extend Aviation Apron, Environmental, Preservation & Safety Projects, New Fuel Facility	FDOT, TIP	FDOT	2011
74	US 1	Widen 4 to 6 Lanes from Wildwood Drive to Lewis Point Road	TCP	Unfunded	By 2015
75	US 1	Widen 4 to 6 Lanes from SR 312 to SR 207	TCP	Unfunded	By 2015
76	US 1	Widen 4 to 6 Lanes from CR 210 East to Duval County Line	L RTP	Unfunded	By 2030
77	West King St Improvements	Widen 2 to 3 Lanes from Holmes Boulevard to North McLaughlin Street	CIP	SJC	2011
78	West King St Improvements	Widen 2 to 3 Lanes from North McLaughlin Street to Palmer Street	CIP	SJC	2011
79	West King St Improvements	Corridor Improvements from Palmer Street to US 1	CIP	SJC	2011
80	Woodlawn Road	Intersection Improvements and fully actuated mast arm traffic signal at Lewis Speedway	TIP, CIP	SJC	2007

St Johns County Bicycle and Pedestrian Project List

Proj #	Project Name	Description	Document Source	Funding Source	Projected Completion Yr
1	Bishop Estates	Two Pedestrian Crossings on Bishop Estates Road	CIP	SJC	2006
2	CR A1A/Beach Boulevard	Bike Lanes and Resurfacing from SR312 north to Pope Road	CIP	FDOT, SJC	2006
3	Davis Pond Boulevard	Construct Sidewalk along Davis Pond Blvd approx. 2800 ft.	CIP	SJC	2006
4	Greenbriar Road	Sidewalk from Switzerland Point Middle School to SR 13	CIP	SJC	2007
5	Harris Street	Sidewalk from Main Street to Wilson Road	FDOT	FDOT	2008
6	Hastings Main Street	Sidewalk Restoration on North Main Street from SR 207 to E. St. Johns Avenue	CIP	SJC	2006
7	Palm Valley Road	Sidewalk from the Woodlands Subdivision to SR A1A	CIP	SJC	2006
8	Pope Road	Sidewalk on the north side of Pope Road/Mizell Rd. from SR A1A to SR 312	CIP	SJC	2007
9	Race Track Road	Sidewalk from the Oaks Subdivision to the Durbin Creek Elementary School	CIP	SJC	2006
10	Roberts Road	Sidewalk from Duck Blind Dr to Tiger Creek Parkway	CIP	SJC	2007
11	SR 207	Bike Trail along abandoned RR parallel to SR 207 from Armstrong Rd to SW of I-95	TIP, FDOT	FDOT	2010
12	Vaill Point Road Sidewalk	US 1 to park located to the east of Vaill Point Road	CIP	SJC	2006

Acronyms / Definitions

CIP	St. Johns County Capital Improvement Program	Private	Privately Funded
CIS	St. Johns County Capital Improvement Schedule	SJC	St. Johns County Funding
DO	Development Order/Agreement	TCP	St. Johns County Traffic Circulation Plan
FDOT	Florida Department of Transportation Work Program or Funding	TIP	First Coast MPO Transportation Improvement Program
L RTP	First Coast MPO Long Range Transportation Plan	Toll	Toll Revenues



REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PUBLIC EXHIBIT	SHEET NO. 1
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				9B	ST. JOHNS	431418-2-22-01		

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SILVERLEAF

NOTICE OF PROPOSED CHANGE

PROPOSED MAP H MASTER DEVELOPMENT PLAN

July 1, 2015

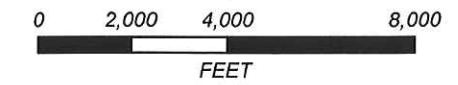
LEGEND



- Town Center / Mixed Use
- Mixed Use
- Residential Low Density
- Residential Medium Density
- Residential High Density
- School Site
- Community Recreation
- Utility
- Roadways
- Open Space / Uplands
(SUBJECT TO FINAL JURISDICTIONAL DETERMINATION)
- Open Space / Wetlands
(SUBJECT TO FINAL JURISDICTIONAL DETERMINATION)
- * Fire / EMS
- Wildlife Underpass
- Wildlife Crossing
- * Roundabout
- * Approx. former timber tram road

Note: The location, configuration, acreages and use on development parcels, roads, lakes, etc., are conceptual in nature and subject to further refinement upon submission of final development plans.

Note: The approximate location of the former timber tram road to the immediate north and south of the existing bridge shall be a Historic Conservation Area with pedestrian access. An interpretive sign will be installed at the bridge crossing.

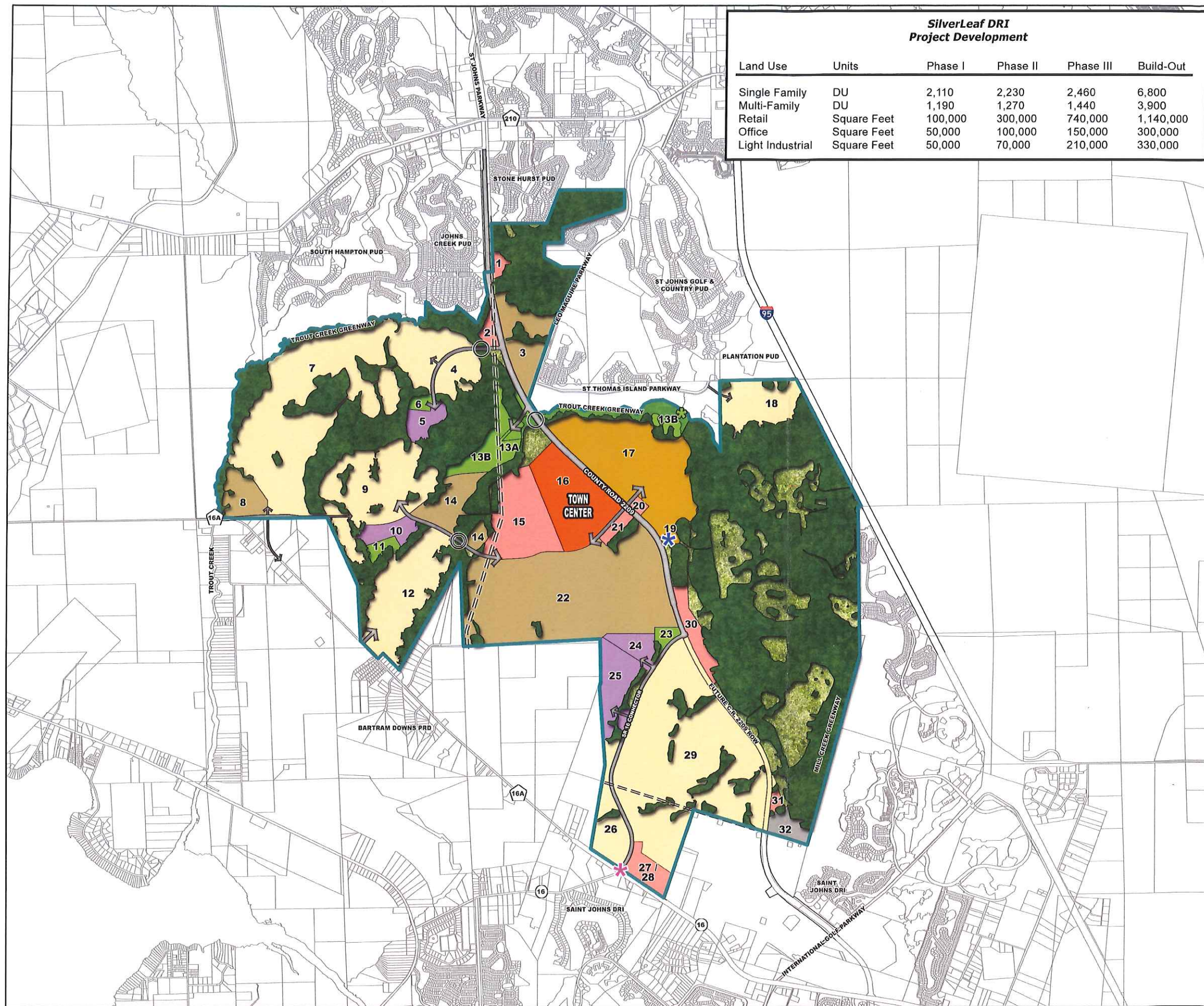


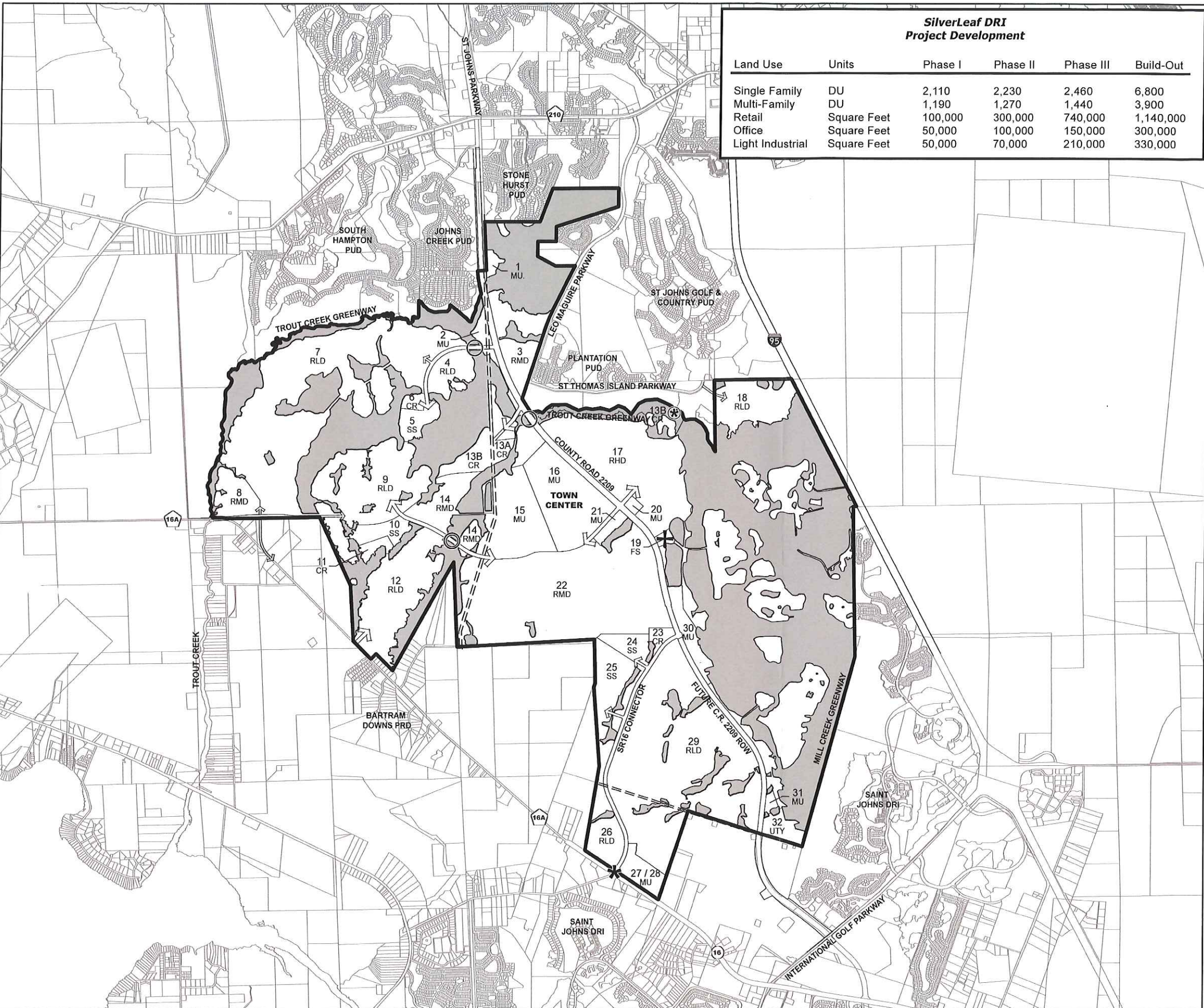
PROJECT TEAM

- Whites Ford Timber, LLC - Owners
- ETM Inc - Engineers & Planners
- Whittington Law, PLLC - Legal Counsel
- Davidson Advisory Services Inc. - Real Estate Consultant
- Kimley-Horn & Associates - Transportation Consultant
- Carter Environmental Services - Environmental Consultant
- LG2 Environmental Solutions - Archeological Historic Consultant
- Robert M. Angas Associates, Inc. - Land Surveyors

Source: ETM, St. Johns County

Land Use	Units	Phase I	Phase II	Phase III	Build-Out
Single Family	DU	2,110	2,230	2,460	6,800
Multi-Family	DU	1,190	1,270	1,440	3,900
Retail	Square Feet	100,000	300,000	740,000	1,140,000
Office	Square Feet	50,000	100,000	150,000	300,000
Light Industrial	Square Feet	50,000	70,000	210,000	330,000





Land Use	Units	Phase I	Phase II	Phase III	Build-Out
Single Family	DU	2,110	2,230	2,460	6,800
Multi-Family	DU	1,190	1,270	1,440	3,900
Retail	Square Feet	100,000	300,000	740,000	1,140,000
Office	Square Feet	50,000	100,000	150,000	300,000
Light Industrial	Square Feet	50,000	70,000	210,000	330,000



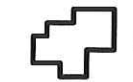
SILVERLEAF

NOTICE OF PROPOSED CHANGE

PROPOSED MAP H MASTER DEVELOPMENT PLAN

July 1, 2015

LEGEND

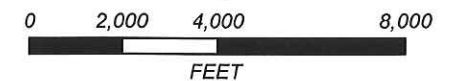


SilverLeaf

- MU - Mixed Use
- RLD - Residential Low Density
- RMD - Residential Medium Density
- RHD - Residential High Density
- SS - School Site
- CR - Community Recreation
- UTY - Utility
- Open Space / Wetlands (SUBJECT TO FINAL JURISDICTIONAL DETERMINATION)
- Fire / EMS
- Wildlife Underpass
- Wildlife Crossing
- Roundabout
- Approx. former timber tram road

Note: The location, configuration, acreages and use on development parcels, roads, lakes, etc., are conceptual in nature and subject to further refinement upon submission of final development plans.

Note: The approximate location of the former timber tram road to the immediate north and south of the existing bridge shall be a Historic Conservation Area with pedestrian access. An interpretive sign will be installed at the bridge crossing.



PROJECT TEAM

- Whites Ford Timber, LLC - Owners
- ETM Inc - Engineers & Planners
- Whittington Law, PLLC - Legal Counsel
- Davidson Advisory Services Inc. - Real Estate Consultant
- Kimley-Horn & Associates - Transportation Consultant
- Carter Environmental Services - Environmental Consultant
- LG2 Environmental Solutions - Archeological Historic Consultant
- Robert M. Angas Associates, Inc. - Land Surveyors

Source: ETM, St. Johns County

Attachment E

Z-Data Variables for Travel Demand Model Runs

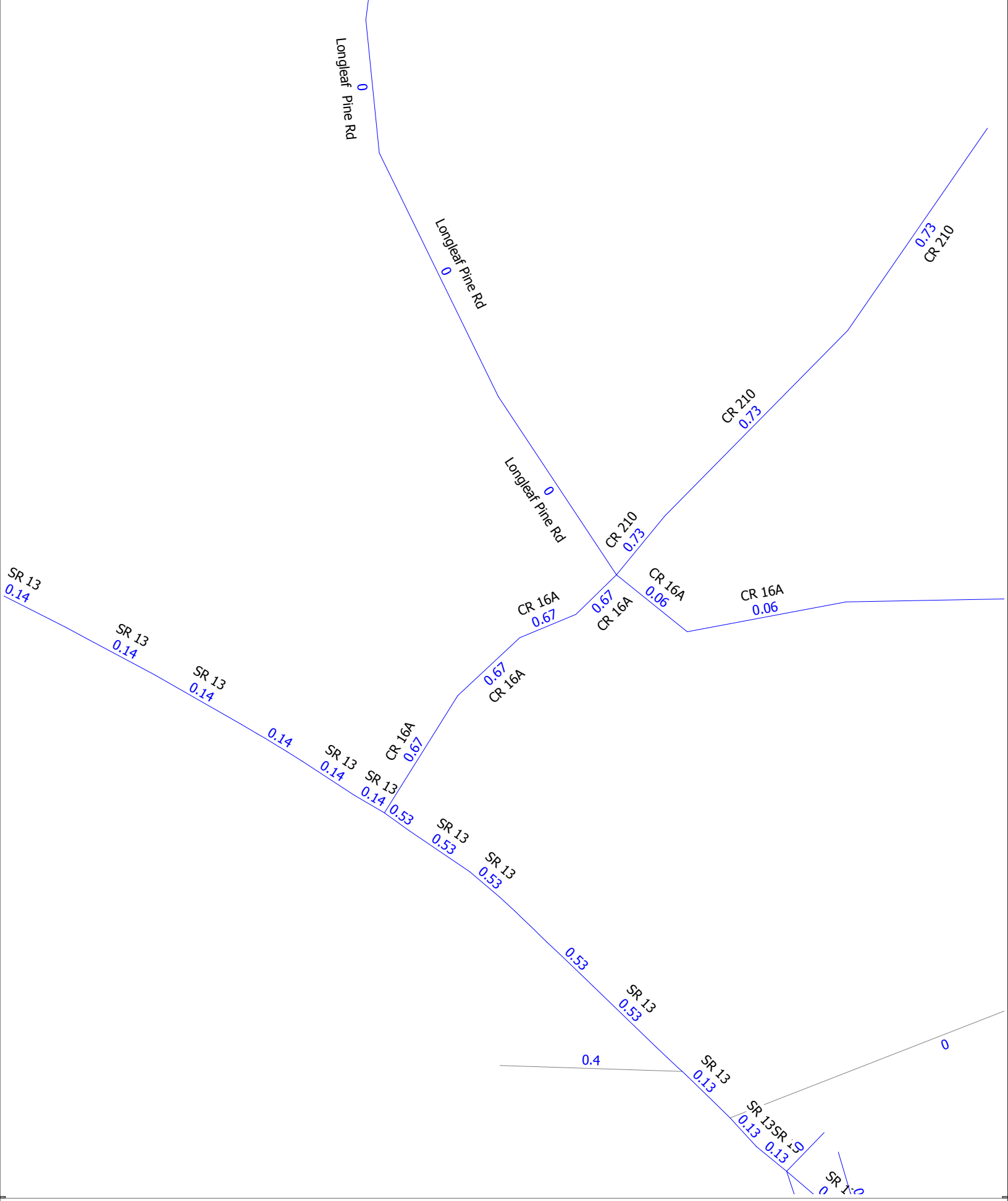
Appendix - E

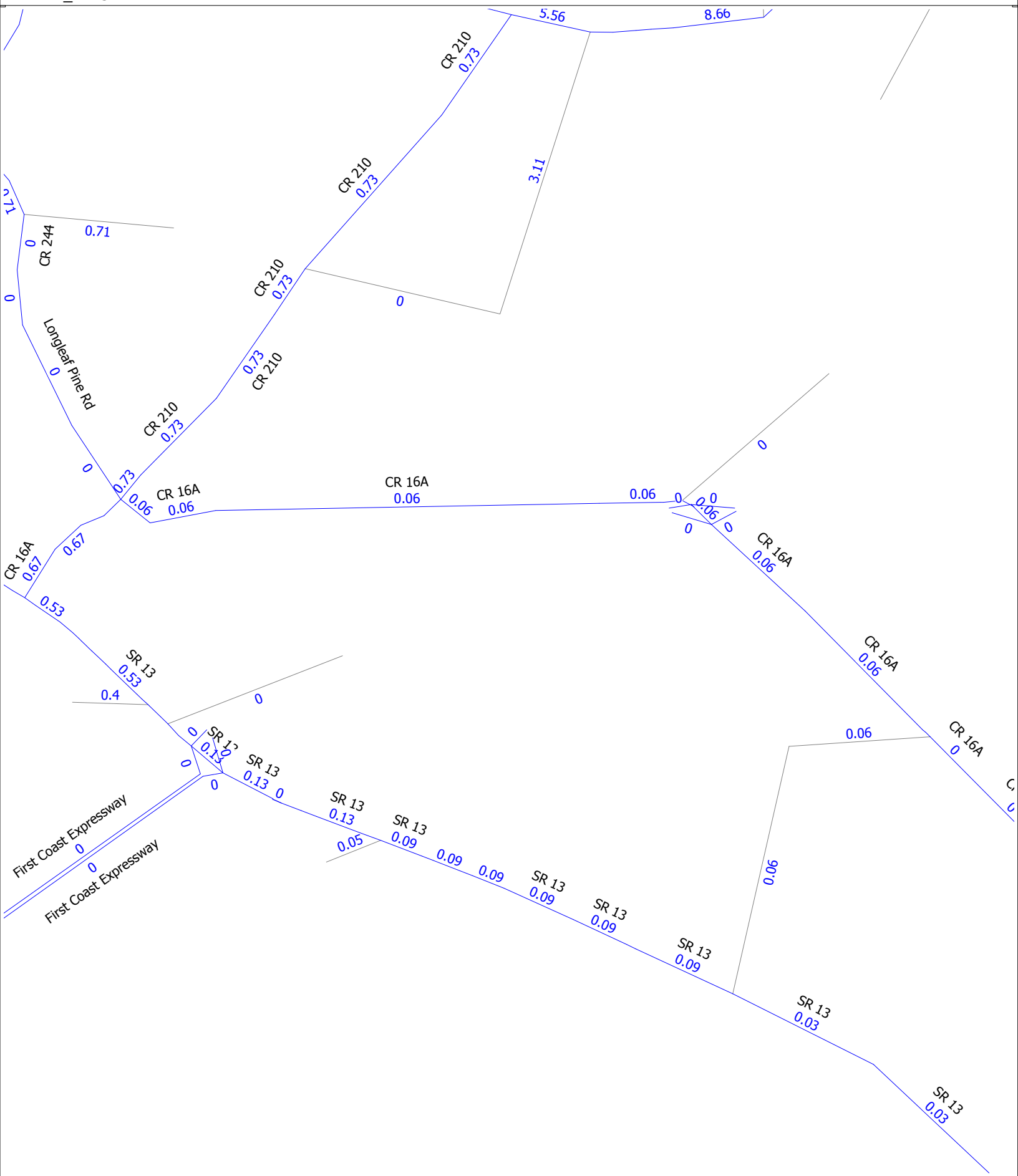
Greenbriar Downs - Phase 1 and Phase 2 (Cumulative)
Documentation of ZDATA Variables Used for Project Traffic Distribution

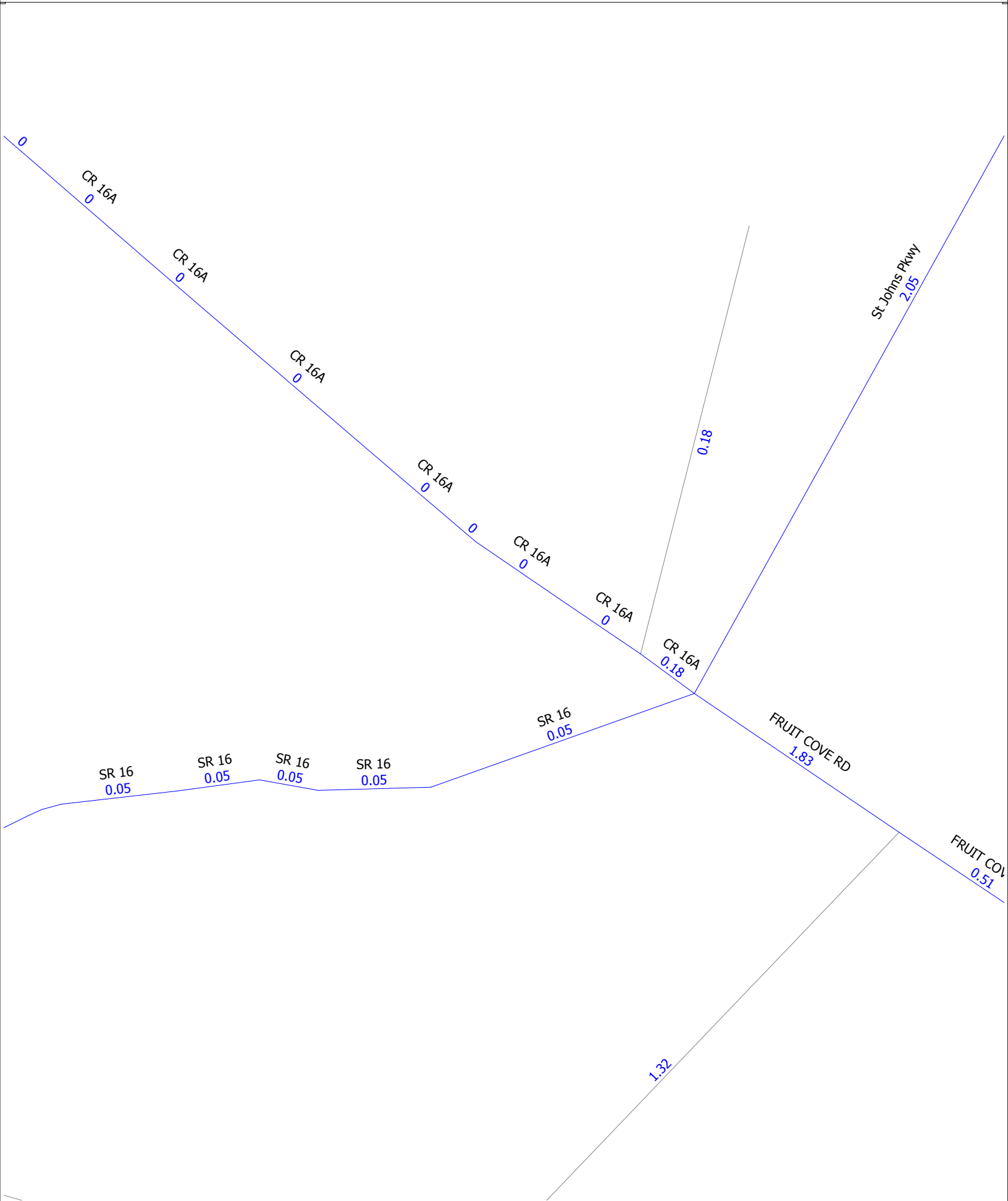
New TAZ File Columns	Notes	Development	Production Variables		Attraction Variables											School Enroll. 33-38	
			Residential	Hotel-Motel	Industrial	Manufacturing	Retail	Service					Hotel Empl.	Svc. Sum 21-26	Empl. Sum 27-32		
			Households 9-13	Rooms 59-63	Empl. 9-14		Empl. 15-20	Office Empl.	18 Hole Golf	Movie Theater	Ele School	Mid School					High School
Revised Data Set Variables (For Phase 1 Greenbriar Downs LDTA)																	
1267		Greenbriar Downs	200	-	-	-	-	-	-	-	-	-	-	-	-	-	
1268		Greenbriar Downs - Non-Residential		-	-	-	200	-						-	-	200	
Revised Data Set Variables (For Phase 2 Greenbriar Downs LDTA)																	
1267		Greenbriar Downs	818	-	-	-	-	-	-	-	-	-	-	-	-	-	
1268		Greenbriar Downs - Non-Residential		-	-	-	400	-						-	-	400	
Revised Data Set Variables (Existing and Previously Approved Developments)																	
1269	St. Johns County	Creekside High School		-	-	-	-	-	-	-	-	-	130	-	130	130	1,800
1228	St. Johns County	Bartram Park DRI (West of Bartram Park Blvd.)	616	-	-	-	339	36						-	36	375	-
557	St. Johns County	Bartram Park DRI (Bartram Springs Residential)	1,992	-	-	-	-	239			25			-	264	264	800
561	St. Johns County	Bartram Park DRI (Bartram Springs Non-Residential)		-	-	-	678	71						-	71	749	-
578	Duval County	Bartram Park DRI (West Commercial)		-	-	-	795	-						-	-	795	-
579	Duval County	Bartram Park DRI (East Commercial)		-	-	-	153	-						-	-	153	-
555	Duval County	Bartram Park DRI	2,538	114	-	-	720	1,844					31	1,875	2,595	-	
2099	Duval County	Bartram Park DRI	2,538	165	-	-	720	1,844					45	1,889	2,609	-	
1239	St. Johns County	Durbin Crossing DRI	1,466	-	-	-	147	98						-	98	245	-
1240	St. Johns County	Durbin Crossing DRI	1,032	-	-	-	103	69			85			-	154	257	1,000
1238	St. Johns County	Aberdeen DRI	2,018	-	-	-	150	96			25			-	121	271	800
1265	St. Johns County	Ashford Mills DRI	2,309	-	-	-	446	72						-	72	518	-
1251	St. Johns County	RiverTown DRI	2,392	-	54	28	232	-						-	352	666	4,513

Attachment F

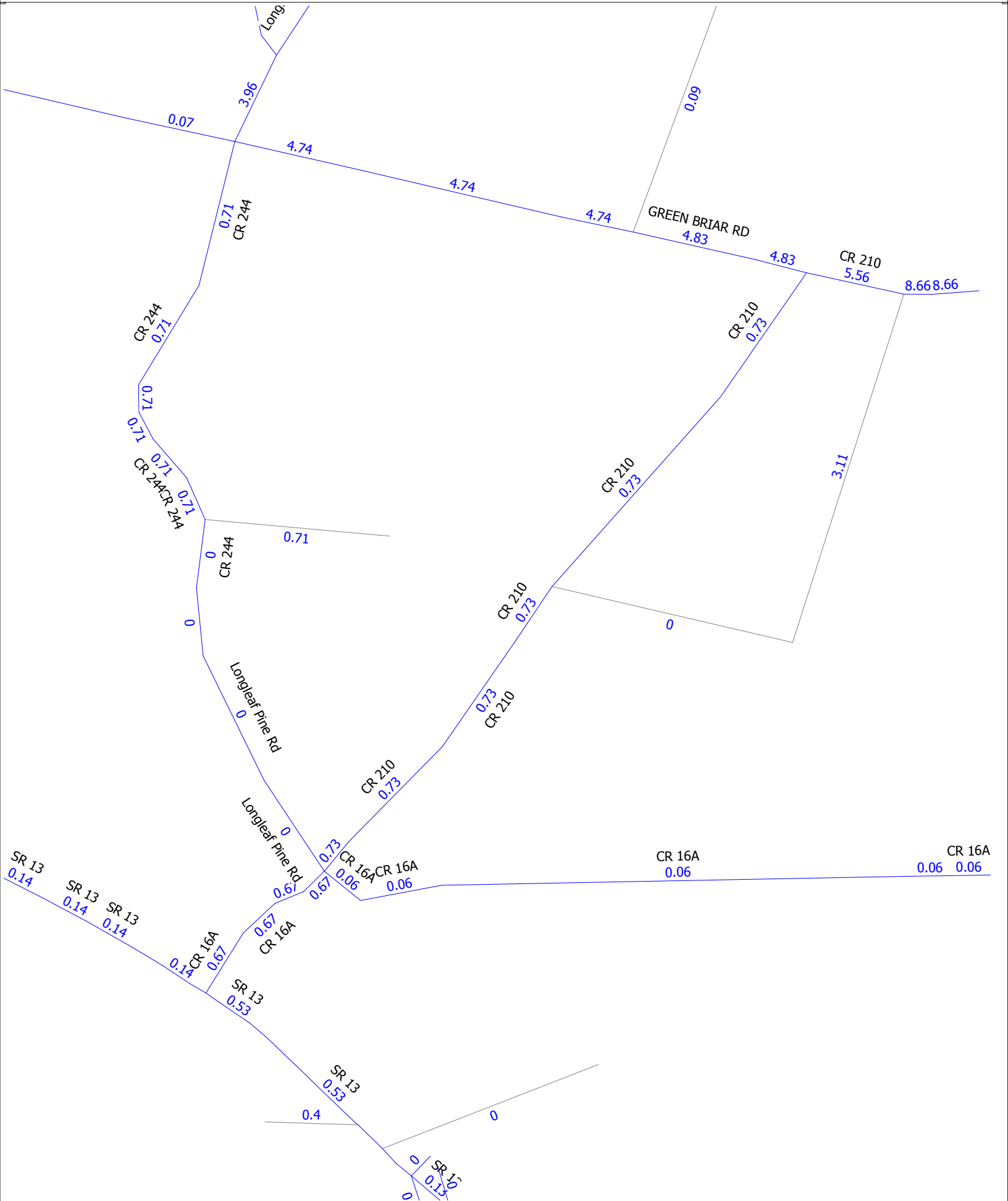
Greenbriar Downs
Travel Demand Model Plots



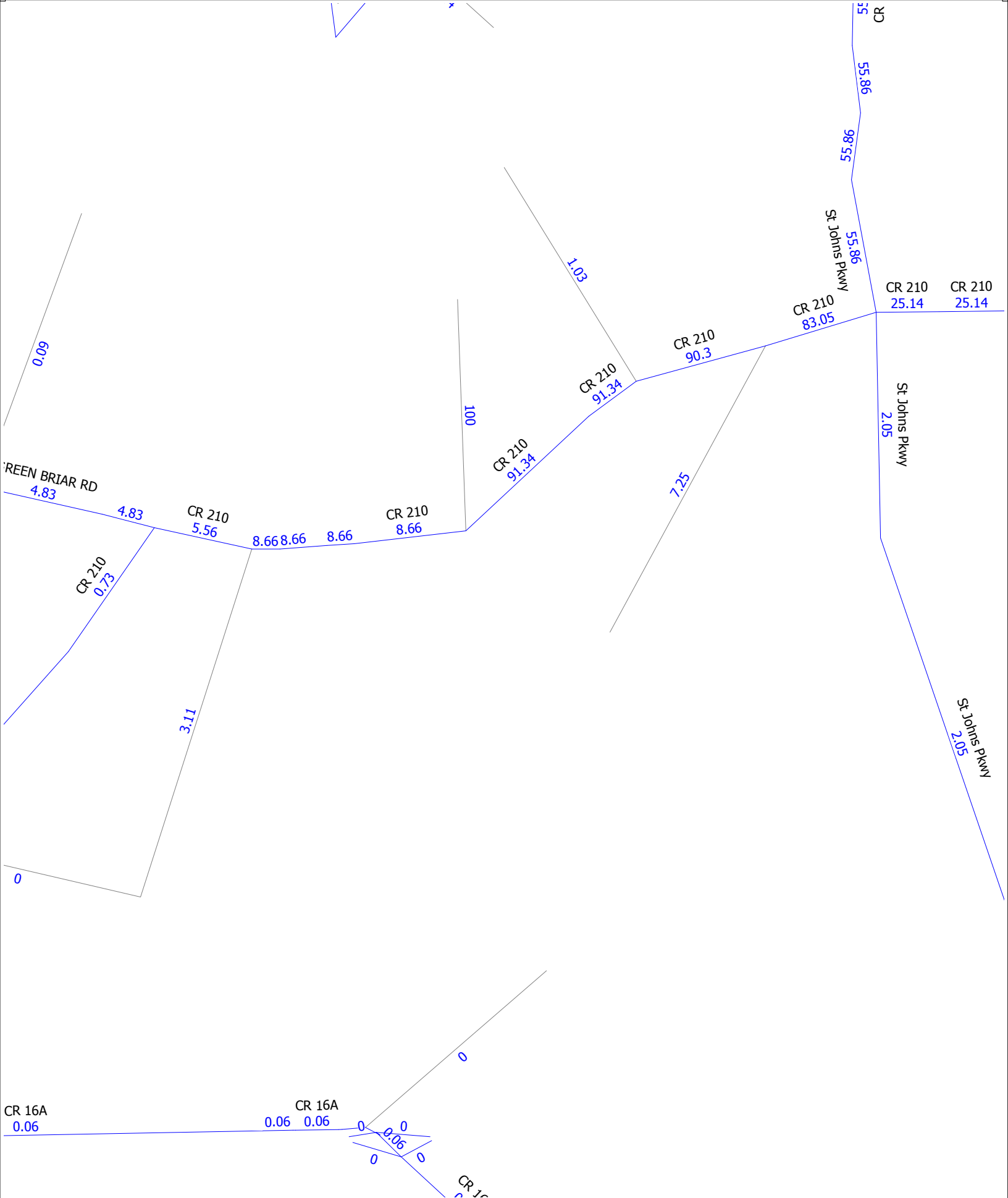




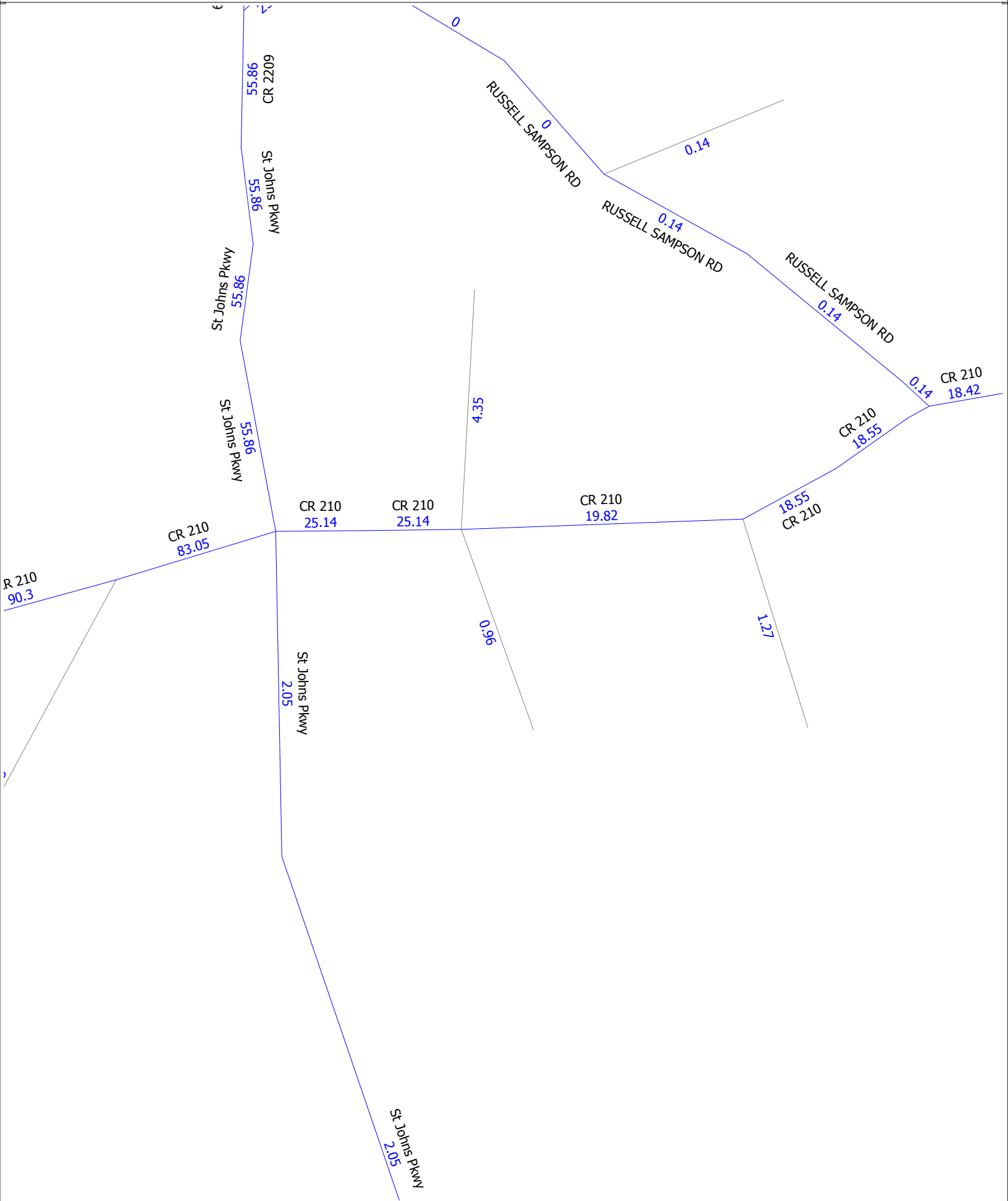
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Phase 1 - Residential Project Traffic Distribution
NERPM_ABv3

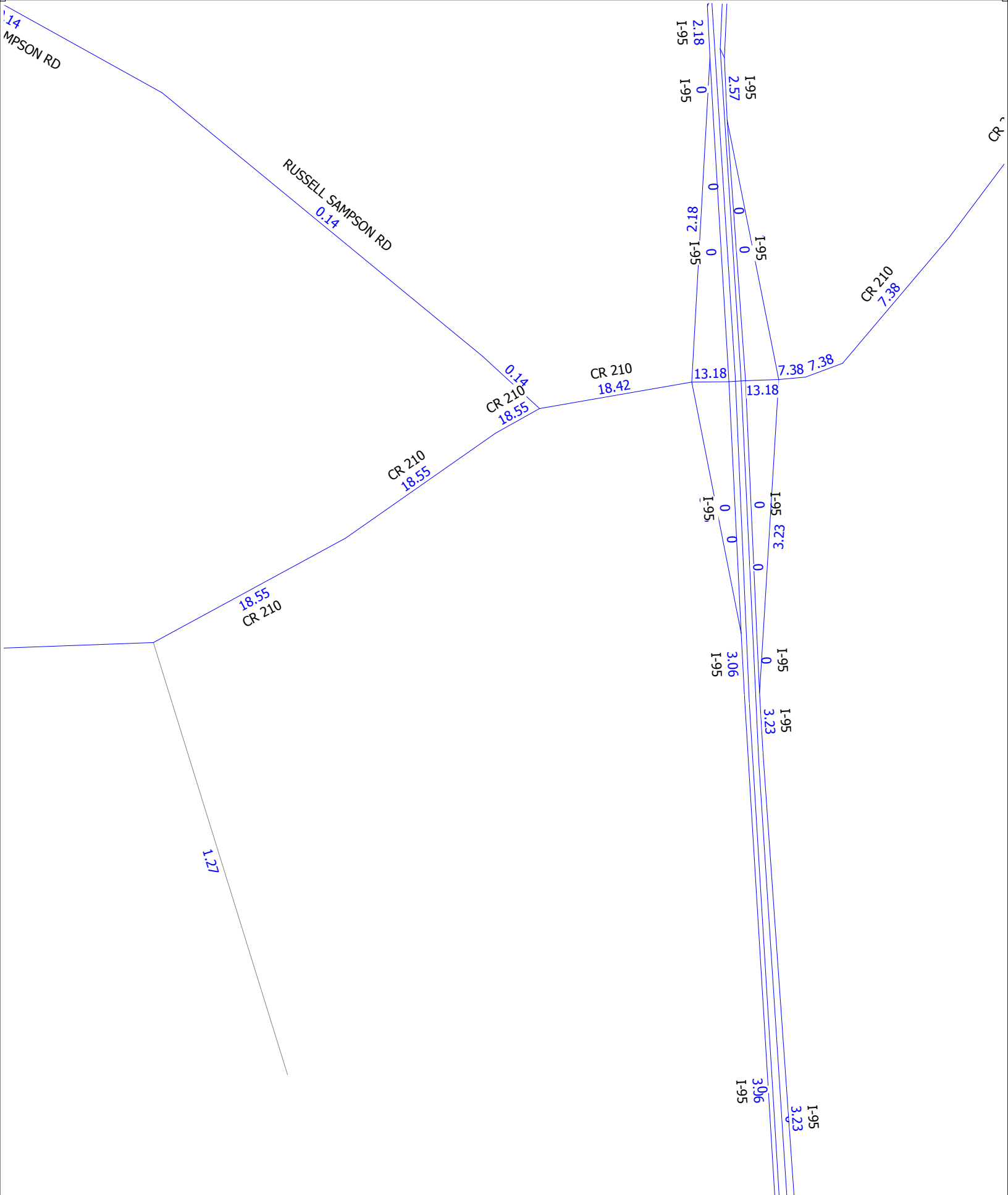


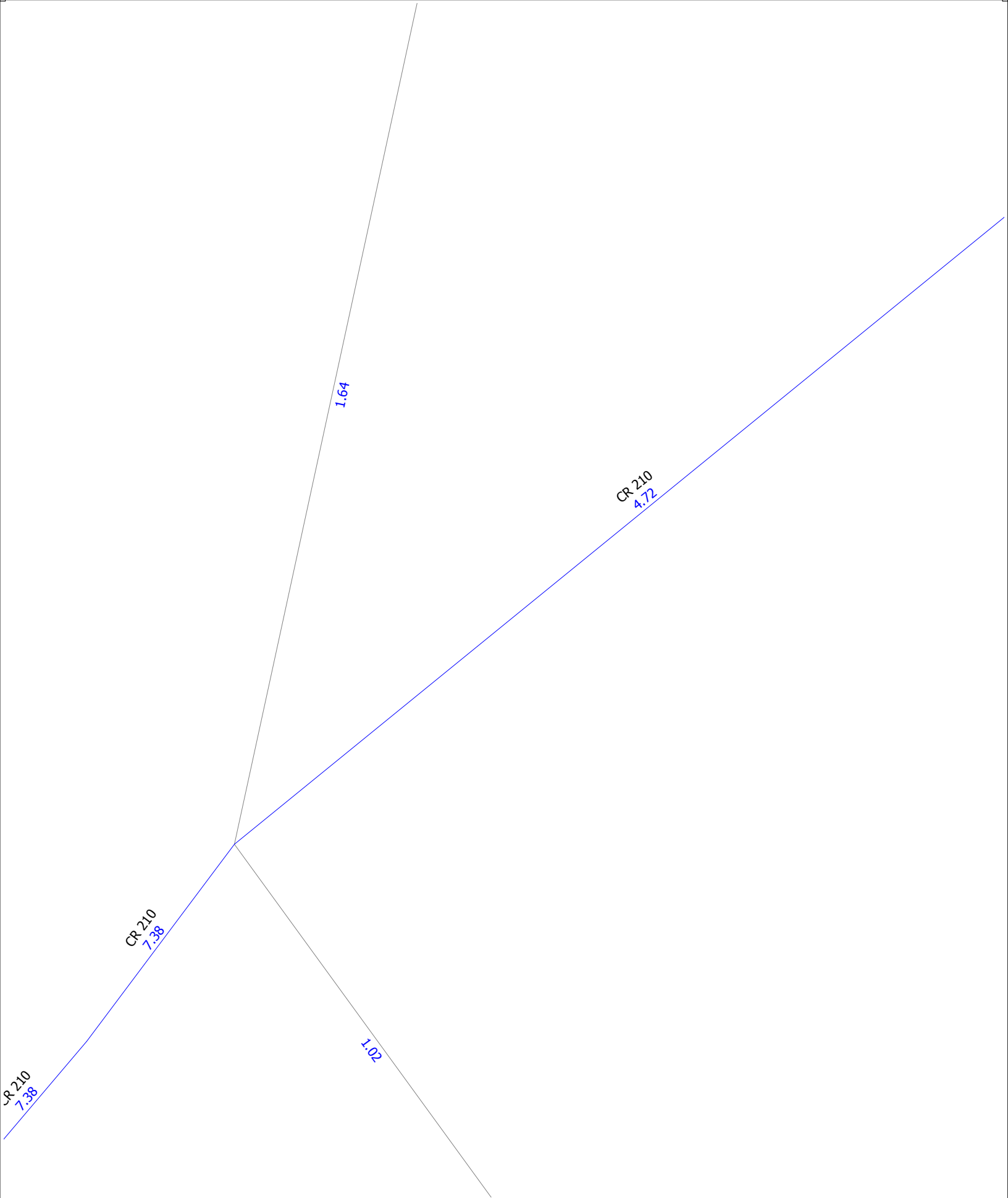
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 Phase 1 - Residential Project Traffic Distribution
 NERPM_ABv3

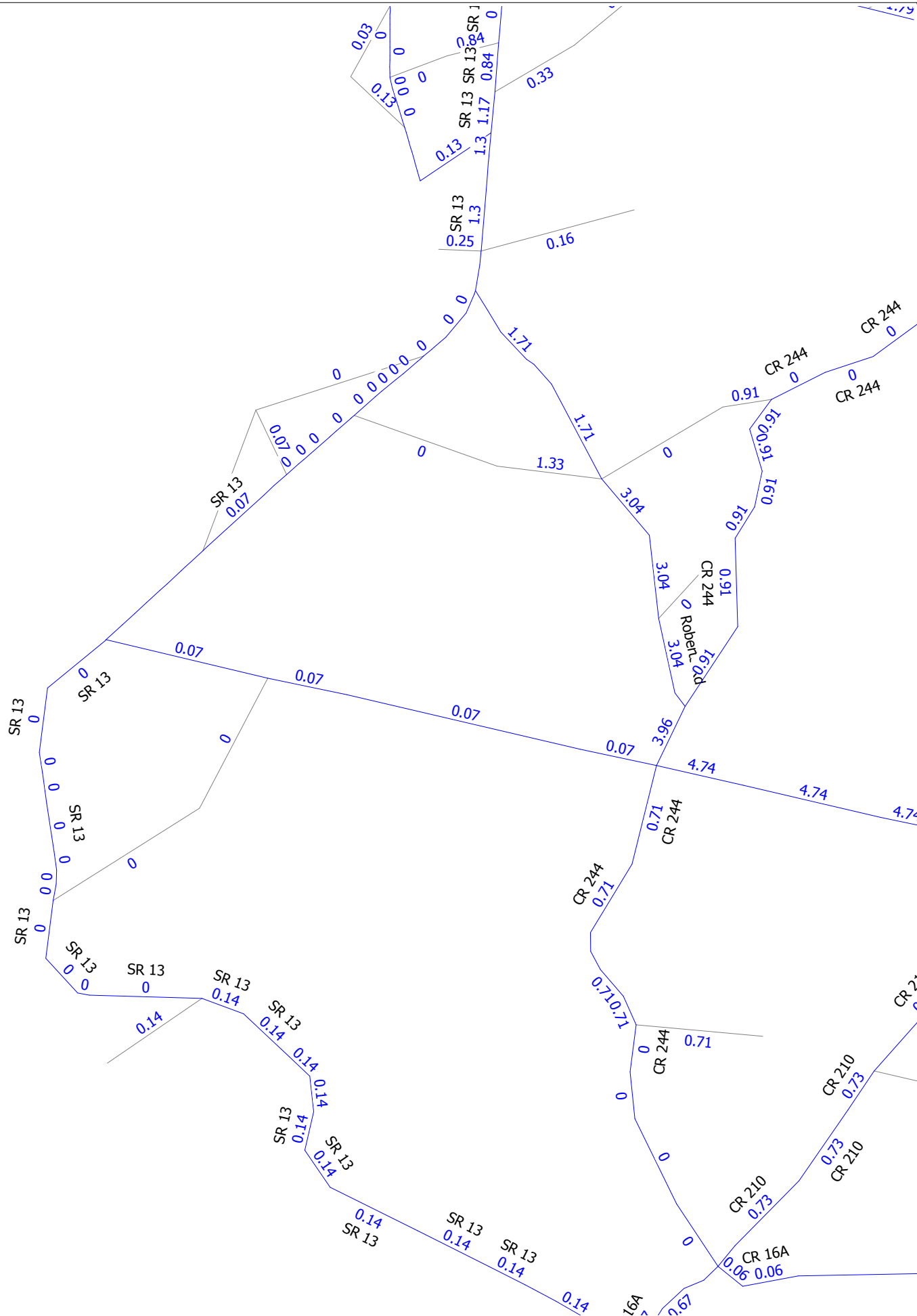


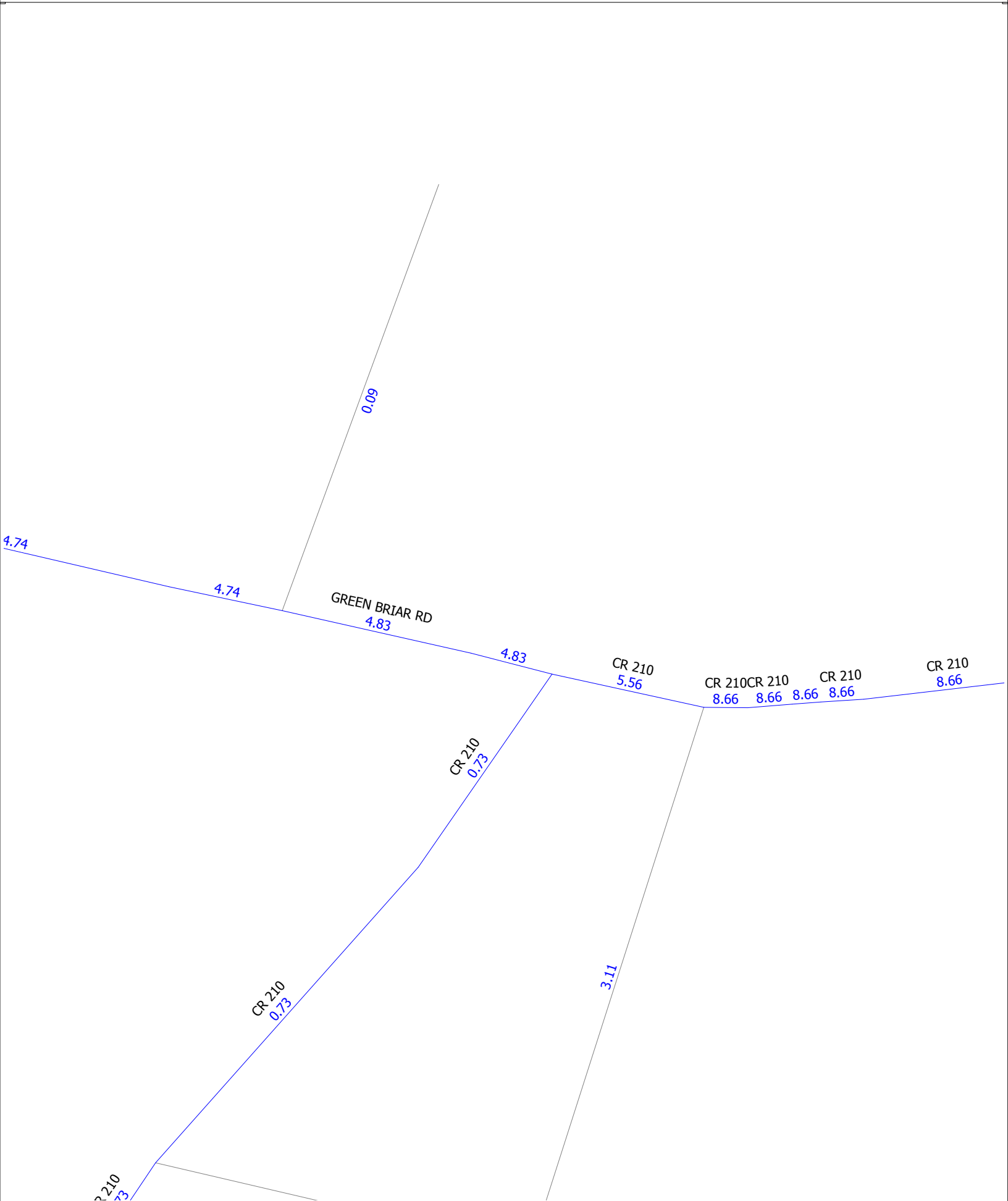
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Phase 1 - Residential Project Traffic Distribution
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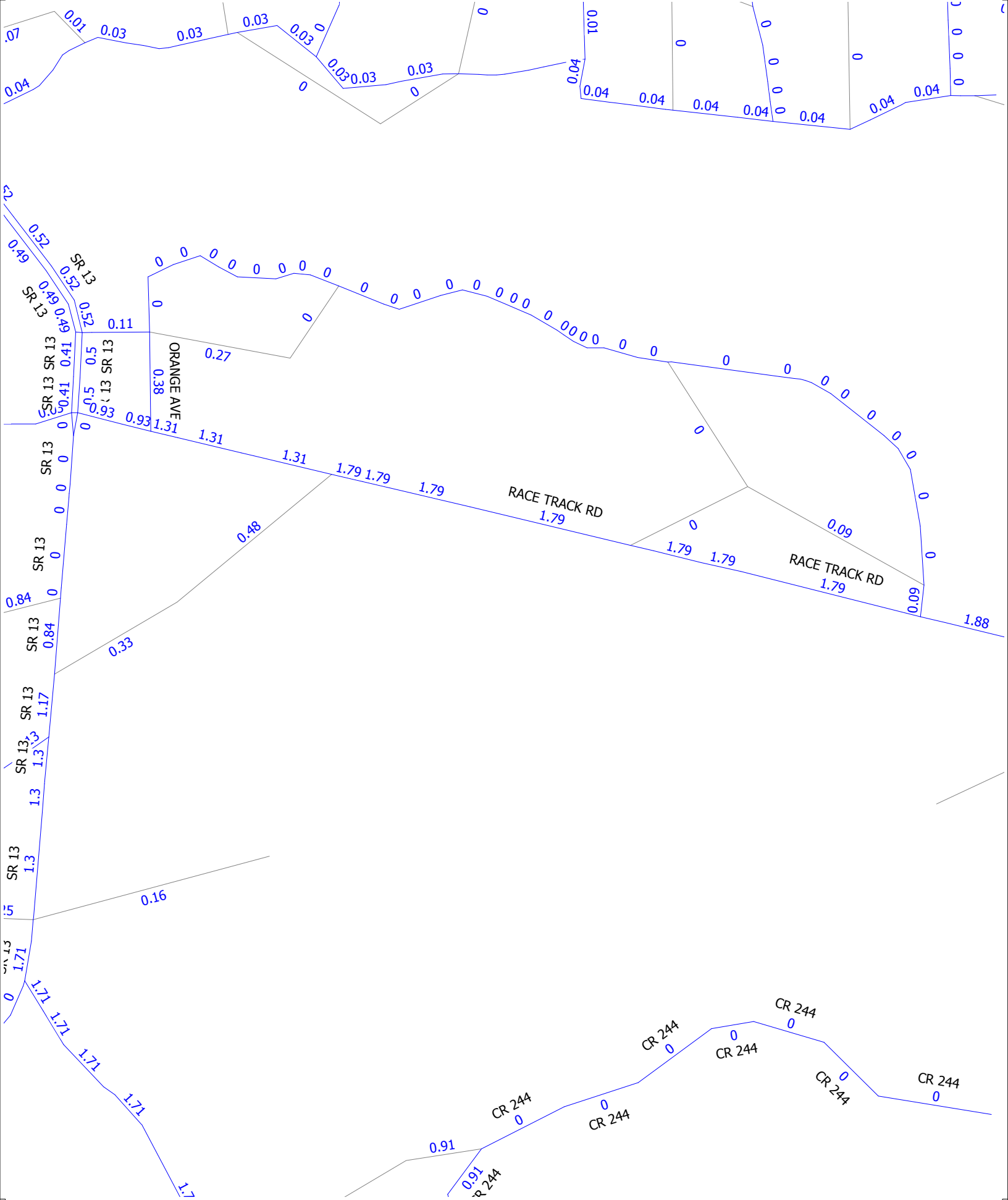


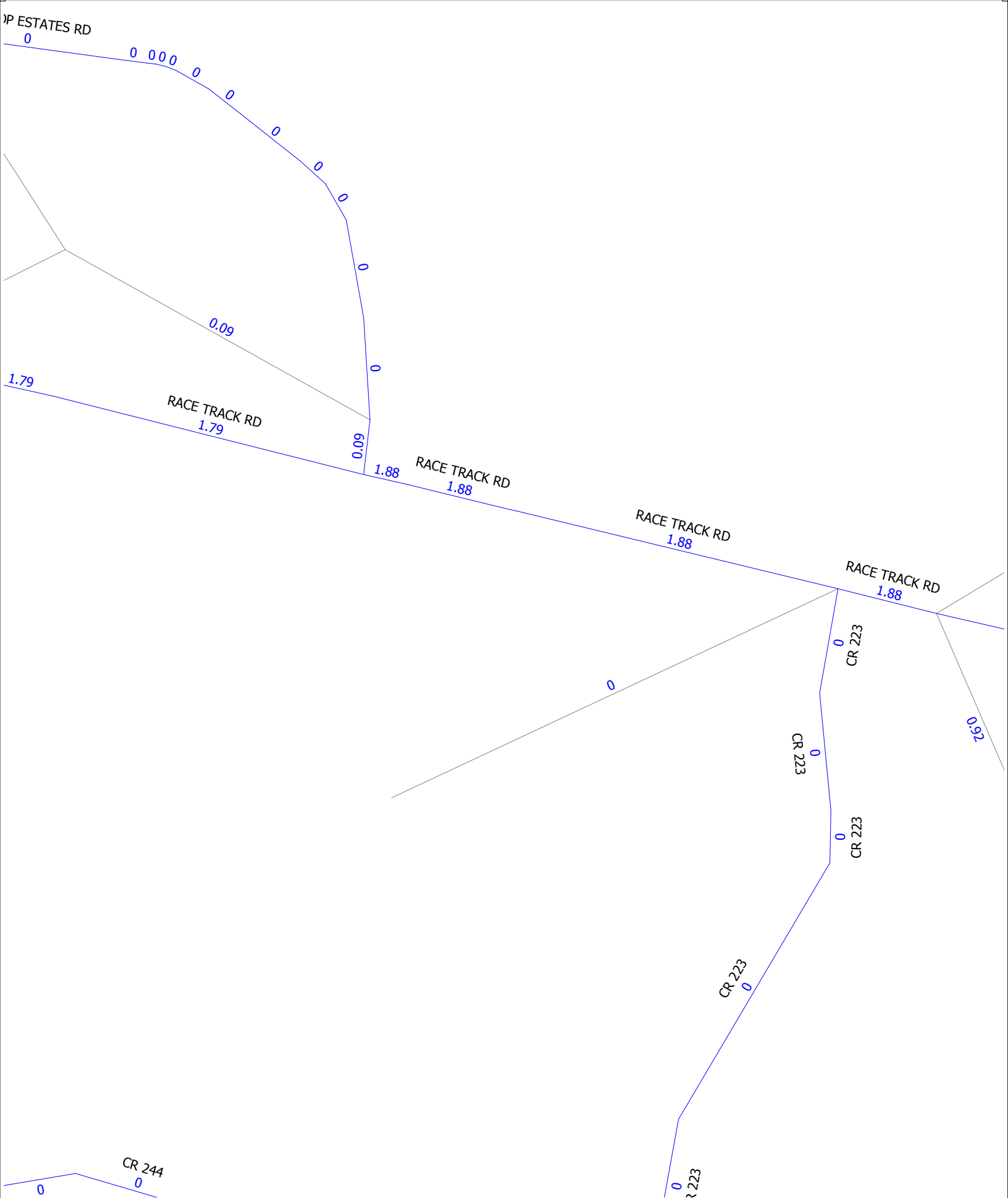


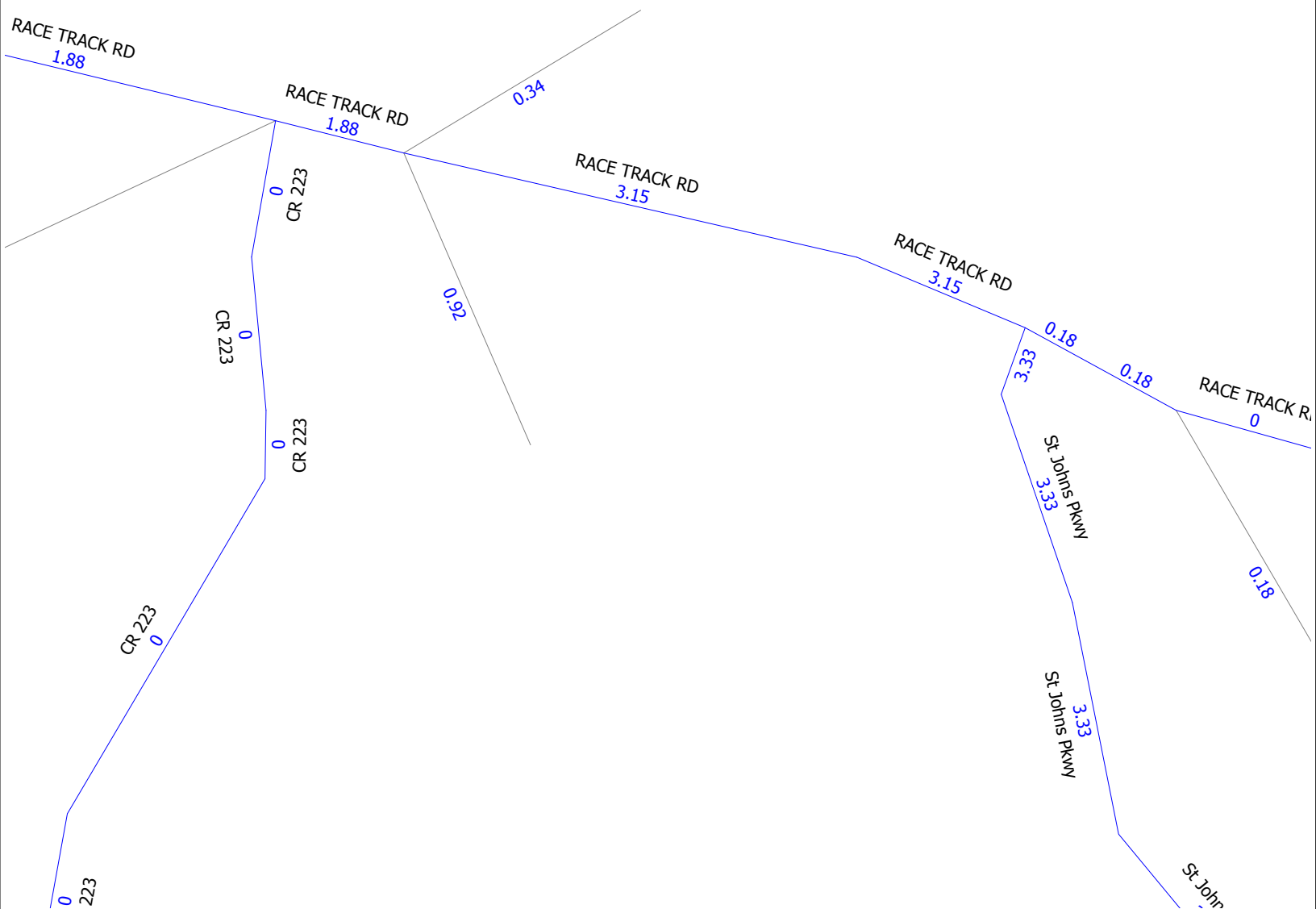


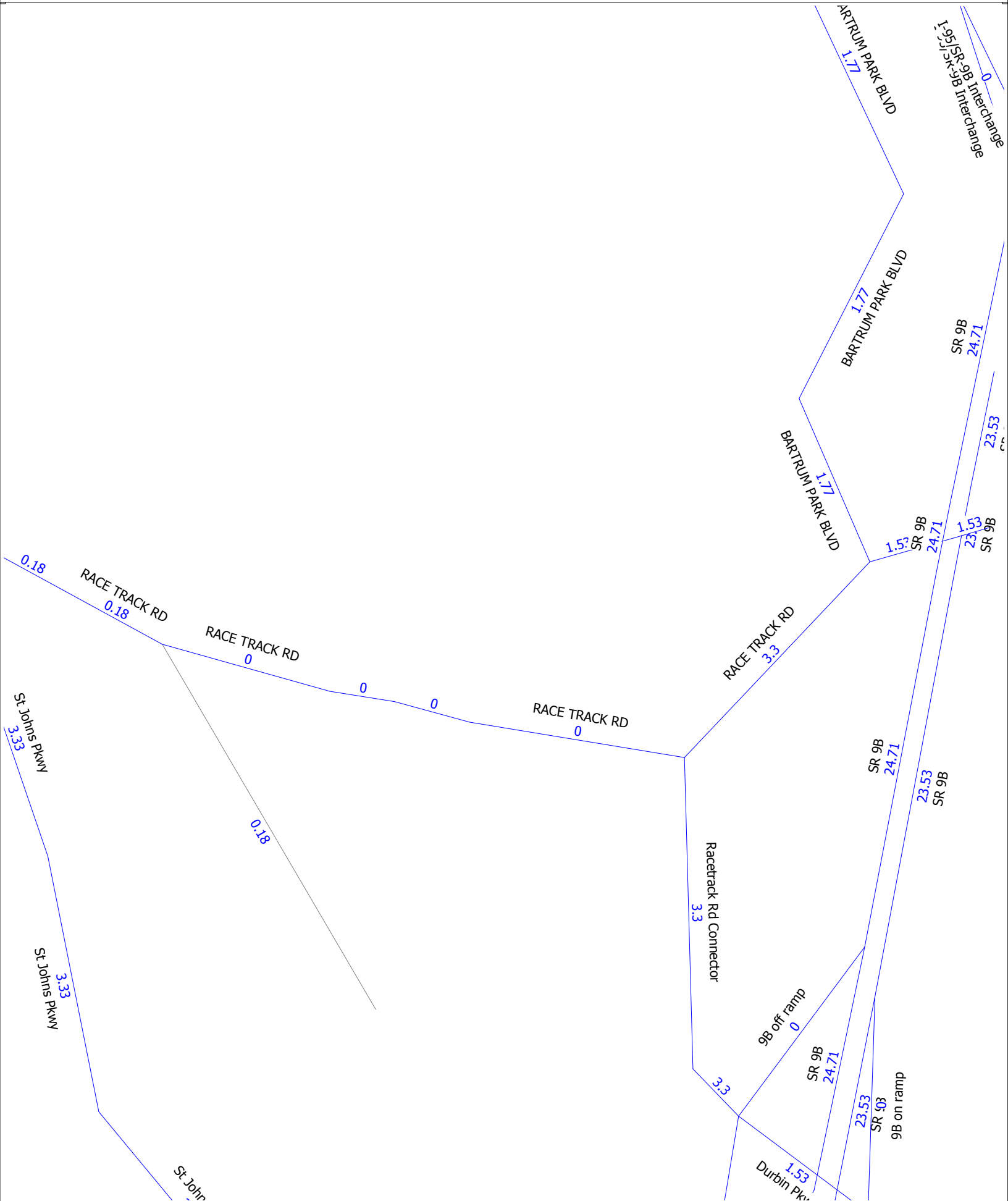


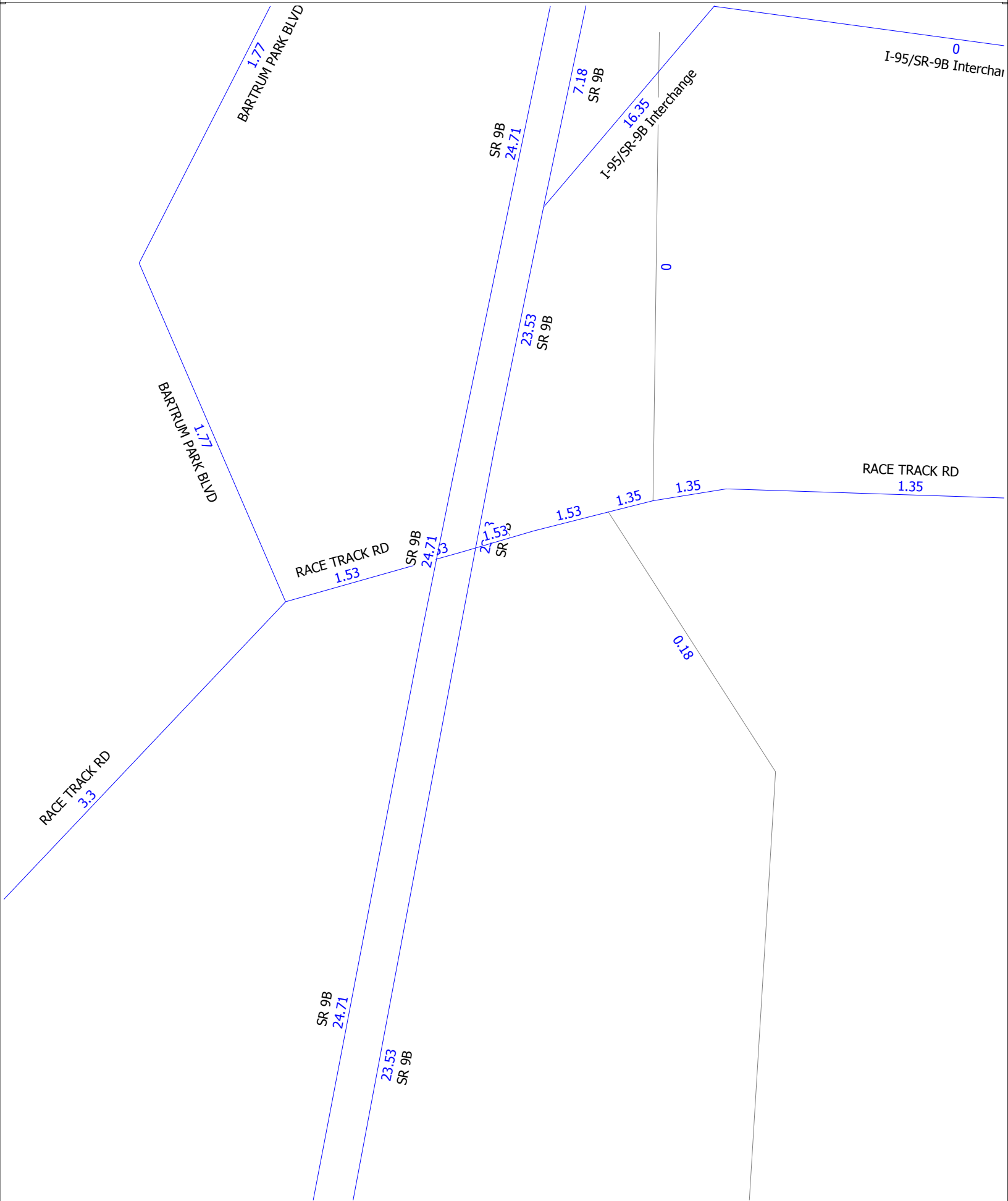
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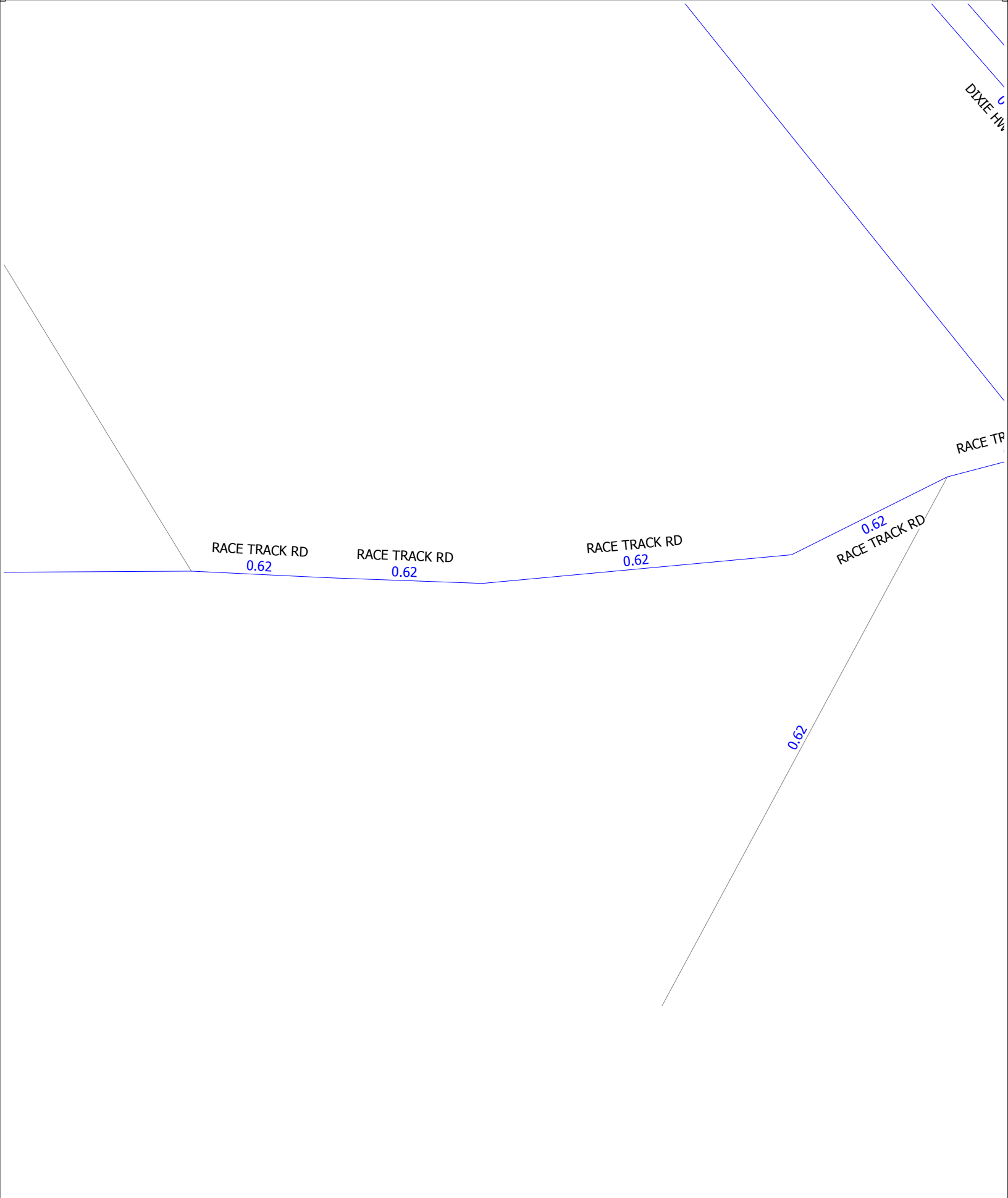


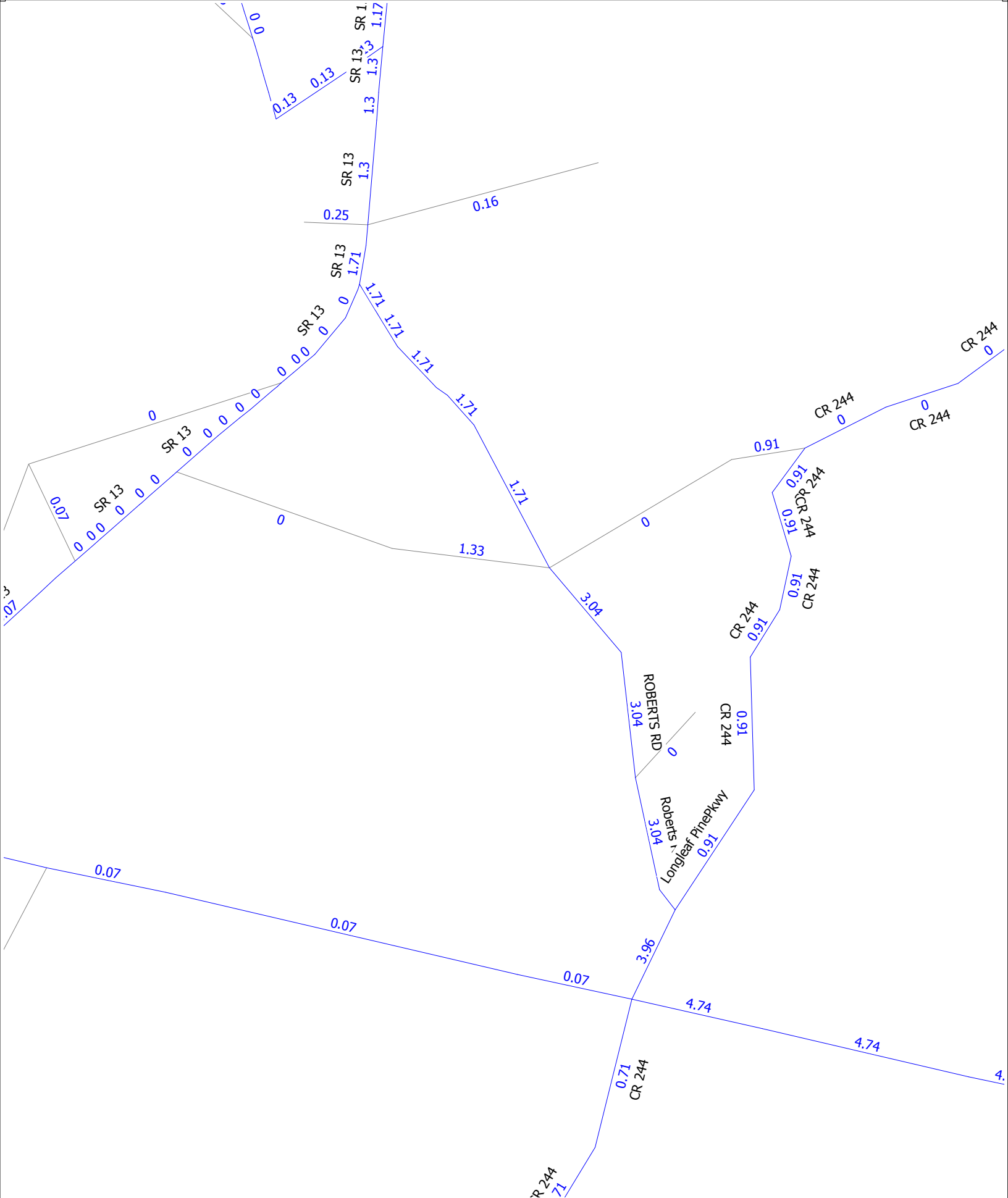




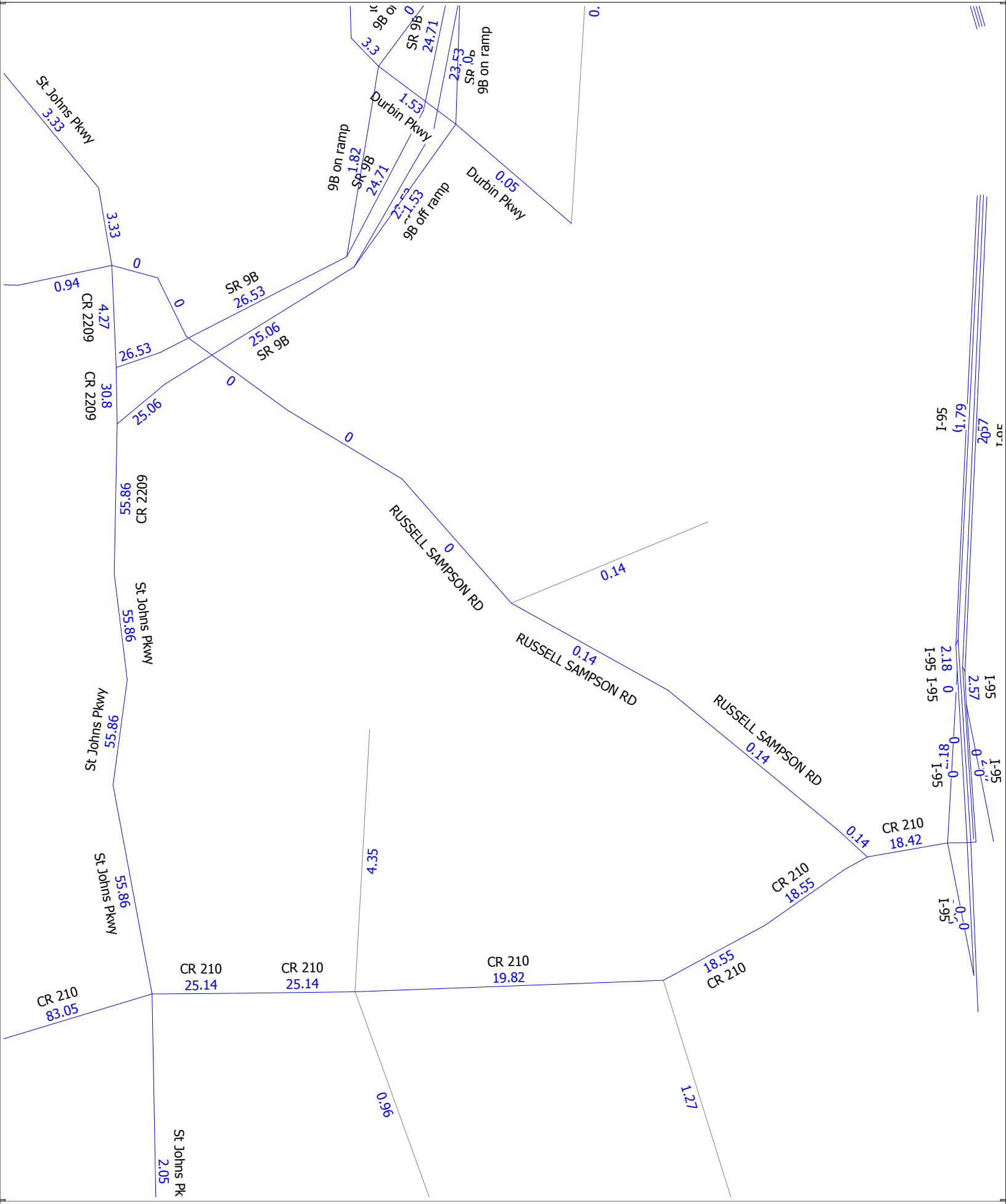


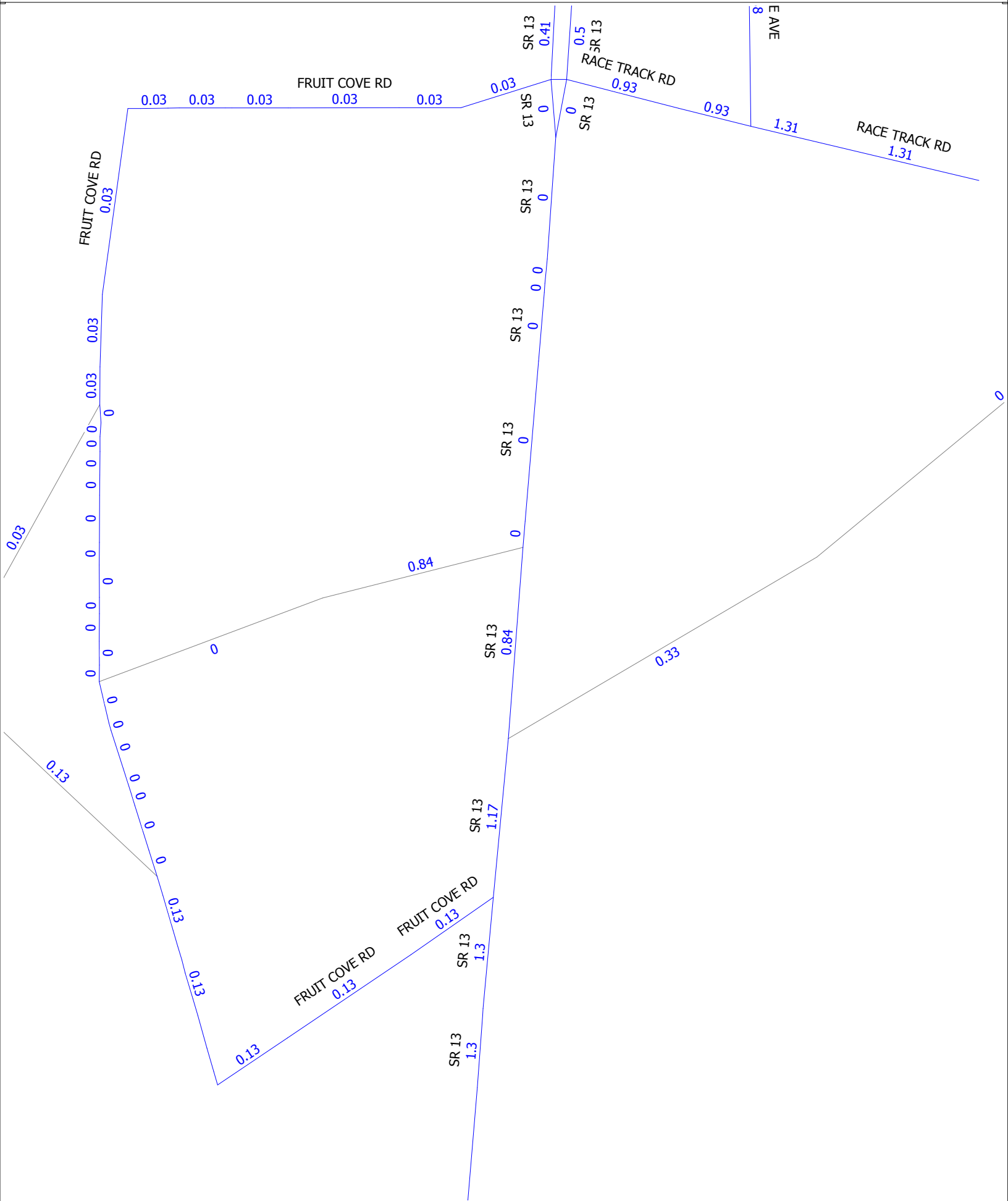




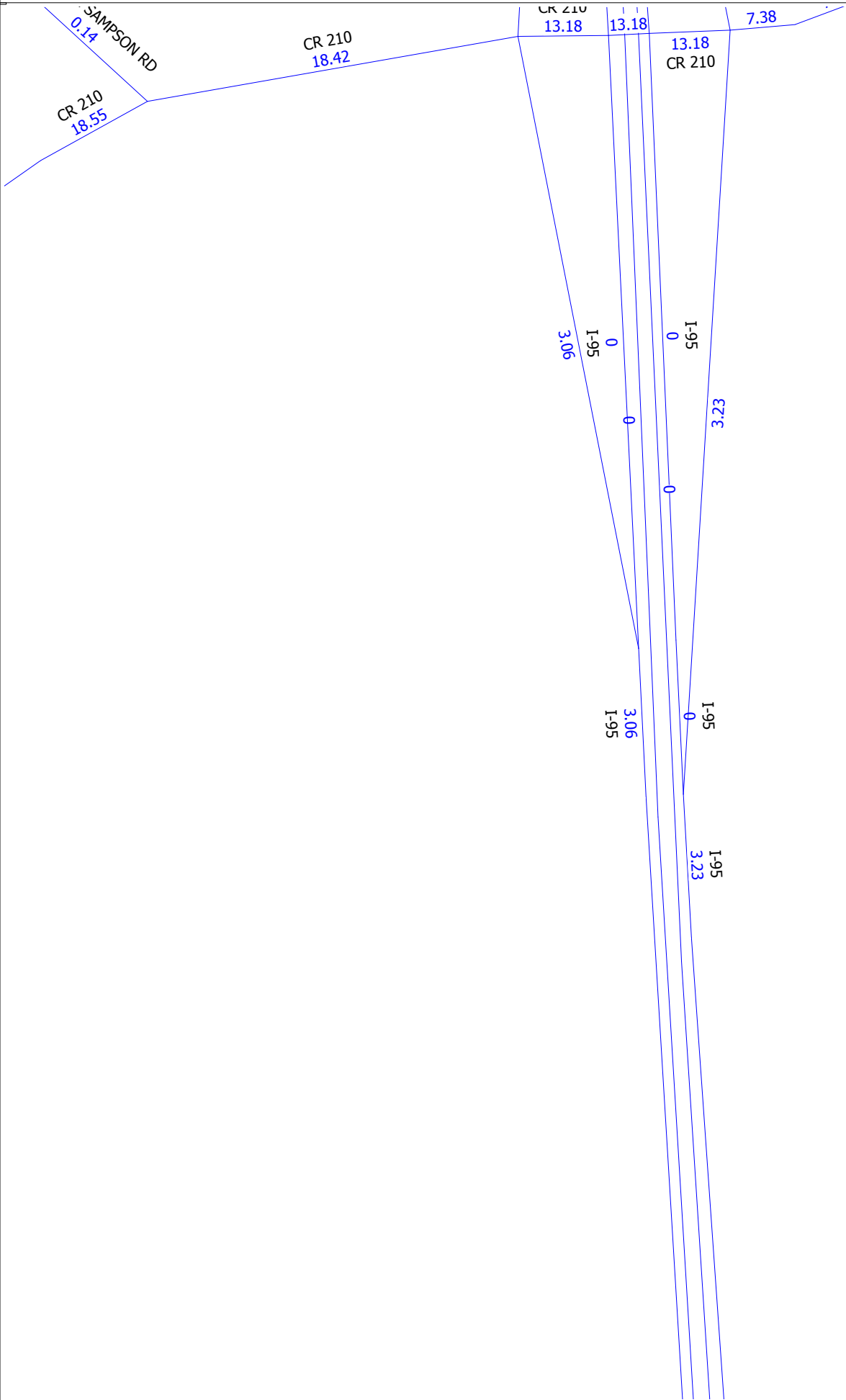


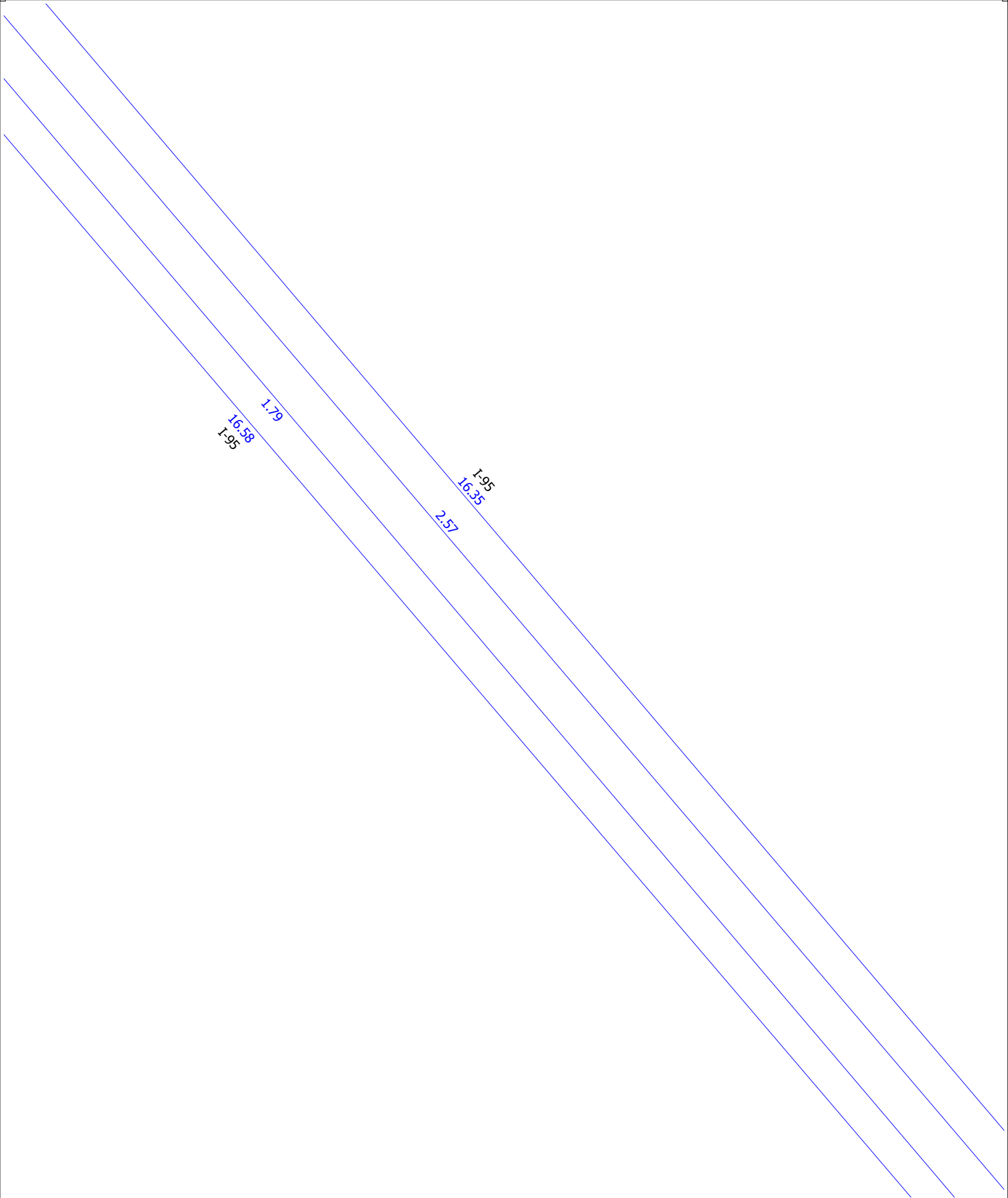
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Phase 1 - Residential Project Traffic Distribution
NERPM_AbV3



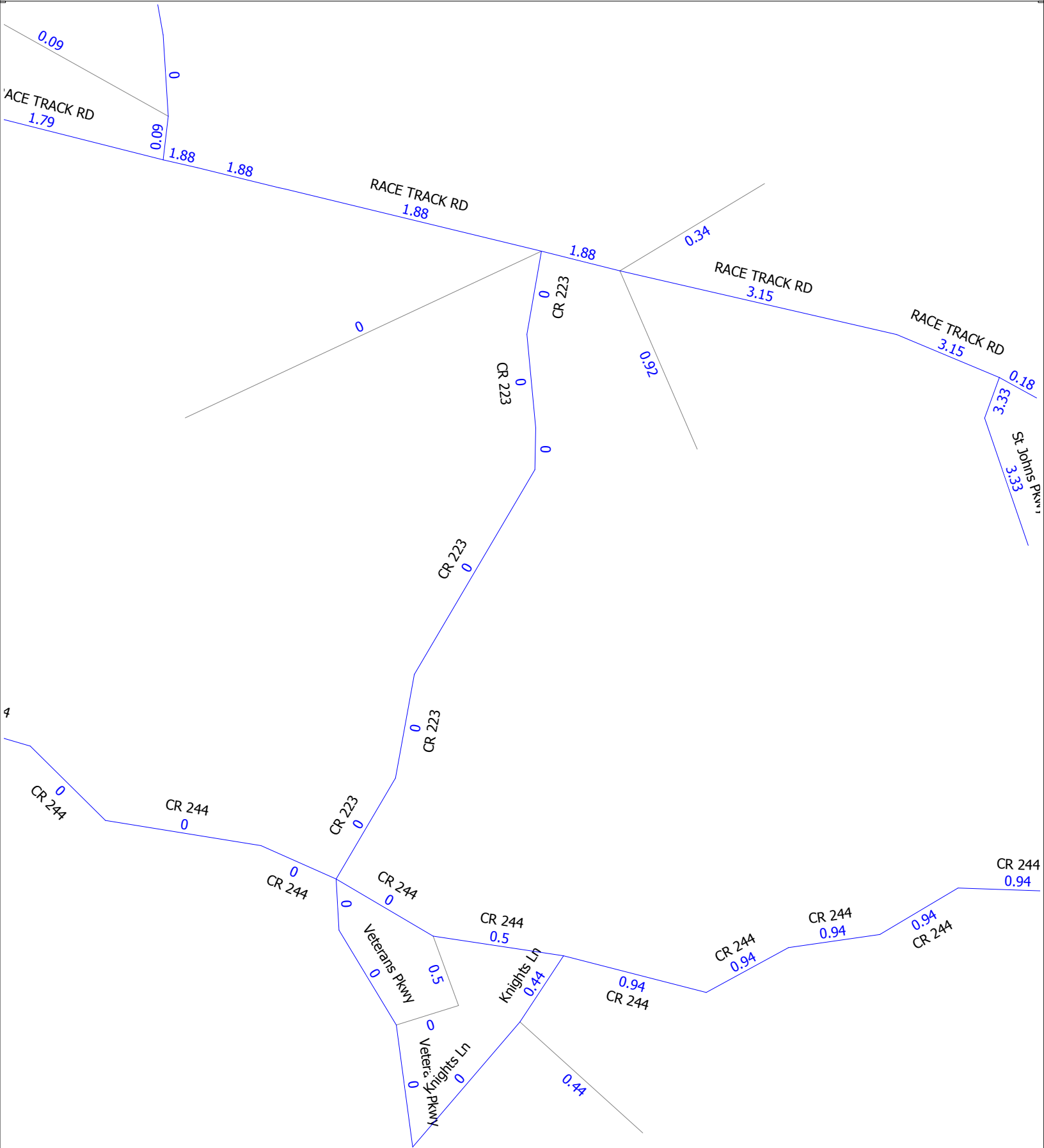


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Phase 1 - Residential Project Traffic Distribution
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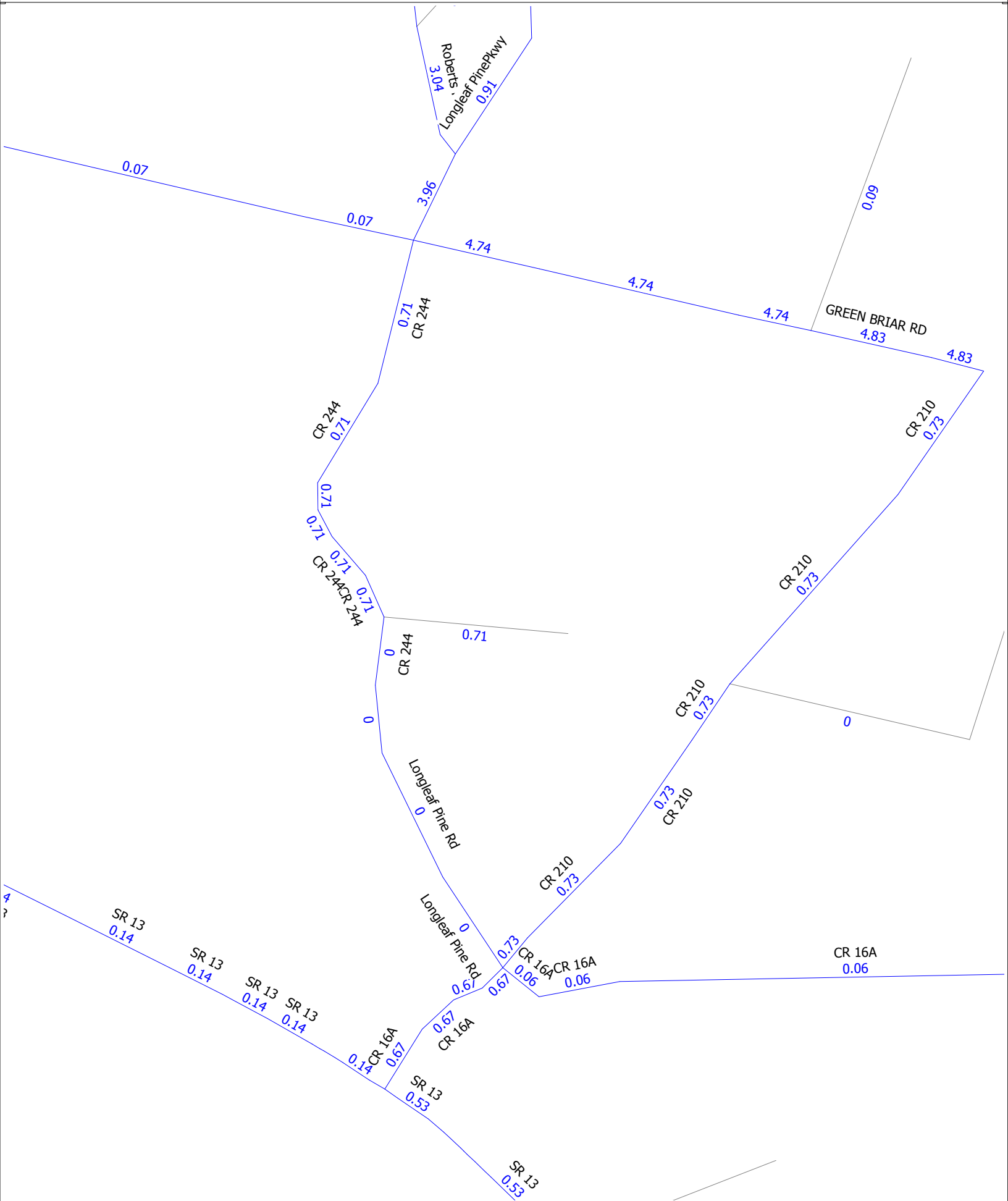


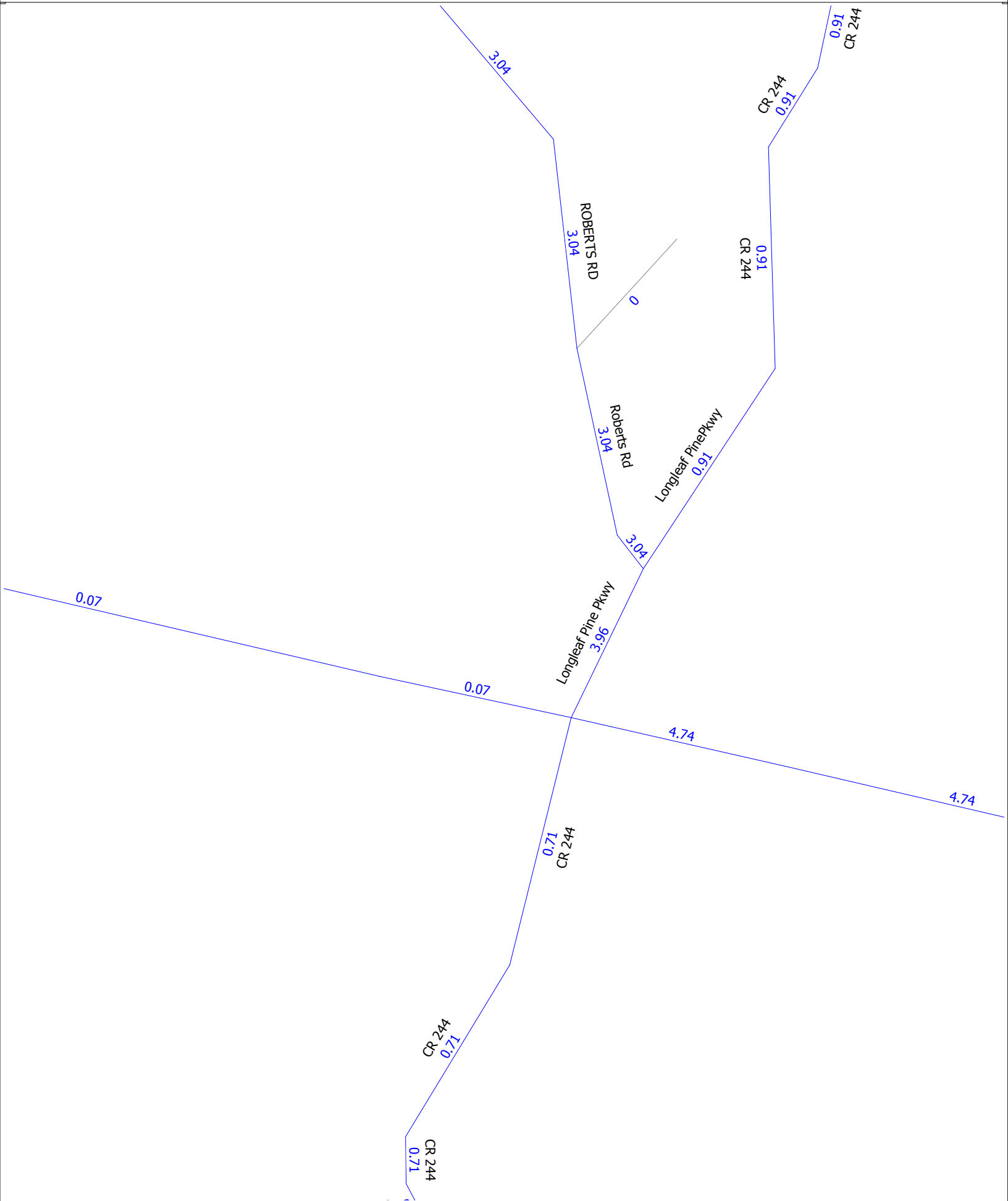


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Phase 1 - Residential Project Traffic Distribution
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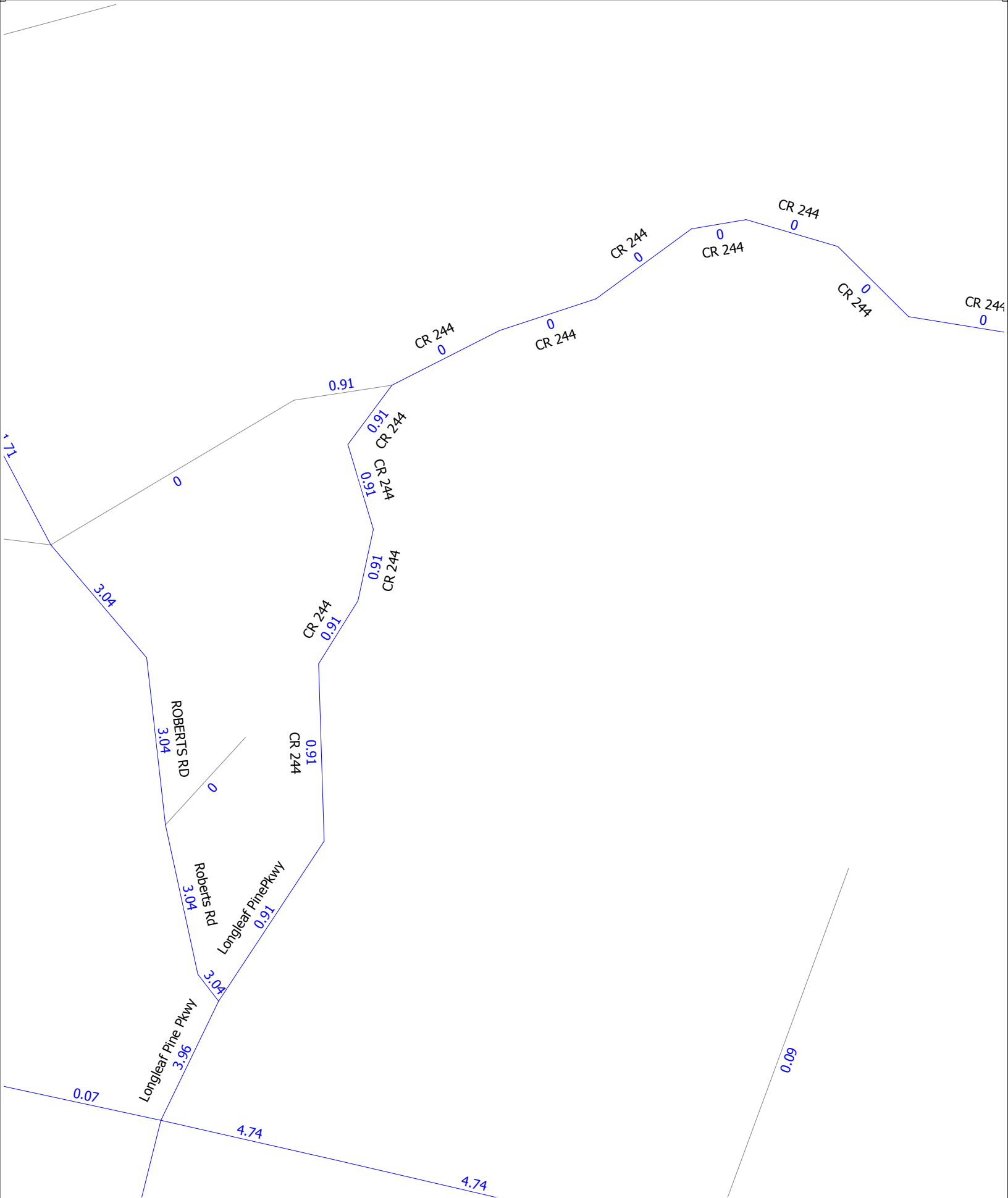


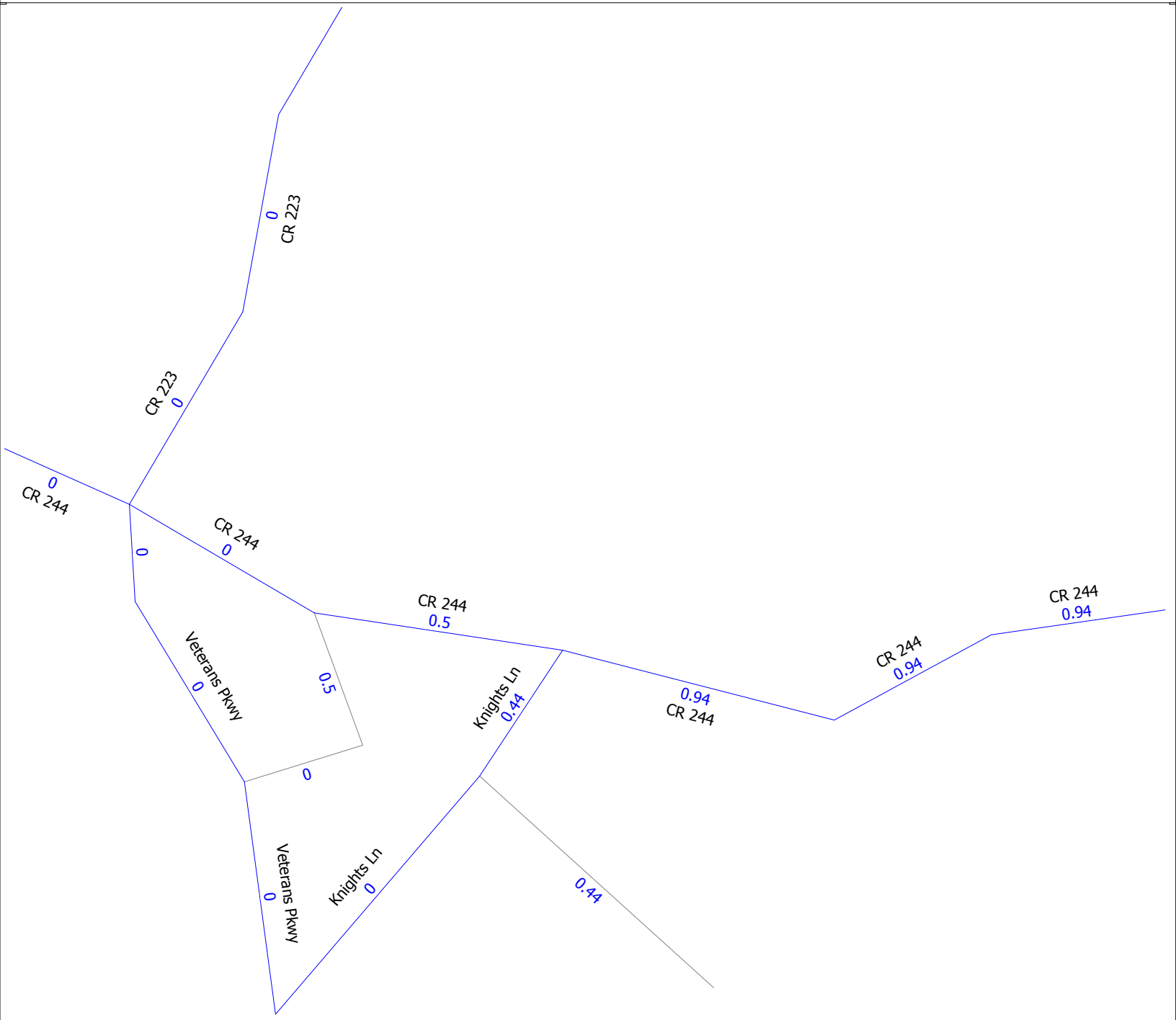
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Phase 1 - Residential Project Traffic Distribution
NERPM_ABv3



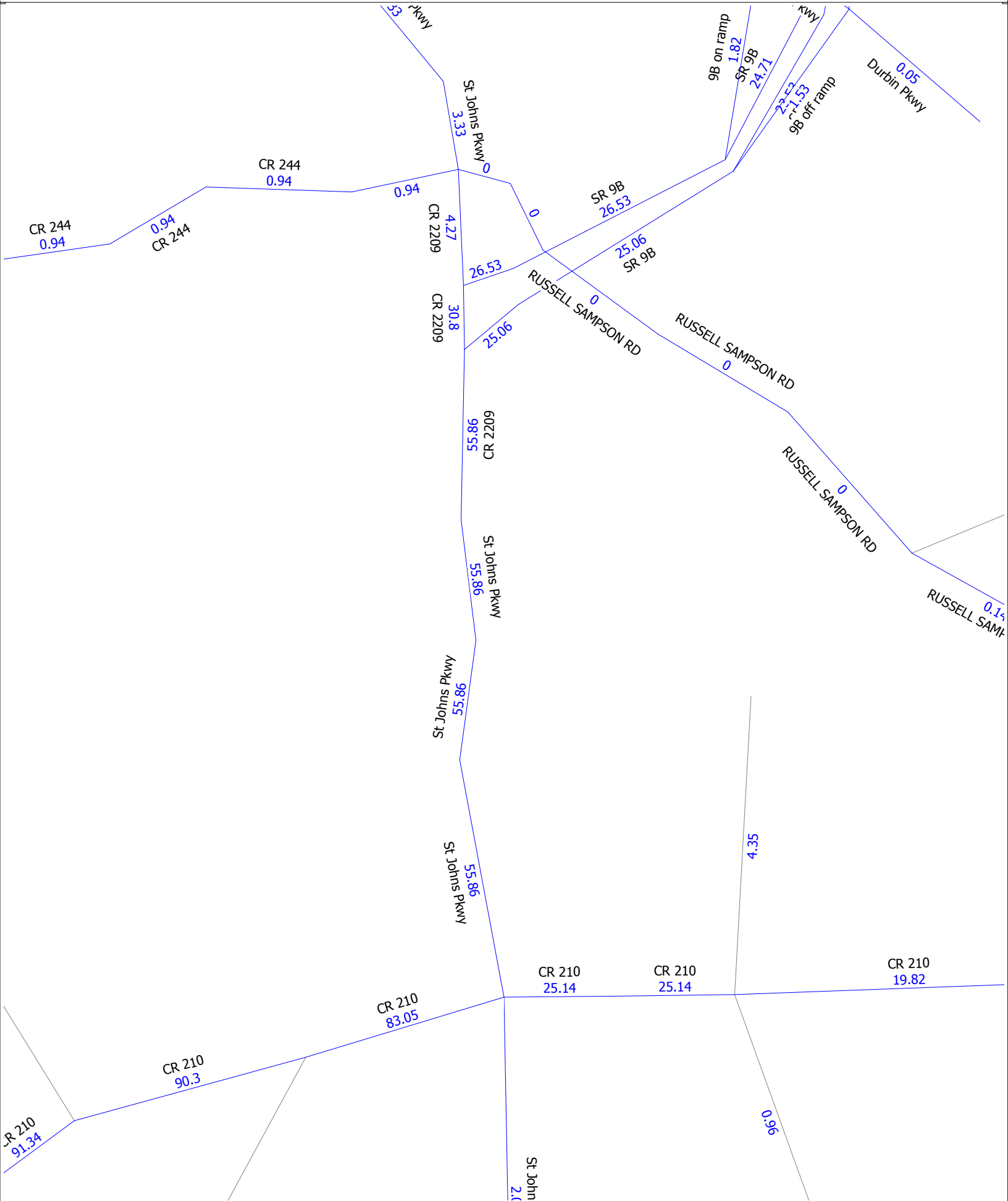


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Phase 1 - Residential Project Traffic Distribution
NERPM_ABv3

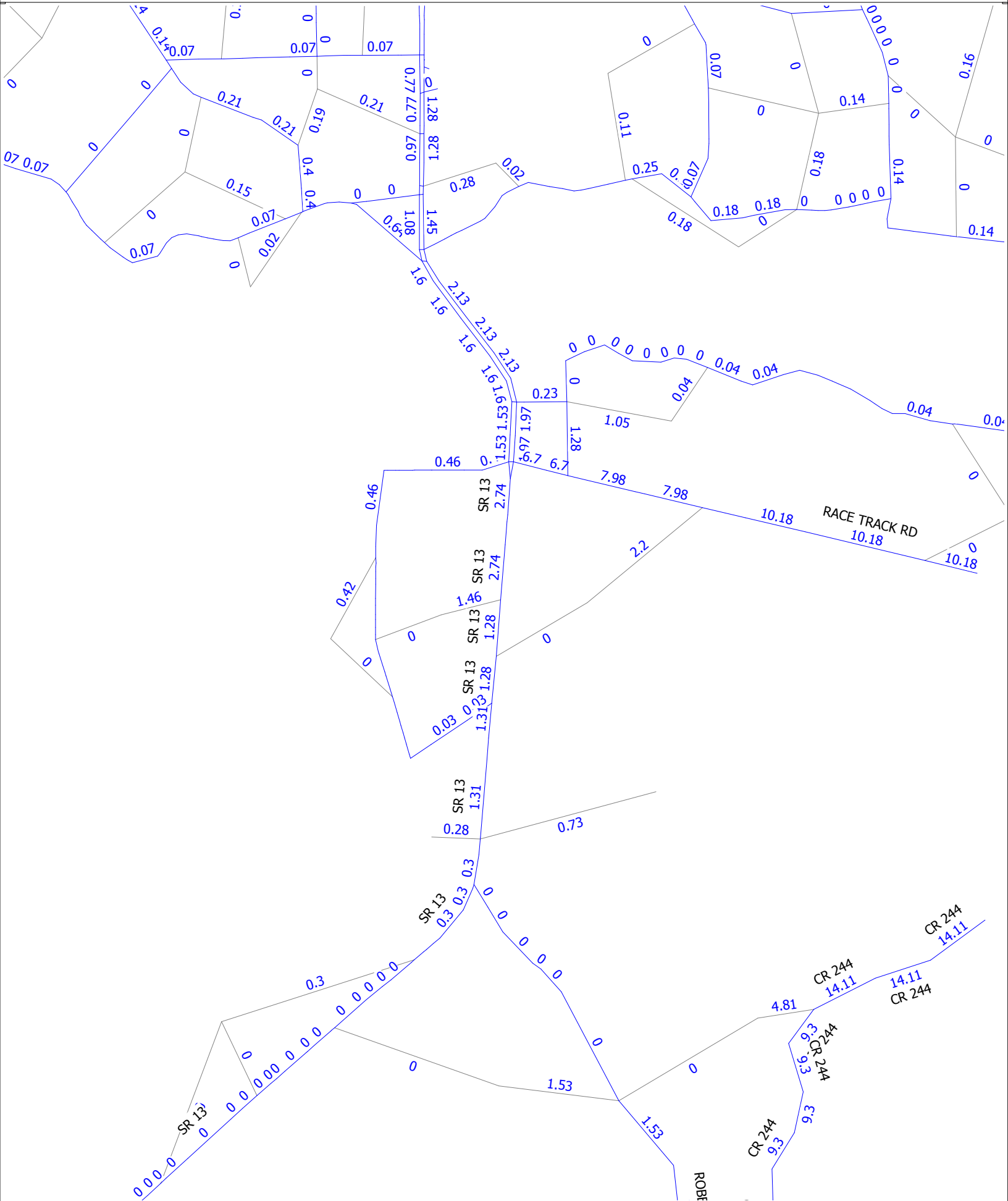




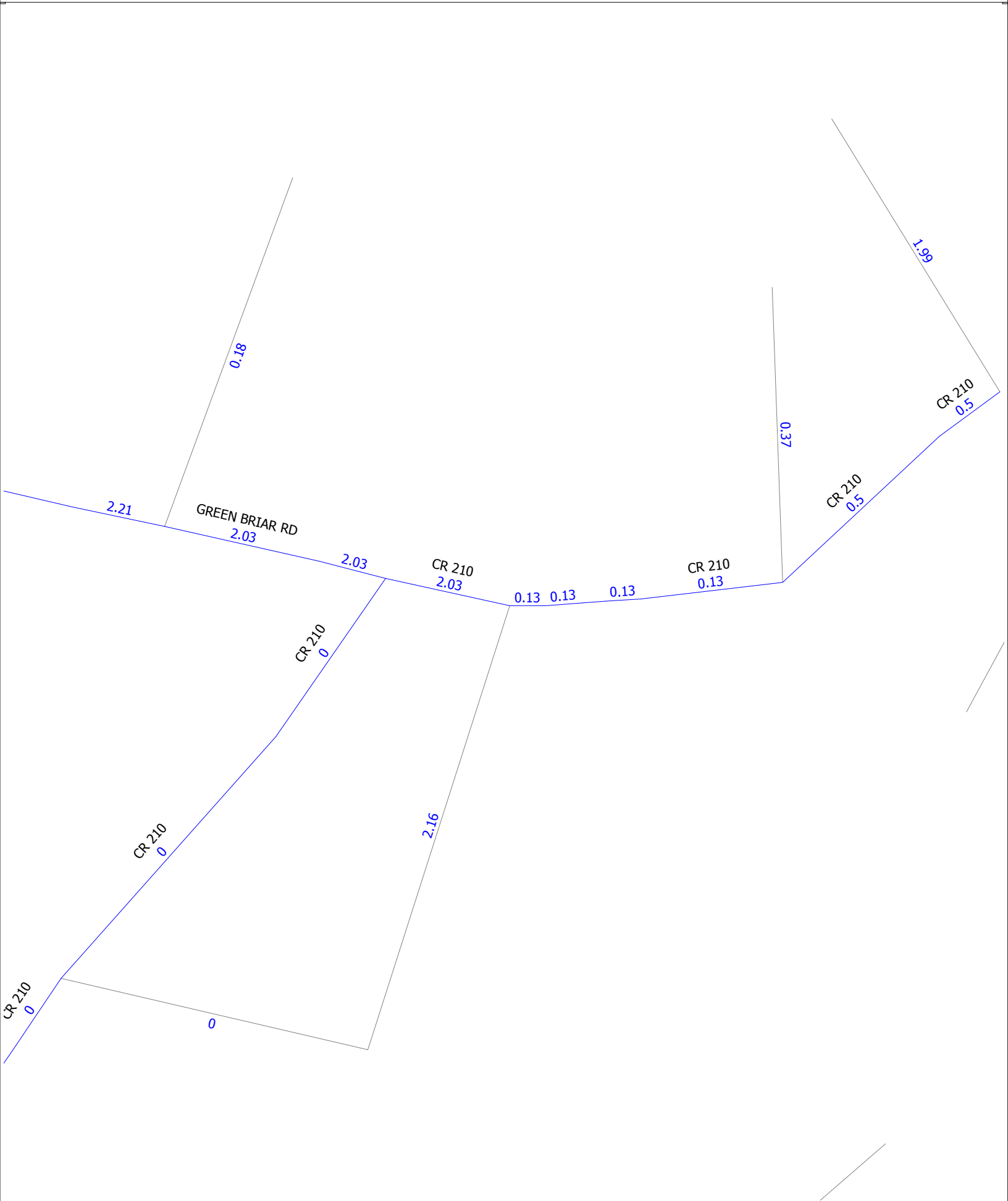
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 Phase 1 - Residential Project Traffic Distribution
 NERPM_ABv3



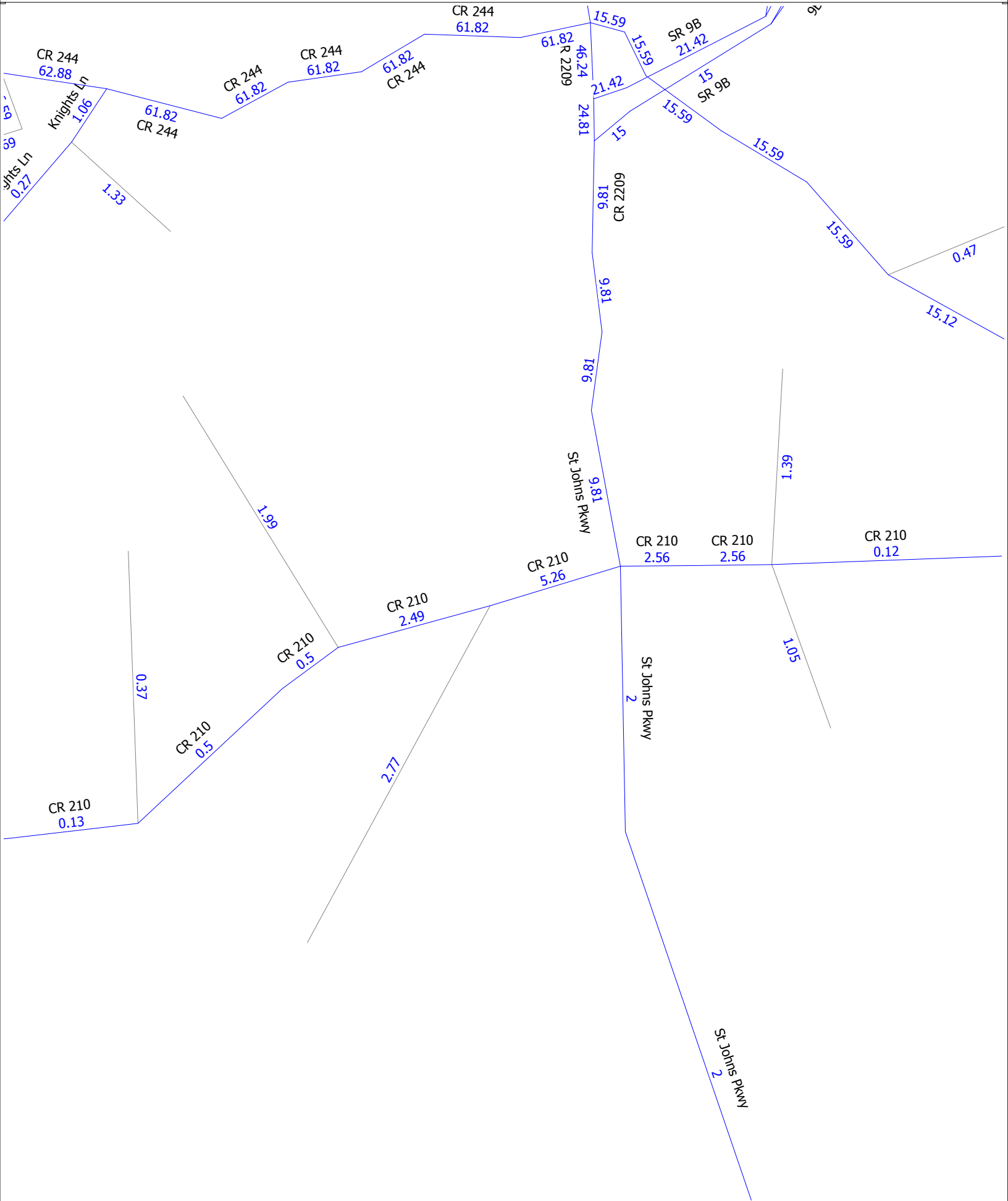
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Phase 1 - Non-Residential Project Traffic Distribution
NERPM_ABv3



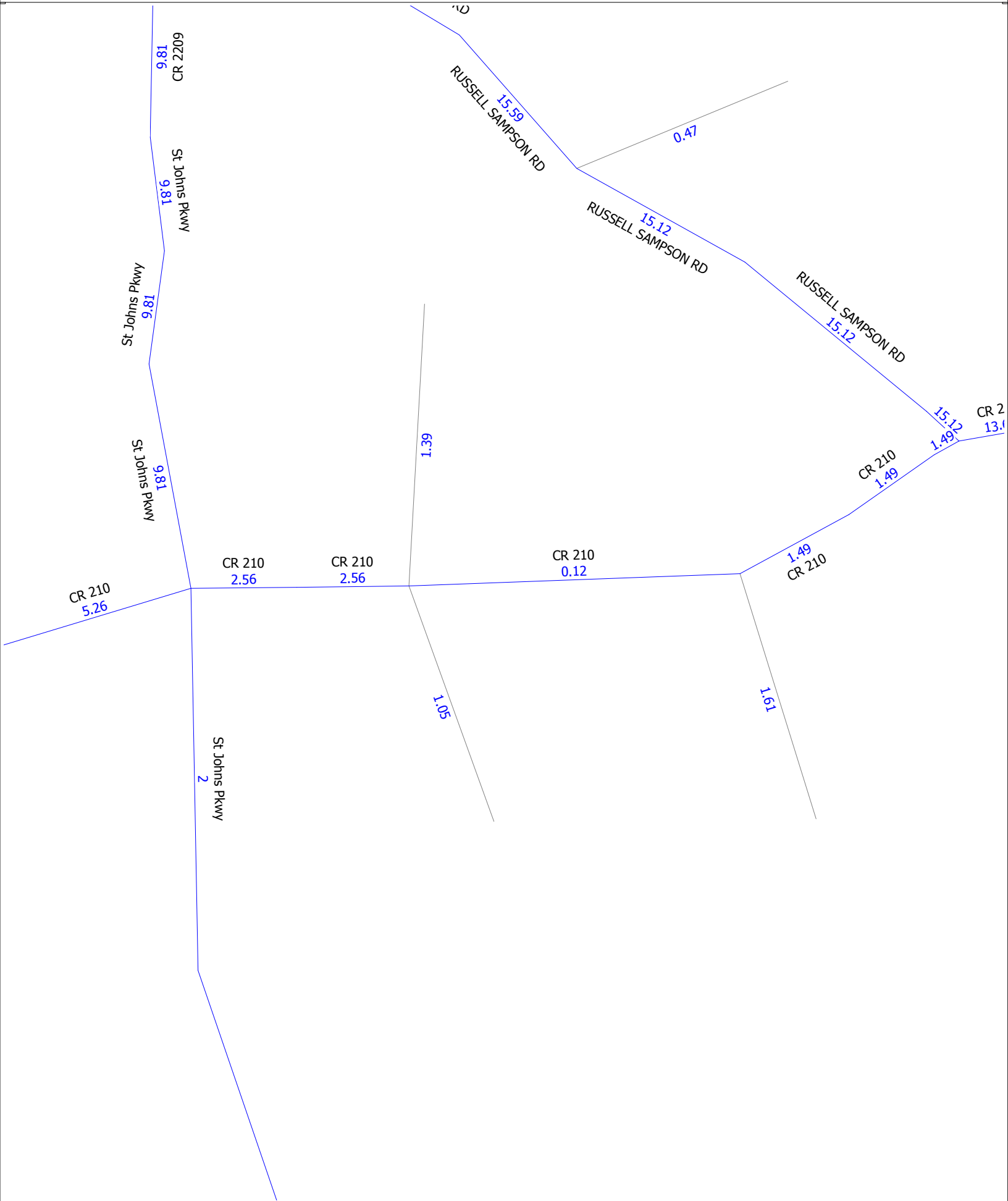
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Phase 1 - Non-Residential Project Traffic Distribution
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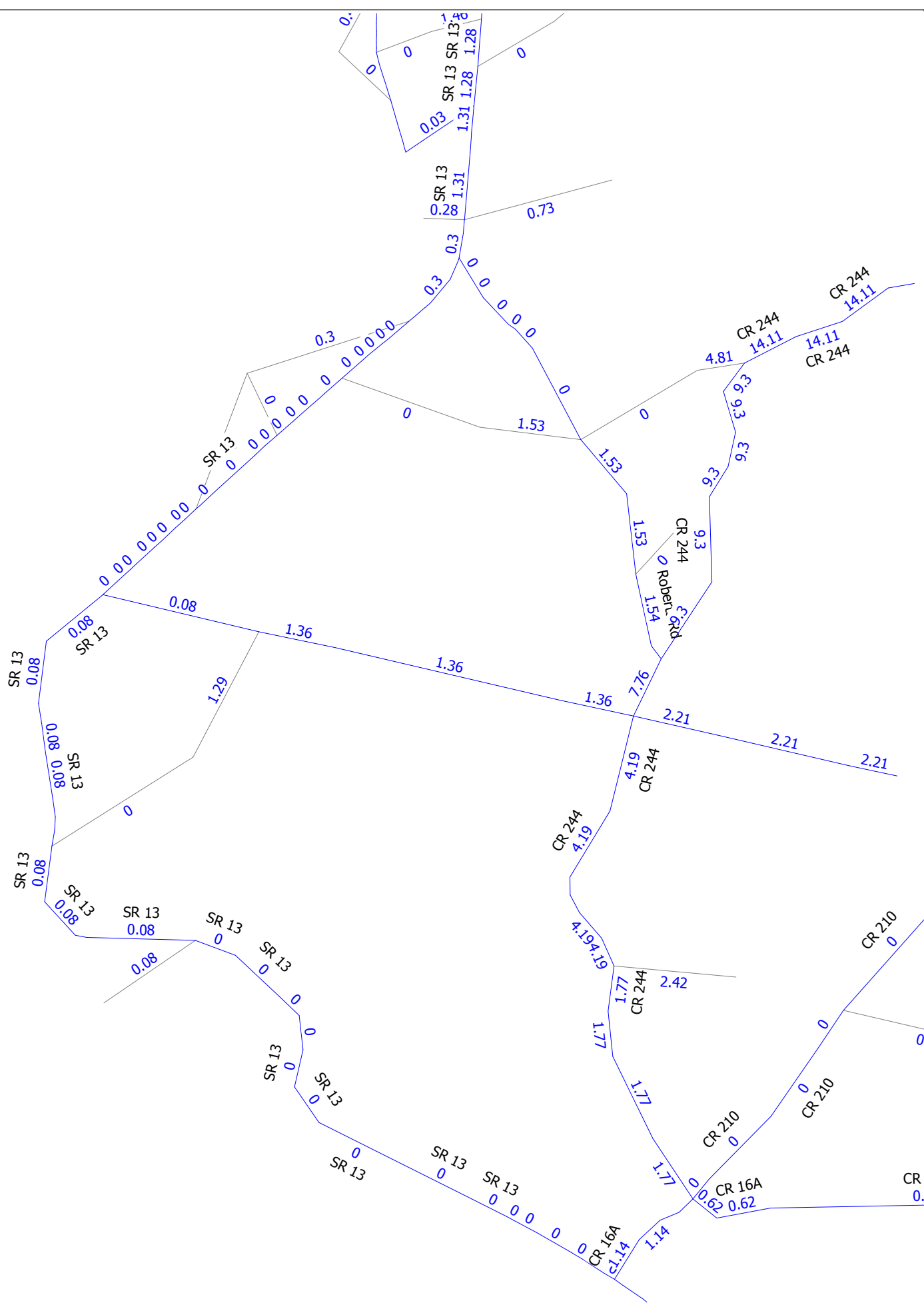


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Phase 1 - Non-Residential Project Traffic Distribution
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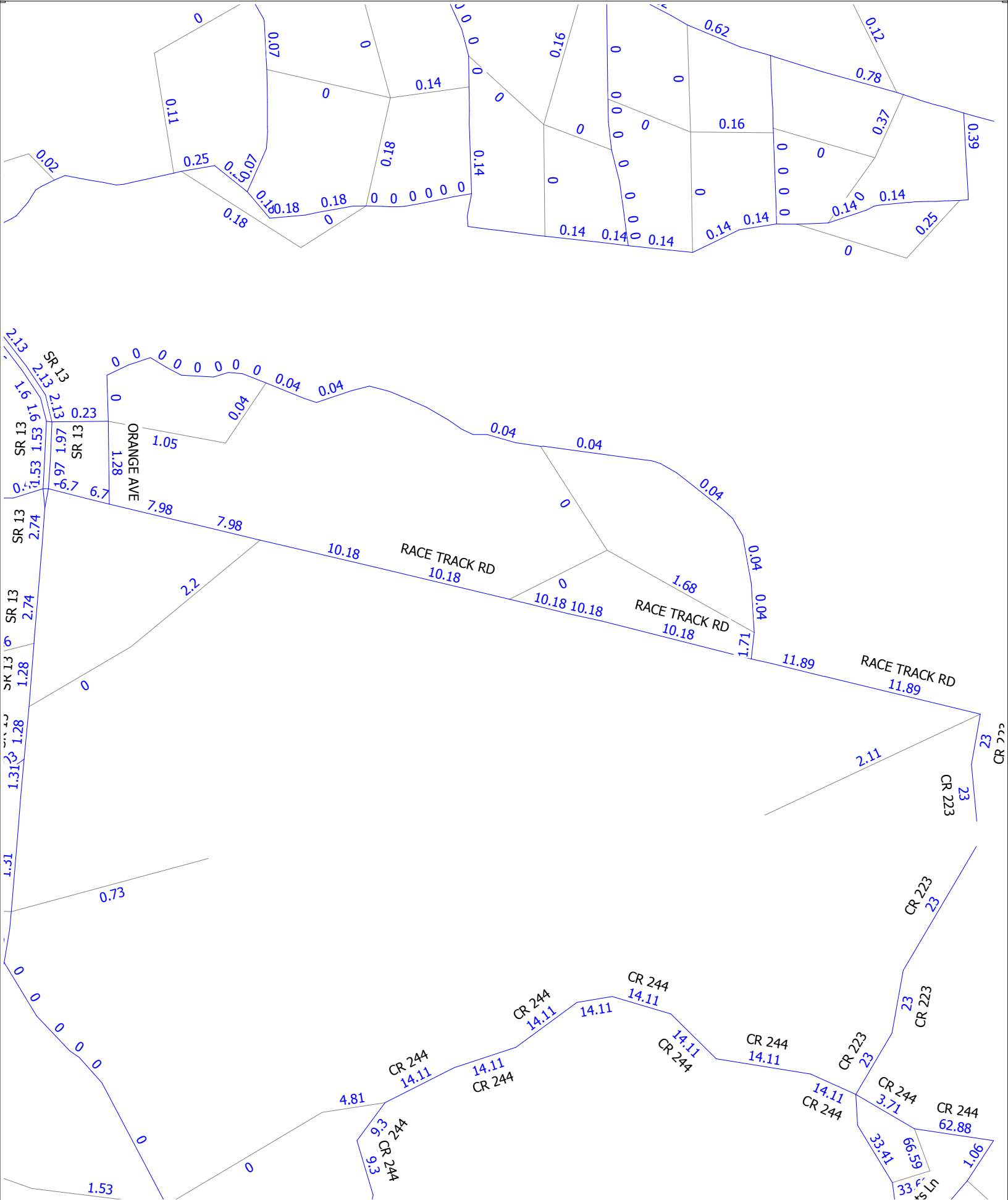


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Phase 1 - Non-Residential Project Traffic Distribution
NERPM_ABv3

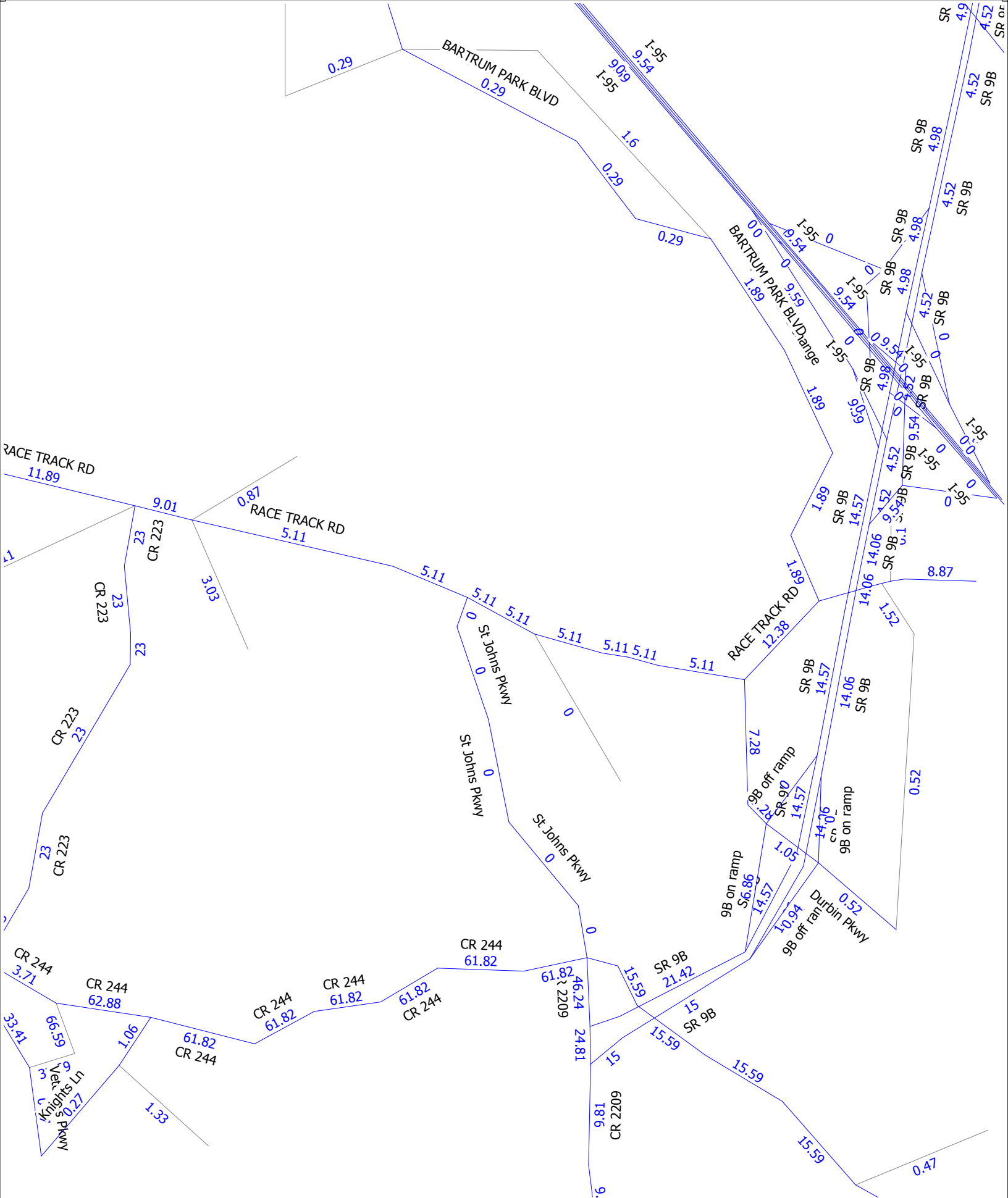


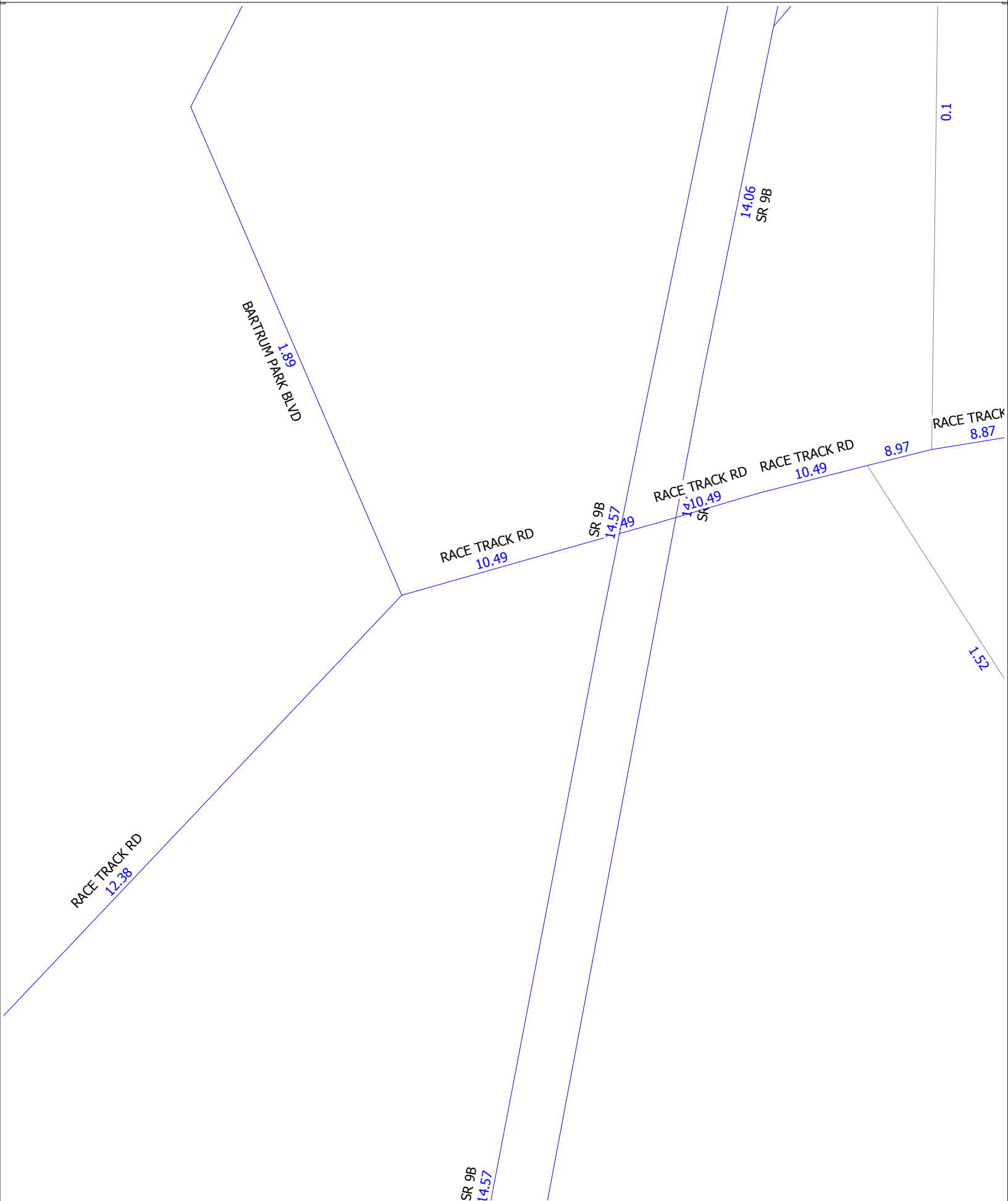


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Phase 1 - Non-Residential Project Traffic Distribution
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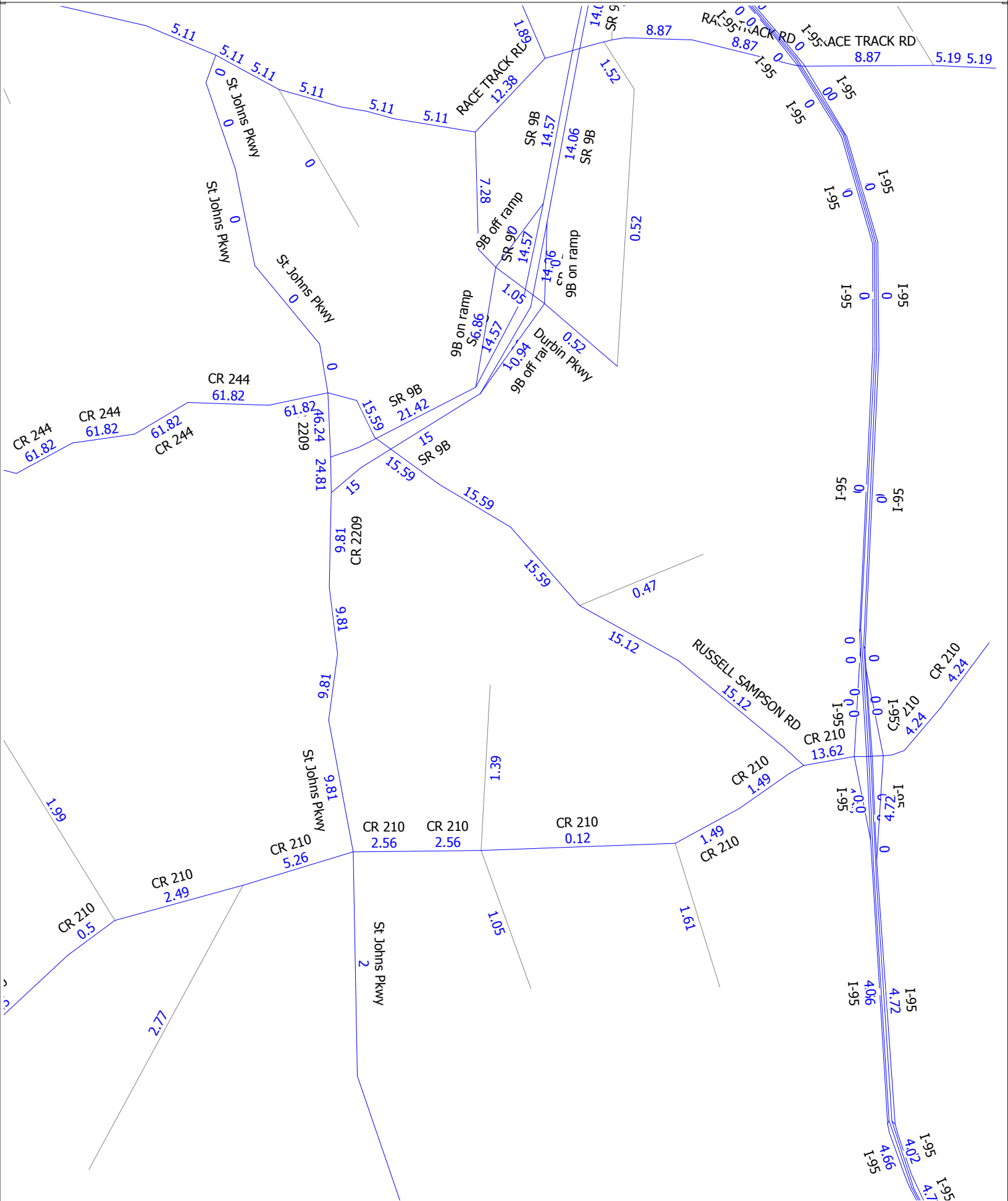


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Phase 1 - Non-Residential Project Traffic Distribution
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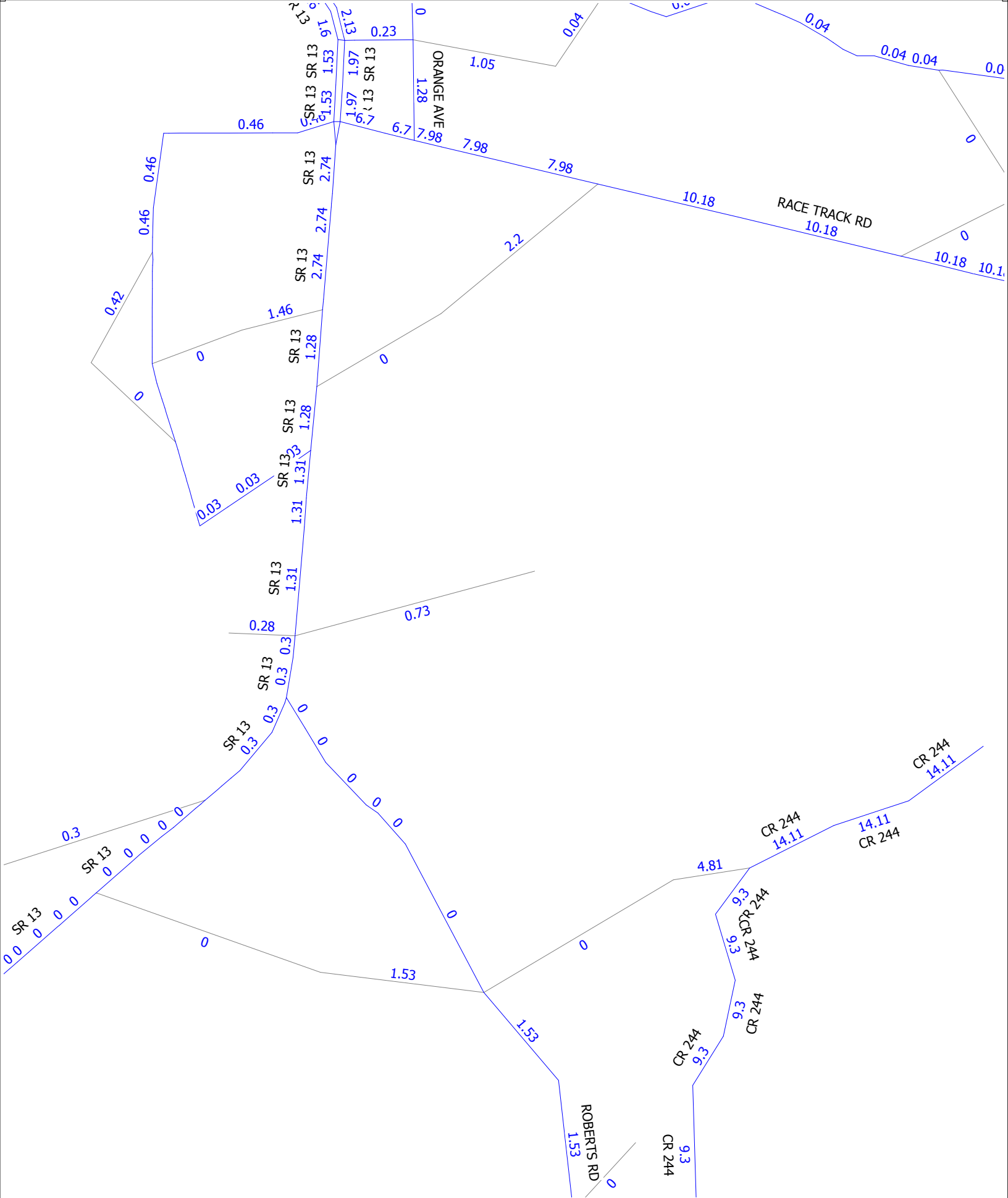


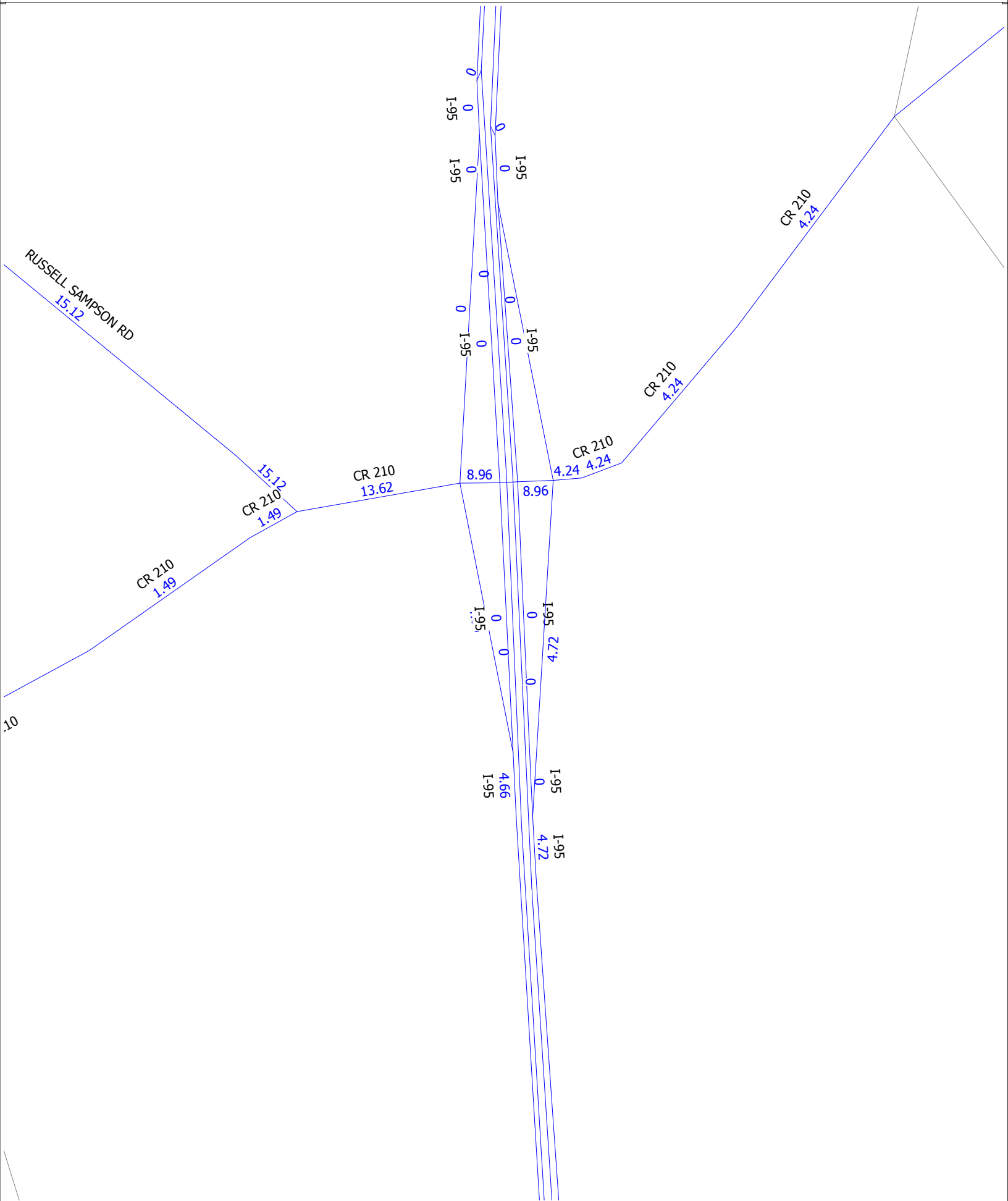


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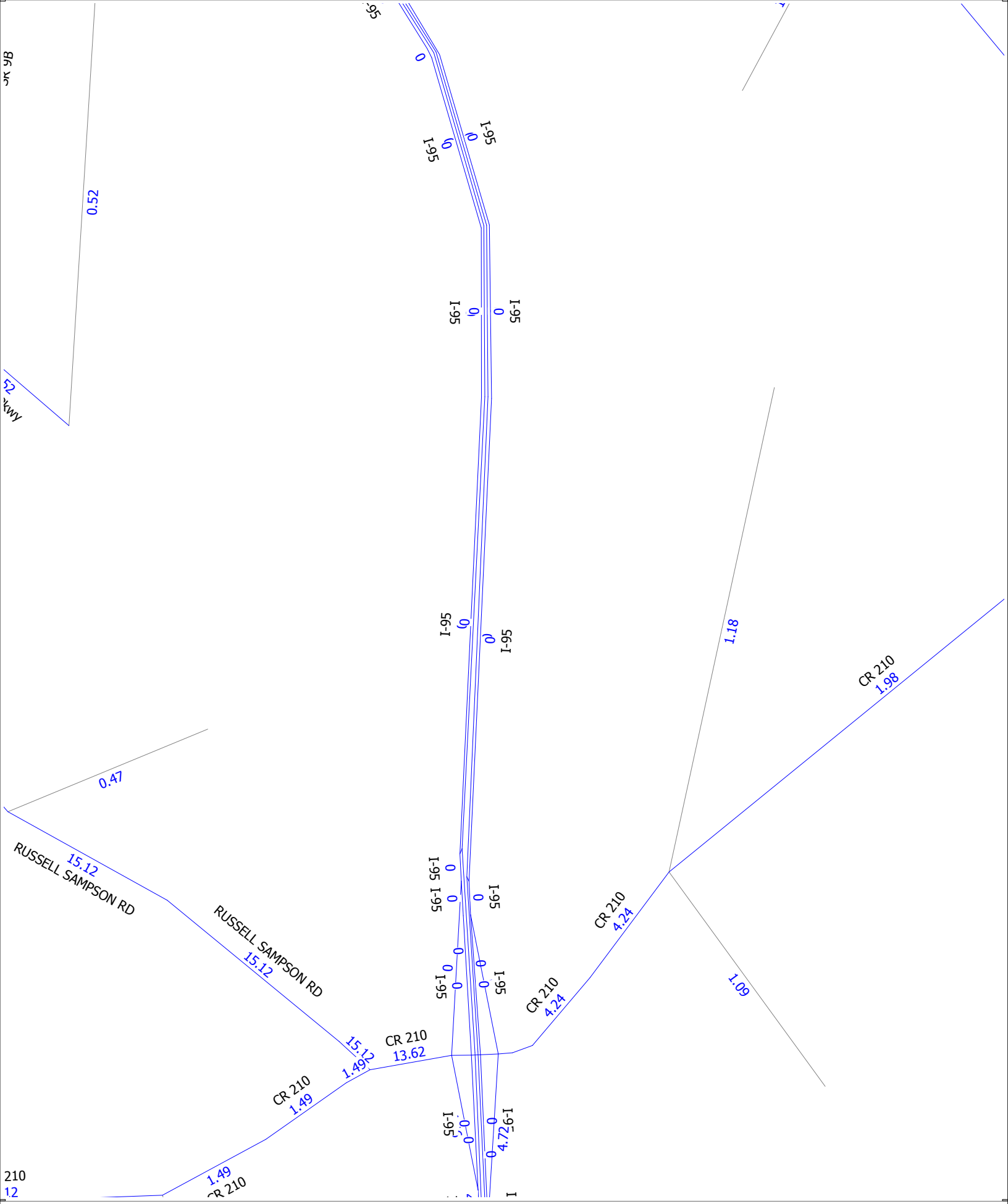


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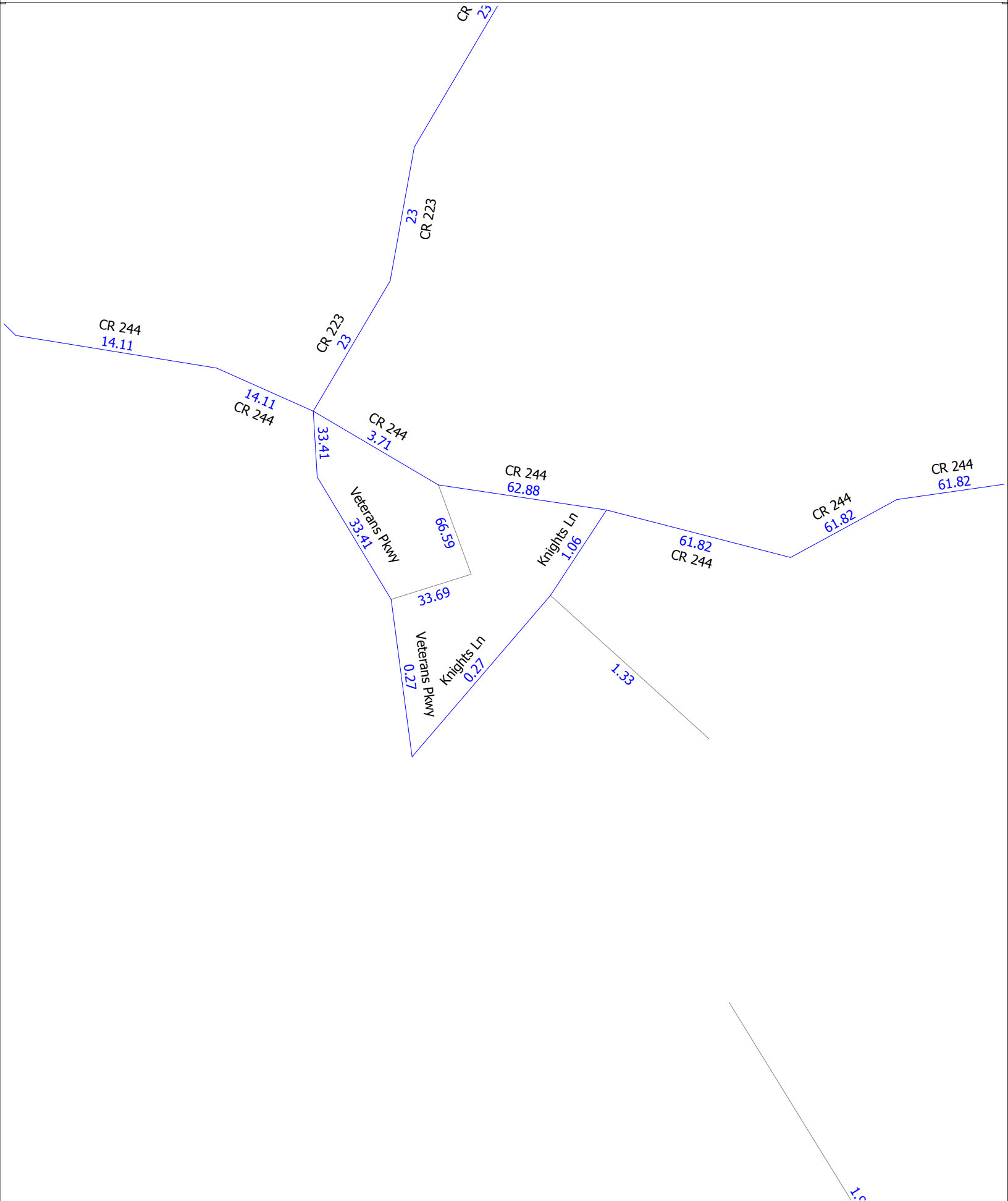




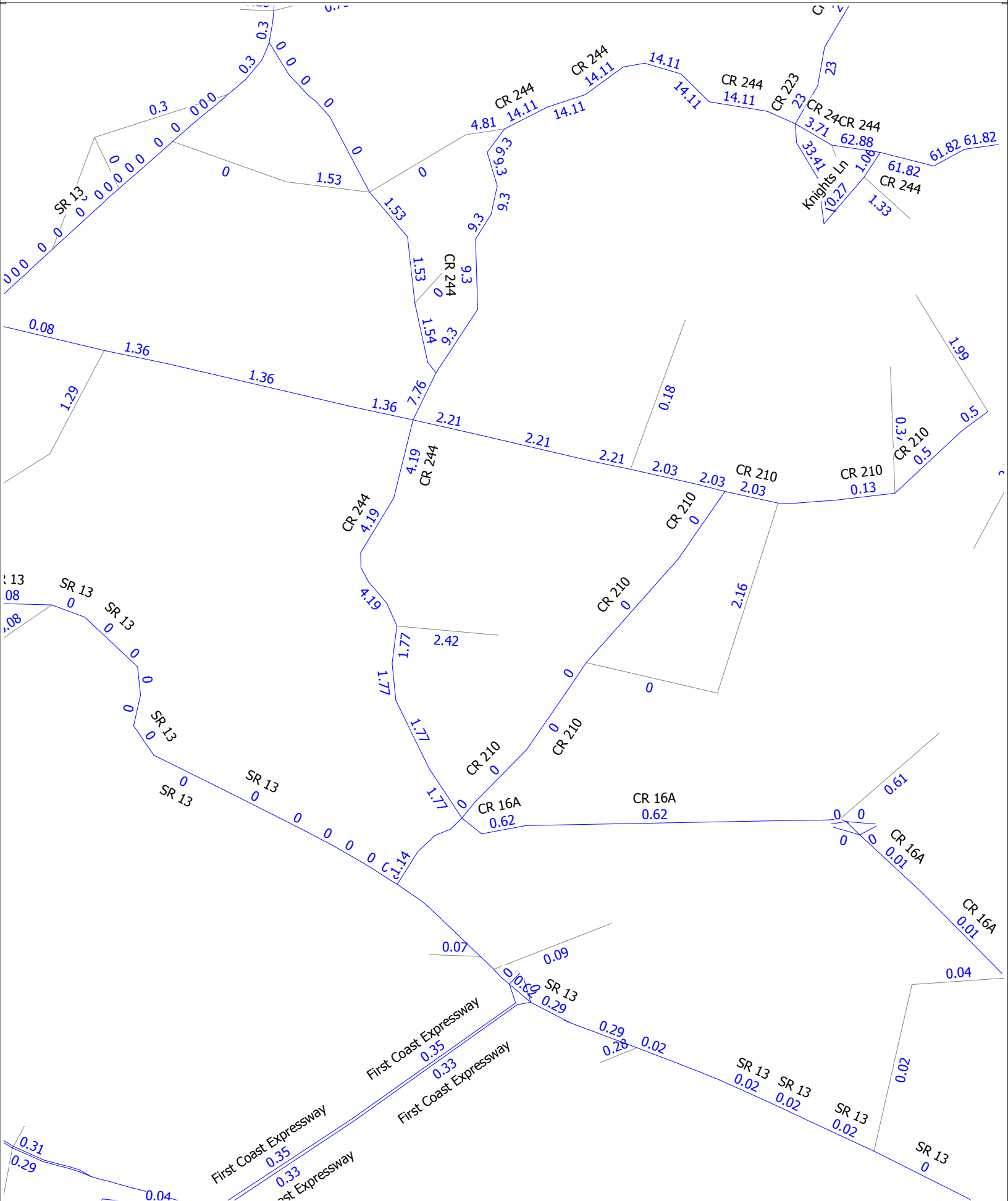
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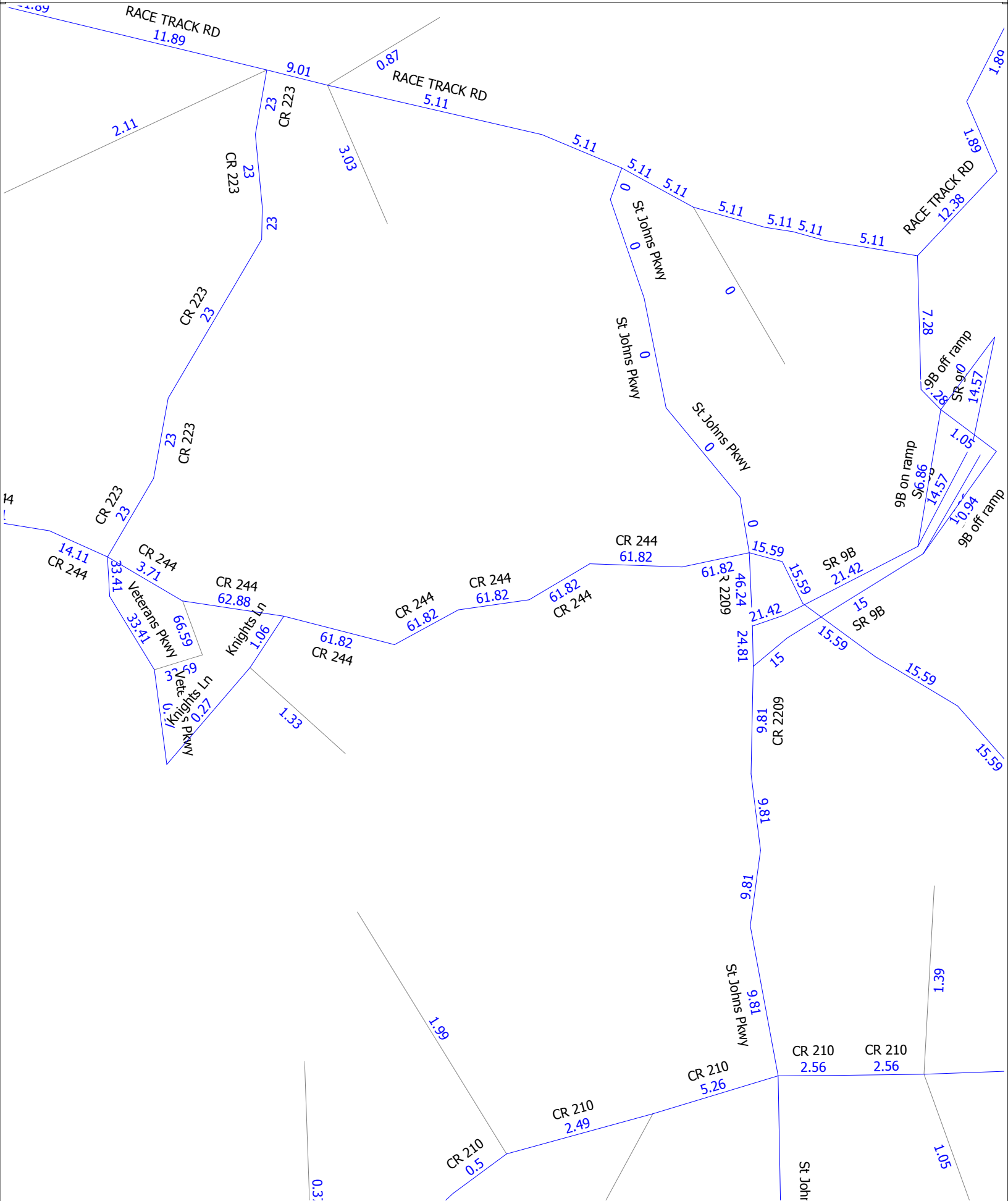
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Phase 1 - Non-Residential Project Traffic Distribution
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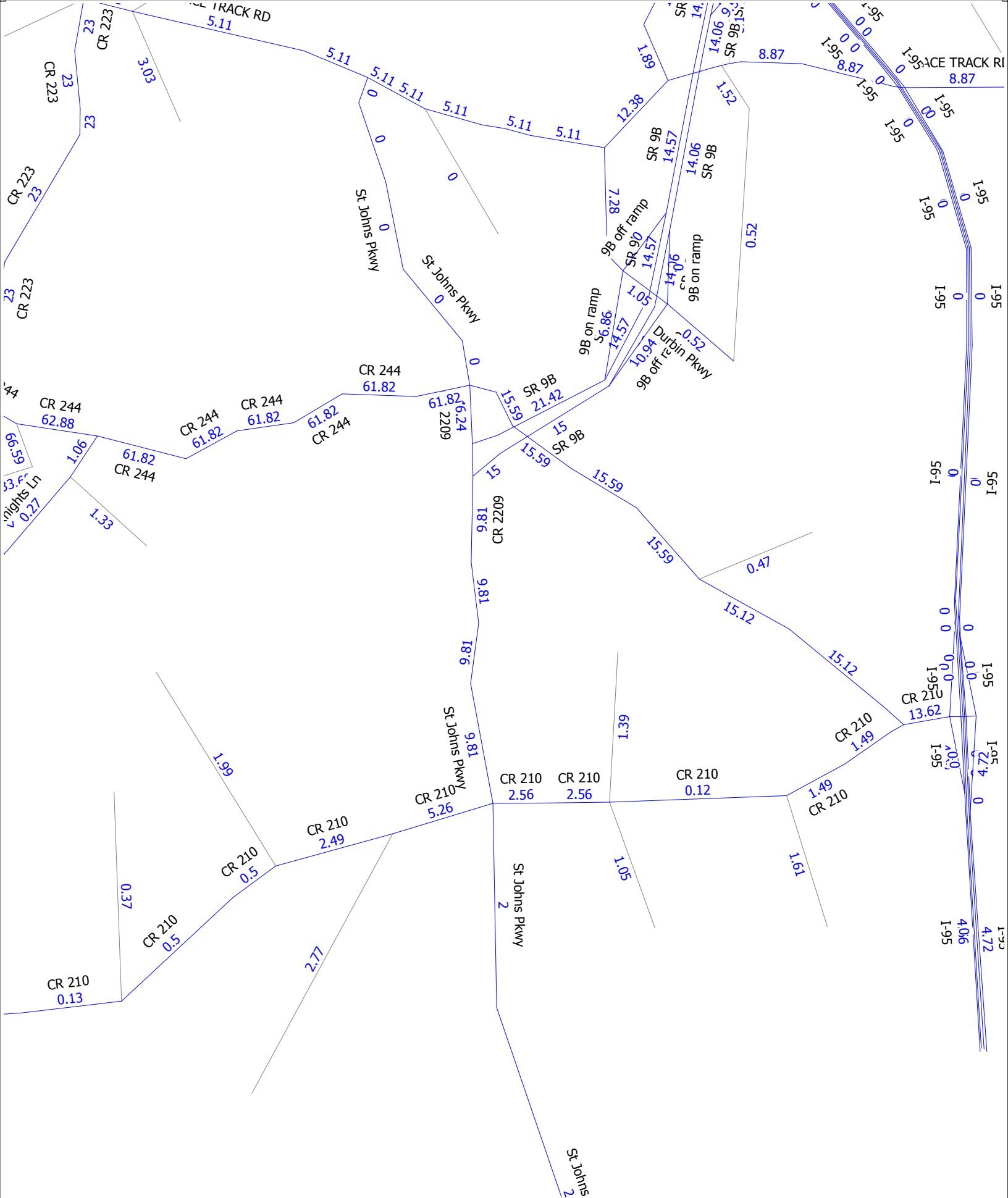
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 Phase 1 - Non-Residential Project Traffic Distribution
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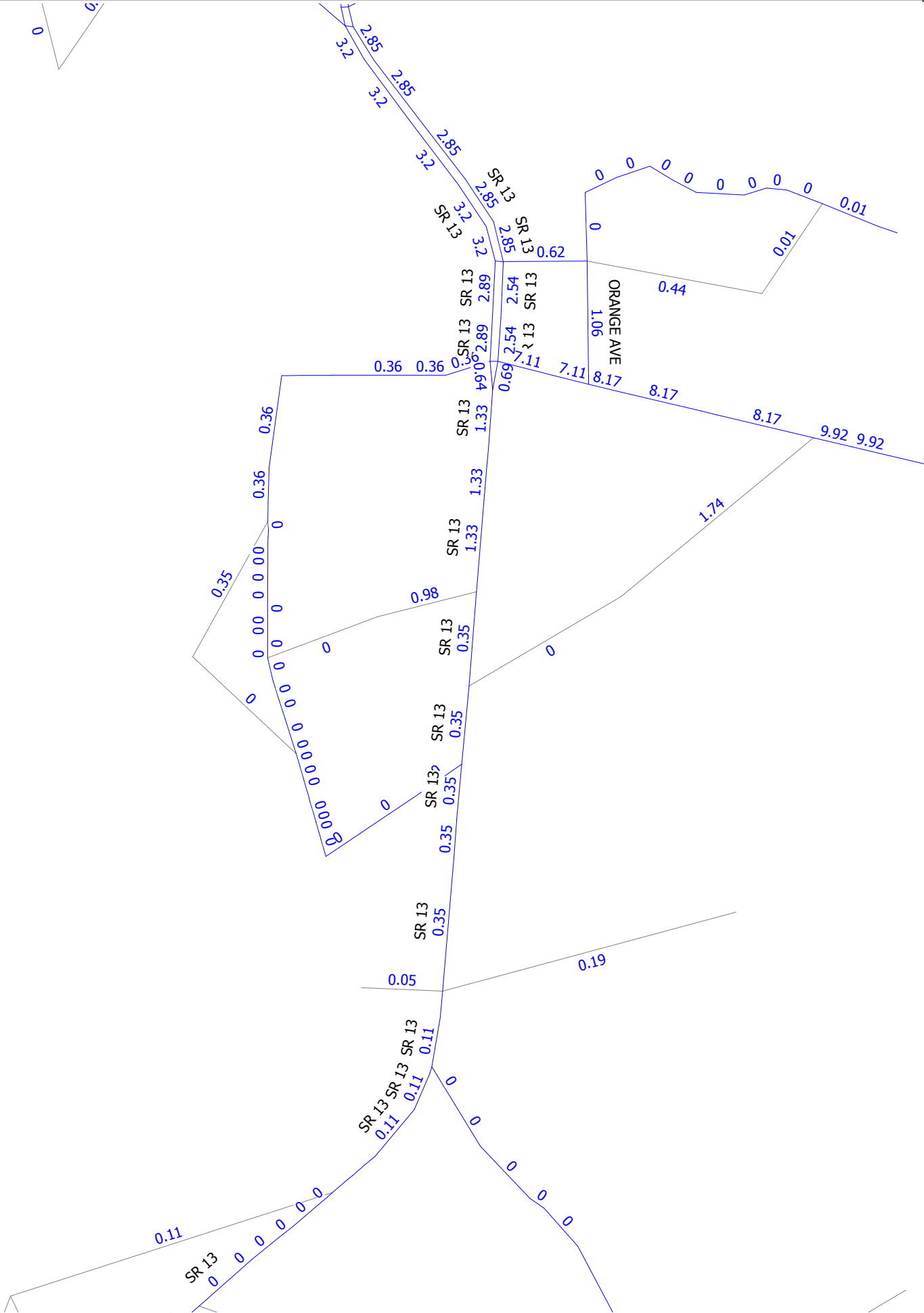


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Phase 1 - Non-Residential Project Traffic Distribution
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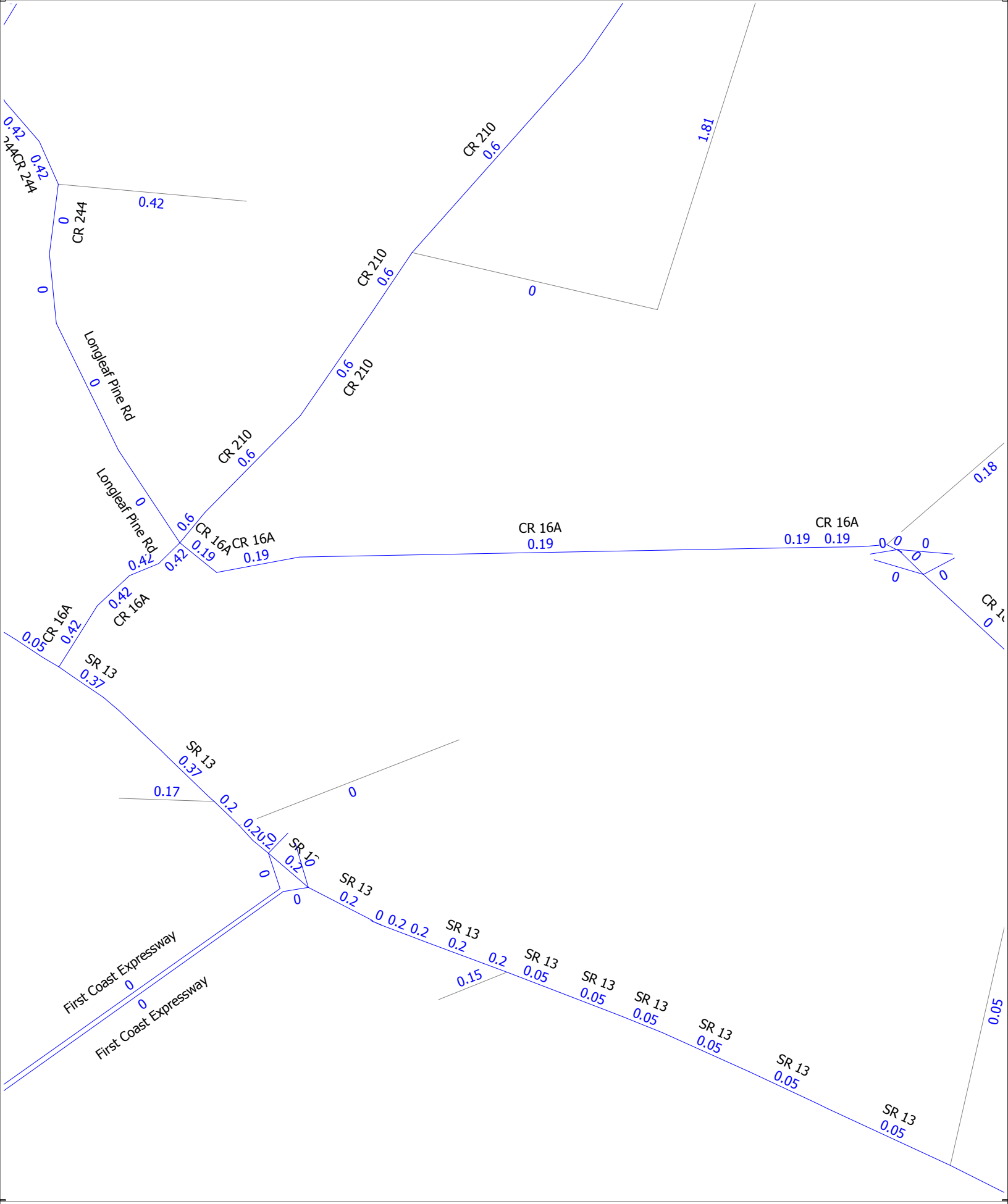


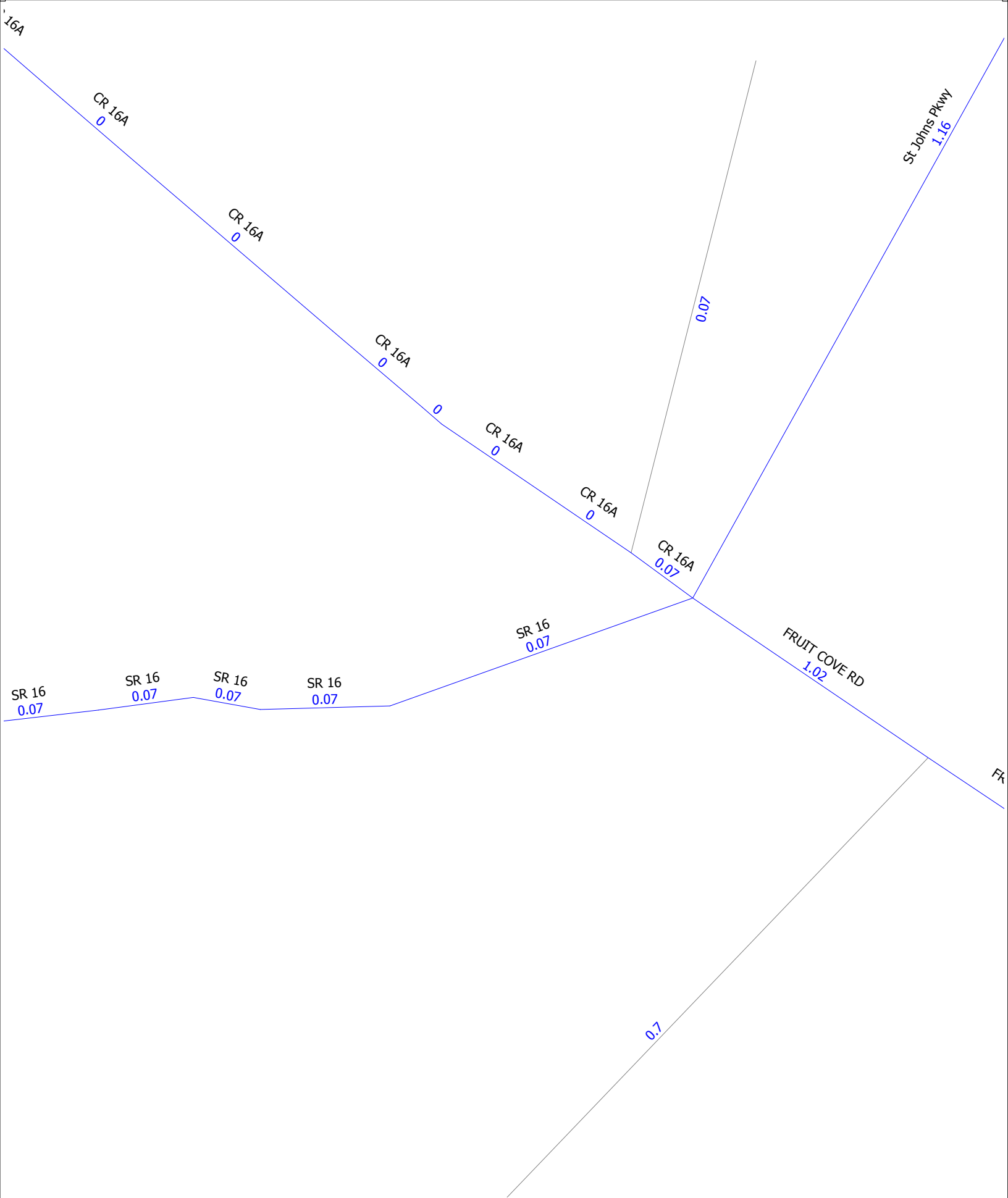
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Phase 1 - Non-Residential Project Traffic Distribution
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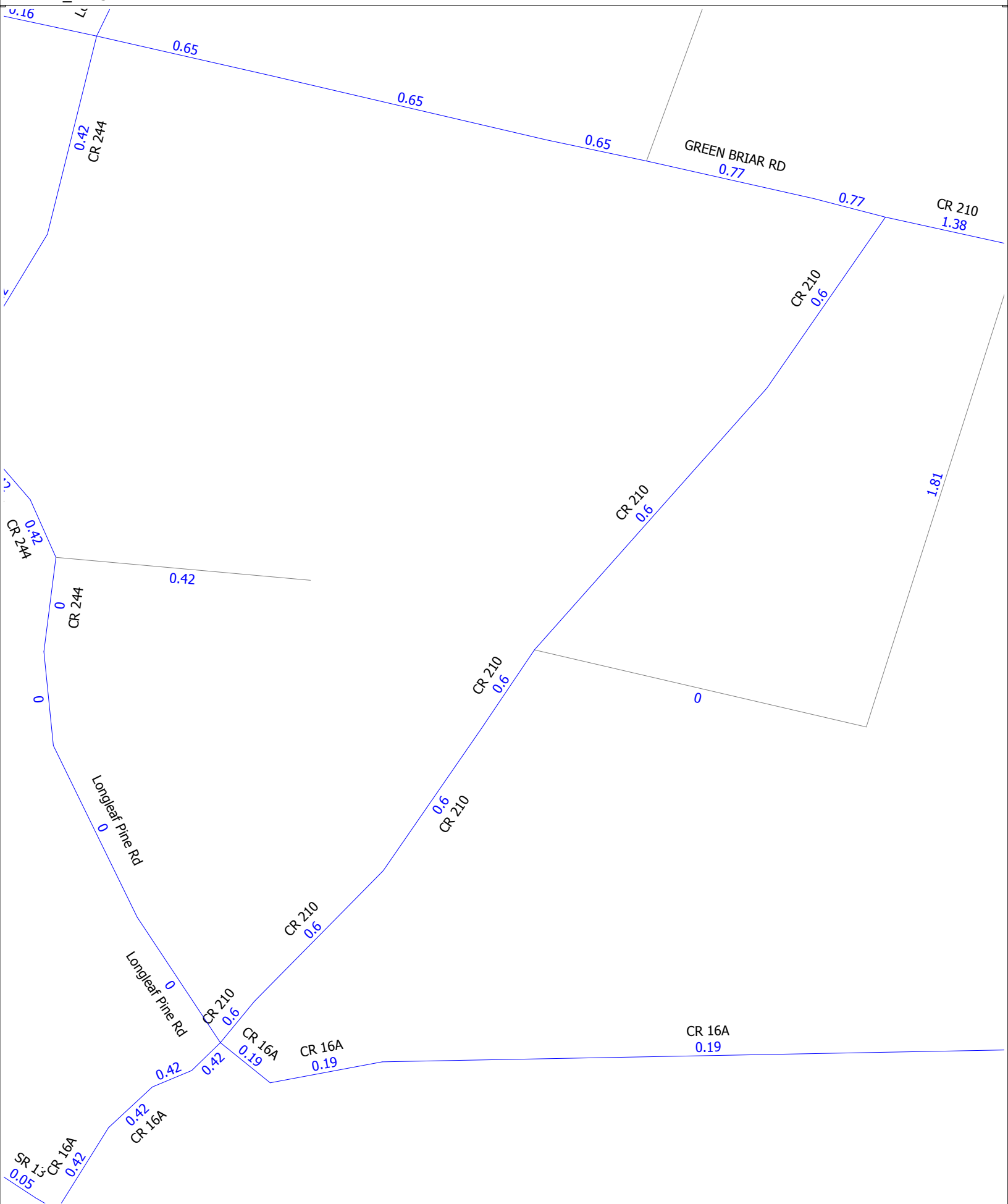


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Phase 2 - Residential Project Traffic Distribution
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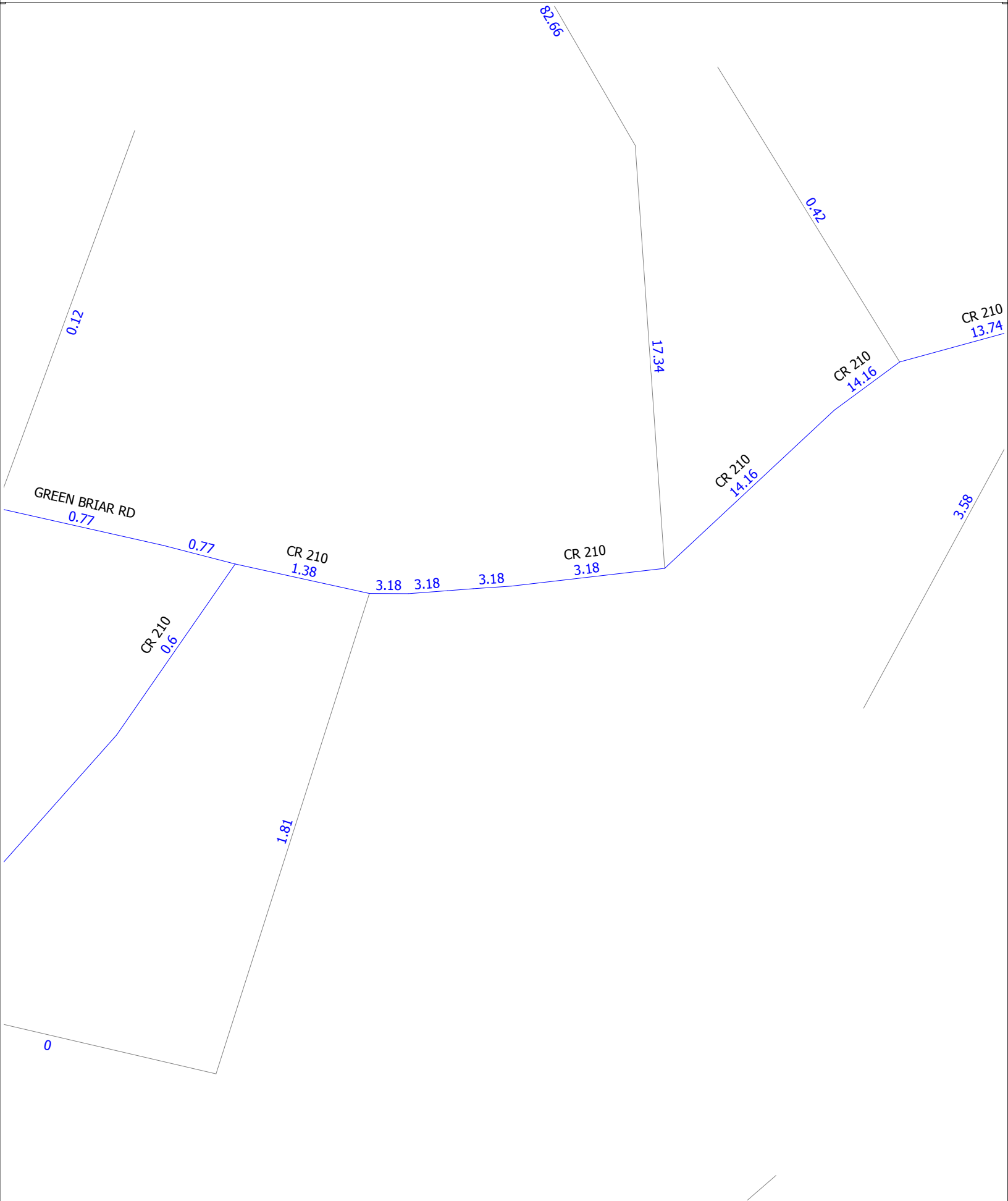




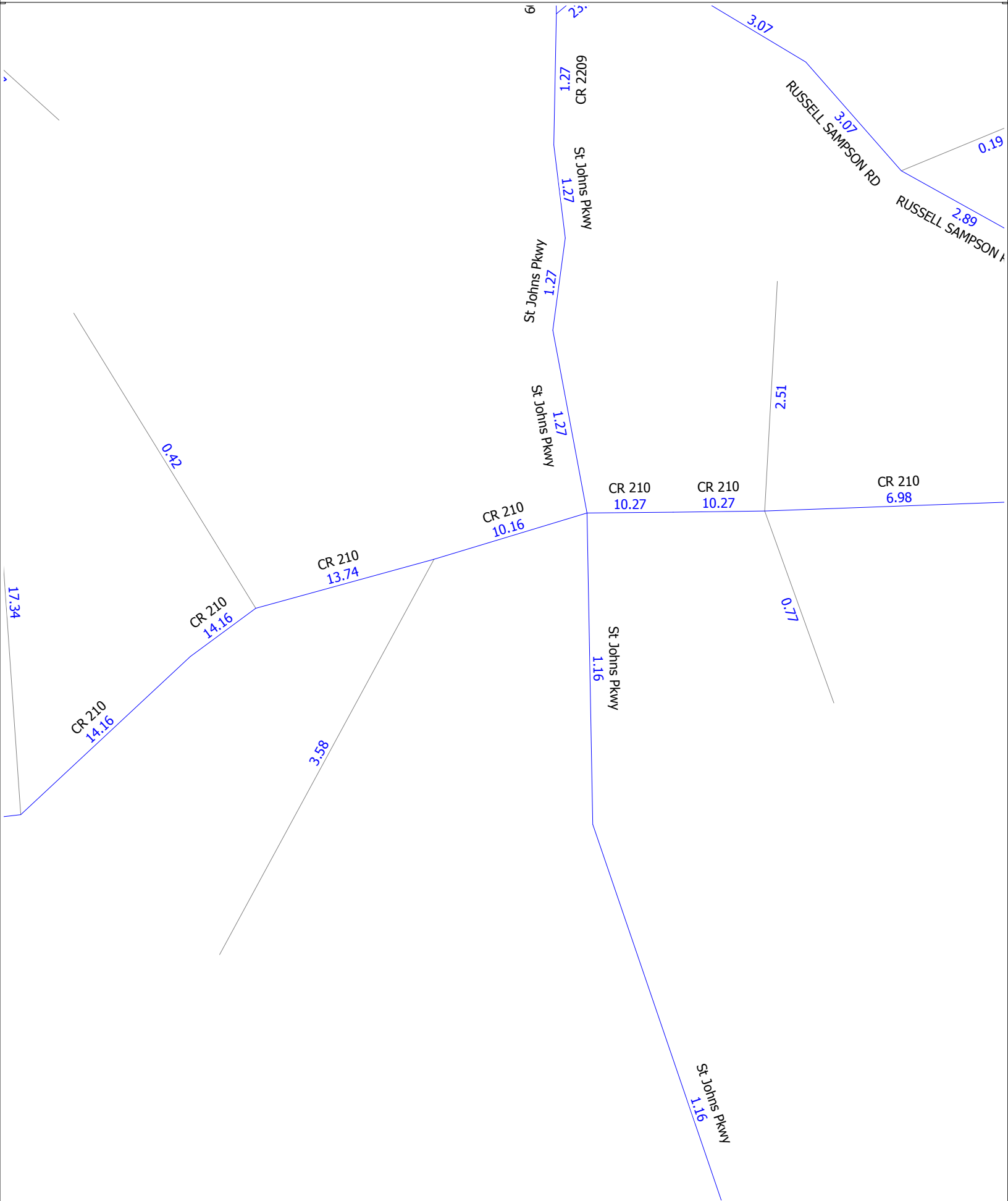
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 Phase 2 - Residential Project Traffic Distribution
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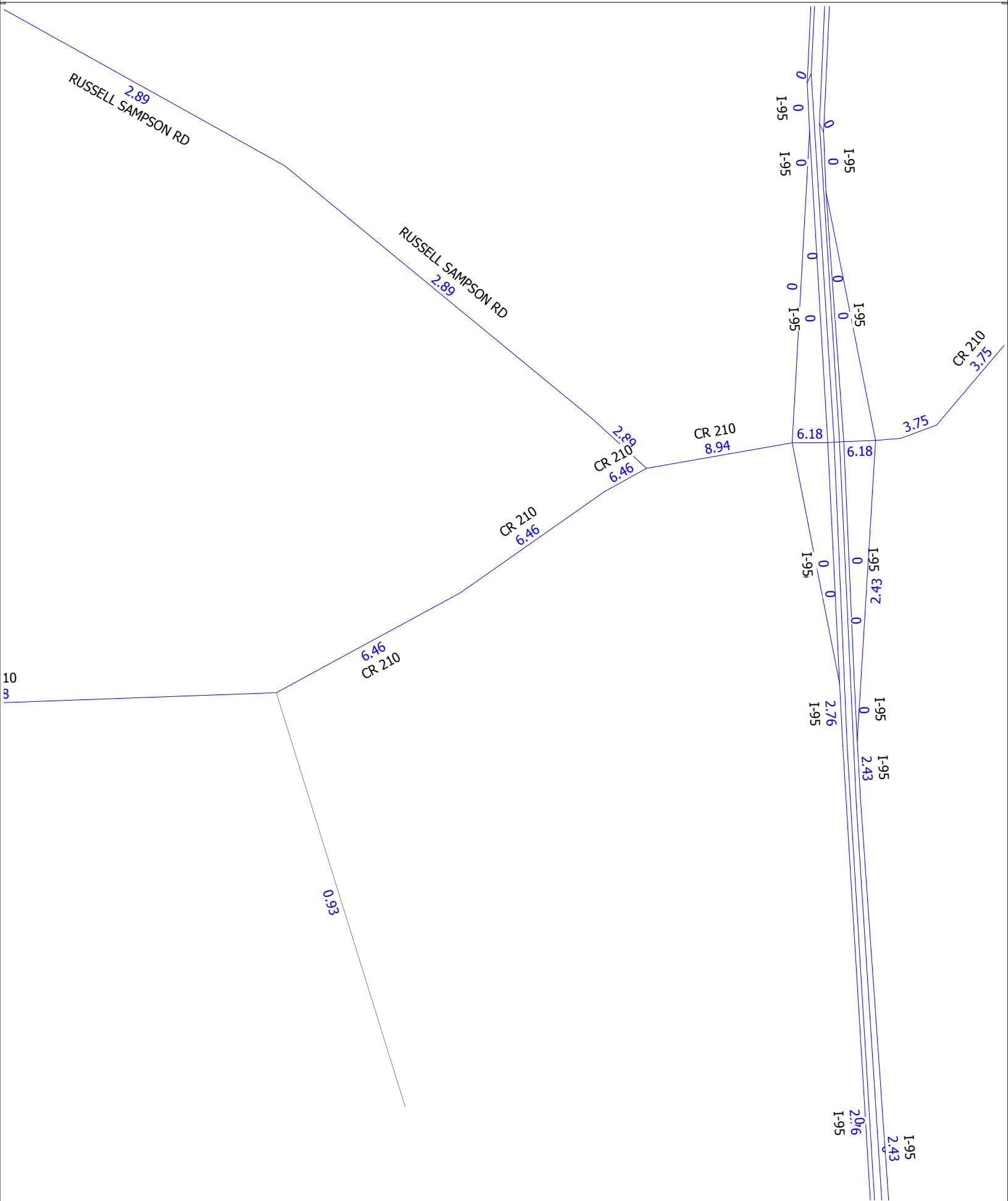


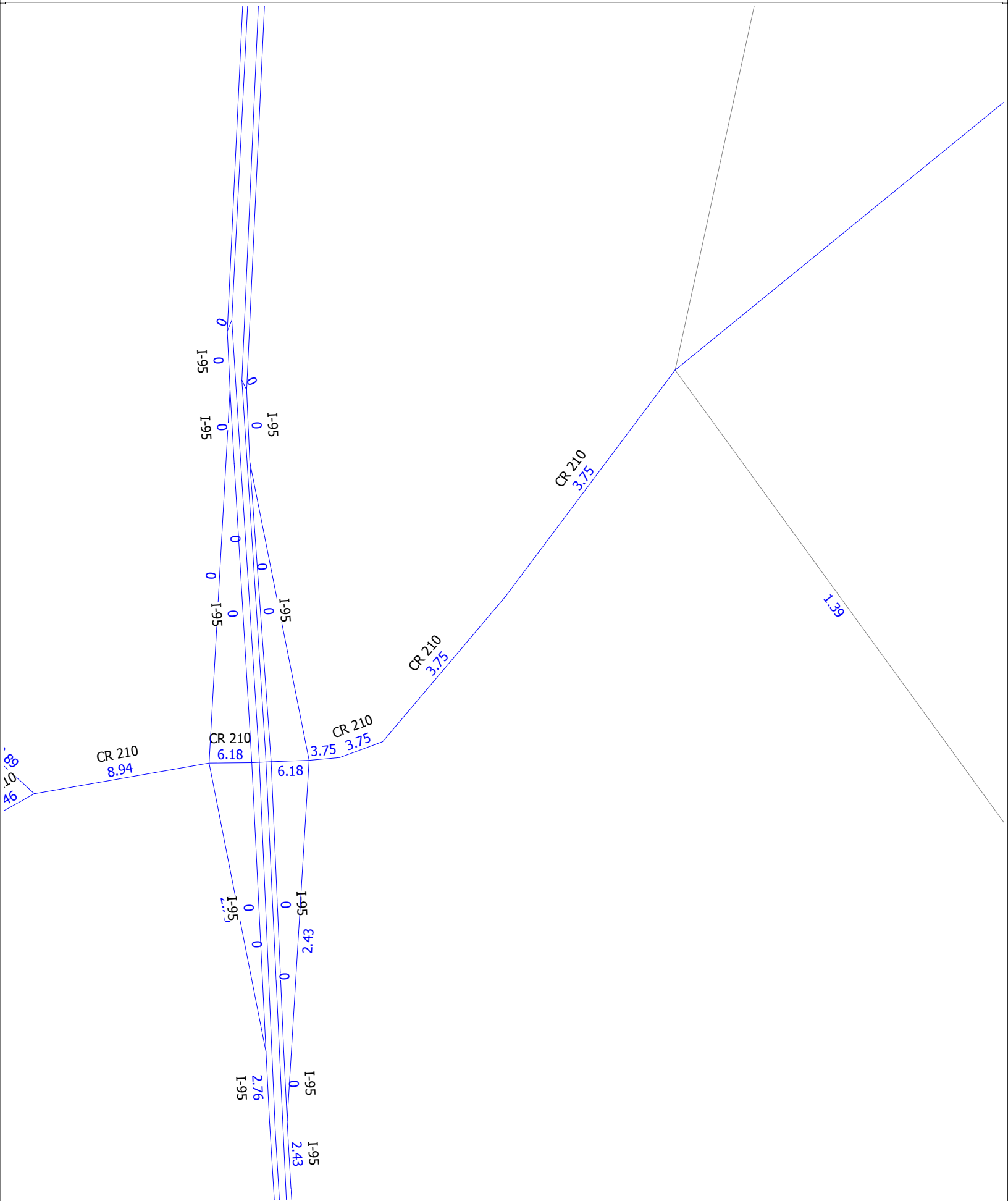
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Phase 2 - Residential Project Traffic Distribution
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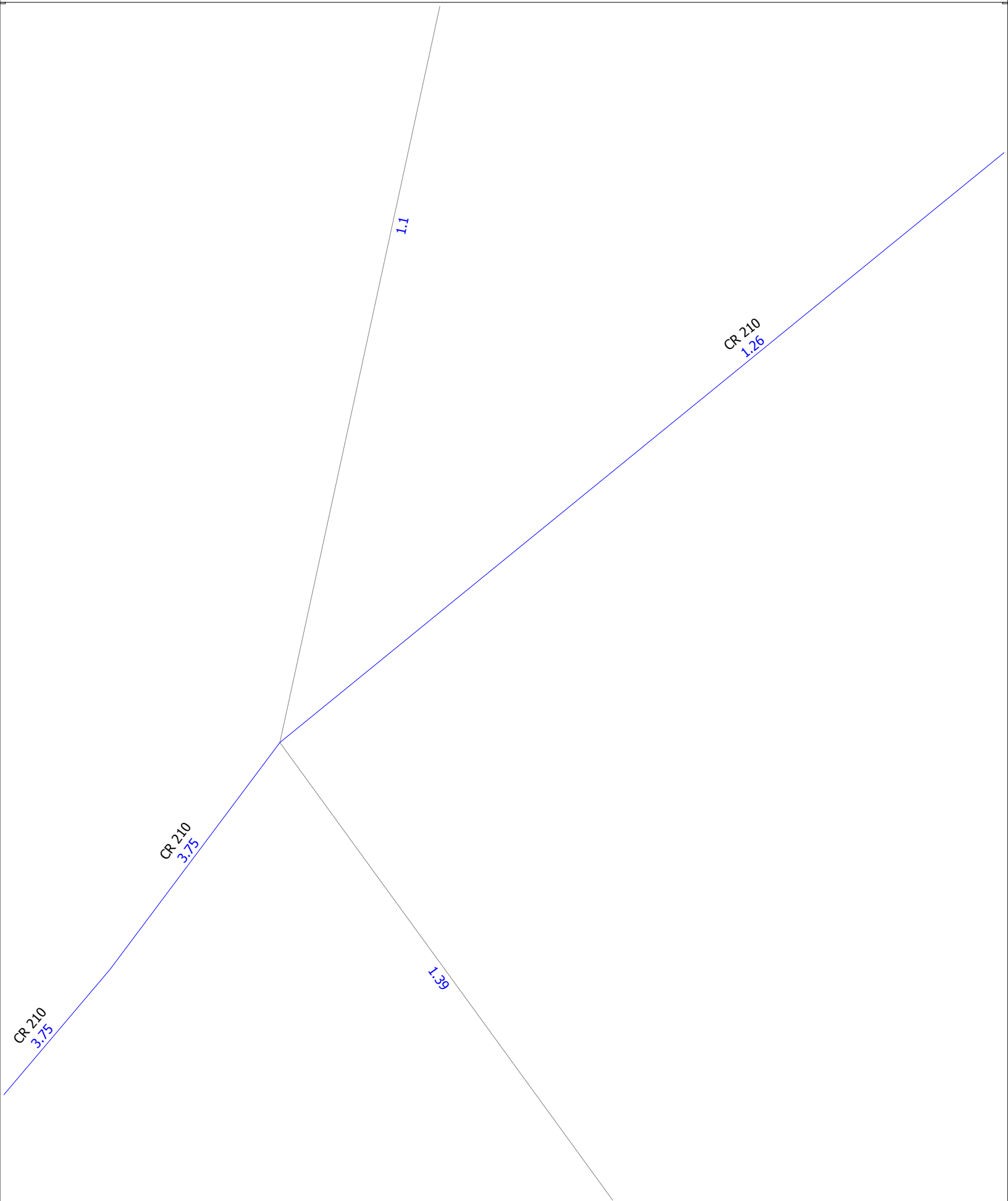


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Phase 2 - Residential Project Traffic Distribution
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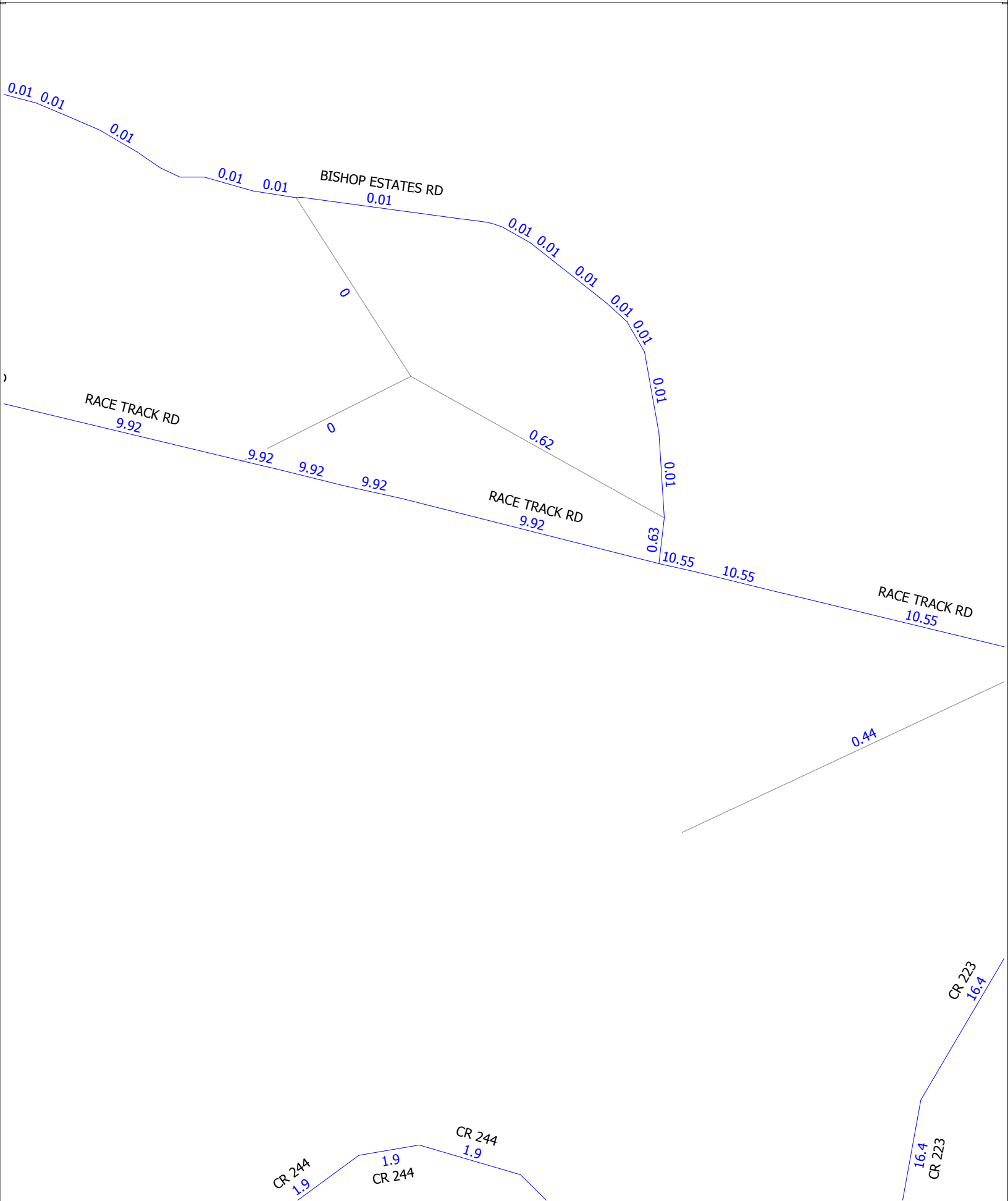


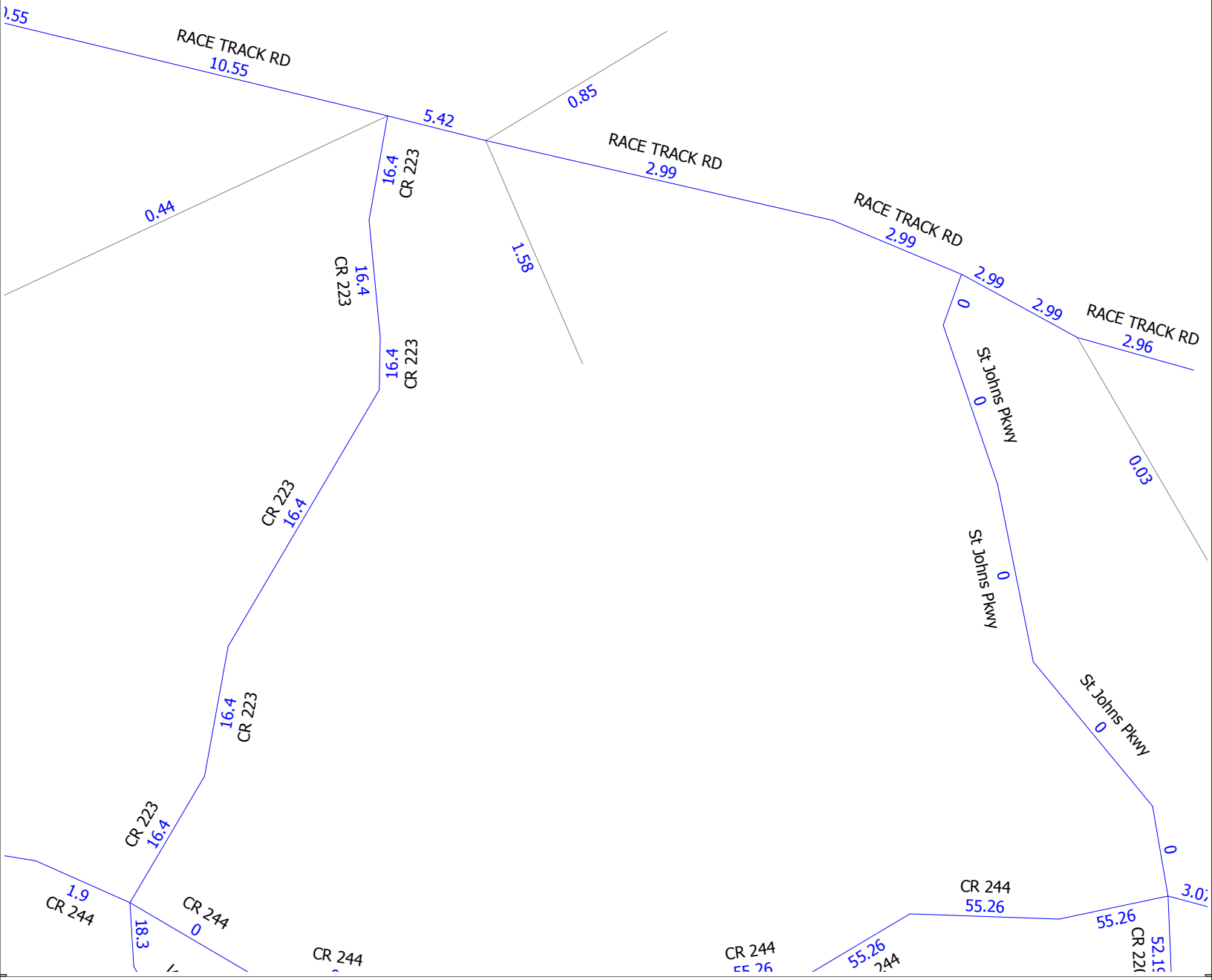


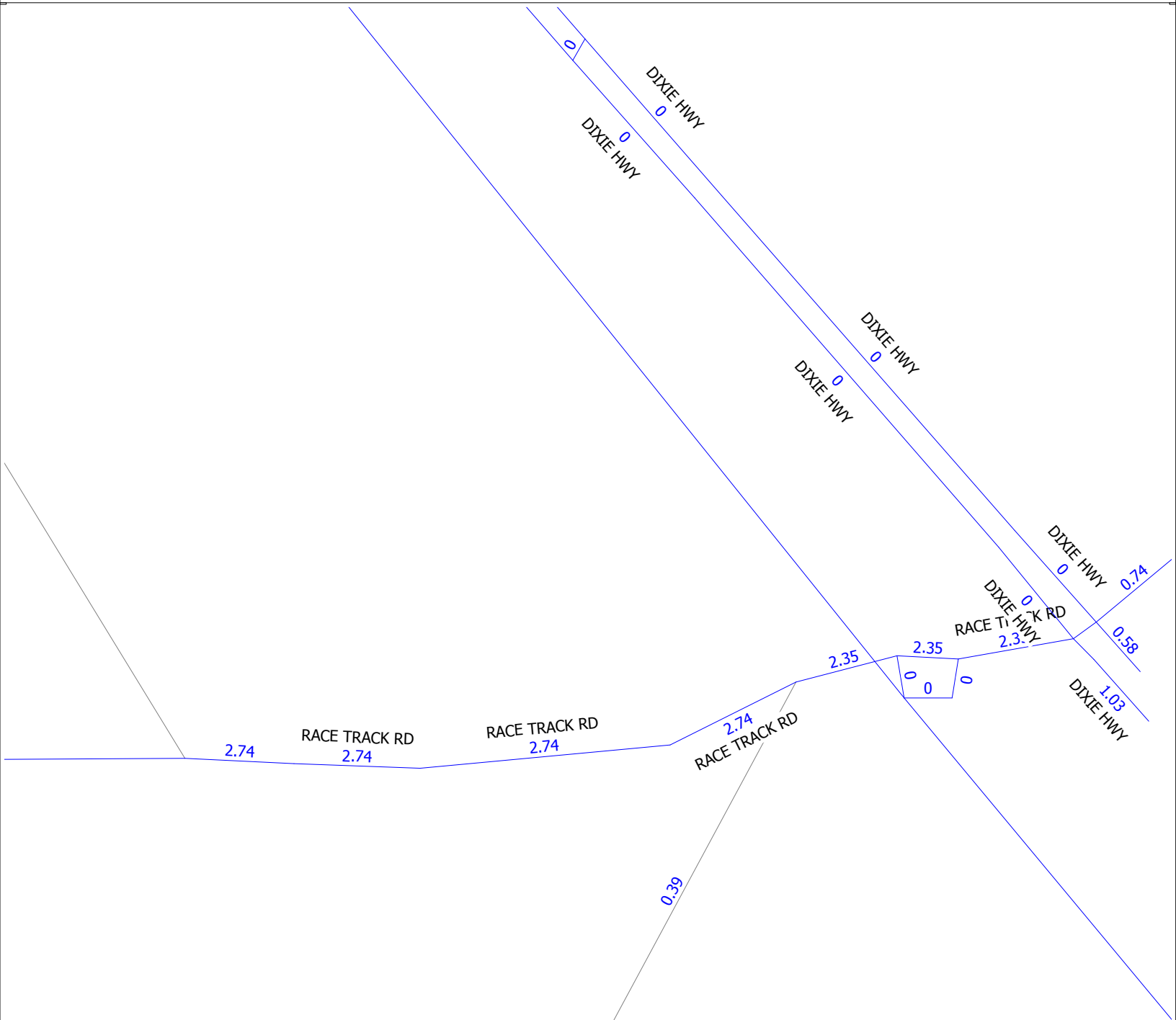


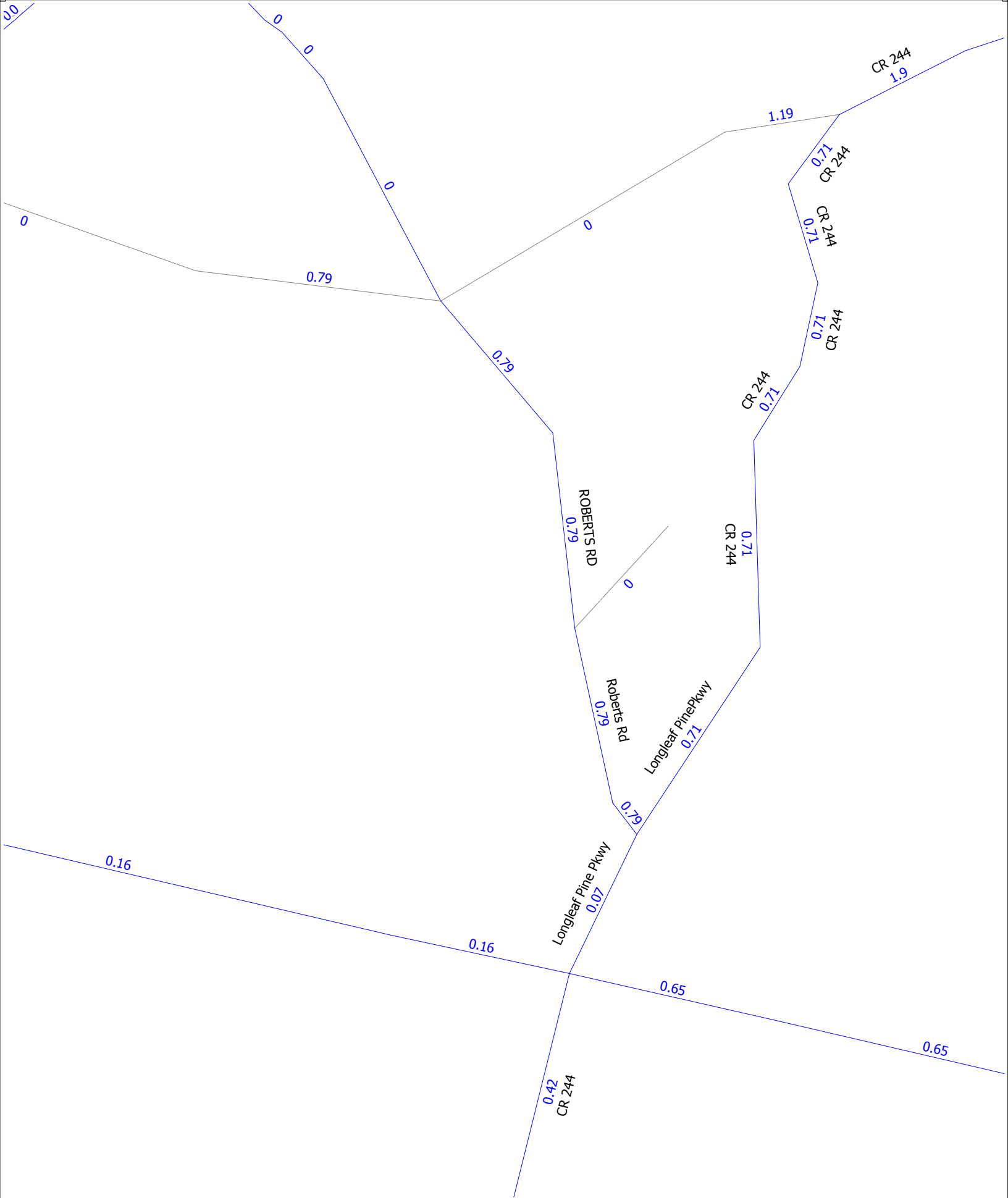


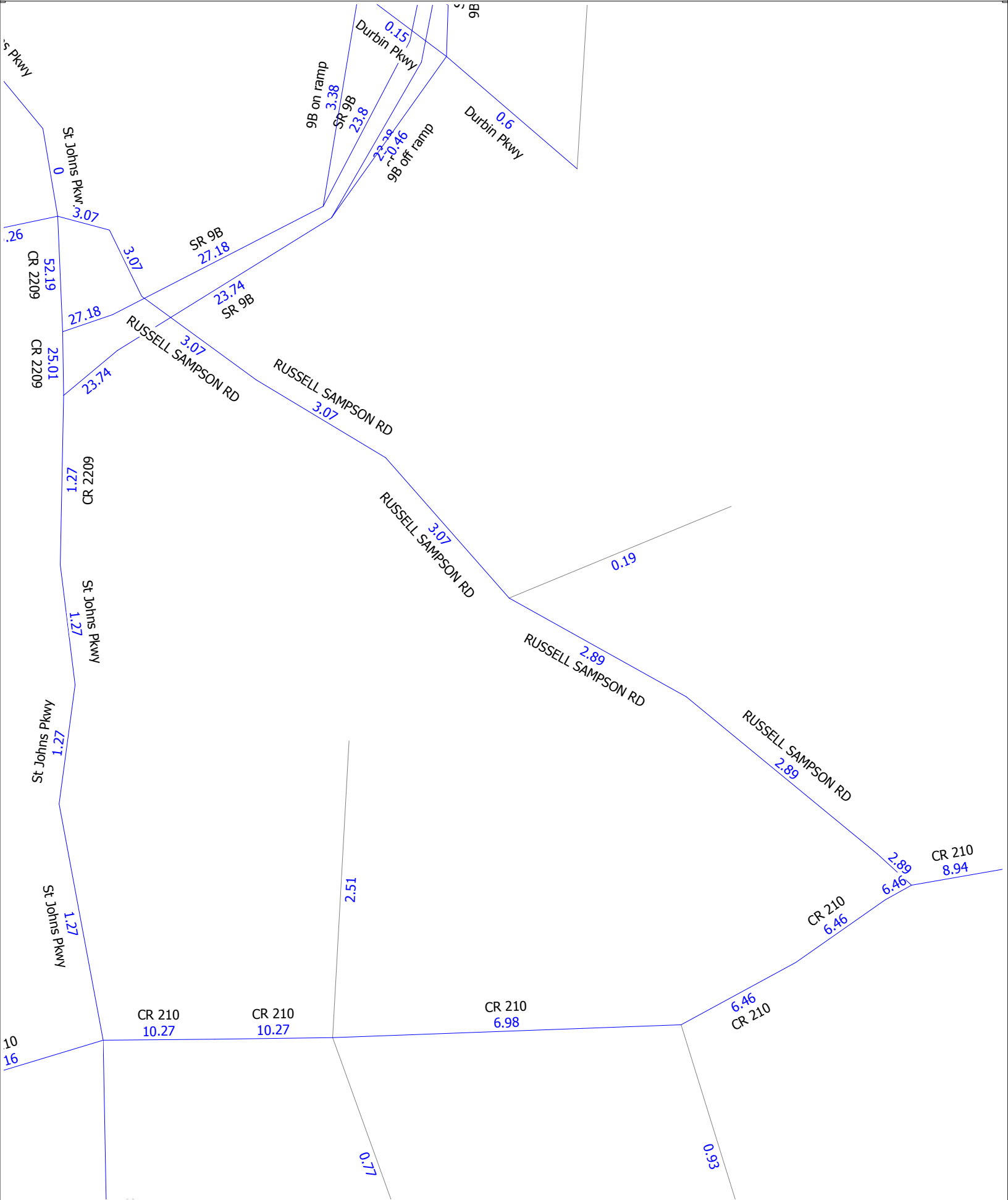
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Phase 2 - Residential Project Traffic Distribution
NERPM_ABv3

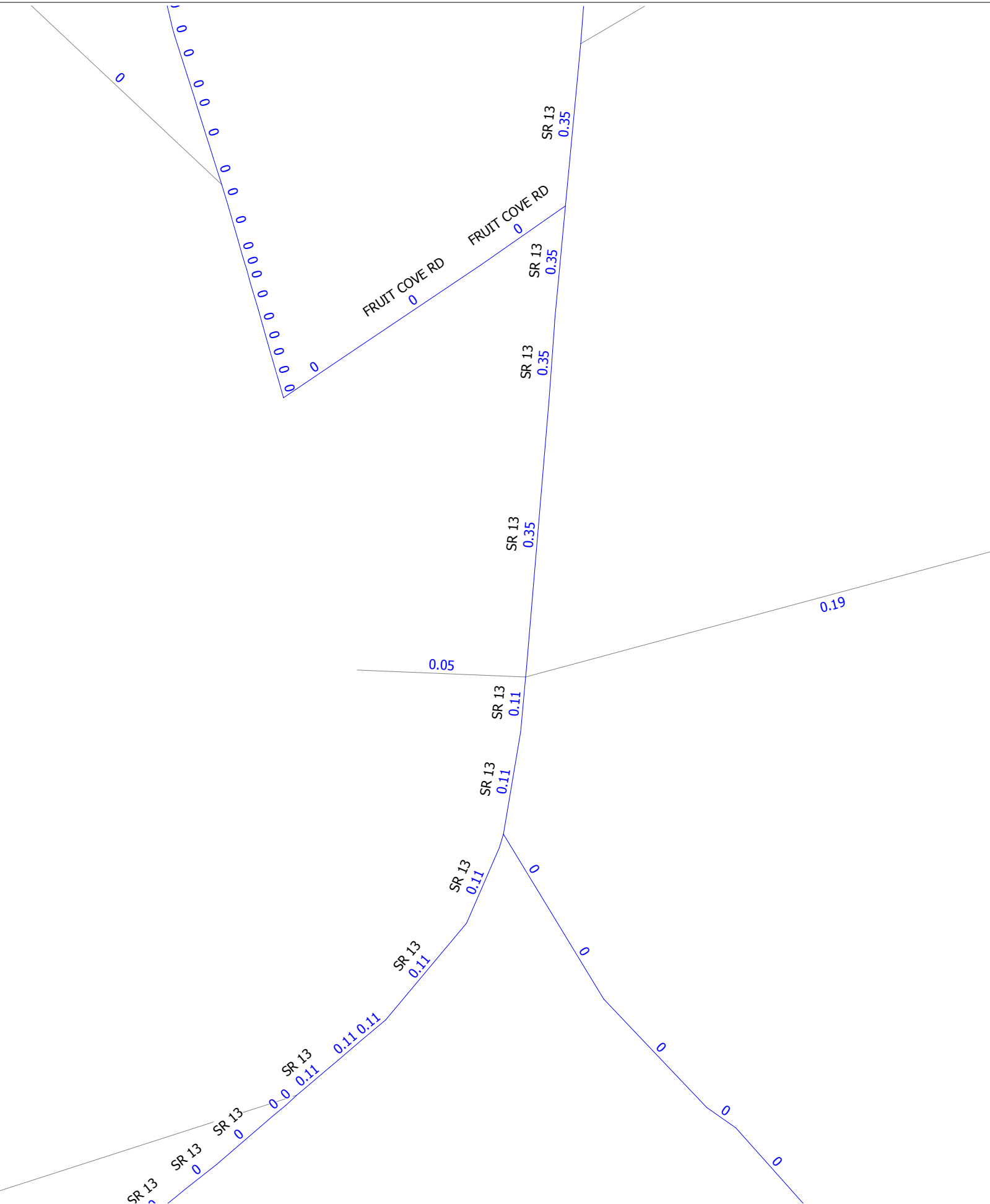




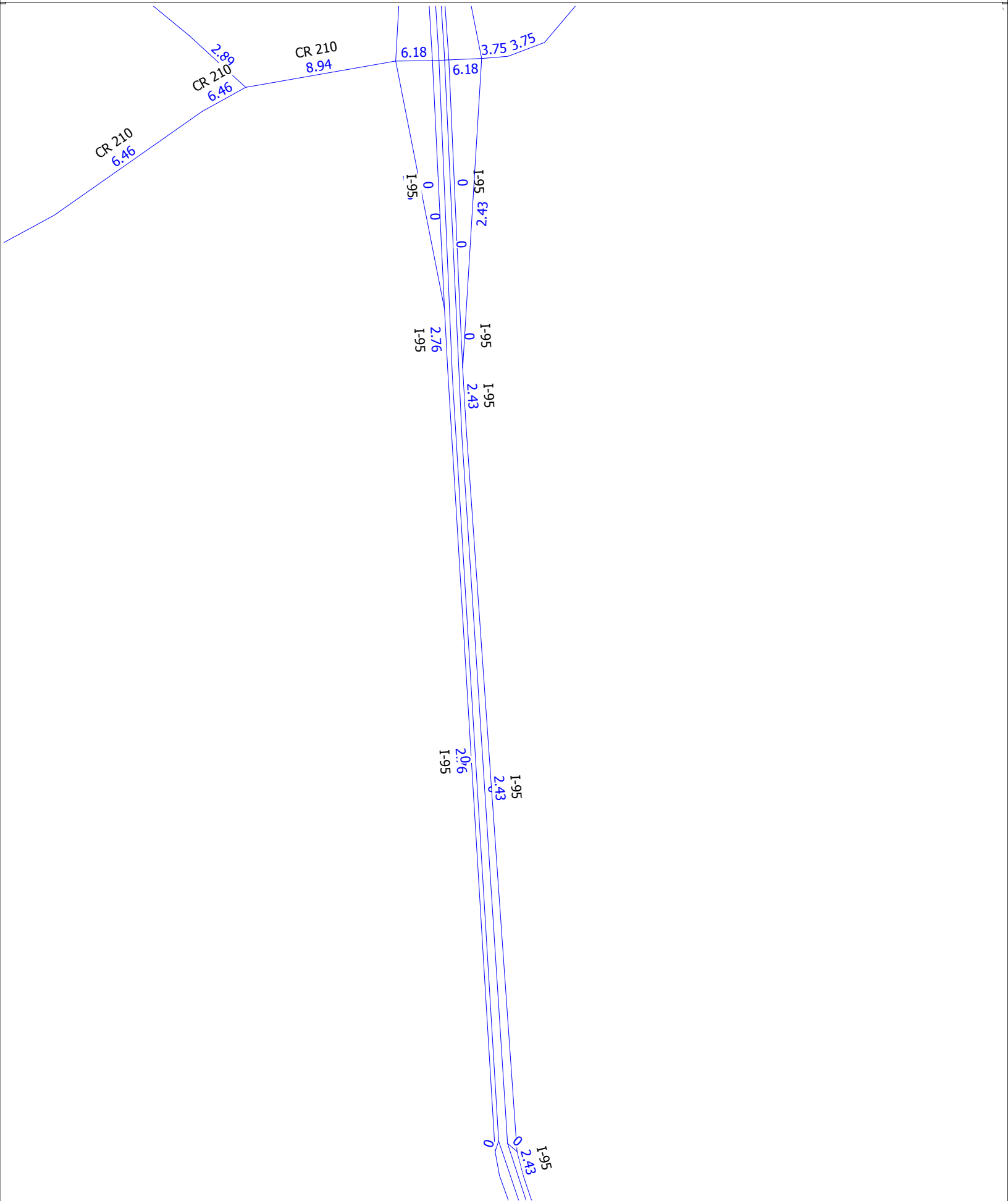




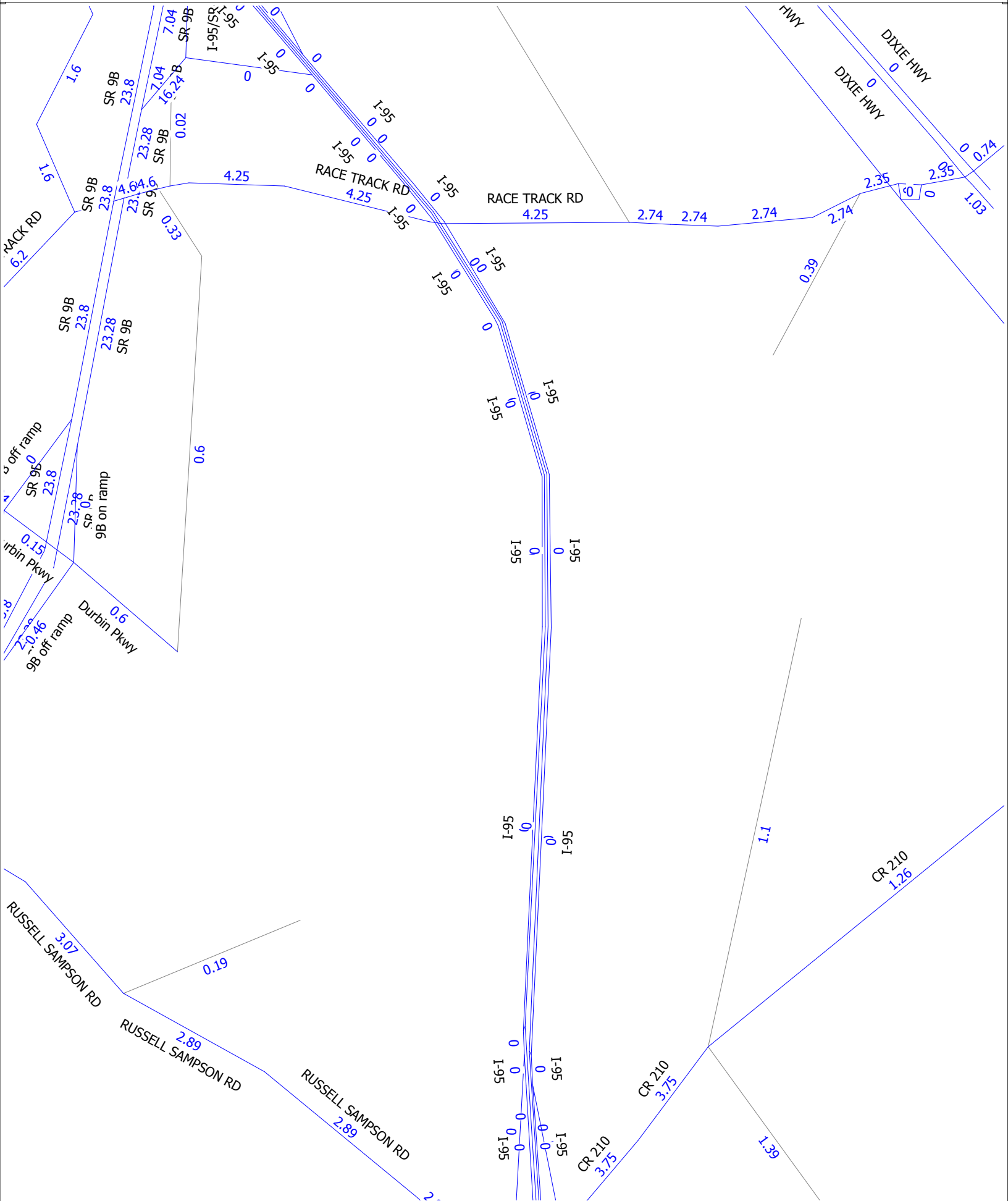




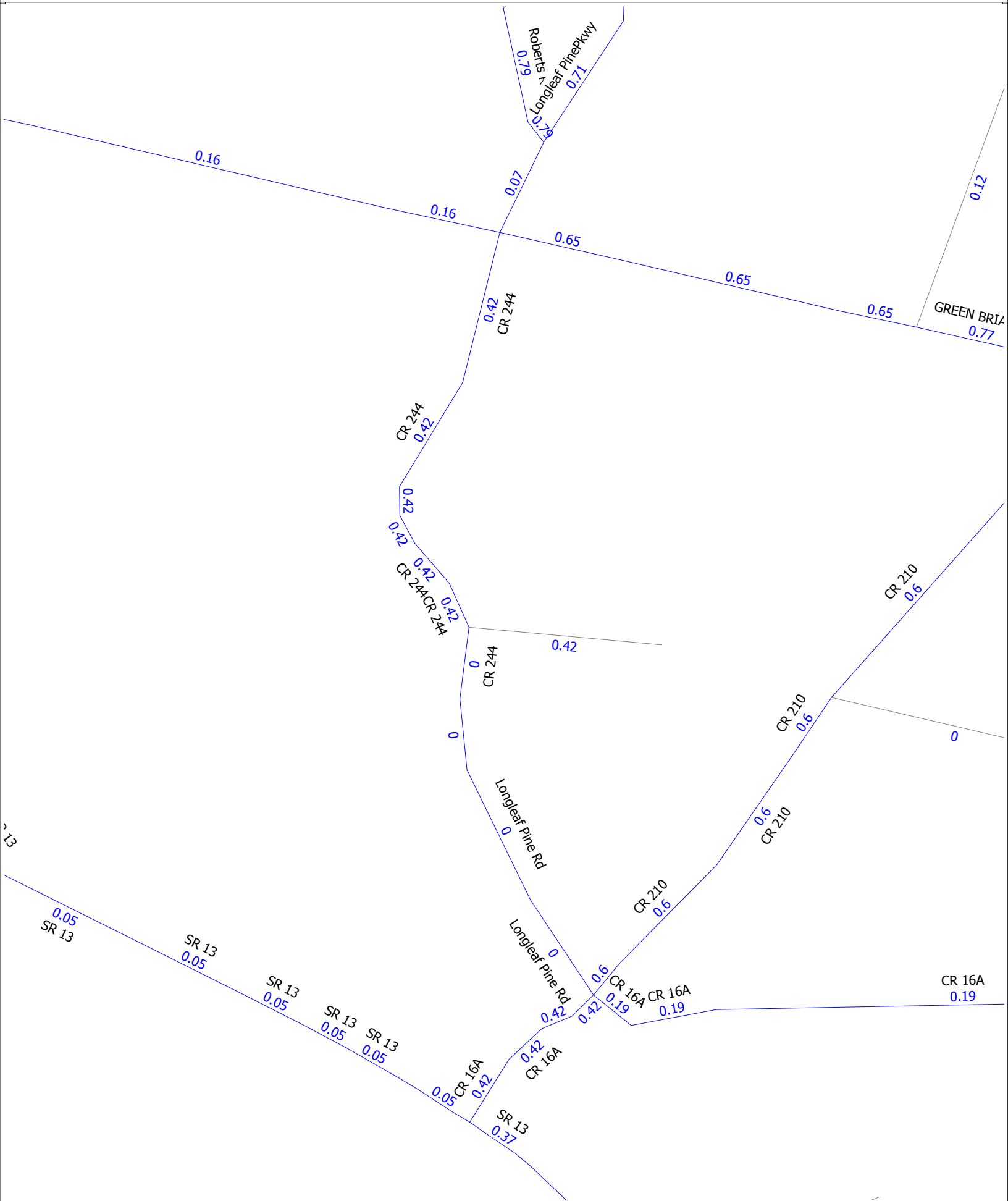
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Phase 2 - Residential Project Traffic Distribution
NERPM_ABv3

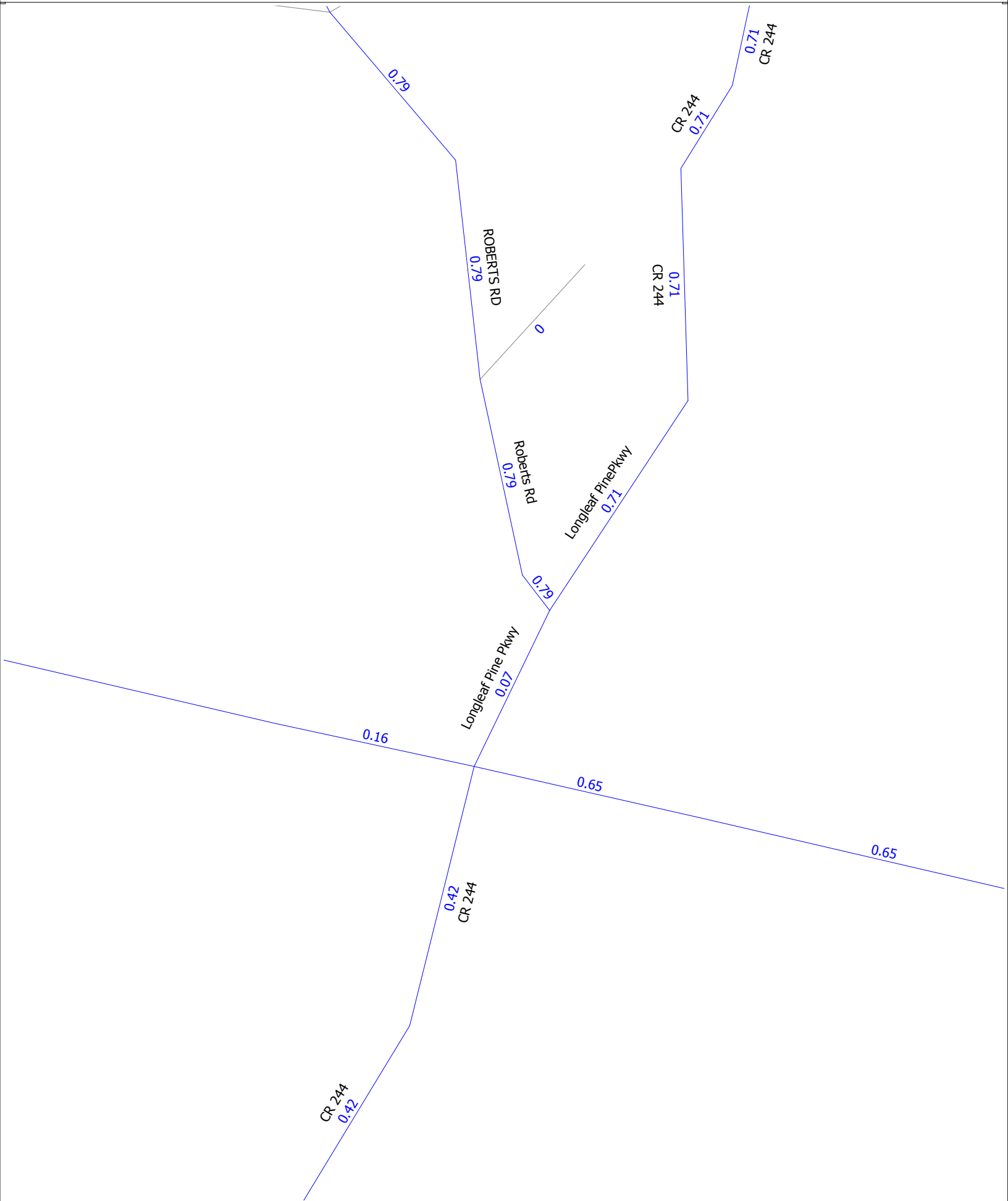


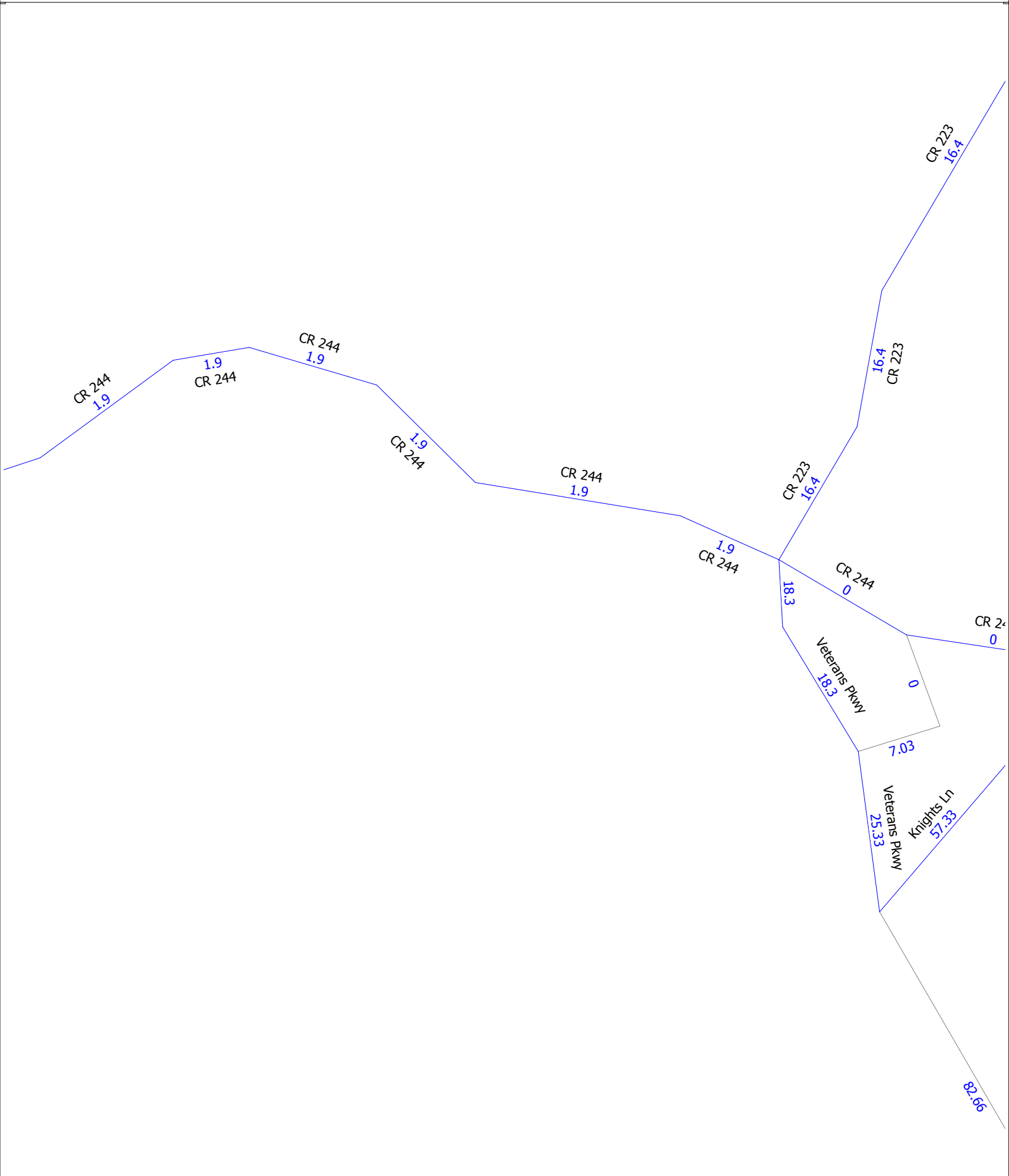
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 Phase 2 - Residential Project Traffic Distribution
 NERPM_ABv3

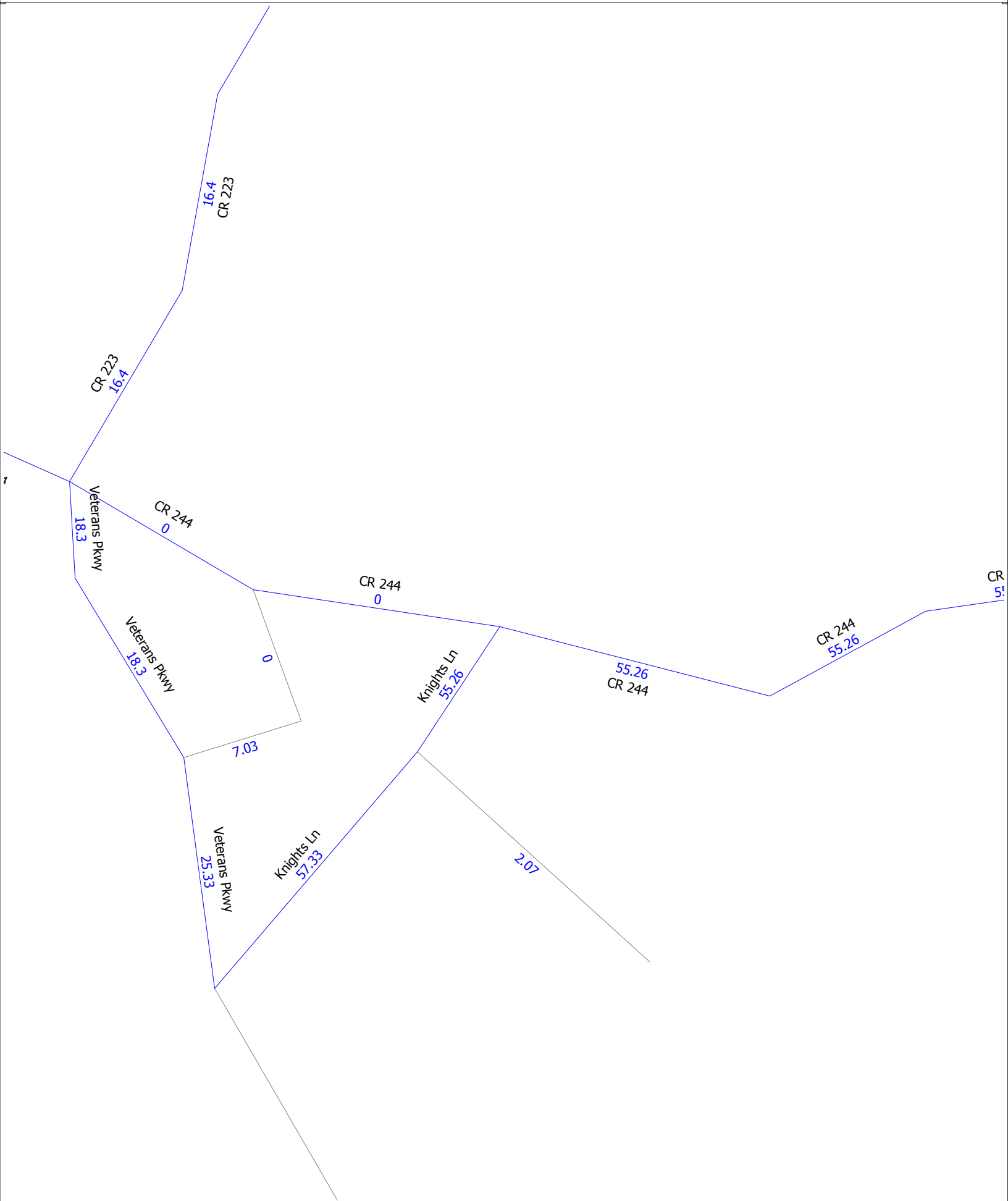


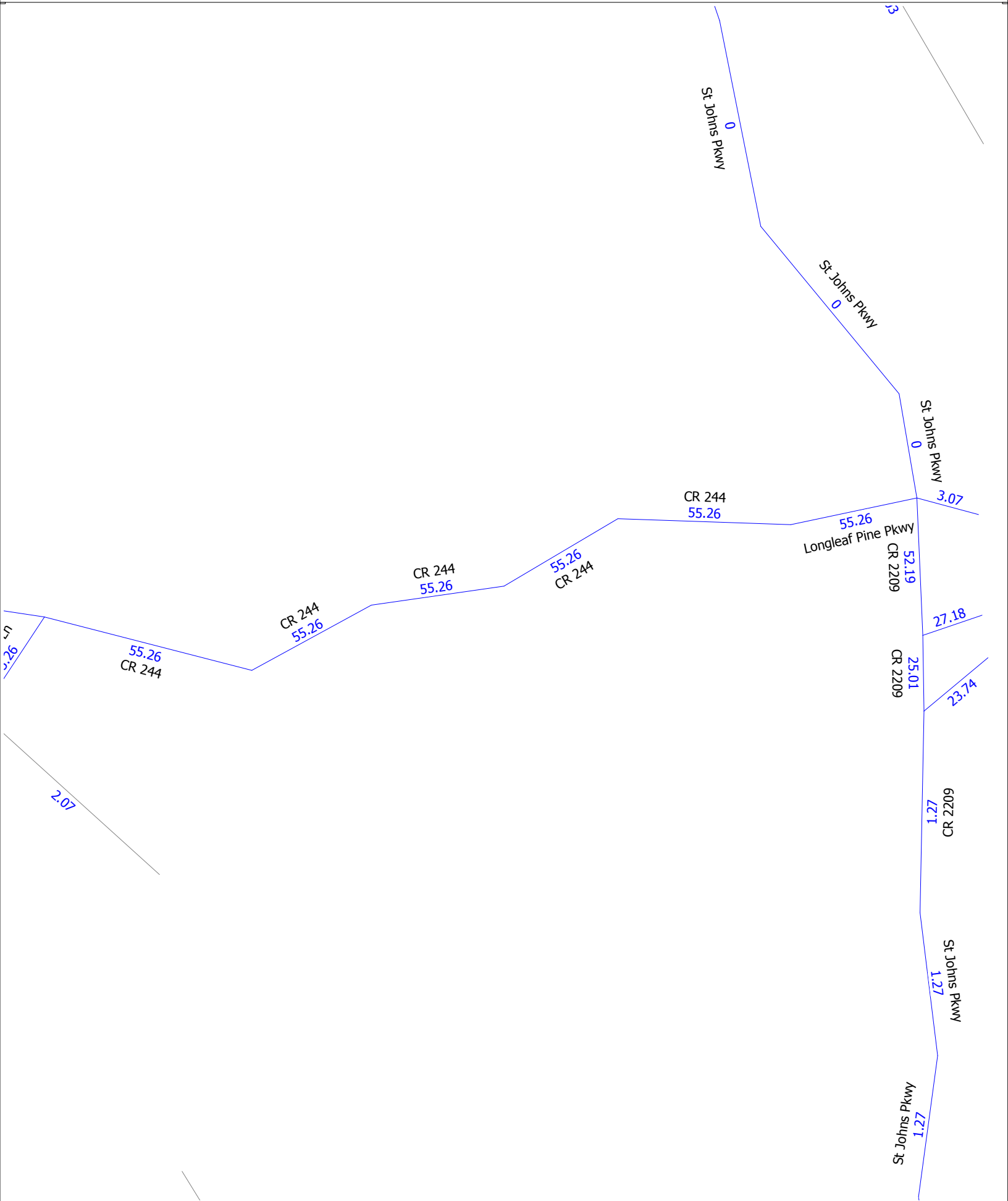
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Phase 2 - Residential Project Traffic Distribution
NERPM_ABv3

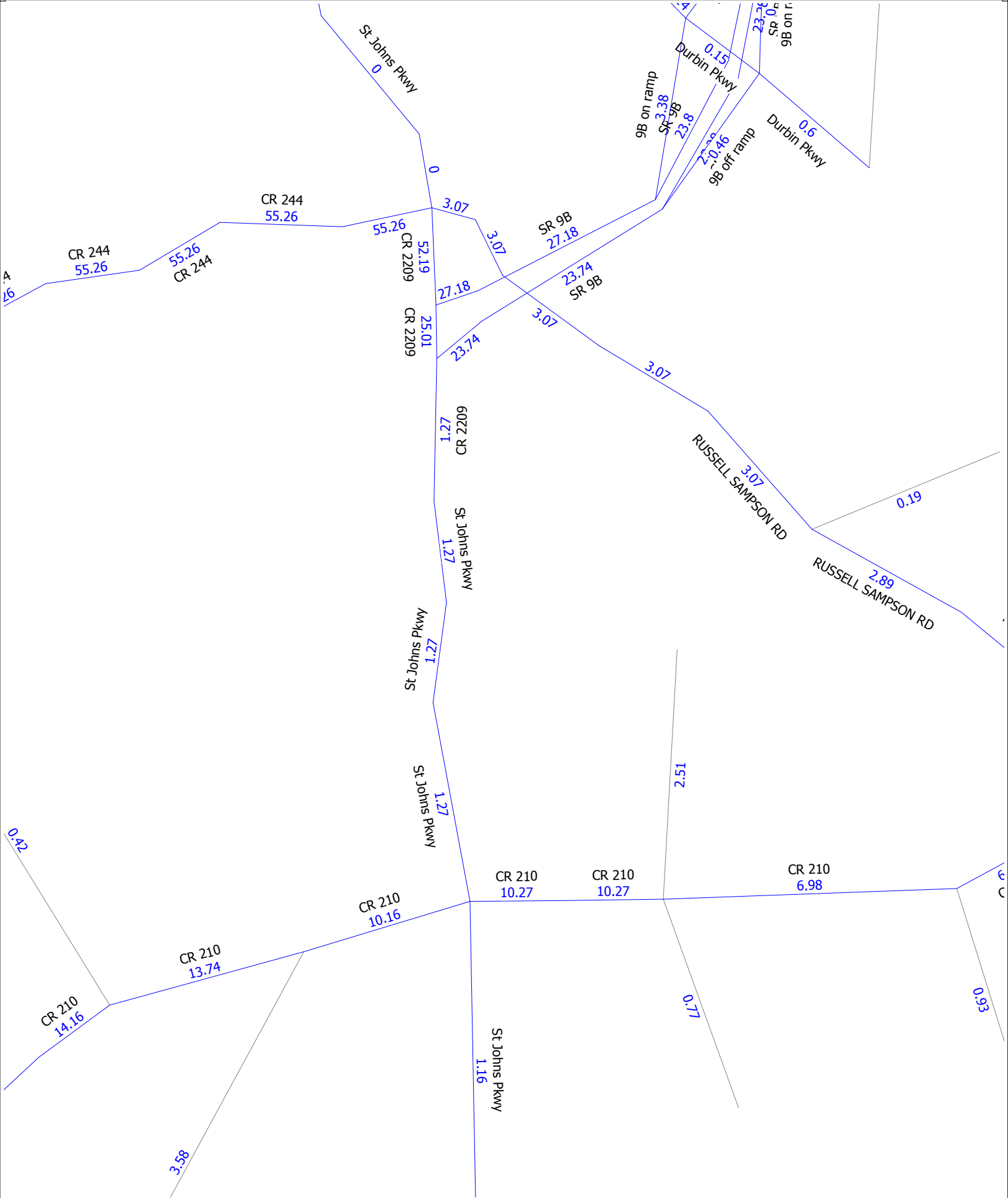


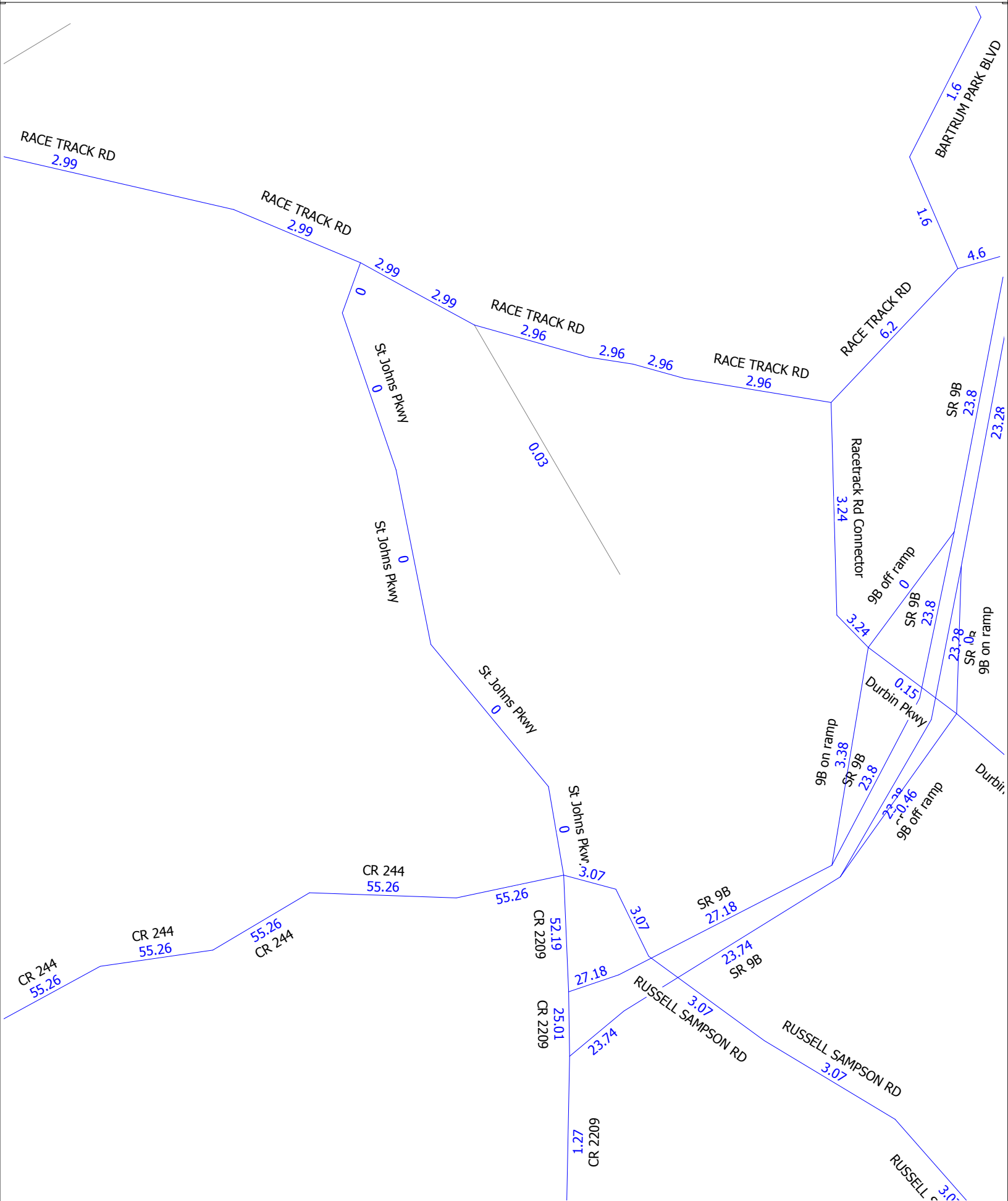




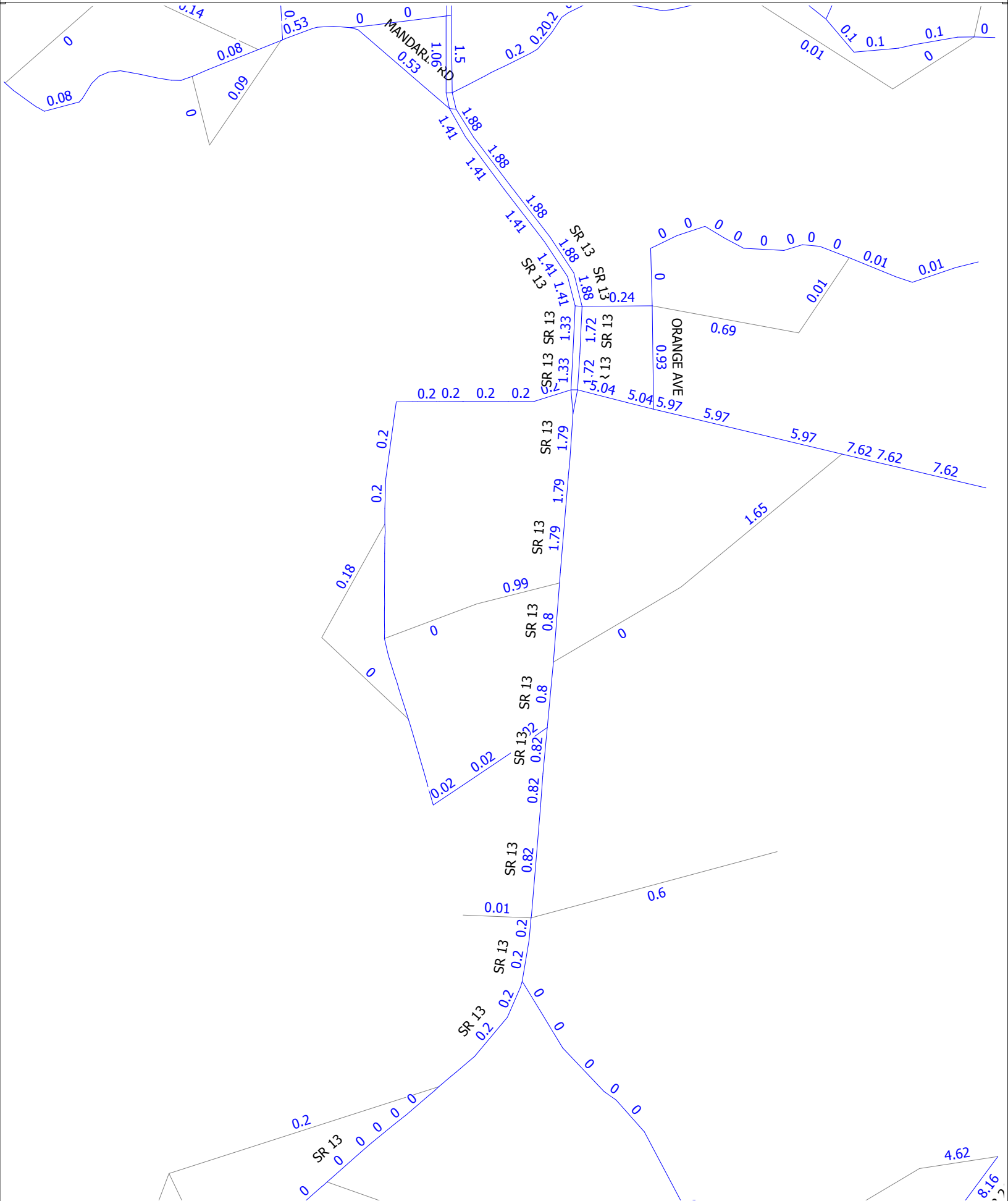




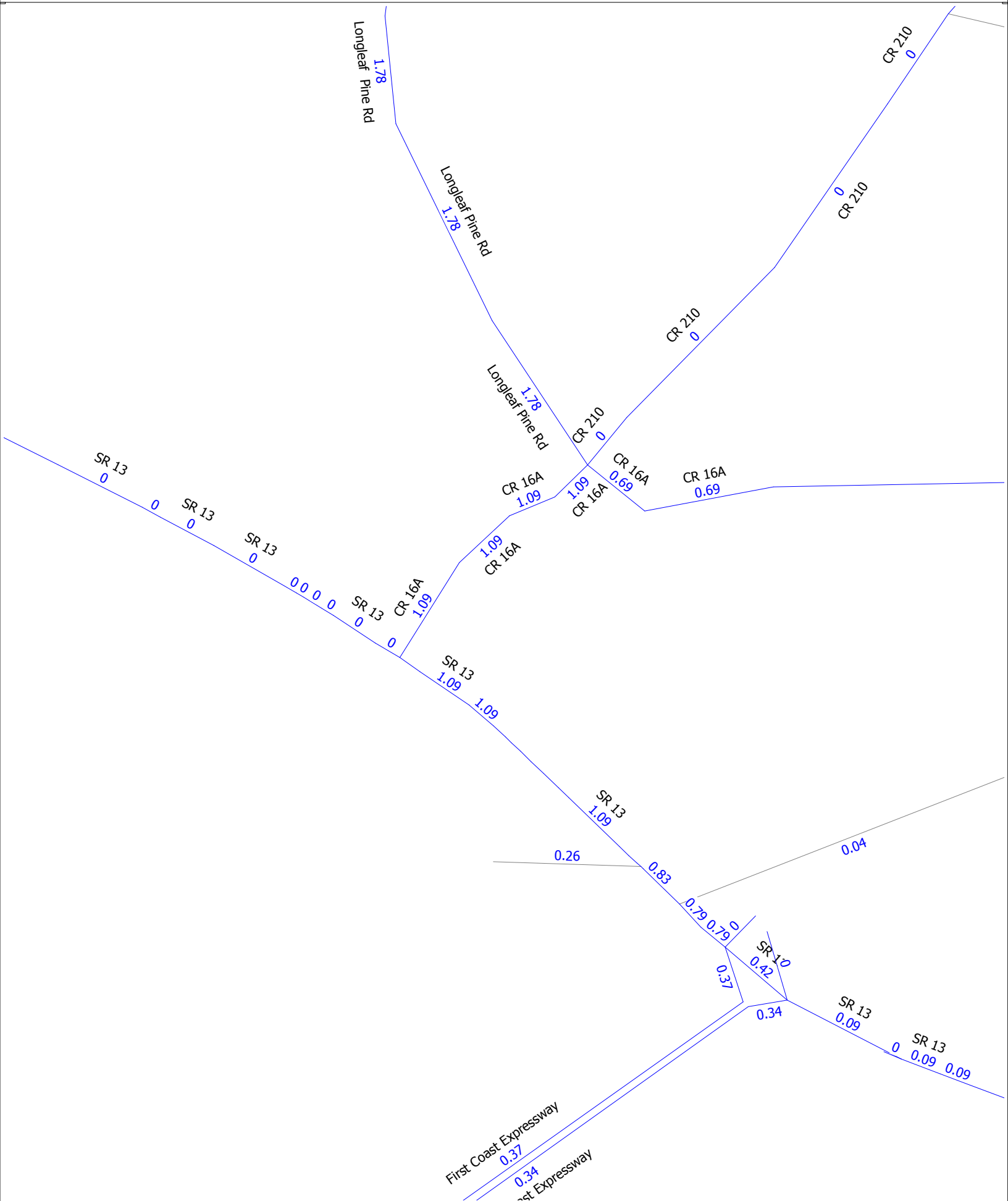




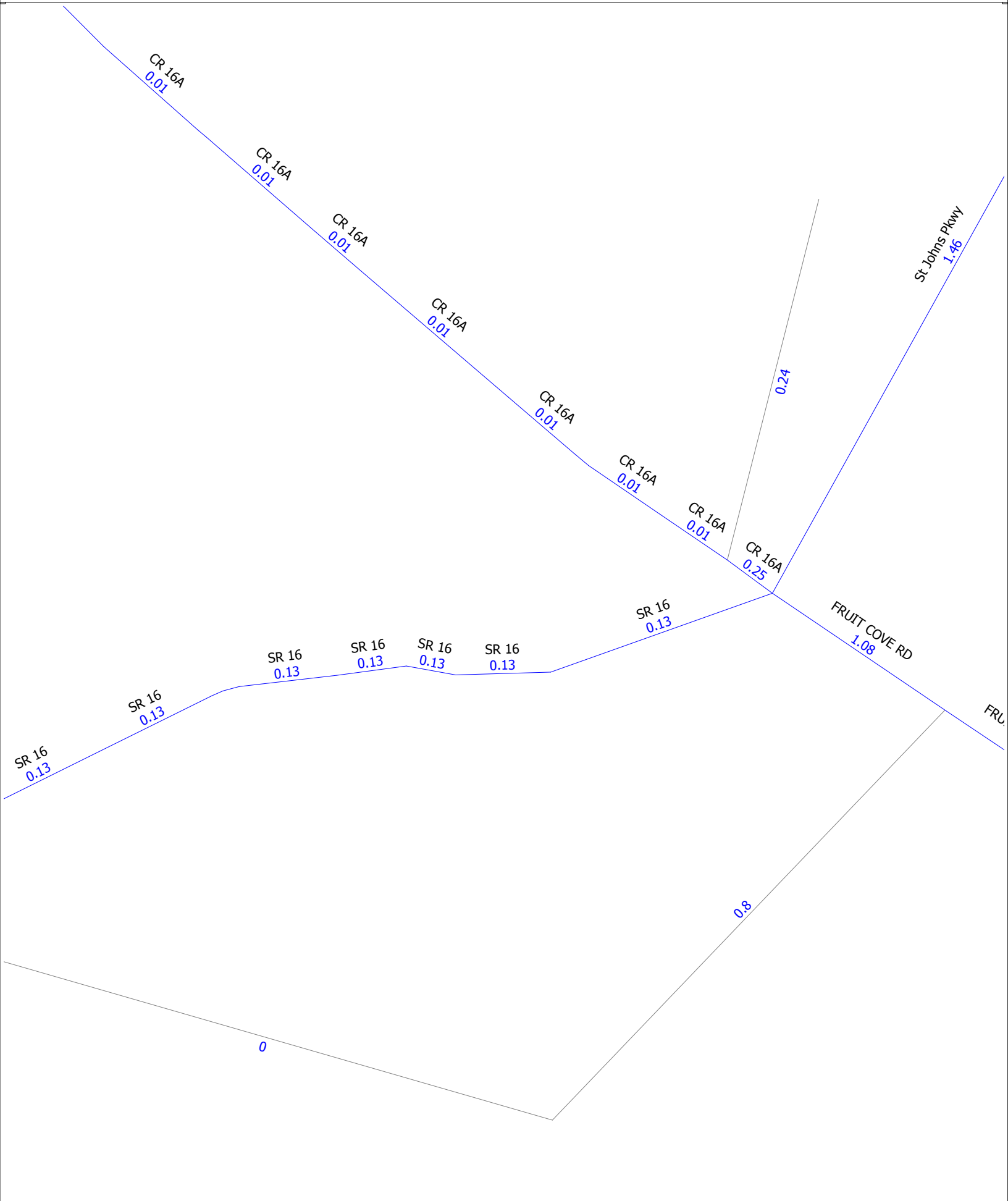
Greenbriar Downs
Phase 2 - Non-Residential Project Traffic Distribution
NERPM_ABv3



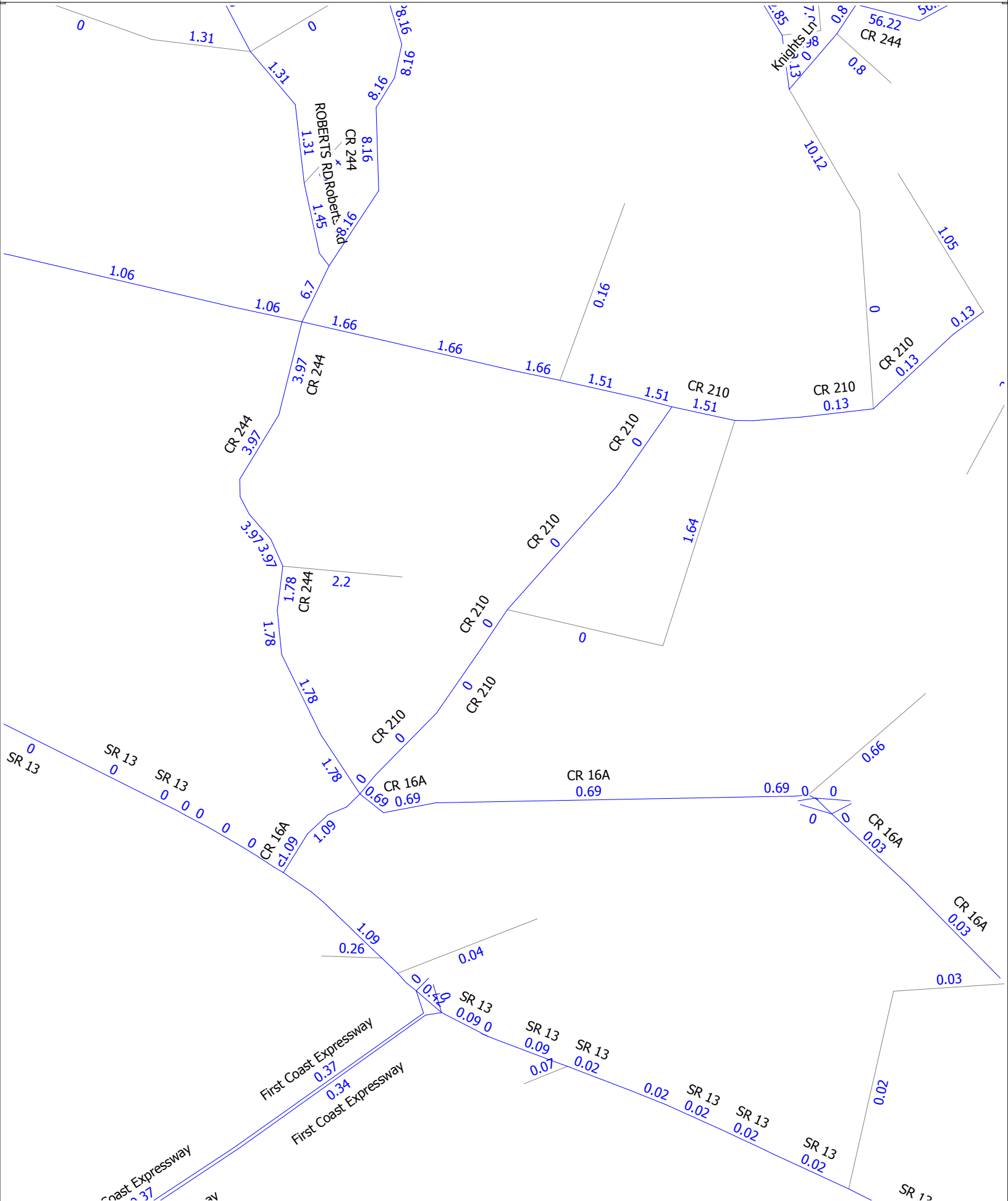
Greenbriar Downs
Phase 2 - Non-Residential Project Traffic Distribution
NERPM_ABv3



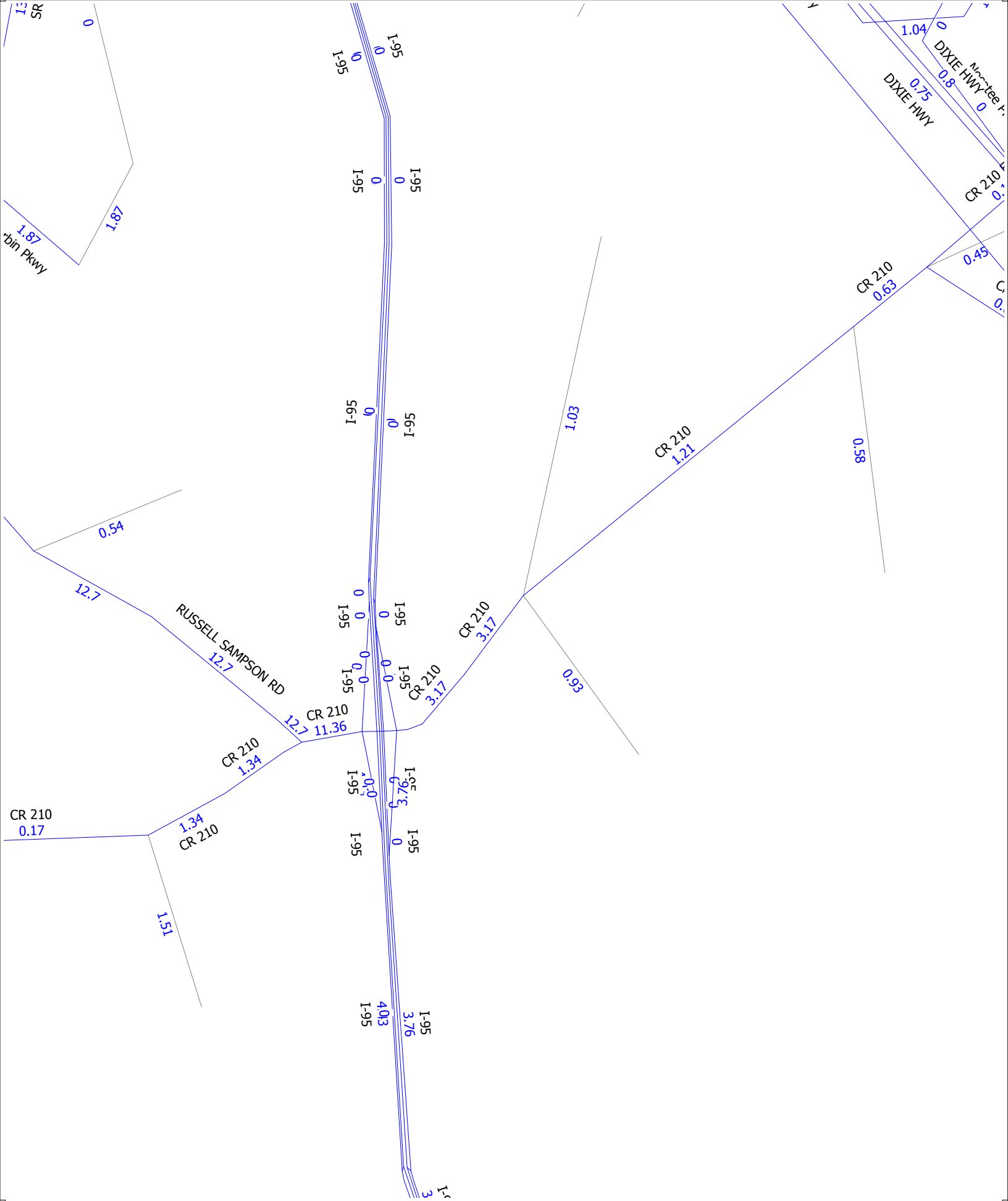
Greenbriar Downs
Phase 2 - Non-Residential Project Traffic Distribution
NERPM_ABv3



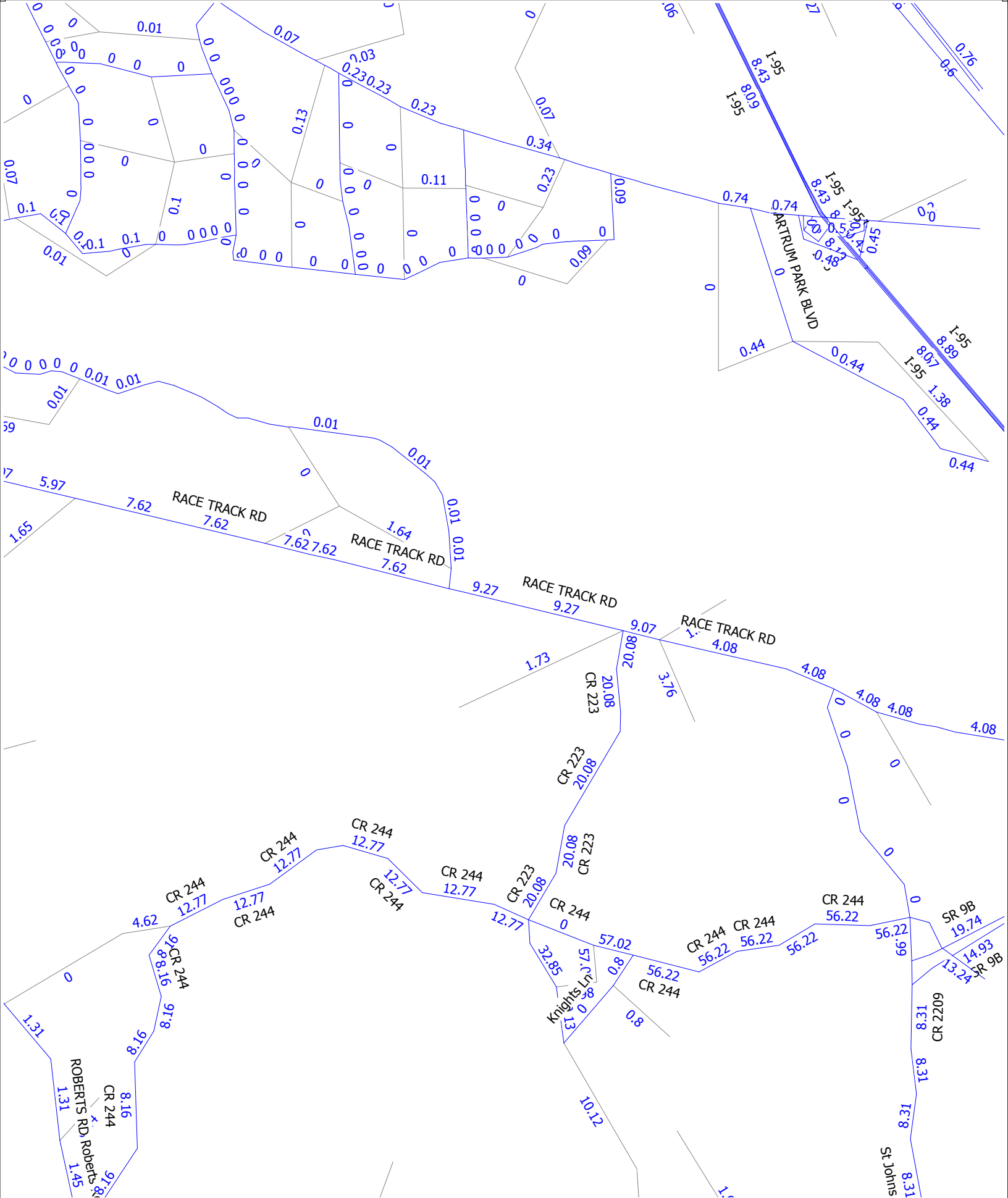
Greenbriar Downs
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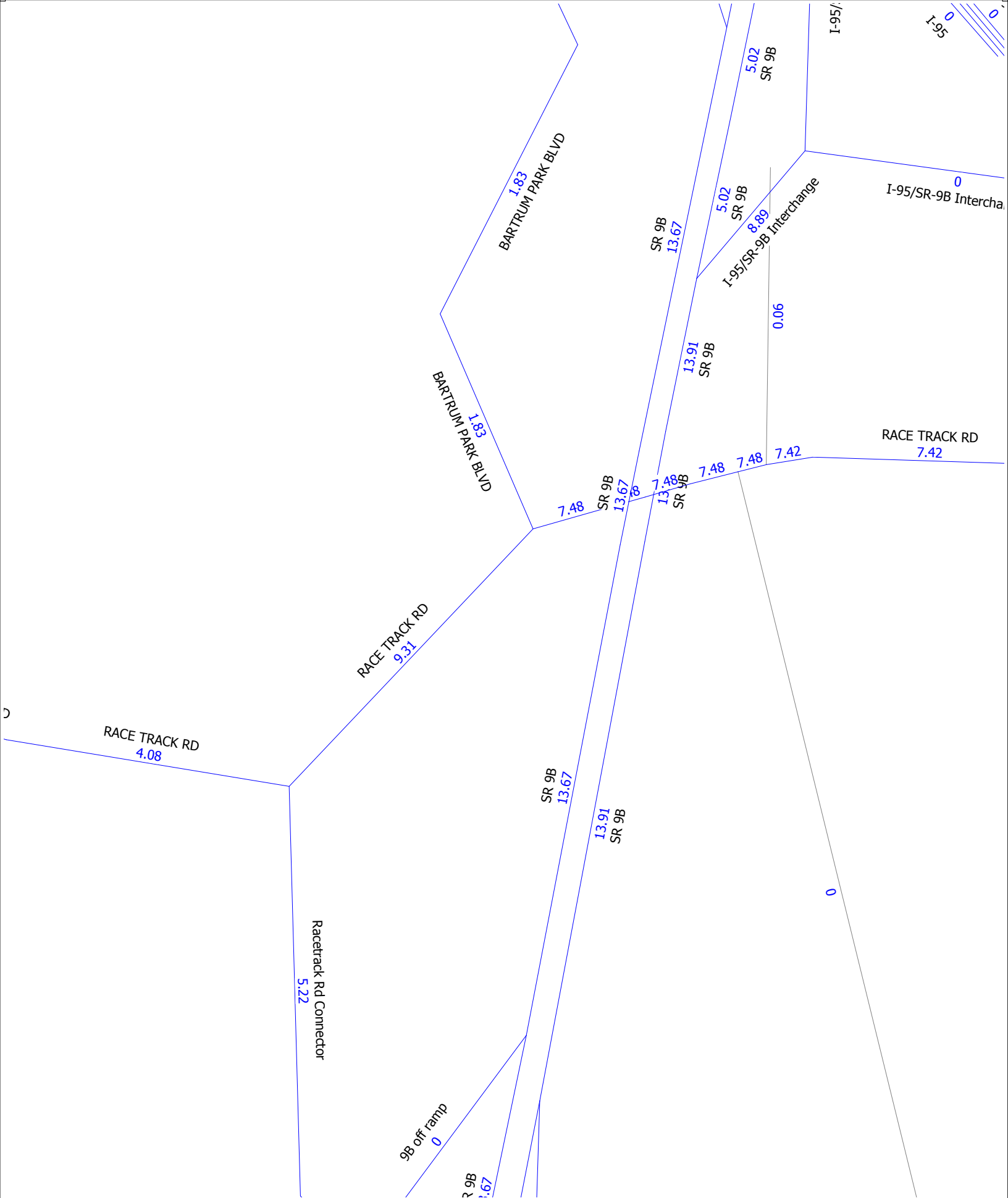


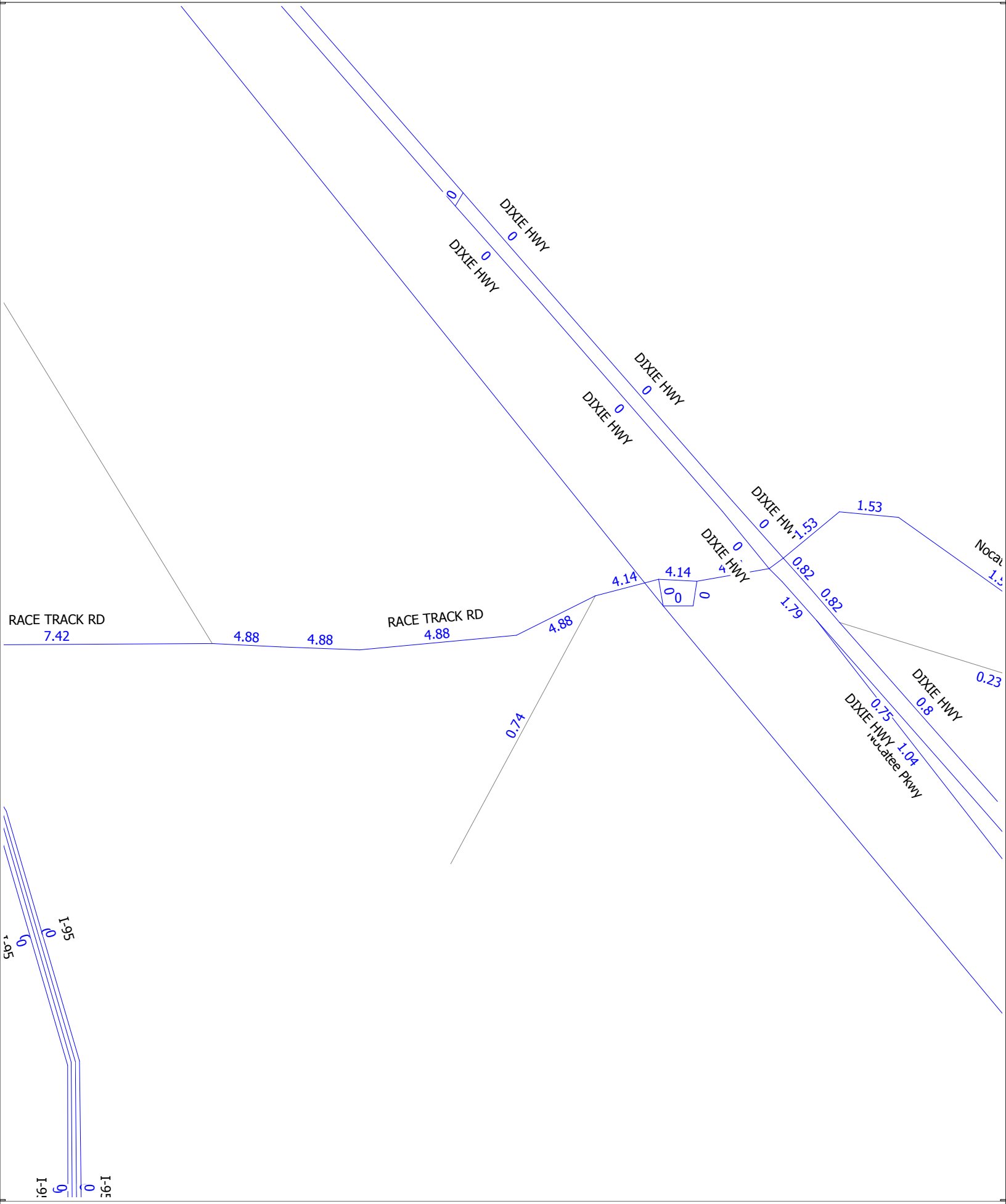
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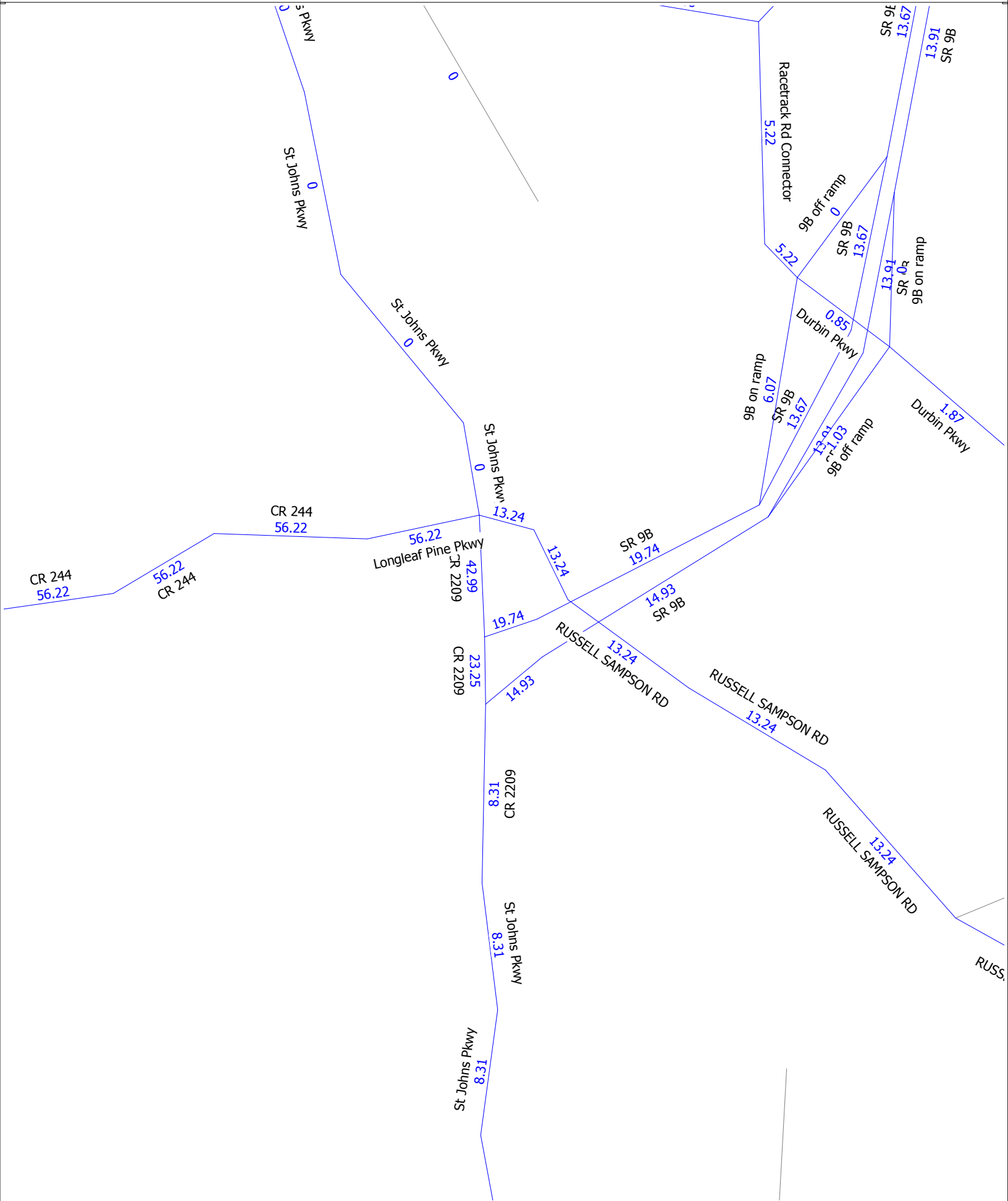
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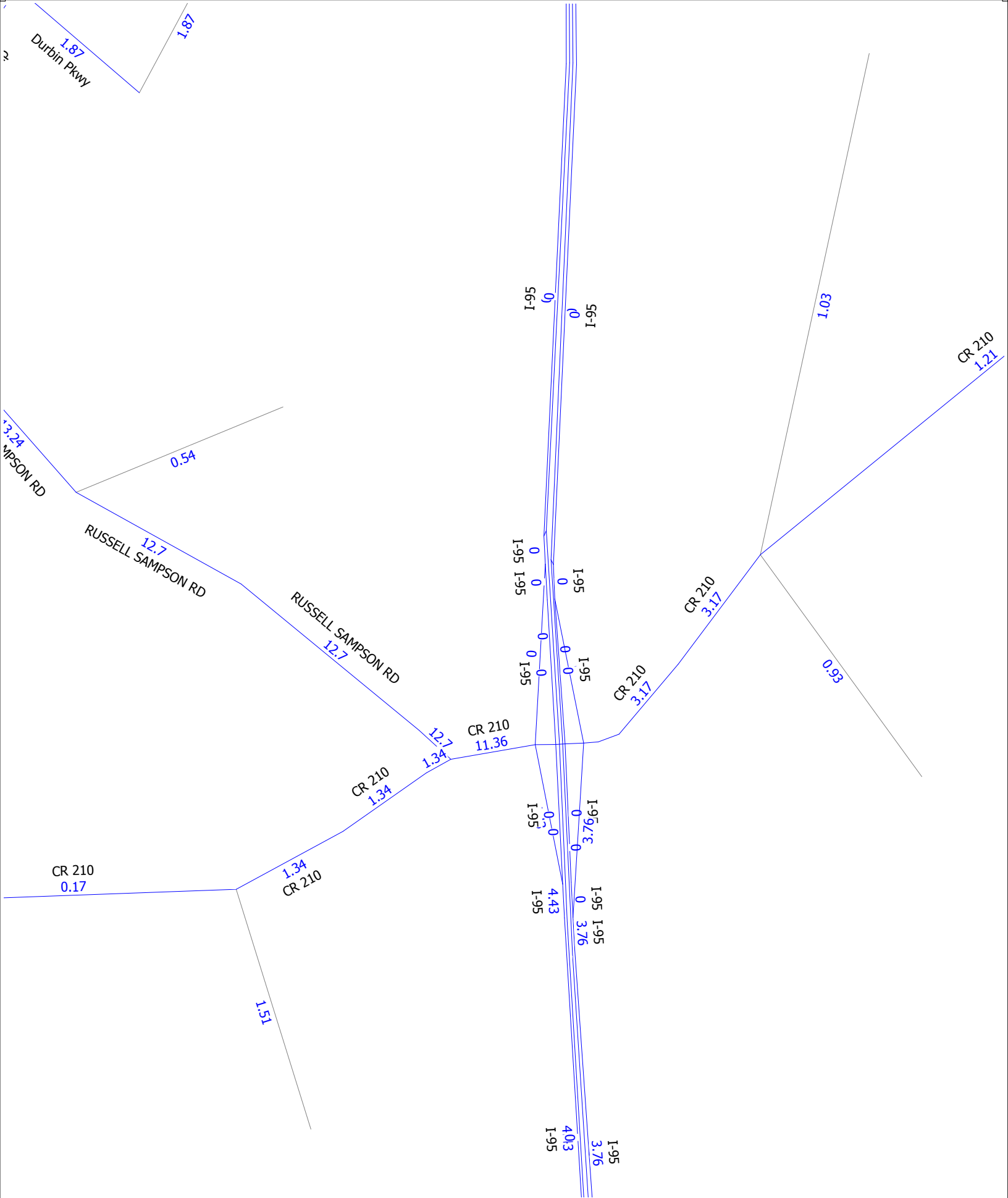




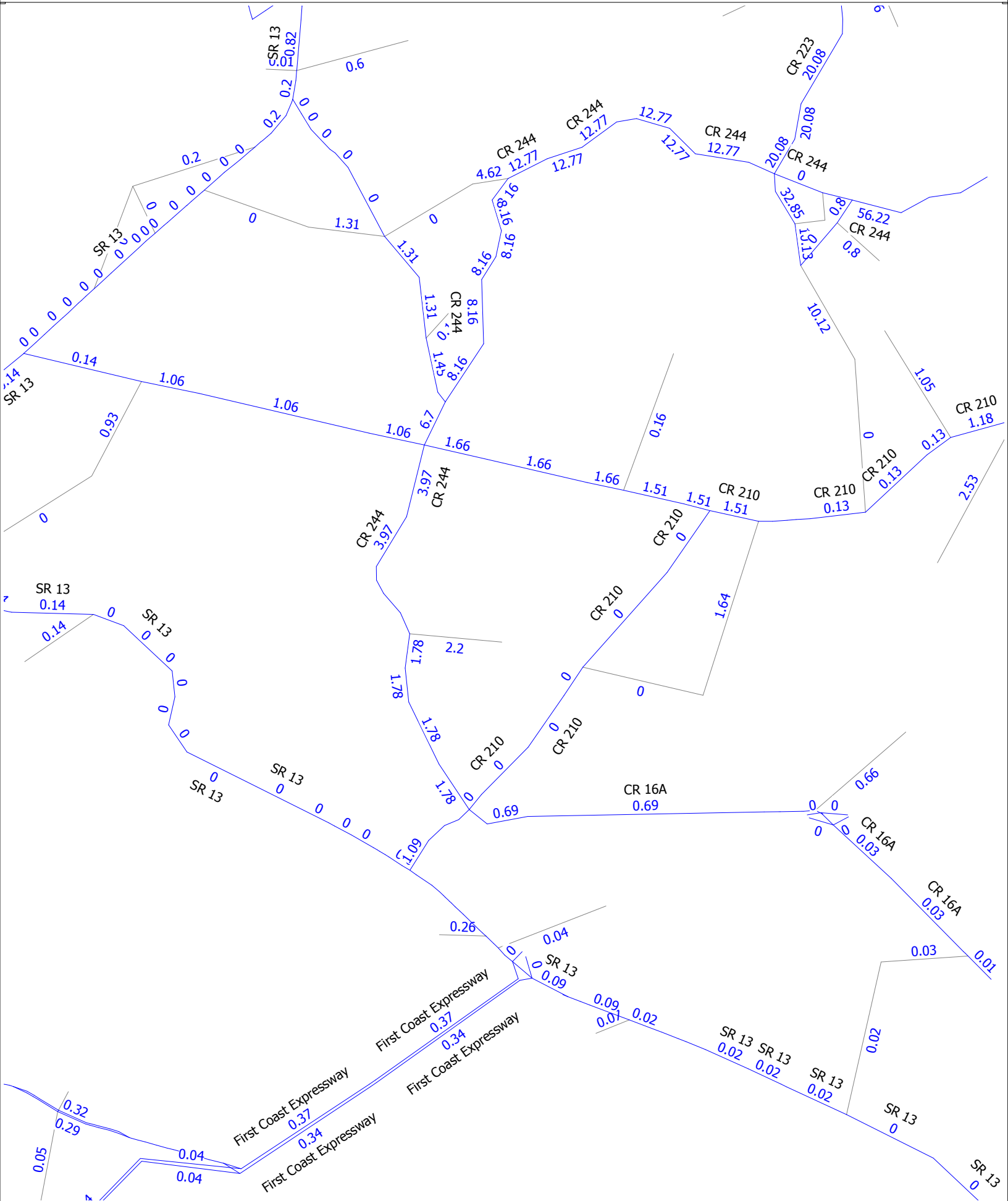
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