Recommendations Summary

August 2023

REIMAGINE
JACKSON STREET
WHAT'S **YOUR** VISION?

Prepared for:

Escambia County

Brownsville CRA

City of Pensacola

Westside CRA

By:

wsp

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EXECUTIVE SUMMARY

The City of Pensacola and Escambia County and their Community Redevelopment Agencies (CRAs) engaged in a visioning and planning process to improve Jackson Street from A Street to Fairfield Drive.

The study area encompasses W Jackson Street from N A Street to W Fairfield Drive and a 0.25-mile buffer. W Jackson Street is a local collector roadway extending approximately 6.2 miles from A Street to T Street (2 miles) in the City of Pensacola and T Street to W Fairfield Drive (4.2 miles) in Escambia County.

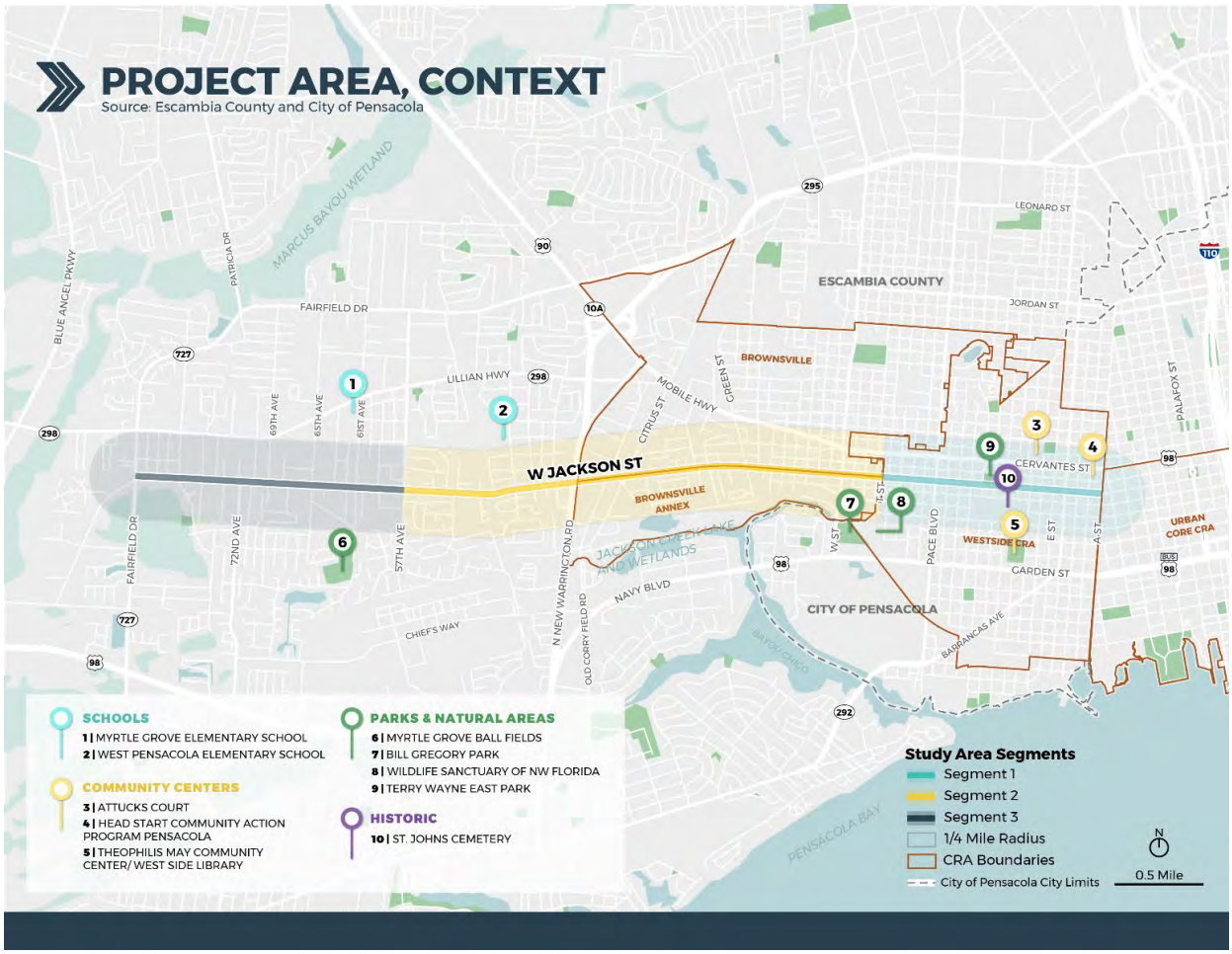


Figure 1: Map of the project area, context

The study area was divided into three segments.

- **Segment 1** is on the eastern side of the study area, from N A Street to N T Street, entirely within the City of Pensacola.
- **Segment 2** is at the center of the study area, from N T Street to N 57th Avenue, entirely within Escambia County.
- **Segment 3** is on the western side of the study area, from N 57th Avenue to W Fairfield Drive, entirely within Escambia County.

Through engagement, the community named the master planning process REIMAGINE JACKSON STREET and identified the following goals and priorities.

Project Goal

The project aims to develop an implementable master plan for the corridor, ensure all voices are heard during the corridor planning process, and develop an inclusive vision based on community inputs. The proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term economic development along the corridor.

Vision Statement

In 10 years, Jackson Street will be an **east-west gateway** between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have **an internationally diverse community fabric** with enhanced transportation and upgraded utility infrastructure. It will have **vibrant community nodes**, including local businesses, community gathering places, and recreational spaces. **People of all ages and abilities** can safely and conveniently walk, bike, or ride on this street.

- *Jackson Street stakeholders*

Top Priorities Identified

The project team conducted a robust public outreach and engagement effort to inform the community of the project, solicit input and gather feedback on community preferences. Activities included walk audits with City, County, and CRA staff, community engagement through in-person, virtual workshops, pop-up events within the community, and a digital survey with 300 responses.

Community appreciated community assets are-

- ***Historic homes and neighborhood***
- ***Large tree canopy***
- ***Diverse community***

Community priorities for improvement are-

#1 Safe, Accessible Mobility Opportunities
#2 Celebrate, Preserve Community Identity
#3 Increase Access to Parks and Open Spaces

Recommendation #1. Provide Safe, Accessible Mobility

REDUCE THE POSTED SPEED, AND INSTALL TRAFFIC CALMING THAT CREATE UNSAFE CONDITIONS FOR THOSE WALKING, BIKING, OR USING TRANSIT.

Most people do not feel safe walking, biking, or accessing transit along Jackson Street, and most residents recognize that speed is an issue. Also, five-year crashes indicated that the western sections with a higher posted speed limit are more unsafe. Therefore, we recommend:

1. **Reduce the posted speed limit** on Segment 1 (A to Pace St) to 25 MPH; Segment 2 and 3 (Pace and Fairfield) to 30 MPH;
2. **Reduce travel lanes width** to 10' wide, curb return 25'; and
3. **Install traffic calming improvements:**
    a. Curb extensions at mid-block and each block- Segment 1
    b. Mini roundabouts
        i. Segment 3: N 49th Avenue, N 62nd Avenue, N 65th Avenue, N 72nd Avenue
    c. Replace the signal with a four-way STOP sign at 57th Avenue.
    d. Realign the intersection on the east side of A Street for better visibility for people driving, biking, and walking across A Street between the east and west sides of Jackson Street.



Figure 2: Rendering of Proposed Improvements

4. **Sidewalk improvements, safe crossings**
    a. Continuous sidewalk from A Street to Fairfield Drive
        i. Segment 1: 6' minimum
        ii. Segment 2 & 3: 12' multimodal path with separated bike path
    b. Marked North-South Crossings
        i. Segment 1&2: crossing at every intersection
        ii. Segment 3: north
    c. Raised crosswalk with RRFB
        a) Segment 1: east side of N A Street and N N Street;
        b) Segment 2: N Green Street.
    d. Raised Intersections
        i. Segment 2: Ross Street
    e. Raised crossing with rapid flashing beacon (RRFB)
        i. A Street. It will serve the dual purpose of acting as a gateway entrance while slowing vehicles. Additional stormwater design and connections would be required to reduce localized ponding.
    f. High visibility crossing with rapid flashing beacon (RRFB)
        i. Segment 1: N E Street, N G Street, N J Street, N K Street, N L Street, N M Street;
        ii. Segment 2: N Q Street, N R Street, N T Street, Grandview Street, Goodwins Street, N Kirk Street, Fitzgerald St, Foye Street, Trevilian Street, Wiggins Avenue, Citrus Street;



Figure 3: Rendering of Proposed Improvements

i. Segment 2: N Q Street, N R Street, N T Street, Grandview Street, Goodwins Street, N Kirk Street, Fitzgerald St, Foye Street, Trevilian Street, Wiggins Avenue, Citrus Street;
ii. Segment 3: Gulf Street, N 48th Ave, Frances Drive, Edgewood Dr, Forest Park Dr, Woodsman Dr, N 59th Ave, N 63rd Ave, N 68th Ave, N 70th Ave, N 71st Ave, N 74th Ave, N 77th Ave, N 78th Avenue.

5. **Increase safety and mobility for those walking and biking at FDOT-owned intersections.**
    a. Roundabouts at Pace Boulevard. Long-term improvements at New Warrington Road and Fairfield Drive, owned by the Florida Department of Transportation (FDOT)
    b. Realign intersections at New Warrington Road with refuge island and channelization and Fairfield Drive with right-in and right-out.

6. **Bike infrastructure, on-street parking**

    a. Segment 1: On-street parking is maintained.
    b. Segment 2&3: No on-street parking, 12' multimodal path with 6' marked and separated biking area.

7. **Transit improvements**

    c. Install transit shelters and provide ADA access at all bus stops. Prioritize safe high-visibility crossing infrastructure across transit stops (as identified in 4. Sidewalk improvements, safe crossings).
    d. In the short term, invest in a circulator or on-demand transit serving Segment 1 and downtown Pensacola. Extend the service to other segments in the future.

PRIORITIZE ONE-DIG SOLUTIONS WITH INVESTMENT IN NEW AND UPGRADE EXISTING UTILITY INFRASTRUCTURE

Integrate utility infrastructure improvements during engineering to leverage planned or funded utility upgrades, particularly during construction.

1. **Septic to Sewer conversion** along segment 2&3 are required. Considerable infrastructure investment is needed for the conversion, with potential cost sharing between property owners, the County, and the ECUA.
2. **Water main replacement.** Several sections of the corridor have cast iron pipes and must be replaced. Also, consider that all water service connection will be renewed with meters placed in casing within the right-of-way.
3. **Stormwater infrastructure.**
    e. Segments 1 & 2 are at higher elevations than the surrounding streets. So, stormwater should be captured to reduce runoff to adjacent streets and water bodies. Also, water quality at outfalls should be addressed.
    f. Segment 3 and its surrounding areas are relatively low compared to the others. So, an areawide stormwater basin/sub-basin masterplan study is required to assess retention and capacity needs.
4. **Power utility infrastructure.** With a renewed focus on resiliency, the City wants to see undergrounding of all utilities where practical and feasible along Segment 1.

INVEST IN INFRASTRUCTURE THAT PROVIDES LONG-TERM CO-BENEFITS AND ENHANCES THE NATURAL ENVIRONMENT

Integrating green infrastructure like swales, rain gardens, and grey stormwater infrastructure has co-benefits like reduced lifecycle costs, increased water quality, and opportunities for native plants and trees to thrive within a constrained right-of-way. The City and County are using pilot projects to assess the feasibility and the associated cost of maintaining these grey-green infrastructures. The proposed roadway improvements have opportunities to integrate green infrastructure: Segment 1- Urban rain garden within curb extensions; Segment 2&3 – Swale as illustrated.



Figure 4: Illustrated green infrastructure within swales in Segment 2&3.



Figure 5: Rendering of Proposed Improvements

PLANNING LEVEL COST ESTIMATES

Preliminary cost estimates were developed using the FDOT average cost with a 20% contingency and 3% 5-year cost escalation.

	Design & Construction Cost	*Engineering Design Cost*
Segment 1	$6,300,000	$938,000
Segment 2	$12,500,000	$1,868,000
Segment 3	$17,300,000	$2,576,000
Fairfield Drive (FDOT)	$280,772.43	$42,000
New Warrington Road (FDOT)	$110,800	$19,120
Pace Boulevard (FDOT)	$1,009,000	$150,000

Table 1: Opinion of Design and Construction Cost



Figure 6: Community Engagement was Central to the Master Planning Process

POTENTIAL GRANT FUNDING OPPORTUNITIES

Identifying funding for 100% engineering design and construction is necessary to implement the Reimagine Jackson Street conceptual plan. Some Federal and State grant funding sources applicable are listed below.

Eligible Federal Grants	Engineering Design	Match Required?
RAISE, U.S. Dept of Transportation (USDOT)	Yes	Yes
PROTECT, U.S. Dept of Transportation (USDOT)	Yes	Yes
Surface Transportation Block Grant, USDOT	Yes	Yes
Safe Streets for All (SS4A), USDOT	Yes	Yes
Healthy Streets Program, USDOT	*New program TBD*	Yes
Safeguarding Tomorrow Revolving Loan Fund Program, Federal Emergency Management Agency (FEMA)	Yes	*New program TBD*
Building Resilient Infrastructure and Communities (BRIC), FEMA	Yes	Yes
Reconnecting Communities Pilot (RCP) Program, USDOT	Yes	Yes
Neighborhood Access and Equity Grant Program, USDOT	Yes	Yes
Metropolitan Transportation Planning Program, USDOT	Yes	Yes
Urbanized Area Formula Grants, USDOT	Yes	Yes

Table 2: Potential Grant Opportunities to Fund Jackson Street

Recommendation #2. Celebrate Jackson Street's 'International' Identity, Preserve Existing, Diverse Communities

1. **Preserve historic assets along the corridor.**

    a. **Incentivize restoration of historical buildings** in segment 1 that may have served as commercial or retail spaces, as grandfathered into the current zoning code.

    b. **Continue city & county CRA existing programs and initiatives.** Initiating coordinated marketing, including an online "dashboard" like other cities, should be considered to increase corridor participation.

    c. **Preserve the existing tree canopy** in segment 3. Also, replace or plant new canopy trees appropriately and ensure they thrive on the streetscape with structured soil.

2. **Celebrate the cultural history of the community.**

    a. **Create opportunities for cultural acknowledgments.** Identify opportunities such as sculptures at the gateway entrance at A street within the larger roundabouts at Pace, New Warrington Road.

    b. **Support art in community spaces.** Work with local non-profits and developers to integrate art within community spaces like community centers, street corners, parks and others.

3. **Establish additional affordable housing investments** to preserve the existing community and reduce displacement. Also, there is far more unmet demand for affordable housing than market-rate housing. Within Westside CRA and the Brownsville CRA are thirteen larger empty lots for potential multi-family affordable housing. These vacant single-family lots could lend themselves to a Pensacola Habitat for Humanity model.

    a) **Identify and promote affordable housing funding programs** that apply to low-density multi-family rental, including, but not limited to, Florida Housing Corporation's Funding and Financing Programs (a conduit for both Federal and State programs).
    b) **Identify and engage Florida-active affordable multi-family housing developers.**
    c) **Establish partnerships with faith-based, not-for-profit development** to provide community outreach and identify potential residents.
    d) **Incentivize affordable housing developments**. Consider zoning updates, reduce parking requirements, and designate affordable housing as-of-right use with short approval processes.

Recommendation #3. *Increase Access to Parks and Open Spaces*

1. **Increase access to natural resources and assets and activate community gathering spaces.**

    a) **Regional East-West bicycle connection** along Jackson Street between the City of Pensacola Downtown and the Bayou Marcus.
    b) **Regional North-South connections** between Oakcrest elementary school and planned multimodal infrastructure along US Hwy 98 and Bill Gregory Park.
    c) **Local connections to Jackson Creek, a local hidden gem.** Conduct a feasibility analysis for a multi-use walking/biking path along Citrus Street across the railroad to Jackson Creek, alternatively, along Ross Street to Idlewood Drive.

Multimodal transportation infrastructure and transit connections to these destinations are noted in #1 Provide Safe Accessible Mobility

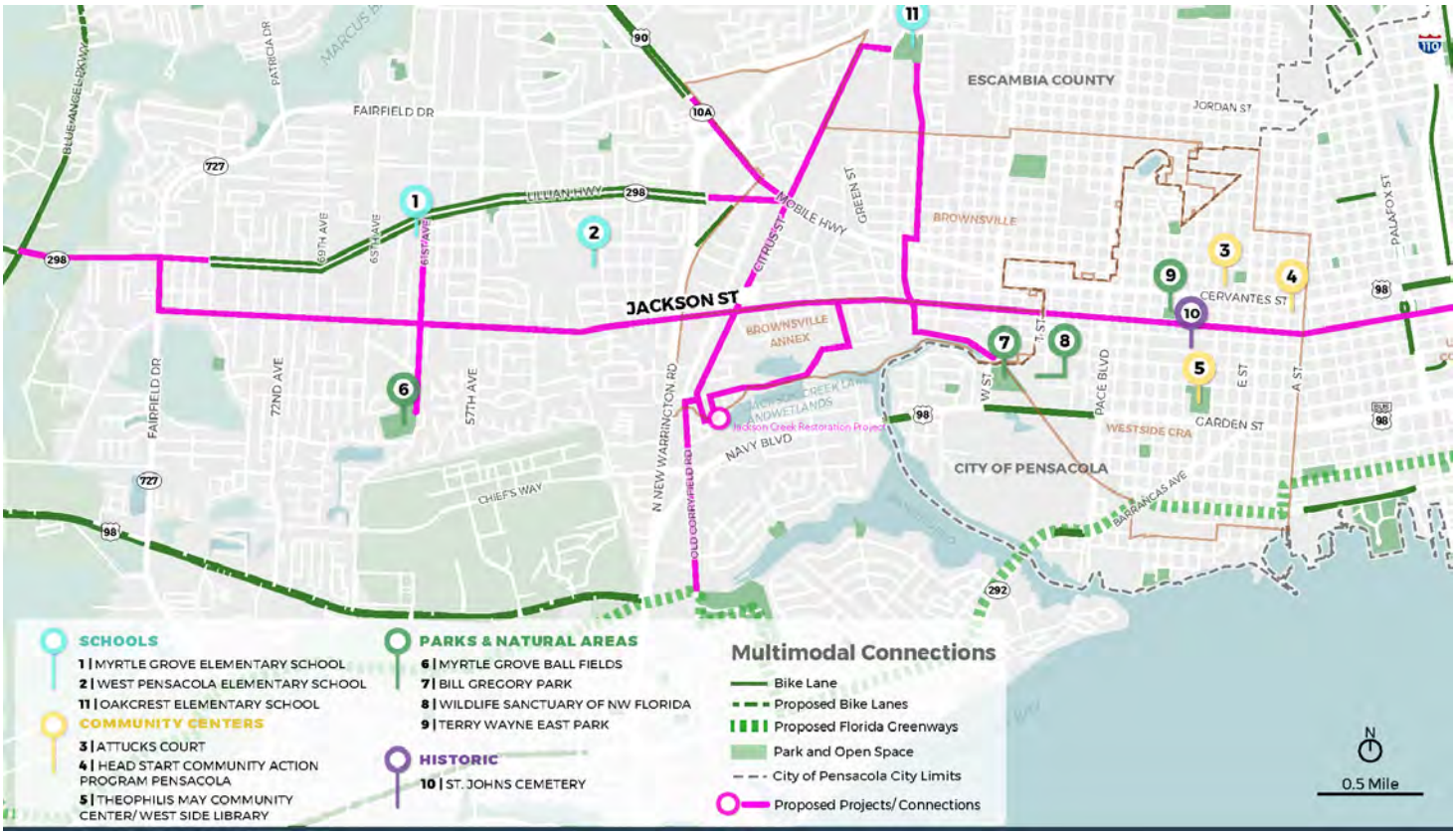


Figure 7: Recommended Regional Multimodal Connections

Next Steps

Towards Reimagine Jackson Street Implementation

Short-term recommendations and long-term strategies were identified through the master planning process. Recommended immediate next steps are:

1) Identify and apply for the appropriate grants for engineering design per segment or combine segments for large grants, identify match funding and necessary partnerships.

	Engineering Design Cost	Engineering & Construction Cost
Segment 1 (City-owned ROW)	$938,000	$6,300,000
Segment 2 (County-owned ROW)	$1,868,000	$12,500,000
Segment 3 (County-owned ROW)	$2,576,000	$17,300,000

Table 3: Opinion of Cost Estimate for City and County ROW

2) Coordinate with the Florida Department of Transportation (FDOT) and Transportation Planning Organization

	Engineering Cost	Engineering & Construction Cost
Fairfield Drive intersection (FDOT-owned ROW)	$42,000	$280,772.43
New Warrington Road intersection (FDOT-owned ROW)	$19,120	$110,800
Pace Boulevard intersection (FDOT-owned ROW)	$150,000	$1,009,000

Table 4: Opinion of Cost Estimate within FDOT ROW

3) Identify opportunities and partnerships to preserve historic assets and celebrate community identity.

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APPENDIX

Appendix A. Existing Conditions Report with Appendix

Existing Conditions Report

April 2022

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

PREPARED FOR:

Escambia County

Brownsville CRA

City of Pensacola

City of Pensacola CRA

BY:

WSP

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Introduction

Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA) are partnering to develop a long-term vision for Jackson Street.

Objectives

The effort's goal is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term economic redevelopment.

The purpose of this master plan is to incorporate the community's needs and desires into a feasible implementation plan that includes transportation and redevelopment improvements.

Project Area, Context

The City of Pensacola and Escambia County are growing, with more families choosing to live along Jackson Street. The community growth, combined with a lack of adequate sidewalks, crosswalks, and other road infrastructure, makes safety a primary concern for people walking, biking or driving. Also, housing affordability and aging-in-place are challenges to maintaining the existing community fabric. The Escambia County portion of the corridor has several schools, retail, and health centers. But, the segment had several road crashes that have resulted in fatalities or severe injuries each year. Like the eastern corridor section, the western section has discontinuous or no sidewalks, safe crossing opportunities, or dedicated bike infrastructure.

Jackson Street serves as a local connector between the City of Pensacola's downtown urban core and the outskirts of Escambia County. It is a historic street that traverses a culturally diverse and predominantly residential community with some commercial and retail uses. The diverse community includes Vietnamese, Hispanic, and African Americans, with strong elements of its cultural identity with restaurants like Saigon Deli, and a 'Black Lives Matter' mural painted on A Street. Community assets like the adjacent Jackson Lakes and Jones Swamp wetlands, indicates the opportunities to connect the community to outdoor spaces.

The project limits extend from A Street to Fairfield Drive and are approximately six miles long. The study area encompasses Jackson Street from A Street to Fairfield Drive and has a 0.25-mile buffer.

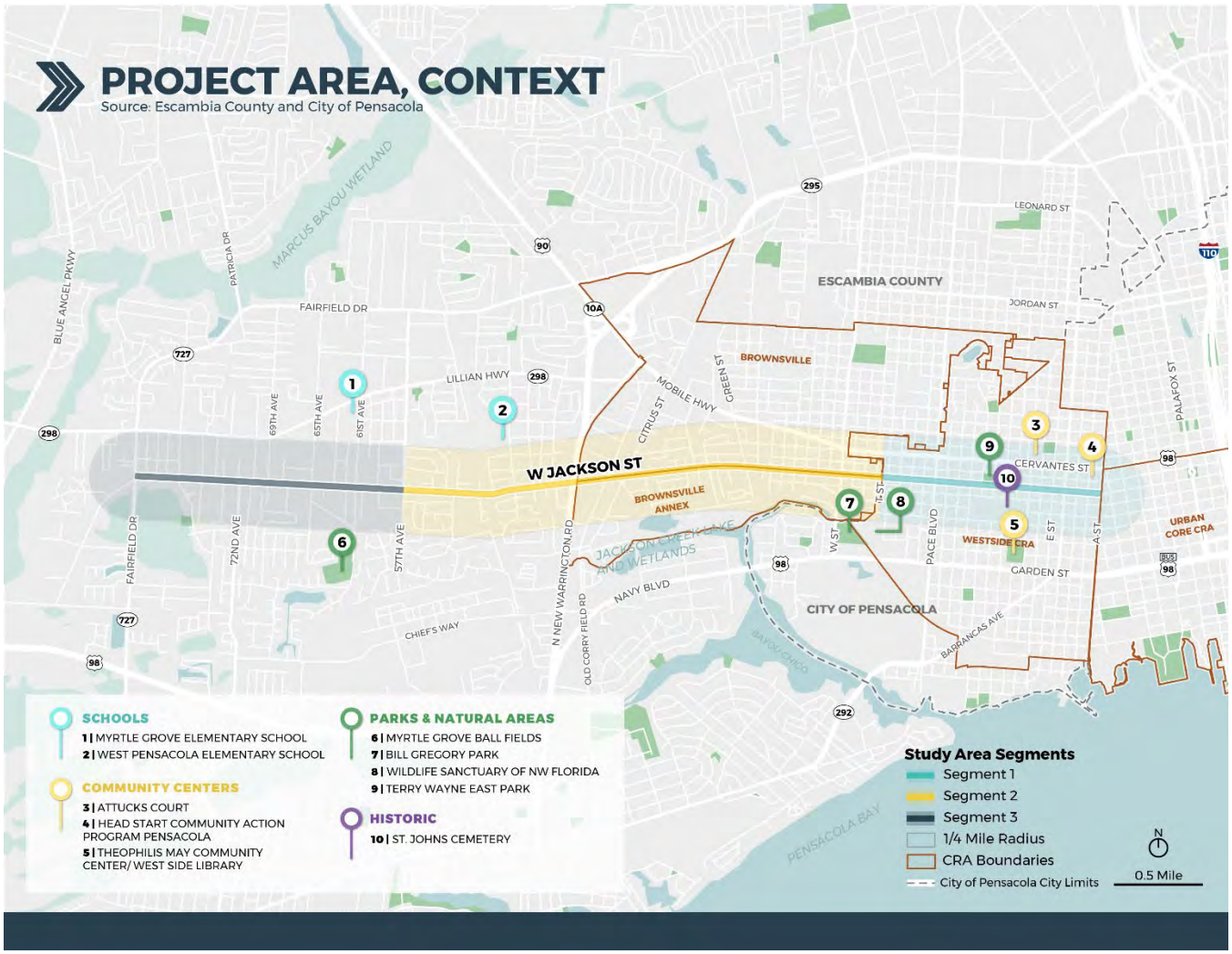
Jackson Street is a local collector roadway extending approximately 6.2 miles from A Street to T Street (2 miles) in the City of Pensacola and T Street to Fairfield Drive (4.2 miles) in Escambia County. The study area is overseen by the City, County, and two CRAs. The City and its CRA oversee the eastern portion between A Street and Boland Place, Escambia County oversees the section from Boland Place to Fairfield Drive, and the section between Boland Place and New Warrington Road.

The study area is divided into three segments based on the data collected.

- **Segment 1** is on the eastern side of the study area, from A Street to T Street, entirely within the City of Pensacola.

- **Segment 2** is at the center of the study area, from T Street to 57th Avenue, entirely within Escambia County and encompassing a portion of the Brownsville Redevelopment District.
- **Segment 3** is on the western side of the study area, from 57th Avenue to Fairfield Drive, entirely within Escambia County.

Figure 1: Map of project area, context



Existing Conditions

This section describes the current conditions along Jackson Street based on multiple site visits, and review of data.

Summary of Our Understanding

The project team visited Jackson Street, adjacent streets, and destinations to begin understanding the challenges and opportunities. Jackson Street is a historic street part of a more extensive street-grid network dating back a hundred years on the east end of the corridor, compared to the relatively newer suburban layout on the west end of the corridor. Jackson Street has historic assets and evolving diverse communities reflecting the rapidly growing City and the preserved historic culture of the County.

OPPORTUNITIES FOR IMPROVEMENTS

Better multimodal connectivity to community destinations like religious institutions, ballparks, neighborhood retail spaces like the corner butcher store, and neighborhood recreational spaces like Jackson Creek Wetlands and Lakes.

Revitalize businesses or repurpose historic structure for other uses. There are several empty lots, dilapidated homes along the segment, and abandoned commercial spaces at intersections. Many structures are historic reminiscent of Old Florida. These provide opportunities to revitalize the spaces, and add affordable housing.

Increase safety and mobility options. The study team saw several children walking and biking during the visit, people interacting with family and neighbors on the front porches. The streets were alive. At the same time, data indicated that several people have lost their lives or were severely disabled along the corridor. Opportunities to improve safety include redesigning intersections for safety, providing dedicated facilities, and lighting improvements for those walking and biking between Green Street and Fairfield Drive.

Preserve and celebrate community assets: The lush tree canopy on the west end of the corridor is a community asset that must be preserved. Also, tree canopy and the green infrastructure would improve water quality at Jackson Creek, an underutilized community asset, while proving comfort to those walking and biking.

DATA COLLECTION

The geographic information system (GIS) data collected from Escambia County and the City of Pensacola were analyzed. Data includes:

- Future land use and zoning
- Existing bike infrastructure and sidewalks
- Escambia County Area Transit (ECAT) Transit Routes and Stops
- Flood Zones, Storm Surge, Evacuation Roads
- Brownfields, Superfund Sites

- 2014 Flood Damage Data
- Sewer and Waterlines

SITE AUDIT

The corridor infrastructure gaps were verified on-site during a site audit with City, County, and CRA staff, on February 8 and 9, 2022. Data and information were collected by the study team walking and driving the corridor.

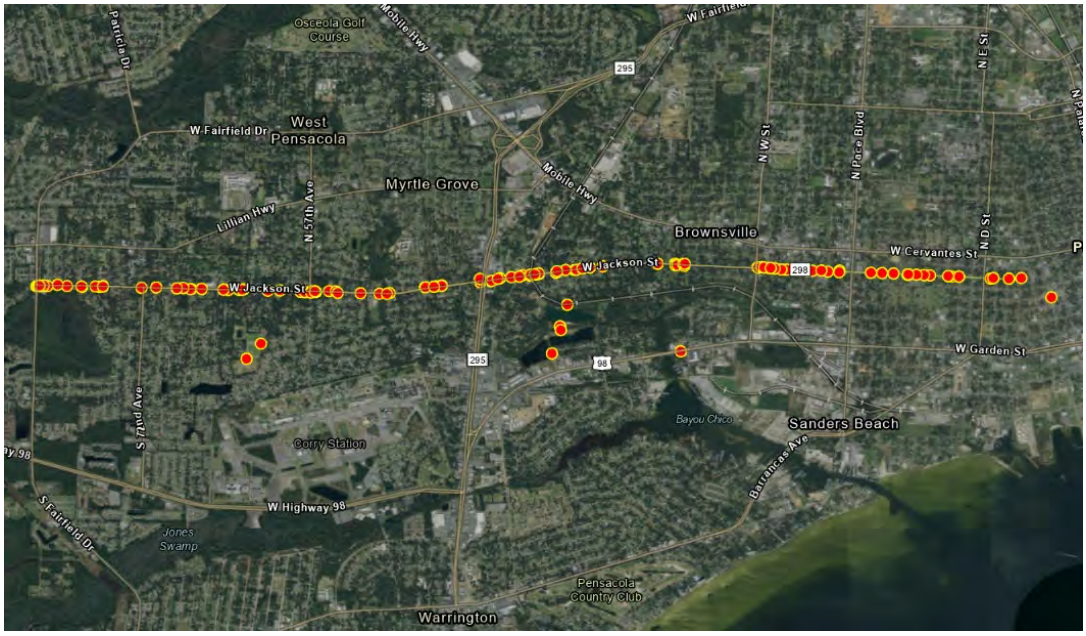
Figure 2: Walking audit crossing New Warrington Road with County staff



Figure 3: Portions of the street have no sidewalks



Figure 4: Site audit data points collected using ArcGIS Survey



Site observations and photographs were tracked using ArcGIS Survey 123 Application at the location shown in ***Figure 4***. The following framework was used on the ArcGIS App to collect the site data.

BICYCLE & PEDESTRIAN INFRASTRUCTURE

Existing Sidewalk Challenges
- No sidewalk here
- sidewalk on one side of the road, only
- Trip hazard (broken sidewalk)
- Narrow sidewalks (less than four feet)

Utility Obstructions
- Utility box
- Utility pole
- Pylons (high voltage electricity)

Observed Crossing
- Add new crossing
- Enhance existing crossing

Street Lighting
- Yes
- No

TRANSIT & VEHICULAR INFRASTRUCTURE

Bus Stop Infrastructure
- Needs improvement
- Neutral
- Good

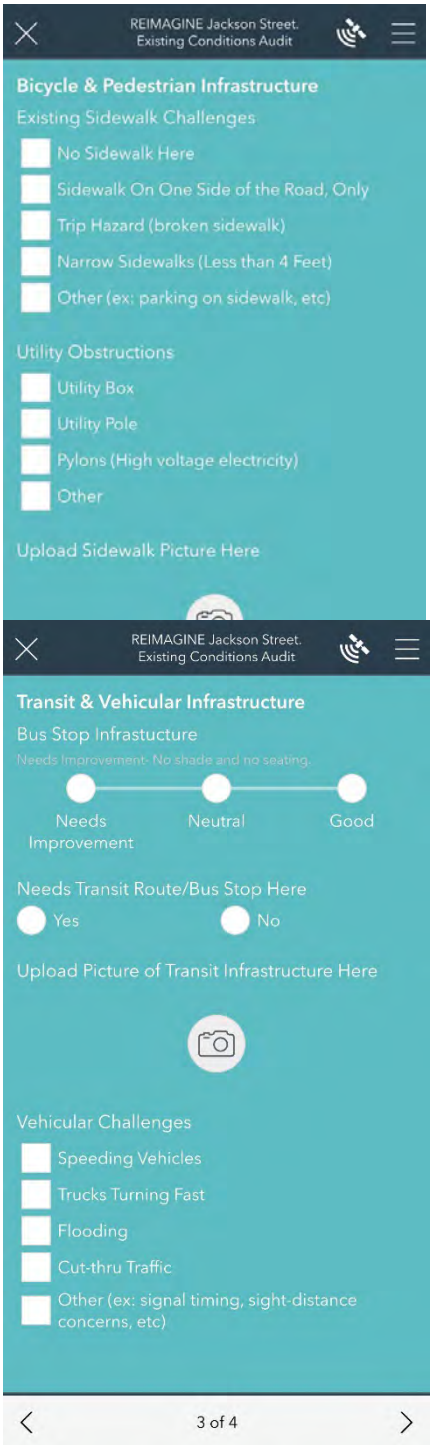
Needs transit route/bus stop here
- Yes
- No

Vehicular Challenges
- Speeding vehicles
- Trucks turning fast
- Flooding
- Cut-through traffic
- Other

COMMUNITY & CULTURAL ASSETS

Type
- Community gathers here to hangout
- Historic buildings
- Large shade trees
- Other

Figure 5: Screenshots of ArcGIS Survey



Potential Redevelopment Opportunity (vacant lots)

- Yes
- No

More pictures taken during the safety audits in Appendix A.

Community Assets

PUBLIC OPEN SPACES

Jackson Street has limited open spaces available to the public adjacent to the study area and include:

- **Wildlife Sanctuary of Northwest Florida** is directly accessible from Jackson Street and located three blocks south between S Street and W Street. According to the website, it is a non-profit organization that provides care to injured or orphaned indigenous wildlife. The sanctuary is open to the public Wednesday to Saturday between 12:00 pm and 3:30 pm for a $3 donation.
- **Jackson Lakes and Jones Swamp** are located one block south of the study area. However, the lakes are not accessible to the public.

Figure 6: Jackson Creek Lake looking towards Jackson Street



PLAYGROUNDS

There are three playgrounds within and near the study area. The City of Pensacola maintains **Terry Wayne East Park,** with a baseball field, located between K Street and J Street, and **Bill Gregory Park** located along W Street. Escambia County maintains One Myrtle Grove located one block south of the study area along 61st Avenue.

ELEMENTARY SCHOOLS AND LEARNING CENTERS

Three Escambia County schools serving pre-K to 5th grade students are within the study area. They are **Global learning Academy** along P Street, **Myrtle Grove Elementary** along 61st Avenue, and **West Pensacola Elementary** along 49th Avenue. Two pre-school or daycare centers serve the community are within the study area. They are **Precious Lil Angels Learning Center** and **Knowledge & Fun Learning Center.**

HISTORIC ASSETS

John's Cemetery is located one block south of the corridor. According to the cemetery's website, the public cemetery was established in 1876 and continues to be available for use. The cemetery is managed by the Friends of St. John's Cemetery Foundation.

Street Trees: The western end of Jackson Street, segment 3 has a variety of large trees along both sides that provide cover and shade for those walking or biking. Most of the street trees are Crepe Myrtles or Oak trees. The eastern end segment 1 lacks adequate shade canopy with minimal trees within the right-of-way. The City of Pensacola protects Oak trees.[1]

Figure 7: Old Oak trees line the western section of Jackson Street



[1] City of Pensacola Code of Ordinances, Title XII, Chapter 12-6 "Tree/Landscape Regulations" notes specific heritage trees that are protected in all zoning districts.

Historic Buildings: The eastern portion of the study area, segment 1, has a number of historic houses and commercial buildings. While some of them are well-preserved and maintained, others are dilapidated and in a state of severe disrepair. The area does not have any historically designated buildings, neither are the buildings protected with a historic district designation.

Figure 8: Historic residential and commercial properties. Some in state of severe disrepair





CULTURAL DIVERSITY, COMMUNITY IDENTITY

The Jackson Street corridor along with Cervantes Street is considered an international cultural melting pot with Hispanic, Vietnamese, and African American communities that live and work around the study area. The cultural diversity is celebrated with various establishments such as the **Five Sisters Blues Café** and **Saigon Oriental Market.** The study team saw the community celebrating and embracing their diversity with pride flags on the front porch and a "Black Lives Matter" road mural**.**

Figure 9: Black Lives Matter mural on A Street



PEOPLE ATTRACTORS AND DESTINATIONS

There are numerous places of worship serving diverse congregations, educational institutions, health care centers, and businesses within walking distance of the corridor. ***Table 1*** indicates the community destinations near Jackson Street.

Table 1: Community Destinations

Places of Worship		
Casting Seeds Ministries Inc	Victory Bible Baptist Church	Community of Christ
First Corinthian Baptist Church	Hurst Chapel A.M.E. Church	Pace Temple CME Church
House of Prayer for all the Nation	Antioch Missionary Baptist Church	First Slavic Baptist Church
Mt Zion Baptist Church	Springhill Missionary Baptist Church	West Pensacola Baptist Church
Emanuel Baptist Church	Life Changing Experience Worship	New Beginnings Anointed Christian Center
Sonlight Christian Center	Myrtle Grove United Methodist	Iglesia Vida (inside Baptist Church)
Community Centers		
Bike Pensacola Advocacy Chair	West Side Library	Attucks Court

Theophilis May Community Center	Head Start Community Action Program Pensacola	
Businesses		
Short Stop 24 Hr Store	Sleepy Hollow Bar	A To Z Auto and Truck Repair INC
Saigon Oriental Market and Deli	Beacon Food Mart	Easy Going Gallery
Rivka's Kitchen	Beachside Bingo	H & D Paint & Body Inc
Mighty Goods by Darion	Spirit Be Knowin'	Auto America
Chicago Store and Deli	Blue Angel Music	Pure
Lucky Penny	White's Barber & Style Shop	Red Dot Storage
Shanequa's Cleaning Service	First Tech Auto Repair	Ink Incorporated Tattoo
Jackson St Grocery n Meat Market	Emerald Coast Storage	Tom Thumb
Smokey's Diesel Repairs	Professional Automotive Repair	Shell/Circle K
United Beef Store	Parker Welding LLC	Pep Boys
Martin's Seamless Gutters	Jean's Alterations	Puppy Love Play and Grow
Health Care Centers		
Baptist Health Care	Baptist Hospital	Community Health Northwest Florida
Baptist Hospital	DaVita West Pensacola Dialysis Center	

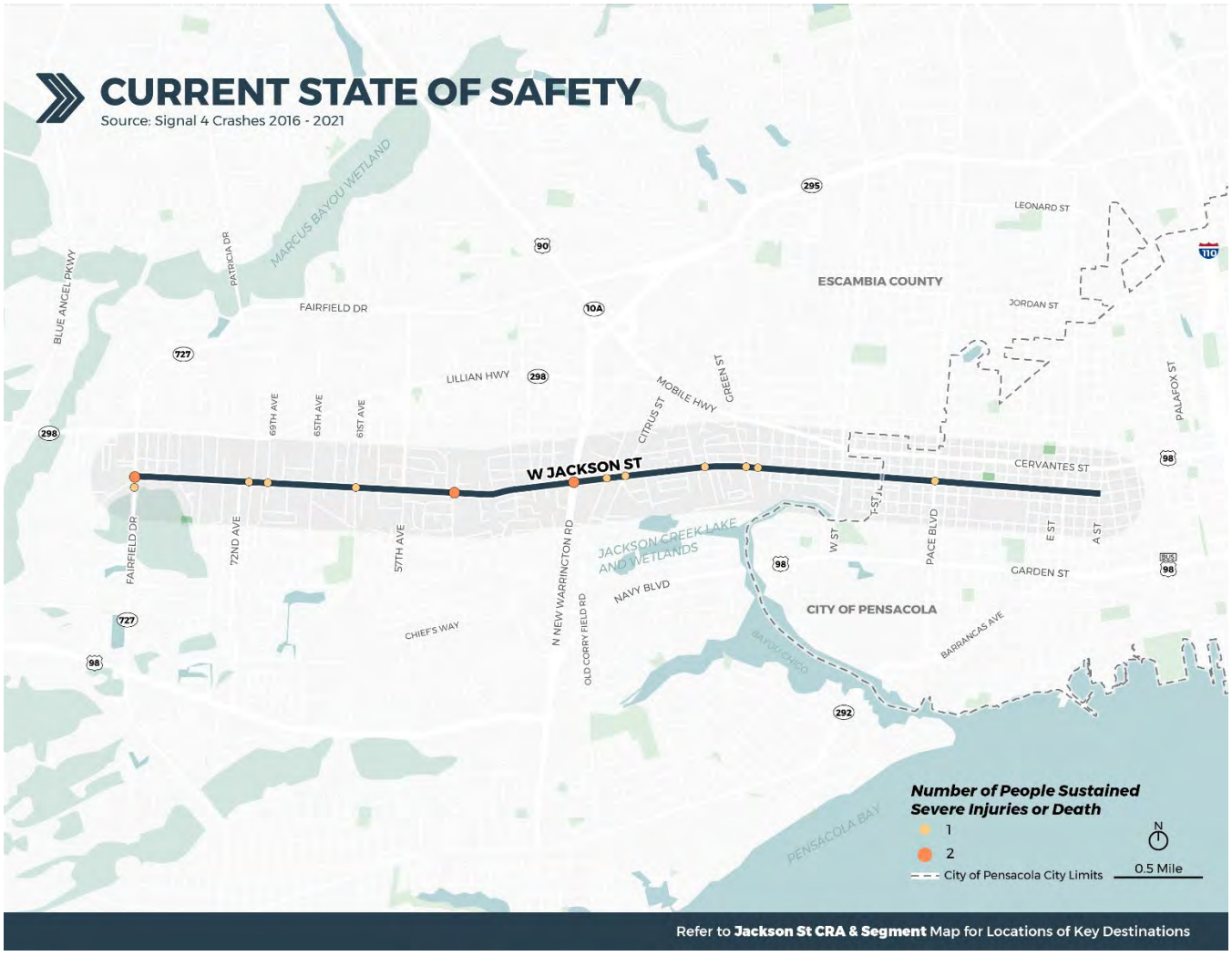
Mobility Conditions

CURRENT ROAD CONDITIONS

State of Road Safety

The Vision Zero approach was used to analyze the current state of safety within the study area. Vision Zero prioritizes eliminating all crashes resulting in fatal and severe injuries compared to conventional attempts to eliminate all crashes.

Figure 10: Map of incidents resulting in fatal and severe injuries



Between 2016 to 2021 there were 16 fatal and severe injury crashes (crashes) within the study area. This includes three (3) crashes resulting in fatalities and 13 crashes resulting in severe injuries. Five (5) crashes impacted those walking or biking, of which three (3) crashes involved people walking, and two (2) crashes involved people biking. Two (2) crashes occurred in wet conditions and six (6) crashes during the nighttime. Driving under the influence was not a contributing factor in these crashes.

Fatal and severe injuries occurred along Jackson Street at Fairfield Drive, Forest Park, Edgecliff Drive, and New Warrington Road. Locations that disproportionately impact those walking and biking are Fairfield Drive, New Warrington Road, Old Corry Field Road, and Ross Street/Keys Court.

Table 2 summarizes crash data along Jackson Street within the study area from 2016 to 2021.[2]

Table 2: Crash Data Summary by Year (2016-2021)

Year	Fatality	Severe Injury	Pedestrian Involved	Bicycle Involved	Total
2016	0	2	0	0	2
2017	0	2	0	1	2
2018	0	2	1	0	2
2019	0	3	0	0	3
2020	1	2	1	1	3
2021	2	2	1	0	4
				TOTAL	***16***

Detailed characteristics of crashes are in Appendix B.

Right-of-Way Widths

The right-of-way widths vary along with the three segments of the corridor.

In Segment 1, between A Street and Boland Place, the width is 55' with two travel lanes, on-street parking, D-curb, a narrow landscape strip, and a 5' sidewalk. In Segment 2, between Boland Place and New Warrington Road, the width is 55', and between new Warrington Road and 57th Avenue, 65'. This section has two travel lanes, sidewalks on one side, or no sidewalks. In segment 3, between 57th Avenue and Fairfield Drive, the width varies between 55' and 65'. This section has two travel lanes, large canopy trees, and no sidewalks.

[2] Crash data were obtained from theSignal 4 Analytics for the most recent years (2016-2021).

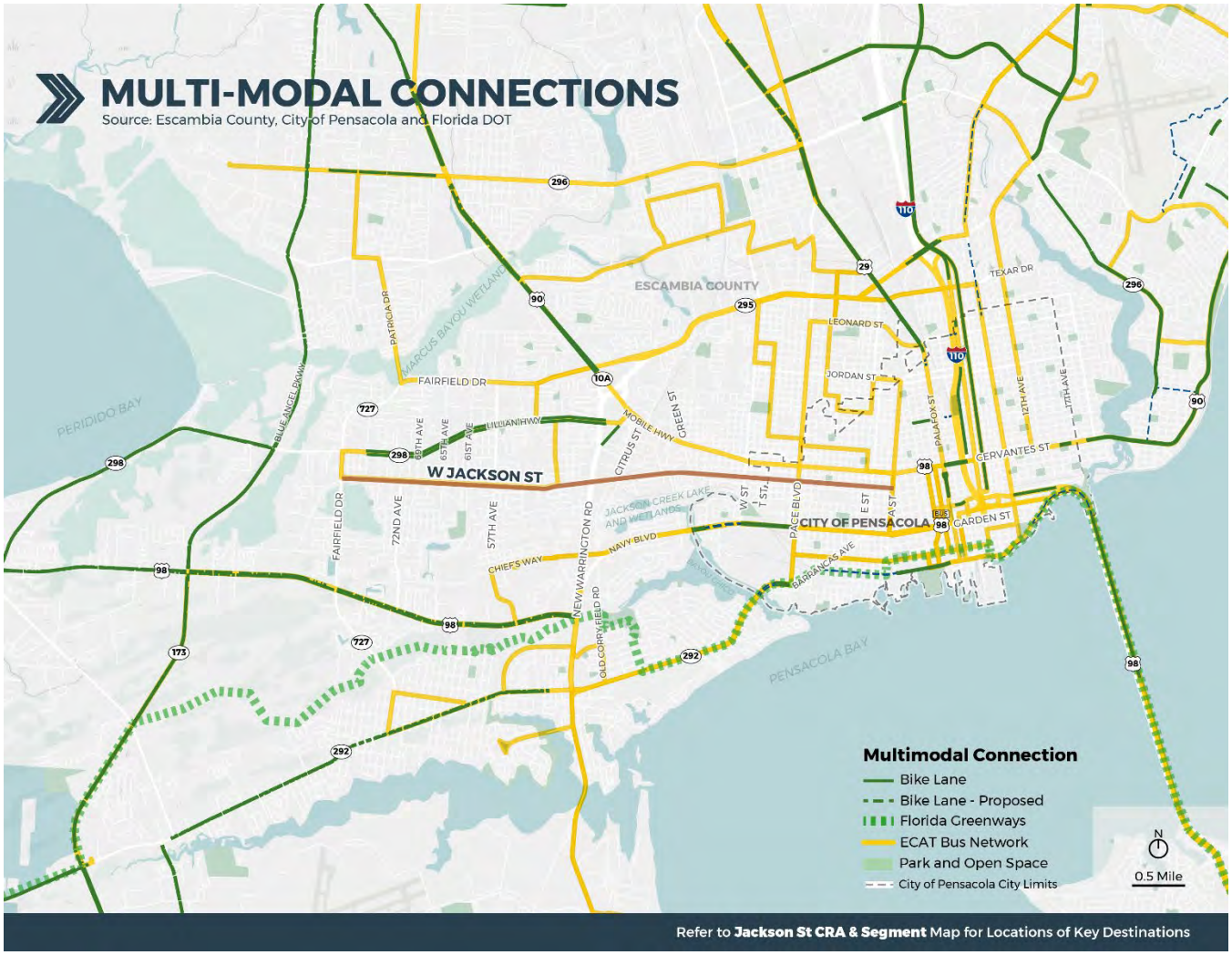
BICYCLE AND PEDESTRIAN INFRASTRUCTURE CONDITIONS

Regional Bike Routes and Multi-Use Trails

Jackson Street serves as an east-west connector but does not have adequate infrastructure for those walking or biking. However, it has the potential to serve as a non-vehicular east-west corridor between Downtown Pensacola and Blue Angel Parkway in Escambia County.

There are no bike lanes along Jackson Street. The closest parallel bike lanes are on Lillian Highway to the north and US 98 to the south. Bike access is limited to the east, with fragmented bike lanes or shared roads on Palafox Street and Main Street along Maritime Park. To the west, there is a trail network with shoulder bike lanes along SR 173, SR 298, and US 98. Several proposed bike lanes, including Florida and Escambia County Greenway trails, are south of the study area.

Figure 11: Map of regional non-vehicular/ multi-modal infrastructure



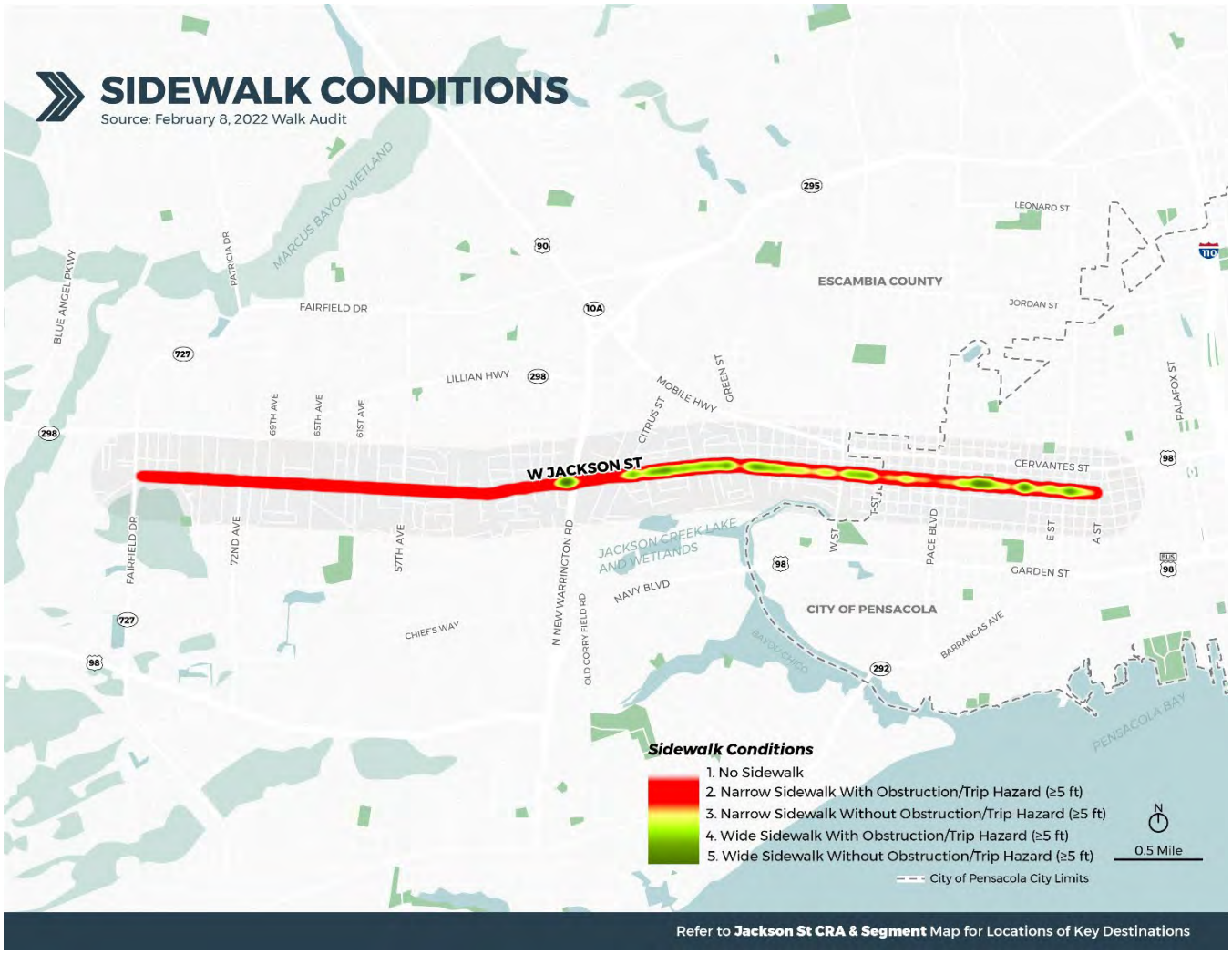
Street Lighting

The team observed a varying degree of lighting along Jackson Street. Most of the existing lighting is streetlamps from existing power poles that provide lighting for those driving. However, there is inadequate lighting for those walking or biking.

Sidewalk Conditions

The study team observed sidewalk conditions during the walk audits.

Figure 12: Map illustrating observed sidewalk quality during the site audit



In Segment 1, there is a narrow sidewalk on the south side of Jackson Street. Generally, the sidewalk is buffered by a narrow grass strip from the roadway. However, utility poles, overgrowth, or cracked pavement often obstruct sidewalks. There are segmented sidewalks along the north side of Jackson Street. In Segment 2, east of Gulf Street, a narrow sidewalk on the north side of Jackson Street is generally buffered from the roadway by a narrow curb strip. In the residential areas, cars sometimes park on the sidewalk, obstructing pedestrians' access. Utility poles, overgrowth, and cracked

pavement also block access. There are no sidewalks along Jackson west of Gulf Street in Segment 2 or Segment 3.

Crossings Conditions

The study team observed crossing conditions during the walk audits. In Segment 1, there are marked crosswalks on the south side of the intersection at L Street, at all four (4) crossings of the Pace Boulevard intersection, on the south side of the L Street intersection, on the west and south sides of the Q Street intersection, and the east side of the R Street intersection.

In Segment 2, there are marked crosswalks on the east side of the U Street intersection, at all four (4) crossings of the W Street intersection, and all four (4) crossings at the New Warrington Road intersection. The New Warrington Road crosswalks have pedestrian crossing signals. There are no crosswalks in Segment 3.

Bicycle and Pedestrian Counts

The highest number of bicycle crossing movements were observed at the New Warrington Road intersection (19 total crossings). The highest number of pedestrian crossing movements were observed at the A Street intersection (6 total crossings).

Table 3 lists the total number of bicycle and pedestrian crossing movements for the morning peak hours (7:00 – 9:00 AM) and evening peak hours (4:00 – 6:00 PM) at eight (8) select intersections on Jackson Street. The bicycle and pedestrian counts were collected on Thursday, January 27th, 2022.

Table 3: Bicycle and Pedestrian Crossing Movements

Intersections	Bicycle			Pedestrian		
	AM	PM	Total	AM	PM	Total
1. A St & Jackson St	2	1	3	6	13	19
2. Pace Blvd & Jackson St	2	0	2	8	1	9
3. W St & Jackson St	2	3	5	4	8	12
4. Old Corry Field Rd & Jackson St	2	2	4	1	13	14
5. New Warrington Rd & Jackson St	1	5	6	0	10	10
6. 57th Ave & Jackson St	0	1	1	4	12	16
7. 65th Ave & Jackson St	2	0	2	0	1	1
8. Crow Rd / Fairfield Dr & Jackson St	0	0	0	0	2	2

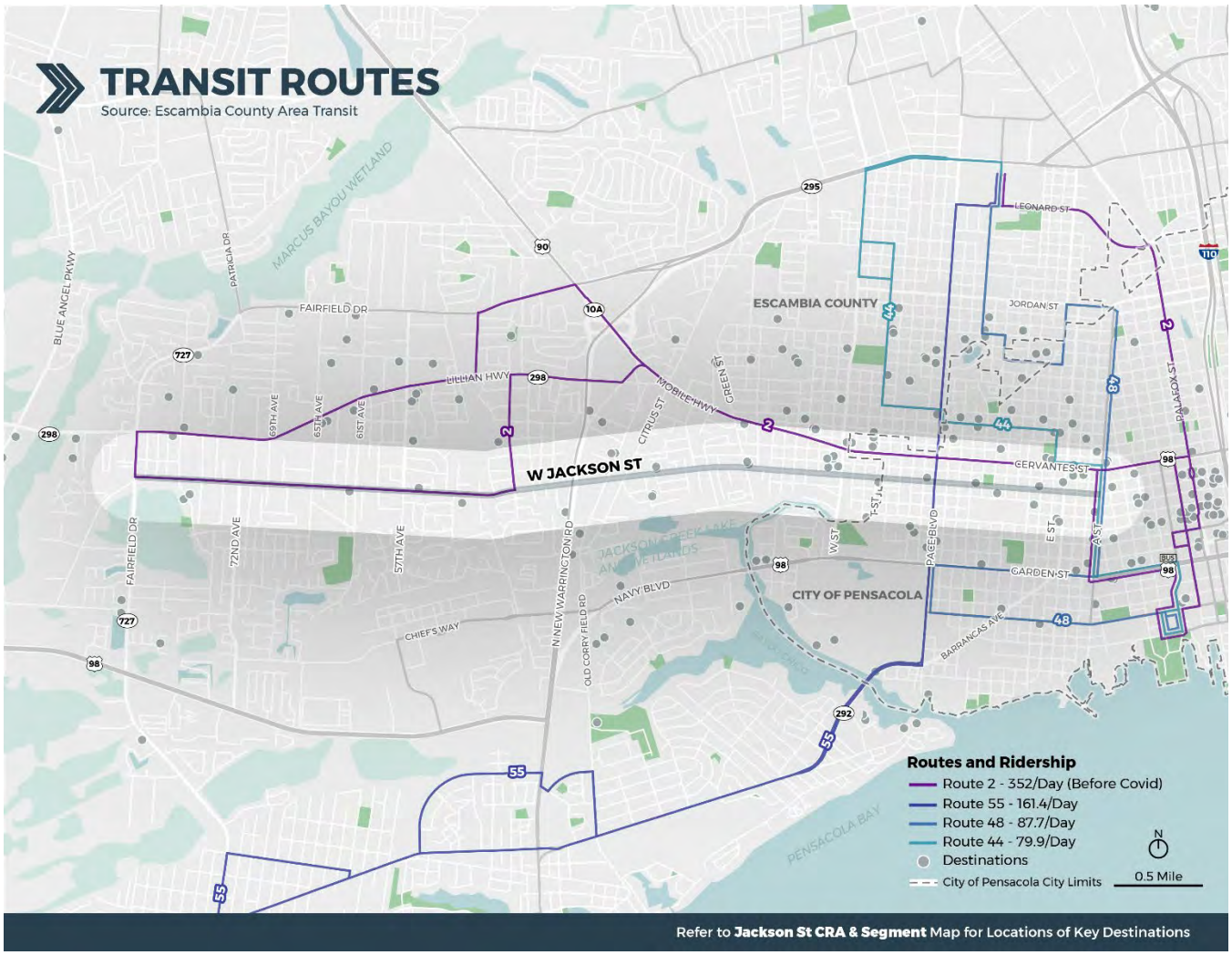
TRANSIT CONDITIONS

ECAT provides public transit options in the study area. Four (4) bus routes- Routes 2, 55, 44 and 48 service the corridor and originate at an ECAT Transfer Center, the Rosa L. Parks Transit Complex.

Transit Routes

Jackson Street is served indirectly by ECAT routes with one route along Jackson Street, and couple of routes traversing Jackson Street along Pace Boulevard and A Street.

Figure 13: Map indicating current transit service routes serving Jackson Street



ECAT Bus Route 2 (Brownsville/Myrtle Grove) runs along the western end of Jackson Street in the study area from Fairfield Drive to 49th Avenue. Route 2 turns north to Lillian Highway, from 49th Avenue, and then east onto Mobile Highway. The average daily ridership on Route 2 (before the COVID-19 pandemic) was approximately 352.

Route 55 (Pace Boulevard/Warrington) intersects with Jackson Street and runs along Pace Boulevard, mainly serving the area south of the study area along Barrancas Avenue. The average daily ridership on

Route 55 is approximately 161 riders. Routes 44 (Brownsville/North Hill) and 48 (Baptist Hospital/MC Blanchard) each run along A Street at the eastern end of Jackson Street in the study area. The average daily ridership on Route 44 is approximately 80 riders and on Route 48 is about 88 riders. There are no bus routes serving the eastern section of the corridor.

Bus Stop Conditions

In general, bus stop infrastructure is deficient along the corridor. Most of the bus stops within the western section of Jackson Street are marked by a signpost. They are not Americans with Disabilities Act (ADA) accessible and lack essential shade and seating amenities.

Figure 14: Bus stops along Jackson Street do not have ADA infrastructure or amenities



Figure 15: The bus stop at the intersection of Pace Blvd has minimal infrastructure but no shelter



VEHICULAR CONDITIONS

Roadway Classification

Jackson Street is a collector roadway connecting Downtown Pensacola to the western portions of Escambia County. Collector roads are typically minor roads that connect to larger arterial routes. Collector roads usually carry a significantly lower volume of vehicles and provide higher mobility for non-vehicle modes. Also, collector roads function at lower speeds. Four (4) north-south arterial roads dissect the Jackson Street study area, including Pace Boulevard, West Street, New Warrington Road, and Fairfield Drive.

Figure 16: Map indicating road classification



Vehicular Traffic

Intersection delay and level of service (LOS) were analyzed for the intersections in the study area along Jackson Street.

Segment 1

1. A Street
2. Pace Boulevard

Segment 2

3. W Street
4. Old Cory Field Road
5. New Warrington Road

Segment 3

6. 57th Avenue
7. 65th Avenue
8. Crow Road/Fairfield Drive

Table 4 and **Table 5** summarize existing peak hours (AM and PM, respectively), LOS, and delay (in seconds) for each approach and intersection overall.[3] All intersections currently operate at LOS D or better in both peak hours. The New Warrington Road and Jackson Street intersection (#5) experiences LOS F in the AM peak and LOS D in the PM peak. However, the overall intersection operates at LOS D in the AM peak and LOS C in the PM peak. Detailed traffic data for each intersection is included in Appendix B**.**

Table 4: AM Peak Hour Intersection Operations - Existing Condition (2022)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. A St & Jackson St	26.5 (D)	29.0 (D)	*	*	4.2 (A)
2. Pace Blvd & Jackson St	31.4 (C)	25.6 (C)	17.8 (B)	37.3 (D)	28.4 (C)
3. W St & Jackson St	43.1 (D)	36.8 (D)	10.3 (B)	9.8 (A)	21.6 (C)
4. Old Corry Field Rd & Jackson St	13.0 (B)	12.3 (B)	12.8 (B)	13.2 (B)	12.8 (B)
5. New Warrington Rd & Jackson St	95.0 (F)	57.6 (E)	17.1 (B)	23.7 (C)	36.8 (D)
6. 57th Ave & Jackson St	10.5 (B)	9.3 (A)	17.8 (B)	17.5 (B)	11.5 (B)
7. 65th Ave & Jackson St	10.4 (B)	9.6 (A)	17.8 (B)	17.5 (B)	11.5 (B)
8. Crow Rd / Fairfield Dr & Jackson St	N/A	33.0 (C)	13.9 (B)	11.8 (B)	16.1 (B)

[3] Intersections were analyzed using *Highway Capacity Manual* (HCM) 6th Edition methodologies, as implemented in Synchro 11 software.

** Free movement*

Table 5: PM Peak Hour Intersection Operations - Existing Condition (2022)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. A St & Jackson St	28.7 (D)	30.5 (D)	*	*	3.7 (A)
2. Pace Blvd & Jackson St	29.1 (C)	23.5 (C)	21.1 (C)	22.6 (C)	22.8 (C)
3. W St & Jackson St	36.6 (D)	41.5 (D)	11.1 (B)	11.7 (B)	22.9 (C)
4. Old Corry Field Rd & Jackson St	12.6 (B)	14.1 (B)	13.7 (B)	14.3 (B)	13.8 (B)
5. New Warrington Rd & Jackson St	46.6 (D)	74.6 (E)	24.6 (C)	25.4 (C)	31.8 (C)
6. 57th Ave & Jackson St	9.2 (A)	12.8 (B)	17.8 (B)	18.3 (B)	12.7 (B)
7. 65th Ave & Jackson St	9.6 (A)	12.2 (B)	16.9 (B)	16.8 (B)	11.7 (B)
8. Crow Rd / Fairfield Dr & Jackson St	N/A	36.0 (D)	14.3 (B)	13.1 (B)	17.6 (B)

** Free movement*

Current Operating and Posted Speed

Speed study was conducted along the Jackson Street corridor to examine the observed speed. Speed data was collected on Tuesday, January 27, 2022, at six (6) roadway segments. **Table 6** provides a list of the roadway segments, posted speed limit, and several observed speed profiles (percent of speed exceeding posted speed limit, most frequently observed speed range, and associated percentage) for each roadway segment.

Table 6: Speed Profile of Jackson Street Roadway Segments

Segment	Posted Speed Limit	% Higher than posted speed	Most Frequent Speed	
			Range (mph)	%
Between 47th Ave and Blanton Ct	35	64%	35-39	43%
Between G St and F St	30	44%	25-29	35%
Between T St and S St	35	38%	30-34	39%
East of 75th Ave	35	84%	40-44	36%
East of Green St	35	65%	35-39	40%
West of Edgewood Cir	35	76%	35-39	38%

There are two posted speed limits along the Jackson Street corridor – 35 mph (west of Pace Boulevard) and 30 mph (east of Pace Boulevard), as shown in Table 6. A high speeding tendency was noticed in all the studied roadway segments. The roadway segment east of 75th Avenue experienced the highest percentage of speed samples exceeding the posted speed limit. Four (4) out of the six (6) segments were identified to have the most frequently observed speed range exceeding the posted speed limit, including between 47th Avenue and Blanton Court segment, east of 75th Avenue segment, east of Green Street and west of Edgewood Circle segment.

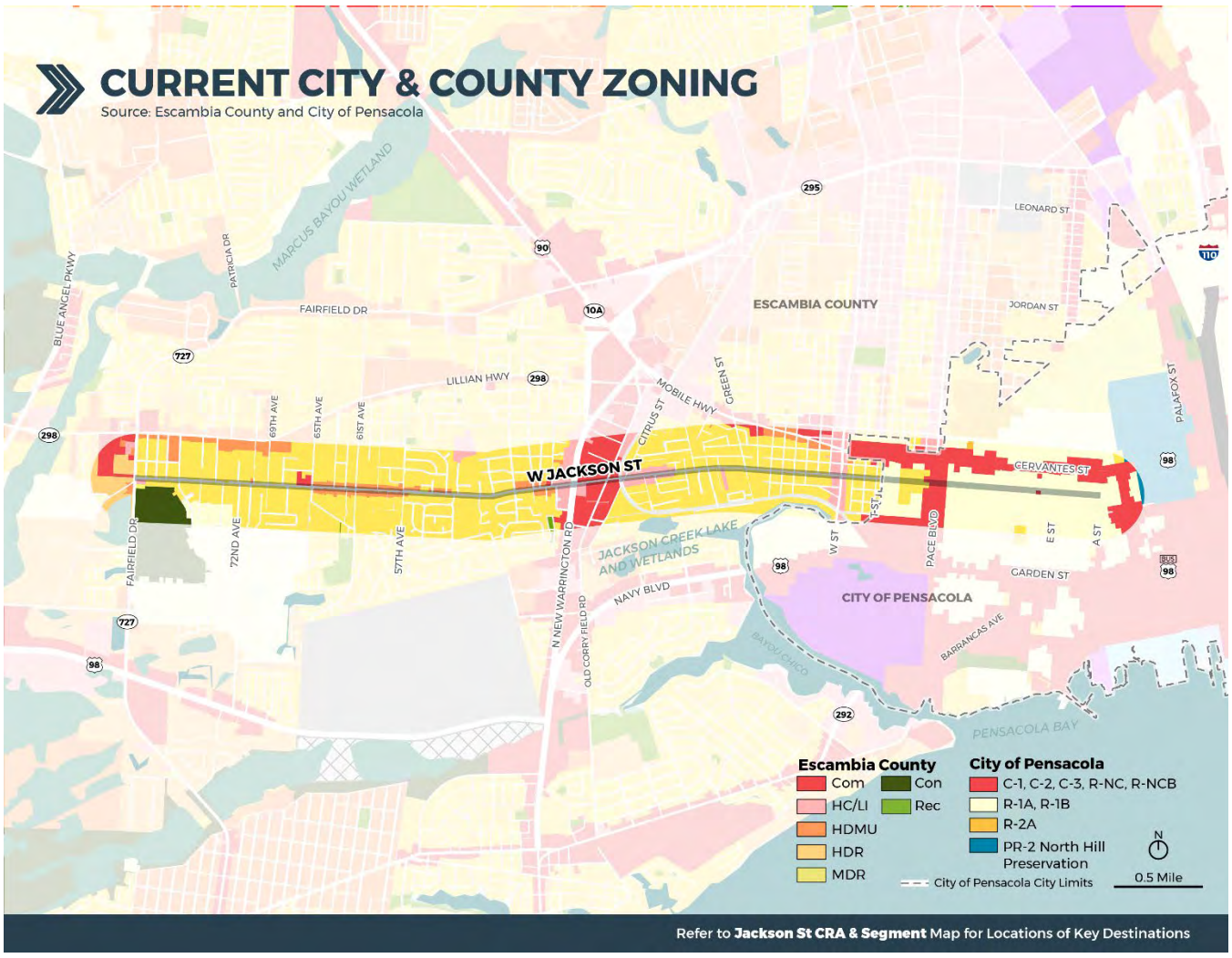
Zoning and On-Street Parking

This section details the study area's zoning designations, identify community assets and public open spaces, and describes on-street parking and utilization.

CURRENT ZONING

Zoning along the corridor is regulated by the City and County, ranging from residential to commercial. The City and County CRAs provide investments and grant opportunities within their respective areas to enhance the quality of life. The zoning requirements are intended to provide infill development at a density, character, and scale compatible with the surrounding area. The commercial zone is intended to provide major commercial areas, primarily for retail sales and service establishments oriented to a general community and/or regional market.

Figure 17: Map illustrating current zoning



City of Pensacola

Segment 1 is located entirely within the City of Pensacola. There are three (3) City zoning designations along Jackson Street in Pensacola: high-density residential, low-density residential, and commercial. The location of each zoning designation is listed below.

- **High density residential:** P Street to R Street
- **Low density residential:** A Street to W Street; R Street to the City border
- **Commercial:** southwest side of F Street; W Street to P Street

Escambia County

Segments 2 and 3 are located within Escambia County. There are four (4) County zoning designations along Jackson Street in Escambia County: medium density residential, commercial, high-density mixed-use, and heavy commercial/light industrial.

- **Medium density residential:** T Street to V Street; X Street to Foye Street; 49th Avenue to Edgecliff Drive (north side) and 46th Avenue to 57th Avenue (south side); 65th Avenue to Fairfield Drive
- **Commercial:** Train tracks (between Old Corry Field Road and Citrus Street) to New Warrington Rd; northwest corner 46th Ave; northeast corner of 65th Avenue
- **High density mixed-use:** Gulf Street to 48th Avenue (south side); 47th Avenue to 49th Avenue (north side); De Luna Drive to Woodsman Drive (north side) 57th Avenue to 65th Avenue; northwest corner of 70th Avenue
- **Heavy commercial/light industrial:** W Street to X Street; southeast corner at Marlboro Street; Foye Street to train tracks (between Old Corry Field Road and Citrus Street); New Warrington Road to 46th Avenue (north side) and Gulf Street (south side); southeast corner of Fairfield Drive

Community Redevelopment Agency (CRA)

Sections of the study area are serviced by the City of Pensacola CRA and the Escambia County CRA. The CRAs' specific and primary purposes are to revitalize and enhance the quality of life within the CRA areas by encouraging private sector reinvestment, promoting economic development, and providing public sector enhancements. The two CRAs are charged with addressing blight, rehabilitating housing, preserving history, reducing crime, creating affordable housing, and preserving and enhancing the tax base using Tax Increment Financing.

- City of Pensacola's CRA serves Segment 1
- Brownsville CRA to the north and Brownsville Annex CRA to the south serve Segment 2

ON-STREET PARKING

On-street parking is on both sides of Jackson Street in Segment 1 from A Street to N Street. It appeared that most car owners park their cars in their paved driveways or on the grass in front of their property. In areas with sidewalks, cars were parked on the sidewalk. There is no designated on-street parking west of N Street. During the walk audits, few cars were parked on the street.

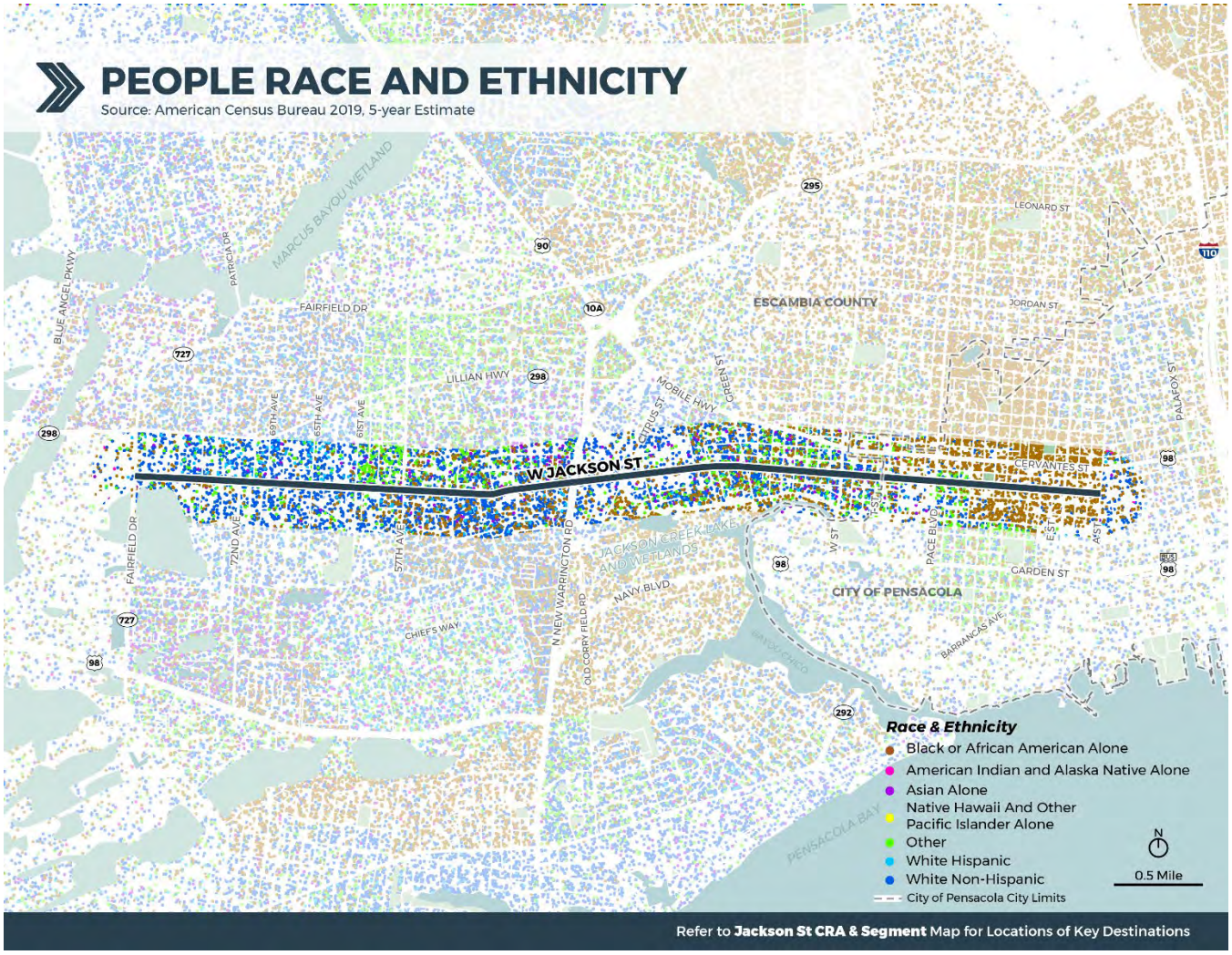
Socioeconomics and Demographics

This section describes current social and economic demographics[4], including age, disabilities, income, zero vehicle households, and race and ethnicity of the population within the Jackson Street study area. The following section summarizes some of the key findings related to socio-economic demographics within the study area and Escambia County.

RACE AND ETHNICITY

The study area has a diverse population of various races and ethnicities. The distribution of people of

Figure 18: Map illustrating the diversity of the communities adjacent to the project area



race and ethnicities are clustered distinctly within the three segments. The population living on the eastern end of the study area (Segment 1), is predominantly black. The population shifts from east to west, becoming more white, non-Hispanic. Within the middle of the study area (Segment 2), there is a

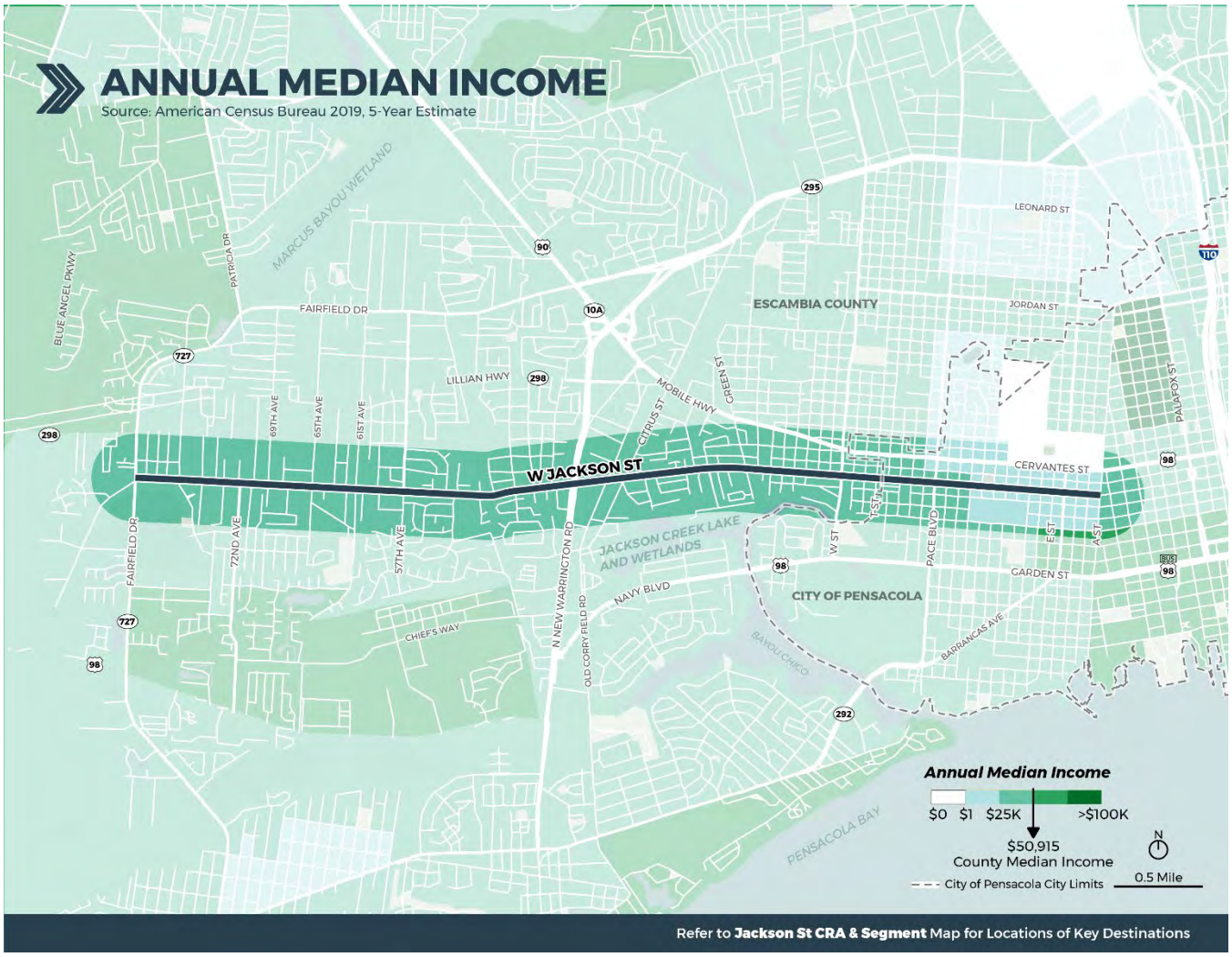
[4] All data are derived from the 2019 American Community Survey (ACS).

greater concentration of people that identify as "Other" and "Asian Alone". Approximately 46% of people who live within one mile of the study area identify as a minority.

HOUSEHOLD INCOME

All census block groups in the study area have an annual median household income below the county average of $51,915. Households with the lowest median yearly income in the study area are located on the eastern side of the study area in Segment 1 and in Segment 3 adjacent to 57th Avenue. Households' average median household income within one (1) mile of the study area is $43,426.

Figure 19: Map illustrating the distribution of household income

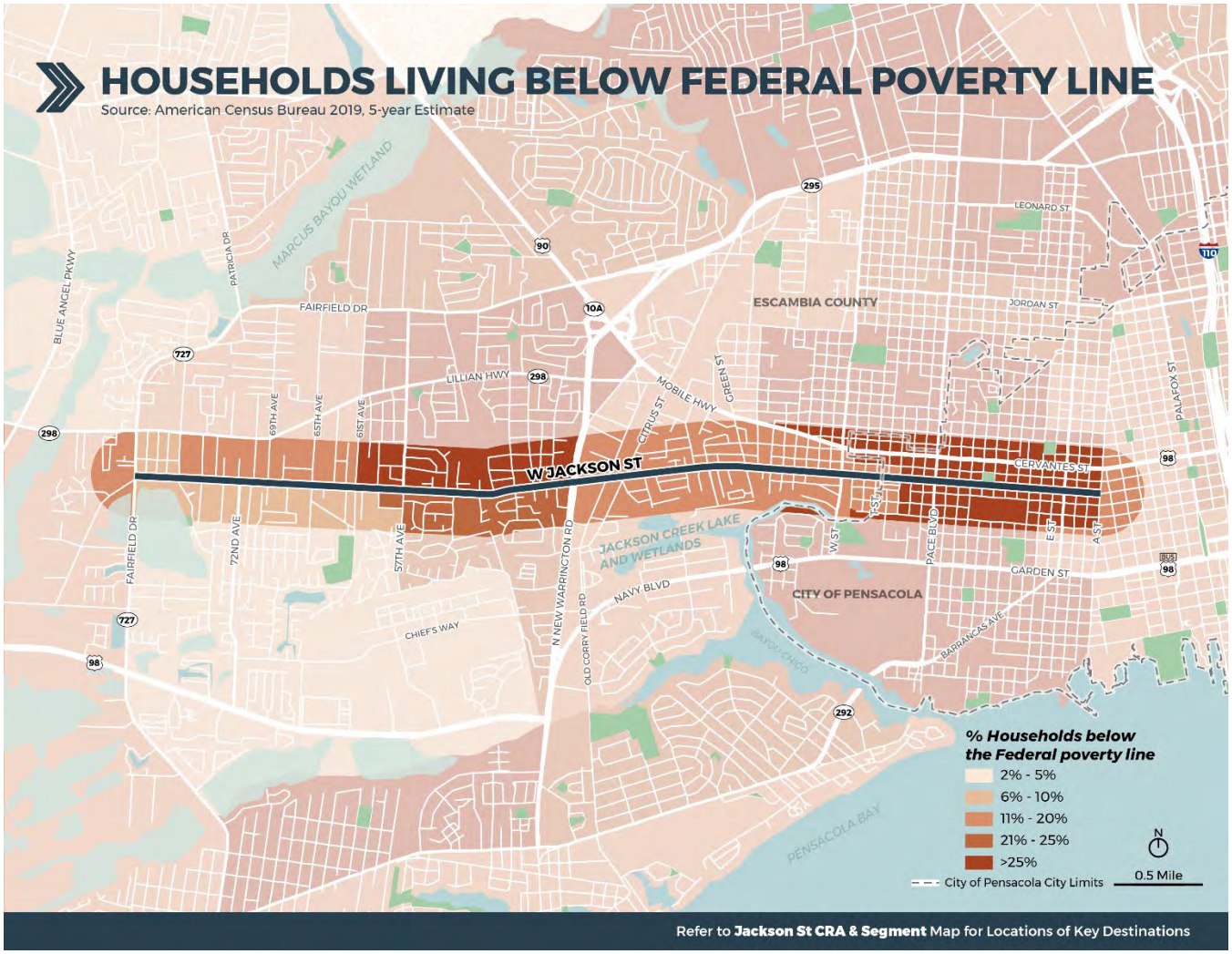


There is a greater density of low-income households (over 40% with $25,000 annual income or lesson the eastern end of Jackson Street within Segment 1. Regionally, a similar density of households meets this criterion south of the study area, closer to the coast. These demographics may have a bearing on future climate gentrification and voluntary or involuntary migration from the coast. Approximately 29% of households within one (1) mile of the study area have an annual income less than $25,000, and

about 71% of households within one (1) mile of the study area have an annual income less than roughly $50,000, which is below the county average.

There is also a higher concentration of people living below the poverty level at the eastern end of the study area and near the center of the study area, north of Jackson Street, where Lillian Highway is located.

Figure 20: Map illustrating the distribution of households living in poverty around the project area



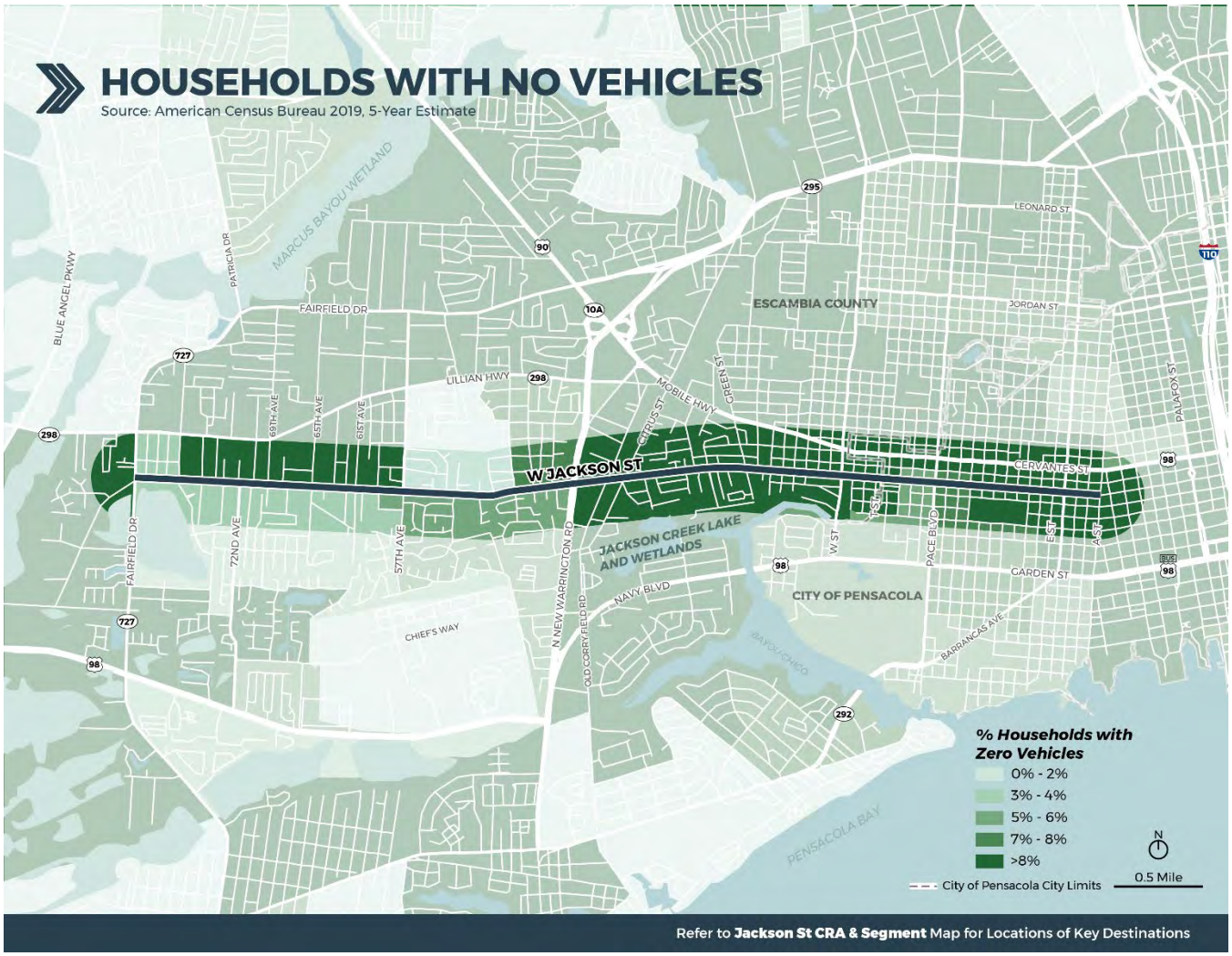
POPULATION WITH DISABILITIES

The population with disabilities varies throughout the study area. On the eastern end of the study area, within Segment 1, more than 21% of the population identifies as disabled. In the center of the study area, along segment 2, approximately 16-20% identify as disabled. More than 21% of the population identifies as disabled West of New Warrington Road.

ZERO VEHICLE HOUSEHOLDS

More than 8% of households in Segment 1 and Segment 2, east of New Warrington Road, do not have a vehicle. West of New Warrington Road, more than 3% of households do not have a vehicle.

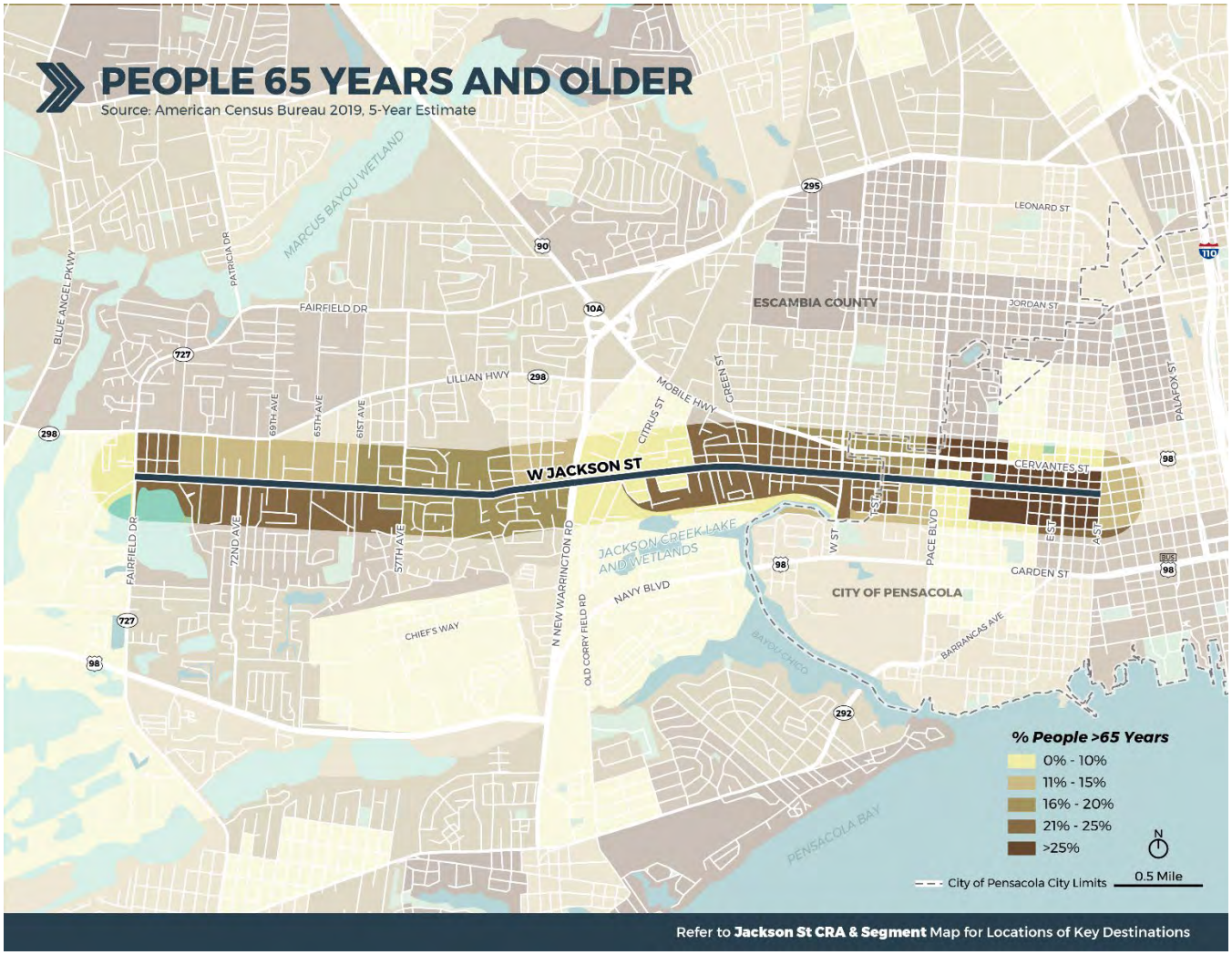
Figure 21: Map illustrating distribution of zero-vehicle households



PERSONS AGED 65 AND OLDER

Throughout the study area, approximately 10-20% of the population is over the age of 65. However, within the westernmost part of the study area and in the center of Segment 2 the population over the age of 65 is 10% or less.

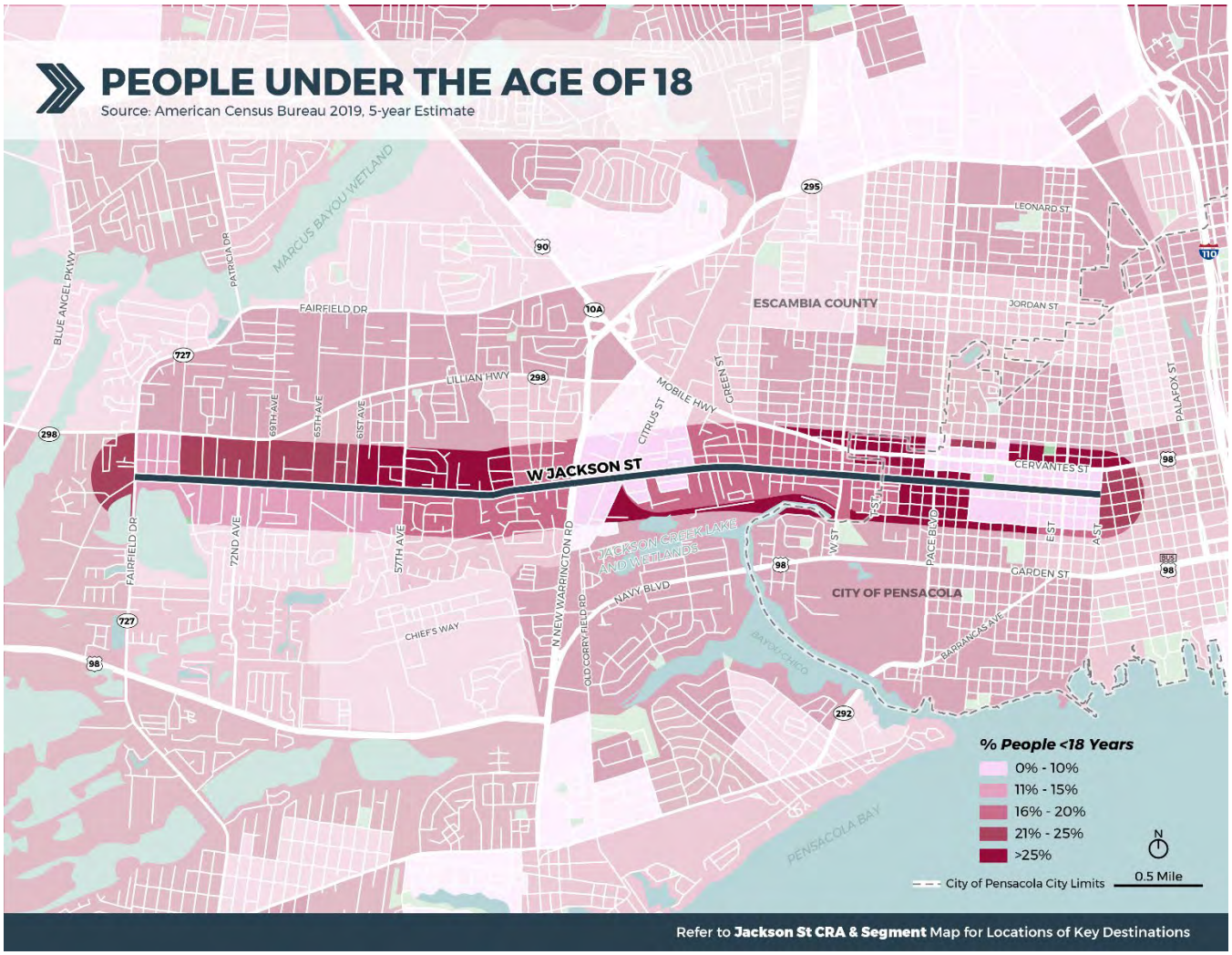
Figure 22: Map illustrating the distribution of people older than 65-years



PERSONS UNDER THE AGE OF 18

More than 25% of the population is under the age of 18 within the western end of the study area, west of 65th Avenue. Approximately 21-25% of the population east of 65th Avenue to New Warrington Road and east of M Street to A Street is under the age of 18. Approximately 11-20% of the population between M Street and New Warrington Road is under the age of 18.

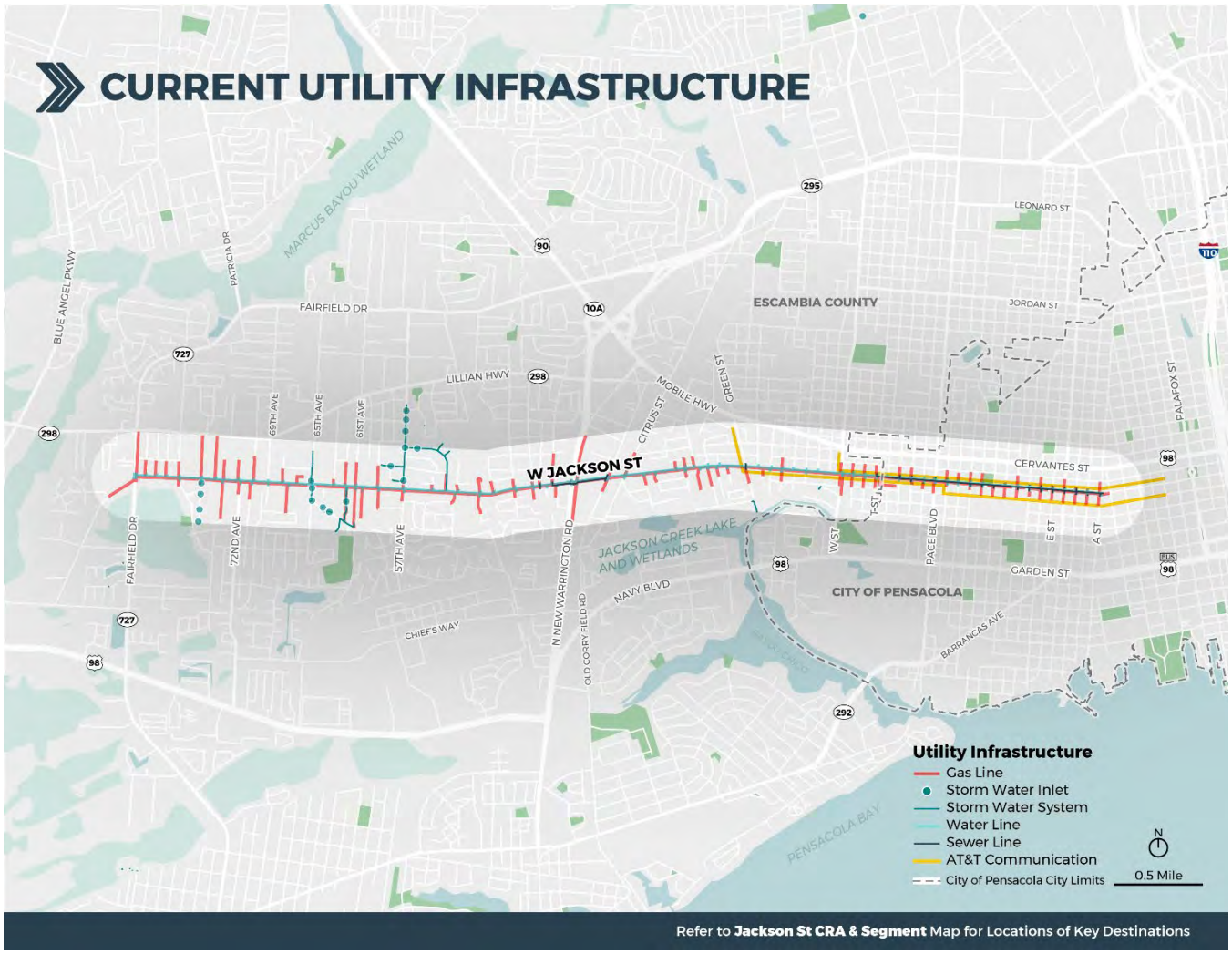
Figure 23: Map illustrating distribution of people under 18-years



Utilities

Utility service providers in the study area, identified via Sunshine One Call, include AT&T (both Florida, Corporate and distribution), Cox Communications, Emerald Coast Utility Authority (ECUA), Pensacola Energy, Escambia County Transportation and Traffic Communications, Florida Power & Light (FPL), Windstream, Century link, MCI, City of Pensacola, Peoples Water Service, Quanta Telecommunication Services and Uniti Fiber.

Figure 24: Map illustrating identified utility infrastructure along the corridor



The following utilities were identified along the Jackson Street study area.

- **Existing gas lines** run the entire length of Jackson Street and perpendicular to Jackson Street at each cross street.
- There is no **storm water system** along Jackson Street. Partial stormwater systems along the side streets are at the western end of the study area, in Segment 3.
- **Water utilities** run the entire length of Jackson Street within the study area.

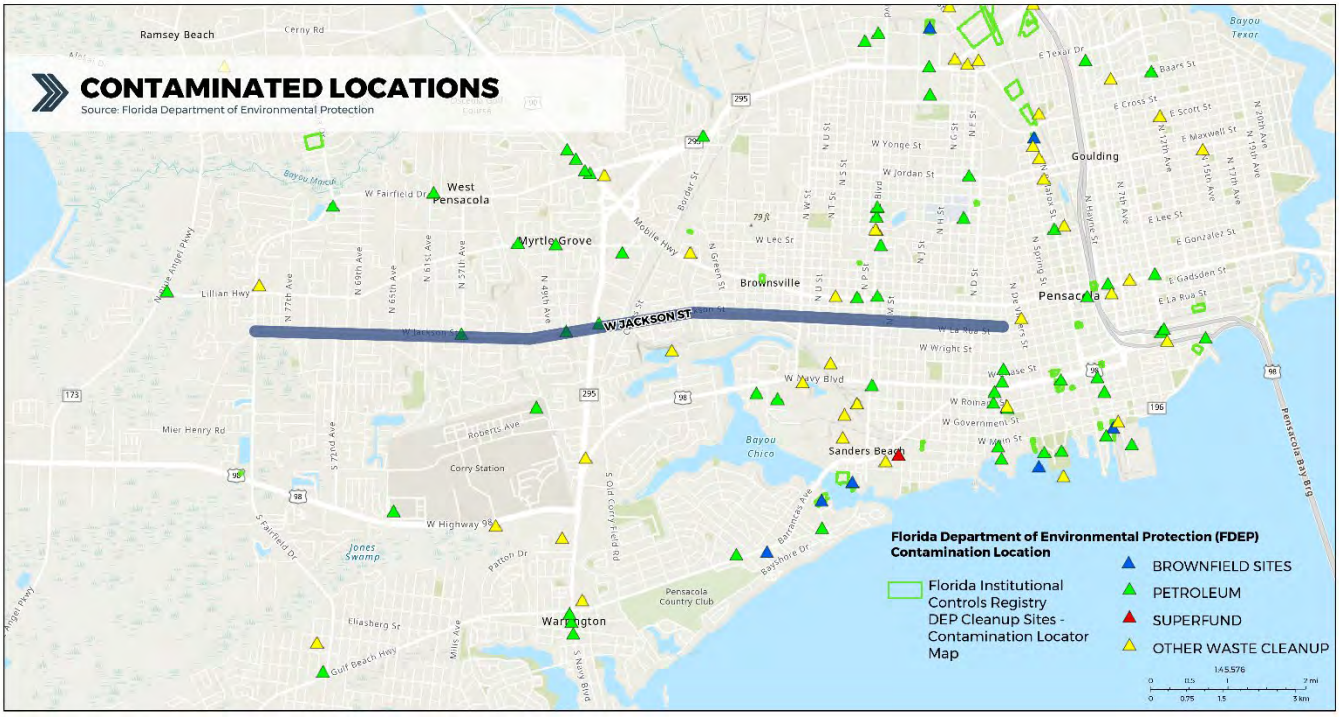
- **Sewer** lines run along Jackson Street in Segment 1 from A Street to the City-County border and in Segment 2 between Old Corry Field Road and 46th Avenue. However, there are no existing sewer lines along Segment 3.
- **An AT&T Communication** system runs along the eastern end of the study area in Segment 1 and the east end of Segment 2.

Discussion with The Emerald Coast Utilities Authority (ECUA) are noted in Appendix D. The City and County must coordinate with ECUA when designing for any improvement for one-dig solutions.

Contamination Exposure

According to the Florida Department of Environmental Protection (FDEP), two active petroleum cleanup sites and one pending petroleum cleanup site on Jackson Street within Segment 2. There are no petroleum cleanup sites located on Jackson Street within Segments 1 or 3. Also, there are no brownfield sites, superfund, or other waste cleanup sites in the entire study area.

Figure 25: Map illustrating locations identified contaminated by FDEP



Climate Vulnerability

The following resources related were reviewed to understand climate vulnerability in the study area,

County-level resources

- Urban Tree Canopy Phase 1 Analysis (n.d.)
- Coastal Vulnerability Assessment: Escambia County, Florida (2016)
- Local Mitigation Strategy: Multi-Jurisdictional Plan (2020)

City-level resources

- City of Pensacola Urban Tree Canopy Study (2014)
- Pensacola's Baseline Greenhouse Gas Inventory Report (2018)
- Pensacola Vulnerability Assessment (2021)

Sea-level rise, heavy wind and precipitation from tropical storms, and hurricanes are the main current and projected climate hazards that impact Escambia County. On the local scale, the City of Pensacola is highly vulnerable to hurricanes and tropical storm events, storm surge, and thunderstorms.[5] Sea-level rise is anticipated to affect assets along the coastline under 2040, 2070 and 2100 scenarios. The Jackson Street study area is not expected to be significantly impacted by sea-level rise.

In addition to understanding potential climate hazards in the study area, it is essential to understand carbon capture efforts in the region. Studies analyzing historic and existing urban tree canopy in Pensacola indicate that tree canopy coverage declined from 1995 to 2013, from 40% coverage to 26% in 2007. However, from 2007 to 2013, canopy coverage increased to 29%.[6]

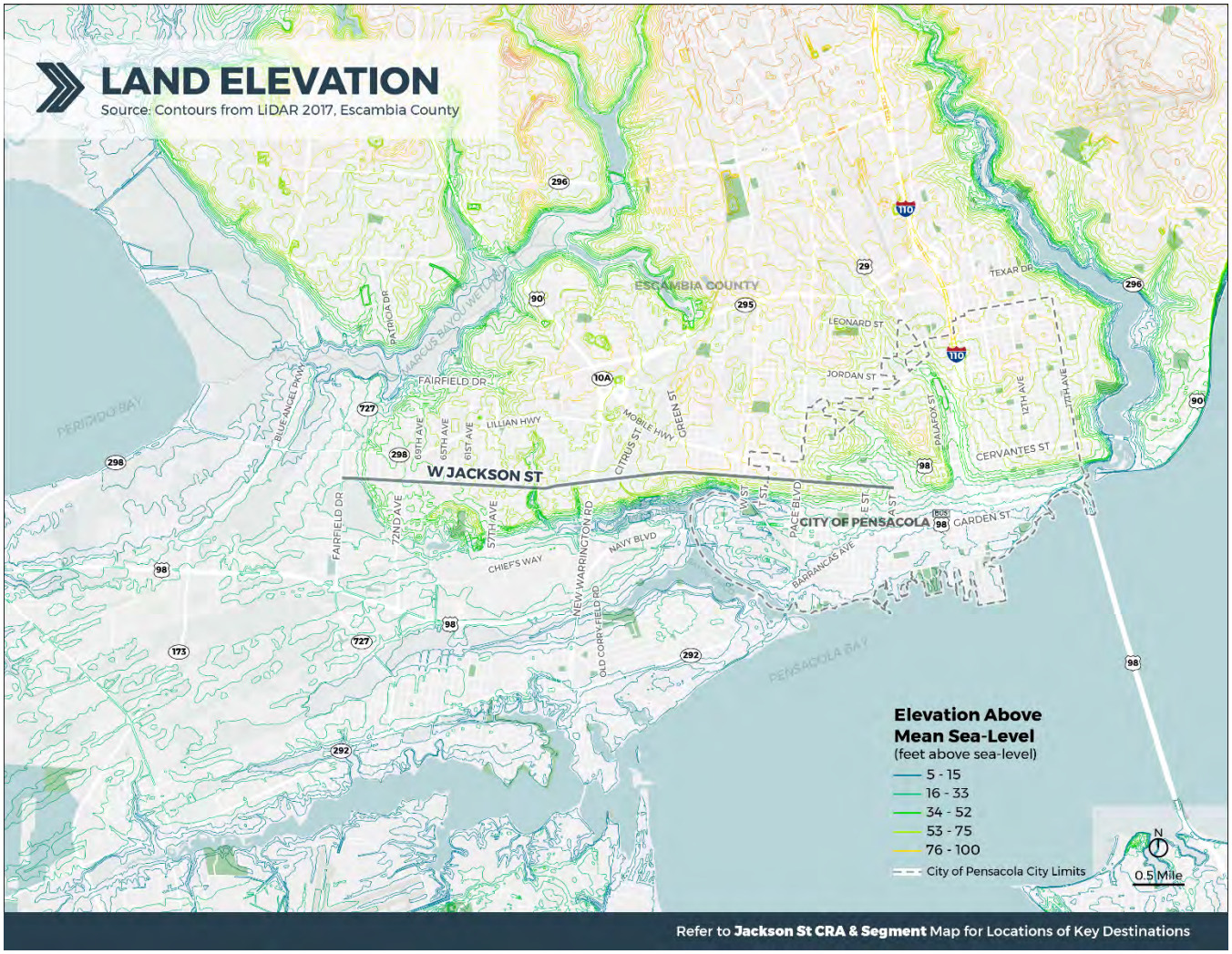
A 2018 Baseline Greenhouse Gas Inventory Report[7] summarizing greenhouse gas emissions (GHG) associated with local government operations, including streetlights and traffic signals, indicates that electricity consumption from streetlights and traffic signals accounts for approximately 10% of the City's GHG emissions.

[5] Local Mitigation Strategy: Multi-Jurisdictional Plan (2020)
[6] Urban Tree Study Phase 1 Analysis (n.d.)
[7] Pensacola's Baseline Greenhouse Gas Inventory Report (2018)

LAND ELEVATION RELATIVE TO MEAN SEA LEVEL

Escambia County contours derived from 2017 LiDAR show elevations from five (5) feet up to 100 feet relative to the sea level. Jackson Street and areas north are approximately 55 feet higher than the mean sea-level. Regionally, Jackson Street and areas north are at an elevation 34 feet, or higher above mean sea level, indicating minimal direct impact during severe events like storm surges, tidal events, or high precipitation. However, the areas with higher elevations need to ensure that water from precipitation is adequately stored, treated, and discharged appropriately-with minimal impact to the lower lying areas.

Figure 26: Map illustrating regional terrain contours

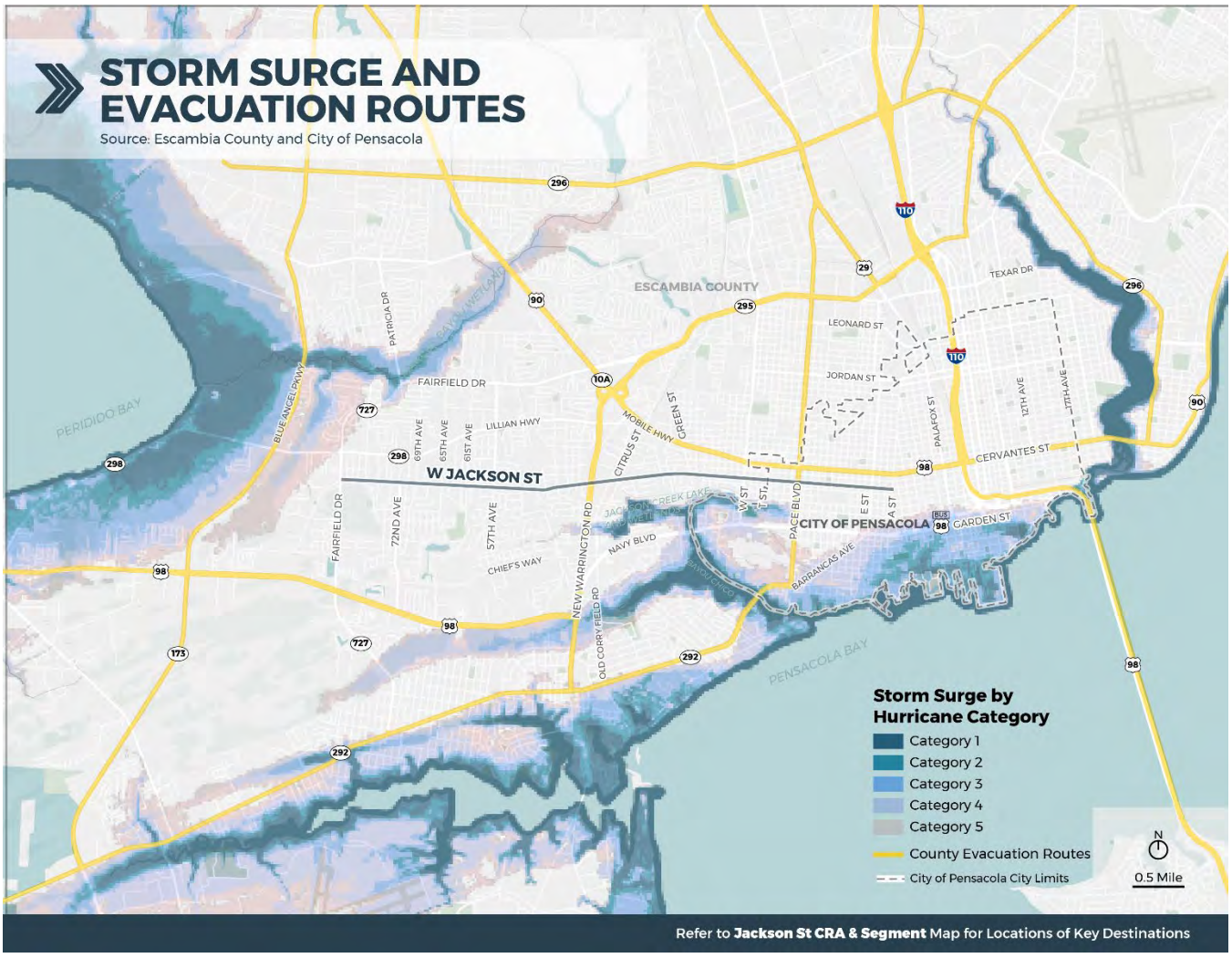


STORM SURGE FROM HURRICANES, EVACUATION ROUTES

The National Oceanic and Atmospheric Administration (NOAA) forecasts that the County has a probability (or return period) of being impacted by a hurricane as often as once every eight to 11 years due to the County's geographical location and historic events. The return period for a major hurricane is approximately every 23 to 32 years, and flooding caused by hurricanes and heavy storms puts the County's assets at risk.[8] Jackson Street is not directly impacted by the projected storm surge due to its elevation relative to sea level.

Major County roadways identified as evacuation routes adjacent to Jackson Street are Cervantes Street (E-W), New Warrington Road(N-S), and Pace Boulevard(N-S).

Figure 27: Map illustrating projected storm surge, designated evacuation routes



[8] Local Mitigation Strategy: Multi-Jurisdictional Plan (2020)

Appendix A:

February 8 and 9, 2022 Walk Audit Photos






STOP




Jackson
57th Ave








SPEED
LIMIT
35


STOP




R
R










FIRST TECH

Appendix B:

Traffic and Crash Data

Existing Conditions (2022) - AM Peak

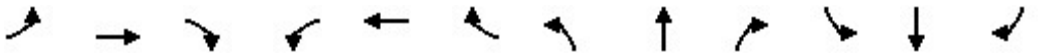
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	41	53	16	14	2	16	444	0	4	399	16
Future Vol, veh/h	27	41	53	16	14	2	16	444	0	4	399	16
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	0	0	0	0	2	0	0	3	13
Mvmt Flow	31	47	60	18	16	2	18	505	0	5	453	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1015	464	1069	1024	507	472	0	0	506	0	0
Stage 1	473	473	-	542	542	-	-	-	-	-	-	-
Stage 2	551	542	-	527	482	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	240	598	201	237	570	1100	-	-	1069	-	-
Stage 1	576	562	-	528	523	-	-	-	-	-	-	-
Stage 2	522	523	-	538	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	233	597	149	230	569	1099	-	-	1068	-	-
Mov Cap-2 Maneuver	199	233	-	149	230	-	-	-	-	-	-	-
Stage 1	562	558	-	515	510	-	-	-	-	-	-	-
Stage 2	492	510	-	440	553	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.5	29	0.3	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1099	-	-	302	186	1068	-	-
HCM Lane V/C Ratio	0.017	-	-	0.455	0.196	0.004	-	-
HCM Control Delay (s)	8.3	0	-	26.5	29	8.4	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.7	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Future Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1796	1767	1707	1841	1796	1648	1781	1885
Adj Flow Rate, veh/h	92	95	41	20	46	17	25	513	17	7	513	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	0	0	7	9	13	4	7	17	8	1
Cap, veh/h	203	199	76	383	334	123	591	1497	50	442	758	143
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.43	0.43	0.10	0.27	0.27
Sat Flow, veh/h	549	747	284	1270	1251	462	1626	3454	114	1570	2842	535
Grp Volume(v), veh/h	228	0	0	20	0	63	25	259	271	7	305	305
Grp Sat Flow(s),veh/h/ln	1581	0	0	1270	0	1713	1626	1749	1820	1570	1692	1685
Q Serve(g_s), s	7.9	0.0	0.0	0.0	0.0	2.5	0.6	8.9	8.9	0.3	14.5	14.6
Cycle Q Clear(g_c), s	10.8	0.0	0.0	1.4	0.0	2.5	0.6	8.9	8.9	0.3	14.5	14.6
Prop In Lane	0.40		0.18	1.00		0.27	1.00		0.06	1.00		0.32
Lane Grp Cap(c), veh/h	478	0	0	383	0	457	591	758	789	442	451	449
V/C Ratio(X)	0.48	0.00	0.00	0.05	0.00	0.14	0.04	0.34	0.34	0.02	0.67	0.68
Avail Cap(c_a), veh/h	478	0	0	383	0	457	591	758	789	442	451	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	24.7	0.0	25.1	10.6	17.0	17.0	18.1	29.5	29.6
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.3	0.0	0.6	0.1	1.2	1.2	0.1	7.9	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.3	0.0	1.1	0.2	3.5	3.7	0.1	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	25.0	0.0	25.8	10.7	18.2	18.2	18.2	37.4	37.6
LnGrp LOS	C	A	A	C	A	C	B	B	B	B	D	D
Approach Vol, veh/h		228			83			555			617	
Approach Delay, s/veh		31.4			25.6			17.8			37.3	
Approach LOS		C			C			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		30.0	30.0	30.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	39.0		24.0	24.0	24.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	10.9		4.5	2.6	16.6		12.8				
Green Ext Time (p_c), s	0.0	4.5		0.4	0.0	2.7		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		28.4	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
9: N W St & Jackson St

03/03/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	195	24	6	102	14	9	187	19	50	325	31
Future Volume (veh/h)	31	195	24	6	102	14	9	187	19	50	325	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1856	1841	1900	1826	1900	1900	1856	1900	1900	1811	1841
Adj Flow Rate, veh/h	35	222	27	7	116	16	10	212	22	57	369	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	10	3	4	0	5	0	0	3	0	0	6	4
Cap, veh/h	67	279	32	43	297	39	624	1840	189	756	1881	177
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.01	0.57	0.57	0.03	0.59	0.59
Sat Flow, veh/h	144	1448	167	33	1543	205	1810	3227	331	1810	3178	300
Grp Volume(v), veh/h	284	0	0	139	0	0	10	115	119	57	199	205
Grp Sat Flow(s),veh/h/ln	1759	0	0	1781	0	0	1810	1763	1796	1810	1721	1757
Q Serve(g_s), s	8.8	0.0	0.0	0.0	0.0	0.0	0.2	3.1	3.1	1.3	5.4	5.5
Cycle Q Clear(g_c), s	15.8	0.0	0.0	7.0	0.0	0.0	0.2	3.1	3.1	1.3	5.4	5.5
Prop In Lane	0.12		0.10	0.05		0.12	1.00		0.18	1.00		0.17
Lane Grp Cap(c), veh/h	378	0	0	380	0	0	624	1005	1024	756	1018	1040
V/C Ratio(X)	0.75	0.00	0.00	0.37	0.00	0.00	0.02	0.11	0.12	0.08	0.20	0.20
Avail Cap(c_a), veh/h	699	0	0	718	0	0	770	1005	1024	862	1018	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	0.0	36.1	0.0	0.0	9.1	10.1	10.1	8.4	9.6	9.6
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.7	0.0	0.0	0.0	0.2	0.2	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	0.0	3.1	0.0	0.0	0.1	1.1	1.2	0.5	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	0.0	36.8	0.0	0.0	9.1	10.3	10.3	8.5	10.0	10.0
LnGrp LOS	D	A	A	D	A	A	A	B	B	A	B	B
Approach Vol, veh/h		284			139			244			461	
Approach Delay, s/veh		43.1			36.8			10.3			9.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	65.0		27.0	7.8	67.2		27.0				
Change Period (Y+Rc), s	6.8	6.8		* 7.4	6.8	6.8		* 7.4				
Max Green Setting (Gmax), s	9.2	33.2		* 39	9.2	33.2		* 40				
Max Q Clear Time (g_c+I1), s	3.3	5.1		17.8	2.2	7.5		9.0				
Green Ext Time (p_c), s	0.0	1.8		1.9	0.0	3.3		0.9				

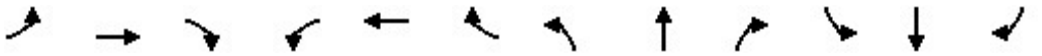
Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
12: N Old Corry Field Rd & Jackson St

03/03/2022



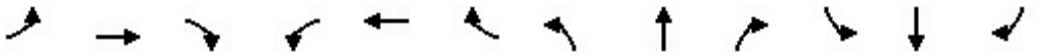
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	156	27	46	125	26	25	173	39	36	160	9
Future Volume (veh/h)	17	156	27	46	125	26	25	173	39	36	160	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1841	1870	1796	1900	1796	1841	1781	1826	1159
Adj Flow Rate, veh/h	18	162	28	48	130	27	26	180	41	38	167	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	0	4	2	7	0	7	4	8	5	50
Cap, veh/h	90	591	96	610	601	125	113	648	624	146	574	29
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	63	1478	240	1174	1502	312	114	1620	1560	189	1435	71
Grp Volume(v), veh/h	208	0	0	48	0	157	206	0	41	214	0	0
Grp Sat Flow(s),veh/h/ln	1780	0	0	1174	0	1814	1734	0	1560	1696	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	1.2	0.0	3.4	4.7	0.0	1.0	4.8	0.0	0.0
Prop In Lane	0.09		0.13	1.00		0.17	0.13		1.00	0.18		0.04
Lane Grp Cap(c), veh/h	777	0	0	610	0	726	761	0	624	749	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.08	0.00	0.22	0.27	0.00	0.07	0.29	0.00	0.00
Avail Cap(c_a), veh/h	777	0	0	610	0	726	761	0	624	749	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	0.0	0.0	11.2	0.0	11.8	12.2	0.0	11.1	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.7	0.9	0.0	0.2	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.4	0.0	1.3	1.8	0.0	0.3	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	0.0	11.4	0.0	12.5	13.1	0.0	11.3	13.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h		208			205			247			214	
Approach Delay, s/veh		13.0			12.3			12.8			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		6.7		6.7		6.8		5.4				
Green Ext Time (p_c), s		1.6		1.4		1.5		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
16: New Warrington Rd & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Future Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1826	1856	1900	1856	1856	1841	1826	1856	1841
Adj Flow Rate, veh/h	280	160	89	40	101	9	79	686	40	23	1261	98
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	3	5	3	0	3	3	4	5	3	4
Cap, veh/h	271	179	100	132	150	13	225	1898	822	399	1835	812
Arrive On Green	0.10	0.16	0.16	0.03	0.09	0.09	0.04	0.54	0.54	0.02	0.52	0.52
Sat Flow, veh/h	1767	1138	633	1739	1679	150	1767	3526	1528	1739	3526	1560
Grp Volume(v), veh/h	280	0	249	40	0	110	79	686	40	23	1261	98
Grp Sat Flow(s),veh/h/ln	1767	0	1771	1739	0	1829	1767	1763	1528	1739	1763	1560
Q Serve(g_s), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Cycle Q Clear(g_c), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Prop In Lane	1.00		0.36	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	279	132	0	163	225	1898	822	399	1835	812
V/C Ratio(X)	1.03	0.00	0.89	0.30	0.00	0.67	0.35	0.36	0.05	0.06	0.69	0.12
Avail Cap(c_a), veh/h	271	0	329	181	0	266	303	1898	822	438	1835	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	51.6	49.9	0.0	55.2	18.3	16.5	13.7	13.8	22.4	15.3
Incr Delay (d2), s/veh	63.7	0.0	22.6	1.3	0.0	4.7	0.9	0.5	0.1	0.1	2.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	9.3	1.2	0.0	3.6	1.1	5.6	0.6	0.3	13.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.5	0.0	74.2	51.2	0.0	59.9	19.3	17.1	13.8	13.9	24.5	15.6
LnGrp LOS	F	A	E	D	A	E	B	B	B	B	C	B
Approach Vol, veh/h		529			150			805			1382	
Approach Delay, s/veh		95.0			57.6			17.1			23.7	
Approach LOS		F			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	74.8	11.5	26.5	14.5	72.6	20.0	18.0
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.8	15.9	4.6	19.2	4.6	35.4	14.3	9.3
Green Ext Time (p_c), s	0.0	5.2	0.0	0.5	0.1	8.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

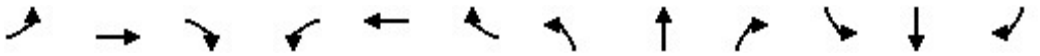
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
20: N 57th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	350	14	20	177	38	21	34	22	35	17	15
Future Volume (veh/h)	27	350	14	20	177	38	21	34	22	35	17	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1781	1826	1856	1781	1900	1767	1633	1811	1900	1900
Adj Flow Rate, veh/h	29	376	15	22	190	41	23	37	24	38	18	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	8	5	3	8	0	9	18	6	0	0
Cap, veh/h	92	925	790	99	723	147	161	238	131	299	141	101
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	62	1769	1510	75	1382	282	309	815	450	733	481	347
Grp Volume(v), veh/h	405	0	15	253	0	0	84	0	0	72	0	0
Grp Sat Flow(s),veh/h/ln	1831	0	1510	1739	0	0	1574	0	0	1561	0	0
Q Serve(g_s), s	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.3	5.1	0.0	0.0	2.4	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.07		1.00	0.09		0.16	0.27		0.29	0.53		0.22
Lane Grp Cap(c), veh/h	1017	0	790	970	0	0	531	0	0	541	0	0
V/C Ratio(X)	0.40	0.00	0.02	0.26	0.00	0.00	0.16	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1017	0	790	970	0	0	531	0	0	541	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	7.5	8.6	0.0	0.0	17.1	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.1	1.8	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	7.5	9.3	0.0	0.0	17.8	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		420			253			84			72	
Approach Delay, s/veh		10.5			9.3			17.8			17.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		10.6		3.9		7.1		4.4				
Green Ext Time (p_c), s		3.6		0.3		2.2		0.4				

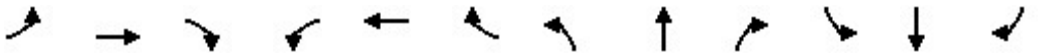
Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
23: N 65th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	259	2	18	197	33	5	13	52	32	2	24
Future Volume (veh/h)	47	259	2	18	197	33	5	13	52	32	2	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1159	1737	1885	1856	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	57	316	2	22	240	40	6	16	63	39	2	29
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	50	11	1	3	0	0	2	0	0	0
Cap, veh/h	157	814	5	90	785	125	70	116	361	306	37	181
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	178	1557	9	58	1501	238	35	396	1234	752	125	621
Grp Volume(v), veh/h	375	0	0	302	0	0	85	0	0	70	0	0
Grp Sat Flow(s),veh/h/ln	1744	0	0	1798	0	0	1665	0	0	1498	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	6.1	0.0	0.0	2.5	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.15		0.01	0.07		0.13	0.07		0.74	0.56		0.41
Lane Grp Cap(c), veh/h	976	0	0	1000	0	0	546	0	0	524	0	0
V/C Ratio(X)	0.38	0.00	0.00	0.30	0.00	0.00	0.16	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	976	0	0	1000	0	0	546	0	0	524	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	0.0	0.0	8.8	0.0	0.0	17.1	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	2.2	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	9.6	0.0	0.0	17.8	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		375			302			85			70	
Approach Delay, s/veh		10.4			9.6			17.8			17.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		9.8		3.9		8.1		4.5				
Green Ext Time (p_c), s		5.6		0.6		4.4		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (veh/h)	89	9	62	4	388	113	38	317	10	31	16	8
Future Volume (veh/h)	89	9	62	4	388	113	38	317	10	31	16	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		No		
Adj Sat Flow, veh/h/ln	1885	1885	1841	1900	1856	1870	1707	1856	1900	1856	1900	1900
Adj Flow Rate, veh/h	97	97	67	4	422	123	41	345	11	34	9	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	4	0	3	2	13	3	0	3	0	0
Cap, veh/h	213	213	147	569	790	230	382	1023	33	0	0	0
Arrive On Green	0.24	0.24	0.24	0.57	0.57	0.57	0.57	0.57	0.57	0.00	0.00	0.00
Sat Flow, veh/h	883	883	610	1042	1381	402	786	1788	57	0		
Grp Volume(v), veh/h	174	174	0	4	0	545	41	0	356	0.0		
Grp Sat Flow(s),veh/h/ln	1583	1583	0	1042	0	1783	786	0	1845			
Q Serve(g_s), s	8.4	8.4	0.0	0.2	0.0	16.9	3.0	0.0	9.2			
Cycle Q Clear(g_c), s	8.4	8.4	0.0	9.4	0.0	16.9	20.0	0.0	9.2			
Prop In Lane	0.56	0.56	0.39	1.00		0.23	1.00		0.03			
Lane Grp Cap(c), veh/h	382	382	0	569	0	1020	382	0	1056			
V/C Ratio(X)	0.46	0.46	0.00	0.01	0.00	0.53	0.11	0.00	0.34			
Avail Cap(c_a), veh/h	382	382	0	569	0	1020	382	0	1056			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.1	29.1	0.0	12.7	0.0	11.9	18.0	0.0	10.2			
Incr Delay (d2), s/veh	3.9	3.9	0.0	0.0	0.0	2.0	0.6	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	3.5	0.0	0.0	0.0	6.3	0.6	0.0	3.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	33.0	0.0	12.7	0.0	13.9	18.6	0.0	11.1			
LnGrp LOS	C	C	A	B	A	B	B	A	B			
Approach Vol, veh/h	174	174			549			397				
Approach Delay, s/veh	33.0	33.0			13.9			11.8				
Approach LOS	C	C			B			B				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		60.0				60.0		30.0				
Change Period (Y+Rc), s		8.5				8.5		8.3				
Max Green Setting (Gmax), s		51.5				51.5		21.7				
Max Q Clear Time (g_c+I1), s		18.9				22.0		10.4				
Green Ext Time (p_c), s		7.6				4.8		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

Existing Conditions (2022) - PM Peak

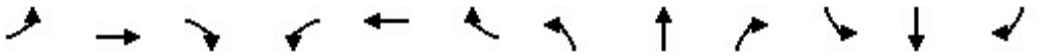
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	28	17	23	25	5	36	434	4	3	437	22
Future Vol, veh/h	25	28	17	23	25	5	36	434	4	3	437	22
Conflicting Peds, #/hr	6	0	6	1	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	0	0	0	0	3	3	0	0	3	0
Mvmt Flow	27	30	18	25	27	5	39	472	4	3	475	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1068	1049	494	1076	1059	481	500	0	0	477	0	0
Stage 1	494	494	-	553	553	-	-	-	-	-	-	-
Stage 2	574	555	-	523	506	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.57	6.2	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.3	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	201	223	579	199	226	589	1059	-	-	1096	-	-
Stage 1	561	538	-	521	518	-	-	-	-	-	-	-
Stage 2	507	505	-	541	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	171	211	575	163	213	585	1058	-	-	1095	-	-
Mov Cap-2 Maneuver	171	211	-	163	213	-	-	-	-	-	-	-
Stage 1	532	535	-	494	492	-	-	-	-	-	-	-
Stage 2	448	479	-	489	540	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.7	30.5	0.6	0.1
HCM LOS	D	D		

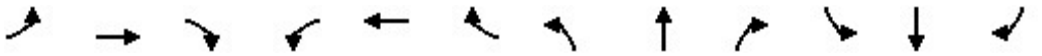
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	227	198	1095	-	-
HCM Lane V/C Ratio	0.037	-	-	0.335	0.291	0.003	-	-
HCM Control Delay (s)	8.5	0	-	28.7	30.5	8.3	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Future Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1841	1648	1900	1870	1856	1870	1841	1900	1900	1870	1885
Adj Flow Rate, veh/h	100	83	24	35	125	36	65	677	27	22	617	103
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	4	17	0	2	3	2	4	0	0	2	1
Cap, veh/h	238	186	48	452	450	130	400	1409	56	402	1219	203
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.41	0.41	0.07	0.40	0.40
Sat Flow, veh/h	553	577	148	1307	1396	402	1781	3428	137	1810	3048	508
Grp Volume(v), veh/h	207	0	0	35	0	161	65	345	359	22	359	361
Grp Sat Flow(s),veh/h/ln	1278	0	0	1307	0	1798	1781	1749	1816	1810	1777	1779
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	6.0	1.8	13.0	13.1	0.6	13.7	13.7
Cycle Q Clear(g_c), s	14.1	0.0	0.0	2.2	0.0	6.0	1.8	13.0	13.1	0.6	13.7	13.7
Prop In Lane	0.48		0.12	1.00		0.22	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	471	0	0	452	0	579	400	719	747	402	711	712
V/C Ratio(X)	0.44	0.00	0.00	0.08	0.00	0.28	0.16	0.48	0.48	0.05	0.51	0.51
Avail Cap(c_a), veh/h	471	0	0	452	0	579	400	719	747	402	711	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	21.4	0.0	22.7	13.9	19.4	19.4	13.8	20.3	20.3
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.3	0.0	1.2	0.9	2.3	2.2	0.3	2.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	0.6	0.0	2.7	0.7	5.3	5.5	0.3	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	0.0	21.8	0.0	23.9	14.8	21.7	21.7	14.0	22.9	22.9
LnGrp LOS	C	A	A	C	A	C	B	C	C	B	C	C
Approach Vol, veh/h		207			196			769			742	
Approach Delay, s/veh		29.1			23.5			21.1			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	43.0		35.0	13.0	42.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	2.6	15.1		8.0	3.8	15.7		16.1				
Green Ext Time (p_c), s	0.0	5.9		1.3	0.0	5.9		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		22.8	
HCM 6th LOS		C	



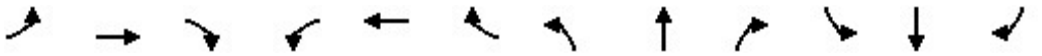
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	132	29	22	230	44	48	304	12	23	240	70
Future Volume (veh/h)	26	132	29	22	230	44	48	304	12	23	240	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1826	1856	1826	1870	1856	1900	1841	1885	1900
Adj Flow Rate, veh/h	28	142	31	24	247	47	52	327	13	25	258	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	0	5	3	5	2	3	0	4	1	0
Cap, veh/h	69	272	55	54	308	56	648	1933	77	631	1502	426
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.03	0.56	0.56	0.02	0.55	0.55
Sat Flow, veh/h	135	1267	256	77	1433	262	1781	3457	137	1753	2737	776
Grp Volume(v), veh/h	201	0	0	318	0	0	52	166	174	25	167	166
Grp Sat Flow(s),veh/h/ln	1658	0	0	1771	0	0	1781	1763	1831	1753	1791	1722
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	1.3	4.7	4.7	0.6	4.7	4.9
Cycle Q Clear(g_c), s	10.4	0.0	0.0	17.4	0.0	0.0	1.3	4.7	4.7	0.6	4.7	4.9
Prop In Lane	0.14		0.15	0.08		0.15	1.00		0.07	1.00		0.45
Lane Grp Cap(c), veh/h	397	0	0	419	0	0	648	986	1024	631	983	945
V/C Ratio(X)	0.51	0.00	0.00	0.76	0.00	0.00	0.08	0.17	0.17	0.04	0.17	0.18
Avail Cap(c_a), veh/h	663	0	0	720	0	0	755	986	1024	754	983	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	38.2	0.0	0.0	9.4	10.9	10.9	9.7	11.4	11.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	3.4	0.0	0.0	0.1	0.4	0.4	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	7.8	0.0	0.0	0.5	1.8	1.9	0.2	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	0.0	41.5	0.0	0.0	9.5	11.3	11.3	9.7	11.8	11.9
LnGrp LOS	D	A	A	D	A	A	A	B	B	A	B	B
Approach Vol, veh/h		201			318			392			358	
Approach Delay, s/veh		36.6			41.5			11.1			11.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	63.8		29.3	9.9	62.8		29.3				
Change Period (Y+Rc), s	6.8	6.8		* 7.4	6.8	6.8		* 7.4				
Max Green Setting (Gmax), s	9.2	33.2		* 39	9.2	33.2		* 40				
Max Q Clear Time (g_c+I1), s	2.6	6.7		12.4	3.3	6.9		19.4				
Green Ext Time (p_c), s	0.0	2.7		1.4	0.0	2.7		2.1				

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



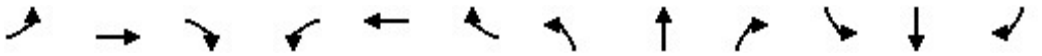
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	114	23	79	218	68	39	241	88	42	203	29
Future Volume (veh/h)	23	114	23	79	218	68	39	241	88	42	203	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1826	1900	1900	1885	1841	1900	1870	1811	1900	1870	1900
Adj Flow Rate, veh/h	24	121	24	84	232	72	41	256	94	45	216	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	5	0	0	1	4	0	2	6	0	2	0
Cap, veh/h	121	525	96	659	552	171	122	658	599	130	551	73
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	132	1313	239	1262	1379	428	135	1646	1497	152	1378	182
Grp Volume(v), veh/h	169	0	0	84	0	304	297	0	94	292	0	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1262	0	1807	1781	0	1497	1712	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	2.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.8	0.0	7.3	6.8	0.0	2.4	6.8	0.0	0.0
Prop In Lane	0.14		0.14	1.00		0.24	0.14		1.00	0.15		0.11
Lane Grp Cap(c), veh/h	742	0	0	659	0	723	781	0	599	754	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.13	0.00	0.42	0.38	0.00	0.16	0.39	0.00	0.00
Avail Cap(c_a), veh/h	742	0	0	659	0	723	781	0	599	754	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	11.3	0.0	13.0	12.8	0.0	11.5	12.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	1.8	1.4	0.0	0.6	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.7	0.0	2.9	2.7	0.0	0.8	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	0.0	11.7	0.0	14.8	14.2	0.0	12.1	14.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h		169			388			391			292	
Approach Delay, s/veh		12.6			14.1			13.7			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		8.8		5.8		8.8		9.3				
Green Ext Time (p_c), s		2.5		1.1		2.0		2.5				

Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
16: New Warrington Rd & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Future Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1841	1900	1870	1796	1885	1870	1811	1900	1870	1841
Adj Flow Rate, veh/h	159	93	85	42	209	22	172	1148	52	24	789	247
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	6	4	0	2	7	1	2	6	0	2	4
Cap, veh/h	236	175	160	243	233	25	337	1753	757	218	1583	678
Arrive On Green	0.09	0.20	0.20	0.03	0.14	0.14	0.07	0.49	0.49	0.02	0.45	0.45
Sat Flow, veh/h	1739	871	796	1810	1661	175	1795	3554	1535	1810	3554	1521
Grp Volume(v), veh/h	159	0	178	42	0	231	172	1148	52	24	789	247
Grp Sat Flow(s),veh/h/ln	1739	0	1668	1810	0	1836	1795	1777	1535	1810	1777	1521
Q Serve(g_s), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Cycle Q Clear(g_c), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Prop In Lane	1.00		0.48	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	336	243	0	258	337	1753	757	218	1583	678
V/C Ratio(X)	0.67	0.00	0.53	0.17	0.00	0.90	0.51	0.65	0.07	0.11	0.50	0.36
Avail Cap(c_a), veh/h	247	0	336	293	0	267	362	1753	757	256	1583	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.91	0.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	44.6	44.0	0.0	52.8	18.6	23.7	16.6	20.4	24.7	22.9
Incr Delay (d2), s/veh	6.7	0.0	1.6	0.3	0.0	27.2	1.2	1.9	0.2	0.2	1.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	5.1	1.1	0.0	9.0	2.7	12.6	0.8	0.4	8.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	46.2	44.3	0.0	80.1	19.8	25.6	16.8	20.6	25.8	24.5
LnGrp LOS	D	A	D	D	A	F	B	C	B	C	C	C
Approach Vol, veh/h		337			273			1372			1060	
Approach Delay, s/veh		46.6			74.6			24.6			25.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	69.2	11.5	32.0	18.3	63.2	19.2	24.4
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.9	32.2	4.5	13.9	8.4	21.8	11.5	17.5
Green Ext Time (p_c), s	0.0	9.0	0.0	0.6	0.1	6.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

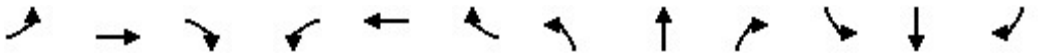
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
20: N 57th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	217	27	23	393	47	27	21	22	26	39	32
Future Volume (veh/h)	18	217	27	23	393	47	27	21	22	26	39	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1841	1870	1870	1900	1752	1767	1900	1856	1811
Adj Flow Rate, veh/h	21	258	32	27	468	56	32	25	26	31	46	38
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	4	0	4	2	2	0	10	9	0	3	6
Cap, veh/h	91	896	842	80	825	96	212	161	135	162	229	158
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	60	1713	1610	42	1578	183	461	549	461	313	782	540
Grp Volume(v), veh/h	279	0	32	551	0	0	83	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	1610	1802	0	0	1471	0	0	1635	0	0
Q Serve(g_s), s	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.6	13.3	0.0	0.0	2.4	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.08		1.00	0.05		0.10	0.39		0.31	0.27		0.33
Lane Grp Cap(c), veh/h	987	0	842	1001	0	0	507	0	0	548	0	0
V/C Ratio(X)	0.28	0.00	0.04	0.55	0.00	0.00	0.16	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	987	0	842	1001	0	0	507	0	0	548	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	7.5	10.6	0.0	0.0	17.1	0.0	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.1	2.2	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.2	4.9	0.0	0.0	1.0	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.0	7.6	12.8	0.0	0.0	17.8	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		311			551			83			115	
Approach Delay, s/veh		9.2			12.8			17.8			18.3	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		7.5		5.2		15.3		4.4				
Green Ext Time (p_c), s		2.6		0.6		4.8		0.4				

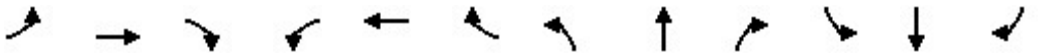
Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
23: N 65th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	13	238	6	60	337	39	2	7	22	8	10	9
Future Volume (veh/h)	13	238	6	60	337	39	2	7	22	8	10	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1900	1870	1900	1900	1900	1826	1900	1900	1411
Adj Flow Rate, veh/h	15	277	7	70	392	45	2	8	26	9	12	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	4	0	0	2	0	0	0	5	0	0	33
Cap, veh/h	75	903	22	147	741	80	65	129	353	176	227	158
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	33	1727	42	160	1416	154	23	442	1208	357	777	540
Grp Volume(v), veh/h	299	0	0	507	0	0	36	0	0	31	0	0
Grp Sat Flow(s),veh/h/ln	1801	0	0	1730	0	0	1672	0	0	1673	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	12.0	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.05		0.02	0.14		0.09	0.06		0.72	0.29		0.32
Lane Grp Cap(c), veh/h	1000	0	0	968	0	0	547	0	0	561	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.52	0.00	0.00	0.07	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1000	0	0	968	0	0	547	0	0	561	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	10.2	0.0	0.0	16.6	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	4.4	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.0	0.0	12.2	0.0	0.0	16.9	0.0	0.0	16.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		299			507			36			31	
Approach Delay, s/veh		9.6			12.2			16.9			16.8	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		8.0		2.8		14.0		3.0				
Green Ext Time (p_c), s		4.3		0.2		7.2		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	11.7	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: N Crow Rd & Fairfield Dr & Jackson St

03/03/2022

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (veh/h)	115	16	94	6	468	104	75	385	28	17	11	6
Future Volume (veh/h)	115	16	94	6	468	104	75	385	28	17	11	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		No		
Adj Sat Flow, veh/h/ln	1841	1841	1826	1900	1870	1870	1841	1870	1841	1811	1900	1900
Adj Flow Rate, veh/h	116	116	95	6	473	105	76	389	28	17	6	6
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	4	4	5	0	2	2	4	2	4	6	0	0
Cap, veh/h	203	203	166	521	848	188	386	986	71	0	0	0
Arrive On Green	0.24	0.24	0.24	0.57	0.57	0.57	0.57	0.57	0.57	0.00	0.00	0.00
Sat Flow, veh/h	841	841	688	985	1482	329	822	1724	124	0		
Grp Volume(v), veh/h	227	227	0	6	0	578	76	0	417	0.0		
Grp Sat Flow(s),veh/h/ln	1645	1645	0	985	0	1811	822	0	1848			
Q Serve(g_s), s	10.9	10.9	0.0	0.3	0.0	18.0	5.8	0.0	11.2			
Cycle Q Clear(g_c), s	10.9	10.9	0.0	11.5	0.0	18.0	23.8	0.0	11.2			
Prop In Lane	0.51	0.51	0.42	1.00		0.18	1.00		0.07			
Lane Grp Cap(c), veh/h	397	397	0	521	0	1036	386	0	1057			
V/C Ratio(X)	0.57	0.57	0.00	0.01	0.00	0.56	0.20	0.00	0.39			
Avail Cap(c_a), veh/h	397	397	0	521	0	1036	386	0	1057			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.1	30.1	0.0	13.8	0.0	12.1	19.6	0.0	10.6			
Incr Delay (d2), s/veh	5.9	5.9	0.0	0.0	0.0	2.2	1.1	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.8	4.8	0.0	0.1	0.0	6.9	1.2	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	36.0	0.0	13.9	0.0	14.3	20.7	0.0	11.7			
LnGrp LOS	D	D	A	B	A	B	C	A	B			
Approach Vol, veh/h	227	227			584			493				
Approach Delay, s/veh	36.0	36.0			14.3			13.1				
Approach LOS	D	D			B			B				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		60.0				60.0		30.0				
Change Period (Y+Rc), s		8.5				8.5		8.3				
Max Green Setting (Gmax), s		51.5				51.5		21.7				
Max Q Clear Time (g_c+I1), s		20.0				25.8		12.9				
Green Ext Time (p_c), s		8.1				5.8		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									

Severe and Fatal Crash Attributes (2016-2021)

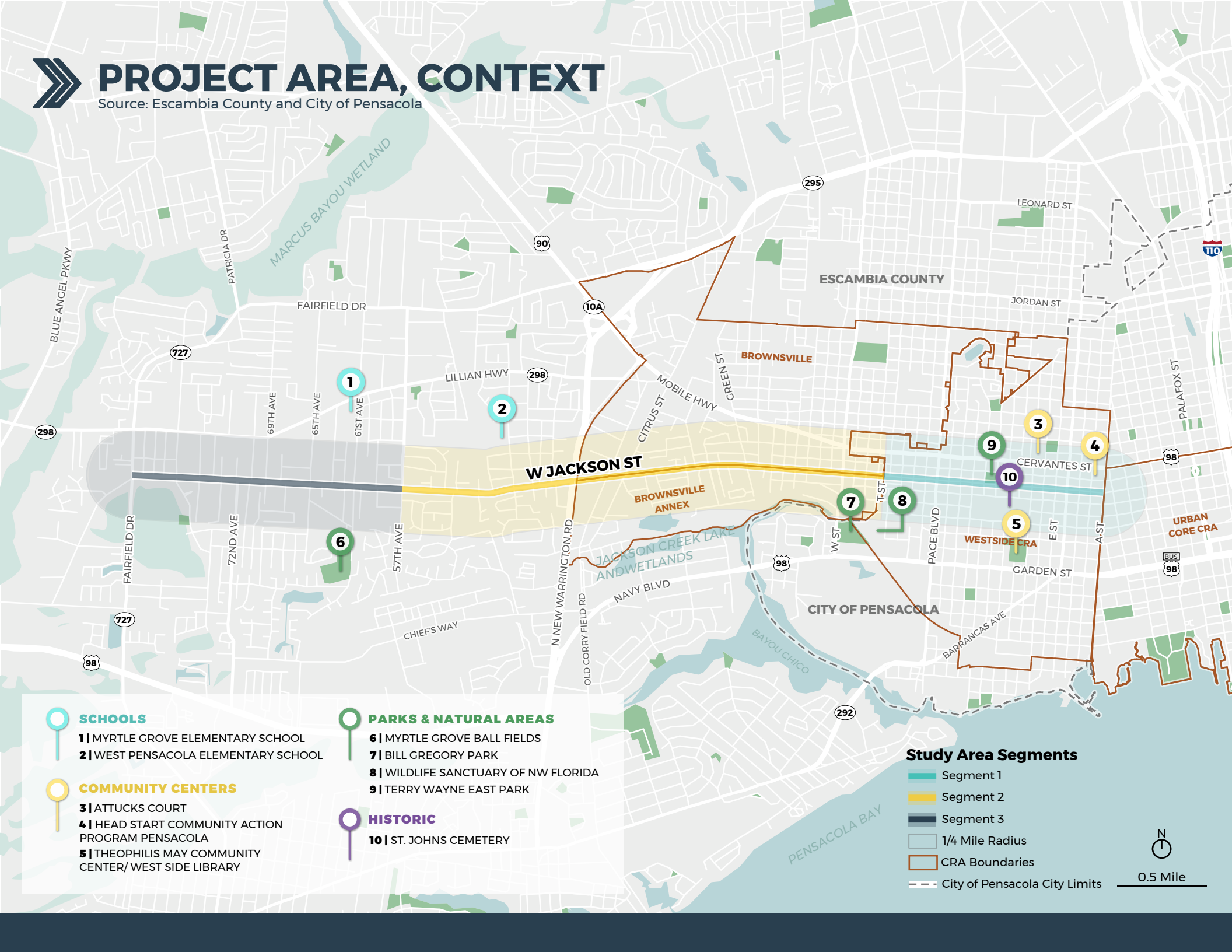
ID	Crash Reference No.	Date	Crash Severity	Crash Type	No. of Fatality	No. of Injury	Day / Night	Wet / Dry
1	85369826	8/18/2016	Serious Injury	Rear End	0	4	Day	Dry
2	85233636	1/29/2016	Serious Injury	Head On	0	1	Night	Dry
3	85516205	5/22/2017	Serious Injury	Bicycle	0	1	Night	Dry
4	85457500	1/10/2017	Serious Injury	Left Turn	0	1	Day	Wet
5	87932657	5/5/2018	Serious Injury	Angle	0	1	Day	Dry
6	87242282	6/28/2018	Serious Injury	Pedestrian	0	1	Night	Wet
7	88207597	10/5/2019	Serious Injury	Angle	0	1	Day	Dry
8	88174788	7/17/2019	Serious Injury	Angle	0	1	Day	Dry
9	85175138	1/7/2019	Serious Injury	Rear End	0	1	Night	Dry
10	85192063	11/25/2020	Serious Injury	Rear End	0	1	Day	Dry
11	88336475	4/17/2020	Serious Injury	Right Turn	0	1	Day	Dry
12	88301524	3/1/2020	Fatality	Pedestrian	1	0	Night	Dry
13	88498352	4/28/2021	Serious Injury	Other	0	1	Day	Dry
14	88508519	6/19/2021	Fatality	Left Turn	1	0	Day	Dry
15	88514475	7/13/2021	Serious Injury	Right Turn	0	1	Day	Dry
16	88552731	8/28/2021	Fatality	Pedestrian	1	0	Night	Dry
Total					3	16		

Appendix C:

Printable Maps

PROJECT AREA, CONTEXT

Source: Escambia County and City of Pensacola



SCHOOLS

1 | MYRTLE GROVE ELEMENTARY SCHOOL

2 | WEST PENSACOLA ELEMENTARY SCHOOL

COMMUNITY CENTERS

3 | ATTUCKS COURT

4 | HEAD START COMMUNITY ACTION PROGRAM PENSACOLA

5 | THEOPHILIS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY

PARKS & NATURAL AREAS

6 | MYRTLE GROVE BALL FIELDS

7 | BILL GREGORY PARK

8 | WILDLIFE SANCTUARY OF NW FLORIDA

9 | TERRY WAYNE EAST PARK

HISTORIC

10 | ST. JOHNS CEMETERY

Study Area Segments

- Segment 1
- Segment 2
- Segment 3
- 1/4 Mile Radius
- CRA Boundaries
- City of Pensacola City Limits

N

0.5 Mile

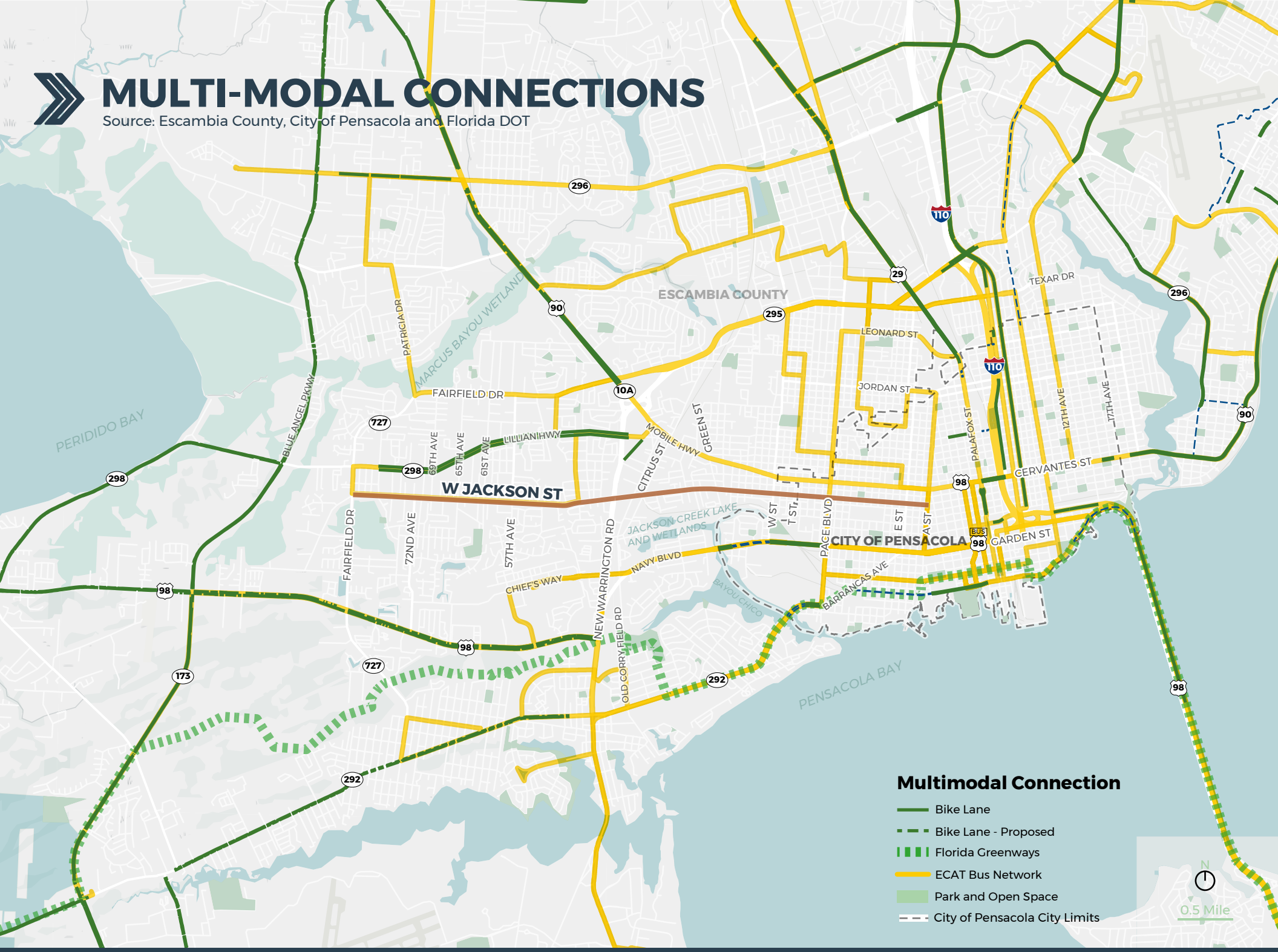
ROADWAY CLASSIFICATION



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

MULTI-MODAL CONNECTIONS

Source: Escambia County, City of Pensacola and Florida DOT



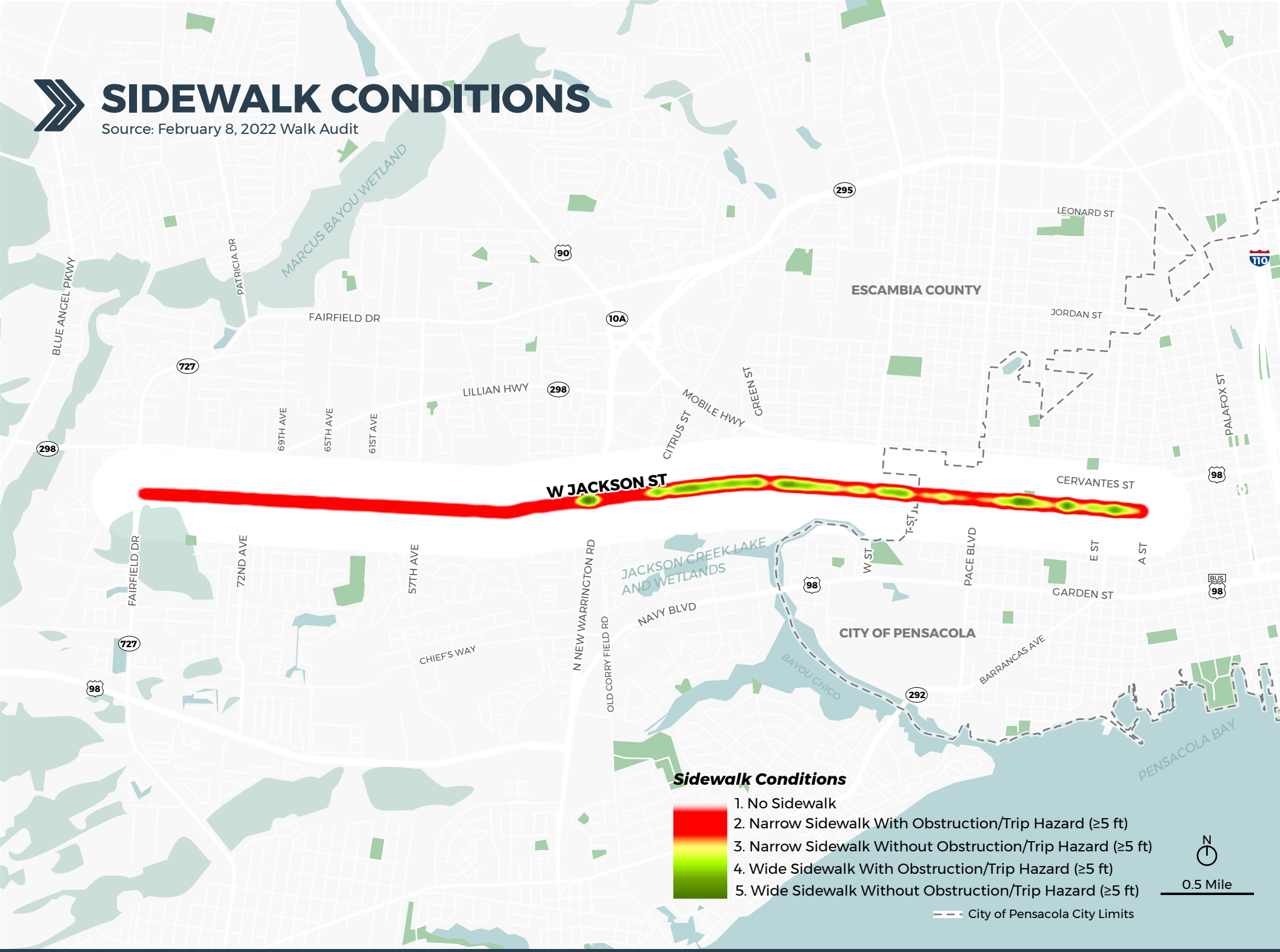
Multimodal Connection

- Bike Lane
- Bike Lane - Proposed
- Florida Greenways
- ECAT Bus Network
- Park and Open Space
- City of Pensacola City Limits

Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

SIDEWALK CONDITIONS

Source: February 8, 2022 Walk Audit



Sidewalk Conditions

1. No Sidewalk
2. Narrow Sidewalk With Obstruction/Trip Hazard (≥5 ft)
3. Narrow Sidewalk Without Obstruction/Trip Hazard (≥5 ft)
4. Wide Sidewalk With Obstruction/Trip Hazard (≥5 ft)
5. Wide Sidewalk Without Obstruction/Trip Hazard (≥5 ft)

City of Pensacola City Limits

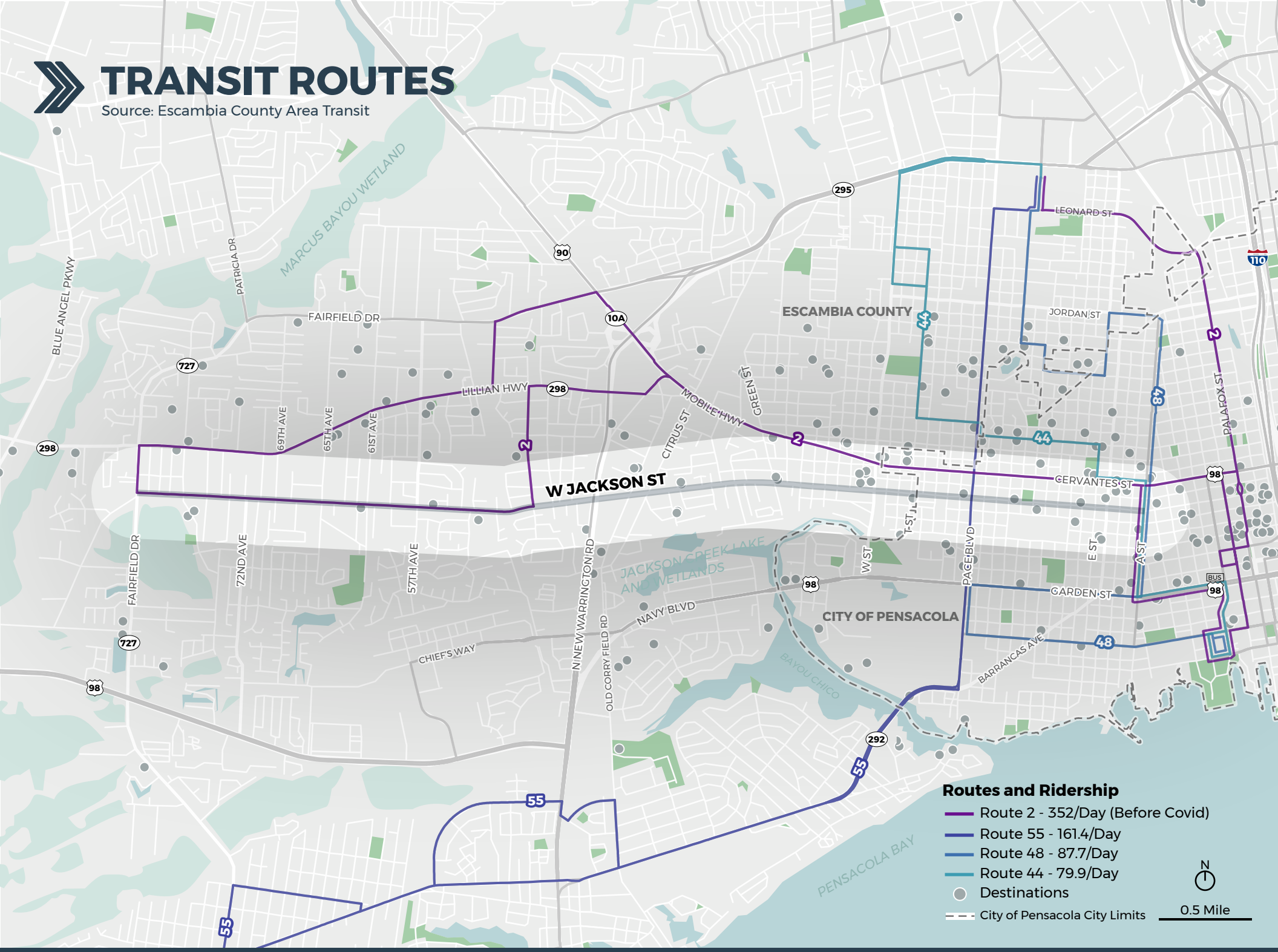
N

0.5 Mile

Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

TRANSIT ROUTES

Source: Escambia County Area Transit



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

CURRENT STATE OF SAFETY

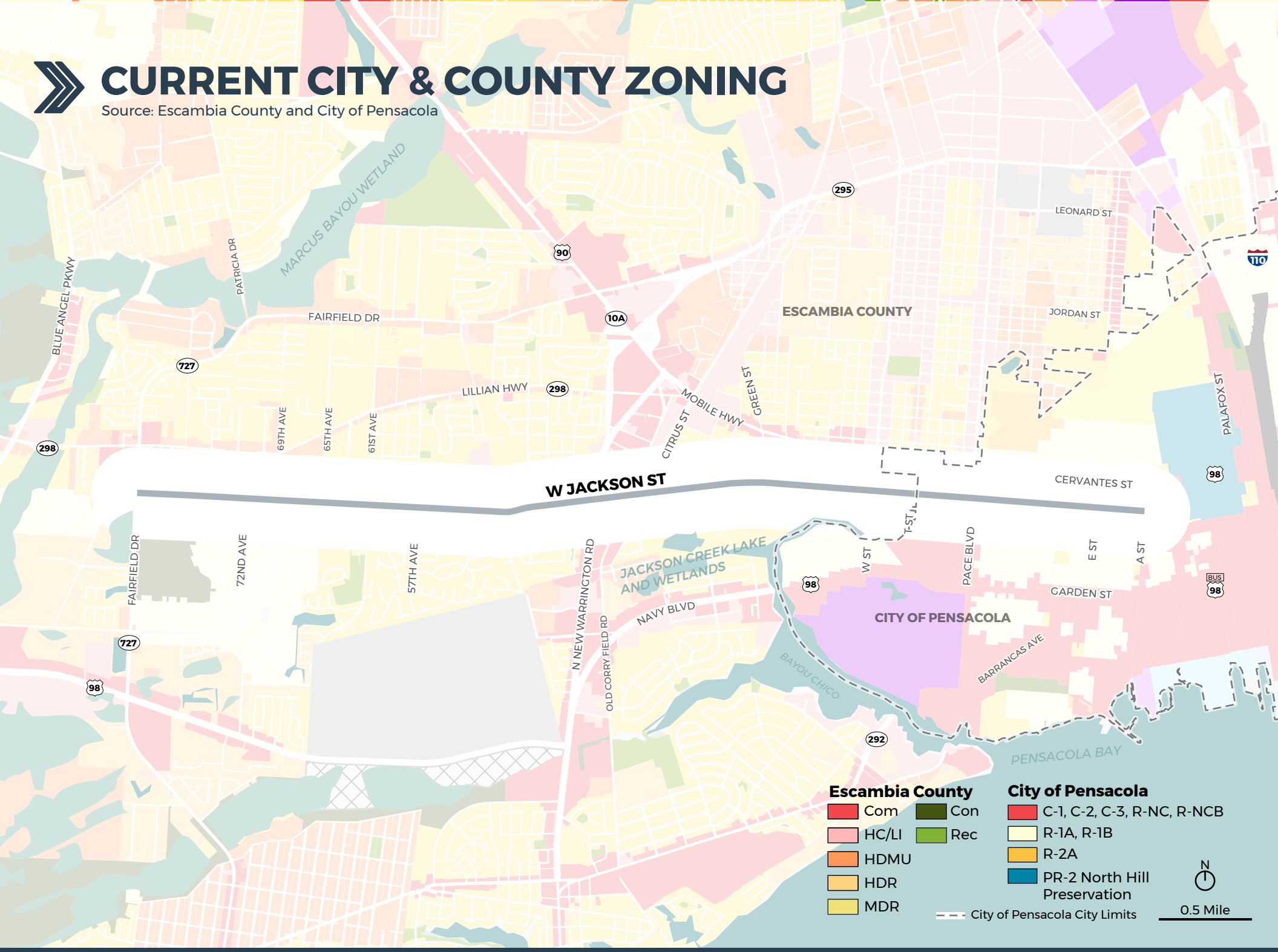
Source: Signal 4 Crashes 2016 - 2021



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

CURRENT CITY & COUNTY ZONING

Source: Escambia County and City of Pensacola



Escambia County

- Com
- Con
- HC/LI
- Rec
- HDMU
- HDR
- MDR

City of Pensacola

- C-1, C-2, C-3, R-NC, R-NCB
- R-1A, R-1B
- R-2A
- PR-2 North Hill Preservation

City of Pensacola City Limits

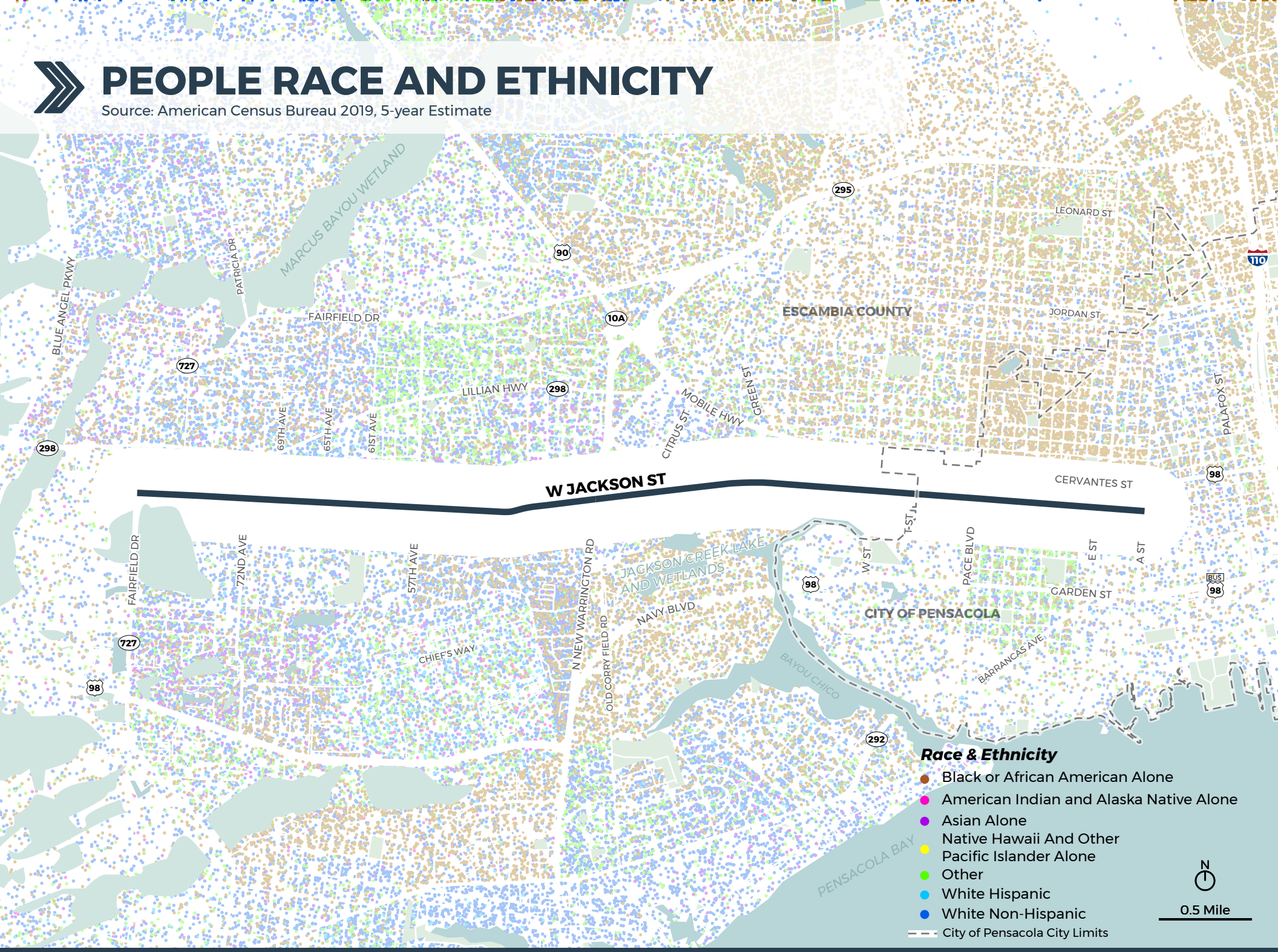
N

0.5 Mile

Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

PEOPLE RACE AND ETHNICITY

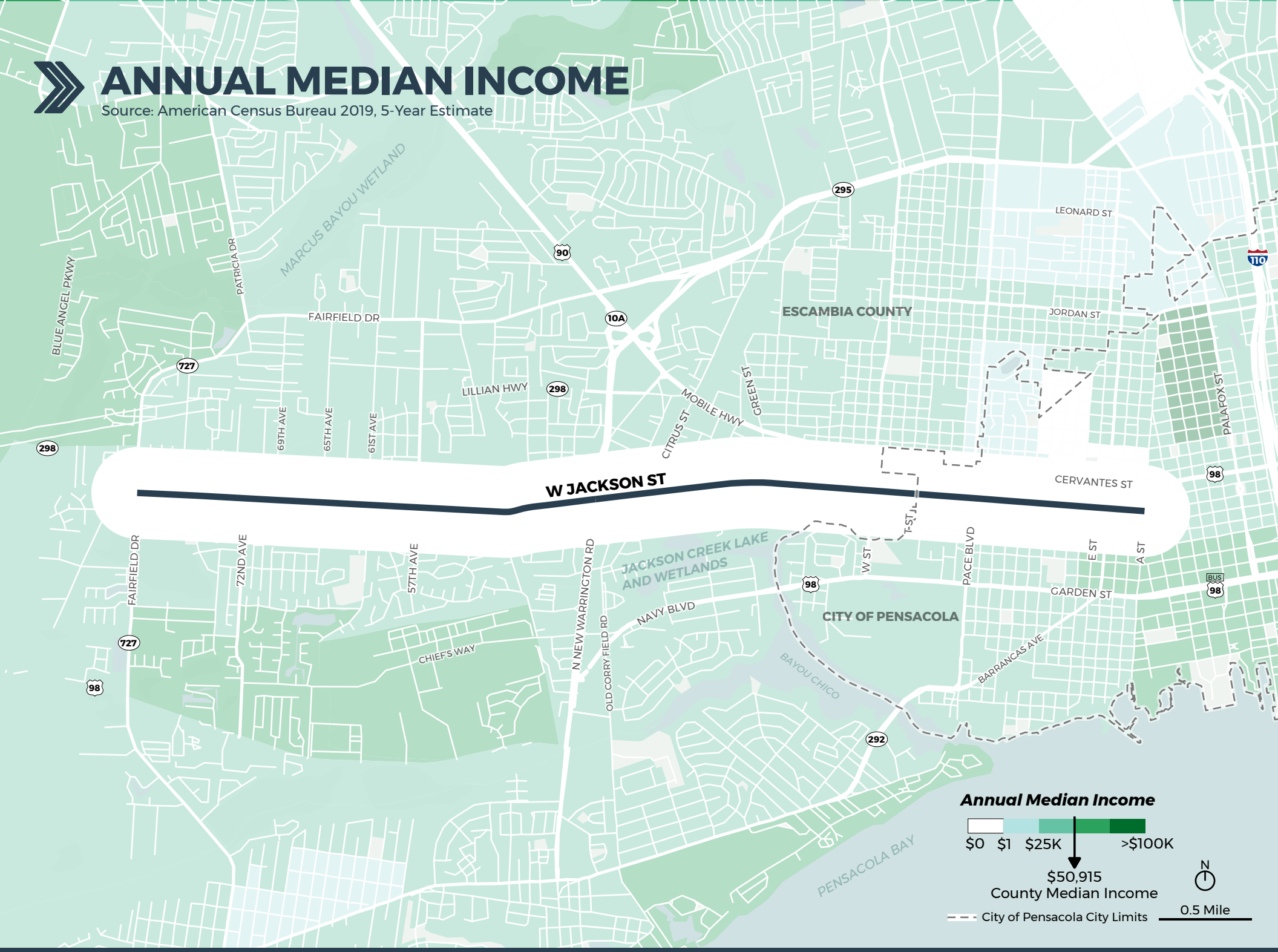
Source: American Census Bureau 2019, 5-year Estimate



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

ANNUAL MEDIAN INCOME

Source: American Census Bureau 2019, 5-Year Estimate



Annual Median Income

$0 $1 $25K >$100K

$50,915
County Median Income

City of Pensacola City Limits

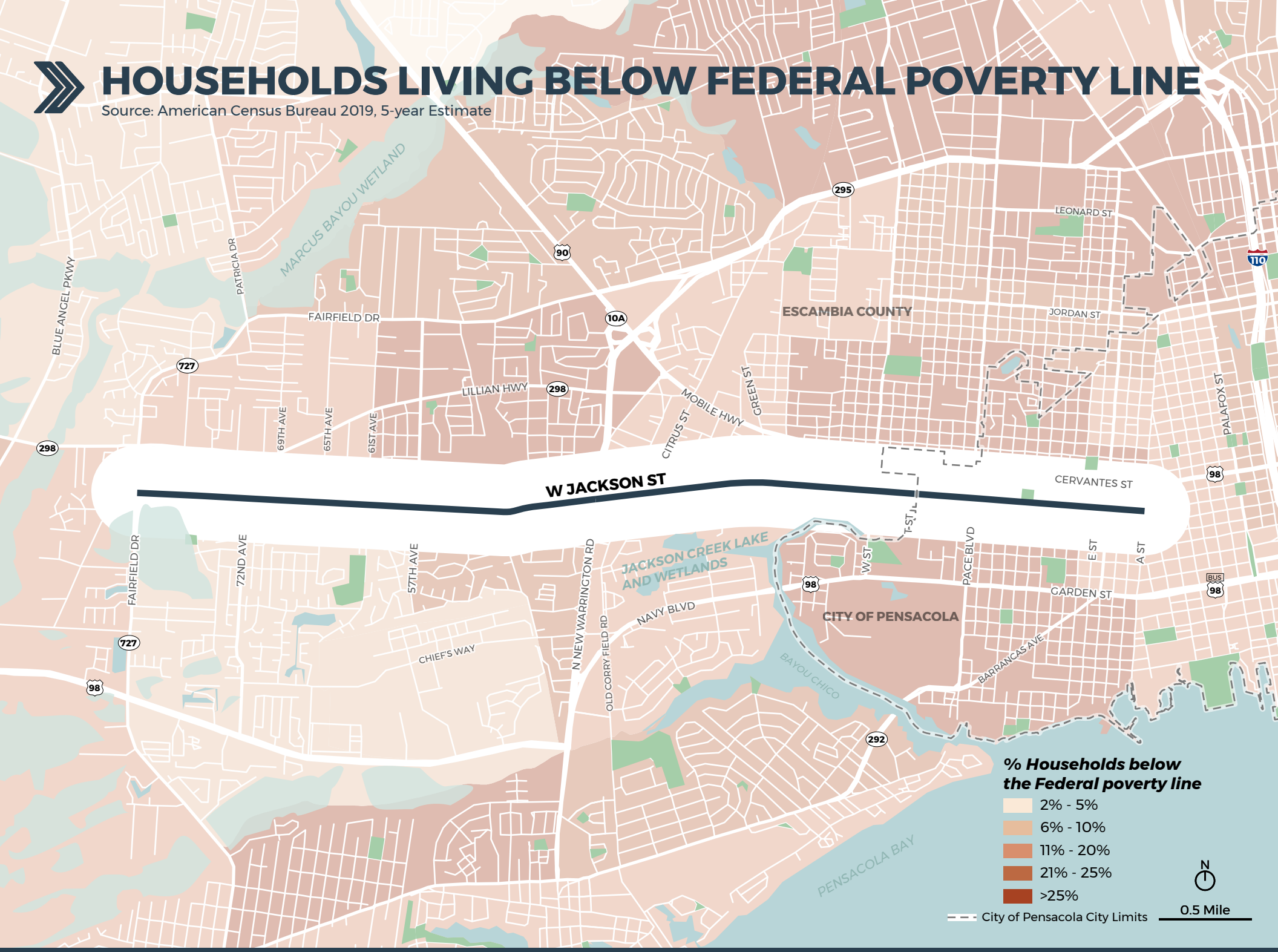
N

0.5 Mile

Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

HOUSEHOLDS LIVING BELOW FEDERAL POVERTY LINE

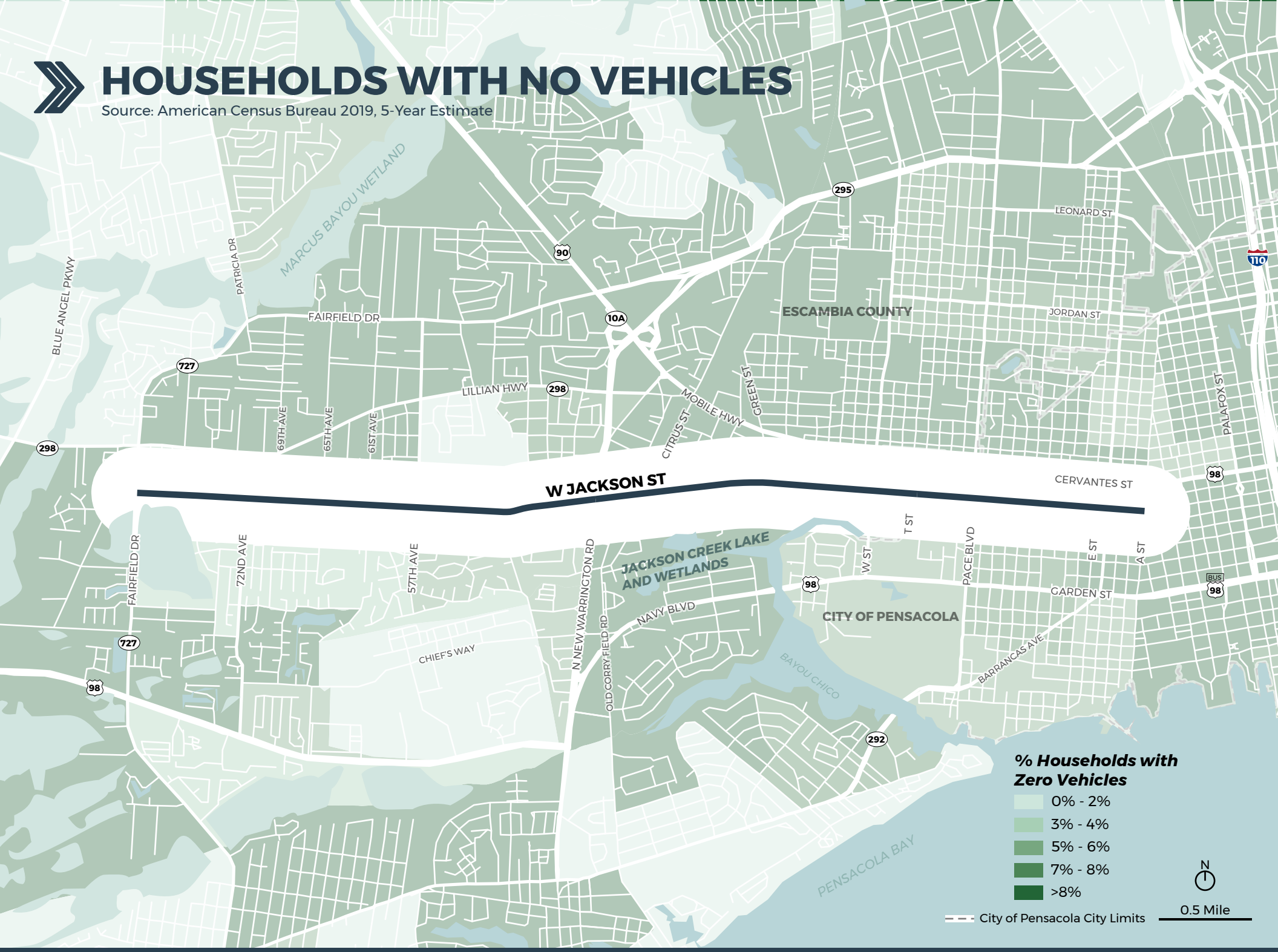
Source: American Census Bureau 2019, 5-year Estimate



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

HOUSEHOLDS WITH NO VEHICLES

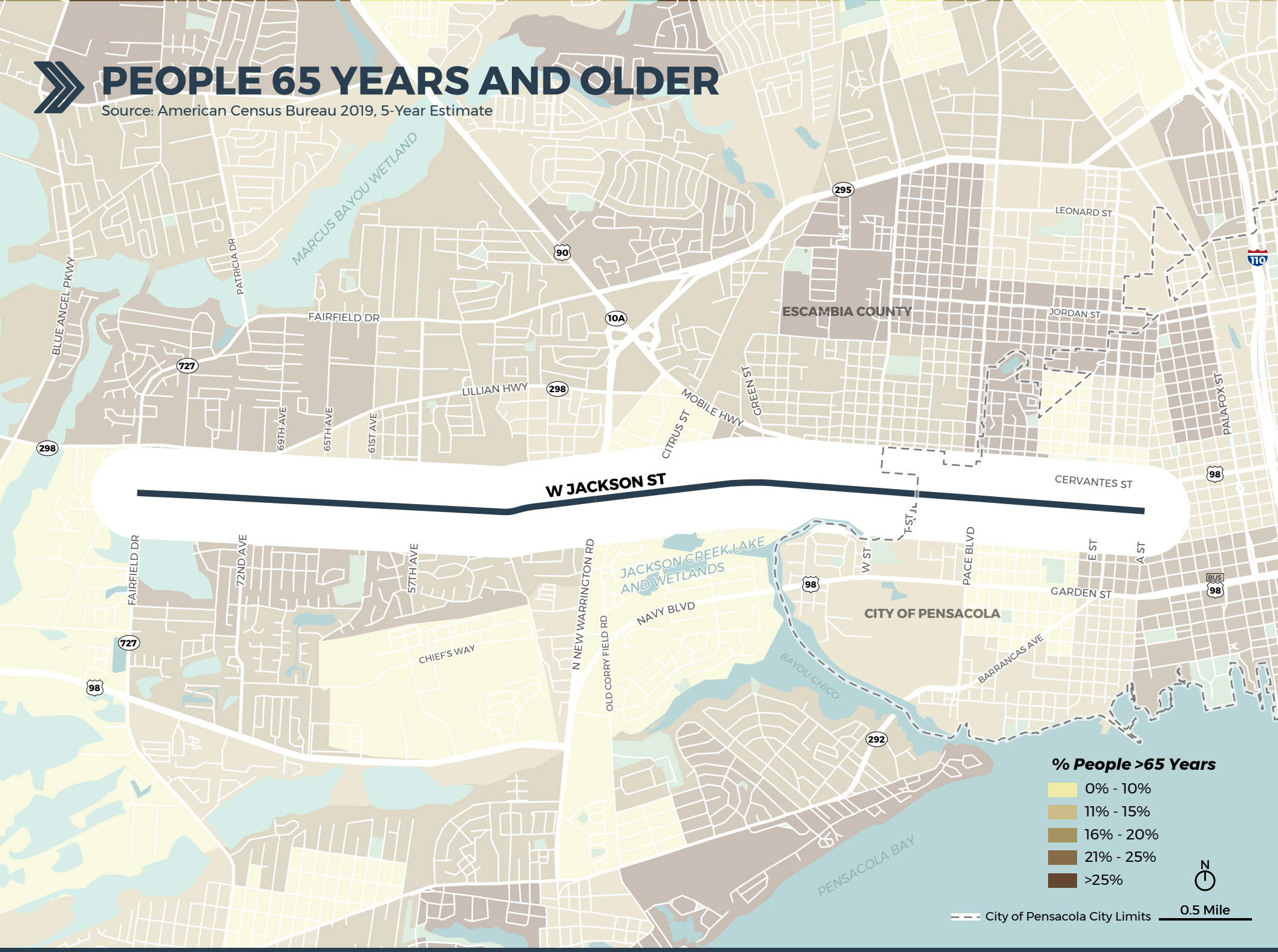
Source: American Census Bureau 2019, 5-Year Estimate



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

PEOPLE 65 YEARS AND OLDER

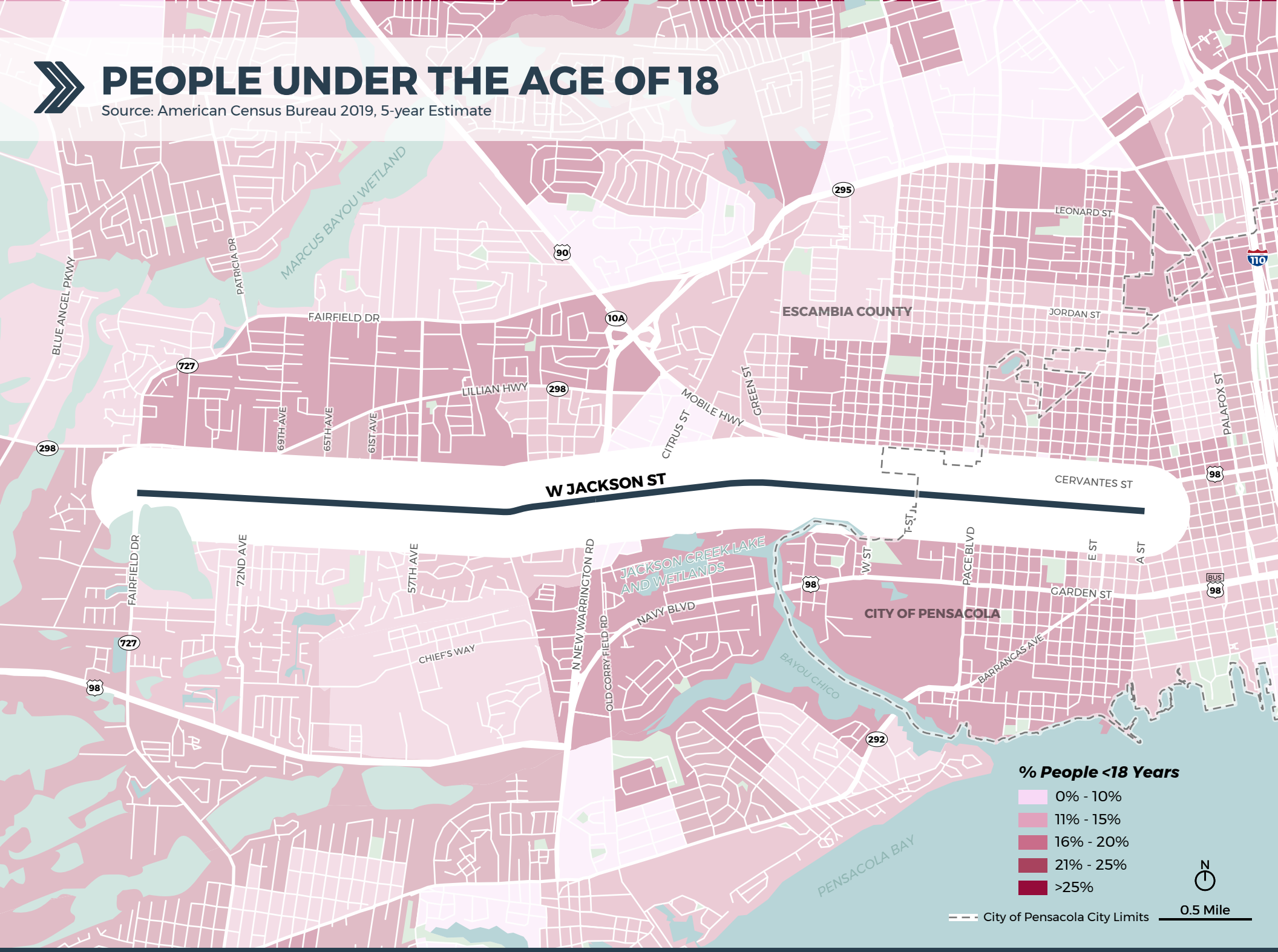
Source: American Census Bureau 2019, 5-Year Estimate



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

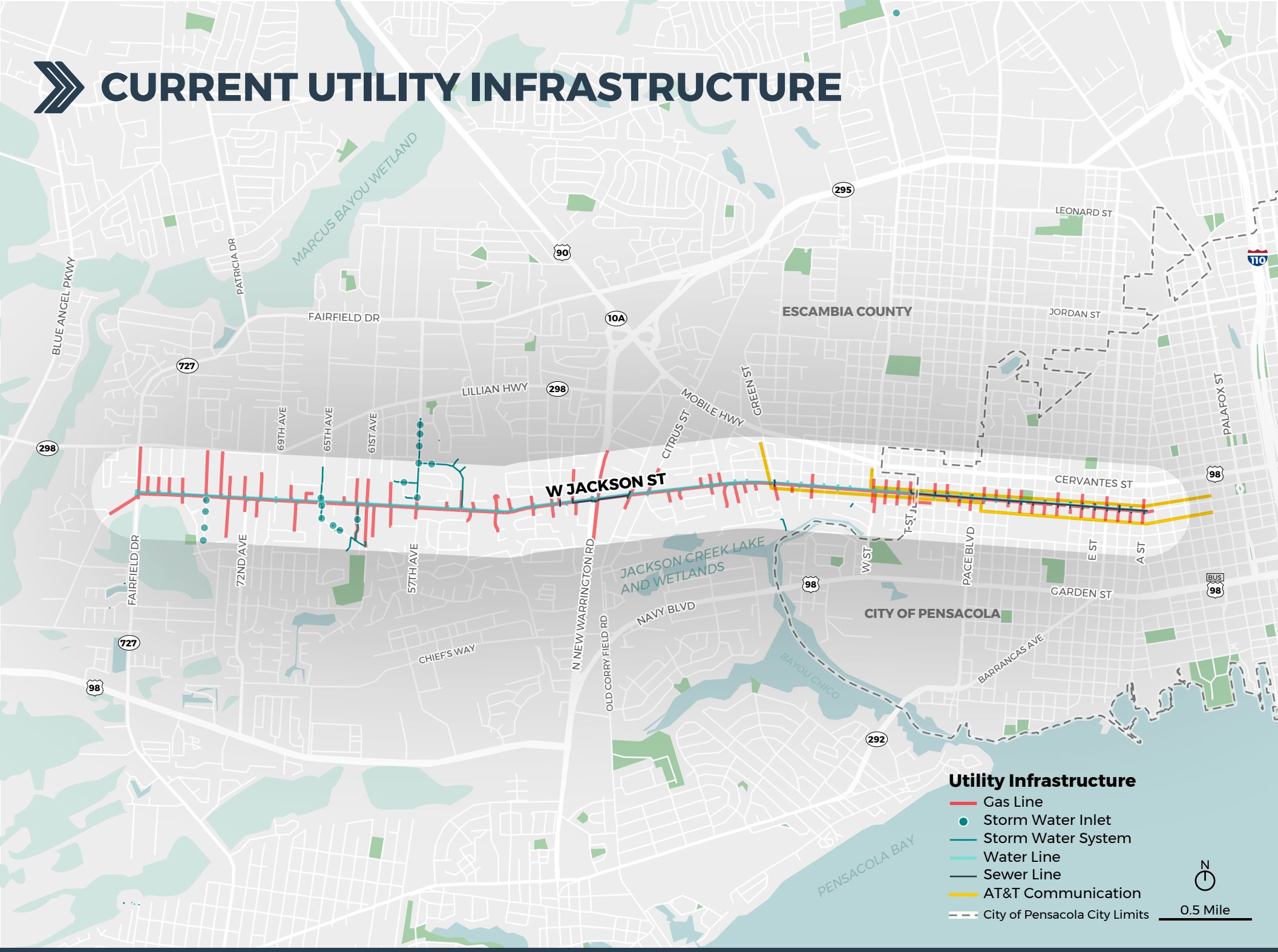
PEOPLE UNDER THE AGE OF 18

Source: American Census Bureau 2019, 5-year Estimate



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

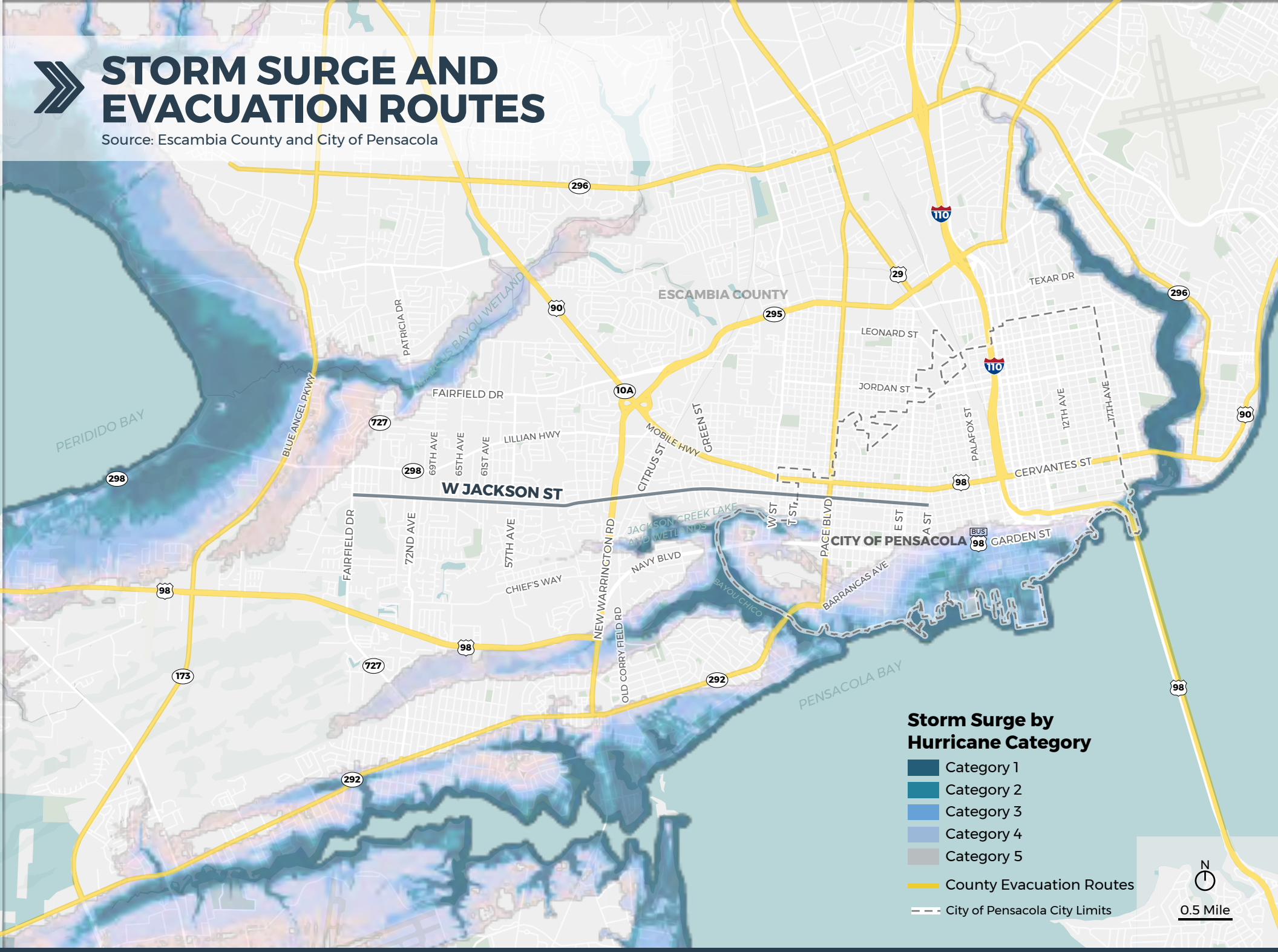
CURRENT UTILITY INFRASTRUCTURE



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

STORM SURGE AND EVACUATION ROUTES

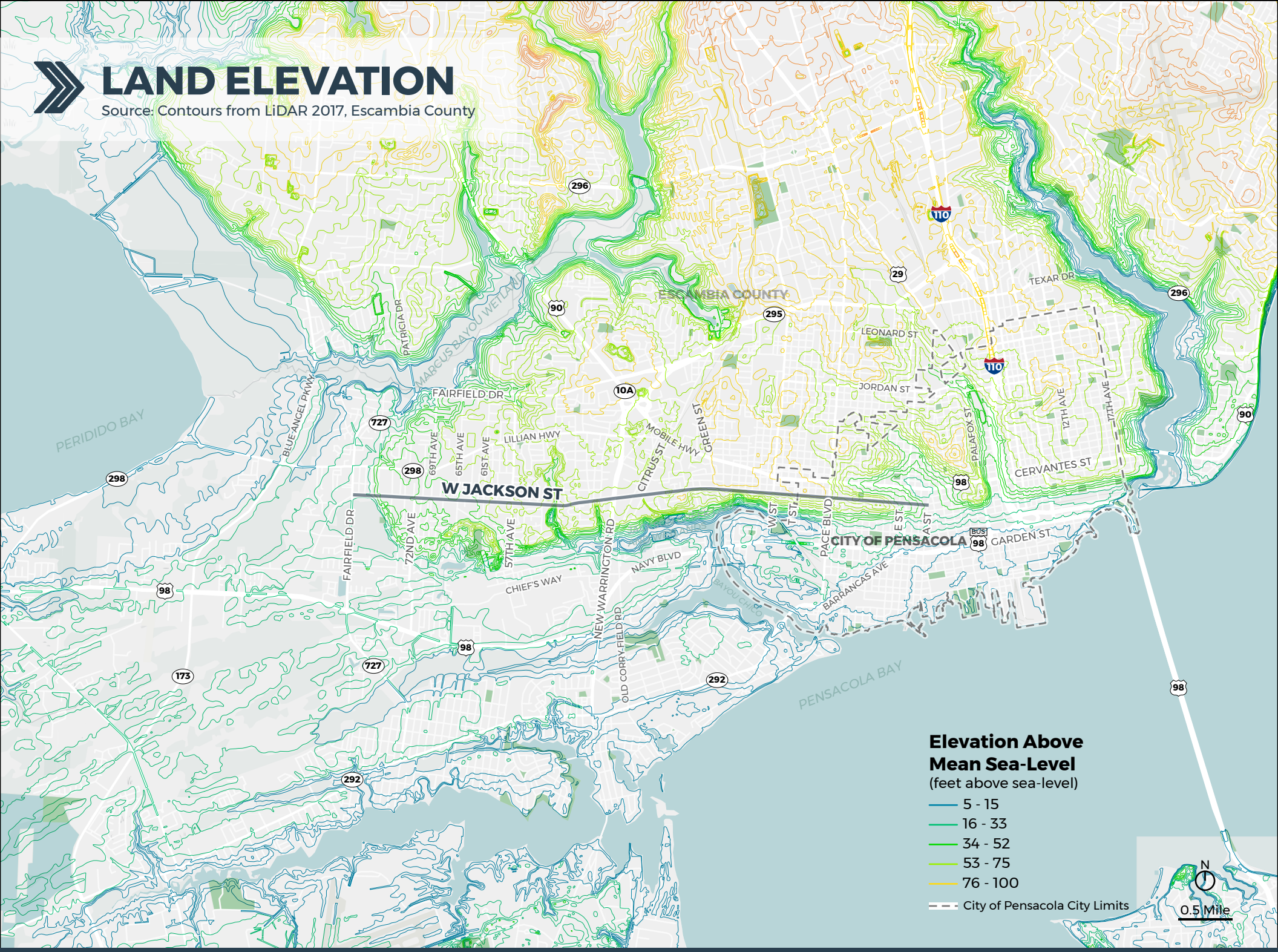
Source: Escambia County and City of Pensacola



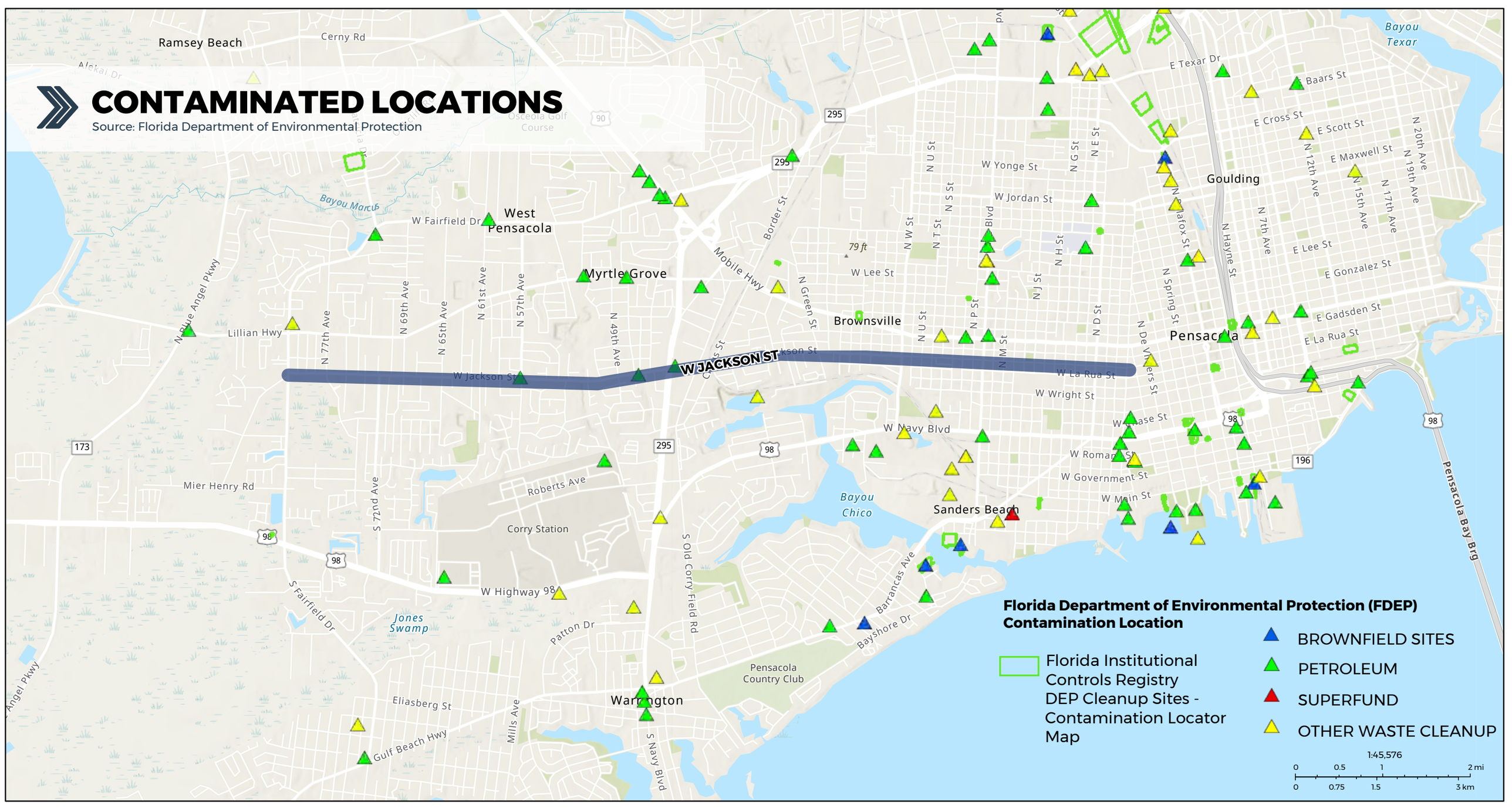
Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations

LAND ELEVATION

Source: Contours from LiDAR 2017, Escambia County



Refer to **Jackson St CRA & Segment** Map for Locations of Key Destinations


CONTAMINATED LOCATIONS
Source: Florida Department of Environmental Protection
W JACKSON ST
Florida Department of Environmental Protection (FDEP)
Contamination Location
Florida Institutional Controls Registry
DEP Cleanup Sites - Contamination Locator Map
BROWNFIELD SITES
PETROLEUM
SUPERFUND
OTHER WASTE CLEANUP
1:45,576
0 0.5 1 2 mi
0 0.75 1.5 3 km
Ramsey Beach
Cerny Rd
Bayou Texar
E Texar Dr
E Baars St
E Cross St
E Scott St
E Maxwell St
N 20th Ave
N 19th Ave
N 17th Ave
N 15th Ave
N 12th Ave
N 7th Ave
N Hayne St
E Lee St
E Gonzalez St
E Gadsden St
E La Rua St
Goulding
Pensacola
N Spring St
N De Villers St
N Palafox St
N G St
N E St
N U St
N S St
N W St
N T St
N H St
N J St
N P St
N M St
N D St
W Yonge St
W Jordan St
W Lee St
W La Rua St
W Wright St
W Chase St
W Roman St
W Government St
W Main St
W Navy Blvd
Sanders Beach
Bayou Chico
Barrancas Ave
Bayshore Dr
Pensacola Country Club
Pensacola Bay Brg
Brownsville
Myrtle Grove
West Pensacola
W Fairfield Dr
Bayou Marcus
Lillian Hwy
N Blue Angel Pkwy
N 77th Ave
N 69th Ave
N 65th Ave
N 61st Ave
N 57th Ave
N 49th Ave
Mobile Hwy
Border St
N Green St
79 ft
W Jackson St
Mier Henry Rd
S 72nd Ave
Roberts Ave
Corry Station
S Old Corry Field Rd
W Highway 98
S Fairfield Dr
Jones Swamp
Patton Dr
Eliasberg St
Gulf Beach Hwy
Mills Ave
Warrington
S Navy Blvd
Osceola Golf Course
295
98
173
196
90

Appendix D:

Emerald Coast Utilities Authority (ECUA) coordination notes, sewer expansion map.

Jackson Street Utility Coordination Notes

Jacob Kearley, PE; ECUA Manager of Utility Coordination
Based on September 20, 2022 Teleconference

1. Sewer Expansion:
    a. Expansion efforts will likely be extremely limited. The areas listed below may be likely but will require further investigation as to their feasibility:
        i. Extending sewer from T street west as far as grades will allow
        ii. Extending Gravity sewer at 46th street south of Jackson into the Jackson street ROW as far as grades will allow.
        iii. Extending Gravity Sewer east from Fairfield as far as grades will allow.
    b. Attached is an overall map of the ECUA service area. The key areas we have focused on for sewer expansion are in the brownish color.
    c. If you take time to digest the map you can see the Jackson street area (circled in RED) is not included in any current sewer expansion plans.
        i. Expanding sewer on the central or western portions of Jackson would require extensive gravity sewer pipeline construction outside of the Jackson Street ROW and would also require a ~$1M lift station that is strategically placed to serve the greatest populated area.
        ii. Not to speak for our Board, but since this area is not one of the priority areas it is doubtful ECUA would commit funds to large-scale expansion efforts along Jackson.

2. Sewer Rehab: One thing I failed to cover in our meeting was rehab on our existing sewer. While most of our sewer has already been rehabbed or will be within the next year, there are areas that will require excavation for replacement.
    a. Specifically, ECUA has 6” clay sewers on some side streets that connect to the system on Jackson and need to be replaced with new 8” sewers. Known locations are:
        i. South of Jackson on K Street (1 block)
        ii. South of Jackson on L Street (1 block)
        iii. North of Jackson on R Street (1 block)
        iv. South of Jackson on T Street (2 blocks)

3. Water Improvements/modifications:
    a. ECUA has a number of well sites along the length of this portion of Jackson Street. Fire flow is sufficient in the Jackson Street ROW.
    b. The ECUA water master plan has identified the water main south of Jackson Street on 61st to be upgraded from a 6” to an 8”.
    c. The water crossing at 62nd was upgraded this year to a 6” main. That work is not reflected on the ECUA shapefiles sent previously but I will provide those as-builts when available.
    d. All mains crossing asphalt shall be ductile iron or PVC in steel casing.
    e. All water services to be renewed entirely to the meter and placed in casing. All water meters shall be moved to the ROW line and not located within sidewalks.

4. Antiquated water main replacement:
    a. There are several sections of CA in the Jackson Street corridor. The previously provided shapefiles should identify the transitions in water main material. All CA mains should be replaced.
    b. Many side streets have 2” galvanized mains. These streets should be evaluated for hydrant coverage and upgraded as necessary with PVC.

ECUA SEWER SYSTEM EXPANSION PROGRAM
CRITICAL NEED AREAS & ESCAMBIA COUNTY COMMUNITY REDEVELOPMENT AREAS

CRA DISTRICTS	ECUA PROJECT AREAS
ENSLEY	ENSLEY ST PH I & II, CAMDEN RD, ACKERMAN DR, TOWER DR, AIRWAY DR & STOCKDALE AVE
WARRINGTON	NAVY BLVD, PATTON DR, SUNSET AVE & POU STATION RD, BEACH HAVEN NORTHWEST, BEACH HAVEN SOUTH, BEACH HAVEN NORTHEAST PH II, NAVY POINT PH IV B
ATWOOD	ATWOOD EAST, ATWOOD WEST
ENGLEWOOD	ENGLEWOOD PH I & II
OAKFIELD	OAKFIELD PH I & II, HANCOCK LN, OAKFIELD SOUTH PH I & II
BROWNSVILLE	LEE STREET, BROWNSVILLE AREA PH I & II, SOUTH BROWNSVILLE, SEVERAL ADDITIONAL AREAS
PALAFOX	MARKET ST, MLK JR

	PRIORITIZED AREAS	PROJECT AREAS
1	BAYOU GRANDE	NAVY POINT PH IV, BEACH HAVEN NORTHWEST, BEACH HAVEN SOUTH, SUNSET AVE & POU STATION RD
2	EIGHT MILE CREEK	MUSCODA STREET
3	PERDIDO KEY COVE	
4	ENSLEY	
5	CARPENTER'S CREEK	ELLYSON DR
6	CLEAR CREEK	HIGHLAND DOWNS, BETMARK PLACE, ASHLAND PARK
7	INNERARITY	INNERARITY POINT ROAD
8	ELEVEN MILE CREEK	FOX QUARRY
9	BAYOU CHICO	
10	WILLOW LAKE ESTATES	HERITAGE LAKES, WOODBRIDGE MANOR, SKYHAWK & CESSNA, RIOLA PLACE

Prioritized Areas and ECUA Systems

- CRA Disctricts
- Critical Need Areas
- Future Sewer Expansions
- Sewer Gravity Main
- Prioritized Areas
- 1/2 Mile Surface Water Influence Zone
- Well Head Protection Areas 7 yr

Santa Rosa County

Baldwin County, Alabama

Gulf Breeze

CANTONMENT
MUSCOGEE RD
FOX QUARRY
8
E KINGSFIELD RD
ASHLAND PARK
6
HIGHLAND DOWNS
N DAVIS HWY
BETMARK PLACE
HOLSBERRY
CHEMSTRAND RD
AIRWAY DR & STOCKDALE AVE
W NINE MILE RD
INTERSTATE 10
4
ENSLEY
ATWOOD
MOBILE HWY
PINE FOREST RD
2
MUSCODA STREET
N PALAFOX ST
CREIGHTON RD
OAKFIELD
5
N 9TH AVE
BRENT LN
ELLYSON DR
SAUFLEY FIELD RD
W MICHIGAN AVE
PALAFOX
MARKET ST
INTERSTATE 10
BAYOU BLVD
RAMSEY BEACH
N BLUE ANGEL PKWY
OSCEOLA ESTATES
ENGLEWOOD
MLK DR
W FAIRFIELD DR
LA PAZ
SKYHAWK & CESSNA
LEE STREET
N PACE BLVD
BROWNSVILLE AREA PHASE I
BROWNSVILLE
BROWNSVILLE AREA PHASE II
RIOLA PLACE
W HIGHWAY 98
10
PATTON DR AREA
9
BEACH HAVEN NORTHEAST - PHASE II
BARRANCAS
BARRANCAS AVE
MULTIPLE EXTENSIONS OFF EXISTING SEWER
PARADISE BEACH
BEACH HAVEN NORTHWEST
WARRINGTON
NAVY BLVD AREA
HERITAGE LAKES
S BLUE ANGEL PKWY
DOG TRACK RD
1
SUNSET AVE & POU STATION RD
WOODBRIDGE MANOR
BEACH HAVEN SOUTH ZONE & NAVY POINT PHASE IV B
SORRENTO RD
TREASURE HILL PARK
INNERARITY POINT ROAD
7
SEAGLADES SD
3
N

0 4,000 8,000 16,000 24,000 32,000 Feet

CRA Data: Escambia County GIS Dept.
NAD 1983 HARN StatePlane Florida North FIPS 0903 Feet
June 14, 2021

EMERALD COAST UTILITIES AUTHORITY

Appendix B. Traffic Analysis with Appendix

Traffic Analysis Report

August 2022

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

PREPARED FOR:

Escambia County

Brownsville CRA

City of Pensacola

City of Pensacola CRA

BY:

WSP

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Summary

This traffic analysis technical memorandum summarizes existing traffic condition analysis, traffic growth rate analysis, and future traffic condition analysis along W Jackson Street, located in southern Escambia County, Florida.

The following are the major findings of the traffic analysis technical memorandum.

- A high extent of speeding tendency was noticed in all the studied roadway segments in current condition.
- All study intersections currently operate at acceptable LOS (LOS D or better) in both peak hours.
- There were 16 fatal and severe injury crashes from 2016 to 2021 within the study area with three (3) crashes resulting in fatalities and 13 crashes resulting in severe injuries.
- A negative historical growth rate was determined based on FDOT Trend Analysis Tool. Therefore, the study determined that the future year traffic volume will be considered as equivalent to existing traffic volume as existing condition represents the "worst case scenario".
- A signal warrant analysis indicates that only two intersections along the Jackson St corridor have experienced significant demand to justify a traffic signal – (i) N Pace Boulevard and (ii) New Warrington Road. Therefore, a roundabout or a stop control was considered as an alternative at the remaining intersections.
- A set of future improvements were considered along the Jackson St corridor including intersection to roundabout conversion and removing turn lanes to open up space for complete street implementation.
- In the future condition (with proposed upgrades), all study intersections are expected to operate at acceptable LOS (LOS E or better). N W St intersection is likely to operate at LOS F as a two-way stop control intersection. This intersection should likely remain as a signalized intersection. However, roundabout or stop control seems effective in all other select intersections.
- A sensitivity analysis showed that traffic could increase dramatically along Jackson Street and intersections would still have acceptable operations. Level of service of F was not observed until traffic was increased between 30% and 130% at all intersections except N W Street. This level of traffic growth is unlikely in any foreseeable circumstance. N W Street observed a LOS of F with only a 10% increase in traffic in the PM peak hour. This suggests that converting this intersection to a two-way stop-controlled intersection is likely infeasible.
- Speed limits are appropriately set east of New Warrington Road for current driving conditions and can be lowered with additional complete street and traffic calming improvements. West of New Warrington Road, drivers are currently driving well above the posted speed limits and a goal should be to reduce driver speed in line with current speed limits.

Recommendations

The following are the operational recommendations of the traffic analysis technical memorandum:

- Remove unwarranted traffic signals and replace with a roundabout or four-way stop depending on community preference, cost, and implementation feasibility at these intersections:
  - N Old Corry Field Road
  - N 57th Avenue
  - N 65th Avenue
  - N Crow Road/Fairfield Drive
- Explore conversion of New Warrington Road signal to two-lane/one-lane roundabout
- Convert the two-way stop control at N A Street to four-way stop control.
- Remove these auxiliary turn lanes:
  - Westbound left turn lane at N Pace Boulevard
  - Westbound left turn lane and northbound right turn lane at N Old Corry Field Road
  - Eastbound right turn lane at N 57th Avenue
- Improve traffic signals at N W Street and N Pace Boulevard with mast arm mounted traffic signal heads, protected permissive left turn phasing for northbound and southbound using flashing yellow arrow 4-section head assemblies, and pedestal mounted pedestrian signals with APS push buttons on all approaches.
- Speed limits are recommended for the Jackson St corridor as follows, once the complete street and traffic calming improvements have been implemented:
  - Segment 1 (N Pace Blvd to N A St): 25 mph
  - Segment 2 (New Warrington to N Pace Blvd): 30 mph
  - Segment 3 (Fairfield Drive to New Warrington): 35 mph
    - After completion of complete street and traffic calming improvements, conduct a follow up speed study west of New Warrington to determine if speed limit can be reduced to 30 mph.
- Improve street lighting where low lighting levels exist on the corridor.
- Install sidewalks along corridor and safe, high quality pedestrian crossings along corridor.
  - Install school crossings of Jackson Street at N 61st Avenue and N 49th Avenue for Myrtle Grove and West Pensacola Elementary Schools
  - Investigate additional safety and operational improvements at N 49th Avenue for school traffic. Consider installing a roundabout at this location.

Existing Traffic Condition Analysis

This section provides the current vehicular speed pattern analysis, existing traffic operational analysis, and historical crash analysis.

Vehicular Speed Analysis

A speed study was conducted along the Jackson St corridor to examine the existing observed speed. HSA Consulting group collected speed data on Jan 27th (Tuesday), 2022 at the six select roadway segments. **Table 1** provides a list of the roadway segments, posted speed limit and several observed speed profiles (percent of speed exceeding posted speed limit, average speed and 85th percentile speed) for each of the roadway segments. Detailed speed data for each segment with key speed statistics is included in **Appendix A.**

Table 1: Speed Profile of Jackson St Select Roadway Segments

Segment	Posted Speed Limit (MPH)	% Drivers Faster than Posted Speed	Average Speed (MPH)		85th Percentile Sped (MPH)	
			EB	WB	EB	WB
Between G St and F St	30	44%	29.1	28.8	33.8	33.6
Between T St and S St	35	38%	33.9	33.0	40.4	38.7
East of Green St	35	65%	36.2	36.3	42.0	42.4
Between 47th Ave and Blanton Ct	35	64%	36.1	36.2	41.4	41.9
West of Edgewood Cir	35	76%	38.1	38.1	43.1	43.2
East of 75th Ave	35	84%	40.1	41.2	45.7	46.7

There are two posted speed limits along the Jackson St corridor – 35 mph (west of Pace Blvd) and 30mph (east of Pace Blvd), as shown in the **Table 1**. A high extent of speeding tendency was noticed in all the studied roadway segments. Among them, the segment east of 75th Ave experienced the highest percentage of speed samples exceeding the posted speed limit. Four (4) out of the six segments were identified to have most frequently observed speed range exceeding the posted speed limit, all of which are from Green Street and westward. The speeds increase along the corridor from east to west with the highest speeds at the far western end of the corridor.

Existing Traffic Operational Analysis

Intersection delay and level of service (LOS) were analyzed for the following eight select intersections in the study area along W Jackson Street.

1. N A Street
2. N Pace Boulevard
3. N W Street
4. N Old Cory Field Road
5. New Warrington Road
6. N 57th Avenue
7. N 65th Avenue
8. N Crow Road/Fairfield Drive

Table 2 and **Table 3** summarize existing peak hour (AM and PM, respectively) LOS and delay (in seconds) for each approach as well as for each intersection overall.[1] At the intersection level, all study intersections currently operate at acceptable LOS (LOS D or better) in both peak hours. At the approach level, only Eastbound (EB) approach at the New Warrington Road and Jackson Street intersection (#5) experiences LOS F in the AM peak though it operates at LOS D in the PM peak. Detailed existing traffic operational measures for each intersection is included in **Appendix B.**

Table 2: AM Peak Hour Intersections Operations - Existing Condition (2022)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. N A St & Jackson St	26.5 (D)	29.0 (D)	*	*	4.2 (A)
2. N Pace Blvd & Jackson St	31.4 (C)	25.6 (C)	17.8 (B)	37.3 (D)	28.4 (C)
3. N W St & Jackson St	43.1 (D)	36.8 (D)	10.3 (B)	9.8 (A)	21.6 (C)
4. N Old Corry Field Rd & Jackson St	13.0 (B)	12.3 (B)	12.8 (B)	13.2 (B)	12.8 (B)
5. New Warrington Rd & Jackson St	95.0 (F)	57.6 (E)	17.1 (B)	23.7 (C)	36.8 (D)
6. N 57th Ave & Jackson St	10.5 (B)	9.3 (A)	17.8 (B)	17.5 (B)	11.5 (B)
7. N 65th Ave & Jackson St	10.4 (B)	9.6 (A)	17.8 (B)	17.5 (B)	11.5 (B)
8. N Crow Rd / Fairfield Dr & Jackson St	N/A	33.0 (C)	13.9 (B)	11.8 (B)	16.1 (B)

** Free movement*

Table 3: PM Peak Hour Intersections Operations - Existing Condition (2022)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. N A St & Jackson St	28.7 (D)	30.5 (D)	*	*	3.7 (A)
2. N Pace Blvd & Jackson St	29.1 (C)	23.5 (C)	21.1 (C)	22.6 (C)	22.8 (C)
3. N W St & Jackson St	36.6 (D)	41.5 (D)	11.1 (B)	11.7 (B)	22.9 (C)

[1] Intersections were analyzed using *Highway Capacity Manual* (HCM) 6th Edition methodologies, as implemented in Synchro 11 software.

4.	N Old Corry Field Rd & Jackson St	12.6 (B)	14.1 (B)	13.7 (B)	14.3 (B)	13.8 (B)
5.	New Warrington Rd & Jackson St	46.6 (D)	74.6 (E)	24.6 (C)	25.4 (C)	31.8 (C)
6.	N 57th Ave & Jackson St	9.2 (A)	12.8 (B)	17.8 (B)	18.3 (B)	12.7 (B)
7.	N 65th Ave & Jackson St	9.6 (A)	12.2 (B)	16.9 (B)	16.8 (B)	11.7 (B)
8.	N Crow Rd / Fairfield Dr & Jackson St	N/A	36.0 (D)	14.3 (B)	13.1 (B)	17.6 (B)

** Free movement*

Historical Crash Analysis

There were 16 fatal and severe injury crashes from 2016 to 2021 within the study area with three (3) crashes resulting in fatalities and 13 crashes resulting in severe injuries. **Table 4** summarizes crash data along W Jackson Street within the study area from 2016 to 2021.[2]

Table 4: Crash Data Summary by Year (2016-2021)

Year	Total	No. of Crashes					
		Fatality	Severe Injury	Night time	At Intersection	Pedestrian Involved	Bicycle Involved
2016	2	0	2	1	1	0	0
2017	2	0	2	1	2	0	1
2018	2	0	2	1	2	1	0
2019	3	0	3	1	2	0	0
2020	3	1	2	1	0	1	1
2021	4	2	2	1	2	1	0
Total	***16***	***3***	***13***	***6***	***9***	***3***	***2***

The most negatively impacted locations are Jackson Street intersections at W Fairfield Drive, Forest Park and Edgecliff Dr, and N New Warrington Road and within Escambia County. Six crashes occurred in the night times and nine were at an intersection. The most frequent type of crashes was rear-end crashes, angle crashes, and pedestrian crashes. Alcohol was not found as a contributing factor in any of the crashes. **Appendix C** provides detailed characteristics of each crash and a map of the Fatal & Serious Injury crashes.

Almost one-third of the crashes involved pedestrians or cyclists with 18.8% involving pedestrians and 12.5% involving cyclists. This is compared to the current walking and biking mode exposure to traffic of approximately 6.9% pedestrian and 1.6% cyclist.[3] This can be seen in Figure 1. This shows that

[2] Crash data were obtained from the Signal 4 Analytics for the most recent years (2016-2021).
[3] US Census Bureau ACS 2020 5-year estimate is 4.5% walked to work, 1.6% biked to work, and 2.3% took public transit for average of Pensacola, West Pensacola CDP, and Myrtle Grove CDP. For mode share crash exposure, transit users are grouped with pedestrians as they access transit.

pedestrians and cyclists are highly over-represented in the fatal and serious injury crashes compared to drivers based on the mode share. The highest crash locations for those walking and biking are W Fairfield Drive, New Warrington Road, Old Corey Field Road, and Ross St/Keys Court. Pedestrian and cyclist safety should be a top priority of the complete street recommendations.

Another safety issues identified is the high number of night-time crashes. 37.5% of the injury and fatal crashes on the corridor occurred at night. A review of existing street lighting levels on the corridor should be made to identify where streetlight improvements can be made to address this concern.

The intersection of Jackson Street with N Crow Rd / Fairfield Dr also has an elevated number of crashes. 18.8% of all of the corridor crashes occurred at this one intersection. The intersection has an offset and skewed configuration that creates sight distance and intersection crossing distance challenges. Realigning the streets would be challenging due to existing properties. However, a peanut-shaped single lane roundabout could be constructed and provide significant safety benefits. The remainder of the crashes are relatively evenly spaced along the corridor, with more crashes happening towards the western end of the corridor.

Traffic Growth Rate Analysis

FDOT Trend Analysis Tool was used to determine historical growth rate for Jackson St corridor. FDOT Traffic Online PTMS (Portable Traffic Monitoring Sites) data was available for 12 segments (6 on the Jackson St road and other 6 on the nearby cross St).

Based on the trend analysis, average historical growth rate was determined as **-0.79%** for the Jackson St sites only and **-0.88%** for all the sites in the area. **Table 5** provides historical growth rates for each site, which was estimated based on the recent year (2005 – 2019) AADT on the corresponding segment. **Appendix D** provides AADT and trend analysis summary for each site.

Table 5: Historical Growth Rate

Site #	Road Name	Location	Historical Growth Rate
485125	JACKSON ST	200' E OF SR 292 (PACE BLVD)	-1.71%
485124	JACKSON ST	250' W OF SR 292 (PACE BLVD)	-0.55%
485015	PACE BLVD	175' S OF C298A (JACKSON ST)	-1.60%
485193	W ST	200' N OF C298A (JACKSON ST)	-2.07%
485145	JACKSON ST	200' E OF C295A(OLD CORRY FIELD RD)	-1.05%
485084	OLD CORRY FIELD RD	250' S OF C298A(JACKSON ST)	-1.27%
484024	JACKSON ST	300' E OF SR295(NEW WARRINGTON RD)	-1.04%
485142	JACKSON ST	300' W OF SR 295(NEW WARRINGTON RD)	0.87%

485202	NEW WARRINGTON RD	700' N OF JACKSON ST	0.66%
485140	JACKSON ST	300' E OF SR 727(FAIRFIELD DR)	-1.26%
485099	FAIRFIELD DR	225' N OF KAUSE RD (S OF JACKSON)	-0.60%
484021	FAIRFIELD DR	575' S OF SR 298 (LILLIAN HWY)	-0.91%
		Average Growth Rate (All Segments)	**-0.88%**
		Average Growth Rate (Only Jackson St)	**-0.79%**

Since the average historical growth rate was determined as negative, the study also looked at the University of Florida's BEBR (Bureau of Economic and Business Research) projections for the Escambia County from 2020 to 2045, which range from -0.23% to 1.19%. It is important to note that the BEBR data accounts for countywide data and does not necessarily reflect expected growth on specific roadways or sub-areas of the county. It is useful in reviewing reasonableness of growth rates obtained from other sources such as historical AADT data. BEBR population study data is also included in **Appendix D**.

Given both historical AADT data and BEBR projections imply a negative or flat growth rate, the study determined that the future year traffic volume will be considered as equivalent to existing traffic volume as existing condition represents the "worst case scenario". This also suggests that any capacity expansion will likely not be needed on Jackson St corridor for the foreseeable future.

Future Traffic Condition Analysis

This section provides the potential future improvements, future traffic operational analysis (with proposed upgrades), traffic sensitivity analysis for any unforeseen future event, and speed limit recommendations for Jackson St corridor.

Future Improvements

A signal warrant analysis was conducted to understand whether a signal is necessary for the efficient operations of traffic at all 8 intersections of Jackson St corridor. The signal warrant analysis was conducted according to the methodology outlined in the Manual on Uniform Traffic Control Devices, Part 4. The analysis suggests that only two intersections have experienced significant demand to warrant a traffic signal – (i) N Pace Boulevard and (ii) New Warrington Road. This suggests that the five remaining traffic signals are unwarranted and removing them would likely improve traffic flow and safety. **Table 6** provides signal warrant analysis summary based on warrant 2 (four-hour). **Appendix E** provides detailed signal warrant analysis for each of the intersection.

Table 6: Signal Warrant Analysis Summary

Intersections	Existing Traffic Control	Warrant 2 (Four-Hour) Met?
1. N A St & Jackson St	Two-Way Stop	No
2. N Pace Blvd & Jackson St	Traffic Signal	Yes
3. N W St & Jackson St	Traffic Signal	No
4. N Old Corry Field Rd & Jackson St	Traffic Signal	No
5. New Warrington Rd & Jackson St	Traffic Signal	Yes
6. N 57th Ave & Jackson St	Traffic Signal	No
7. N 65th Ave & Jackson St	Traffic Signal	No
8. N Crow Rd / Fairfield Dr & Jackson St	Traffic Signal	No

Several types of upgrades (adding left-turn/right-turn, extending storage length, conversion of intersection to roundabout) were initially considered for the Jackson St corridor. However, because traffic level of service is generally high with most intersections at LOS A or B, an emphasis on improvements was put on improving safety and reducing roadway width to make room for multimodal mobility, stormwater quality infrastructure, trees, and utilities, rather than increasing or maintaining capacity.

Table 7 provides proposed upgrades in the future condition for each of the intersection. It should be noted for all four-way stop controlled intersection (Scenario 1), a roundabout alternative was considered (Scenario 2). These recommendations are focused solely on traffic operations; other safety recommendations are discussed in the corridor study.

New Warrington Rd & Jackson St is a high-volume intersection has recently had several safety and capacity improvements made at it, but continues to experience injury crashes. A two-lane roundabout idea was explored at the intersection and was tentatively determined to be feasible, but implementation could be challenging because of right of way constraints. Therefore, it is recommended that a roundabout be explored, but will likely require further study beyond this analysis due to the complexities of the intersection. The operational aspect of this roundabout are included for decision making purposes moving forward.

Table 7: Proposed Upgrades in the Future Condition

Intersections	Proposed Upgrades
1. N A St & Jackson St	Four-Way Stop / Roundabout
2. N Pace Blvd & Jackson St	Remove WBL
3. N W St & Jackson St	Two-Way Stop
4. N Old Corry Field Rd & Jackson St	Four-Way Stop / Roundabout, Remove WBL and NBR
5. New Warrington Rd & Jackson St	Roundabout
6. N 57th Ave & Jackson St	Four-Way Stop / Roundabout
7. N 65th Ave & Jackson St	Four-Way Stop / Roundabout
8. N Crow Rd / Fairfield Dr & Jackson St	Roundabout

Future Traffic Operational Analysis

Intersection delay and level of service (LOS) were analyzed for the future condition (with proposed upgrades) in the study area along W Jackson Street.

Table 8 and **Table 9** summarize future condition LOS and delay (in seconds) for each approach as well as for each intersection overall in AM peak hour for both scenarios (scenario 1 refers to four-way stop while scenario 2 refers to roundabout in select intersections).[4] At the intersection level, all study intersections are expected to operate at acceptable LOS (LOS D or better) in both scenarios. At the approach level, only Eastbound (EB) approach at the New Warrington Road and Jackson Street intersection (#5) experiences LOS F, similar to existing condition. The roundabouts have better levels of service in Scenario 2 than the four-way stop intersections in Scenario 1 in all cases. Detailed AM Peak traffic operational measures in future condition for each intersection is included in **Appendix F.**

[4] Intersections were analyzed using *Highway Capacity Manual* (HCM) 6th Edition methodologies, as implemented in Synchro 11 software.

Table 8: AM Peak Hour Intersections Operations – Future Condition (Scenario 1)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. N A St & Jackson St (4-Way Stop)	11.2 (B)	10.4 (B)	21.6 (C)	18.6 (C)	18.8 (C)
2. N Pace Blvd & Jackson St (Remove WBL)	31.4 (C)	26.2 (C)	17.8 (B)	37.3 (D)	28.5 (C)
3. N W St & Jackson St (Two-Way Stop)	65.3 (F)	25.0 (D)	*	*	20.0 (C)
4. N Old Corry Field Rd & Jackson St (4-Way Stop)	11.1 (B)	11.2 (B)	11.5 (B)	11.5 (B)	11.3 (B)
5. New Warrington Rd & Jackson St (Roundabout)	77.0 (F)	10.2 (A)	9.5 (A)	11.4 (B)	20.9 (C)
6. N 57th Ave & Jackson St (4-Way Stop)	13.6 (B)	10.4 (B)	9.4 (A)	9.5 (A)	11.8 (B)
7. N 65th Ave & Jackson St (4-Way Stop)	12.4 (B)	11.3 (B)	9.0 (A)	9.2 (A)	11.4 (B)
8. N Crow Rd / Fairfield Dr & Jackson St (Roundabout)	5.2 (A)	6.6 (A)	7.6 (A)	6.2 (A)	6.9 (A)

** Free movement*

Table 9: AM Peak Hour Intersections Operations - Future Condition (Scenario 2)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. N A St & Jackson St (Roundabout)	6.0 (A)	5.1 (A)	7.1 (A)	6.4 (A)	6.6 (A)
2. N Pace Blvd & Jackson St (Remove WBL)	31.4 (C)	26.2 (C)	17.8 (B)	37.3 (D)	28.5 (C)
3. N W St & Jackson St (Two-Way Stop)	65.3 (F)	25.0 (D)	*	*	20.0 (C)
4. N Old Corry Field Rd & Jackson St (Roundabout)	5.4 (A)	5.2 (A)	5.8 (A)	5.4 (A)	5.5 (A)
5. New Warrington Rd & Jackson St (Roundabout)	77.0 (F)	10.2 (A)	9.5 (A)	11.4 (B)	20.9 (C)
6. N 57th Ave & Jackson St (Roundabout)	6.1 (A)	4.8 (A)	5.6 (A)	4.0 (A)	5.5 (A)
7. N 65th Ave & Jackson St (Roundabout)	5.5 (A)	5.0 (A)	5.0 (A)	4.0 (A)	5.2 (A)
8. N Crow Rd / Fairfield Dr & Jackson St (Roundabout)	5.2 (A)	6.6 (A)	7.6 (A)	6.2 (A)	6.9 (A)

** Free movement*

Table 10 and **Table 11** summarize future condition LOS and delay (in seconds) for each approach as well as for each intersection overall in PM peak hour for both scenarios.[5] At the intersection level, all study intersections are expected to operate at acceptable LOS (LOS E or better) in both peak hours.

[5] Intersections were analyzed using *Highway Capacity Manual* (HCM) 6th Edition methodologies, as implemented in Synchro 11 software.

At the approach level, only Eastbound (EB) and Westbound (WB) approaches at the New Warrington Road and Jackson Street intersection (#5) experiences LOS F. The roundabouts have better levels of service in Scenario 2 than the four-way stop intersections in Scenario 1 in all cases. Detailed PM Peak traffic operational measures in future condition for each intersection is included in **Appendix F.**

Table 10: PM Peak Hour Intersections Operations – Future Condition (Scenario 1)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. N A St & Jackson St (4-Way Stop)	10.5 (B)	10.4 (B)	20.2 (C)	18.7 (C)	18.4 (C)
2. N Pace Blvd & Jackson St (Remove WBL)	25.7 (C)	24.6 (C)	21.1 (C)	22.6 (C)	22.6 (C)
3. N W St & Jackson St (Two-Way Stop)	89.9 (F)	108.9 (F)	-	-	42.1 (E)
4. N Old Corry Field Rd & Jackson St (4-Way Stop)	14.4 (B)	24.5 (C)	23.8 (C)	18.0 (C)	21.4 (C)
5. New Warrington Rd & Jackson St (Roundabout)	11.7 (B)	37.4 (E)	13.7 (B)	13.0 (B)	15.1 (C)
6. N 57th Ave & Jackson St (4-Way Stop)	12.5 (B)	22.3 (C)	10.3 (B)	10.6 (B)	17.2 (C)
7. N 65th Ave & Jackson St (4-Way Stop)	10.5 (B)	14.2 (B)	8.6 (A)	8.9 (A)	12.5 (B)
8. N Crow Rd / Fairfield Dr & Jackson St (Roundabout)	5.6 (A)	7.9 (A)	8.1 (A)	7.5 (A)	7.8 (A)

** Free movement*

Table 11: PM Peak Hour Intersections Operations - Future Condition (Scenario 2)

Intersections	Delay (LOS)				
	EB	WB	NB	SB	Intersection
1. N A St & Jackson St (Roundabout)	5.5 (A)	5.3 (A)	6.9 (A)	7.0 (A)	6.8 (A)
2. N Pace Blvd & Jackson St (Remove WBL)	25.7 (C)	24.6 (C)	21.1 (C)	22.6 (C)	22.6 (C)
3. N W St & Jackson St (Two-Way Stop)	89.9 (F)	108.9 (F)	-	-	42.1 (E)
4. N Old Corry Field Rd & Jackson St (Roundabout)	5.7 (A)	8.1 (A)	6.9 (A)	7.1 (A)	7.1 (A)
5. New Warrington Rd & Jackson St (Roundabout)	11.7 (B)	37.4 (E)	13.7 (B)	13.0 (B)	15.1 (C)
6. N 57th Ave & Jackson St (Roundabout)	5.3 (A)	7.4 (A)	4.6 (A)	6.2 (A)	6.4 (A)
7. N 65th Ave & Jackson St (Roundabout)	5.2 (A)	6.3 (A)	4.0 (A)	5.0 (A)	5.8 (A)
8. N Crow Rd / Fairfield Dr & Jackson St (Roundabout)	5.6 (A)	7.9 (A)	8.1 (A)	7.5 (A)	7.8 (A)

** Free movement*

Traffic Sensitivity Analysis

Traffic sensitivity analysis was conducted to understand the traffic capacity available for any unforeseen traffic growth, such as bypass trips from the future Cervantes Road Diet and the increase in residential permits in and around Jackson Street. This analysis includes following three key intersections east of New Warrington Road.

1. N A Street
2. N Pace Boulevard
3. N W Street

The traffic volumes at these intersections were increased in 10% growth intervals to the point that the overall intersection level of service becomes F. Synchro report associated with the threshold volumes are presented in **Appendix G.** For the AM Peak hour, following percent increase would result in LOS F.

1. N A Street:
    - Scenario 1 (All Way Stop): 30% volume increase
    - Scenario 2 (Roundabout): 140% volume increase
2. N Pace Boulevard (Signal): 80% volume increase
3. N W Street (Two-Way Stop Control): 20% volume increase

For the PM Peak hour, following percent increase would result in LOS F.

1. N A Street:
    - Scenario 1 (All Way Stop): 30% volume increase
    - Scenario 2 (Roundabout): 130% volume increase
2. N Pace Boulevard (Signal): 120% volume increase
3. N W Street (Two-Way Stop Control): 10% volume increase

Speed Limit Recommendations

Speed limits have traditionally been set looking at the 85th percentile speed on the road. But experience has shown that this often leads to a cycle of increasing speed limits. That's no different on the Jackson Street corridor where many drivers are driving well above the posted speed limits, especially towards the west end of the corridor. As a complete street project, lowering the speeds on the street is one of the primary goals to improve safety and raising the speed limit to match the 85th percentile speed would be contrary to this goal.

To better evaluate appropriate speed limits, this study used a tool, USLIMITS2, developed by the FHWA to determine an appropriate speed limit for a specific roadway segment. To utilize USLIMITS2, speed data was collected at the following six locations –

- Between G St and F St
- Between T St and S St
- East of Green St
- Between 47th Ave and Blanton Ct
- West of Edgewood Cir
- East of 75th Ave

This speed data was utilized to understand the existing posted speed, average actual speed, and 85th percentile speed. These speed statistics along with roadway information and crash information were used as an input to the USLIMITS2 software package to determine a recommended speed limit for the corridor. Detailed USLIMITS2 input and output for each of the six roadway segments are provided in the **Appendix H.** A comparison between the currently posted speed limit and USLIMITS2 speed limit output is presented in **Table 12**. As shown in the table, USLIMITS2 speed limit output remains the same in 4 roadway segments whereas it shows an increase from 35 to 40 mph in two roadway segments, mainly because of the USLIMITS2's inherent algorithm of selecting maximum speed limit for specific conditions on a road section.

Table 12: Comparison of Posted and USLIMITS2 Recommended Speed Limit

Segment	Posted Speed Limit (MPH)	USLIMITS2 Recommended Speed Limit (MPH)
Between G St and F St	30	30

Between T St and S St	35	35
East of Green St	35	35
Between 47th Ave and Blanton Ct	35	35
West of Edgewood Cir	35	40
East of 75th Ave	35	40

Based on **Table 12**., it appears speed limits are appropriately set currently, but complete street improvements and traffic calming should lead to lowered speeds, which would benefit from lowering the posted speed limits correspondingly. This assumes that drivers are generally complying with current speed limits. This does appear to be the case in the areas east of New Warrington Road. West of New Warrington Road, drivers are tending to drive much faster than the posted speed limits. Therefore, the recommendation of this study is to lower speed limits by 5 mph east of New Warrington Road once the complete street and traffic calming improvements are constructed to match the new lowered driver speeds. West of New Warrington Road, the goal will be to reduced driver speeds so that they are complying with the existing speed limits but maintain the existing speed limits. A speed study should be performed after the complete street and traffic calming improvements have been constructed west of New Warrington Road to determine if speed limits can be reduced similar to other parts of the corridor. Therefore, this study recommends following speed limit along the Jackson St corridor.

- Segment 1 (N Pace Blvd to N A St): 25 mph
- Segment 2 (New Warrington to N Pace Blvd): 30 mph
- Segment 3 (Fairfield Drive to New Warrington): 35 mph

Appendix A: Vehicular Speed Analysis

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location: Jackson Street between 47th Avenue and Blanton Court Direction: Eastbound
Start Date: 27-Jan-22 Start Time: 0:00 Posted Speed: 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		42	0	0	0	3	10	19	6	3	1	0	0	0	0	0
1:00		25	0	1	0	2	2	7	9	2	1	1	0	0	0	0
2:00		24	1	0	0	0	9	11	2	1	0	0	0	0	0	0
3:00		20	0	0	0	0	4	7	8	1	0	0	0	0	0	0
4:00		51	0	0	0	1	8	21	18	2	1	0	0	0	0	0
5:00		121	0	0	0	5	32	43	30	8	0	3	0	0	0	0
6:00		344	2	0	3	18	101	159	51	8	2	0	0	0	0	0
7:00		531	22	28	33	63	194	165	22	4	0	0	0	0	0	0
8:00		420	3	9	14	21	110	196	57	10	0	0	0	0	0	0
9:00		308	4	2	9	14	54	134	65	26	0	0	0	0	0	0
10:00		271	0	0	7	5	35	133	71	18	2	0	0	0	0	0
11:00		283	0	0	5	12	57	137	64	5	2	1	0	0	0	0
12:00		322	3	5	8	19	83	143	48	10	3	0	0	0	0	0
13:00		335	3	3	8	28	89	139	55	7	3	0	0	0	0	0
14:00		380	2	3	5	23	109	165	56	13	4	0	0	0	0	0
15:00		341	2	2	5	16	62	152	80	17	5	0	0	0	0	0
16:00		338	2	1	2	47	108	142	24	10	2	0	0	0	0	0
17:00		330	0	2	6	28	86	155	42	8	2	1	0	0	0	0
18:00		261	1	2	4	13	74	114	43	9	1	0	0	0	0	0
19:00		196	0	0	5	12	35	99	34	9	1	1	0	0	0	0
20:00		134	0	0	0	4	23	59	37	10	1	0	0	0	0	0
21:00		143	1	1	0	7	33	57	34	7	3	0	0	0	0	0
22:00		110	0	1	0	4	22	47	23	9	4	0	0	0	0	0
23:00		54	2	3	4	4	5	20	10	3	2	1	0	0	0	0
Daily Totals		5384	48	63	118	349	1345	2324	889	200	40	8	0	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street between 47th Avenue and Blanton Court			Direction	Eastbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		30.7 MPH
Median Speed (50th percentile) :		36.3 MPH
Average Speed - All Vehicles :		36.1 MPH
85th Percentile Speed :		41.4 MPH
95th Percentile Speed :		43.9 MPH
10MPH Pace Speed :		30-39 MPH
Number of Vehicles inPace :		3669
Percentof Vehicles inPace :		68.1%
Number of Vehicles >	35MPH	3461
Percentof Vehicles >	35MPH	64.3%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location: Jackson Street between 47th Avenue and Blanton Court Direction: Westbound
Start Date: 27-Jan-22 Start Time: 0:00 Posted Speed: 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		61	0	2	0	3	13	27	13	1	2	0	0	0	0	0
1:00		42	0	1	0	2	8	15	9	4	2	1	0	0	0	0
2:00		29	0	0	1	2	10	11	3	1	0	0	0	0	1	0
3:00		23	0	0	1	1	8	5	5	2	1	0	0	0	0	0
4:00		25	0	0	0	0	3	10	9	2	0	0	1	0	0	0
5:00		50	0	0	0	3	13	14	16	3	1	0	0	0	0	0
6:00		141	0	1	0	8	45	55	23	7	2	0	0	0	0	0
7:00		258	1	5	5	13	60	108	50	11	2	2	1	0	0	0
8:00		240	3	3	2	13	39	106	58	14	2	0	0	0	0	0
9:00		242	0	1	2	13	56	103	52	11	2	2	0	0	0	0
10:00		259	3	5	1	19	60	90	59	21	1	0	0	0	0	0
11:00		288	0	2	4	22	70	108	67	13	2	0	0	0	0	0
12:00		310	4	3	8	16	46	154	68	11	0	0	0	0	0	0
13:00		406	4	9	7	37	97	168	71	10	3	0	0	0	0	0
14:00		412	7	6	5	23	108	168	68	17	6	4	0	0	0	0
15:00		498	1	7	13	26	131	204	97	15	3	0	1	0	0	0
16:00		531	0	9	20	64	161	204	62	9	0	2	0	0	0	0
17:00		599	2	12	18	83	230	181	64	9	0	0	0	0	0	0
18:00		427	6	6	19	37	135	152	60	10	2	0	0	0	0	0
19:00		290	0	1	8	20	90	107	44	15	5	0	0	0	0	0
20:00		255	0	3	3	16	46	107	55	19	5	1	0	0	0	0
21:00		187	0	0	2	6	34	79	46	17	2	0	1	0	0	0
22:00		161	0	1	1	7	38	58	44	9	1	2	0	0	0	0
23:00		111	0	3	2	7	14	51	24	7	2	0	0	1	0	0
Daily Totals		5845	31	80	122	441	1515	2285	1067	238	46	14	4	1	1	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street between 47th Avenue and Blanton Court			Direction	Westbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		30.5 MPH
Median Speed (50th percentile) :		36.3 MPH
Average Speed - All Vehicles :		36.2 MPH
85th Percentile Speed :		41.9 MPH
95th Percentile Speed :		45.2 MPH
10MPH Pace Speed :		30-39 MPH
Number of Vehicles inPace :		3800
Percentof Vehicles inPace :		65.0%
Number ofVehicles >	35MPH	3656
Percentof Vehicles >	35MPH	62.5%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location Jackson Street between G Street and F Street Direction Eastbound
Start Date 27-Jan-22 Start Time 0:00 Posted Speed 30 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		6	0	0	0	5	1	0	0	0	0	0	0	0	0	0
1:00		4	0	0	1	1	1	0	0	1	0	0	0	0	0	0
2:00		5	0	0	2	1	2	0	0	0	0	0	0	0	0	0
3:00		4	1	0	1	1	1	0	0	0	0	0	0	0	0	0
4:00		7	0	0	2	1	2	1	1	0	0	0	0	0	0	0
5:00		13	1	0	3	3	5	1	0	0	0	0	0	0	0	0
6:00		49	2	0	3	13	20	7	2	1	1	0	0	0	0	0
7:00		116	0	5	9	35	45	16	5	1	0	0	0	0	0	0
8:00		86	1	0	9	28	32	12	3	1	0	0	0	0	0	0
9:00		66	2	2	14	25	17	4	0	2	0	0	0	0	0	0
10:00		67	3	4	14	25	14	5	1	1	0	0	0	0	0	0
11:00		65	0	4	10	18	25	7	1	0	0	0	0	0	0	0
12:00		71	3	3	9	17	29	8	2	0	0	0	0	0	0	0
13:00		93	2	6	14	41	21	7	1	1	0	0	0	0	0	0
14:00		82	1	5	13	35	22	6	0	0	0	0	0	0	0	0
15:00		80	3	4	18	33	14	5	3	0	0	0	0	0	0	0
16:00		90	1	4	16	37	22	8	1	1	0	0	0	0	0	0
17:00		66	1	1	12	23	16	8	4	1	0	0	0	0	0	0
18:00		54	0	1	6	20	19	5	2	1	0	0	0	0	0	0
19:00		26	1	0	3	9	8	3	1	1	0	0	0	0	0	0
20:00		25	0	1	6	7	6	3	1	1	0	0	0	0	0	0
21:00		20	1	0	2	10	4	2	1	0	0	0	0	0	0	0
22:00		10	1	0	2	3	3	1	0	0	0	0	0	0	0	0
23:00		12	1	1	1	2	5	2	0	0	0	0	0	0	0	0
Daily Totals		1117	25	41	170	393	334	111	29	13	1	0	0	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street between G Street and F Street			Direction	Eastbound
Posted Speed	30 MPH				

Data Summary

15th Percentile Speed:		22.4 MPH
Median Speed (50th percentile) :		28.3 MPH
Average Speed - All Vehicles :		29.1 MPH
85th Percentile Speed :		33.8 MPH
95th Percentile Speed :		38.5 MPH
10MPH Pace Speed :		25-34 MPH
Number of Vehicles inPace :		727
Percentof Vehicles inPace :		65.1%
Number of Vehicles >	30MPH	488
Percentof Vehicles >	30MPH	43.7%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location Jackson Street between G Street and F Street Direction Westbound
Start Date 27-Jan-22 Start Time 0:00 Posted Speed 30 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		8	0	0	2	2	3	1	0	0	0	0	0	0	0	0
1:00		7	0	0	2	3	1	0	0	1	0	0	0	0	0	0
2:00		5	0	0	1	1	2	1	0	0	0	0	0	0	0	0
3:00		5	0	0	0	2	1	1	1	0	0	0	0	0	0	0
4:00		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00		5	0	0	0	4	1	0	0	0	0	0	0	0	0	0
6:00		23	1	0	3	7	8	3	1	0	0	0	0	0	0	0
7:00		64	0	2	11	18	22	8	3	0	0	0	0	0	0	0
8:00		75	0	3	20	17	22	9	4	0	0	0	0	0	0	0
9:00		44	0	3	10	20	7	3	1	0	0	0	0	0	0	0
10:00		72	0	2	29	32	7	2	0	0	0	0	0	0	0	0
11:00		82	0	3	16	30	21	8	3	1	0	0	0	0	0	0
12:00		99	1	4	24	33	24	9	3	0	1	0	0	0	0	0
13:00		86	1	6	17	37	18	5	2	0	0	0	0	0	0	0
14:00		81	0	3	11	31	24	8	4	0	0	0	0	0	0	0
15:00		105	4	2	9	46	27	11	5	1	0	0	0	0	0	0
16:00		92	0	0	19	43	22	6	2	0	0	0	0	0	0	0
17:00		103	1	2	18	39	30	9	3	0	1	0	0	0	0	0
18:00		51	1	1	8	17	19	5	0	0	0	0	0	0	0	0
19:00		55	0	2	11	22	12	5	2	1	0	0	0	0	0	0
20:00		33	0	0	3	14	11	3	1	1	0	0	0	0	0	0
21:00		27	1	0	6	9	7	3	1	0	0	0	0	0	0	0
22:00		10	1	0	3	5	1	0	0	0	0	0	0	0	0	0
23:00		13	1	0	0	7	4	1	0	0	0	0	0	0	0	0
Daily Totals		1146	12	33	223	440	294	101	36	5	2	0	0	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street between G Street and F Street			Direction	Westbound
Posted Speed	30 MPH				

Data Summary

15th Percentile Speed:		22.3 MPH
Median Speed (50th percentile) :		27.8 MPH
Average Speed - All Vehicles :		28.8 MPH
85th Percentile Speed :		33.6 MPH
95th Percentile Speed :		38.4 MPH
10MPH Pace Speed :		25-34 MPH
Number of Vehicles inPace :		734
Percentof Vehicles inPace :		64.0%
Number ofVehicles >	30MPH	438
Percentof Vehicles >	30MPH	38.2%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location Jackson Street between T Street and S Street Direction Eastbound
Start Date 27-Jan-22 Start Time 0:00 Posted Speed 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		16	1	0	1	3	7	3	1	0	0	0	0	0	0	0
1:00		11	1	1	0	2	3	2	1	1	0	0	0	0	0	0
2:00		12	0	0	0	3	4	3	2	0	0	0	0	0	0	0
3:00		12	0	0	1	2	3	3	2	0	1	0	0	0	0	0
4:00		14	0	0	0	0	5	4	3	2	0	0	0	0	0	0
5:00		36	0	1	0	8	8	10	8	1	0	0	0	0	0	0
6:00		124	1	0	2	20	36	32	24	9	0	0	0	0	0	0
7:00		257	0	0	3	29	127	58	27	12	1	0	0	0	0	0
8:00		186	0	1	3	28	63	49	34	7	1	0	0	0	0	0
9:00		144	0	0	7	33	61	26	12	4	1	0	0	0	0	0
10:00		142	1	0	6	25	60	31	16	3	0	0	0	0	0	0
11:00		133	3	0	8	33	50	25	12	2	0	0	0	0	0	0
12:00		169	2	3	8	33	65	35	19	3	1	0	0	0	0	0
13:00		187	2	2	8	39	85	35	13	2	1	0	0	0	0	0
14:00		180	2	0	1	27	71	42	26	9	0	2	0	0	0	0
15:00		170	2	1	6	20	81	37	18	4	1	0	0	0	0	0
16:00		163	3	2	7	47	42	33	24	5	0	0	0	0	0	0
17:00		137	3	0	7	28	59	26	12	2	0	0	0	0	0	0
18:00		100	3	0	6	16	43	19	9	3	1	0	0	0	0	0
19:00		81	1	0	2	19	26	18	11	3	0	0	1	0	0	0
20:00		58	0	0	3	10	17	15	11	2	0	0	0	0	0	0
21:00		50	1	1	1	5	17	12	9	2	1	1	0	0	0	0
22:00		44	0	0	2	2	15	13	9	3	0	0	0	0	0	0
23:00		23	0	0	2	4	6	5	5	0	1	0	0	0	0	0
Daily Totals		2449	26	12	84	436	954	536	308	79	10	3	1	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street between T Street and S Street			Direction	Eastbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		27.2 MPH
Median Speed (50th percentile) :		32.8 MPH
Average Speed - All Vehicles :		33.9 MPH
85th Percentile Speed :		40.4 MPH
95th Percentile Speed :		43.6 MPH
10MPH Pace Speed :		30-39 MPH
Number of Vehicles inPace :		1490
Percentof Vehicles inPace :		60.8%
Number of Vehicles >	35MPH	937
Percentof Vehicles >	35MPH	38.3%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location: Jackson Street between T Street and S Street Direction: Westbound
Start Date: 27-Jan-22 Start Time: 0:00 Posted Speed: 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		13	0	0	1	3	5	2	2	0	0	0	0	0	0	0
1:00		15	0	0	0	5	5	3	1	1	0	0	0	0	0	0
2:00		10	0	0	1	2	2	2	2	1	0	0	0	0	0	0
3:00		8	0	0	2	4	1	1	0	0	0	0	0	0	0	0
4:00		6	0	0	0	4	2	0	0	0	0	0	0	0	0	0
5:00		20	0	0	2	6	5	4	3	0	0	0	0	0	0	0
6:00		45	0	0	1	5	17	10	5	4	3	0	0	0	0	0
7:00		111	0	0	5	25	37	22	13	7	0	1	1	0	0	0
8:00		101	0	1	5	24	29	21	15	6	0	0	0	0	0	0
9:00		102	0	1	4	27	38	20	10	2	0	0	0	0	0	0
10:00		111	0	2	6	32	32	21	13	5	0	0	0	0	0	0
11:00		156	0	0	10	49	52	27	14	4	0	0	0	0	0	0
12:00		150	3	1	6	47	51	25	12	5	0	0	0	0	0	0
13:00		163	1	0	3	51	58	30	15	4	1	0	0	0	0	0
14:00		199	3	1	11	51	68	36	19	8	2	0	0	0	0	0
15:00		245	1	0	4	60	91	50	28	10	1	0	0	0	0	0
16:00		273	6	0	6	74	108	48	22	9	0	0	0	0	0	0
17:00		249	0	0	11	64	98	47	23	6	0	0	0	0	0	0
18:00		146	2	5	6	28	60	27	12	6	0	0	0	0	0	0
19:00		111	1	1	11	38	28	18	10	4	0	0	0	0	0	0
20:00		87	0	0	1	19	38	18	8	3	0	0	0	0	0	0
21:00		65	0	0	3	19	24	11	5	3	0	0	0	0	0	0
22:00		47	1	3	2	6	18	10	6	1	0	0	0	0	0	0
23:00		38	0	0	1	12	14	6	4	1	0	0	0	0	0	0
Daily Totals		2471	18	15	102	655	881	459	242	90	7	1	1	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street between T Street and S Street			Direction	Westbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		26.4 MPH
Median Speed (50th percentile) :		32.0 MPH
Average Speed - All Vehicles :		33.0 MPH
85th Percentile Speed :		38.7 MPH
95th Percentile Speed :		43.6 MPH
10MPH Pace Speed :		25-34 MPH
Number of Vehicles inPace :		1536
Percentof Vehicles inPace :		62.2%
Number ofVehicles >	35MPH	800
Percentof Vehicles >	35MPH	32.4%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location: Jackson Street east of 75th Avenue Direction: Eastbound
Start Date: 27-Jan-22 Start Time: 0:00 Posted Speed: 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		24	0	0	0	1	2	8	8	3	1	1	0	0	0	0
1:00		8	0	0	1	0	0	2	3	1	0	0	1	0	0	0
2:00		4	0	0	0	1	0	2	0	0	1	0	0	0	0	0
3:00		2	0	0	0	0	0	1	0	1	0	0	0	0	0	0
4:00		12	0	0	0	1	3	3	3	2	0	0	0	0	0	0
5:00		29	0	0	0	1	4	8	8	4	3	1	0	0	0	0
6:00		98	0	1	1	1	10	20	43	16	5	0	1	0	0	0
7:00		198	1	0	5	7	10	50	83	32	8	2	0	0	0	0
8:00		152	1	0	2	5	7	35	63	26	11	2	0	0	0	0
9:00		138	0	0	2	2	21	45	46	18	3	1	0	0	0	0
10:00		115	1	2	3	12	12	22	36	23	4	0	0	0	0	0
11:00		141	1	0	4	4	13	45	47	23	3	0	1	0	0	0
12:00		132	0	1	5	3	12	31	55	20	5	0	0	0	0	0
13:00		116	1	1	0	4	11	37	34	21	7	0	0	0	0	0
14:00		160	1	0	2	7	18	53	48	26	2	2	1	0	0	0
15:00		136	1	0	3	4	14	46	51	12	4	1	0	0	0	0
16:00		161	0	0	2	0	13	44	74	27	1	0	0	0	0	0
17:00		200	1	1	1	2	20	69	79	20	6	0	1	0	0	0
18:00		149	1	0	3	4	27	46	52	14	1	1	0	0	0	0
19:00		94	0	0	0	4	14	36	25	12	3	0	0	0	0	0
20:00		71	0	1	1	2	17	22	21	5	2	0	0	0	0	0
21:00		67	0	0	0	1	10	22	24	6	3	1	0	0	0	0
22:00		41	0	1	0	0	4	12	14	7	2	1	0	0	0	0
23:00		38	0	0	0	0	5	17	14	2	0	0	0	0	0	0
Daily Totals		2286	9	8	35	66	247	676	831	321	75	13	5	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street east of 75th Avenue			Direction	Eastbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		33.6 MPH
Median Speed (50th percentile) :		40.5 MPH
Average Speed - All Vehicles :		40.1 MPH
85th Percentile Speed :		45.7 MPH
95th Percentile Speed :		48.6 MPH
10MPH Pace Speed :		35-44 MPH
Number of Vehicles inPace :		1507
Percentof Vehicles inPace :		65.9%
Number of Vehicles >	35MPH	1921
Percentof Vehicles >	35MPH	84.0%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location Jackson Street east of 75th Avenue Direction Westbound
Start Date 27-Jan-22 Start Time 0:00 Posted Speed 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		23	0	0	0	0	1	9	6	3	2	2	0	0	0	0
1:00		14	0	0	0	1	2	3	4	2	0	2	0	0	0	0
2:00		7	0	0	0	0	2	3	1	0	1	0	0	0	0	0
3:00		9	0	0	0	0	0	2	3	2	1	1	0	0	0	0
4:00		18	0	0	1	1	1	2	10	0	2	1	0	0	0	0
5:00		38	0	0	0	1	3	10	13	8	3	0	0	0	0	0
6:00		76	0	0	0	0	4	21	27	16	6	2	0	0	0	0
7:00		176	0	0	0	4	9	55	69	29	10	0	0	0	0	0
8:00		141	0	0	2	1	5	24	57	36	12	3	1	0	0	0
9:00		120	0	0	0	0	8	29	44	29	10	0	0	0	0	0
10:00		136	2	1	0	1	13	43	53	20	3	0	0	0	0	0
11:00		117	0	0	2	3	8	24	55	17	5	2	1	0	0	0
12:00		155	0	1	1	3	9	44	65	26	6	0	0	0	0	0
13:00		174	0	0	0	3	13	39	72	38	6	2	0	1	0	0
14:00		196	0	0	2	6	13	74	68	32	1	0	0	0	0	0
15:00		237	0	0	0	5	18	73	90	41	9	1	0	0	0	0
16:00		231	0	1	2	6	20	82	79	33	6	1	1	0	0	0
17:00		244	0	1	2	5	24	88	93	23	6	2	0	0	0	0
18:00		171	0	0	0	9	17	59	58	23	4	1	0	0	0	0
19:00		116	0	0	0	5	11	35	43	19	3	0	0	0	0	0
20:00		106	0	0	0	4	6	30	37	21	4	3	1	0	0	0
21:00		93	0	1	0	5	6	28	23	17	10	3	0	0	0	0
22:00		47	0	1	1	2	1	15	18	5	0	2	2	0	0	0
23:00		43	0	0	0	4	5	11	13	10	0	0	0	0	0	0
Daily Totals		2688	2	6	13	69	199	803	1001	450	110	28	6	1	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street east of 75th Avenue			Direction	Westbound
Posted Speed	35 MPH			Site #	

Data Summary

15th Percentile Speed:		35.6 MPH
Median Speed (50th percentile) :		41.0 MPH
Average Speed - All Vehicles :		41.2 MPH
85th Percentile Speed :		46.7 MPH
95th Percentile Speed :		50.4 MPH
10MPH Pace Speed :		35-44 MPH
Number of Vehicles inPace :		1804
Percentof Vehicles inPace :		67.1%
Number ofVehicles >	35MPH	2399
Percentof Vehicles >	35MPH	89.2%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location Jackson Street east of Green Street Direction Eastbound
Start Date 27-Jan-22 Start Time 0:00 Posted Speed 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		28	0	0	1	3	10	9	2	3	0	0	0	0	0	0
1:00		17	0	0	3	1	4	6	3	0	0	0	0	0	0	0
2:00		18	1	2	2	1	3	6	3	0	0	0	0	0	0	0
3:00		11	0	0	1	2	1	3	3	0	1	0	0	0	0	0
4:00		22	0	0	3	0	4	7	4	3	1	0	0	0	0	0
5:00		46	0	3	4	2	5	18	11	3	0	0	0	0	0	0
6:00		145	0	4	7	4	16	66	32	14	2	0	0	0	0	0
7:00		242	0	0	12	21	46	89	58	11	4	1	0	0	0	0
8:00		229	0	3	11	15	33	94	57	16	0	0	0	0	0	0
9:00		175	0	2	9	8	34	86	29	6	1	0	0	0	0	0
10:00		170	0	2	10	6	19	85	41	7	0	0	0	0	0	0
11:00		176	0	3	10	5	53	72	27	5	1	0	0	0	0	0
12:00		205	0	1	10	14	54	87	26	8	3	2	0	0	0	0
13:00		201	0	4	11	23	40	67	46	8	2	0	0	0	0	0
14:00		259	1	7	12	15	44	116	52	9	3	0	0	0	0	0
15:00		209	0	0	6	13	51	77	52	8	2	0	0	0	0	0
16:00		186	0	2	5	17	51	66	35	9	0	1	0	0	0	0
17:00		197	0	4	9	24	44	83	29	4	0	0	0	0	0	0
18:00		179	0	4	12	16	48	75	20	4	0	0	0	0	0	0
19:00		118	1	1	9	6	35	39	26	1	0	0	0	0	0	0
20:00		98	1	0	10	3	19	35	22	5	2	1	0	0	0	0
21:00		68	0	1	3	7	15	26	10	6	0	0	0	0	0	0
22:00		68	0	1	9	2	11	21	16	6	2	0	0	0	0	0
23:00		32	0	1	4	3	6	7	6	3	0	2	0	0	0	0
Daily Totals		3099	4	45	173	211	646	1240	610	139	24	7	0	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street east of Green Street			Direction	Eastbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		30.2 MPH
Median Speed (50th percentile) :		36.5 MPH
Average Speed - All Vehicles :		36.2 MPH
85th Percentile Speed :		42.0 MPH
95th Percentile Speed :		45.2 MPH
10MPH Pace Speed :		30-39 MPH
Number of Vehicles inPace :		1886
Percentof Vehicles inPace :		60.9%
Number of Vehicles >	35MPH	2020
Percentof Vehicles >	35MPH	65.2%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location: Jackson Street east of Green Street Direction: Westbound
Start Date: 27-Jan-22 Start Time: 0:00 Posted Speed: 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		28	0	0	1	3	7	10	7	0	0	0	0	0	0	0
1:00		21	0	2	3	1	3	7	4	1	0	0	0	0	0	0
2:00		19	1	0	1	4	1	6	5	0	0	1	0	0	0	0
3:00		12	0	0	0	1	7	3	0	1	0	0	0	0	0	0
4:00		11	0	0	0	1	3	3	2	1	1	0	0	0	0	0
5:00		21	0	0	2	2	9	2	5	1	0	0	0	0	0	0
6:00		76	0	1	2	5	12	25	22	6	3	0	0	0	0	0
7:00		152	0	0	1	14	21	55	40	17	3	1	0	0	0	0
8:00		127	0	1	6	12	16	35	44	9	3	1	0	0	0	0
9:00		145	0	2	8	21	29	45	30	8	2	0	0	0	0	0
10:00		135	0	3	4	19	37	41	19	7	3	2	0	0	0	0
11:00		188	0	1	9	15	39	66	47	6	3	2	0	0	0	0
12:00		198	0	0	11	21	36	59	55	12	2	2	0	0	0	0
13:00		217	0	1	11	15	38	76	56	15	5	0	0	0	0	0
14:00		234	0	1	9	20	44	88	61	9	2	0	0	0	0	0
15:00		324	3	10	6	23	56	150	64	11	1	0	0	0	0	0
16:00		340	1	5	12	22	67	153	62	13	4	0	1	0	0	0
17:00		325	0	2	15	43	91	117	50	6	1	0	0	0	0	0
18:00		241	1	3	14	28	72	81	35	7	0	0	0	0	0	0
19:00		150	0	2	9	17	37	49	28	7	1	0	0	0	0	0
20:00		130	0	2	8	12	16	55	24	10	3	0	0	0	0	0
21:00		91	0	1	4	10	19	36	15	4	2	0	0	0	0	0
22:00		69	1	0	4	8	14	24	11	5	1	1	0	0	0	0
23:00		52	0	0	3	7	12	19	7	3	1	0	0	0	0	0
Daily Totals		3306	7	37	143	324	686	1205	693	159	41	10	1	0	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street east of Green Street			Direction	Westbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		28.8 MPH
Median Speed (50th percentile) :		36.5 MPH
Average Speed - All Vehicles :		36.3 MPH
85th Percentile Speed :		42.4 MPH
95th Percentile Speed :		46.1 MPH
10MPH Pace Speed :		35-44 MPH
Number of Vehicles inPace :		1898
Percentof Vehicles inPace :		57.4%
Number ofVehicles >	35MPH	2109
Percentof Vehicles >	35MPH	63.8%

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location: Jackson Street west of Edgewood Circle — Direction: Eastbound
Start Date: 27-Jan-22 — Start Time: 0:00 — Posted Speed: 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		34	0	0	0	3	1	18	5	6	1	0	0	0	0	0
1:00		25	0	0	0	3	4	5	4	5	2	0	2	0	0	0
2:00		18	0	0	0	0	3	8	5	1	0	1	0	0	0	0
3:00		14	0	0	0	2	2	3	4	2	0	1	0	0	0	0
4:00		42	0	0	1	2	3	9	19	6	2	0	0	0	0	0
5:00		102	0	1	4	6	23	23	29	13	2	1	0	0	0	0
6:00		303	2	6	6	21	50	96	97	22	3	0	0	0	0	0
7:00		480	0	1	2	33	67	185	159	28	5	0	0	0	0	0
8:00		361	0	1	4	18	37	120	141	36	4	0	0	0	0	0
9:00		256	0	0	2	15	38	92	84	19	6	0	0	0	0	0
10:00		242	1	2	4	14	35	86	73	23	4	0	0	0	0	0
11:00		254	0	2	3	17	33	111	67	17	2	1	1	0	0	0
12:00		276	0	1	5	19	41	107	79	22	2	0	0	0	0	0
13:00		276	1	3	2	21	43	130	60	16	0	0	0	0	0	0
14:00		324	1	3	8	21	65	123	89	11	1	2	0	0	0	0
15:00		326	1	4	2	14	52	151	82	16	4	0	0	0	0	0
16:00		285	0	0	5	11	60	113	72	15	8	1	0	0	0	0
17:00		302	0	1	6	30	58	125	67	14	1	0	0	0	0	0
18:00		233	1	1	2	16	54	83	65	9	2	0	0	0	0	0
19:00		171	0	0	3	14	25	76	39	12	2	0	0	0	0	0
20:00		125	2	2	1	8	22	38	40	8	3	1	0	0	0	0
21:00		116	0	0	2	5	17	42	34	15	1	0	0	0	0	0
22:00		95	0	0	1	4	15	31	29	7	4	2	1	1	0	0
23:00		47	0	1	0	3	0	17	19	3	0	2	1	1	0	0
Daily Totals		4707	9	29	63	300	748	1792	1362	326	59	12	5	2	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street west of Edgewood Circle			Direction	Eastbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		31.6	MPH
Median Speed (50th percentile) :		37.7	MPH
Average Speed - All Vehicles :		38.1	MPH
85th Percentile Speed :		43.1	MPH
95th Percentile Speed :		46.9	MPH
10MPH Pace Speed :		35-44	MPH
Number of Vehicles inPace :		3154	
Percentof Vehicles inPace :		67.0%	
Number of Vehicles >	35MPH	3558	
Percentof Vehicles >	35MPH	75.6%	

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Location Jackson Street west of Edgewood Circle Direction Westbound
Start Date 27-Jan-22 Start Time 0:00 Posted Speed 35 MPH

		Miles Per Hour														
27-Jan		Total	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	>75
0:00		47	0	0	2	1	7	20	12	3	1	1	0	0	0	0
1:00		29	0	0	0	1	3	6	8	6	1	4	0	0	0	0
2:00		20	0	0	0	1	3	9	4	1	1	1	0	0	0	0
3:00		18	0	0	0	0	2	6	7	2	0	1	0	0	0	0
4:00		22	0	0	0	0	3	6	8	3	1	1	0	0	0	0
5:00		37	0	0	0	3	5	10	12	5	2	0	0	0	0	0
6:00		110	0	0	2	4	16	41	32	13	2	0	0	0	0	0
7:00		240	0	2	1	6	37	86	75	27	4	2	0	0	0	0
8:00		221	0	1	1	6	18	83	69	37	6	0	0	0	0	0
9:00		194	0	0	0	3	18	74	74	17	5	2	1	0	0	0
10:00		219	0	3	7	6	27	93	49	27	6	1	0	0	0	0
11:00		234	0	1	4	9	36	88	67	23	6	0	0	0	0	0
12:00		265	0	5	4	15	32	94	90	22	3	0	0	0	0	0
13:00		353	4	5	11	9	63	138	89	29	4	1	0	0	0	0
14:00		380	0	1	2	13	71	153	112	22	6	0	0	0	0	0
15:00		464	2	7	14	31	91	159	138	20	1	0	1	0	0	0
16:00		456	1	2	5	26	80	199	125	14	2	2	0	0	0	0
17:00		527	1	6	24	57	157	186	78	13	5	0	0	0	0	0
18:00		367	0	1	8	44	86	121	88	18	1	0	0	0	0	0
19:00		246	0	1	3	12	39	105	55	28	2	1	0	0	0	0
20:00		216	1	2	3	7	22	84	75	19	2	1	0	0	0	0
21:00		164	0	0	1	3	18	67	42	23	7	2	0	1	0	0
22:00		137	0	0	1	7	16	54	39	14	4	0	1	1	0	0
23:00		96	0	1	1	3	16	28	32	9	2	3	1	0	0	0
Daily Totals		5062	9	38	94	267	866	1910	1380	395	74	23	4	2	0	0

HSA Consulting Group, Inc.
1315 Country Club Road
Gulf Breeze, Florida 32563

Start Study	0:00	End Study	23:00	Start Date	27-Jan-22
Location	Jackson Street west of Edgewood Circle			Direction	Westbound
Posted Speed	35 MPH				

Data Summary

15th Percentile Speed:		31.6 MPH
Median Speed (50th percentile) :		37.6 MPH
Average Speed - All Vehicles :		38.1 MPH
85th Percentile Speed :		43.2 MPH
95th Percentile Speed :		47.5 MPH
10MPH Pace Speed :		35-44 MPH
Number of Vehicles inPace :		3290
Percentof Vehicles inPace :		65.0%
Number ofVehicles >	35MPH	3788
Percentof Vehicles >	35MPH	74.8%

Appendix B: Existing Traffic Operational Analysis

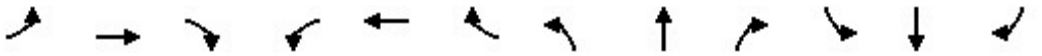
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	41	53	16	14	2	16	444	0	4	399	16
Future Vol, veh/h	27	41	53	16	14	2	16	444	0	4	399	16
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	2	0	0	0	0	2	0	0	3	13
Mvmt Flow	31	47	60	18	16	2	18	505	0	5	453	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1015	464	1069	1024	507	472	0	0	506	0	0
Stage 1	473	473	-	542	542	-	-	-	-	-	-	-
Stage 2	551	542	-	527	482	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	240	598	201	237	570	1100	-	-	1069	-	-
Stage 1	576	562	-	528	523	-	-	-	-	-	-	-
Stage 2	522	523	-	538	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	233	597	149	230	569	1099	-	-	1068	-	-
Mov Cap-2 Maneuver	199	233	-	149	230	-	-	-	-	-	-	-
Stage 1	562	558	-	515	510	-	-	-	-	-	-	-
Stage 2	492	510	-	440	553	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.5	29	0.3	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1099	-	-	302	186	1068	-	-
HCM Lane V/C Ratio	0.017	-	-	0.455	0.196	0.004	-	-
HCM Control Delay (s)	8.3	0	-	26.5	29	8.4	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.7	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Future Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1796	1767	1707	1841	1796	1648	1781	1885
Adj Flow Rate, veh/h	92	95	41	20	46	17	25	513	17	7	513	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	0	0	7	9	13	4	7	17	8	1
Cap, veh/h	203	199	76	383	334	123	591	1497	50	442	758	143
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.43	0.43	0.10	0.27	0.27
Sat Flow, veh/h	549	747	284	1270	1251	462	1626	3454	114	1570	2842	535
Grp Volume(v), veh/h	228	0	0	20	0	63	25	259	271	7	305	305
Grp Sat Flow(s),veh/h/ln	1581	0	0	1270	0	1713	1626	1749	1820	1570	1692	1685
Q Serve(g_s), s	7.9	0.0	0.0	0.0	0.0	2.5	0.6	8.9	8.9	0.3	14.5	14.6
Cycle Q Clear(g_c), s	10.8	0.0	0.0	1.4	0.0	2.5	0.6	8.9	8.9	0.3	14.5	14.6
Prop In Lane	0.40		0.18	1.00		0.27	1.00		0.06	1.00		0.32
Lane Grp Cap(c), veh/h	478	0	0	383	0	457	591	758	789	442	451	449
V/C Ratio(X)	0.48	0.00	0.00	0.05	0.00	0.14	0.04	0.34	0.34	0.02	0.67	0.68
Avail Cap(c_a), veh/h	478	0	0	383	0	457	591	758	789	442	451	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	24.7	0.0	25.1	10.6	17.0	17.0	18.1	29.5	29.6
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.3	0.0	0.6	0.1	1.2	1.2	0.1	7.9	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.3	0.0	1.1	0.2	3.5	3.7	0.1	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	25.0	0.0	25.8	10.7	18.2	18.2	18.2	37.4	37.6
LnGrp LOS	C	A	A	C	A	C	B	B	B	B	D	D
Approach Vol, veh/h		228			83			555			617	
Approach Delay, s/veh		31.4			25.6			17.8			37.3	
Approach LOS		C			C			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		30.0	30.0	30.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	39.0		24.0	24.0	24.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	10.9		4.5	2.6	16.6		12.8				
Green Ext Time (p_c), s	0.0	4.5		0.4	0.0	2.7		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		28.4	
HCM 6th LOS		C	

HCM 6th Signalized Intersection Summary
9: N W St & Jackson St

03/03/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	195	24	6	102	14	9	187	19	50	325	31
Future Volume (veh/h)	31	195	24	6	102	14	9	187	19	50	325	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1856	1841	1900	1826	1900	1900	1856	1900	1900	1811	1841
Adj Flow Rate, veh/h	35	222	27	7	116	16	10	212	22	57	369	35
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	10	3	4	0	5	0	0	3	0	0	6	4
Cap, veh/h	67	279	32	43	297	39	624	1840	189	756	1881	177
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.01	0.57	0.57	0.03	0.59	0.59
Sat Flow, veh/h	144	1448	167	33	1543	205	1810	3227	331	1810	3178	300
Grp Volume(v), veh/h	284	0	0	139	0	0	10	115	119	57	199	205
Grp Sat Flow(s),veh/h/ln	1759	0	0	1781	0	0	1810	1763	1796	1810	1721	1757
Q Serve(g_s), s	8.8	0.0	0.0	0.0	0.0	0.0	0.2	3.1	3.1	1.3	5.4	5.5
Cycle Q Clear(g_c), s	15.8	0.0	0.0	7.0	0.0	0.0	0.2	3.1	3.1	1.3	5.4	5.5
Prop In Lane	0.12		0.10	0.05		0.12	1.00		0.18	1.00		0.17
Lane Grp Cap(c), veh/h	378	0	0	380	0	0	624	1005	1024	756	1018	1040
V/C Ratio(X)	0.75	0.00	0.00	0.37	0.00	0.00	0.02	0.11	0.12	0.08	0.20	0.20
Avail Cap(c_a), veh/h	699	0	0	718	0	0	770	1005	1024	862	1018	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	0.0	36.1	0.0	0.0	9.1	10.1	10.1	8.4	9.6	9.6
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.7	0.0	0.0	0.0	0.2	0.2	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	0.0	3.1	0.0	0.0	0.1	1.1	1.2	0.5	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.1	0.0	0.0	36.8	0.0	0.0	9.1	10.3	10.3	8.5	10.0	10.0
LnGrp LOS	D	A	A	D	A	A	A	B	B	A	B	B
Approach Vol, veh/h		284			139			244			461	
Approach Delay, s/veh		43.1			36.8			10.3			9.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	65.0		27.0	7.8	67.2		27.0				
Change Period (Y+Rc), s	6.8	6.8		* 7.4	6.8	6.8		* 7.4				
Max Green Setting (Gmax), s	9.2	33.2		* 39	9.2	33.2		* 40				
Max Q Clear Time (g_c+I1), s	3.3	5.1		17.8	2.2	7.5		9.0				
Green Ext Time (p_c), s	0.0	1.8		1.9	0.0	3.3		0.9				

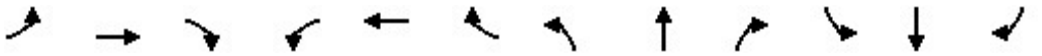
Intersection Summary			
HCM 6th Ctrl Delay		21.6	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
12: N Old Corry Field Rd & Jackson St

03/03/2022



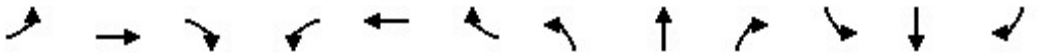
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	156	27	46	125	26	25	173	39	36	160	9
Future Volume (veh/h)	17	156	27	46	125	26	25	173	39	36	160	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1841	1870	1796	1900	1796	1841	1781	1826	1159
Adj Flow Rate, veh/h	18	162	28	48	130	27	26	180	41	38	167	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	0	4	2	7	0	7	4	8	5	50
Cap, veh/h	90	591	96	610	601	125	113	648	624	146	574	29
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	63	1478	240	1174	1502	312	114	1620	1560	189	1435	71
Grp Volume(v), veh/h	208	0	0	48	0	157	206	0	41	214	0	0
Grp Sat Flow(s),veh/h/ln	1780	0	0	1174	0	1814	1734	0	1560	1696	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	1.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	1.2	0.0	3.4	4.7	0.0	1.0	4.8	0.0	0.0
Prop In Lane	0.09		0.13	1.00		0.17	0.13		1.00	0.18		0.04
Lane Grp Cap(c), veh/h	777	0	0	610	0	726	761	0	624	749	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.08	0.00	0.22	0.27	0.00	0.07	0.29	0.00	0.00
Avail Cap(c_a), veh/h	777	0	0	610	0	726	761	0	624	749	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.2	0.0	0.0	11.2	0.0	11.8	12.2	0.0	11.1	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.7	0.9	0.0	0.2	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.4	0.0	1.3	1.8	0.0	0.3	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	0.0	11.4	0.0	12.5	13.1	0.0	11.3	13.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h		208			205			247			214	
Approach Delay, s/veh		13.0			12.3			12.8			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		6.7		6.7		6.8		5.4				
Green Ext Time (p_c), s		1.6		1.4		1.5		1.3				

Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
16: New Warrington Rd & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Future Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1826	1856	1900	1856	1856	1841	1826	1856	1841
Adj Flow Rate, veh/h	280	160	89	40	101	9	79	686	40	23	1261	98
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	3	5	3	0	3	3	4	5	3	4
Cap, veh/h	271	179	100	132	150	13	225	1898	822	399	1835	812
Arrive On Green	0.10	0.16	0.16	0.03	0.09	0.09	0.04	0.54	0.54	0.02	0.52	0.52
Sat Flow, veh/h	1767	1138	633	1739	1679	150	1767	3526	1528	1739	3526	1560
Grp Volume(v), veh/h	280	0	249	40	0	110	79	686	40	23	1261	98
Grp Sat Flow(s),veh/h/ln	1767	0	1771	1739	0	1829	1767	1763	1528	1739	1763	1560
Q Serve(g_s), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Cycle Q Clear(g_c), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Prop In Lane	1.00		0.36	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	279	132	0	163	225	1898	822	399	1835	812
V/C Ratio(X)	1.03	0.00	0.89	0.30	0.00	0.67	0.35	0.36	0.05	0.06	0.69	0.12
Avail Cap(c_a), veh/h	271	0	329	181	0	266	303	1898	822	438	1835	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.99	0.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	51.6	49.9	0.0	55.2	18.3	16.5	13.7	13.8	22.4	15.3
Incr Delay (d2), s/veh	63.7	0.0	22.6	1.3	0.0	4.7	0.9	0.5	0.1	0.1	2.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	9.3	1.2	0.0	3.6	1.1	5.6	0.6	0.3	13.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.5	0.0	74.2	51.2	0.0	59.9	19.3	17.1	13.8	13.9	24.5	15.6
LnGrp LOS	F	A	E	D	A	E	B	B	B	B	C	B
Approach Vol, veh/h		529			150			805			1382	
Approach Delay, s/veh		95.0			57.6			17.1			23.7	
Approach LOS		F			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	74.8	11.5	26.5	14.5	72.6	20.0	18.0
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.8	15.9	4.6	19.2	4.6	35.4	14.3	9.3
Green Ext Time (p_c), s	0.0	5.2	0.0	0.5	0.1	8.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

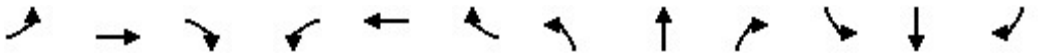
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
20: N 57th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	350	14	20	177	38	21	34	22	35	17	15
Future Volume (veh/h)	27	350	14	20	177	38	21	34	22	35	17	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1781	1826	1856	1781	1900	1767	1633	1811	1900	1900
Adj Flow Rate, veh/h	29	376	15	22	190	41	23	37	24	38	18	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	2	8	5	3	8	0	9	18	6	0	0
Cap, veh/h	92	925	790	99	723	147	161	238	131	299	141	101
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	62	1769	1510	75	1382	282	309	815	450	733	481	347
Grp Volume(v), veh/h	405	0	15	253	0	0	84	0	0	72	0	0
Grp Sat Flow(s),veh/h/ln	1831	0	1510	1739	0	0	1574	0	0	1561	0	0
Q Serve(g_s), s	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.3	5.1	0.0	0.0	2.4	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.07		1.00	0.09		0.16	0.27		0.29	0.53		0.22
Lane Grp Cap(c), veh/h	1017	0	790	970	0	0	531	0	0	541	0	0
V/C Ratio(X)	0.40	0.00	0.02	0.26	0.00	0.00	0.16	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1017	0	790	970	0	0	531	0	0	541	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	7.5	8.6	0.0	0.0	17.1	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.1	1.8	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	7.5	9.3	0.0	0.0	17.8	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		420			253			84			72	
Approach Delay, s/veh		10.5			9.3			17.8			17.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		10.6		3.9		7.1		4.4				
Green Ext Time (p_c), s		3.6		0.3		2.2		0.4				

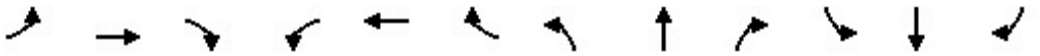
Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
23: N 65th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	259	2	18	197	33	5	13	52	32	2	24
Future Volume (veh/h)	47	259	2	18	197	33	5	13	52	32	2	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1159	1737	1885	1856	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	57	316	2	22	240	40	6	16	63	39	2	29
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	50	11	1	3	0	0	2	0	0	0
Cap, veh/h	157	814	5	90	785	125	70	116	361	306	37	181
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	178	1557	9	58	1501	238	35	396	1234	752	125	621
Grp Volume(v), veh/h	375	0	0	302	0	0	85	0	0	70	0	0
Grp Sat Flow(s),veh/h/ln	1744	0	0	1798	0	0	1665	0	0	1498	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	6.1	0.0	0.0	2.5	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.15		0.01	0.07		0.13	0.07		0.74	0.56		0.41
Lane Grp Cap(c), veh/h	976	0	0	1000	0	0	546	0	0	524	0	0
V/C Ratio(X)	0.38	0.00	0.00	0.30	0.00	0.00	0.16	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	976	0	0	1000	0	0	546	0	0	524	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	0.0	0.0	8.8	0.0	0.0	17.1	0.0	0.0	16.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	2.2	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	9.6	0.0	0.0	17.8	0.0	0.0	17.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		375			302			85			70	
Approach Delay, s/veh		10.4			9.6			17.8			17.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		9.8		3.9		8.1		4.5				
Green Ext Time (p_c), s		5.6		0.6		4.4		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			11.5									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (veh/h)	89	9	62	4	388	113	38	317	10	31	16	8
Future Volume (veh/h)	89	9	62	4	388	113	38	317	10	31	16	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		No		
Adj Sat Flow, veh/h/ln	1885	1885	1841	1900	1856	1870	1707	1856	1900	1856	1900	1900
Adj Flow Rate, veh/h	97	97	67	4	422	123	41	345	11	34	9	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	4	0	3	2	13	3	0	3	0	0
Cap, veh/h	213	213	147	569	790	230	382	1023	33	0	0	0
Arrive On Green	0.24	0.24	0.24	0.57	0.57	0.57	0.57	0.57	0.57	0.00	0.00	0.00
Sat Flow, veh/h	883	883	610	1042	1381	402	786	1788	57	0		
Grp Volume(v), veh/h	174	174	0	4	0	545	41	0	356	0.0		
Grp Sat Flow(s),veh/h/ln	1583	1583	0	1042	0	1783	786	0	1845			
Q Serve(g_s), s	8.4	8.4	0.0	0.2	0.0	16.9	3.0	0.0	9.2			
Cycle Q Clear(g_c), s	8.4	8.4	0.0	9.4	0.0	16.9	20.0	0.0	9.2			
Prop In Lane	0.56	0.56	0.39	1.00		0.23	1.00		0.03			
Lane Grp Cap(c), veh/h	382	382	0	569	0	1020	382	0	1056			
V/C Ratio(X)	0.46	0.46	0.00	0.01	0.00	0.53	0.11	0.00	0.34			
Avail Cap(c_a), veh/h	382	382	0	569	0	1020	382	0	1056			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.1	29.1	0.0	12.7	0.0	11.9	18.0	0.0	10.2			
Incr Delay (d2), s/veh	3.9	3.9	0.0	0.0	0.0	2.0	0.6	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	3.5	0.0	0.0	0.0	6.3	0.6	0.0	3.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	33.0	0.0	12.7	0.0	13.9	18.6	0.0	11.1			
LnGrp LOS	C	C	A	B	A	B	B	A	B			
Approach Vol, veh/h	174	174			549			397				
Approach Delay, s/veh	33.0	33.0			13.9			11.8				
Approach LOS	C	C			B			B				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		60.0				60.0		30.0				
Change Period (Y+Rc), s		8.5				8.5		8.3				
Max Green Setting (Gmax), s		51.5				51.5		21.7				
Max Q Clear Time (g_c+I1), s		18.9				22.0		10.4				
Green Ext Time (p_c), s		7.6				4.8		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

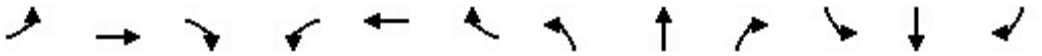
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	28	17	23	25	5	36	434	4	3	437	22
Future Vol, veh/h	25	28	17	23	25	5	36	434	4	3	437	22
Conflicting Peds, #/hr	6	0	6	1	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	0	0	0	0	3	3	0	0	3	0
Mvmt Flow	27	30	18	25	27	5	39	472	4	3	475	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1068	1049	494	1076	1059	481	500	0	0	477	0	0
Stage 1	494	494	-	553	553	-	-	-	-	-	-	-
Stage 2	574	555	-	523	506	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.57	6.2	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.3	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	201	223	579	199	226	589	1059	-	-	1096	-	-
Stage 1	561	538	-	521	518	-	-	-	-	-	-	-
Stage 2	507	505	-	541	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	171	211	575	163	213	585	1058	-	-	1095	-	-
Mov Cap-2 Maneuver	171	211	-	163	213	-	-	-	-	-	-	-
Stage 1	532	535	-	494	492	-	-	-	-	-	-	-
Stage 2	448	479	-	489	540	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.7	30.5	0.6	0.1
HCM LOS	D	D		

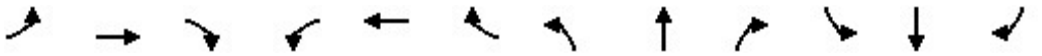
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1058	-	-	227	198	1095	-	-
HCM Lane V/C Ratio	0.037	-	-	0.335	0.291	0.003	-	-
HCM Control Delay (s)	8.5	0	-	28.7	30.5	8.3	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Future Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1841	1648	1900	1870	1856	1870	1841	1900	1900	1870	1885
Adj Flow Rate, veh/h	100	83	24	35	125	36	65	677	27	22	617	103
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	4	17	0	2	3	2	4	0	0	2	1
Cap, veh/h	238	186	48	452	450	130	400	1409	56	402	1219	203
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.41	0.41	0.07	0.40	0.40
Sat Flow, veh/h	553	577	148	1307	1396	402	1781	3428	137	1810	3048	508
Grp Volume(v), veh/h	207	0	0	35	0	161	65	345	359	22	359	361
Grp Sat Flow(s),veh/h/ln	1278	0	0	1307	0	1798	1781	1749	1816	1810	1777	1779
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	6.0	1.8	13.0	13.1	0.6	13.7	13.7
Cycle Q Clear(g_c), s	14.1	0.0	0.0	2.2	0.0	6.0	1.8	13.0	13.1	0.6	13.7	13.7
Prop In Lane	0.48		0.12	1.00		0.22	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	471	0	0	452	0	579	400	719	747	402	711	712
V/C Ratio(X)	0.44	0.00	0.00	0.08	0.00	0.28	0.16	0.48	0.48	0.05	0.51	0.51
Avail Cap(c_a), veh/h	471	0	0	452	0	579	400	719	747	402	711	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	21.4	0.0	22.7	13.9	19.4	19.4	13.8	20.3	20.3
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.3	0.0	1.2	0.9	2.3	2.2	0.3	2.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	0.6	0.0	2.7	0.7	5.3	5.5	0.3	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	0.0	21.8	0.0	23.9	14.8	21.7	21.7	14.0	22.9	22.9
LnGrp LOS	C	A	A	C	A	C	B	C	C	B	C	C
Approach Vol, veh/h		207			196			769			742	
Approach Delay, s/veh		29.1			23.5			21.1			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	43.0		35.0	13.0	42.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	2.6	15.1		8.0	3.8	15.7		16.1				
Green Ext Time (p_c), s	0.0	5.9		1.3	0.0	5.9		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		22.8	
HCM 6th LOS		C	



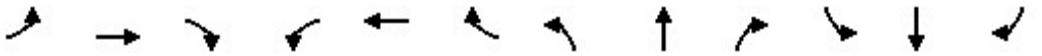
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	132	29	22	230	44	48	304	12	23	240	70
Future Volume (veh/h)	26	132	29	22	230	44	48	304	12	23	240	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1826	1856	1826	1870	1856	1900	1841	1885	1900
Adj Flow Rate, veh/h	28	142	31	24	247	47	52	327	13	25	258	75
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	0	5	3	5	2	3	0	4	1	0
Cap, veh/h	69	272	55	54	308	56	648	1933	77	631	1502	426
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.03	0.56	0.56	0.02	0.55	0.55
Sat Flow, veh/h	135	1267	256	77	1433	262	1781	3457	137	1753	2737	776
Grp Volume(v), veh/h	201	0	0	318	0	0	52	166	174	25	167	166
Grp Sat Flow(s),veh/h/ln	1658	0	0	1771	0	0	1781	1763	1831	1753	1791	1722
Q Serve(g_s), s	0.0	0.0	0.0	7.0	0.0	0.0	1.3	4.7	4.7	0.6	4.7	4.9
Cycle Q Clear(g_c), s	10.4	0.0	0.0	17.4	0.0	0.0	1.3	4.7	4.7	0.6	4.7	4.9
Prop In Lane	0.14		0.15	0.08		0.15	1.00		0.07	1.00		0.45
Lane Grp Cap(c), veh/h	397	0	0	419	0	0	648	986	1024	631	983	945
V/C Ratio(X)	0.51	0.00	0.00	0.76	0.00	0.00	0.08	0.17	0.17	0.04	0.17	0.18
Avail Cap(c_a), veh/h	663	0	0	720	0	0	755	986	1024	754	983	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	38.2	0.0	0.0	9.4	10.9	10.9	9.7	11.4	11.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	3.4	0.0	0.0	0.1	0.4	0.4	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	7.8	0.0	0.0	0.5	1.8	1.9	0.2	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	0.0	41.5	0.0	0.0	9.5	11.3	11.3	9.7	11.8	11.9
LnGrp LOS	D	A	A	D	A	A	A	B	B	A	B	B
Approach Vol, veh/h		201			318			392			358	
Approach Delay, s/veh		36.6			41.5			11.1			11.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	63.8		29.3	9.9	62.8		29.3				
Change Period (Y+Rc), s	6.8	6.8		* 7.4	6.8	6.8		* 7.4				
Max Green Setting (Gmax), s	9.2	33.2		* 39	9.2	33.2		* 40				
Max Q Clear Time (g_c+I1), s	2.6	6.7		12.4	3.3	6.9		19.4				
Green Ext Time (p_c), s	0.0	2.7		1.4	0.0	2.7		2.1				

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



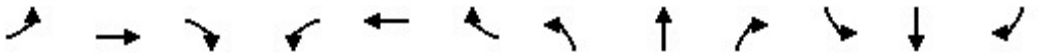
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	114	23	79	218	68	39	241	88	42	203	29
Future Volume (veh/h)	23	114	23	79	218	68	39	241	88	42	203	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1826	1900	1900	1885	1841	1900	1870	1811	1900	1870	1900
Adj Flow Rate, veh/h	24	121	24	84	232	72	41	256	94	45	216	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	5	0	0	1	4	0	2	6	0	2	0
Cap, veh/h	121	525	96	659	552	171	122	658	599	130	551	73
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	132	1313	239	1262	1379	428	135	1646	1497	152	1378	182
Grp Volume(v), veh/h	169	0	0	84	0	304	297	0	94	292	0	0
Grp Sat Flow(s),veh/h/ln	1685	0	0	1262	0	1807	1781	0	1497	1712	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	2.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.8	0.0	7.3	6.8	0.0	2.4	6.8	0.0	0.0
Prop In Lane	0.14		0.14	1.00		0.24	0.14		1.00	0.15		0.11
Lane Grp Cap(c), veh/h	742	0	0	659	0	723	781	0	599	754	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.13	0.00	0.42	0.38	0.00	0.16	0.39	0.00	0.00
Avail Cap(c_a), veh/h	742	0	0	659	0	723	781	0	599	754	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	11.3	0.0	13.0	12.8	0.0	11.5	12.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	1.8	1.4	0.0	0.6	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.7	0.0	2.9	2.7	0.0	0.8	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	0.0	11.7	0.0	14.8	14.2	0.0	12.1	14.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h		169			388			391			292	
Approach Delay, s/veh		12.6			14.1			13.7			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		8.8		5.8		8.8		9.3				
Green Ext Time (p_c), s		2.5		1.1		2.0		2.5				

Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
16: New Warrington Rd & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Future Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1841	1900	1870	1796	1885	1870	1811	1900	1870	1841
Adj Flow Rate, veh/h	159	93	85	42	209	22	172	1148	52	24	789	247
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	6	4	0	2	7	1	2	6	0	2	4
Cap, veh/h	236	175	160	243	233	25	337	1753	757	218	1583	678
Arrive On Green	0.09	0.20	0.20	0.03	0.14	0.14	0.07	0.49	0.49	0.02	0.45	0.45
Sat Flow, veh/h	1739	871	796	1810	1661	175	1795	3554	1535	1810	3554	1521
Grp Volume(v), veh/h	159	0	178	42	0	231	172	1148	52	24	789	247
Grp Sat Flow(s),veh/h/ln	1739	0	1668	1810	0	1836	1795	1777	1535	1810	1777	1521
Q Serve(g_s), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Cycle Q Clear(g_c), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Prop In Lane	1.00		0.48	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	336	243	0	258	337	1753	757	218	1583	678
V/C Ratio(X)	0.67	0.00	0.53	0.17	0.00	0.90	0.51	0.65	0.07	0.11	0.50	0.36
Avail Cap(c_a), veh/h	247	0	336	293	0	267	362	1753	757	256	1583	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.91	0.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	44.6	44.0	0.0	52.8	18.6	23.7	16.6	20.4	24.7	22.9
Incr Delay (d2), s/veh	6.7	0.0	1.6	0.3	0.0	27.2	1.2	1.9	0.2	0.2	1.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	5.1	1.1	0.0	9.0	2.7	12.6	0.8	0.4	8.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	46.2	44.3	0.0	80.1	19.8	25.6	16.8	20.6	25.8	24.5
LnGrp LOS	D	A	D	D	A	F	B	C	B	C	C	C
Approach Vol, veh/h		337			273			1372			1060	
Approach Delay, s/veh		46.6			74.6			24.6			25.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	69.2	11.5	32.0	18.3	63.2	19.2	24.4
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.9	32.2	4.5	13.9	8.4	21.8	11.5	17.5
Green Ext Time (p_c), s	0.0	9.0	0.0	0.6	0.1	6.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

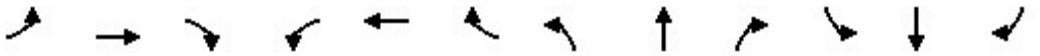
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
20: N 57th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	217	27	23	393	47	27	21	22	26	39	32
Future Volume (veh/h)	18	217	27	23	393	47	27	21	22	26	39	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1841	1870	1870	1900	1752	1767	1900	1856	1811
Adj Flow Rate, veh/h	21	258	32	27	468	56	32	25	26	31	46	38
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	4	0	4	2	2	0	10	9	0	3	6
Cap, veh/h	91	896	842	80	825	96	212	161	135	162	229	158
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	60	1713	1610	42	1578	183	461	549	461	313	782	540
Grp Volume(v), veh/h	279	0	32	551	0	0	83	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1773	0	1610	1802	0	0	1471	0	0	1635	0	0
Q Serve(g_s), s	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.6	13.3	0.0	0.0	2.4	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.08		1.00	0.05		0.10	0.39		0.31	0.27		0.33
Lane Grp Cap(c), veh/h	987	0	842	1001	0	0	507	0	0	548	0	0
V/C Ratio(X)	0.28	0.00	0.04	0.55	0.00	0.00	0.16	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	987	0	842	1001	0	0	507	0	0	548	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	7.5	10.6	0.0	0.0	17.1	0.0	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.1	2.2	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.2	4.9	0.0	0.0	1.0	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.0	7.6	12.8	0.0	0.0	17.8	0.0	0.0	18.3	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		311			551			83			115	
Approach Delay, s/veh		9.2			12.8			17.8			18.3	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		7.5		5.2		15.3		4.4				
Green Ext Time (p_c), s		2.6		0.6		4.8		0.4				

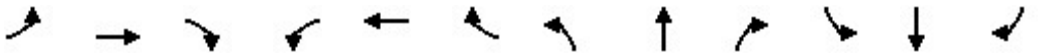
Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
23: N 65th Ave & Jackson St

03/03/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	13	238	6	60	337	39	2	7	22	8	10	9
Future Volume (veh/h)	13	238	6	60	337	39	2	7	22	8	10	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1900	1870	1900	1900	1900	1826	1900	1900	1411
Adj Flow Rate, veh/h	15	277	7	70	392	45	2	8	26	9	12	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	4	0	0	2	0	0	0	5	0	0	33
Cap, veh/h	75	903	22	147	741	80	65	129	353	176	227	158
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	33	1727	42	160	1416	154	23	442	1208	357	777	540
Grp Volume(v), veh/h	299	0	0	507	0	0	36	0	0	31	0	0
Grp Sat Flow(s),veh/h/ln	1801	0	0	1730	0	0	1672	0	0	1673	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	12.0	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.05		0.02	0.14		0.09	0.06		0.72	0.29		0.32
Lane Grp Cap(c), veh/h	1000	0	0	968	0	0	547	0	0	561	0	0
V/C Ratio(X)	0.30	0.00	0.00	0.52	0.00	0.00	0.07	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1000	0	0	968	0	0	547	0	0	561	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	10.2	0.0	0.0	16.6	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	4.4	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	0.0	0.0	12.2	0.0	0.0	16.9	0.0	0.0	16.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		299			507			36			31	
Approach Delay, s/veh		9.6			12.2			16.9			16.8	
Approach LOS		A			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		25.0		40.0		25.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		34.0		19.0		34.0		19.0				
Max Q Clear Time (g_c+I1), s		8.0		2.8		14.0		3.0				
Green Ext Time (p_c), s		4.3		0.2		7.2		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	11.7	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: N Crow Rd & Fairfield Dr & Jackson St

03/03/2022

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER	NER2
Lane Configurations												
Traffic Volume (veh/h)	115	16	94	6	468	104	75	385	28	17	11	6
Future Volume (veh/h)	115	16	94	6	468	104	75	385	28	17	11	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		No		
Adj Sat Flow, veh/h/ln	1841	1841	1826	1900	1870	1870	1841	1870	1841	1811	1900	1900
Adj Flow Rate, veh/h	116	116	95	6	473	105	76	389	28	17	6	6
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	4	4	5	0	2	2	4	2	4	6	0	0
Cap, veh/h	203	203	166	521	848	188	386	986	71	0	0	0
Arrive On Green	0.24	0.24	0.24	0.57	0.57	0.57	0.57	0.57	0.57	0.00	0.00	0.00
Sat Flow, veh/h	841	841	688	985	1482	329	822	1724	124	0		
Grp Volume(v), veh/h	227	227	0	6	0	578	76	0	417	0.0		
Grp Sat Flow(s),veh/h/ln	1645	1645	0	985	0	1811	822	0	1848			
Q Serve(g_s), s	10.9	10.9	0.0	0.3	0.0	18.0	5.8	0.0	11.2			
Cycle Q Clear(g_c), s	10.9	10.9	0.0	11.5	0.0	18.0	23.8	0.0	11.2			
Prop In Lane	0.51	0.51	0.42	1.00		0.18	1.00		0.07			
Lane Grp Cap(c), veh/h	397	397	0	521	0	1036	386	0	1057			
V/C Ratio(X)	0.57	0.57	0.00	0.01	0.00	0.56	0.20	0.00	0.39			
Avail Cap(c_a), veh/h	397	397	0	521	0	1036	386	0	1057			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.1	30.1	0.0	13.8	0.0	12.1	19.6	0.0	10.6			
Incr Delay (d2), s/veh	5.9	5.9	0.0	0.0	0.0	2.2	1.1	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.8	4.8	0.0	0.1	0.0	6.9	1.2	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	36.0	0.0	13.9	0.0	14.3	20.7	0.0	11.7			
LnGrp LOS	D	D	A	B	A	B	C	A	B			
Approach Vol, veh/h	227	227			584			493				
Approach Delay, s/veh	36.0	36.0			14.3			13.1				
Approach LOS	D	D			B			B				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		60.0				60.0		30.0				
Change Period (Y+Rc), s		8.5				8.5		8.3				
Max Green Setting (Gmax), s		51.5				51.5		21.7				
Max Q Clear Time (g_c+I1), s		20.0				25.8		12.9				
Green Ext Time (p_c), s		8.1				5.8		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									

Appendix C: Historical Crash Analysis

Severe and Fatal Crash Attributes (2016-2021)

ID	Crash Reference No.	Date	Crash Severity	Crash Type	No. of Fatality	No. of Injury	Day / Night	Wet / Dry
1	85369826	8/18/2016	Serious Injury	Rear End	0	4	Day	Dry
2	85233636	1/29/2016	Serious Injury	Head On	0	1	Night	Dry
3	85516205	5/22/2017	Serious Injury	Bicycle	0	1	Night	Dry
4	85457500	1/10/2017	Serious Injury	Left Turn	0	1	Day	Wet
5	87932657	5/5/2018	Serious Injury	Angle	0	1	Day	Dry
6	87242282	6/28/2018	Serious Injury	Pedestrian	0	1	Night	Wet
7	88207597	10/5/2019	Serious Injury	Angle	0	1	Day	Dry
8	88174788	7/17/2019	Serious Injury	Angle	0	1	Day	Dry
9	85175138	1/7/2019	Serious Injury	Rear End	0	1	Night	Dry
10	85192063	11/25/2020	Serious Injury	Rear End	0	1	Day	Dry
11	88336475	4/17/2020	Serious Injury	Right Turn	0	1	Day	Dry
12	88301524	3/1/2020	Fatality	Pedestrian	1	0	Night	Dry
13	88498352	4/28/2021	Serious Injury	Other	0	1	Day	Dry
14	88508519	6/19/2021	Fatality	Left Turn	1	0	Day	Dry
15	88514475	7/13/2021	Serious Injury	Right Turn	0	1	Day	Dry
16	88552731	8/28/2021	Fatality	Pedestrian	1	0	Night	Dry
Total					3	16		

REIMAGINE
JACKSON STREET
WHAT'S **YOUR** VISION?

CRASHES RESULTING IN FATALITY OR SERIOUS INJURIES

Data: Crashes from 2017-2021



Appendix D: Traffic Growth Rate Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 4021 - SR 727 (FAIRFIELD DR) - 575' S OF SR 298 (LILLIAN HWY)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	14500 F		0		0	9.00	55.20	2.90
2019	15000 C	N	0	S	0	9.00	52.70	2.20
2018	14500 C	N	0	S	0	9.00	52.20	3.20
2017	14500 C	N	0	S	0	9.00	58.60	3.10
2016	14500 C	N	0	S	0	9.00	56.30	2.80
2015	13500 C	N	0	S	0	9.00	55.50	3.30
2014	15000 C	N		S		9.00	55.80	3.20
2013	13000 C	N	0	S	0	9.00	56.30	3.10
2012	13500 C	N	0	S	0	9.00	56.10	2.60
2011	13000 C	N	0	S	0	9.00	56.10	3.20
2010	14500 C	N	0	S	0	9.39	55.60	3.00
2009	14500 C	N	0	S	0	9.51	57.14	2.40
2008	15500 C	N	0	S	0	9.42	56.46	3.50
2007	17500 C	N	0	S	0	9.42	56.49	9.40
2006	16500 C	N	0	S	0	9.16	52.46	3.20
2005	16000 C	N		S		10.00	55.30	4.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 4024 - C298A(JACKSON ST) 300' E OF SR295(NEW WARRINGTON RD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	6900 F		0		0	9.00	55.20	8.60
2019	7200 C	E	0	W	0	9.00	52.70	6.70
2018	5700 C	E	0	W	0	9.00	52.20	7.20
2017	6300 C	E	0	W	0	9.00	58.60	6.30
2016	5700 C	E	0	W	0	9.00	56.30	6.40
2015	5900 C	E	0	W	0	9.00	55.50	6.00
2014	5800 C	E		W		9.00	55.80	5.80
2013	5800 C	E	0	W	0	9.00	56.30	3.10
2012	7400 C	E	0	W	0	9.00	56.10	6.20
2011	5500 C	E	0	W	0	9.00	56.10	5.80
2010	5900 C	E	0	W	0	9.39	55.60	6.50
2009	6100 C	E	0	W	0	9.51	57.14	5.80
2008	6800 C	E	0	W	0	9.42	56.46	5.70
2007	7300 C	E	0	W	0	9.42	56.49	6.40
2006	8000 C	E	0	W	0	9.16	52.46	6.70
2005	6800 C	E		W		10.00	55.30	6.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5015 - SR 292(PACE BLVD) - 175' S OF C298A (JACKSON ST)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	18100 F	E 8800	W 9300	9.00	55.20	3.70
2019	18800 C	E 9100	W 9700	9.00	52.70	1.80
2018	16800 C	E 8300	W 8500	9.00	52.20	3.40
2017	15700 C	E 8000	W 7700	9.00	58.60	3.50
2016	16200 C	E 8400	W 7800	9.00	56.30	3.40
2015	13900 C	E 6900	W 7000	9.00	55.50	3.10
2014	14300 C	E 7100	W 7200	9.00	55.80	3.00
2013	14900 C	E 7400	W 7500	9.00	56.30	3.10
2012	16400 C	E 8300	W 8100	9.00	56.10	3.10
2011	16600 C	E 8200	W 8400	9.00	56.10	3.20
2010	15700 C	E 7600	W 8100	9.39	55.60	3.00
2009	20200 C	E 9700	W 10500	9.51	57.14	3.50
2008	22500 C	E 11500	W 11000	9.42	56.46	3.80
2007	21500 C	E 11000	W 10500	9.42	56.49	6.30
2006	20000 C	E 10000	W 10000	9.16	52.46	3.90
2005	17700 C	E 9000	W 8700	10.00	55.30	4.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5084 - C295A(OLD CORRY FIELD RD) - 250' S OF C298A(JACKSON ST)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	8600 S		0		0	9.00	55.20	8.60
2019	8900 F		0		0	9.00	52.70	6.70
2018	8900 C	N	0	S	0	9.00	52.20	7.20
2017	9200 C	N	0	S	0	9.00	58.60	6.30
2016	8900 C	N	0	S	0	9.00	56.30	6.40
2015	9500 C	N	0	S	0	9.00	55.50	6.00
2014	9000 C	N		S		9.00	55.80	5.80
2013	8800 C	N	0	S	0	9.00	56.30	3.10
2012	10500 C	N	0	S	0	9.00	56.10	6.20
2011	8400 C	N	0	S	0	9.00	56.10	5.80
2010	12500 C	N	0	S	0	9.39	55.60	6.50
2009	10500 C	N	0	S	0	9.51	57.14	5.80
2008	9900 C	N	0	S	0	9.42	56.46	5.70
2007	10000 C	N	0	S	0	9.42	56.49	6.40
2006	10500 C	N	0	S	0	9.16	52.46	6.70
2005	10500 C	N		S		10.00	55.30	6.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5099 - SR 727(FAIRFIELD DR) - 225' N OF KAUSE RD (S OF JACKSON)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	13800 C	N 7100	S 6700	9.00	55.20	2.90
2019	13800 C	N 7100	S 6700	9.00	52.70	1.40
2018	13800 C	N 7100	S 6700	9.00	52.20	3.20
2017	13900 C	N 7200	S 6700	9.00	58.60	2.80
2016	14400 C	N 7400	S 7000	9.00	56.30	2.80
2015	13100 C	N 6700	S 6400	9.00	55.50	3.30
2014	12000 C	N 6100	S 5900	9.00	55.80	3.20
2013	12800 C	N 6600	S 6200	9.00	56.30	3.10
2012	12800 C	N 6500	S 6300	9.00	56.10	2.60
2011	12500 C	N 6400	S 6100	9.00	56.10	3.20
2010	12800 C	N 6500	S 6300	9.39	55.60	3.00
2009	13500 C	N 6900	S 6600	9.51	57.14	2.40
2008	13100 C	N 6700	S 6400	9.42	56.46	3.50
2007	14800 C	N 7600	S 7200	9.42	56.49	9.40
2006	15000 C	N 7700	S 7300	9.16	52.46	3.20
2005	15800 C	N 8100	S 7700	10.00	55.30	2.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5124 - C298A (JACKSON ST) - 250' W OF SR 292 (PACE BLVD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	5000 F		0		0	9.00	55.20	8.60
2019	5200 C	E	0	W	0	9.00	52.70	6.70
2018	5100 C	E	0	W	0	9.00	52.20	7.20
2017	4500 C	E	0	W	0	9.00	58.60	6.30
2016	5300 C	E	0	W	0	9.00	56.30	6.40
2015	4700 C	E	0	W	0	9.00	55.50	6.00
2014	4800 C	E		W		9.00	55.80	5.80
2013	4400 C	E	0	W	0	9.00	56.30	3.10
2012	4900 C	E	0	W	0	9.00	56.10	6.20
2011	4800 C	E	0	W	0	9.00	56.10	5.80
2010	4800 C	E	0	W	0	9.39	55.60	6.50
2009	5000 C	E	0	W	0	9.51	57.14	5.80
2008	5600 C	E	0	W	0	9.42	56.46	5.70
2007	5400 C	E	0	W	0	9.42	56.49	6.40
2006	5400 C	E	0	W	0	9.16	52.46	6.70
2005	5200 C	E		W		10.00	55.30	6.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5125 - JACKSON ST - 200' E OF SR 292 (PACE BLVD)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	2050 F	E 950	W 1100	9.00	55.20	2.10
2019	2100 C	E 1000	W 1100	9.00	52.70	2.10
2018	1900 C	E 950	W 950	9.00	52.20	2.60
2017	2200 C	E 1100	W 1100	9.00	58.60	3.00
2016	2200 C	E 1100	W 1100	9.00	56.30	1.90
2015	1700 C	E 850	W 850	9.00	55.50	2.60
2014	1850 C	E 900	W 950	9.00	55.80	1.50
2013	1950 C	E 1000	W 950	9.00	56.30	1.80
2012	2200 C	E 1100	W 1100	9.00	56.10	6.20
2011	2000 C	E 0	W 0	9.00	56.10	5.80
2010	2100 C	E 0	W 0	9.39	55.60	6.50
2009	2200 C	E 0	W 0	9.51	57.14	5.80
2008	2600 C	E 0	W 0	9.42	56.46	5.70
2007	2600 C	E 0	W 0	9.42	56.49	6.40
2006	2600 C	E 0	W 0	9.16	52.46	6.70
2005	2300 C	E	W	10.00	55.30	6.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5140 - C298A(JACKSON ST) - 300' E OF SR 727(FAIRFIELD DR)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	4300 F	E 2000	W 2300	9.00	55.20	1.30
2019	4500 C	E 2100	W 2400	9.00	52.70	1.30
2018	4600 C	E 2100	W 2500	9.00	52.20	3.90
2017	4500 C	E 2100	W 2400	9.00	58.60	3.20
2016	4600 C	E 2100	W 2500	9.00	56.30	3.30
2015	4000 C	E 1900	W 2100	9.00	55.50	2.80
2014	4000 C	E 1800	W 2200	9.00	55.80	3.10
2013	4100 C	E 1900	W 2200	9.00	56.30	3.70
2012	5000 C	E 2500	W 2500	9.00	56.10	6.20
2011	4700 C	E 0	W 0	9.00	56.10	5.80
2010	5000 C	E 0	W 0	9.39	55.60	6.50
2009	4500 C	E 0	W 0	9.51	57.14	5.80
2008	5000 C	E 0	W 0	9.42	56.46	5.70
2007	4900 C	E 0	W 0	9.42	56.49	6.40
2006	5100 C	E 0	W 0	9.16	52.46	6.70
2005	5300 C	E	W	10.00	55.30	6.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5142 - C298A(JACKSON ST) - 300' W OF SR 295(NEW WARRINGTON RD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	12000 F		0		0	9.00	55.20	8.60
2019	12500 C	E	0	W	0	9.00	52.70	6.70
2018	11000 C	E	0	W	0	9.00	52.20	7.20
2017	12000 C	E	0	W	0	9.00	58.60	6.30
2016	12000 C	E	0	W	0	9.00	56.30	6.40
2015	11000 C	E	0	W	0	9.00	55.50	6.00
2014	12000 C	E		W		9.00	55.80	5.80
2013	11500 C	E	0	W	0	9.00	56.30	3.10
2012	12000 C	E	0	W	0	9.00	56.10	6.20
2011	11000 C	E	0	W	0	9.00	56.10	5.80
2010	11000 C	E	0	W	0	9.39	55.60	6.50
2009	11500 C	E	0	W	0	9.51	57.14	5.80
2008	11000 C	E	0	W	0	9.42	56.46	5.70
2007	10000 C	E	0	W	0	9.42	56.49	6.40
2006	11000 C	E	0	W	0	9.16	52.46	6.70
2005	11000 C	E		W		10.00	55.30	6.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5145 - C298A(JACKSON ST) - 200' E OF C295A(OLD CORRY FIELD RD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	8400 C	E	0	W	0	9.00	55.20	8.60
2019	8300 C	E	0	W	0	9.00	52.70	6.70
2018	7500 C	E	0	W	0	9.00	52.20	7.20
2017	9000 C	E	0	W	0	9.00	58.60	6.30
2016	8600 C	E	0	W	0	9.00	56.30	6.40
2015	7400 C	E	0	W	0	9.00	55.50	6.00
2014	8300 C	E		W		9.00	55.80	5.80
2013	9100 C	E	0	W	0	9.00	56.30	3.10
2012	10000 C	E	0	W	0	9.00	56.10	6.20
2011	8200 C	E	0	W	0	9.00	56.10	5.80
2010	7500 C	E	0	W	0	9.39	55.60	6.50
2009	10500 C	E	0	W	0	9.51	57.14	5.80
2008	9100 C	E	0	W	0	9.42	56.46	5.70
2007	9300 C	E	0	W	0	9.42	56.49	6.40
2006	9700 C	E	0	W	0	9.16	52.46	6.70
2005	9000 C	E		W		10.00	55.30	6.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5193 - C453 ("W"ST) - 200' N OF C298A (JACKSON ST)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	10000 F	N 4500	S 5500	9.00	55.20	8.60
2019	10400 C	N 4700	S 5700	9.00	52.70	6.70
2018	9300 C	N 4400	S 4900	9.00	52.20	7.20
2017	9700 C	N 4500	S 5200	9.00	58.60	6.30
2016	9600 C	N 4500	S 5100	9.00	56.30	6.40
2015	9800 C	N 4200	S 5600	9.00	55.50	6.00
2014	9600 C	N 4400	S 5200	9.00	55.80	5.80
2013	8700 C	N 4500	S 4200	9.00	56.30	3.10
2012	9900 C	N 4600	S 5300	9.00	56.10	6.20
2011	10100 C	N 4700	S 5400	9.00	56.10	5.80
2010	9700 C	N 5400	S 4300	9.39	55.60	6.50
2009	11300 C	N 4900	S 6400	9.51	57.14	5.80
2008	12900 C	N 6500	S 6400	9.42	56.46	5.70
2007	13200 C	N 6800	S 6400	9.42	56.49	6.40
2006	12900 C	N 6400	S 6500	9.16	52.46	6.70
2005	12200 C	N 6100	S 6100	10.00	55.30	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5202 - SR 295(NEW WARRINGTON RD) - 700' N OF JACKSON ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	33500 F	N 16500	S 17000	9.00	55.20	5.70
2019	34500 C	N 17000	S 17500	9.00	52.70	2.90
2018	32000 C	N 15500	S 16500	9.00	52.20	3.70
2017	31500 C	N 15500	S 16000	9.00	58.60	3.60
2016	31000 C	N 15000	S 16000	9.00	56.30	3.00
2015	29500 F	N 14500	S 15000	9.00	55.50	3.00
2014	29500 C	N 14500	S 15000	9.00	55.80	3.00
2013	29000 C	N 14000	S 15000	9.00	56.30	2.90
2012	31500 C	N 15500	S 16000	9.00	56.10	3.10
2011	30000 C	N 15000	S 15000	9.00	56.10	2.90
2010	31000 C	N 15500	S 15500	9.39	55.60	3.20
2009	30500 C	N 15000	S 15500	9.51	57.14	2.50
2008	25000 C	N 12500	S 12500	9.42	56.46	3.10
2007	29500 C	N 14500	S 15000	9.42	56.49	6.50
2006	30500 C	N 15000	S 15500	9.16	52.46	3.80
2005	32000 C	N 16000	S 16000	10.00	55.30	2.30

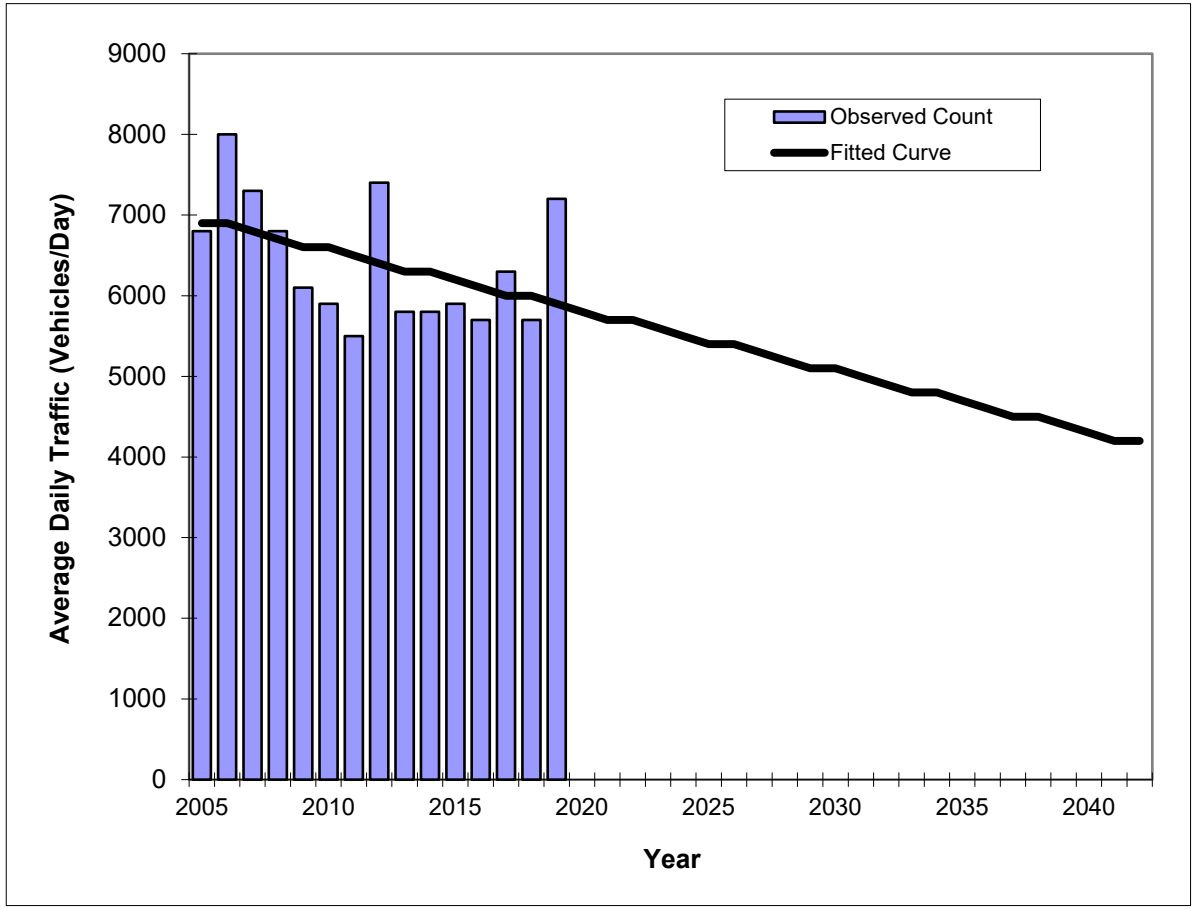
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

JACKSON ST -- 484024

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	4024
Highway:	JACKSON ST



Year	Traffic (ADT/AADT) Count*	Trend**
2005	6800	6900
2006	8000	6900
2007	7300	6800
2008	6800	6700
2009	6100	6600
2010	5900	6600
2011	5500	6500
2012	7400	6400
2013	5800	6300
2014	5800	6300
2015	5900	6200
2016	5700	6100
2017	6300	6000
2018	5700	6000
2019	7200	5900
2022 Opening Year Trend		
2022	N/A	5700
2032 Mid-Year Trend		
2032	N/A	4900
2042 Design Year Trend		
2042	N/A	4200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-75
Trend R-squared:	18.49%
Trend Annual Historic Growth Rate:	**-1.04%**
Trend Growth Rate (2019 to Design Year):	-1.25%
Printed:	8-Feb-22

Straight Line Growth Option

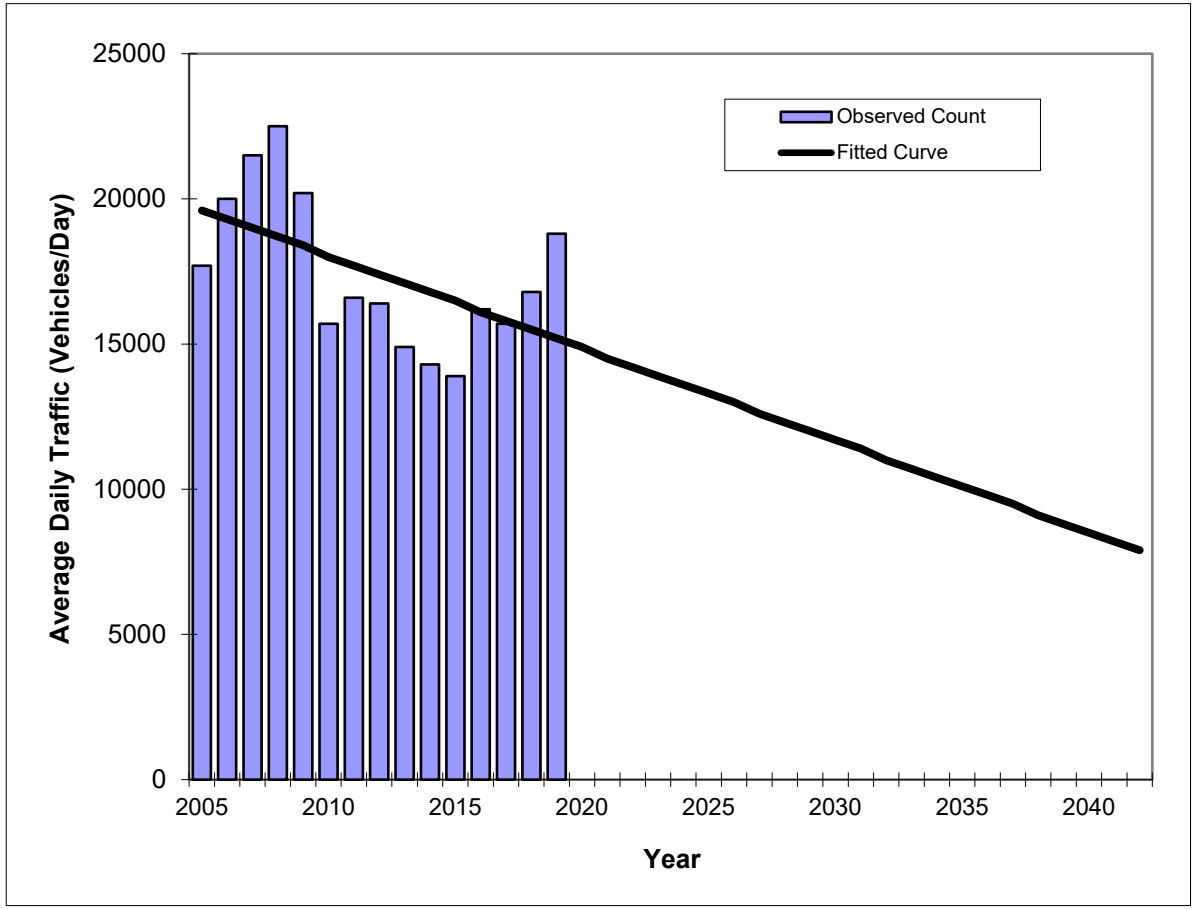
*Axle-Adjusted

Traffic Trends - V03.a

PACE BLVD -- 485015

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5015
Highway:	PACE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	17700	19600
2006	20000	19300
2007	21500	19000
2008	22500	18700
2009	20200	18400
2010	15700	18000
2011	16600	17700
2012	16400	17400
2013	14900	17100
2014	14300	16800
2015	13900	16500
2016	16200	16100
2017	15700	15800
2018	16800	15500
2019	18800	15200
2022 Opening Year Trend		
2022	N/A	14200
2032 Mid-Year Trend		
2032	N/A	11000
2042 Design Year Trend		
2042	N/A	7900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-318
Trend R-squared:	29.29%
Trend Annual Historic Growth Rate:	**-1.60%**
Trend Growth Rate (2019 to Design Year):	-2.09%
Printed:	8-Feb-22

Straight Line Growth Option

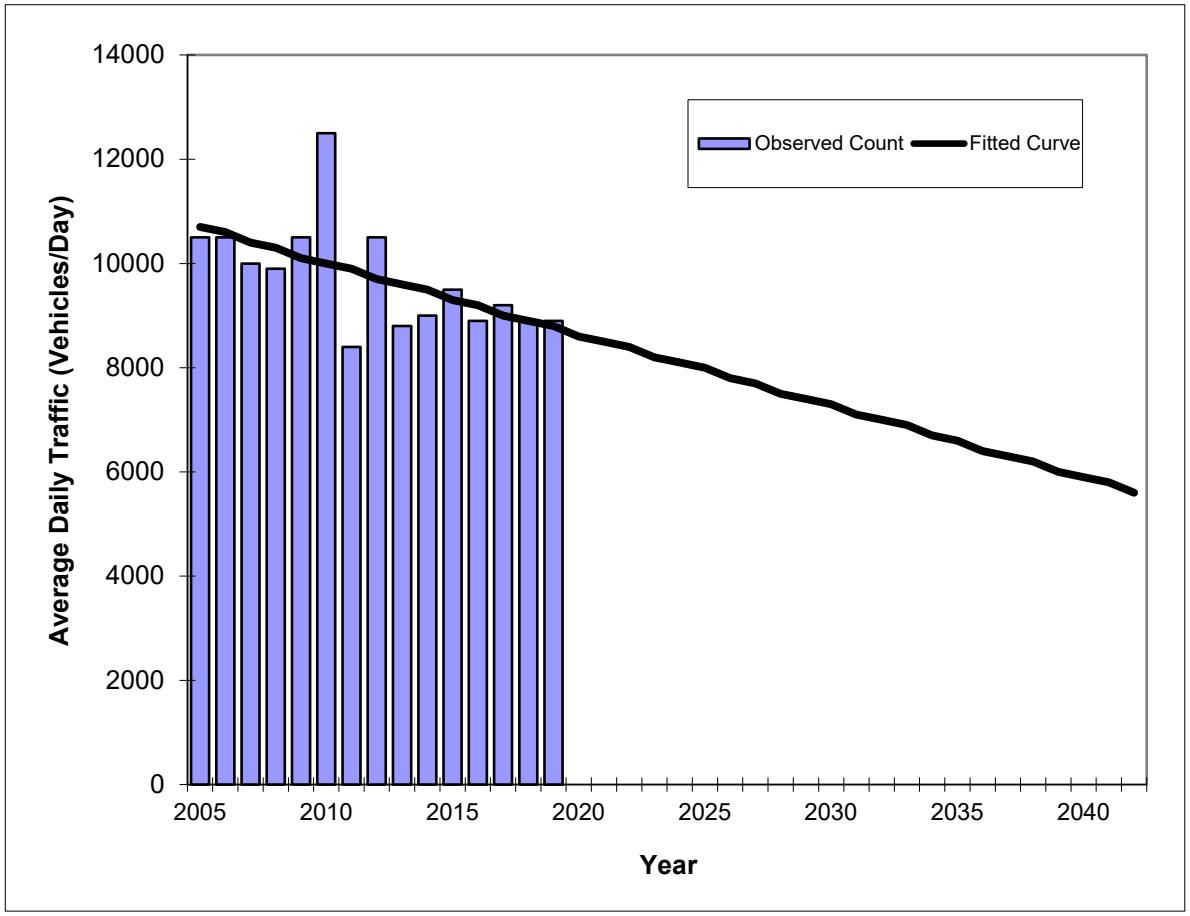
***Axle-Adjusted**

Traffic Trends - V03.a

OLD CORRY FIELD RD -- 485084

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5084
Highway:	OLD CORRY FIELD RD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	10500	10700
2006	10500	10600
2007	10000	10400
2008	9900	10300
2009	10500	10100
2010	12500	10000
2011	8400	9900
2012	10500	9700
2013	8800	9600
2014	9000	9500
2015	9500	9300
2016	8900	9200
2017	9200	9000
2018	8900	8900
2019	8900	8800
2022 Opening Year Trend		
2022	N/A	8400
2032 Mid-Year Trend		
2032	N/A	7000
2042 Design Year Trend		
2042	N/A	5600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-137
Trend R-squared:	33.51%
Trend Annual Historic Growth Rate:	**-1.27%**
Trend Growth Rate (2019 to Design Year):	-1.58%
Printed:	8-Feb-22

Straight Line Growth Option

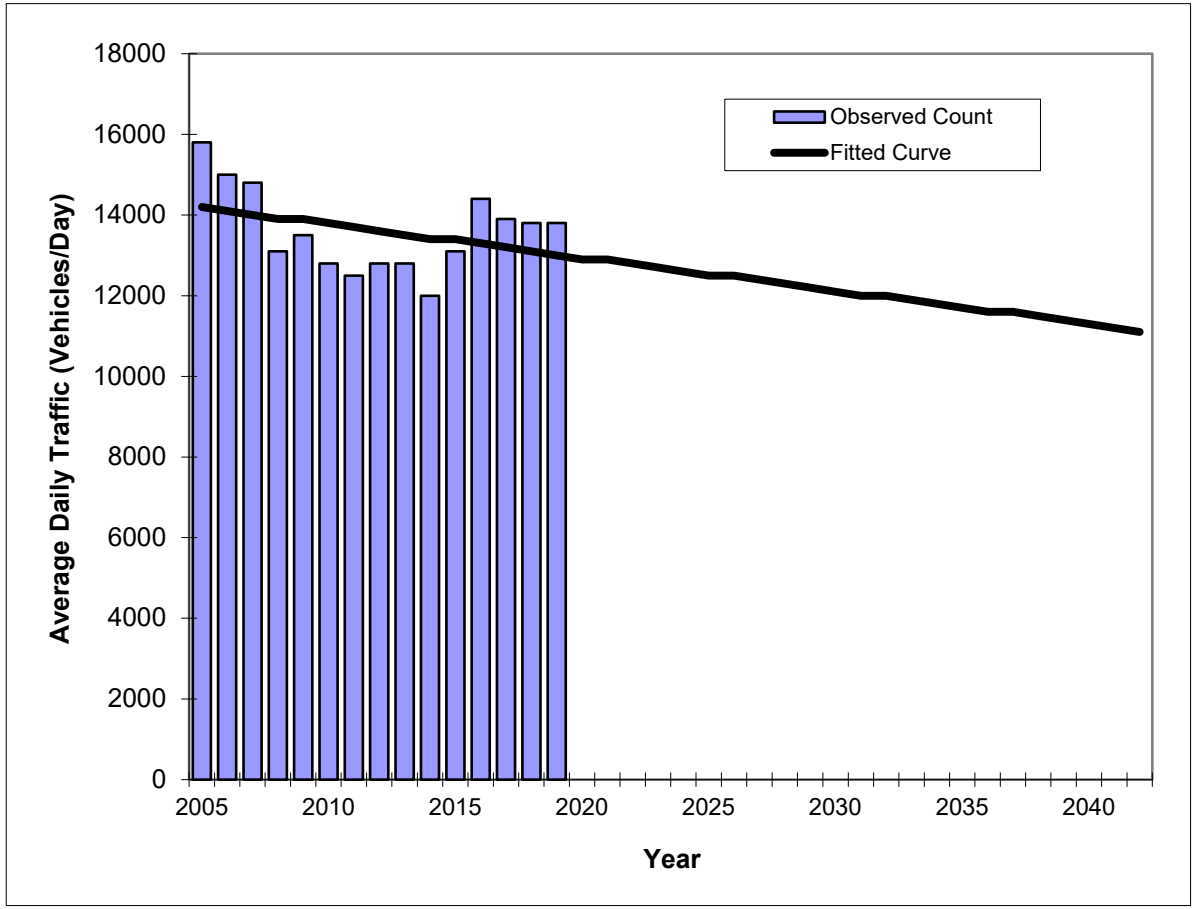
*Axle-Adjusted

Traffic Trends - V03.a

N FAIRFIELD DR -- 485099

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5099
Highway:	N FAIRFIELD DR



Year	Traffic (ADT/AADT) Count*	Trend**
2005	15800	14200
2006	15000	14100
2007	14800	14000
2008	13100	13900
2009	13500	13900
2010	12800	13800
2011	12500	13700
2012	12800	13600
2013	12800	13500
2014	12000	13400
2015	13100	13400
2016	14400	13300
2017	13900	13200
2018	13800	13100
2019	13800	13000
2022 Opening Year Trend		
2022	N/A	12800
2032 Mid-Year Trend		
2032	N/A	12000
2042 Design Year Trend		
2042	N/A	11100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-82
Trend R-squared:	12.39%
Trend Annual Historic Growth Rate:	**-0.60%**
Trend Growth Rate (2019 to Design Year):	-0.64%
Printed:	8-Feb-22

Straight Line Growth Option

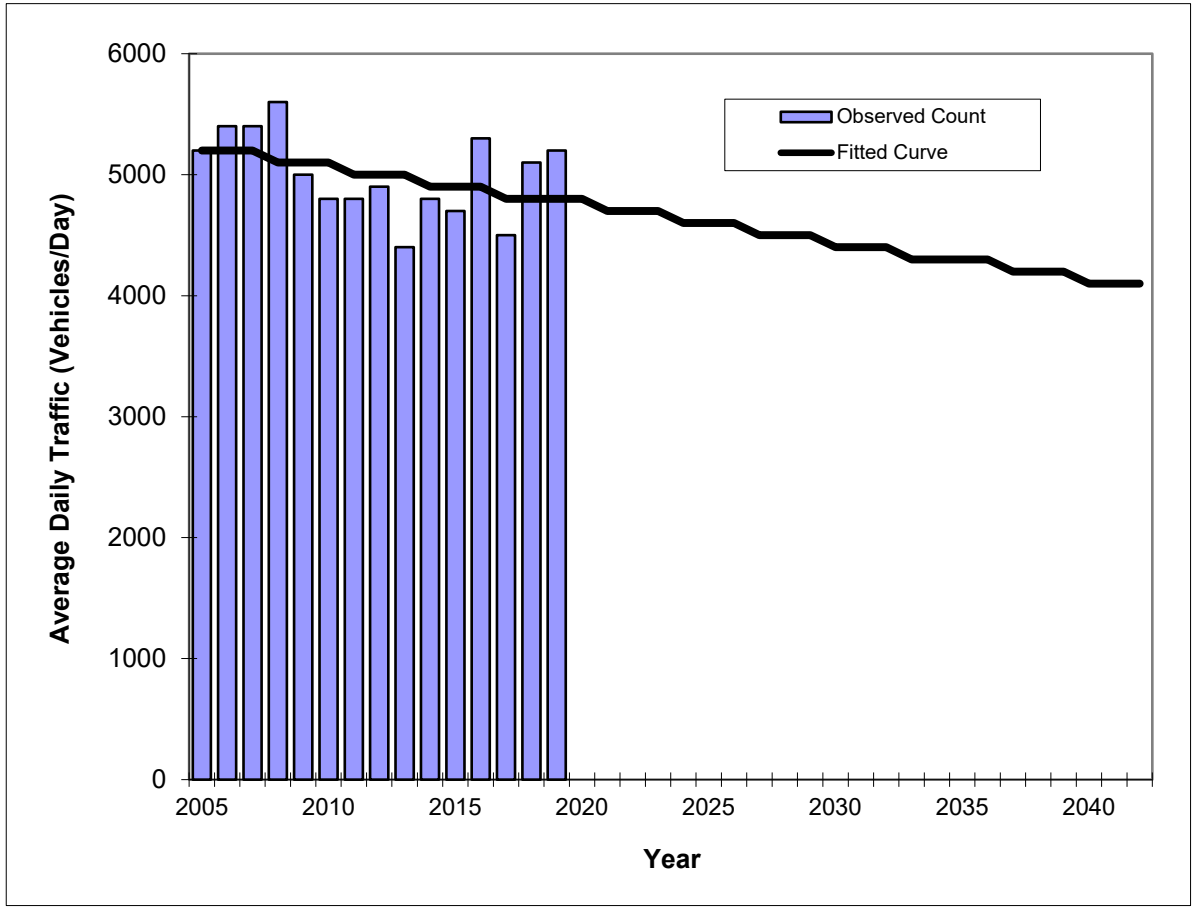
*Axle-Adjusted

Traffic Trends - V03.a

JACKSON ST -- 485124

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5124
Highway:	JACKSON ST



Year	Traffic (ADT/AADT) Count*	Trend**
2005	5200	5200
2006	5400	5200
2007	5400	5200
2008	5600	5100
2009	5000	5100
2010	4800	5100
2011	4800	5000
2012	4900	5000
2013	4400	5000
2014	4800	4900
2015	4700	4900
2016	5300	4900
2017	4500	4800
2018	5100	4800
2019	5200	4800
2022 Opening Year Trend		
2022	N/A	4700
2032 Mid-Year Trend		
2032	N/A	4400
2042 Design Year Trend		
2042	N/A	4100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-31
Trend R-squared:	16.37%
Trend Annual Historic Growth Rate:	**-0.55%**
Trend Growth Rate (2019 to Design Year):	-0.63%
Printed:	8-Feb-22

Straight Line Growth Option

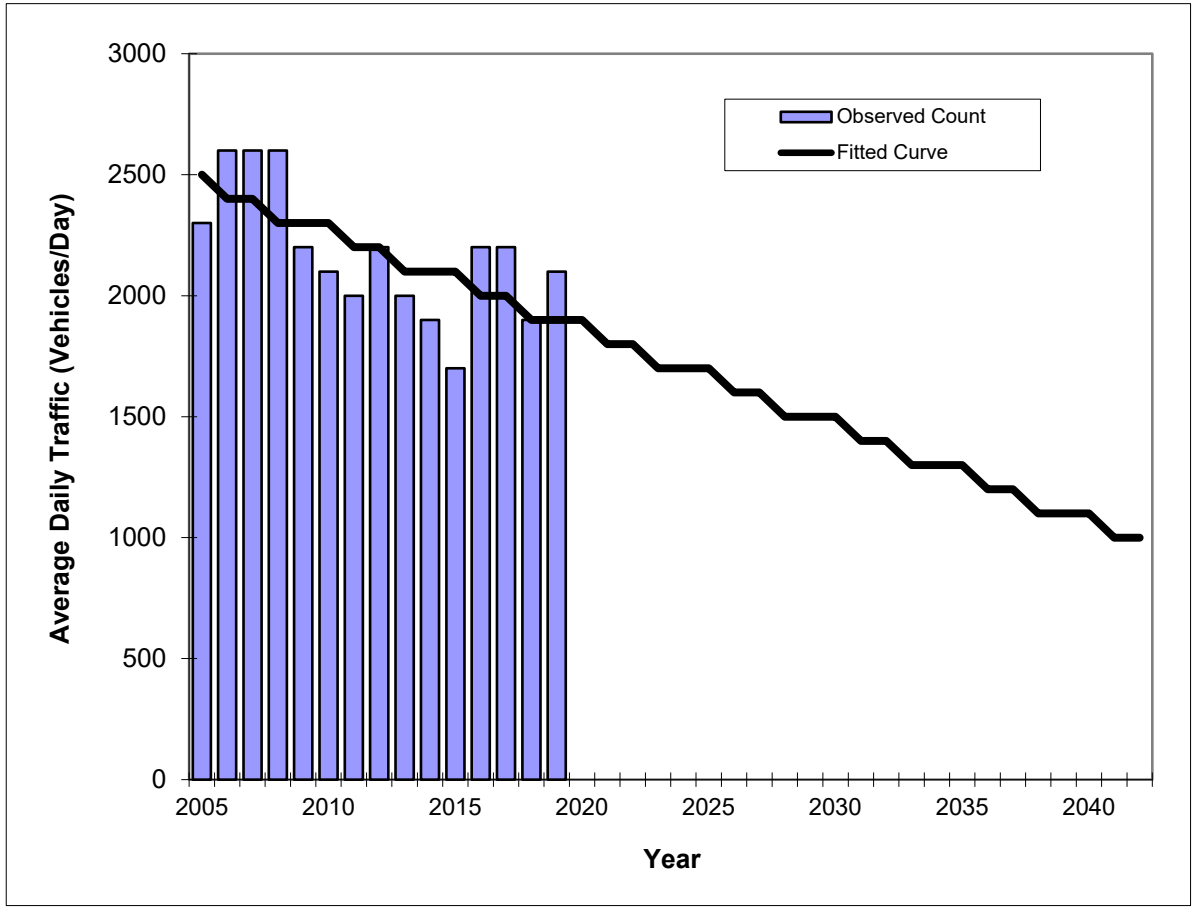
***Axle-Adjusted**

Traffic Trends - V03.a

JACKSON ST -- 485125

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5125
Highway:	JACKSON ST



Year	Traffic (ADT/AADT) Count*	Trend**
2005	2300	2500
2006	2600	2400
2007	2600	2400
2008	2600	2300
2009	2200	2300
2010	2100	2300
2011	2000	2200
2012	2200	2200
2013	2000	2100
2014	1900	2100
2015	1700	2100
2016	2200	2000
2017	2200	2000
2018	1900	1900
2019	2100	1900
2022 Opening Year Trend		
2022	N/A	1800
2032 Mid-Year Trend		
2032	N/A	1400
2042 Design Year Trend		
2042	N/A	1000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-40
Trend R-squared:	43.60%
Trend Annual Historic Growth Rate:	**-1.71%**
Trend Growth Rate (2019 to Design Year):	-2.06%
Printed:	8-Feb-22

Straight Line Growth Option

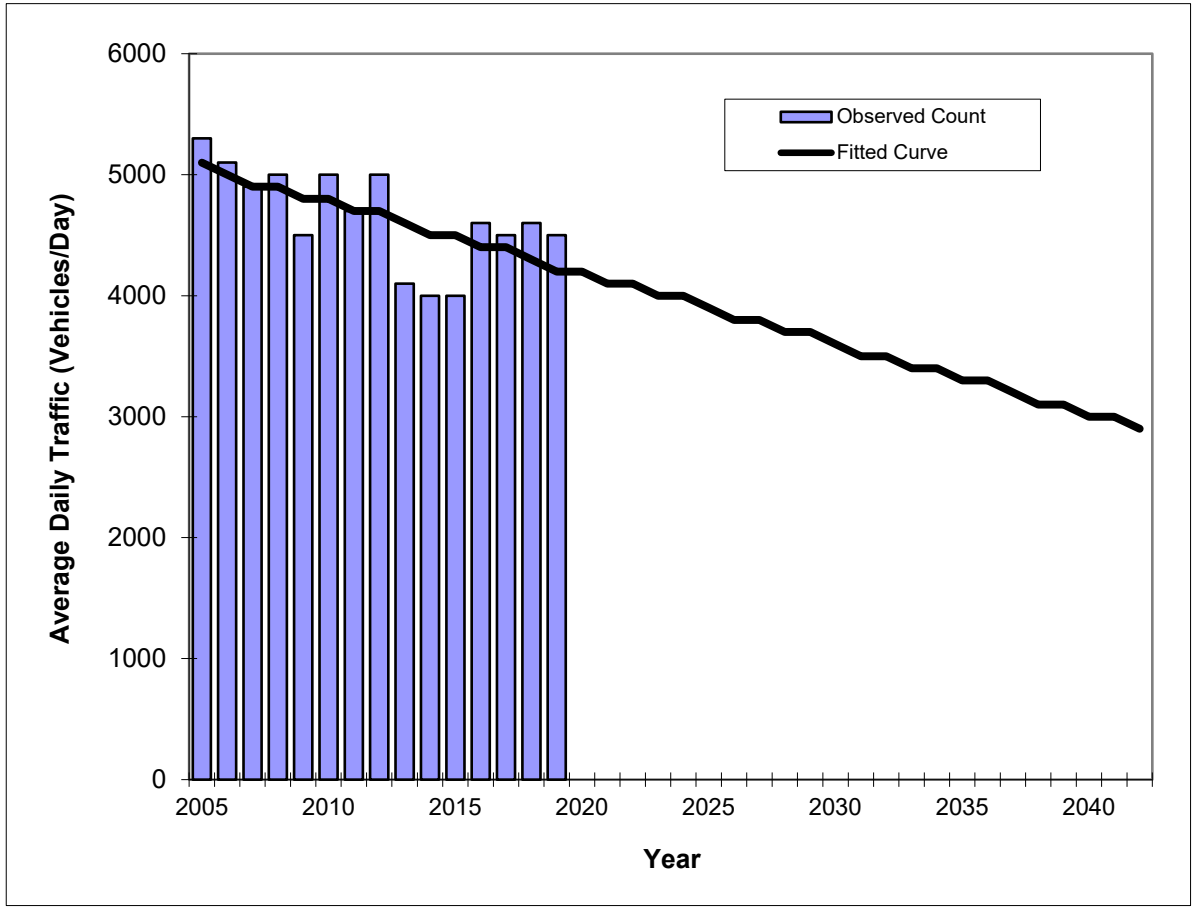
*Axle-Adjusted

Traffic Trends - V03.a

JACKSON ST -- 485140

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5140
Highway:	JACKSON ST



Year	Traffic (ADT/AADT) Count*	Trend**
2005	5300	5100
2006	5100	5000
2007	4900	4900
2008	5000	4900
2009	4500	4800
2010	5000	4800
2011	4700	4700
2012	5000	4700
2013	4100	4600
2014	4000	4500
2015	4000	4500
2016	4600	4400
2017	4500	4400
2018	4600	4300
2019	4500	4200
2022 Opening Year Trend		
2022	N/A	4100
2032 Mid-Year Trend		
2032	N/A	3500
2042 Design Year Trend		
2042	N/A	2900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-58
Trend R-squared:	41.67%
Trend Annual Historic Growth Rate:	**-1.26%**
Trend Growth Rate (2019 to Design Year):	-1.35%
Printed:	8-Feb-22

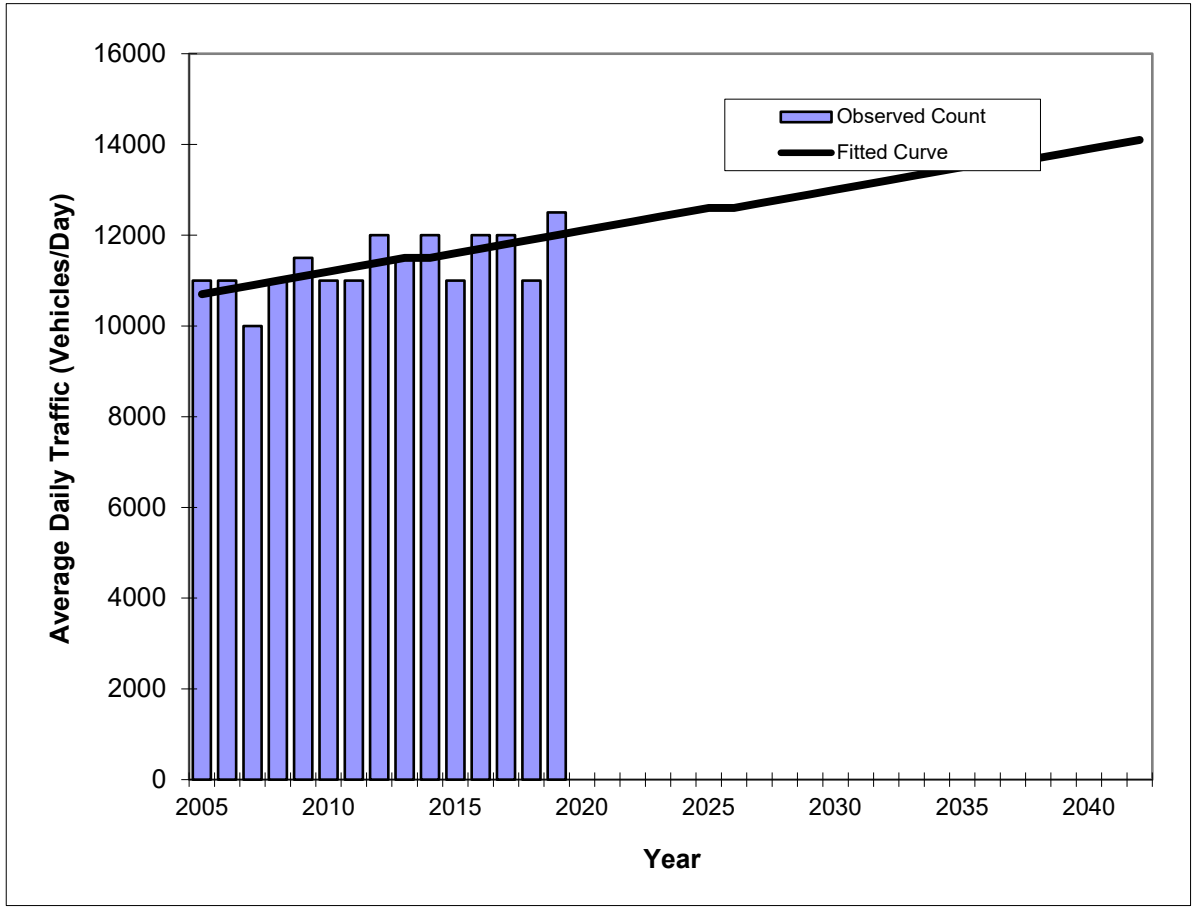
Straight Line Growth Option

Traffic Trends - V03.a

JACKSON ST -- 485142

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5142
Highway:	JACKSON ST



Year	Traffic (ADT/AADT) Count*	Trend**
2005	11000	10700
2006	11000	10800
2007	10000	10900
2008	11000	11000
2009	11500	11100
2010	11000	11200
2011	11000	11300
2012	12000	11400
2013	11500	11500
2014	12000	11500
2015	11000	11600
2016	12000	11700
2017	12000	11800
2018	11000	11900
2019	12500	12000
2022 Opening Year Trend		
2022	N/A	12300
2032 Mid-Year Trend		
2032	N/A	13200
2042 Design Year Trend		
2042	N/A	14100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	91
Trend R-squared:	40.51%
Trend Annual Historic Growth Rate:	**0.87%**
Trend Growth Rate (2019 to Design Year):	0.76%
Printed:	8-Feb-22

Straight Line Growth Option

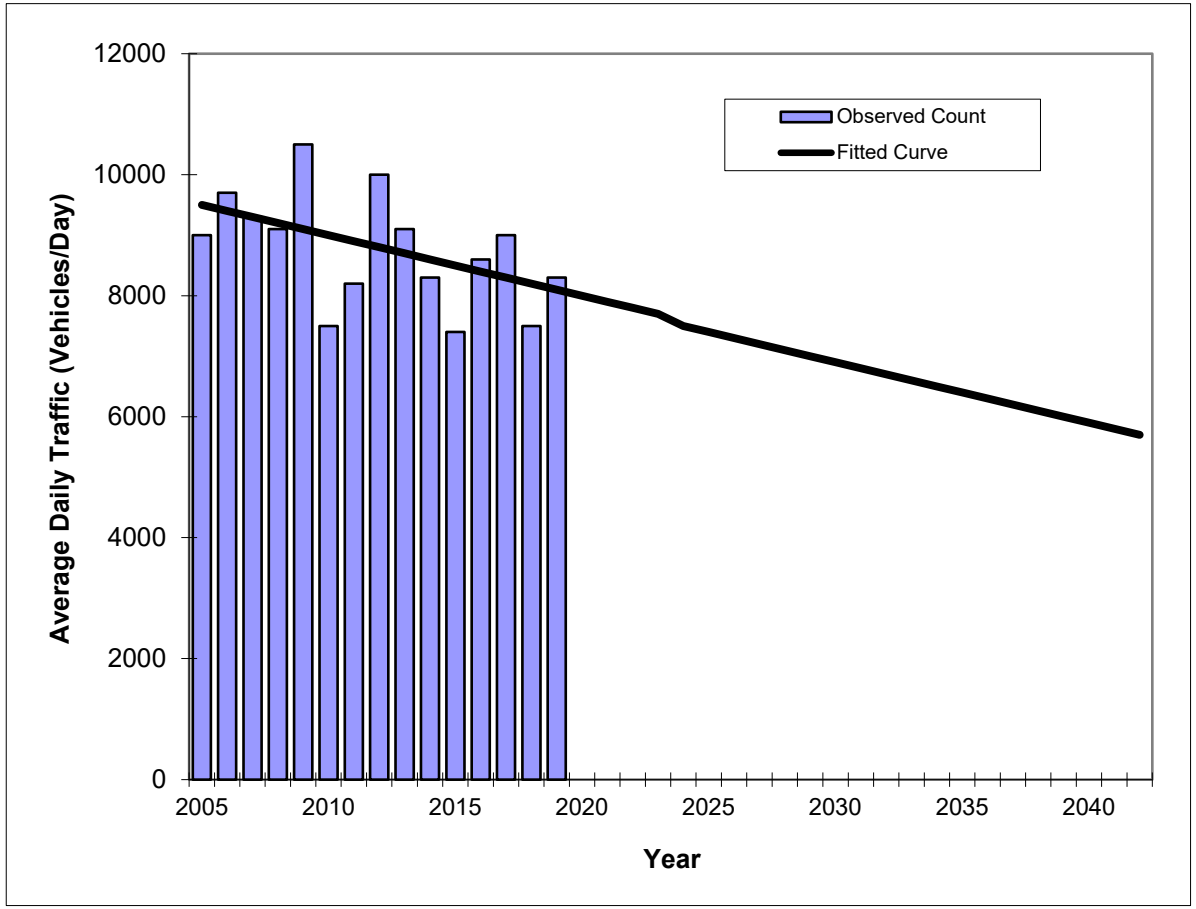
*Axle-Adjusted

Traffic Trends - V03.a

JACKSON ST -- 485145

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5145
Highway:	JACKSON ST



Year	Traffic (ADT/AADT) Count*	Trend**
2005	9000	9500
2006	9700	9400
2007	9300	9300
2008	9100	9200
2009	10500	9100
2010	7500	9000
2011	8200	8900
2012	10000	8800
2013	9100	8700
2014	8300	8600
2015	7400	8500
2016	8600	8400
2017	9000	8300
2018	7500	8200
2019	8300	8100
2022 Opening Year Trend		
2022	N/A	7800
2032 Mid-Year Trend		
2032	N/A	6700
2042 Design Year Trend		
2042	N/A	5700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-101
Trend R-squared:	24.26%
Trend Annual Historic Growth Rate:	**-1.05%**
Trend Growth Rate (2019 to Design Year):	-1.29%
Printed:	8-Feb-22

Straight Line Growth Option

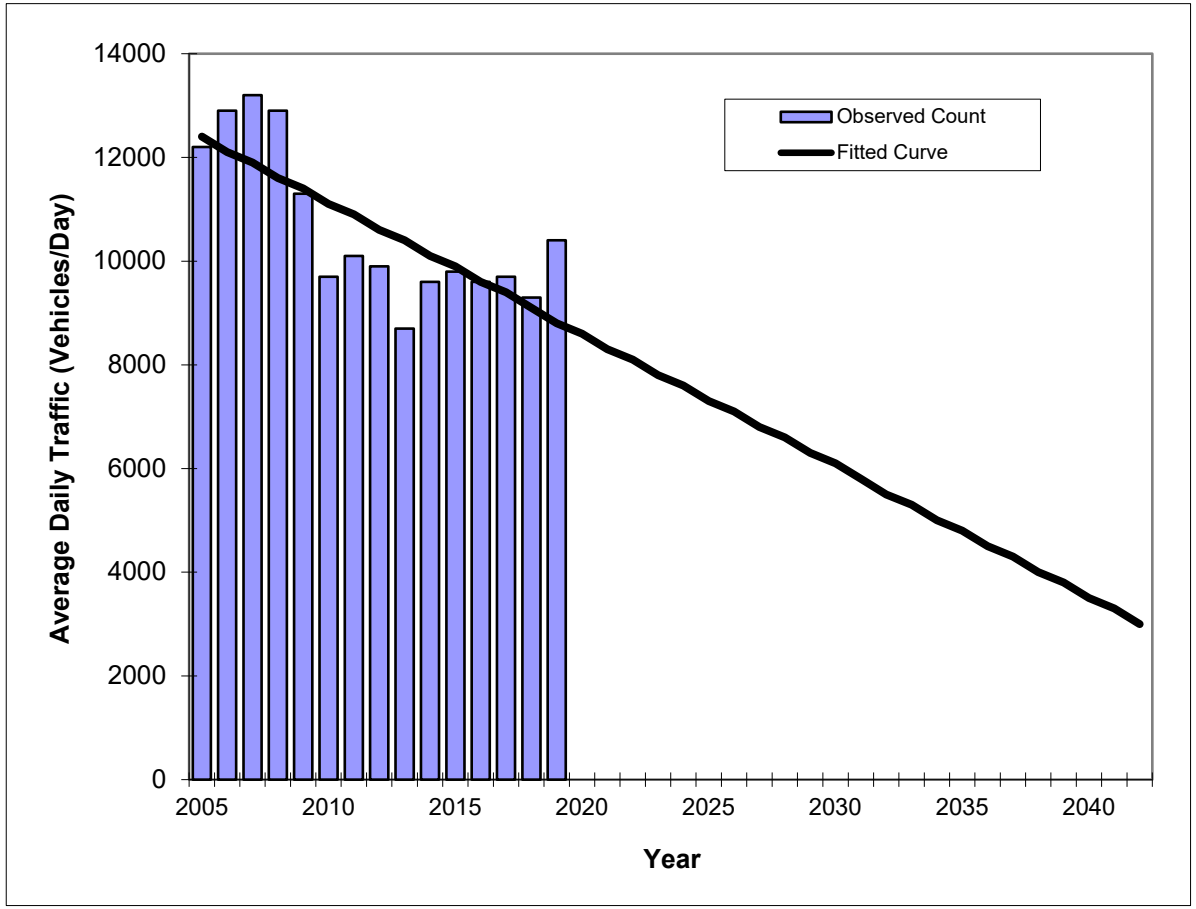
***Axle-Adjusted**

Traffic Trends - V03.a

W ST -- 485193

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5193
Highway:	W ST



Year	Traffic (ADT/AADT) Count*	Trend**
2005	12200	12400
2006	12900	12100
2007	13200	11900
2008	12900	11600
2009	11300	11400
2010	9700	11100
2011	10100	10900
2012	9900	10600
2013	8700	10400
2014	9600	10100
2015	9800	9900
2016	9600	9600
2017	9700	9400
2018	9300	9100
2019	10400	8800
2022 Opening Year Trend		
2022	N/A	8100
2032 Mid-Year Trend		
2032	N/A	5500
2042 Design Year Trend		
2042	N/A	3000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-254
Trend R-squared:	58.60%
Trend Annual Historic Growth Rate:	**-2.07%**
Trend Growth Rate (2019 to Design Year):	-2.87%
Printed:	8-Feb-22

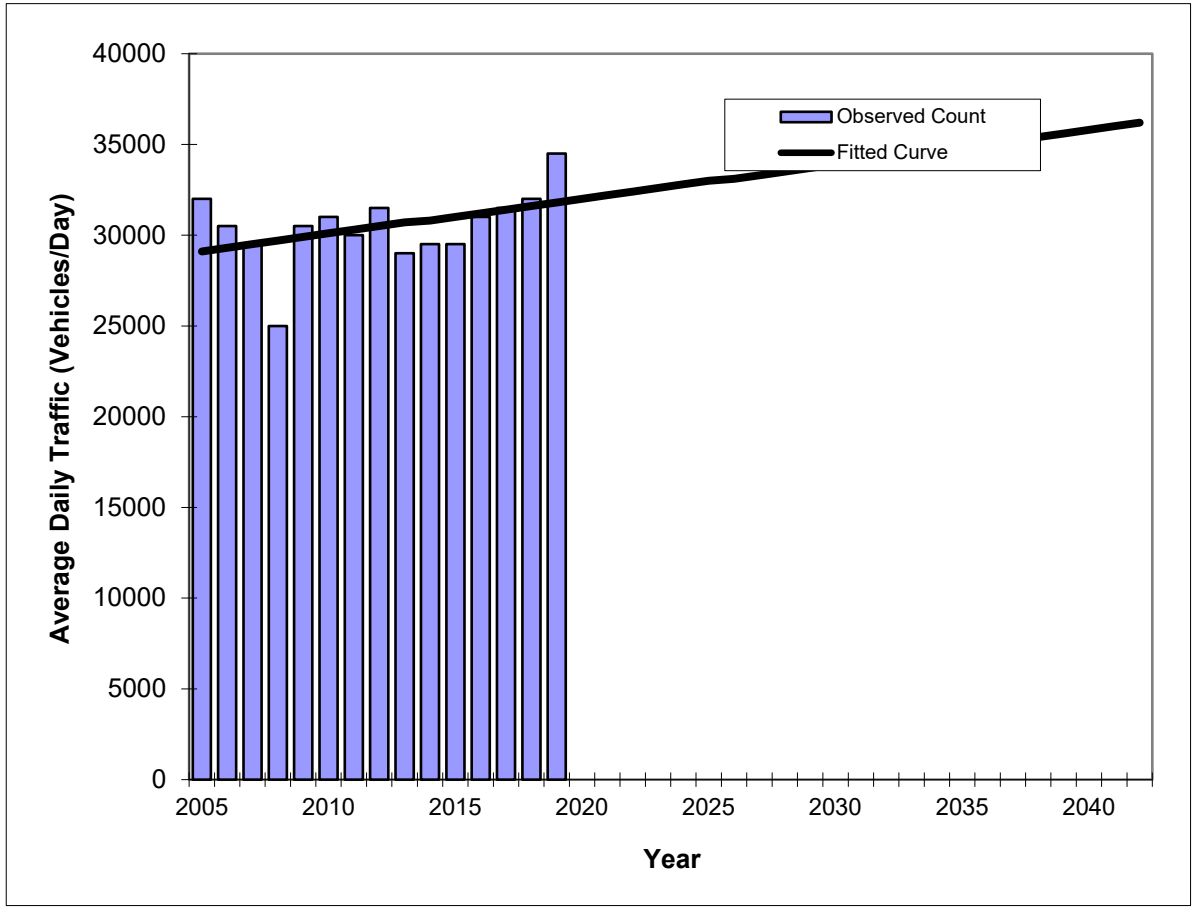
Straight Line Growth Option

Traffic Trends - V03.a

NEW WARRINGTON RD -- 485202

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	5202
Highway:	NEW WARRINGTON RD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	32000	29100
2006	30500	29300
2007	29500	29500
2008	25000	29700
2009	30500	29900
2010	31000	30100
2011	30000	30300
2012	31500	30500
2013	29000	30700
2014	29500	30800
2015	29500	31000
2016	31000	31200
2017	31500	31400
2018	32000	31600
2019	34500	31800
2022 Opening Year Trend		
2022	N/A	32400
2032 Mid-Year Trend		
2032	N/A	34300
2042 Design Year Trend		
2042	N/A	36200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	191
Trend R-squared:	17.40%
Trend Annual Historic Growth Rate:	**0.66%**
Trend Growth Rate (2019 to Design Year):	0.60%
Printed:	8-Feb-22

Straight Line Growth Option

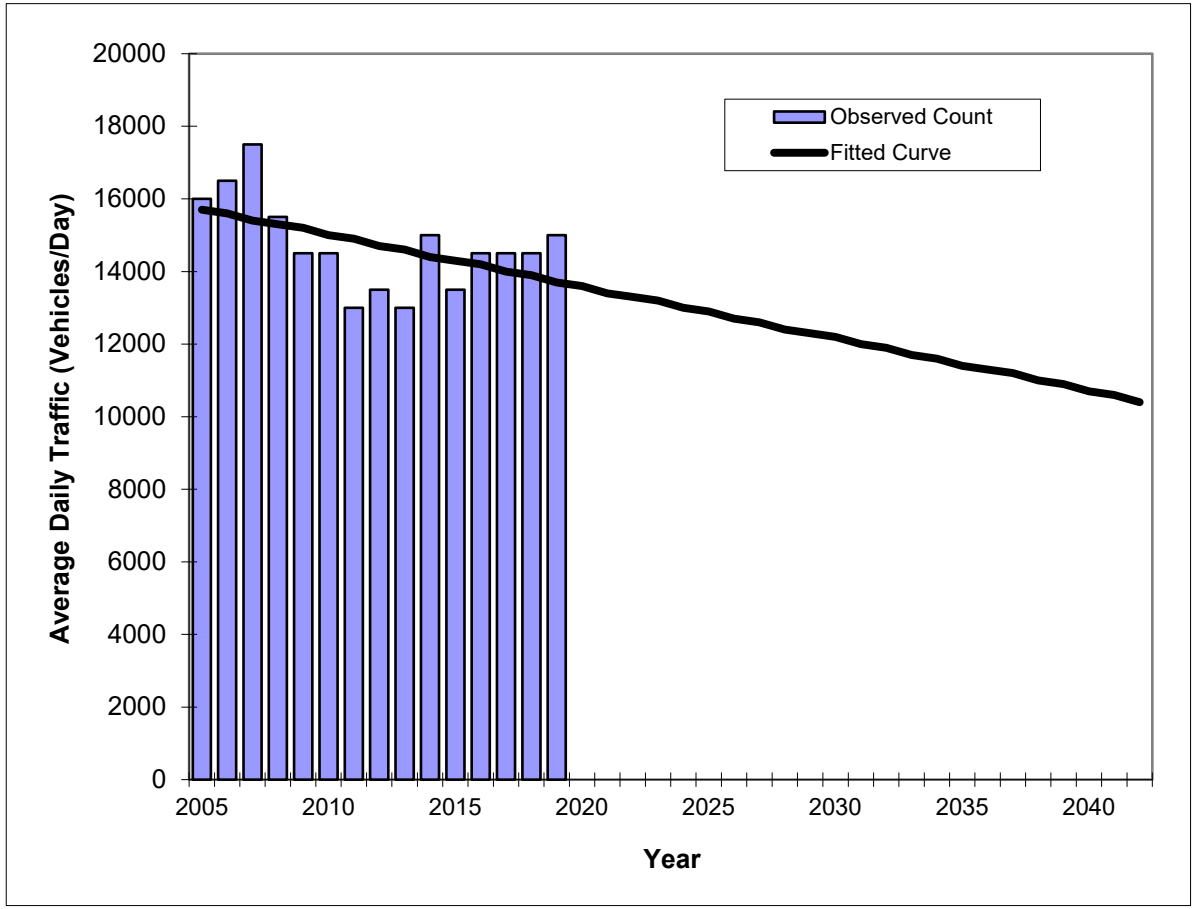
***Axle-Adjusted**

Traffic Trends - V03.a

N FAIRFIELD DR -- 484021

FIN#	1234
Location	1

County:	Escambia (48)
Station #:	4021
Highway:	N FAIRFIELD DR



Year	Traffic (ADT/AADT) Count*	Trend**
2005	16000	15700
2006	16500	15600
2007	17500	15400
2008	15500	15300
2009	14500	15200
2010	14500	15000
2011	13000	14900
2012	13500	14700
2013	13000	14600
2014	15000	14400
2015	13500	14300
2016	14500	14200
2017	14500	14000
2018	14500	13900
2019	15000	13700
2022 Opening Year Trend		
2022	N/A	13300
2032 Mid-Year Trend		
2032	N/A	11900
2042 Design Year Trend		
2042	N/A	10400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-143
Trend R-squared:	25.47%
Trend Annual Historic Growth Rate:	**-0.91%**
Trend Growth Rate (2019 to Design Year):	-1.05%
Printed:	8-Feb-22

Straight Line Growth Option

College of Liberal Arts and Sciences
Bureau of Economic and Business Research

Florida Population Studies

BEBR

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Projections of Florida Population by County, 2025–2045, with Estimates for 2020

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Ying Wang, Research Demographer

The Bureau of Economic and Business Research (BEBR) has been making population projections for Florida and its counties since the 1970s. This report presents our most recent set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections. We believe the medium series is the most likely to provide accurate forecasts in most circumstances, but the low and high series provide an indication of the uncertainty surrounding the medium series. It should be noted that these projections refer solely to permanent residents of Florida; they do not include tourists or seasonal residents. Furthermore, we note that this set of projections is still based on the Census 2010 counts and the BEBR population estimates since then. The next set of BEBR county projections, scheduled for release in early 2022, will incorporate the Census 2020 counts.

State projections

The starting point for the state-level projections was the April 1, 2010 census population count by age, sex, race, and Hispanic origin, as adjusted by the National Center for Health Statistics (NCHS) in the Vintage 2017 bridged race population estimates. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics. We applied three different sets of assumptions to provide low, medium, and high series of projections. Although the low and high series do not provide absolute bounds on future population change, they provide a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied by single year of age, sex, race, and Hispanic origin to project future deaths in the population. These rates were based on Florida Life Tables for 2012–2018, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward each year until 2044 to account for projected increases in life expectancy. These adjustments were based on projected increases in survival rates released by the U.S. Census Bureau. We used the same mortality assumptions for all three series of projections because there is less uncertainty regarding future changes in mortality rates than is true for migration and fertility rates.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2010–2019 American Community Survey (ACS) 1-year estimates, and the 2014–2018 and 2015–2019 ACS 5-year estimates. We first calculated an average of the 2010–2018 1-year estimates and the 2014–2018 5-year estimates. Next, we calculated an average of the 2011–2019 1-year estimates and the 2015–2019 5-year estimates. Our final domestic migration rates were based on an average of these two

sets of migration estimates. Projections based on input data from more than one time period tend to be more accurate than those based on a single time period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

For all three racial/ethnic groups, we applied smoothing techniques to the age/sex-specific migration rates to adjust for data irregularities caused by small sample size. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females by race and ethnicity for each age up to 90 and over.

For the medium projection series, in-migration weights for non-Hispanic whites varied from 1.26 to 1.02, and out-migration weights varied from 0.96 to 0.98; for non-Hispanic nonwhites and for Hispanics, in-migration weights varied from 1.23 to 1.02, and out-migration weights varied from 0.99 to 0.98. For the low projection series, the in-migration weights described above were lowered for all three racial/ethnic groups over time – from 7% in 2021 to 11% in 2045; the out-migration weights were raised by the same margins. For the high projection series, the in-migration weights described above were raised for all three racial/ethnic groups over time – from 7% in 2021 to 11% in 2045; the out-migration weights were lowered by the same margins.

The distribution of foreign immigrants for the three racial/ethnic groups by age and sex was also based on averages of the patterns observed over the same time periods using the same ACS data sets as for domestic migration. Again, we smoothed the estimates to account for irregularities in the age/sex distribution of immigrants. For the medium projection series, we held foreign immigration at an average of the observed levels, with some short-term adjustments based on recent trends. In addition, we made minor adjustments to the racial/ethnic distribution of those migrants based on recent trends. For the low series, foreign immigration was projected to decrease by 1,250 per year from the average of the observed levels; for the high series, foreign immigration was projected to increase by 1,000 per year. Foreign emigration was assumed to equal 25% of foreign immigration for each series of projections.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population of each racial/ethnic group. These birth rates were based on Florida birth data for 2012–2018 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.64 births per woman for non-Hispanic whites, 1.91 births per woman for non-Hispanic nonwhites, 1.78 births per woman for Hispanics, and 1.75 births per woman for total population. These rates were adjusted in the short-term projections to make them consistent with recent fertility trends. We also raised them long-term, though to a lesser extent than in previous years. We still expect fertility rates to increase, but more slowly and to a lower level than previously projected. We made this downward adjustment because recorded resident births in Florida, after having increased each year from 2012 through 2016, have trended downward again over the past four years (the birth data for 2020 are still provisional). By 2030, the adjusted rates imply a total fertility rate of 1.68 births per woman for non-Hispanic whites, 1.97 births per woman for non-Hispanic nonwhites, 1.84 births per

woman for Hispanics, and 1.80 births per woman for total population.

As a final step, projections for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics were added together to provide projections of the total population. The medium projections of total population for 2021–2025 were adjusted to be consistent with the state population forecasts for those years produced by the State of Florida's Demographic Estimating Conference (DEC) held March 3, 2021. None of the projections after 2025 had any further adjustments. In this publication, we provide projections for 2025, 2030, 2035, 2040, and 2045. State projections for other years are available by request.

County projections

The cohort-component method is a good way to make population projections at the state level but is not necessarily the best way to make projections at the county level. Many counties in Florida are so small that the number of persons in each age-sex category is inadequate for making reliable cohort-component projections, given the lack of detailed small-area data. Even more important, county growth patterns are so volatile that a single technique based on data from a single time period may provide misleading results. We believe more useful projections of total population can be made by using several different techniques and historical base periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2020. We made projections for each county using five different techniques in five-year increments. The five techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.

2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.

3. Share-of-growth – each county's share of state population growth in the future will be the same as its share during the base period.

4. Shift-share – each county's share of the state population will change by the same annual amount in the future as the average annual change during the base period.

5. Constant-share – each county's share of the state population will remain constant at its 2020 level.

For the linear and share-of-growth techniques we used base periods of two, ten, and twenty years (2018–2020, 2010–2020, and 2000–2020), yielding three sets of projections for each technique. For the exponential and shift-share techniques we used base periods of five and fifteen years (2015–2020 and 2005–2020), yielding two sets of projections for each technique. The constant-share method was based on data for a single year (2020).

This methodology produced eleven projections for each county for each projection year (2025, 2030, 2035, 2040, and 2045). From these, we calculated five averages: one using all eleven projections (AVE-11), one that excluded the highest and lowest projections (AVE-9), one that excluded the two highest and two lowest projections (AVE-7), one that excluded the three highest and three lowest projections (AVE-5), and one that excluded the four highest and four lowest projections (AVE-3). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-5) as the default technique for each county. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state as a whole. For counties in which AVE-5 did not provide reasonable projections, we selected the technique producing projections that fit most closely with our evaluation criteria.

For 52 counties we selected AVE-5, the average in which the three highest and three lowest projections

were excluded. In the remaining 15 counties, we selected projections made from an individual technique or calculated a custom average (e.g., an average of two or more of the individual techniques, or an average of one or more of the individual techniques and one of the above described averages). These include Bay, Calhoun, Franklin, Gadsden, Gulf, Hardee, Holmes, Jackson, Jefferson, Liberty, Madison, Monroe, Pinellas, Sumter, and Union counties.

We also made adjustments in several counties to account for changes in institutional populations such as university students and prison inmates. Adjustments were made only in counties in which institutional populations account for a large proportion of total population or where changes in the institutional population have been substantially different than changes in the rest of the population. In the present set of projections, adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties.

We did not make a specific adjustment to these county projections to account for any potential impacts of the COVID-19 pandemic. Pandemic-related population effects are highly uncertain at the local level, and there are no good data available yet to assess them. Furthermore, the latest state projections from the March 3, 2021 DEC, to which these county projections are controlled, show a similar state total for April 1, 2025 as the state projections adopted at the December 3, 2019 DEC before the pandemic. Thus, while there may be some short-term effects, we currently expect no significant impacts from the pandemic on the projections for 2025 and beyond.

Range of county projections

The techniques described in the previous section were used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed low and high projections to provide an indication of the uncertainty surrounding the medium county projections. The low and high projections were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies according to a county's population size in 2020 (less than 30,000; 30,000 to 199,999; and 200,000 or more), rate of population growth between 2010 and 2020 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon (on average, projection errors grow with the length of the projection horizon). Our studies have found that the distribution of absolute percent errors tends to remain fairly stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). For the low and high series, however, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state as a whole.

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

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Projections of Florida Population by County, 2025–2045, with Estimates for 2020

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
ALACHUA	271,588					
Low		264,000	265,800	265,800	264,200	261,200
Medium		283,000	292,700	300,300	306,300	311,300
High		301,300	319,900	335,100	348,500	360,000
BAKER	28,532					
Low		27,500	27,700	27,700	27,600	27,300
Medium		29,900	31,000	32,000	32,700	33,400
High		32,400	34,900	37,400	39,600	41,900
BAY	174,410					
Low		173,000	176,300	177,700	177,800	177,000
Medium		185,000	193,100	199,000	203,700	207,600
High		198,200	213,600	227,100	238,900	250,000
BRADFORD	28,725					
Low		26,900	26,400	25,700	25,100	24,500
Medium		29,300	29,700	29,900	30,200	30,400
High		31,800	33,300	34,700	36,100	37,600
BREVARD	606,671					
Low		599,900	610,300	616,400	621,200	623,800
Medium		643,100	671,300	694,300	714,900	733,600
High		684,900	734,500	777,200	819,400	859,600
BROWARD	1,932,212					
Low		1,878,000	1,892,200	1,897,800	1,896,000	1,888,800
Medium		2,013,800	2,083,800	2,142,300	2,192,700	2,237,800
High		2,144,000	2,277,300	2,392,800	2,500,800	2,602,800
CALHOUN	14,489					
Low		13,900	13,900	13,800	13,600	13,400
Medium		15,100	15,600	16,000	16,200	16,500
High		16,400	17,500	18,600	19,600	20,500
CHARLOTTE	187,904					
Low		183,100	187,200	189,100	189,700	189,400
Medium		203,000	215,500	225,600	234,400	242,500
High		221,500	243,200	263,600	283,100	303,100
CITRUS	149,383					
Low		146,300	148,100	148,800	149,000	149,000
Medium		156,600	162,400	166,900	170,800	174,300
High		167,600	179,500	190,200	200,200	210,500
CLAY	219,575					
Low		217,700	224,400	228,600	230,800	231,700
Medium		237,300	252,400	264,600	274,800	283,900
High		255,000	278,900	299,600	318,900	337,100
COLLIER	387,450					
Low		388,500	402,800	413,900	422,100	426,600
Medium		423,600	452,800	477,800	499,700	519,000
High		455,100	500,600	542,500	583,100	620,700
COLUMBIA	70,617					
Low		68,700	69,200	69,200	68,900	68,300
Medium		73,500	75,900	77,700	79,200	80,500
High		78,700	83,800	88,400	92,500	96,500
DESOTO	37,082					
Low		36,200	36,400	36,500	36,300	36,100
Medium		38,700	40,000	40,900	41,800	42,500
High		41,500	44,100	46,600	48,800	51,000
DIXIE	16,663					
Low		15,600	15,300	14,900	14,500	14,100
Medium		17,000	17,200	17,300	17,400	17,500
High		18,400	19,300	20,100	20,800	21,600

Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
DUVAL	982,080					
Low		973,100	993,300	1,005,400	1,010,900	1,011,700
Medium		1,043,200	1,092,200	1,131,500	1,164,100	1,192,500
High		1,110,900	1,195,500	1,267,600	1,333,400	1,394,100
ESCAMBIA	323,714					
Low		312,500	312,100	310,300	308,000	305,000
Medium		335,100	344,000	351,200	357,700	363,500
High		356,700	375,600	391,200	406,200	420,300
FLAGLER	114,173					
Low		115,800	122,800	127,700	130,700	132,400
Medium		128,300	140,800	150,900	159,400	166,900
High		140,100	159,500	178,000	195,000	212,000
FRANKLIN	11,864					
Low		11,200	11,100	10,900	10,600	10,300
Medium		12,400	12,800	13,100	13,300	13,500
High		13,600	14,500	15,400	16,200	17,000
GADSDEN	46,226					
Low		43,700	42,900	41,900	40,800	39,700
Medium		46,800	47,200	47,400	47,600	47,600
High		50,100	52,000	53,600	54,800	56,000
GILCHRIST	18,269					
Low		17,500	17,500	17,500	17,300	17,000
Medium		19,300	20,200	20,800	21,400	21,900
High		21,200	23,000	24,700	26,300	28,000
GLADES	13,609					
Low		13,100	13,200	13,200	13,100	12,900
Medium		14,300	14,800	15,200	15,600	15,900
High		15,500	16,700	17,800	18,800	19,900
GULF	14,724					
Low		14,200	14,200	14,100	13,900	13,700
Medium		15,400	15,900	16,300	16,600	16,800
High		16,700	17,900	19,000	20,000	21,000
HAMILTON	14,570					
Low		13,600	13,400	13,000	12,600	12,200
Medium		14,800	15,000	15,100	15,200	15,300
High		16,100	16,800	17,500	18,200	18,800
HARDEE	27,443					
Low		25,200	24,400	23,600	22,700	21,900
Medium		27,500	27,500	27,500	27,500	27,500
High		29,800	30,800	31,800	32,700	33,600
HENDRY	40,953					
Low		39,400	39,400	39,200	38,800	38,300
Medium		42,900	44,400	45,600	46,600	47,500
High		46,400	49,500	52,400	55,000	57,700
HERNANDO	192,186					
Low		189,400	194,300	196,800	197,500	197,000
Medium		206,400	218,200	227,500	235,000	241,500
High		223,100	244,000	263,100	280,100	296,800
HIGHLANDS	104,834					
Low		101,900	102,500	102,600	102,500	102,200
Medium		109,000	112,400	115,200	117,700	119,900
High		116,700	124,100	131,200	137,700	144,300
HILLSBOROUGH	1,478,759					
Low		1,480,500	1,533,000	1,567,300	1,591,700	1,605,800
Medium		1,614,200	1,723,500	1,811,800	1,889,200	1,958,300
High		1,734,300	1,905,000	2,054,300	2,198,900	2,336,700

Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
HOLMES	20,001					
Low		18,400	17,900	17,300	16,700	16,200
Medium		20,100	20,100	20,200	20,200	20,300
High		21,800	22,600	23,300	24,100	24,800
INDIAN RIVER	158,834					
Low		154,500	157,800	159,100	159,100	158,000
Medium		171,300	181,700	189,900	196,900	203,100
High		187,000	205,000	221,800	237,400	253,000
JACKSON	46,587					
Low		44,000	43,200	42,200	41,000	39,800
Medium		47,100	47,500	47,700	47,800	47,900
High		50,400	52,300	53,900	55,100	56,200
JEFFERSON	14,394					
Low		13,400	13,100	12,800	12,400	12,100
Medium		14,600	14,700	14,800	15,000	15,100
High		15,800	16,500	17,200	17,900	18,600
LAFAYETTE	8,690					
Low		8,300	8,300	8,300	8,200	8,100
Medium		9,000	9,300	9,600	9,800	9,900
High		9,800	10,500	11,200	11,800	12,400
LAKE	366,742					
Low		375,400	397,100	414,100	426,400	436,300
Medium		409,200	445,400	475,800	501,700	525,200
High		439,800	493,500	542,700	589,100	634,900
LEE	750,493					
Low		760,700	796,700	823,500	843,800	858,100
Medium		829,300	894,600	948,800	996,100	1,038,500
High		891,100	990,000	1,079,400	1,165,600	1,248,600
LEON	299,484					
Low		291,300	293,300	293,400	292,200	289,800
Medium		312,300	323,000	331,400	338,500	344,600
High		332,500	353,000	369,900	385,400	399,300
LEVY	41,699					
Low		40,300	40,300	40,200	39,900	39,600
Medium		43,100	44,300	45,200	45,900	46,700
High		46,200	48,900	51,400	53,600	55,900
LIBERTY	8,575					
Low		8,100	8,100	8,000	7,800	7,600
Medium		8,800	9,100	9,200	9,400	9,500
High		9,600	10,200	10,700	11,200	11,700
MADISON	18,954					
Low		17,500	17,000	16,500	15,900	15,400
Medium		19,000	19,100	19,200	19,200	19,300
High		20,700	21,400	22,200	22,900	23,600
MANATEE	398,503					
Low		401,400	419,000	431,900	442,600	449,200
Medium		437,600	470,600	498,000	522,600	544,400
High		470,200	520,600	566,100	611,400	653,700
MARION	368,135					
Low		368,400	379,800	386,600	390,100	391,300
Medium		394,900	417,100	434,200	448,100	460,000
High		420,600	457,100	487,400	514,500	539,300
MARTIN	161,301					
Low		156,500	157,800	158,200	158,000	157,000
Medium		170,500	177,600	183,500	188,700	193,300
High		184,300	198,200	211,400	224,000	236,600

Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
MIAMI-DADE	2,832,794					
Low		2,791,500	2,844,300	2,871,900	2,880,900	2,876,900
Medium		2,992,700	3,128,300	3,234,600	3,322,200	3,398,200
High		3,186,900	3,423,300	3,621,000	3,799,900	3,964,600
MONROE	77,823					
Low		73,600	72,200	70,500	68,700	66,700
Medium		78,800	79,400	79,800	80,000	80,200
High		84,300	87,500	90,100	92,200	94,200
NASSAU	89,258					
Low		89,500	93,600	96,800	99,300	100,800
Medium		99,200	107,500	114,600	121,100	126,900
High		108,200	121,600	134,900	148,200	161,400
OKALOOSA	203,951					
Low		200,200	202,800	204,000	204,500	203,800
Medium		214,600	223,200	230,000	236,000	241,100
High		228,500	244,000	257,200	269,700	280,900
OKEECHOBEE	42,112					
Low		40,600	40,500	40,300	39,900	39,500
Medium		43,400	44,500	45,300	46,000	46,700
High		46,500	49,100	51,500	53,700	55,900
ORANGE	1,415,260					
Low		1,429,800	1,494,500	1,542,300	1,577,800	1,602,500
Medium		1,558,700	1,678,400	1,777,900	1,864,300	1,941,800
High		1,674,800	1,857,100	2,021,600	2,179,700	2,331,800
OSCEOLA	387,055					
Low		409,200	447,500	476,000	499,500	518,300
Medium		453,600	512,500	560,700	603,600	643,100
High		491,900	574,500	649,300	723,900	798,500
PALM BEACH	1,466,494					
Low		1,440,900	1,465,500	1,482,000	1,491,200	1,491,500
Medium		1,544,900	1,612,200	1,668,600	1,717,000	1,758,500
High		1,645,000	1,763,800	1,868,600	1,966,800	2,055,400
PASCO	542,638					
Low		543,900	565,700	578,700	586,200	589,400
Medium		593,000	635,700	668,800	696,400	720,500
High		637,100	703,000	758,500	809,700	857,600
PINELLAS	984,054					
Low		960,600	959,500	953,100	943,000	930,500
Medium		1,011,800	1,031,400	1,045,200	1,055,500	1,063,800
High		1,067,900	1,116,700	1,153,300	1,184,100	1,210,200
POLK	715,090					
Low		718,300	747,800	770,200	785,000	794,600
Medium		783,100	840,200	888,400	929,300	965,800
High		841,400	929,200	1,009,500	1,084,500	1,156,200
PUTNAM	73,723					
Low		69,300	67,900	66,400	64,800	63,300
Medium		74,200	74,700	75,100	75,500	75,800
High		79,400	82,200	84,900	87,100	89,400
ST. JOHNS	261,900					
Low		274,700	297,000	314,400	328,600	339,400
Medium		304,600	340,500	370,900	398,000	422,800
High		330,200	381,300	428,800	476,200	522,900
ST. LUCIE	322,265					
Low		326,300	342,800	353,400	360,300	364,400
Medium		355,800	384,800	407,500	426,400	443,100
High		382,300	426,000	463,200	497,800	530,300

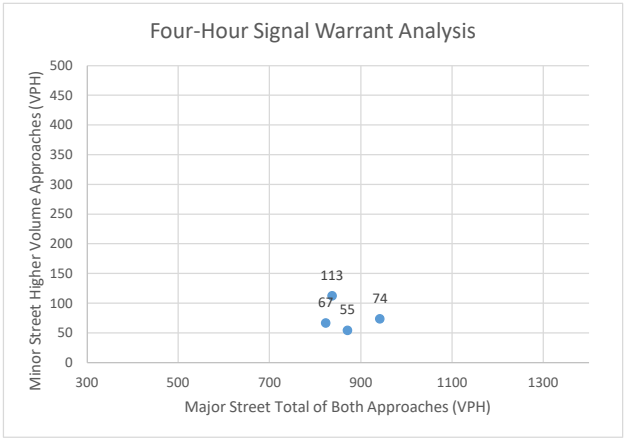
Projections of Florida Population by County, 2025–2045, with Estimates for 2020 (continued)

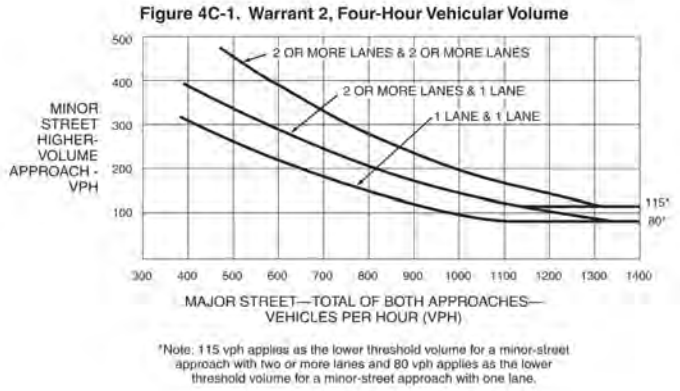
County and State	Estimates April 1, 2020	2025	2030	2035	2040	2045
SANTA ROSA	184,653					
Low		182,000	187,800	191,600	194,400	195,700
Medium		201,800	215,900	227,800	238,700	248,500
High		220,200	244,000	267,100	290,100	313,300
SARASOTA	438,816					
Low		432,900	442,400	449,000	453,100	454,900
Medium		472,100	498,200	520,400	539,900	557,500
High		507,100	549,800	588,600	625,900	661,900
SEMINOLE	476,727					
Low		471,200	480,600	487,500	491,400	492,200
Medium		505,100	528,500	548,400	565,100	579,400
High		537,900	578,400	614,700	648,100	678,300
SUMTER	141,422					
Low		148,800	162,100	171,400	178,000	182,100
Medium		167,800	190,000	208,200	223,800	237,900
High		185,000	218,000	249,600	280,000	310,600
SUWANNEE	45,463					
Low		44,100	44,400	44,400	44,200	43,900
Medium		47,200	48,700	49,900	50,800	51,700
High		50,600	53,800	56,800	59,400	62,000
TAYLOR	22,436					
Low		20,900	20,400	19,900	19,300	18,600
Medium		22,800	23,000	23,100	23,200	23,300
High		24,700	25,800	26,800	27,700	28,600
UNION	15,410					
Low		14,300	14,000	13,500	13,100	12,600
Medium		15,600	15,700	15,800	15,800	15,800
High		16,900	17,600	18,300	18,800	19,300
VOLUSIA	551,588					
Low		544,700	553,500	558,000	560,500	561,900
Medium		583,900	608,900	628,800	646,100	662,000
High		621,800	666,200	703,500	739,300	774,300
WAKULLA	33,981					
Low		33,400	34,200	34,700	34,800	34,700
Medium		36,400	38,400	40,100	41,400	42,600
High		39,300	42,900	46,400	49,400	52,300
WALTON	74,724					
Low		76,100	81,300	85,000	87,900	90,200
Medium		85,900	95,500	103,600	110,900	117,900
High		94,600	109,300	123,800	138,300	153,900
WASHINGTON	25,334					
Low		24,100	23,900	23,600	23,200	22,700
Medium		26,200	26,800	27,300	27,700	28,100
High		28,400	30,200	31,800	33,300	34,800
FLORIDA	21,596,068					
Low		22,164,100	23,037,100	23,650,600	24,090,900	24,405,600
Medium		23,138,600	24,419,100	25,461,900	26,356,400	27,149,800
High		24,109,200	25,798,900	27,275,900	28,634,200	29,921,300

Appendix E: Signal Warrant Analysis

N A St & Jackson St

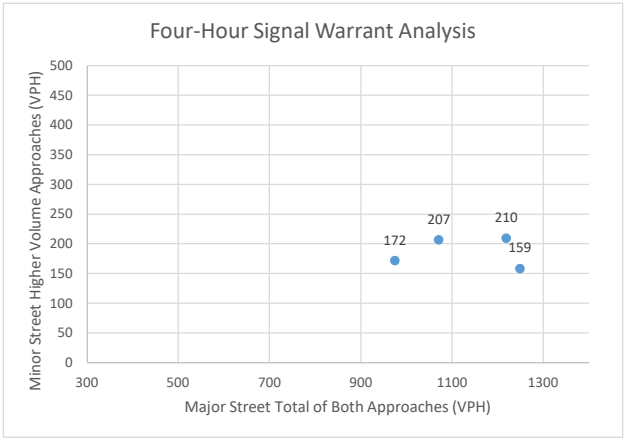
Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	837	113
2	823	67
3	942	74
4	871	55

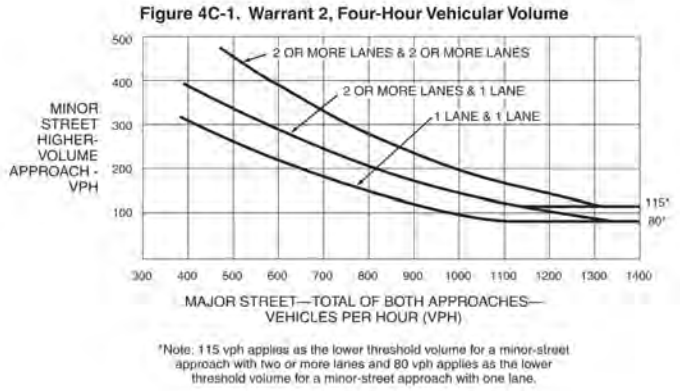




N Pace Blvd & Jackson St

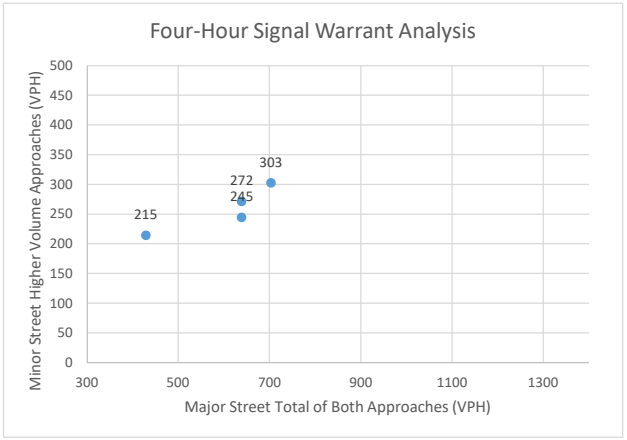
Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	1071	207
2	975	172
3	1219	210
4	1249	159

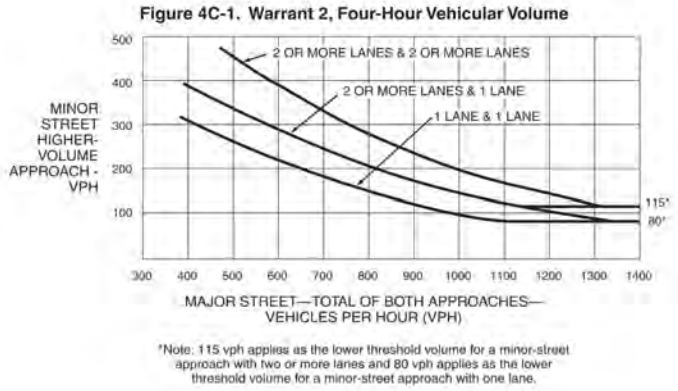




N W St & Jackson St

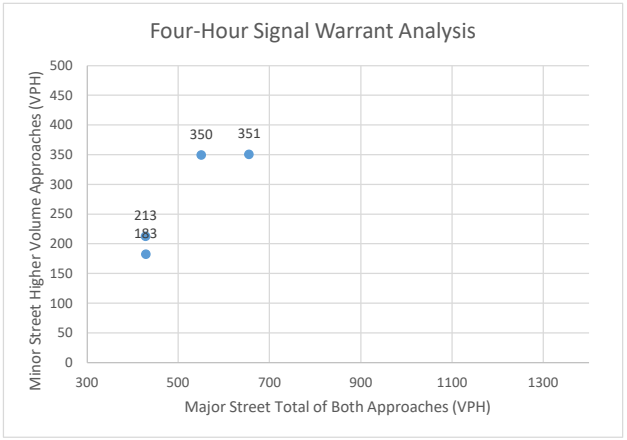
Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	639	245
2	429	215
3	703	303
4	639	272

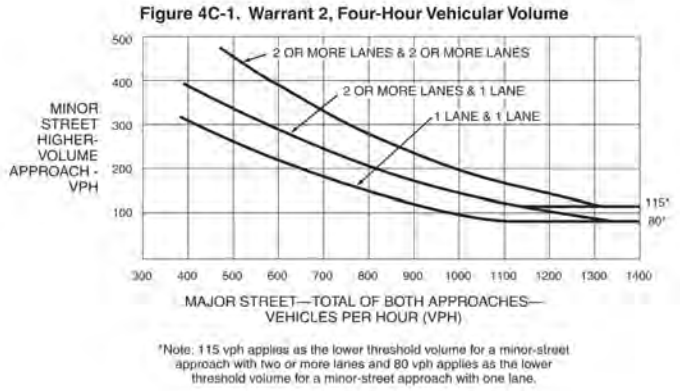




N Old Corry Field Road & Jackson St

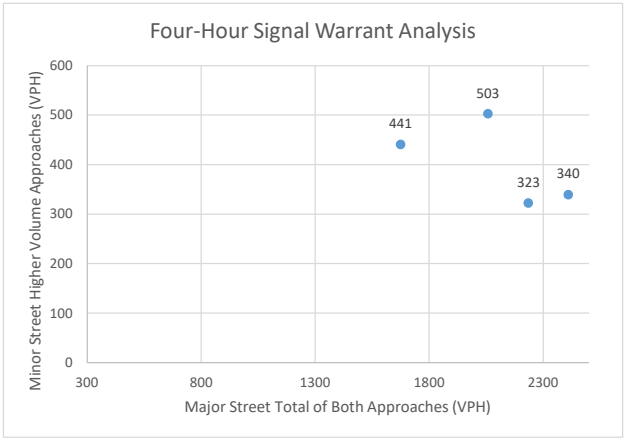
Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	428	213
2	429	183
3	655	351
4	550	350

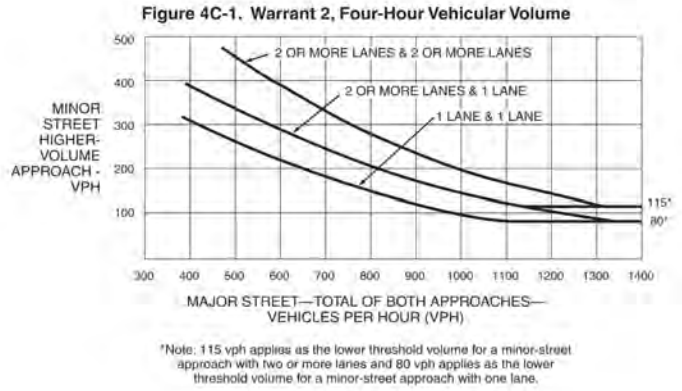




New Warrington Road & Jackson St

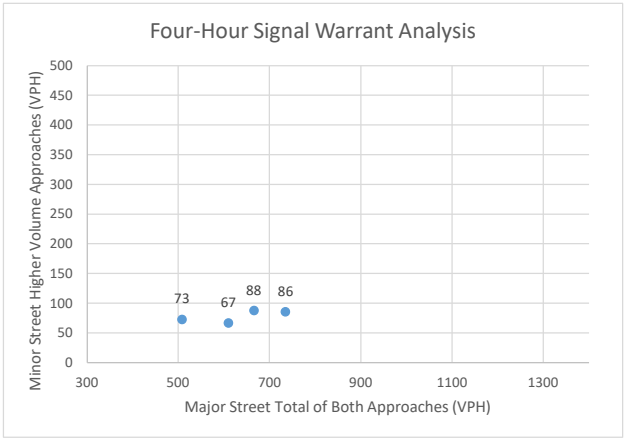
Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	2057	503
2	1674	441
3	2409	340
4	2235	323

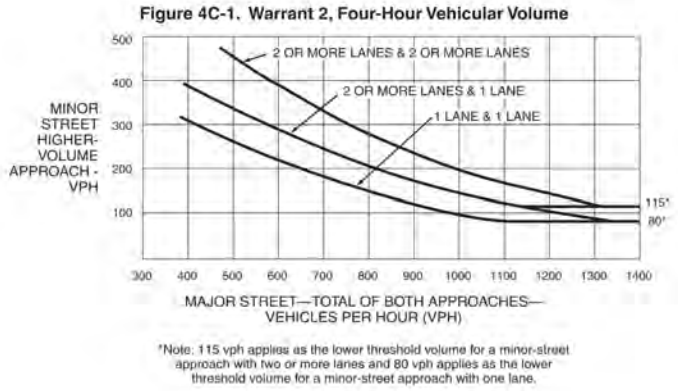




N 57th Ave & Jackson St

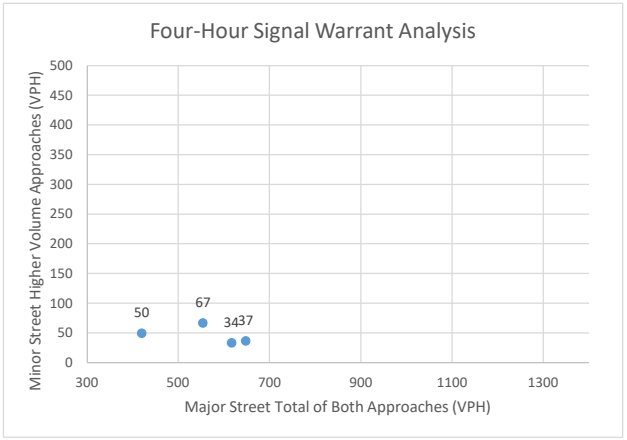
Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	610	67
2	508	73
3	666	88
4	735	86

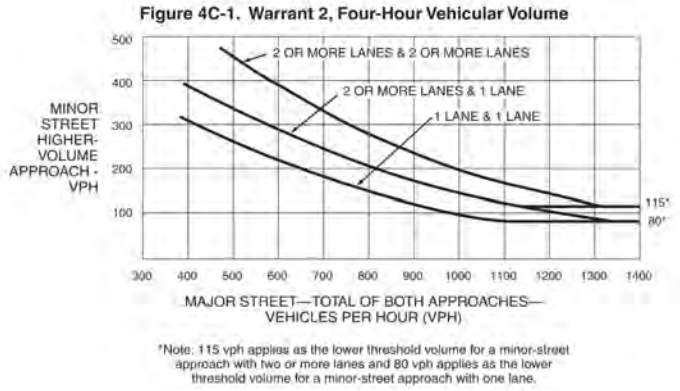




N 65th Ave & Jackson St

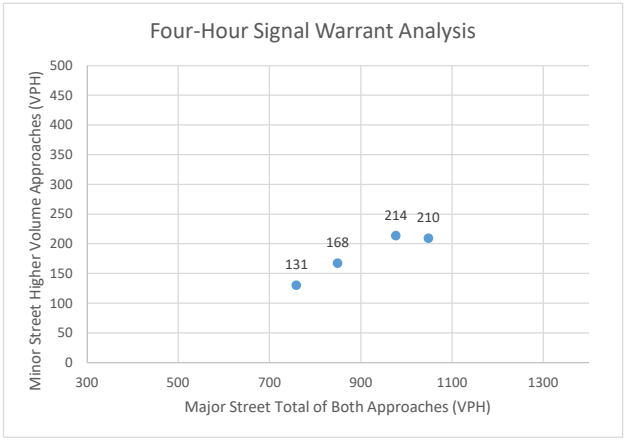
Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	554	67
2	420	50
3	617	34
4	648	37

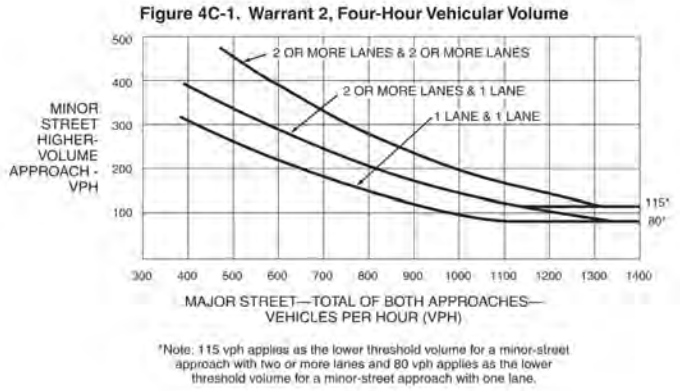




Fairfield Drive & Jackson St

Hour	Major Street Total of Both Approaches (VPH)	Minor Street Higher Volume Approaches (VPH)
1	849	168
2	759	131
3	1048	210
4	977	214





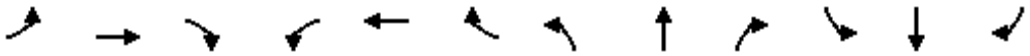
Appendix F: Future Traffic Operational Analysis

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	41	53	16	14	2	16	444	0	4	399	16
Future Vol, veh/h	27	41	53	16	14	2	16	444	0	4	399	16
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	2	0	0	0	0	2	0	0	3	13
Mvmt Flow	31	47	60	18	16	2	18	505	0	5	453	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	10.4	21.6	18.6
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	22%	50%	1%
Vol Thru, %	97%	34%	44%	95%
Vol Right, %	0%	44%	6%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	460	121	32	419
LT Vol	16	27	16	4
Through Vol	444	41	14	399
RT Vol	0	53	2	16
Lane Flow Rate	523	138	36	476
Geometry Grp	1	1	1	1
Degree of Util (X)	0.744	0.237	0.069	0.682
Departure Headway (Hd)	5.123	6.192	6.789	5.154
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	706	578	525	700
Service Time	3.165	4.255	4.869	3.198
HCM Lane V/C Ratio	0.741	0.239	0.069	0.68
HCM Control Delay	21.6	11.2	10.4	18.6
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	6.7	0.9	0.2	5.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Future Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1796	1767	1707	1841	1796	1648	1781	1885
Adj Flow Rate, veh/h	92	95	41	20	46	17	25	513	17	7	513	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	0	0	7	9	13	4	7	17	8	1
Cap, veh/h	203	200	76	126	269	89	591	1497	50	442	758	143
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.43	0.43	0.10	0.27	0.27
Sat Flow, veh/h	551	749	285	287	1008	334	1626	3454	114	1570	2842	535
Grp Volume(v), veh/h	228	0	0	83	0	0	25	259	271	7	305	305
Grp Sat Flow(s),veh/h/ln	1585	0	0	1629	0	0	1626	1749	1820	1570	1692	1685
Q Serve(g_s), s	7.4	0.0	0.0	0.0	0.0	0.0	0.6	8.9	8.9	0.3	14.5	14.6
Cycle Q Clear(g_c), s	10.8	0.0	0.0	3.3	0.0	0.0	0.6	8.9	8.9	0.3	14.5	14.6
Prop In Lane	0.40		0.18	0.24		0.20	1.00		0.06	1.00		0.32
Lane Grp Cap(c), veh/h	479	0	0	484	0	0	591	758	789	442	451	449
V/C Ratio(X)	0.48	0.00	0.00	0.17	0.00	0.00	0.04	0.34	0.34	0.02	0.67	0.68
Avail Cap(c_a), veh/h	479	0	0	484	0	0	591	758	789	442	451	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	25.4	0.0	0.0	10.6	17.0	17.0	18.1	29.5	29.6
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.8	0.0	0.0	0.1	1.2	1.2	0.1	7.9	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	1.4	0.0	0.0	0.2	3.5	3.7	0.1	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	26.2	0.0	0.0	10.7	18.2	18.2	18.2	37.4	37.6
LnGrp LOS	C	A	A	C	A	A	B	B	B	B	D	D
Approach Vol, veh/h		228			83			555			617	
Approach Delay, s/veh		31.4			26.2			17.8			37.3	
Approach LOS		C			C			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		30.0	30.0	30.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	39.0		24.0	24.0	24.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	10.9		5.3	2.6	16.6		12.8				
Green Ext Time (p_c), s	0.0	4.5		0.5	0.0	2.7		1.2				

Intersection Summary			
HCM 6th Ctrl Delay		28.5	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	20

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	195	24	6	102	14	9	187	19	50	325	31
Future Vol, veh/h	31	195	24	6	102	14	9	187	19	50	325	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	3	4	0	5	0	0	3	0	0	6	4
Mvmt Flow	35	222	27	7	116	16	10	213	22	57	369	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	686	756	202	654	762	118	404	0	0	235	0	0
Stage 1	501	501	-	244	244	-	-	-	-	-	-	-
Stage 2	185	255	-	410	518	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.56	6.98	7.5	6.6	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.03	3.34	3.5	4.05	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	319	334	799	356	327	918	1166	-	-	1344	-	-
Stage 1	500	538	-	744	695	-	-	-	-	-	-	-
Stage 2	776	693	-	595	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	214	317	799	144	310	918	1166	-	-	1344	-	-
Mov Cap-2 Maneuver	214	317	-	144	310	-	-	-	-	-	-	-
Stage 1	496	515	-	737	689	-	-	-	-	-	-	-
Stage 2	629	687	-	314	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	65.3	25	0.3	1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1166	-	-	316	316	1344	-	-
HCM Lane V/C Ratio	0.009	-	-	0.899	0.439	0.042	-	-
HCM Control Delay (s)	8.1	-	-	65.3	25	7.8	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	8.5	2.1	0.1	-	-

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

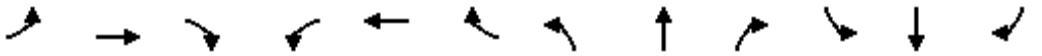
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	156	27	46	125	26	25	173	39	36	160	9
Future Vol, veh/h	17	156	27	46	125	26	25	173	39	36	160	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	0	3	0	4	2	7	0	7	4	8	5	50
Mvmt Flow	18	163	28	48	130	27	26	180	41	38	167	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.1	11.2	11.5	11.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	9%	23%	18%
Vol Thru, %	73%	78%	63%	78%
Vol Right, %	16%	14%	13%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	237	200	197	205
LT Vol	25	17	46	36
Through Vol	173	156	125	160
RT Vol	39	27	26	9
Lane Flow Rate	247	208	205	214
Geometry Grp	1	1	1	1
Degree of Util (X)	0.367	0.317	0.318	0.333
Departure Headway (Hd)	5.351	5.473	5.573	5.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	672	654	644	638
Service Time	3.398	3.522	3.622	3.665
HCM Lane V/C Ratio	0.368	0.318	0.318	0.335
HCM Control Delay	11.5	11.1	11.2	11.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	1.4	1.4	1.5

HCM 6th Signalized Intersection Summary
16: New Warrington Rd & Jackson St

04/20/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Future Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1826	1856	1900	1856	1856	1841	1826	1856	1841
Adj Flow Rate, veh/h	280	160	89	40	101	9	79	686	40	23	1261	98
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	3	5	3	0	3	3	4	5	3	4
Cap, veh/h	271	179	100	132	150	13	225	1898	822	399	1835	812
Arrive On Green	0.10	0.16	0.16	0.03	0.09	0.09	0.04	0.54	0.54	0.02	0.52	0.52
Sat Flow, veh/h	1767	1138	633	1739	1679	150	1767	3526	1528	1739	3526	1560
Grp Volume(v), veh/h	280	0	249	40	0	110	79	686	40	23	1261	98
Grp Sat Flow(s),veh/h/ln	1767	0	1771	1739	0	1829	1767	1763	1528	1739	1763	1560
Q Serve(g_s), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Cycle Q Clear(g_c), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Prop In Lane	1.00		0.36	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	279	132	0	163	225	1898	822	399	1835	812
V/C Ratio(X)	1.03	0.00	0.89	0.30	0.00	0.67	0.35	0.36	0.05	0.06	0.69	0.12
Avail Cap(c_a), veh/h	271	0	329	181	0	266	303	1898	822	438	1835	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	51.6	49.9	0.0	55.2	18.3	16.5	13.7	13.8	22.4	15.3
Incr Delay (d2), s/veh	63.7	0.0	22.6	1.3	0.0	4.8	0.9	0.5	0.1	0.1	2.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	9.3	1.2	0.0	3.6	1.1	5.6	0.6	0.3	13.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.5	0.0	74.2	51.2	0.0	59.9	19.3	17.1	13.8	13.9	24.5	15.6
LnGrp LOS	F	A	E	D	A	E	B	B	B	B	C	B
Approach Vol, veh/h		529			150			805			1382	
Approach Delay, s/veh		95.0			57.6			17.1			23.7	
Approach LOS		F			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	74.8	11.5	26.5	14.5	72.6	20.0	18.0
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.8	15.9	4.6	19.2	4.6	35.4	14.3	9.3
Green Ext Time (p_c), s	0.0	5.2	0.0	0.5	0.1	8.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	350	14	20	177	38	21	34	22	35	17	15
Future Vol, veh/h	27	350	14	20	177	38	21	34	22	35	17	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	7	2	8	5	3	8	0	9	18	6	0	0
Mvmt Flow	29	376	15	22	190	41	23	37	24	38	18	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.6	10.4	9.4	9.5
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	7%	9%	52%
Vol Thru, %	44%	90%	75%	25%
Vol Right, %	29%	4%	16%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	391	235	67
LT Vol	21	27	20	35
Through Vol	34	350	177	17
RT Vol	22	14	38	15
Lane Flow Rate	83	420	253	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.552	0.338	0.115
Departure Headway (Hd)	5.555	4.728	4.815	5.764
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	649	757	738	625
Service Time	3.558	2.8	2.897	3.768
HCM Lane V/C Ratio	0.128	0.555	0.343	0.115
HCM Control Delay	9.4	13.6	10.4	9.5
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.4	3.4	1.5	0.4

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	259	2	18	197	33	5	13	52	32	2	24
Future Vol, veh/h	47	259	2	18	197	33	5	13	52	32	2	24
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	50	11	1	3	0	0	2	0	0	0
Mvmt Flow	57	316	2	22	240	40	6	16	63	39	2	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.4	11.3	9	9.2
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	15%	7%	55%
Vol Thru, %	19%	84%	79%	3%
Vol Right, %	74%	1%	13%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	308	248	58
LT Vol	5	47	18	32
Through Vol	13	259	197	2
RT Vol	52	2	33	24
Lane Flow Rate	85	376	302	71
Geometry Grp	1	1	1	1
Degree of Util (X)	0.122	0.493	0.408	0.109
Departure Headway (Hd)	5.144	4.722	4.859	5.56
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	688	759	735	649
Service Time	3.243	2.791	2.933	3.56
HCM Lane V/C Ratio	0.124	0.495	0.411	0.109
HCM Control Delay	9	12.4	11.3	9.2
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.4	2.8	2	0.4

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

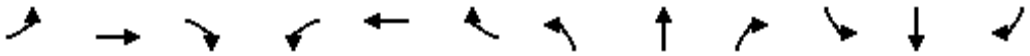
Approach	WB	NB	SB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	174	549	397	60
Demand Flow Rate, veh/h	179	564	412	62
Vehicles Circulating, veh/h	474	99	113	499
Vehicles Exiting, veh/h	189	462	540	26
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	7.6	6.2	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LR	LTR	LTR	LR
Assumed Moves	LR	LTR	LTR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	179	564	412	62
Cap Entry Lane, veh/h	851	1247	1230	829
Entry HV Adj Factor	0.972	0.974	0.963	0.968
Flow Entry, veh/h	174	549	397	60
Cap Entry, veh/h	827	1215	1184	803
V/C Ratio	0.210	0.452	0.335	0.075
Control Delay, s/veh	6.6	7.6	6.2	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	0

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	138	36	523	476
Demand Flow Rate, veh/h	139	36	533	492
Vehicles Circulating, veh/h	490	564	83	52
Vehicles Exiting, veh/h	54	52	546	548
Ped Vol Crossing Leg, #/h	1	1	1	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.0	5.1	7.1	6.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	139	36	533	492
Cap Entry Lane, veh/h	837	776	1268	1309
Entry HV Adj Factor	0.993	1.000	0.981	0.968
Flow Entry, veh/h	138	36	523	476
Cap Entry, veh/h	831	776	1244	1267
V/C Ratio	0.166	0.046	0.420	0.376
Control Delay, s/veh	6.0	5.1	7.1	6.4
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Future Volume (veh/h)	85	87	38	18	42	16	23	472	16	6	472	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1796	1767	1707	1841	1796	1648	1781	1885
Adj Flow Rate, veh/h	92	95	41	20	46	17	25	513	17	7	513	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	0	0	7	9	13	4	7	17	8	1
Cap, veh/h	203	200	76	126	269	89	591	1497	50	442	758	143
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.43	0.43	0.10	0.27	0.27
Sat Flow, veh/h	551	749	285	287	1008	334	1626	3454	114	1570	2842	535
Grp Volume(v), veh/h	228	0	0	83	0	0	25	259	271	7	305	305
Grp Sat Flow(s),veh/h/ln	1585	0	0	1629	0	0	1626	1749	1820	1570	1692	1685
Q Serve(g_s), s	7.4	0.0	0.0	0.0	0.0	0.0	0.6	8.9	8.9	0.3	14.5	14.6
Cycle Q Clear(g_c), s	10.8	0.0	0.0	3.3	0.0	0.0	0.6	8.9	8.9	0.3	14.5	14.6
Prop In Lane	0.40		0.18	0.24		0.20	1.00		0.06	1.00		0.32
Lane Grp Cap(c), veh/h	479	0	0	484	0	0	591	758	789	442	451	449
V/C Ratio(X)	0.48	0.00	0.00	0.17	0.00	0.00	0.04	0.34	0.34	0.02	0.67	0.68
Avail Cap(c_a), veh/h	479	0	0	484	0	0	591	758	789	442	451	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	25.4	0.0	0.0	10.6	17.0	17.0	18.1	29.5	29.6
Incr Delay (d2), s/veh	3.4	0.0	0.0	0.8	0.0	0.0	0.1	1.2	1.2	0.1	7.9	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	1.4	0.0	0.0	0.2	3.5	3.7	0.1	6.5	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	26.2	0.0	0.0	10.7	18.2	18.2	18.2	37.4	37.6
LnGrp LOS	C	A	A	C	A	A	B	B	B	B	D	D
Approach Vol, veh/h		228			83			555			617	
Approach Delay, s/veh		31.4			26.2			17.8			37.3	
Approach LOS		C			C			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		30.0	30.0	30.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	39.0		24.0	24.0	24.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	10.9		5.3	2.6	16.6		12.8				
Green Ext Time (p_c), s	0.0	4.5		0.5	0.0	2.7		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			28.5									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	20

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	195	24	6	102	14	9	187	19	50	325	31
Future Vol, veh/h	31	195	24	6	102	14	9	187	19	50	325	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	3	4	0	5	0	0	3	0	0	6	4
Mvmt Flow	35	222	27	7	116	16	10	213	22	57	369	35

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	686	756	202	654	762	118	404	0	0	235	0	0
Stage 1	501	501	-	244	244	-	-	-	-	-	-	-
Stage 2	185	255	-	410	518	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.56	6.98	7.5	6.6	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.03	3.34	3.5	4.05	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	319	334	799	356	327	918	1166	-	-	1344	-	-
Stage 1	500	538	-	744	695	-	-	-	-	-	-	-
Stage 2	776	693	-	595	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	214	317	799	144	310	918	1166	-	-	1344	-	-
Mov Cap-2 Maneuver	214	317	-	144	310	-	-	-	-	-	-	-
Stage 1	496	515	-	737	689	-	-	-	-	-	-	-
Stage 2	629	687	-	314	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	65.3	25	0.3	1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1166	-	-	316	316	1344	-	-
HCM Lane V/C Ratio	0.009	-	-	0.899	0.439	0.042	-	-
HCM Control Delay (s)	8.1	-	-	65.3	25	7.8	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	8.5	2.1	0.1	-	-

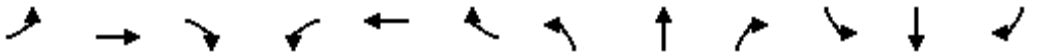
Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	208	205	247	214
Demand Flow Rate, veh/h	213	212	262	230
Vehicles Circulating, veh/h	266	237	226	209
Vehicles Exiting, veh/h	172	251	253	240
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	5.2	5.8	5.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	213	212	262	230
Cap Entry Lane, veh/h	1052	1084	1096	1115
Entry HV Adj Factor	0.977	0.969	0.944	0.929
Flow Entry, veh/h	208	205	247	214
Cap Entry, veh/h	1028	1050	1035	1036
V/C Ratio	0.202	0.196	0.239	0.206
Control Delay, s/veh	5.4	5.2	5.8	5.4
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

HCM 6th Signalized Intersection Summary
16: New Warrington Rd & Jackson St

04/24/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Future Volume (veh/h)	263	150	84	38	95	8	74	645	38	22	1185	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1885	1856	1826	1856	1900	1856	1856	1841	1826	1856	1841
Adj Flow Rate, veh/h	280	160	89	40	101	9	79	686	40	23	1261	98
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	1	3	5	3	0	3	3	4	5	3	4
Cap, veh/h	271	179	100	132	150	13	225	1898	822	399	1835	812
Arrive On Green	0.10	0.16	0.16	0.03	0.09	0.09	0.04	0.54	0.54	0.02	0.52	0.52
Sat Flow, veh/h	1767	1138	633	1739	1679	150	1767	3526	1528	1739	3526	1560
Grp Volume(v), veh/h	280	0	249	40	0	110	79	686	40	23	1261	98
Grp Sat Flow(s),veh/h/ln	1767	0	1771	1739	0	1829	1767	1763	1528	1739	1763	1560
Q Serve(g_s), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Cycle Q Clear(g_c), s	12.3	0.0	17.2	2.6	0.0	7.3	2.6	13.9	1.6	0.8	33.4	4.0
Prop In Lane	1.00		0.36	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0	279	132	0	163	225	1898	822	399	1835	812
V/C Ratio(X)	1.03	0.00	0.89	0.30	0.00	0.67	0.35	0.36	0.05	0.06	0.69	0.12
Avail Cap(c_a), veh/h	271	0	329	181	0	266	303	1898	822	438	1835	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	51.6	49.9	0.0	55.2	18.3	16.5	13.7	13.8	22.4	15.3
Incr Delay (d2), s/veh	63.7	0.0	22.6	1.3	0.0	4.8	0.9	0.5	0.1	0.1	2.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	9.3	1.2	0.0	3.6	1.1	5.6	0.6	0.3	13.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.5	0.0	74.2	51.2	0.0	59.9	19.3	17.1	13.8	13.9	24.5	15.6
LnGrp LOS	F	A	E	D	A	E	B	B	B	B	C	B
Approach Vol, veh/h		529			150			805			1382	
Approach Delay, s/veh		95.0			57.6			17.1			23.7	
Approach LOS		F			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	74.8	11.5	26.5	14.5	72.6	20.0	18.0
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.8	15.9	4.6	19.2	4.6	35.4	14.3	9.3
Green Ext Time (p_c), s	0.0	5.2	0.0	0.5	0.1	8.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	420	253	84	72
Demand Flow Rate, veh/h	431	263	91	74
Vehicles Circulating, veh/h	81	94	455	242
Vehicles Exiting, veh/h	235	452	57	115
Ped Vol Crossing Leg, #/h	1	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.1	4.8	5.6	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	431	263	91	74
Cap Entry Lane, veh/h	1270	1254	868	1078
Entry HV Adj Factor	0.976	0.963	0.920	0.973
Flow Entry, veh/h	420	253	84	72
Cap Entry, veh/h	1239	1207	798	1049
V/C Ratio	0.339	0.210	0.105	0.069
Control Delay, s/veh	6.1	4.8	5.6	4.0
LOS	A	A	A	A
95th %tile Queue, veh	2	1	0	0

Intersection	
Intersection Delay, s/veh	5.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	375	302	85	70
Demand Flow Rate, veh/h	383	307	86	70
Vehicles Circulating, veh/h	65	80	419	272
Vehicles Exiting, veh/h	277	425	29	115
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	5.0	5.0	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	383	307	86	70
Cap Entry Lane, veh/h	1291	1272	900	1046
Entry HV Adj Factor	0.978	0.982	0.988	1.000
Flow Entry, veh/h	375	302	85	70
Cap Entry, veh/h	1263	1249	890	1046
V/C Ratio	0.297	0.241	0.096	0.067
Control Delay, s/veh	5.5	5.0	5.0	4.0
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	0

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Approach	WB	NB	SB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	174	549	397	60
Demand Flow Rate, veh/h	179	564	412	62
Vehicles Circulating, veh/h	474	99	113	499
Vehicles Exiting, veh/h	189	462	540	26
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	7.6	6.2	5.2
Approach LOS	A	A	A	A

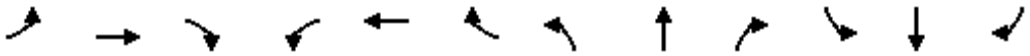
Lane	Left	Left	Left	Left
Designated Moves	LR	LTR	LTR	LR
Assumed Moves	LR	LTR	LTR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	179	564	412	62
Cap Entry Lane, veh/h	851	1247	1230	829
Entry HV Adj Factor	0.972	0.974	0.963	0.968
Flow Entry, veh/h	174	549	397	60
Cap Entry, veh/h	827	1215	1184	803
V/C Ratio	0.210	0.452	0.335	0.075
Control Delay, s/veh	6.6	7.6	6.2	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	0

Intersection	
Intersection Delay, s/veh	18.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	28	17	23	25	5	36	434	4	3	437	22
Future Vol, veh/h	25	28	17	23	25	5	36	434	4	3	437	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	0	0	0	0	3	3	0	0	3	0
Mvmt Flow	27	30	18	25	27	5	39	472	4	3	475	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.5	10.4	20.2	18.7
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	36%	43%	1%
Vol Thru, %	92%	40%	47%	95%
Vol Right, %	1%	24%	9%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	474	70	53	462
LT Vol	36	25	23	3
Through Vol	434	28	25	437
RT Vol	4	17	5	22
Lane Flow Rate	515	76	58	502
Geometry Grp	1	1	1	1
Degree of Util (X)	0.724	0.135	0.105	0.696
Departure Headway (Hd)	5.057	6.409	6.573	4.993
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	716	558	544	723
Service Time	3.084	4.462	4.628	3.021
HCM Lane V/C Ratio	0.719	0.136	0.107	0.694
HCM Control Delay	20.2	10.5	10.4	18.7
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	6.3	0.5	0.3	5.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Future Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1841	1648	1900	1870	1856	1870	1841	1900	1900	1870	1885
Adj Flow Rate, veh/h	100	83	24	35	125	36	65	677	27	22	617	103
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	4	17	0	2	3	2	4	0	0	2	1
Cap, veh/h	270	213	56	115	385	102	400	1409	56	402	1219	203
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.41	0.41	0.07	0.40	0.40
Sat Flow, veh/h	655	661	173	211	1194	316	1781	3428	137	1810	3048	508
Grp Volume(v), veh/h	207	0	0	196	0	0	65	345	359	22	359	361
Grp Sat Flow(s),veh/h/ln	1488	0	0	1721	0	0	1781	1749	1816	1810	1777	1779
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	1.8	13.0	13.1	0.6	13.7	13.7
Cycle Q Clear(g_c), s	9.2	0.0	0.0	7.4	0.0	0.0	1.8	13.0	13.1	0.6	13.7	13.7
Prop In Lane	0.48		0.12	0.18		0.18	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	539	0	0	602	0	0	400	719	747	402	711	712
V/C Ratio(X)	0.38	0.00	0.00	0.33	0.00	0.00	0.16	0.48	0.48	0.05	0.51	0.51
Avail Cap(c_a), veh/h	539	0	0	602	0	0	400	719	747	402	711	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	23.2	0.0	0.0	13.9	19.4	19.4	13.8	20.3	20.3
Incr Delay (d2), s/veh	2.1	0.0	0.0	1.4	0.0	0.0	0.9	2.3	2.2	0.3	2.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	3.3	0.0	0.0	0.7	5.3	5.5	0.3	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	0.0	24.6	0.0	0.0	14.8	21.7	21.7	14.0	22.9	22.9
LnGrp LOS	C	A	A	C	A	A	B	C	C	B	C	C
Approach Vol, veh/h		207			196			769			742	
Approach Delay, s/veh		25.7			24.6			21.1			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	43.0		35.0	13.0	42.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	2.6	15.1		9.4	3.8	15.7		11.2				
Green Ext Time (p_c), s	0.0	5.9		1.4	0.0	5.9		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	42.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	132	29	22	230	44	48	304	12	23	240	70
Future Vol, veh/h	26	132	29	22	230	44	48	304	12	23	240	70
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	5	3	5	2	3	0	4	1	0
Mvmt Flow	28	142	31	24	247	47	52	327	13	25	258	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	745	796	175	696	827	178	336	0	0	343	0	0
Stage 1	349	349	-	441	441	-	-	-	-	-	-	-
Stage 2	396	447	-	255	386	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.58	6.9	7.6	6.56	7	4.14	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.04	3.3	3.55	4.03	3.35	2.22	-	-	2.24	-	-
Pot Cap-1 Maneuver	306	315	844	322	303	825	1220	-	-	1198	-	-
Stage 1	646	627	-	557	573	-	-	-	-	-	-	-
Stage 2	606	567	-	719	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	293	838	182	282	819	1217	-	-	1195	-	-
Mov Cap-2 Maneuver	69	293	-	182	282	-	-	-	-	-	-	-
Stage 1	617	612	-	532	547	-	-	-	-	-	-	-
Stage 2	298	541	-	518	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	89.9	108.9	1.1	0.6
HCM LOS	F	F		

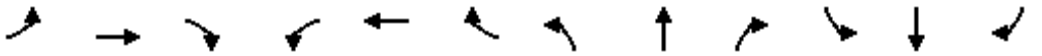
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1217	-	-	217	299	1195	-	-
HCM Lane V/C Ratio	0.042	-	-	0.927	1.064	0.021	-	-
HCM Control Delay (s)	8.1	-	-	89.9	108.9	8.1	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.7	12.2	0.1	-	-

Intersection	
Intersection Delay, s/veh	21.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	114	23	79	218	68	39	241	88	42	203	29
Future Vol, veh/h	23	114	23	79	218	68	39	241	88	42	203	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	9	5	0	0	1	4	0	2	6	0	2	0
Mvmt Flow	24	121	24	84	232	72	41	256	94	45	216	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.4	24.5	23.8	18
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	14%	22%	15%
Vol Thru, %	65%	71%	60%	74%
Vol Right, %	24%	14%	19%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	160	365	274
LT Vol	39	23	79	42
Through Vol	241	114	218	203
RT Vol	88	23	68	29
Lane Flow Rate	391	170	388	291
Geometry Grp	1	1	1	1
Degree of Util (X)	0.708	0.349	0.714	0.551
Departure Headway (Hd)	6.506	7.382	6.616	6.807
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	556	485	548	528
Service Time	4.532	5.45	4.641	4.865
HCM Lane V/C Ratio	0.703	0.351	0.708	0.551
HCM Control Delay	23.8	14.4	24.5	18
HCM Lane LOS	C	B	C	C
HCM 95th-tile Q	5.7	1.5	5.8	3.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Future Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1841	1900	1870	1796	1885	1870	1811	1900	1870	1841
Adj Flow Rate, veh/h	159	93	85	42	209	22	172	1148	52	24	789	247
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	6	4	0	2	7	1	2	6	0	2	4
Cap, veh/h	236	175	160	243	233	25	337	1753	757	218	1583	678
Arrive On Green	0.09	0.20	0.20	0.03	0.14	0.14	0.07	0.49	0.49	0.02	0.45	0.45
Sat Flow, veh/h	1739	871	796	1810	1661	175	1795	3554	1535	1810	3554	1521
Grp Volume(v), veh/h	159	0	178	42	0	231	172	1148	52	24	789	247
Grp Sat Flow(s),veh/h/ln	1739	0	1668	1810	0	1836	1795	1777	1535	1810	1777	1521
Q Serve(g_s), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Cycle Q Clear(g_c), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Prop In Lane	1.00		0.48	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	336	243	0	258	337	1753	757	218	1583	678
V/C Ratio(X)	0.67	0.00	0.53	0.17	0.00	0.90	0.51	0.65	0.07	0.11	0.50	0.36
Avail Cap(c_a), veh/h	247	0	336	293	0	267	362	1753	757	256	1583	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	44.6	44.0	0.0	52.8	18.6	23.7	16.6	20.4	24.7	22.9
Incr Delay (d2), s/veh	6.7	0.0	1.6	0.3	0.0	29.2	1.2	1.9	0.2	0.2	1.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	5.1	1.1	0.0	9.2	2.7	12.6	0.8	0.4	8.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	46.2	44.4	0.0	82.0	19.8	25.6	16.8	20.6	25.8	24.5
LnGrp LOS	D	A	D	D	A	F	B	C	B	C	C	C
Approach Vol, veh/h		337			273			1372			1060	
Approach Delay, s/veh		46.6			76.2			24.6			25.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	69.2	11.5	32.0	18.3	63.2	19.2	24.4
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.9	32.2	4.5	13.9	8.4	21.8	11.5	17.5
Green Ext Time (p_c), s	0.0	9.0	0.0	0.6	0.1	6.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	217	27	23	393	47	27	21	22	26	39	32
Future Vol, veh/h	18	217	27	23	393	47	27	21	22	26	39	32
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	4	0	4	2	2	0	10	9	0	3	6
Mvmt Flow	21	258	32	27	468	56	32	25	26	31	46	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	22.3	10.3	10.6
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	7%	5%	27%
Vol Thru, %	30%	83%	85%	40%
Vol Right, %	31%	10%	10%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	262	463	97
LT Vol	27	18	23	26
Through Vol	21	217	393	39
RT Vol	22	27	47	32
Lane Flow Rate	83	312	551	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.143	0.452	0.763	0.195
Departure Headway (Hd)	6.199	5.222	4.983	6.082
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	577	689	728	588
Service Time	4.26	3.263	3.016	4.138
HCM Lane V/C Ratio	0.144	0.453	0.757	0.196
HCM Control Delay	10.3	12.5	22.3	10.6
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.5	2.4	7.2	0.7

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	238	6	60	337	39	2	7	22	8	10	9
Future Vol, veh/h	13	238	6	60	337	39	2	7	22	8	10	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	4	0	0	2	0	0	0	5	0	0	33
Mvmt Flow	15	277	7	70	392	45	2	8	26	9	12	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.5	14.2	8.6	8.9
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	5%	14%	30%
Vol Thru, %	23%	93%	77%	37%
Vol Right, %	71%	2%	9%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	257	436	27
LT Vol	2	13	60	8
Through Vol	7	238	337	10
RT Vol	22	6	39	9
Lane Flow Rate	36	299	507	31
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.382	0.616	0.048
Departure Headway (Hd)	5.276	4.597	4.374	5.557
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	780	826	640
Service Time	3.345	2.634	2.406	3.63
HCM Lane V/C Ratio	0.053	0.383	0.614	0.048
HCM Control Delay	8.6	10.5	14.2	8.9
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.2	1.8	4.3	0.2

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

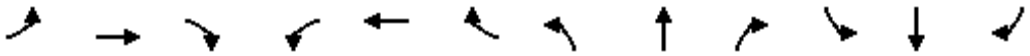
Approach	WB	NB	SB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	227	584	493	34
Demand Flow Rate, veh/h	238	595	505	36
Vehicles Circulating, veh/h	506	109	144	597
Vehicles Exiting, veh/h	198	524	600	52
Ped Vol Crossing Leg, #/h	0	1	1	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.9	8.1	7.5	5.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LR	LTR	LTR	LR
Assumed Moves	LR	LTR	LTR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	238	595	505	36
Cap Entry Lane, veh/h	824	1235	1191	751
Entry HV Adj Factor	0.955	0.981	0.977	0.944
Flow Entry, veh/h	227	584	493	34
Cap Entry, veh/h	787	1211	1163	709
V/C Ratio	0.289	0.482	0.424	0.048
Control Delay, s/veh	7.9	8.1	7.5	5.6
LOS	A	A	A	A
95th %tile Queue, veh	1	3	2	0

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	75	57	515	502
Demand Flow Rate, veh/h	77	57	530	516
Vehicles Circulating, veh/h	517	553	62	92
Vehicles Exiting, veh/h	91	39	532	518
Ped Vol Crossing Leg, #/h	1	1	6	6
Ped Cap Adj	1.000	1.000	0.999	0.999
Approach Delay, s/veh	5.5	5.3	6.9	7.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	77	57	530	516
Cap Entry Lane, veh/h	814	785	1295	1256
Entry HV Adj Factor	0.973	1.000	0.971	0.972
Flow Entry, veh/h	75	57	515	502
Cap Entry, veh/h	792	785	1257	1221
V/C Ratio	0.095	0.073	0.410	0.411
Control Delay, s/veh	5.5	5.3	6.9	7.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Future Volume (veh/h)	88	73	21	31	110	32	57	596	24	19	543	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1841	1648	1900	1870	1856	1870	1841	1900	1900	1870	1885
Adj Flow Rate, veh/h	100	83	24	35	125	36	65	677	27	22	617	103
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	4	17	0	2	3	2	4	0	0	2	1
Cap, veh/h	270	213	56	115	385	102	400	1409	56	402	1219	203
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.41	0.41	0.07	0.40	0.40
Sat Flow, veh/h	655	661	173	211	1194	316	1781	3428	137	1810	3048	508
Grp Volume(v), veh/h	207	0	0	196	0	0	65	345	359	22	359	361
Grp Sat Flow(s),veh/h/ln	1488	0	0	1721	0	0	1781	1749	1816	1810	1777	1779
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	1.8	13.0	13.1	0.6	13.7	13.7
Cycle Q Clear(g_c), s	9.2	0.0	0.0	7.4	0.0	0.0	1.8	13.0	13.1	0.6	13.7	13.7
Prop In Lane	0.48		0.12	0.18		0.18	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	539	0	0	602	0	0	400	719	747	402	711	712
V/C Ratio(X)	0.38	0.00	0.00	0.33	0.00	0.00	0.16	0.48	0.48	0.05	0.51	0.51
Avail Cap(c_a), veh/h	539	0	0	602	0	0	400	719	747	402	711	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	23.2	0.0	0.0	13.9	19.4	19.4	13.8	20.3	20.3
Incr Delay (d2), s/veh	2.1	0.0	0.0	1.4	0.0	0.0	0.9	2.3	2.2	0.3	2.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	3.3	0.0	0.0	0.7	5.3	5.5	0.3	5.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	0.0	0.0	24.6	0.0	0.0	14.8	21.7	21.7	14.0	22.9	22.9
LnGrp LOS	C	A	A	C	A	A	B	C	C	B	C	C
Approach Vol, veh/h		207			196			769			742	
Approach Delay, s/veh		25.7			24.6			21.1			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	43.0		35.0	13.0	42.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	2.6	15.1		9.4	3.8	15.7		11.2				
Green Ext Time (p_c), s	0.0	5.9		1.4	0.0	5.9		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	42.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	132	29	22	230	44	48	304	12	23	240	70
Future Vol, veh/h	26	132	29	22	230	44	48	304	12	23	240	70
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	5	3	5	2	3	0	4	1	0
Mvmt Flow	28	142	31	24	247	47	52	327	13	25	258	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	745	796	175	696	827	178	336	0	0	343	0	0
Stage 1	349	349	-	441	441	-	-	-	-	-	-	-
Stage 2	396	447	-	255	386	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.58	6.9	7.6	6.56	7	4.14	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.04	3.3	3.55	4.03	3.35	2.22	-	-	2.24	-	-
Pot Cap-1 Maneuver	306	315	844	322	303	825	1220	-	-	1198	-	-
Stage 1	646	627	-	557	573	-	-	-	-	-	-	-
Stage 2	606	567	-	719	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	293	838	182	282	819	1217	-	-	1195	-	-
Mov Cap-2 Maneuver	69	293	-	182	282	-	-	-	-	-	-	-
Stage 1	617	612	-	532	547	-	-	-	-	-	-	-
Stage 2	298	541	-	518	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	89.9	108.9	1.1	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1217	-	-	217	299	1195	-	-
HCM Lane V/C Ratio	0.042	-	-	0.927	1.064	0.021	-	-
HCM Control Delay (s)	8.1	-	-	89.9	108.9	8.1	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.7	12.2	0.1	-	-

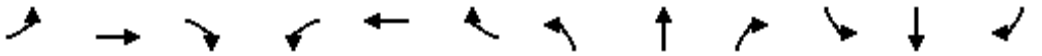
Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	169	388	391	292
Demand Flow Rate, veh/h	177	393	402	296
Vehicles Circulating, veh/h	349	328	198	359
Vehicles Exiting, veh/h	306	272	328	362
Ped Vol Crossing Leg, #/h	6	6	1	1
Ped Cap Adj	0.999	0.999	1.000	1.000
Approach Delay, s/veh	5.7	8.1	6.9	7.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	177	393	402	296
Cap Entry Lane, veh/h	967	988	1128	957
Entry HV Adj Factor	0.955	0.986	0.972	0.985
Flow Entry, veh/h	169	388	391	292
Cap Entry, veh/h	922	973	1096	943
V/C Ratio	0.183	0.398	0.357	0.309
Control Delay, s/veh	5.7	8.1	6.9	7.1
LOS	A	A	A	A
95th %tile Queue, veh	1	2	2	1

HCM 6th Signalized Intersection Summary
16: New Warrington Rd & Jackson St

04/24/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Future Volume (veh/h)	156	91	83	41	205	22	169	1125	51	24	773	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1841	1900	1870	1796	1885	1870	1811	1900	1870	1841
Adj Flow Rate, veh/h	159	93	85	42	209	22	172	1148	52	24	789	247
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	6	4	0	2	7	1	2	6	0	2	4
Cap, veh/h	236	175	160	243	233	25	337	1753	757	218	1583	678
Arrive On Green	0.09	0.20	0.20	0.03	0.14	0.14	0.07	0.49	0.49	0.02	0.45	0.45
Sat Flow, veh/h	1739	871	796	1810	1661	175	1795	3554	1535	1810	3554	1521
Grp Volume(v), veh/h	159	0	178	42	0	231	172	1148	52	24	789	247
Grp Sat Flow(s),veh/h/ln	1739	0	1668	1810	0	1836	1795	1777	1535	1810	1777	1521
Q Serve(g_s), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Cycle Q Clear(g_c), s	9.5	0.0	11.9	2.5	0.0	15.5	6.4	30.2	2.2	0.9	19.8	13.4
Prop In Lane	1.00		0.48	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	336	243	0	258	337	1753	757	218	1583	678
V/C Ratio(X)	0.67	0.00	0.53	0.17	0.00	0.90	0.51	0.65	0.07	0.11	0.50	0.36
Avail Cap(c_a), veh/h	247	0	336	293	0	267	362	1753	757	256	1583	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	44.6	44.0	0.0	52.8	18.6	23.7	16.6	20.4	24.7	22.9
Incr Delay (d2), s/veh	6.7	0.0	1.6	0.3	0.0	29.2	1.2	1.9	0.2	0.2	1.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	5.1	1.1	0.0	9.2	2.7	12.6	0.8	0.4	8.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	46.2	44.4	0.0	82.0	19.8	25.6	16.8	20.6	25.8	24.5
LnGrp LOS	D	A	D	D	A	F	B	C	B	C	C	C
Approach Vol, veh/h		337			273			1372			1060	
Approach Delay, s/veh		46.6			76.2			24.6			25.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	69.2	11.5	32.0	18.3	63.2	19.2	24.4
Change Period (Y+Rc), s	9.5	7.5	* 7.7	6.8	9.8	7.5	* 7.7	6.8
Max Green Setting (Gmax), s	5.5	57.5	* 7.3	23.2	10.2	52.5	* 12	18.2
Max Q Clear Time (g_c+I1), s	2.9	32.2	4.5	13.9	8.4	21.8	11.5	17.5
Green Ext Time (p_c), s	0.0	9.0	0.0	0.6	0.1	6.8	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	311	551	83	115
Demand Flow Rate, veh/h	321	562	88	118
Vehicles Circulating, veh/h	106	80	320	537
Vehicles Exiting, veh/h	549	327	107	105
Ped Vol Crossing Leg, #/h	2	2	2	2
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.3	7.4	4.6	6.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	321	562	88	118
Cap Entry Lane, veh/h	1238	1272	996	798
Entry HV Adj Factor	0.968	0.980	0.948	0.971
Flow Entry, veh/h	311	551	83	115
Cap Entry, veh/h	1198	1246	944	775
V/C Ratio	0.259	0.442	0.088	0.148
Control Delay, s/veh	5.3	7.4	4.6	6.2
LOS	A	A	A	A
95th %tile Queue, veh	1	2	0	1

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	299	507	36	31
Demand Flow Rate, veh/h	310	515	37	34
Vehicles Circulating, veh/h	91	25	312	472
Vehicles Exiting, veh/h	415	324	89	68
Ped Vol Crossing Leg, #/h	1	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.2	6.3	4.0	5.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	310	515	37	34
Cap Entry Lane, veh/h	1258	1345	1004	853
Entry HV Adj Factor	0.964	0.985	0.973	0.912
Flow Entry, veh/h	299	507	36	31
Cap Entry, veh/h	1212	1324	977	777
V/C Ratio	0.247	0.383	0.037	0.040
Control Delay, s/veh	5.2	6.3	4.0	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	2	0	0

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	WB	NB	SB	NE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	227	584	493	34
Demand Flow Rate, veh/h	238	595	505	36
Vehicles Circulating, veh/h	506	109	144	597
Vehicles Exiting, veh/h	198	524	600	52
Ped Vol Crossing Leg, #/h	0	1	1	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.9	8.1	7.5	5.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LR	LTR	LTR	LR
Assumed Moves	LR	LTR	LTR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	238	595	505	36
Cap Entry Lane, veh/h	824	1235	1191	751
Entry HV Adj Factor	0.955	0.981	0.977	0.944
Flow Entry, veh/h	227	584	493	34
Cap Entry, veh/h	787	1211	1163	709
V/C Ratio	0.289	0.482	0.424	0.048
Control Delay, s/veh	7.9	8.1	7.5	5.6
LOS	A	A	A	A
95th %tile Queue, veh	1	3	2	0

Appendix G: Traffic Sensitivity Analysis

Intersection	
Intersection Delay, s/veh	42.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	50	64	20	17	3	20	533	0	5	479	20
Future Vol, veh/h	33	50	64	20	17	3	20	533	0	5	479	20
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	2	0	0	0	0	2	0	0	3	13
Mvmt Flow	38	57	73	23	19	3	23	606	0	6	544	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.3	11.7	55.5	40.3
HCM LOS	B	B	F	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	22%	50%	1%
Vol Thru, %	96%	34%	43%	95%
Vol Right, %	0%	44%	7%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	553	147	40	504
LT Vol	20	33	20	5
Through Vol	533	50	17	479
RT Vol	0	64	3	20
Lane Flow Rate	628	167	45	573
Geometry Grp	1	1	1	1
Degree of Util (X)	0.985	0.323	0.098	0.906
Departure Headway (Hd)	5.641	6.958	7.783	5.693
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	516	459	641
Service Time	3.659	5.013	5.859	3.712
HCM Lane V/C Ratio	0.971	0.324	0.098	0.894
HCM Control Delay	55.5	13.3	11.7	40.3
HCM Lane LOS	F	B	B	E
HCM 95th-tile Q	14.7	1.4	0.3	11.4

Intersection	
Intersection Delay, s/veh	63.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	54	69	21	19	3	21	578	0	6	519	21
Future Vol, veh/h	36	54	69	21	19	3	21	578	0	6	519	21
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	2	0	0	0	0	2	0	0	3	13
Mvmt Flow	41	61	78	24	22	3	24	657	0	7	590	24
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.2	12.2	85.9	56.4
HCM LOS	B	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	23%	49%	1%
Vol Thru, %	96%	34%	44%	95%
Vol Right, %	0%	43%	7%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	599	159	43	546
LT Vol	21	36	21	6
Through Vol	578	54	19	519
RT Vol	0	69	3	21
Lane Flow Rate	681	181	49	620
Geometry Grp	1	1	1	1
Degree of Util (X)	1.089	0.351	0.107	0.983
Departure Headway (Hd)	5.759	7.295	8.249	5.914
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	497	437	620
Service Time	3.829	5.295	6.249	3.914
HCM Lane V/C Ratio	1.088	0.364	0.112	1
HCM Control Delay	85.9	14.2	12.2	56.4
HCM Lane LOS	F	B	B	F
HCM 95th-tile Q	19.7	1.6	0.4	14.3

Intersection	
Intersection Delay, s/veh	47.7
Intersection LOS	E

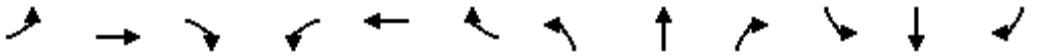
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	319	86	1203	1096
Demand Flow Rate, veh/h	322	86	1226	1132
Vehicles Circulating, veh/h	1127	1298	191	122
Vehicles Exiting, veh/h	127	119	1258	1262
Ped Vol Crossing Leg, #/h	1	1	1	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	31.9	13.9	69.7	30.9
Approach LOS	D	B	F	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	322	86	1226	1132
Cap Entry Lane, veh/h	437	367	1136	1218
Entry HV Adj Factor	0.991	1.000	0.981	0.968
Flow Entry, veh/h	319	86	1203	1096
Cap Entry, veh/h	433	367	1114	1179
V/C Ratio	0.737	0.234	1.080	0.929
Control Delay, s/veh	31.9	13.9	69.7	30.9
LOS	D	B	F	D
95th %tile Queue, veh	6	1	28	16

Intersection	
Intersection Delay, s/veh	60.8
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	331	89	1255	1144
Demand Flow Rate, veh/h	334	89	1279	1183
Vehicles Circulating, veh/h	1177	1353	197	127
Vehicles Exiting, veh/h	133	123	1314	1315
Ped Vol Crossing Leg, #/h	1	1	1	1
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	40.1	15.2	88.8	39.7
Approach LOS	E	C	F	E

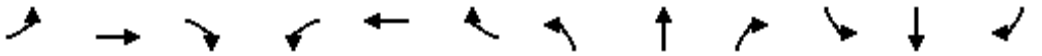
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	334	89	1279	1183
Cap Entry Lane, veh/h	415	347	1129	1212
Entry HV Adj Factor	0.991	1.000	0.981	0.967
Flow Entry, veh/h	331	89	1255	1144
Cap Entry, veh/h	412	347	1107	1172
V/C Ratio	0.804	0.256	1.133	0.976
Control Delay, s/veh	40.1	15.2	88.8	39.7
LOS	E	C	F	E
95th %tile Queue, veh	7	1	33	19



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	148	65	31	72	28	40	803	28	11	803	152
Future Volume (veh/h)	145	148	65	31	72	28	40	803	28	11	803	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1796	1767	1707	1841	1796	1648	1781	1885
Adj Flow Rate, veh/h	158	161	71	34	78	30	43	873	30	12	873	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	0	0	7	9	13	4	7	17	8	1
Cap, veh/h	216	181	76	116	246	84	514	1495	51	368	757	143
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.43	0.43	0.10	0.27	0.27
Sat Flow, veh/h	599	679	284	251	923	314	1626	3450	119	1570	2840	537
Grp Volume(v), veh/h	390	0	0	142	0	0	43	443	460	12	520	518
Grp Sat Flow(s),veh/h/ln	1563	0	0	1488	0	0	1626	1749	1819	1570	1692	1685
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	0.0	1.1	17.3	17.3	0.4	24.0	24.0
Cycle Q Clear(g_c), s	21.9	0.0	0.0	5.9	0.0	0.0	1.1	17.3	17.3	0.4	24.0	24.0
Prop In Lane	0.41		0.18	0.24		0.21	1.00		0.07	1.00		0.32
Lane Grp Cap(c), veh/h	473	0	0	446	0	0	514	758	788	368	451	449
V/C Ratio(X)	0.82	0.00	0.00	0.32	0.00	0.00	0.08	0.58	0.58	0.03	1.15	1.15
Avail Cap(c_a), veh/h	473	0	0	446	0	0	514	758	788	368	451	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	0.0	26.4	0.0	0.0	12.9	19.3	19.3	18.2	33.0	33.0
Incr Delay (d2), s/veh	15.0	0.0	0.0	1.9	0.0	0.0	0.3	3.3	3.2	0.2	91.3	91.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	0.0	2.6	0.0	0.0	0.4	7.1	7.4	0.2	20.7	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.0	0.0	0.0	28.2	0.0	0.0	13.2	22.6	22.5	18.4	124.3	124.5
LnGrp LOS	D	A	A	C	A	A	B	C	C	B	F	F
Approach Vol, veh/h		390			142			946			1050	
Approach Delay, s/veh		47.0			28.2			22.1			123.1	
Approach LOS		D			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		30.0	30.0	30.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	39.0		24.0	24.0	24.0		24.0				
Max Q Clear Time (g_c+I1), s	2.4	19.3		7.9	3.1	26.0		23.9				
Green Ext Time (p_c), s	0.0	7.5		0.9	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		68.3	
HCM 6th LOS		E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	157	69	33	76	29	42	850	29	11	850	161
Future Volume (veh/h)	153	157	69	33	76	29	42	850	29	11	850	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1796	1767	1707	1841	1796	1648	1781	1885
Adj Flow Rate, veh/h	166	171	75	36	83	32	46	924	32	12	924	175
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	0	0	7	9	13	4	7	17	8	1
Cap, veh/h	215	178	75	115	243	83	514	1494	52	354	757	143
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.43	0.43	0.10	0.27	0.27
Sat Flow, veh/h	594	669	281	244	911	310	1626	3448	119	1570	2840	538
Grp Volume(v), veh/h	412	0	0	151	0	0	46	469	487	12	550	549
Grp Sat Flow(s),veh/h/ln	1544	0	0	1465	0	0	1626	1749	1819	1570	1692	1685
Q Serve(g_s), s	17.6	0.0	0.0	0.0	0.0	0.0	1.2	18.7	18.7	0.4	24.0	24.0
Cycle Q Clear(g_c), s	24.0	0.0	0.0	6.4	0.0	0.0	1.2	18.7	18.7	0.4	24.0	24.0
Prop In Lane	0.40		0.18	0.24		0.21	1.00		0.07	1.00		0.32
Lane Grp Cap(c), veh/h	468	0	0	440	0	0	514	758	788	354	451	449
V/C Ratio(X)	0.88	0.00	0.00	0.34	0.00	0.00	0.09	0.62	0.62	0.03	1.22	1.22
Avail Cap(c_a), veh/h	468	0	0	440	0	0	514	758	788	354	451	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	0.0	26.5	0.0	0.0	12.9	19.7	19.7	18.3	33.0	33.0
Incr Delay (d2), s/veh	20.5	0.0	0.0	2.1	0.0	0.0	0.3	3.8	3.6	0.2	117.5	118.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	0.0	2.8	0.0	0.0	0.4	7.7	8.0	0.2	23.9	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	0.0	28.6	0.0	0.0	13.2	23.5	23.4	18.4	150.5	151.1
LnGrp LOS	D	A	A	C	A	A	B	C	C	B	F	F
Approach Vol, veh/h		412			151			1002			1111	
Approach Delay, s/veh		53.4			28.6			23.0			149.4	
Approach LOS		D			C			C			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		30.0	30.0	30.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	39.0		24.0	24.0	24.0		24.0				
Max Q Clear Time (g_c+I1), s	2.4	20.7		8.4	3.2	26.0		26.0				
Green Ext Time (p_c), s	0.0	7.7		1.0	0.1	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			80.4									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	38.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	215	27	7	113	16	10	206	21	55	358	35
Future Vol, veh/h	35	215	27	7	113	16	10	206	21	55	358	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	3	4	0	5	0	0	3	0	0	6	4
Mvmt Flow	40	244	31	8	128	18	11	234	24	63	407	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	756	833	224	720	841	129	447	0	0	258	0	0
Stage 1	553	553	-	268	268	-	-	-	-	-	-	-
Stage 2	203	280	-	452	573	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.56	6.98	7.5	6.6	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.03	3.34	3.5	4.05	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	283	301	773	319	294	903	1124	-	-	1318	-	-
Stage 1	465	510	-	720	679	-	-	-	-	-	-	-
Stage 2	757	675	-	562	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	284	773	80	277	903	1124	-	-	1318	-	-
Mov Cap-2 Maneuver	170	284	-	80	277	-	-	-	-	-	-	-
Stage 1	460	486	-	713	672	-	-	-	-	-	-	-
Stage 2	594	668	-	256	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	134.2	36	0.3	1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1124	-	-	278	265	1318	-	-
HCM Lane V/C Ratio	0.01	-	-	1.132	0.583	0.047	-	-
HCM Control Delay (s)	8.2	-	-	134.2	36	7.9	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	13.4	3.4	0.1	-	-

Intersection	
Int Delay, s/veh	62.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	234	29	8	123	17	11	225	23	60	390	38
Future Vol, veh/h	38	234	29	8	123	17	11	225	23	60	390	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	10	3	4	0	5	0	0	3	0	0	6	4
Mvmt Flow	43	266	33	9	140	19	13	256	26	68	443	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	825	909	243	786	917	141	486	0	0	282	0	0
Stage 1	601	601	-	295	295	-	-	-	-	-	-	-
Stage 2	224	308	-	491	622	-	-	-	-	-	-	-
Critical Hdwy	7.7	6.56	6.98	7.5	6.6	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.56	-	6.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.6	4.03	3.34	3.5	4.05	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	252	272	752	286	265	888	1087	-	-	1292	-	-
Stage 1	435	485	-	695	660	-	-	-	-	-	-	-
Stage 2	736	656	-	533	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	~ 255	752	-	248	888	1087	-	-	1292	-	-
Mov Cap-2 Maneuver	131	~ 255	-	-	248	-	-	-	-	-	-	-
Stage 1	430	459	-	687	652	-	-	-	-	-	-	-
Stage 2	559	648	-	203	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	247.5		0.4	1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1087	-	-	242	-	1292	-	-
HCM Lane V/C Ratio	0.011	-	-	1.413	-	0.053	-	-
HCM Control Delay (s)	8.3	-	-	247.5	-	7.9	-	-
HCM Lane LOS	A	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	19.2	-	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	37.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	34	21	28	30	6	44	521	5	4	525	27
Future Vol, veh/h	30	34	21	28	30	6	44	521	5	4	525	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	0	0	0	0	3	3	0	0	3	0
Mvmt Flow	33	37	23	30	33	7	48	566	5	4	571	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	11.6	43.2	37.6
HCM LOS	B	B	E	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	35%	44%	1%
Vol Thru, %	91%	40%	47%	94%
Vol Right, %	1%	25%	9%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	570	85	64	556
LT Vol	44	30	28	4
Through Vol	521	34	30	525
RT Vol	5	21	6	27
Lane Flow Rate	620	92	70	604
Geometry Grp	1	1	1	1
Degree of Util (X)	0.93	0.184	0.143	0.898
Departure Headway (Hd)	5.405	7.167	7.379	5.347
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	663	504	488	671
Service Time	3.483	5.174	5.386	3.425
HCM Lane V/C Ratio	0.935	0.183	0.143	0.9
HCM Control Delay	43.2	11.8	11.6	37.6
HCM Lane LOS	E	B	B	E
HCM 95th-tile Q	12.5	0.7	0.5	11.3

Intersection	
Intersection Delay, s/veh	58.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	37	23	30	33	7	47	565	6	4	569	29
Future Vol, veh/h	33	37	23	30	33	7	47	565	6	4	569	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	0	0	0	0	3	3	0	0	3	0
Mvmt Flow	36	40	25	33	36	8	51	614	7	4	618	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	12.2	71.7	58.2
HCM LOS	B	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	35%	43%	1%
Vol Thru, %	91%	40%	47%	95%
Vol Right, %	1%	25%	10%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	618	93	70	602
LT Vol	47	33	30	4
Through Vol	565	37	33	569
RT Vol	6	23	7	29
Lane Flow Rate	672	101	76	654
Geometry Grp	1	1	1	1
Degree of Util (X)	1.046	0.204	0.158	0.997
Departure Headway (Hd)	5.608	7.535	7.767	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	645	479	465	648
Service Time	3.667	5.535	5.767	3.628
HCM Lane V/C Ratio	1.042	0.211	0.163	1.009
HCM Control Delay	71.7	12.5	12.2	58.2
HCM Lane LOS	F	B	B	F
HCM 95th-tile Q	17.7	0.8	0.6	15.3

Intersection	
Intersection Delay, s/veh	42.3
Intersection LOS	E

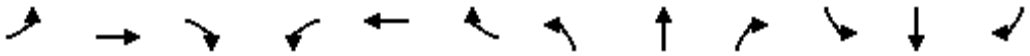
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	168	127	1135	1107
Demand Flow Rate, veh/h	173	127	1169	1138
Vehicles Circulating, veh/h	1140	1219	140	205
Vehicles Exiting, veh/h	203	90	1173	1141
Ped Vol Crossing Leg, #/h	1	1	6	6
Ped Cap Adj	1.000	1.000	0.999	0.999
Approach Delay, s/veh	16.2	14.8	40.3	51.3
Approach LOS	C	B	E	F

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	173	127	1169	1138
Cap Entry Lane, veh/h	431	398	1196	1120
Entry HV Adj Factor	0.973	1.000	0.971	0.972
Flow Entry, veh/h	168	127	1135	1107
Cap Entry, veh/h	420	398	1160	1088
V/C Ratio	0.401	0.319	0.978	1.017
Control Delay, s/veh	16.2	14.8	40.3	51.3
LOS	C	B	E	F
95th %tile Queue, veh	2	1	19	22

Intersection	
Intersection Delay, s/veh	55.7
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	177	134	1187	1156
Demand Flow Rate, veh/h	182	134	1223	1189
Vehicles Circulating, veh/h	1192	1275	147	214
Vehicles Exiting, veh/h	211	95	1227	1195
Ped Vol Crossing Leg, #/h	1	1	6	6
Ped Cap Adj	1.000	1.000	0.999	0.999
Approach Delay, s/veh	18.3	16.6	53.7	68.1
Approach LOS	C	C	F	F

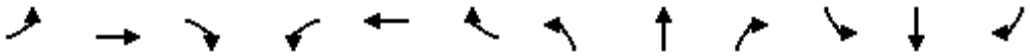
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	182	134	1223	1189
Cap Entry Lane, veh/h	409	376	1188	1109
Entry HV Adj Factor	0.973	1.000	0.971	0.972
Flow Entry, veh/h	177	134	1187	1156
Cap Entry, veh/h	398	376	1152	1078
V/C Ratio	0.445	0.356	1.031	1.073
Control Delay, s/veh	18.3	16.6	53.7	68.1
LOS	C	C	F	F
95th %tile Queue, veh	2	2	23	26



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	154	45	66	231	68	120	1252	51	40	1141	192
Future Volume (veh/h)	185	154	45	66	231	68	120	1252	51	40	1141	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1841	1648	1900	1870	1856	1870	1841	1900	1900	1870	1885
Adj Flow Rate, veh/h	210	175	51	75	262	77	136	1423	58	45	1297	218
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	4	17	0	2	3	2	4	0	0	2	1
Cap, veh/h	204	130	36	120	353	97	219	1408	57	201	1219	203
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.41	0.41	0.07	0.40	0.40
Sat Flow, veh/h	450	404	113	225	1096	302	1781	3425	139	1810	3048	508
Grp Volume(v), veh/h	436	0	0	414	0	0	136	725	756	45	751	764
Grp Sat Flow(s),veh/h/ln	967	0	0	1623	0	0	1781	1749	1816	1810	1777	1779
Q Serve(g_s), s	8.5	0.0	0.0	0.0	0.0	0.0	3.9	37.0	37.0	1.2	36.0	36.0
Cycle Q Clear(g_c), s	29.0	0.0	0.0	20.5	0.0	0.0	3.9	37.0	37.0	1.2	36.0	36.0
Prop In Lane	0.48		0.12	0.18		0.19	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	371	0	0	570	0	0	219	719	746	201	711	712
V/C Ratio(X)	1.18	0.00	0.00	0.73	0.00	0.00	0.62	1.01	1.01	0.22	1.06	1.07
Avail Cap(c_a), veh/h	371	0	0	570	0	0	219	719	746	201	711	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	0.0	27.4	0.0	0.0	20.5	26.5	26.5	20.3	27.0	27.0
Incr Delay (d2), s/veh	103.9	0.0	0.0	7.9	0.0	0.0	12.6	35.7	36.1	2.6	49.8	55.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.8	0.0	0.0	9.0	0.0	0.0	2.2	21.0	21.9	0.6	23.7	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	137.8	0.0	0.0	35.2	0.0	0.0	33.1	62.2	62.6	22.9	76.8	82.1
LnGrp LOS	F	A	A	D	A	A	C	F	F	C	F	F
Approach Vol, veh/h		436			414			1617			1560	
Approach Delay, s/veh		137.8			35.2			60.0			77.9	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	43.0		35.0	13.0	42.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	3.2	39.0		22.5	5.9	38.0		31.0				
Green Ext Time (p_c), s	0.0	0.0		1.8	0.1	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		72.8	
HCM 6th LOS		E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	161	47	69	242	71	126	1312	53	42	1195	201
Future Volume (veh/h)	194	161	47	69	242	71	126	1312	53	42	1195	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1841	1648	1900	1870	1856	1870	1841	1900	1900	1870	1885
Adj Flow Rate, veh/h	220	183	53	78	275	81	143	1491	60	48	1358	228
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	4	17	0	2	3	2	4	0	0	2	1
Cap, veh/h	198	121	34	120	352	98	219	1409	57	201	1220	203
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.41	0.41	0.07	0.40	0.40
Sat Flow, veh/h	429	376	106	226	1093	303	1781	3427	138	1810	3050	506
Grp Volume(v), veh/h	456	0	0	434	0	0	143	759	792	48	785	801
Grp Sat Flow(s),veh/h/ln	911	0	0	1622	0	0	1781	1749	1816	1810	1777	1779
Q Serve(g_s), s	7.0	0.0	0.0	0.0	0.0	0.0	4.1	37.0	37.0	1.3	36.0	36.0
Cycle Q Clear(g_c), s	29.0	0.0	0.0	22.0	0.0	0.0	4.1	37.0	37.0	1.3	36.0	36.0
Prop In Lane	0.48		0.12	0.18		0.19	1.00		0.08	1.00		0.28
Lane Grp Cap(c), veh/h	353	0	0	570	0	0	219	719	747	201	711	712
V/C Ratio(X)	1.29	0.00	0.00	0.76	0.00	0.00	0.65	1.06	1.06	0.24	1.10	1.13
Avail Cap(c_a), veh/h	353	0	0	570	0	0	219	719	747	201	711	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	0.0	27.8	0.0	0.0	20.5	26.5	26.5	20.3	27.0	27.0
Incr Delay (d2), s/veh	151.3	0.0	0.0	9.3	0.0	0.0	14.3	49.3	50.3	2.8	65.9	74.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.5	0.0	0.0	9.7	0.0	0.0	2.4	23.7	24.9	0.6	26.8	28.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	185.4	0.0	0.0	37.1	0.0	0.0	34.8	75.8	76.8	23.1	92.9	101.0
LnGrp LOS	F	A	A	D	A	A	C	F	F	C	F	F
Approach Vol, veh/h		456			434			1694			1634	
Approach Delay, s/veh		185.4			37.1			72.8			94.8	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	43.0		35.0	13.0	42.0		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	37.0		29.0	7.0	36.0		29.0				
Max Q Clear Time (g_c+I1), s	3.3	39.0		24.0	6.1	38.0		31.0				
Green Ext Time (p_c), s	0.0	0.0		1.6	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			89.8									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	42.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	132	29	22	230	44	48	304	12	23	240	70
Future Vol, veh/h	26	132	29	22	230	44	48	304	12	23	240	70
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	5	3	5	2	3	0	4	1	0
Mvmt Flow	28	142	31	24	247	47	52	327	13	25	258	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	745	796	175	696	827	178	336	0	0	343	0	0
Stage 1	349	349	-	441	441	-	-	-	-	-	-	-
Stage 2	396	447	-	255	386	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.58	6.9	7.6	6.56	7	4.14	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.04	3.3	3.55	4.03	3.35	2.22	-	-	2.24	-	-
Pot Cap-1 Maneuver	306	315	844	322	303	825	1220	-	-	1198	-	-
Stage 1	646	627	-	557	573	-	-	-	-	-	-	-
Stage 2	606	567	-	719	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	293	838	182	282	819	1217	-	-	1195	-	-
Mov Cap-2 Maneuver	69	293	-	182	282	-	-	-	-	-	-	-
Stage 1	617	612	-	532	547	-	-	-	-	-	-	-
Stage 2	298	541	-	518	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	89.9	108.9	1.1	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1217	-	-	217	299	1195	-	-
HCM Lane V/C Ratio	0.042	-	-	0.927	1.064	0.021	-	-
HCM Control Delay (s)	8.1	-	-	89.9	108.9	8.1	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.7	12.2	0.1	-	-

Intersection	
Int Delay, s/veh	55.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	146	32	25	253	49	53	335	14	26	264	77
Future Vol, veh/h	29	146	32	25	253	49	53	335	14	26	264	77
Conflicting Peds, #/hr	0	0	0	5	0	5	0	0	0	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	122	-	-	93	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	4	0	5	3	5	2	3	0	4	1	0
Mvmt Flow	31	157	34	27	272	53	57	360	15	28	284	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	820	877	192	767	911	196	370	0	0	378	0	0
Stage 1	385	385	-	485	485	-	-	-	-	-	-	-
Stage 2	435	492	-	282	426	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.58	6.9	7.6	6.56	7	4.14	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.58	-	6.6	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.04	3.3	3.55	4.03	3.35	2.22	-	-	2.24	-	-
Pot Cap-1 Maneuver	270	282	823	286	~ 271	803	1185	-	-	1163	-	-
Stage 1	615	604	-	524	547	-	-	-	-	-	-	-
Stage 2	575	541	-	693	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	261	817	135	~ 250	797	1182	-	-	1160	-	-
Mov Cap-2 Maneuver	-	261	-	135	~ 250	-	-	-	-	-	-	-
Stage 1	584	588	-	497	519	-	-	-	-	-	-	-
Stage 2	242	513	-	473	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		219.4	1.1	0.6
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	-	260	1160	-	-
HCM Lane V/C Ratio	0.048	-	-	-	1.352	0.024	-	-
HCM Control Delay (s)	8.2	-	-	-	219.4	8.2	-	-
HCM Lane LOS	A	-	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	18.6	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Appendix H: USLIMITS2 Speed Limit Recommendation

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Reimagine Jackson St

Analyst: Md Sakoat Hossan

Date: 2022-04-18

Basic Project Information
Project Number: E of 75th Ave
Route Name: W Jackson St
From: N 69th Ave
To: 75th Ave
State: Florida
County: Escambia County
City: Pensacola city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.38 mile(s)
Statutory Speed Limit: None
Existing Speed Limit: 35 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 20
Number of Signals: 0

Crash Data Information
Crash Data Years: 6.00
Crash AADT: 8400 veh/day
Total Number of Crashes: 30
Total Number of Injury Crashes: 2
Section Crash Rate: 429 per 100 MVM
Section Injury Crash Rate: 29 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 76

Traffic Information
85th Percentile Speed: 46 mph
50th Percentile Speed: 41 mph
AADT: 8400 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: To identify recommended speed limit

Recommended Speed Limit:



Note: The section crash rate of 429 per 100 MVM is above the critical rate (371). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Note: A speed zone of 0.38 miles is generally too short for the recommended speed limit. Consider lengthening the speed zone (if that is possible) or using the speed limits from adjacent sections (if they are appropriate for this section). If the speed and other data you provided are representative of conditions for this short section, then the speed limit noted above may be considered.

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See Engineering Countermeasures for Speed Management and PedSafe for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (8400 * 365 * 0.38 * 6.00) / (100000000)
M = 0.0699

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (5.00 * 100000000) / (8400 * 365 * 0.38)
Rc = 429.16 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.33 * 100000000) / (8400 * 365 * 0.38)
Ri = 28.61 injuries per 100 MVM

Critical Crash Rate (Cc)
Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Cc = 263.24 + 1.645 * (263.24 / 0.0699) ^ (1/2) + (1 / (2 * 0.0699))
Cc = 371.33 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 76.11 + 1.645 * (76.11 / 0.0699) ^ (1/2) + (1 / (2 * 0.0699))
Ic = 137.55 injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Reimagine Jackson St

Analyst: Md Sakoat Hossan

Date: 2022-04-18

Basic Project Information
Project Number: W of Edgewood Circle
Route Name: W Jackson St
From: N 57th Ave
To: Edgewood Circle
State: Florida
County: Escambia County
City: Pensacola city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.44 mile(s)
Statutory Speed Limit: None
Existing Speed Limit: 35 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 25
Number of Signals: 0

Crash Data Information
Crash Data Years: 6.00
Crash AADT: 8400 veh/day
Total Number of Crashes: 27
Total Number of Injury Crashes: 2
Section Crash Rate: 334 per 100 MVM
Section Injury Crash Rate: 25 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 76

Traffic Information
85th Percentile Speed: 43 mph
50th Percentile Speed: 38 mph
AADT: 8400 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: To identify recommended speed limit

Recommended Speed Limit:



Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See Engineering Countermeasures for Speed Management and PedSafe for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (8400 * 365 * 0.44 * 6.00) / (100000000)
M = 0.0809

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (4.50 * 100000000) / (8400 * 365 * 0.44)
Rc = 333.57 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.33 * 100000000) / (8400 * 365 * 0.44)
Ri = 24.71 injuries per 100 MVM

Critical Crash Rate (Cc)

Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Cc = 263.24 + 1.645 * (263.24 / 0.0809) ^ (1/2) + (1 / (2 * 0.0809))
Cc = 363.22 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 76.11 + 1.645 * (76.11 / 0.0809) ^ (1/2) + (1 / (2 * 0.0809))
Ic = 132.73 injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Reimagine Jackson St

Analyst: Md Sakoat Hossan

Date: 2022-04-18

Basic Project Information
Project Number: between 47th Ave and Blanton Ct
Route Name: W Jackson St
From: New Warrington Rd
To: Frances Dr
State: Florida
County: Escambia County
City: Pensacola city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.44 mile(s)
Statutory Speed Limit: None
Existing Speed Limit: 35 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 14
Number of Signals: 0

Crash Data Information
Crash Data Years: 6.00
Crash AADT: 8400 veh/day
Total Number of Crashes: 48
Total Number of Injury Crashes: 0
Section Crash Rate: 593 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 76

Traffic Information
85th Percentile Speed: 41 mph
50th Percentile Speed: 36 mph
AADT: 8400 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: To identify recommended speed limit

Recommended Speed Limit:



Note: The section crash rate of 593 per 100 MVM is above the critical rate (363). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See Engineering Countermeasures for Speed Management and PedSafe for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (8400 * 365 * 0.44 * 6.00) / (100000000)
M = 0.0809

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (8.00 * 100000000) / (8400 * 365 * 0.44)
Rc = 593.01 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.00 * 100000000) / (8400 * 365 * 0.44)

Ri = 0.00 injuries per 100 MVM

Critical Crash Rate (Cc)
Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Cc = 263.24 + 1.645 * (263.24 / 0.0809) ^ (1/2) + (1 / (2 * 0.0809))
Cc = 363.22 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 76.11 + 1.645 * (76.11 / 0.0809) ^ (1/2) + (1 / (2 * 0.0809))
Ic = 132.73 injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Reimagine Jackson St

Analyst: Md Sakoat Hossan

Date: 2022-04-18

Basic Project Information
Project Number: E of Green St
Route Name: W Jackson St
From: N W St
To: Green St
State: Florida
County: Escambia County
City: Pensacola city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.55 mile(s)
Statutory Speed Limit: None
Existing Speed Limit: 35 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 26
Number of Signals: 0

Crash Data Information
Crash Data Years: 6.00
Crash AADT: 8400 veh/day
Total Number of Crashes: 43
Total Number of Injury Crashes: 2
Section Crash Rate: 425 per 100 MVM
Section Injury Crash Rate: 20 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 76

Traffic Information
85th Percentile Speed: 42 mph
50th Percentile Speed: 36 mph
AADT: 8400 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: To identify recommended speed limit

Recommended Speed Limit:



Note: The section crash rate of 425 per 100 MVM is above the critical rate (352). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See Engineering Countermeasures for Speed Management and PedSafe for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (8400 * 365 * 0.55 * 6.00) / (100000000)
M = 0.1012

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (7.17 * 100000000) / (8400 * 365 * 0.55)
Rc = 424.99 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.33 * 100000000) / (8400 * 365 * 0.55)

Ri = 19.77 injuries per 100 MVM

Critical Crash Rate (Cc)
Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Cc = 263.24 + 1.645 * (263.24 / 0.1012) ^ (1/2) + (1 / (2 * 0.1012))
Cc = 352.08 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 76.11 + 1.645 * (76.11 / 0.1012) ^ (1/2) + (1 / (2 * 0.1012))
Ic = 126.17 injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Reimagine Jackson St

Analyst: Md Sakoat Hossan

Date: 2022-04-18

Basic Project Information
Project Number: Between T St and S St
Route Name: W Jackson St
From: Pace Blvd
To: N W St
State: Florida
County: Escambia County
City: Pensacola city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.52 mile(s)
Statutory Speed Limit: None
Existing Speed Limit: 35 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 20
Number of Signals: 0

Crash Data Information
Crash Data Years: 6.00
Crash AADT: 5000 veh/day
Total Number of Crashes: 26
Total Number of Injury Crashes: 0
Section Crash Rate: 457 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 235
Injury Rate Average for Similar Roads: 68

Traffic Information
85th Percentile Speed: 40 mph
50th Percentile Speed: 33 mph
AADT: 5000 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: To identify recommended speed limit

Recommended Speed Limit:



Note: The section crash rate of 457 per 100 MVM is above the critical rate (349). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See Engineering Countermeasures for Speed Management and PedSafe for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (5000 * 365 * 0.52 * 6.00) / (100000000)
M = 0.0569

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (4.33 * 100000000) / (5000 * 365 * 0.52)
Rc = 456.62 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.00 * 100000000) / (5000 * 365 * 0.52)

Ri = 0.00 injuries per 100 MVM

Critical Crash Rate (Cc)
Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Cc = 235.03 + 1.645 * (235.03 / 0.0569) ^ (1/2) + (1 / (2 * 0.0569))
Cc = 349.50 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 67.63 + 1.645 * (67.63 / 0.0569) ^ (1/2) + (1 / (2 * 0.0569))
Ic = 133.10 injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Reimagine Jackson St

Analyst: Md Sakoat Hossan

Date: 2022-04-18

Basic Project Information
Project Number: Between G St and F St
Route Name: W Jackson St
From: North A St
To: G St
State: Florida
County: Escambia County
City: Pensacola city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 0.40 mile(s)
Statutory Speed Limit: None
Existing Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 25
Number of Signals: 0

Crash Data Information
Crash Data Years: 6.00
Crash AADT: 5000 veh/day
Total Number of Crashes: 28
Total Number of Injury Crashes: 0
Section Crash Rate: 639 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 235
Injury Rate Average for Similar Roads: 68

Traffic Information
85th Percentile Speed: 34 mph
50th Percentile Speed: 28 mph
AADT: 5000 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: To identify recommended speed limit

Recommended Speed Limit:



Note: The section crash rate of 639 per 100 MVM is above the critical rate (367). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

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Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (5000 * 365 * 0.40 * 6.00) / (100000000)
M = 0.0438

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (4.67 * 100000000) / (5000 * 365 * 0.40)
Rc = 639.27 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.00 * 100000000) / (5000 * 365 * 0.40)
Ri = 0.00 injuries per 100 MVM

Critical Crash Rate (Cc)
Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 /

(2 * Exposure))
Cc = 235.03 + 1.645 * (235.03 / 0.0438) ^ (1/2) + (1 / (2 * 0.0438))
Cc = 366.95 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 67.63 + 1.645 * (67.63 / 0.0438) ^ (1/2) + (1 / (2 * 0.0438))
Ic = 143.68 injuries per 100 MVM

Appendix C. Gentrification Vulnerability Analysis with Appendix

Gentrification Vulnerability Analysis

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

August 2022

PREPARED FOR:

Escambia County

Brownsville CRA

City of Pensacola

City of Pensacola CRA

BY:

WSP

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Recommendations 28

Appendix i

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Introduction

For the purposes of this analysis gentrification is defined as, "a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in – as well as demographic change – not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents".[1] Effectively, gentrification can be caused by a variety of factors and it can manifest itself in myriad ways.

Climate gentrification is a more recent term to enter the lexicon of planning and was coined by Jesse Keenan, Thomas Hill, and Anurag Gumber in 2018.[2] The authors note that "climate gentrification is based on a simple proposition: climate change impacts arguably make some property more or less valuable by virtue of its capacity to accommodate a certain density of human settlement and its associated infrastructure." The authors argue that the resulting price volatility leads to "displacement (and sometimes entrenchment) of existing populations consistent with conventional framings of gentrification." In effect, their paper established the relationship between the impacts of climate hazards and gentrification.

Need for Gentrification Risk Analysis

Jackson Street, is inland and at approximately 60-70 feet higher elevation than the nearby coastal communities, may attract residents interested in relocating to less risky locations. Additionally, current, and future investments in the Jackson Street corridor may make the location even more appealing and less affordable for current residents. Climate-induced gentrification is seen across the U.S. where underserved communities living in low-lying area, like New Orleans, are disproportionally bearing the burden of climate impacts and subsequent displacement. In Florida, the outcomes are similar but with an inverse root cause. Underserved communities tend to live inland that are on higher ground, whereas the higher-income communities live along the low-lying coastline.

For example, downtown Miami is at sea level, an adjacent community Liberty City is about ten feet higher. Liberty City is experiencing an influx of Miami residents who are interested in investing in property located in higher elevation areas at lower risk of coastal hazards. The cost of a single-family home has tripled in Liberty City in the past decade, which has been exacerbated by a redevelopment project that is displacing residents by limiting availability of low-income housing. These uneven spatial dynamics cannot be disconnected from historical disinvestment and "othering" of populations of color.

[1] *Chapple, K., & Thomas, T., and Zuk, M. (2021). Urban Displacement Project website. Berkeley, CA: Urban Displacement Project. https://www.urbandisplacement.org/about/what-are-gentrification-and-displacement/*
[2] *https://iopscience.iop.org/article/10.1088/1748-9326/aabb32*

Project Study Area

The Jackson Street study area is divided into three segments.

- **Segment 1 or East Segment** is on the eastern side of the study area, from A Street to T Street, entirely within the City of Pensacola.
- **Segment 2 or Middle Segment** is at the center of the study area, from T Street to 57th Avenue, entirely within Escambia County and encompassing a portion of the Brownsville Redevelopment District.
- **Segment 3 or West Segment** is on the western side of the study area, from 57th Avenue to Fairfield Drive, entirely within Escambia County.

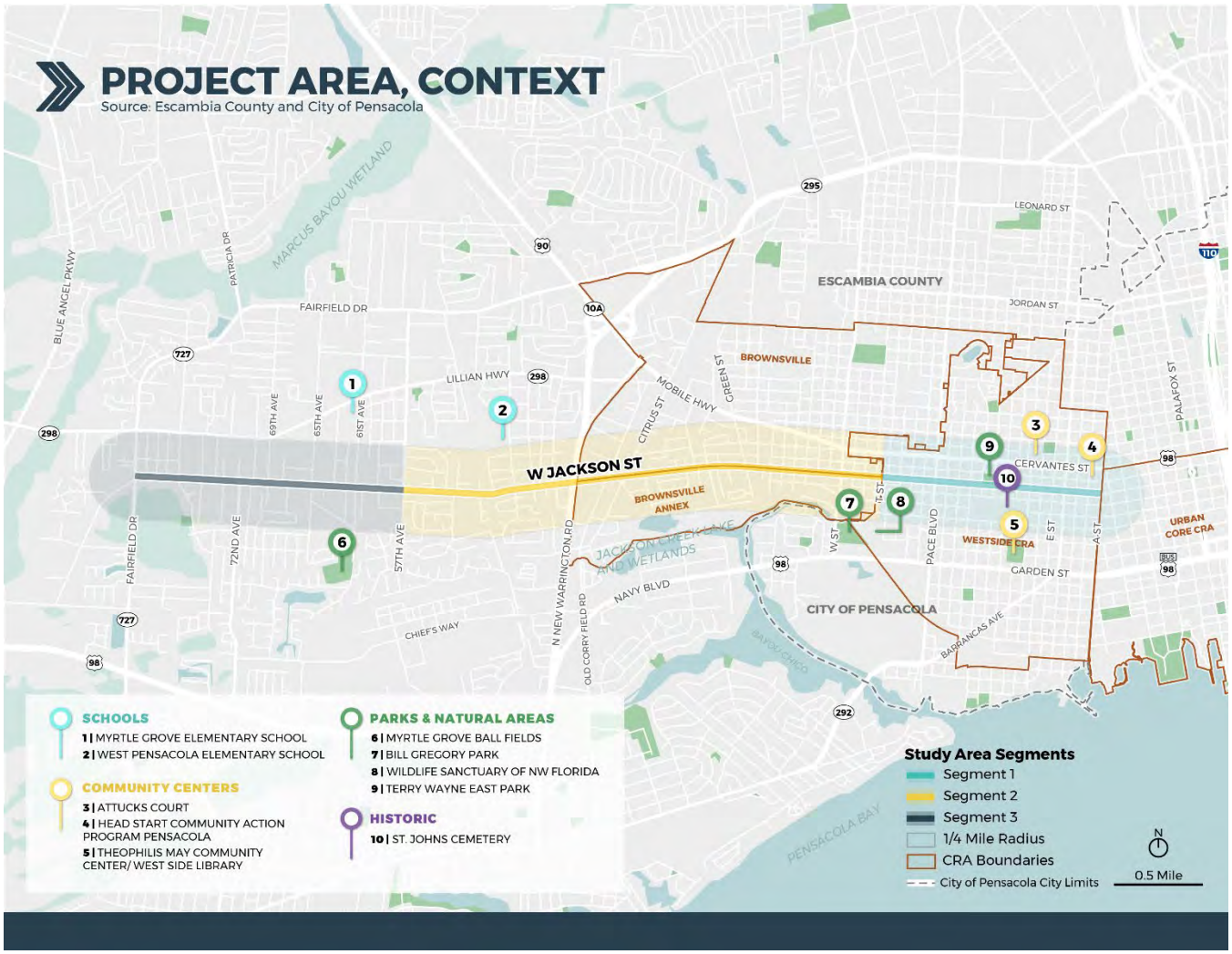


Figure 1: Map of the project area

Objective of Gentrification Risk Analysis

The gentrification risk analysis is to conduct a preliminary qualitative assessment of climate- and housing market-induced gentrification risk on the Jackson Street corridor. The preliminary analysis will identify key indicators of gentrification risk along Jackson Street Corridor Master Plan. The outcome of the analysis can help identify the areas on the corridor of high risk of gentrification and inform the recommendations to reduce or mitigate that risk.

Furthermore, the findings from this analysis could inform:

- how the County/City approach a future climate risk study,
- influence how the region might seek to mitigate climate risk over time (protect people vs. property),
- inform the long-term planning on the corridor to reduce displacement through rent control, affordable housing, and other measures, and
- Consider way to reduce the movement of higher risk populations (lower income) to geographies with higher climate-related risk leading to displacement of existing population.

The results of this assessment can help inform mitigation strategies- both immediate and long-term to maintain the multi-cultural community identity shared by those living near Jackson Street.

Methodology

There is no available methodology or best practices in the planning professional practice currently. So, the project team developed a hypothesis of factors that may impact displacement of vulnerable communities. The methodology is based on:

1. **risk factors** that may increase vulnerability of gentrification or displacement.
2. **trends that signal** gentrification or displacement risk.

The analysis relied on data readily available from Escambia County and the City of Pensacola, and other publicly available sources. The team compared these findings with the data collected, site observations, and interactions with the community. The outcome of the analysis will show areas on the corridor more susceptible to gentrification risk.

RISK FACTORS THAT MAY INCREASE VULNERABILITY

The identified gentrification factors for this study include: 1) climate hazards induced displacement risk, 2) policies such as eviction that displace existing population, 3) socio-economic vulnerability. These identified risk factors have a potential drive gentrification with varying impacts in different geographic areas and communities. The identified risk factors used in this study is supported by the study titled ‘Addressing Climate Driven Displacement’, published by the LeRoy Collins Institute at

Florida State University. Also, the factors were limited to those that can be studied with readily available data.

1. **Climate Hazards Induced Displacement Risk**

The team developed a framework of climate risks that may induce gentrification, illustrated in **Figure 2** .

Climate hazards that may impact Escambia County are sea level rise (SLR), storm surge, increased precipitation, increasing surface temperatures. The assumption used in this analysis is that climate risk would be high in the migrating communities and the risk of climate hazards must be less prevalent in receiving communities. The difference in the impacts of climate hazards on different geographies may drive of voluntary relocation to areas with less climate risk. Voluntary relocations may drive the market valuation of properties which in turn would add financial stress on vulnerable communities. The climate risk induced financial street may displace communities that historically lived in these areas deemed less desirable but may seemingly more desirable when consider climate-risk.

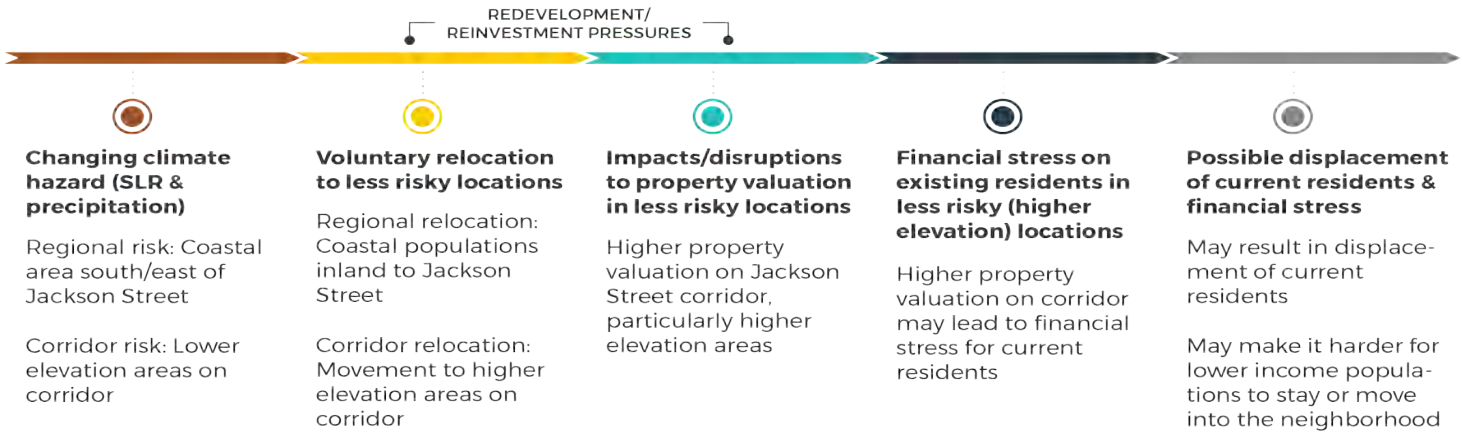


Figure 2: Climate Hazards-Induced Gentrification Risk Framework

Coastal and Inland Flood Risk

Using available County and City sources, the assessment considered the general risk of sea level rise and storm surge to the coastal communities in Escambia County south of Jackson Street. The assessment applied the National Oceanic and Atmospheric Administration (NOAA) Intermediate and High Sea level rise curves for 2050. The storm surge scenarios by the County in their 2016 vulnerability assessment were also applied in this analysis.

Heat and Rising Temperatures Risk

Additionally, the assessment reviewed future temperature changes using The Climate Explorer from the U.S. Climate Resilience Toolkit—managed by NOAA—and the possibility of exposure to high heat

days in the Jackson Street Corridor. This included considering where along the corridor there are currently shade trees, which was captured in the Existing Conditions Report. In Arizona, wealthier residents have been moving out of Phoenix to cooler suburbs, placing pressures on exiting residents.[3] The relationship between high heat and gentrification warrants more in-depth study along the corridor. For the purposes of this assessment, this analysis will help to understand current disparities in heat exposure along the corridor based on shade availability.

2. **Policies Impacting Displacement Risk**

This assessment considered Escambia County and City of Pensacola's policies to support economically vulnerable population, including eviction policies. Current policies established by the Brownsville CRA, Escambia County and the City of Pensacola CRA were reviewed. Also, a desktop review of available sources - Eviction Lab, a national eviction tracking website was used to develop an understanding of the propensity for evictions and displacement along Jackson Street.

3. **Socio-Economic Vulnerability Risk**

To understand which populations are at higher risk of the possibility of climate gentrification, the project team needed to understand the socio-demographics of the migrating and receiving communities. The project team relied on U.S. Census data to understand the current social and economic conditions of the community adjacent to the corridor.

Assess social vulnerability.

a) Race and ethnicity
b) Median household income
c) Zero-vehicle households

Assess financial vulnerability of the adjacent communities.

d) Median income
e) Poverty levels
f) Socio-Demographic

TRENDS THAT SIGNAL GENTRIFICATION RISK

1. **Real Estate Market Trends**

Housing stock and market trends will play a key role in if/where coastal populations choose to migrate. Using U.S. Census data, the analysis considered housing affordability in both migrating and

[3] *https://globalresilience.northeastern.edu/climate-gentrification-why-we-need-to-consider-social-justice-in-climate-change-planning/*

receiving communities. The following data points were analyzed to understand historical market trends in the region:

a) Median Value

b) Median Gross Rent

c) Median Gross Rent as a Percentage of Household Income

The analysis assessed changes in these measures for the past ten years up to today. This component of the analysis considered planned investment in tandem with the market-driven gentrification analysis. Refer to the Jackson Street Market Analysis for an in-depth market analysis.

2. Underserved Population Displacement Trends

The analysis considered dual future climate induced displacement perspectives:

- potential migrating communities that are low-lying coastal communities (within Escambia County and regionally),
- receiving communities that have a higher elevation and with better infrastructure (segments of Jackson Street).

Using U.S. Census data and a brief literature review, the analysis reviewed historical trends in the corridor and captured the current demographic composition of the region. We used American Community Survey 5-year estimates Census data from 2010, 2015, and 2019. For poverty level data, 2010 data were not available, so we instead used 2012 Census data. The following readily available datasets were used to:

Assess the shift in historically disenfranchised and underserved minority communities.

a) Shift in minority populations (Black or African American alone, American-Indian and Alaska Native alone, Asian alone, Native Hawaii and other Pacific Islander alone, Other, White Hispanic)

b) Shift in median income

c) Shift in poverty

Limitations of this Analysis

The assessment relied on publicly available data sources, including U.S. Census data and available climate-related data sources. Using U.S. Census data has several limitations. First, it is limited in granularity at the block group scale. Also, the information is a snapshot in time and does not capture the demographic changes over time. Secondly, aggregated “median” values might not effectively

capture values at the tail ends of distributions that may help better understand the socio-demographic and housing market trends.

Publicly accessible climate change data was used in the study. Updated climate data could help to provide greater insights into the current and future risks of shock and chronic hazards in the region and stress on Jackson Street. First, precipitation changes are not included in the analysis. Future precipitation data would help to identify other areas of possible flooding in the region beyond coastal flood risk. Secondly, probabilistic sea level rise and storm surge data would help the county to understand the likelihood of certain coastal flood extents and depths. Also, probabilistic datasets can better help inform decision-making. Finally, geographically based heat projections would be valuable to understand differences in future inland and coastal heat exposure.

Gentrification Vulnerability Analysis

Gentrification analysis and findings by each factor are described in the sections below. The results of the analysis are indicated as changes along the corridor 'current' (2019 dataset) compared to historic (change between 2010 to 2019) trends.

Risk Factors that may Increase Vulnerability

1. CLIMATE HAZARDS INDUCED DISPLACEMENT RISK

Probabilistic data modelling to predict future precipitation and other climate hazards are necessary for a comprehensive climate risk assessment, to then develop a comprehensive flood-risk impacting gentrification risk. Based on available data, climate risks that will impact Escambia County are increased precipitation, sea level rise, storm surge, and future temperature increase. Each climate risk would impact the communities along Jackson Street differently. The probability of climate risk induced gentrification is greater in the higher elevation areas of Jackson Street like the east and middle segment of the corridor.

Coastal and Inland Flood Risk

Preliminary, desktop analysis shows that sea level rise and storm surge both pose a risk to Escambia County. Risk of flooding due to sea level rise and storm surge along Perdido Bay west of Jackson Street, and on Bayou Chico south of Jackson Street is high. However, there only a low risk of sea level rise-induced flooding directly impacting the corridor. The higher elevation of Jackson Street compared to the surrounding region, the sea level rise and storm surge pose a risk to the areas adjacent to Jackson Street (**Figure 5**). Also, review of the existing land elevation, stormwater infrastructure indicates that the west segment with lower elevation may be more impacted than the higher elevation east segment of Jackson Street. These future climate conditions may induce migration from the coastal region and towards the higher elevation areas, like the east and middle segments of Jackson Street.

Heat and Rising Temperatures

The Climate Explorer projects a temperature increase in Escambia County, FL from a 1961-1990 observed average daily maximum temperature of 77.6 degrees Fahrenheit to 81.2 degrees Fahrenheit with a lower emissions scenario (RCP4.5) and 82.1 degrees Fahrenheit with a higher emissions scenario (RCP8.5). The Jackson Street corridor would experience higher temperatures into the future. Higher surface temperature may increase the desirability for some parts of Jackson Street, like areas with higher shade in the west segment of Jackson Street.

These findings indicate that the trends in the east segment of Jackson Street indicate high risk of gentrification though the root cause or causes of the trends are unclear.

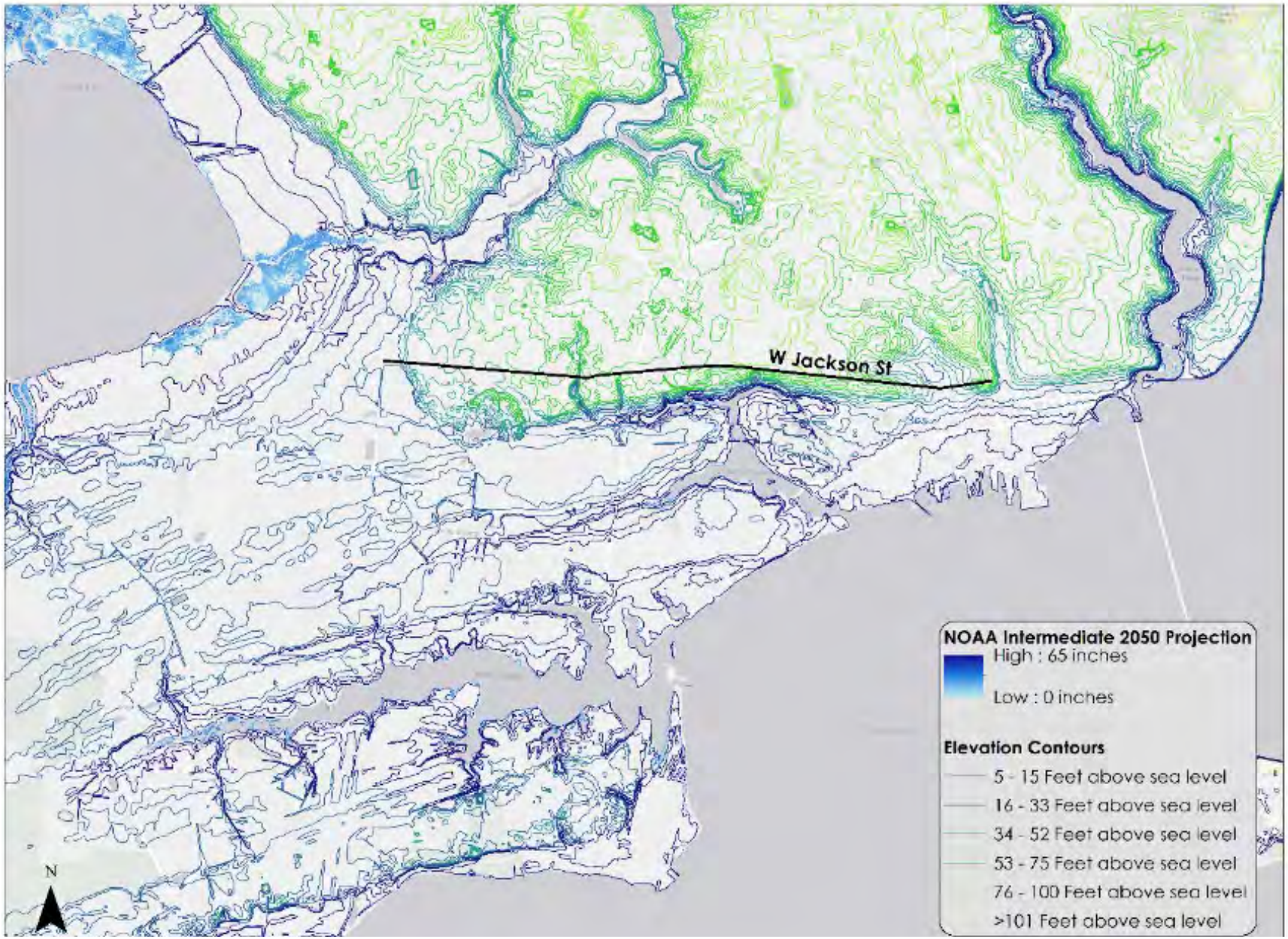


Figure 3: NOAA Intermediate 2050 SLR Projections

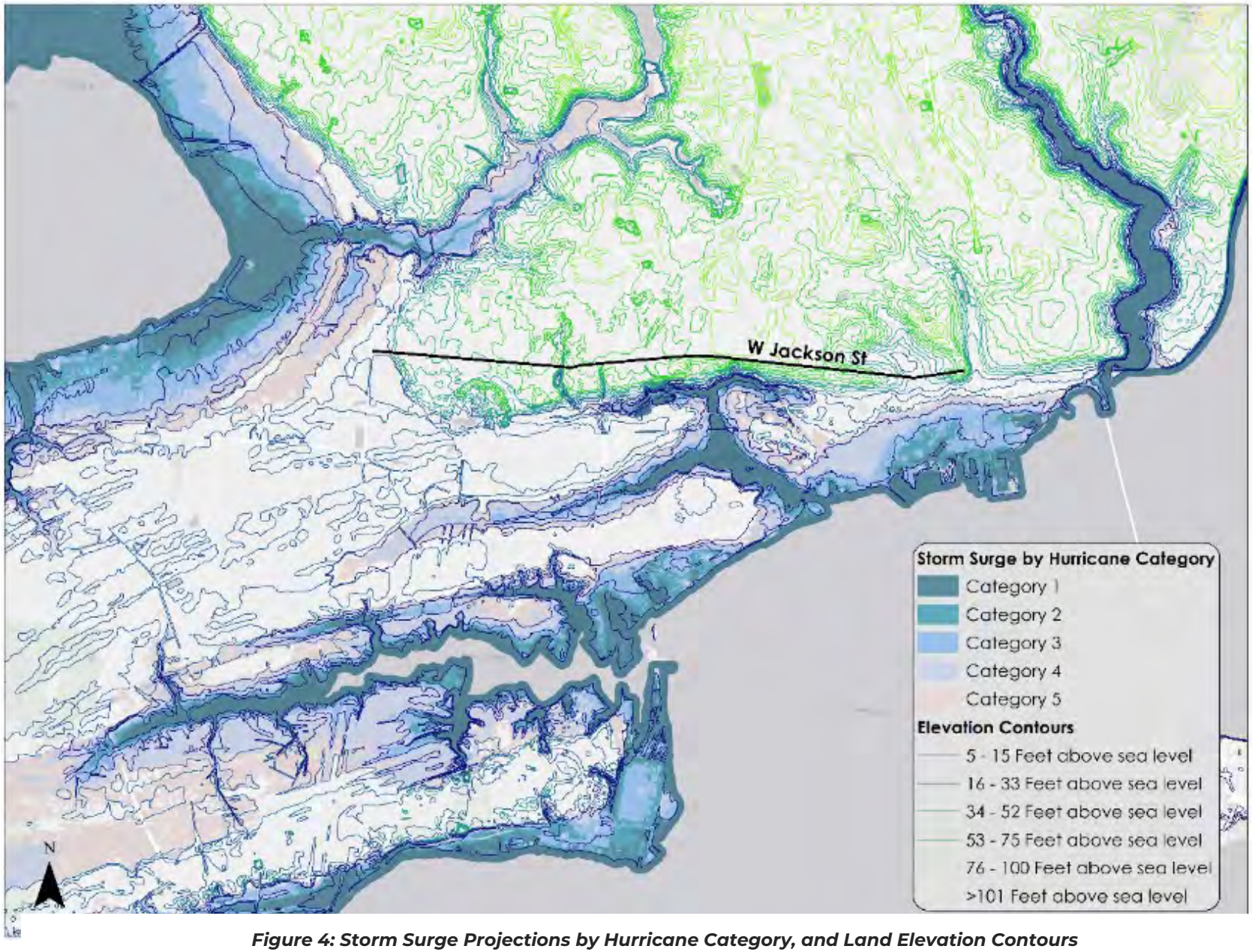


Figure 4: Storm Surge Projections by Hurricane Category, and Land Elevation Contours

2. POLICIES IMPACTING DISPLACEMENT RISK

Data from the Eviction Lab indicate that the eviction rate in Escambia County in 2016 was 1.9%, totaling 917 evictions compared to average eviction rate of a City in Florida (5.34%) or the U.S. These trends indicate that the Countywide eviction rate may not be a contributing factor. Also, the Escambia County and City of Pensacola CRAs have active outreach and programs that support remaining-in place.

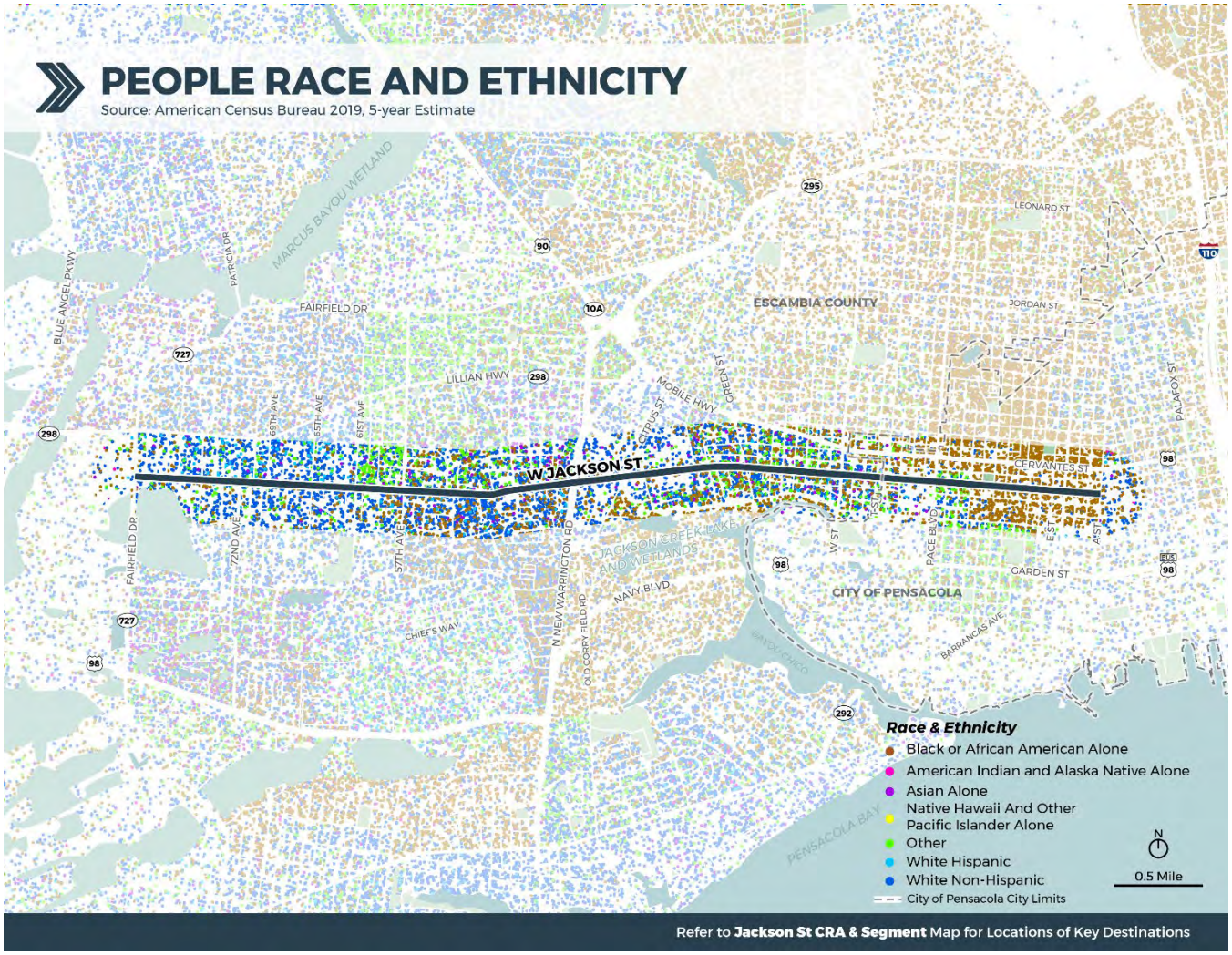
3. SOCIO-ECONOMIC VULNERABILITY RISK

This section describes current social and economic demographics[4], including age, disabilities, income, zero vehicle households, and race and ethnicity of the population within the Jackson Street study area. The following section summarizes some of the key findings related to socio-economic demographics within the study area and Escambia County.

a) Race and Ethnicity

The study area has a diverse population of various races and ethnicities. The distribution of people of

Figure 5: Map illustrating the diversity of the communities adjacent to the project area



race and ethnicities are clustered distinctly within the three segments. The population living on the eastern end of the study area (Segment 1), is predominantly black. The population shifts from east to

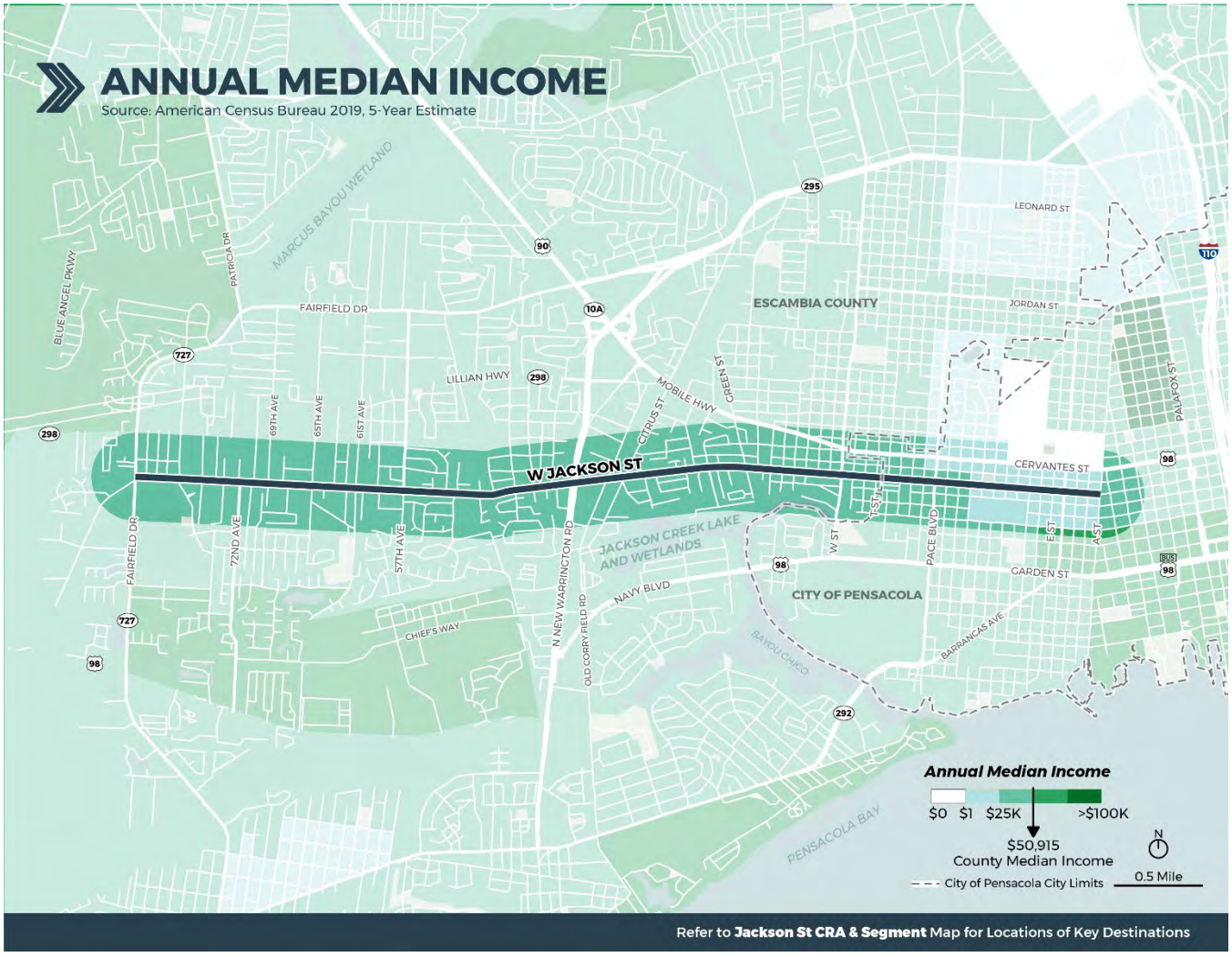
[4] All data are derived from the 2019 American Community Survey (ACS).

west, becoming more white, non-Hispanic. Within the middle of the study area (Segment 2), there is a greater concentration of people that identify as "Other" and "Asian Alone". Approximately 46% of people who live within one mile of the study area identify as a minority.

b) Household Median Income

All census block groups in the study area have an annual median household income below the county average of $51,915. Households with the lowest median yearly income in the study area are located on the eastern side of the study area in Segment 1 and in Segment 3 adjacent to 57th Avenue. Households' average median household income within one mile of the study area is $43,426.

Figure 6: Map illustrating the distribution of household income

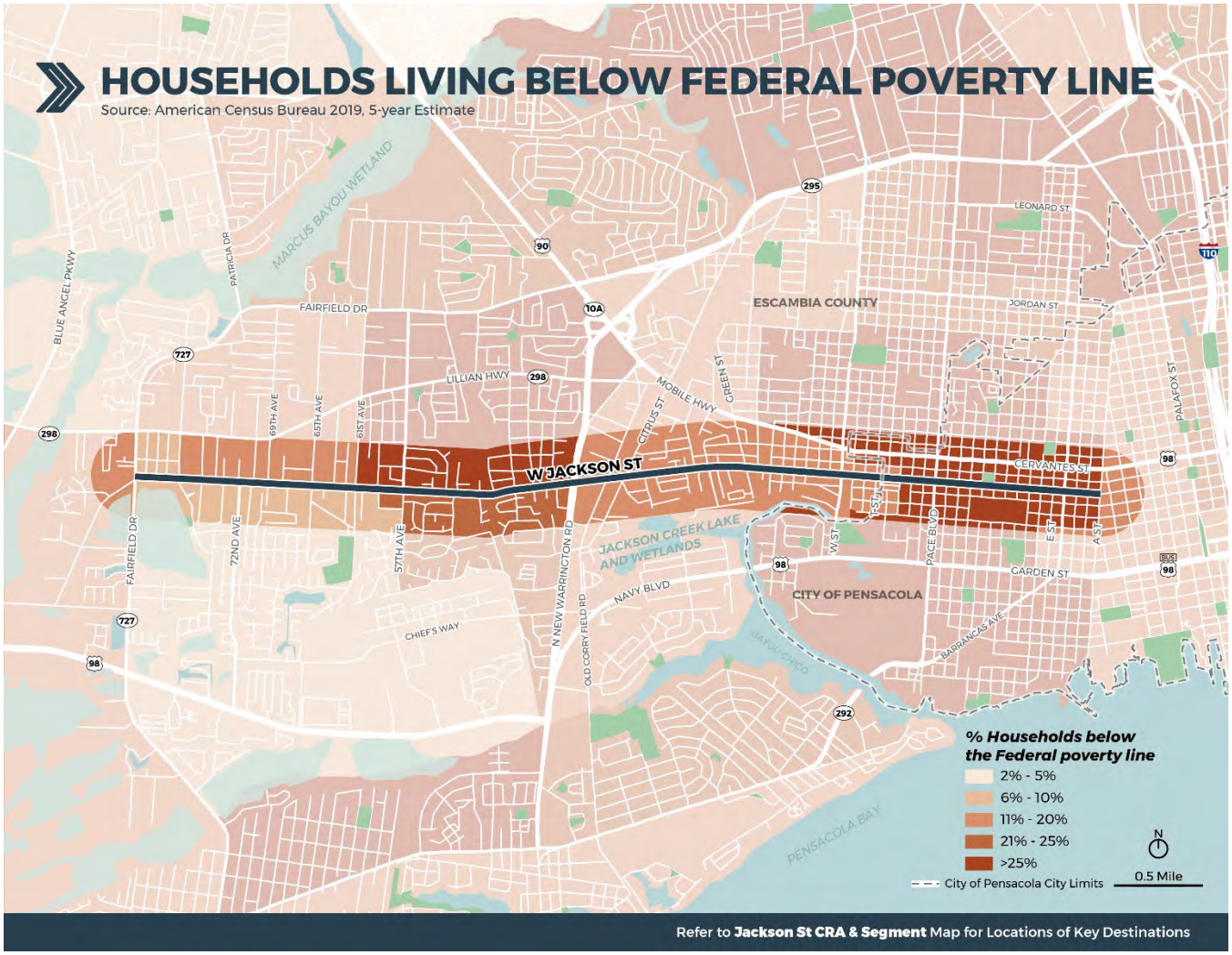


There is a greater density of low-income households (over 40% with $25,000 annual income or lesson the eastern end of Jackson Street within Segment 1. Regionally, a similar density of

households meets this criterion south of the study area, closer to the coast. These demographics may have a bearing on future climate gentrification and voluntary or involuntary migration from the coast. Approximately 29% of households within one (1) mile of the study area have an annual income less than $25,000, and about 71% of households within one (1) mile of the study area have an annual income less than roughly $50,000, which is below the county average.

There is also a higher concentration of people living below the poverty level at the eastern end of the study area and near the center of the study area, north of Jackson Street, near Lillian Highway.

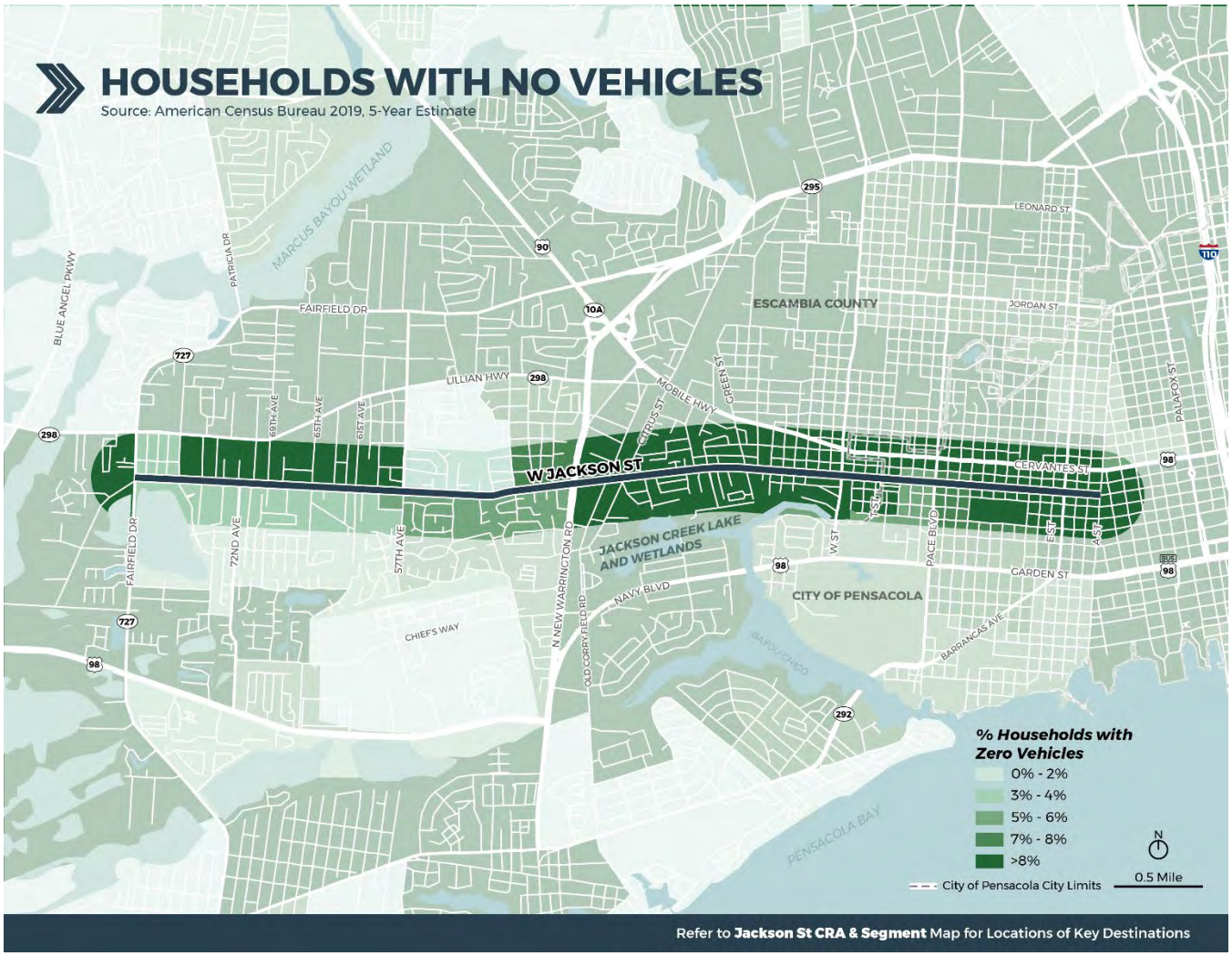
Figure 7: Map illustrating the distribution of households living in poverty around the project area



c) Zero Vehicle Households

More than 8% of households in Segment 1 and Segment 2, east of New Warrington Road, do not have a vehicle. West of New Warrington Road, more than 3% of households do not have a vehicle.

Figure 8: Map illustrating distribution of zero-vehicle households



Trends that Signal Gentrification Risk

1. REAL ESTATE MARKET TRENDS

Current (2019) housing market trends and historic trends (2010-2019) were analyzed. The results indicate that the east segment of Jackson Street is the most vulnerable to gentrification risk relative to the entire corridor.

a) Median Value

Current median property value is lower in the corridor compared to the surrounding region ($110,000 or lower). The highest median values are on the eastern segment of Jackson Street. Also, between 2010 to 2019, there was an increase of up to 15% in median property values in the east segment, whereas the other segments saw a decline in median values. Based on the analysis, the increase in median price in the east segment was between 2015 and 2019.

b) Median Gross Rent

Currently, there are areas where median gross rent is higher on the western and eastern edges of the corridor (to the south). From 2010 to 2019, there was a 75% increase in rent along much of the corridor, particularly on the eastern and western edges. In the center of the corridor there was an 8-20% increase in rent. Climate change could exacerbate this risk by facilitating migration away from the coast to the corridor.

c) Median Gross Rent as a Percentage of Household Income

Current median gross rent as a percentage of household income is consistent throughout the corridor. The data indicates that most residents on the corridor are over-burdened by rent costs, paying 30% or more of income on rent. From 2010 to 2019, the median gross rent as a percentage of household income has been declining across most of the corridor by 14-30%. However, it is increasing in the center of the corridor.

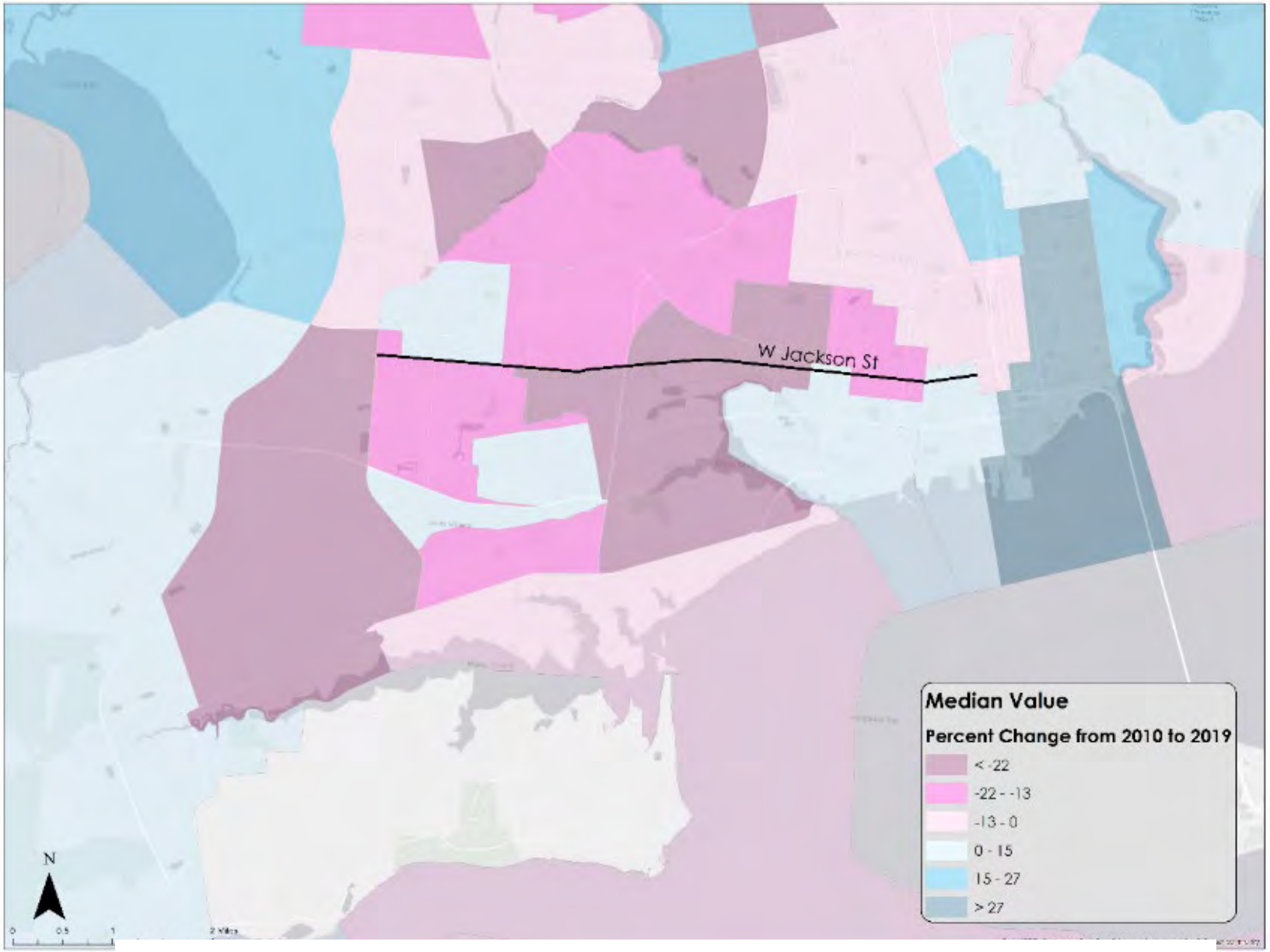


Figure 9: Percentage Change in Median property value between 2010 to 2019

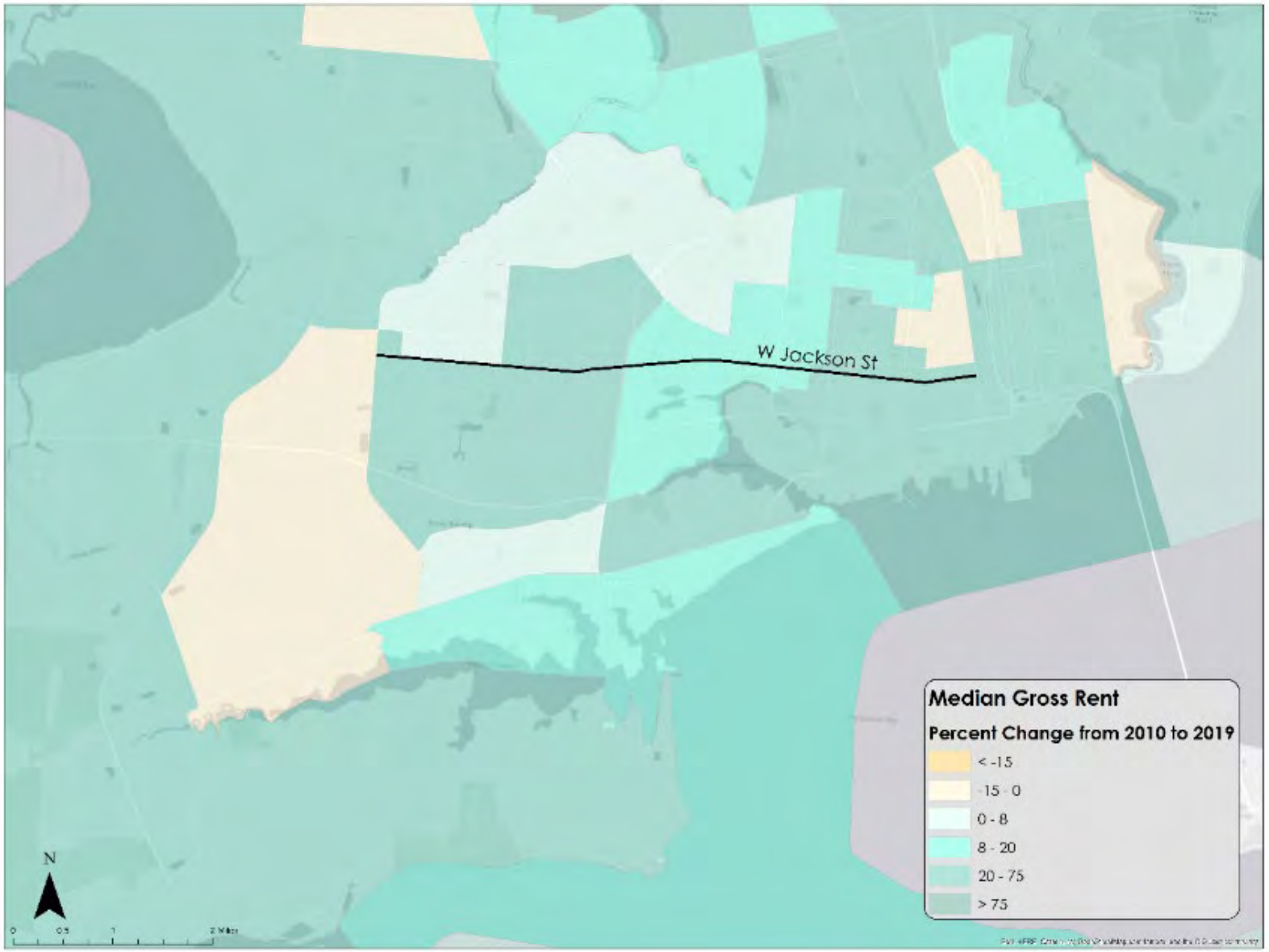


Figure 10: Percentage Change in Median gross Rent between 2010 to 2019

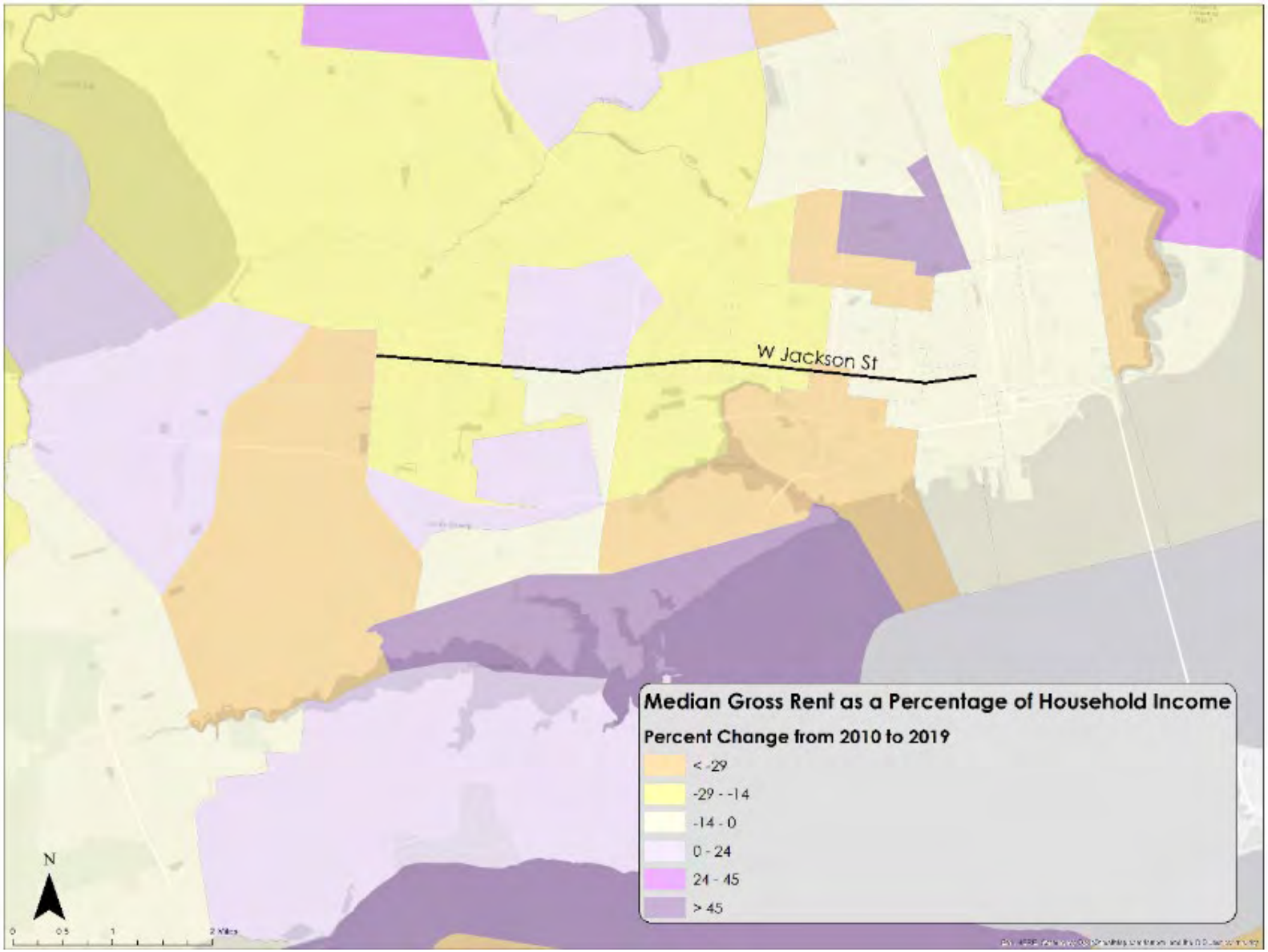


Figure 11: Percentage Median gross rent as a percentage of income between 2010 to 2019

2. UNDERSERVED POPULATION DISPLACEMENT

Current (2019) and historic change (2010-2019) in socio-demographic trends within the study area were analyzed and described in this section. These socio-demographic, economic trends may be induced by regional real estate market pressures, changing employment trends, and others. Key indicator of social vulnerability show that the east section of the corridor is the most susceptible to gentrification risk.

a) Shift in Minority Population

Historic change in distribution of minority populations analyzed as percentage of the minority population (**Figure 7**) decreased along Jackson Street between 2010 and 2019, except for middle segment that experienced an increase in minority population. The U.S. Census data reveals the population of Black residents has fallen 30% (1,346 to 924) between 2000 to 2021.[5]

- In the east segment, a historically black community there was a roughly 21% or more decline
- In the middle segment was between a 15% and 40% increase in the minority population.

Generally, across the region the minority population declined along Jackson Street and north of the corridor, while it increased in southern coastal areas. These observations raise concerns on the extent climate risk could displace minority populations and lower-income populations.

b) Shift in Median Income

Currently, the communities along the Jackson Street corridor and the area north have lower median income ($33,000) compared to the surrounding area ($51,795). From 2010 to 2019, there was a 24% or more increase in the median income along the corridor (**Figure 8**). The greatest increase (50% or more) was experienced on the eastern most edge of the corridor. Also, household median income in the urban core Community Redevelopment Area (CRA) increased 85% from $24,535/year in 2000 to $45,566/year, based on the U.S. Census Bureau data.

c) Shift in Poverty Level

The poverty level highlight populations that are at severe risk of financial stress and/or displacement. Though, it may not be a comprehensive indicator as it does not capture individuals/households that earn more than the poverty level and still may be at financial risk. Along Jackson Street, currently, the largest population below the poverty level is along the east segment of the corridor (29-49%). Since 2012, there has been an increase in the population below the poverty line (22-100% increase) in the east segment (**Figure 9**).

[5] *https://www.msn.com/en-us/money/realestate/downtown-pensacola-housing-prices-rise-as-gentrification-sets-in/ar-AALAQGb?msclkid=ba2aecbdc58d11ecb4a08ac6a109b10d*

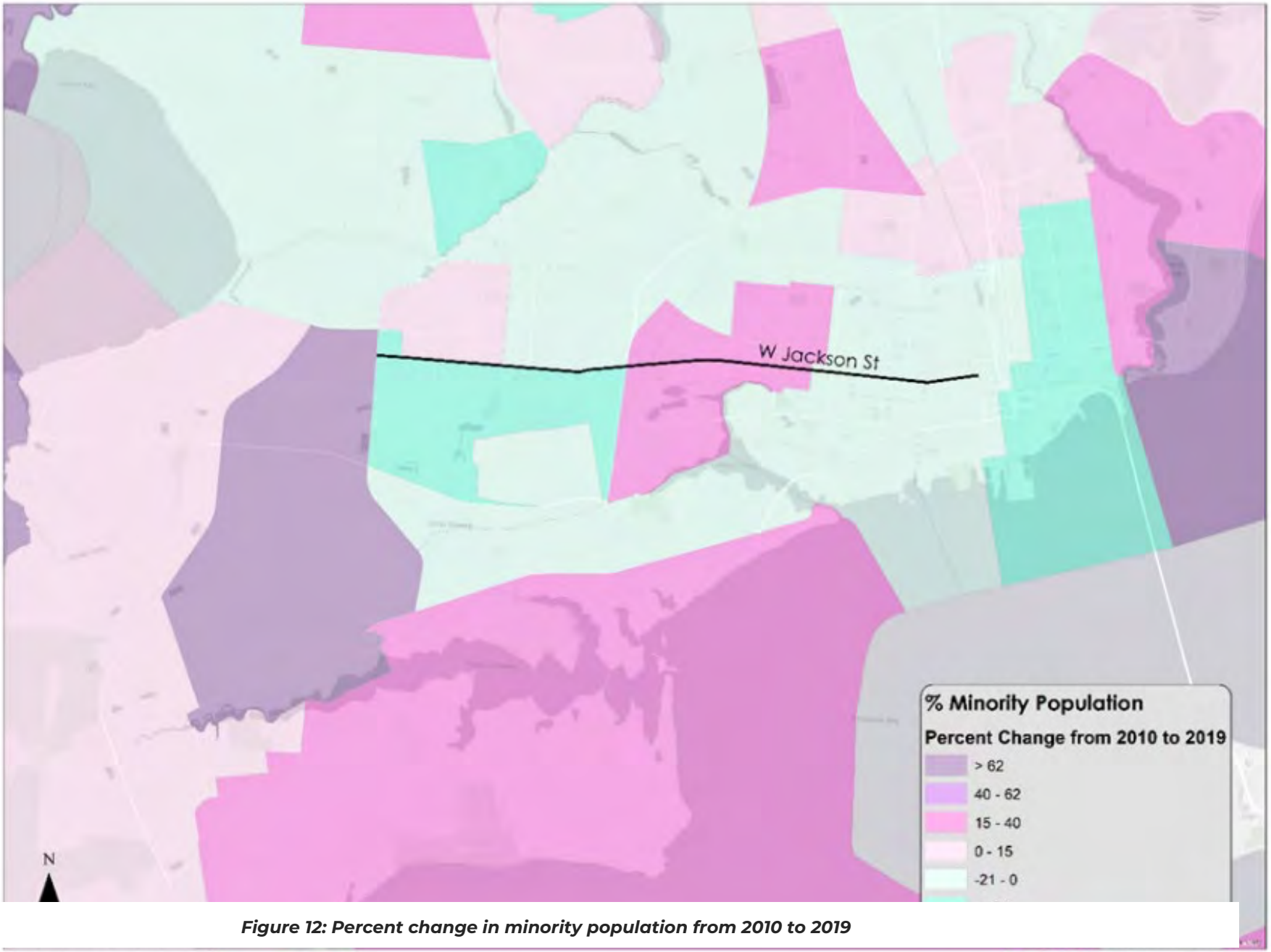


Figure 12: Percent change in minority population from 2010 to 2019

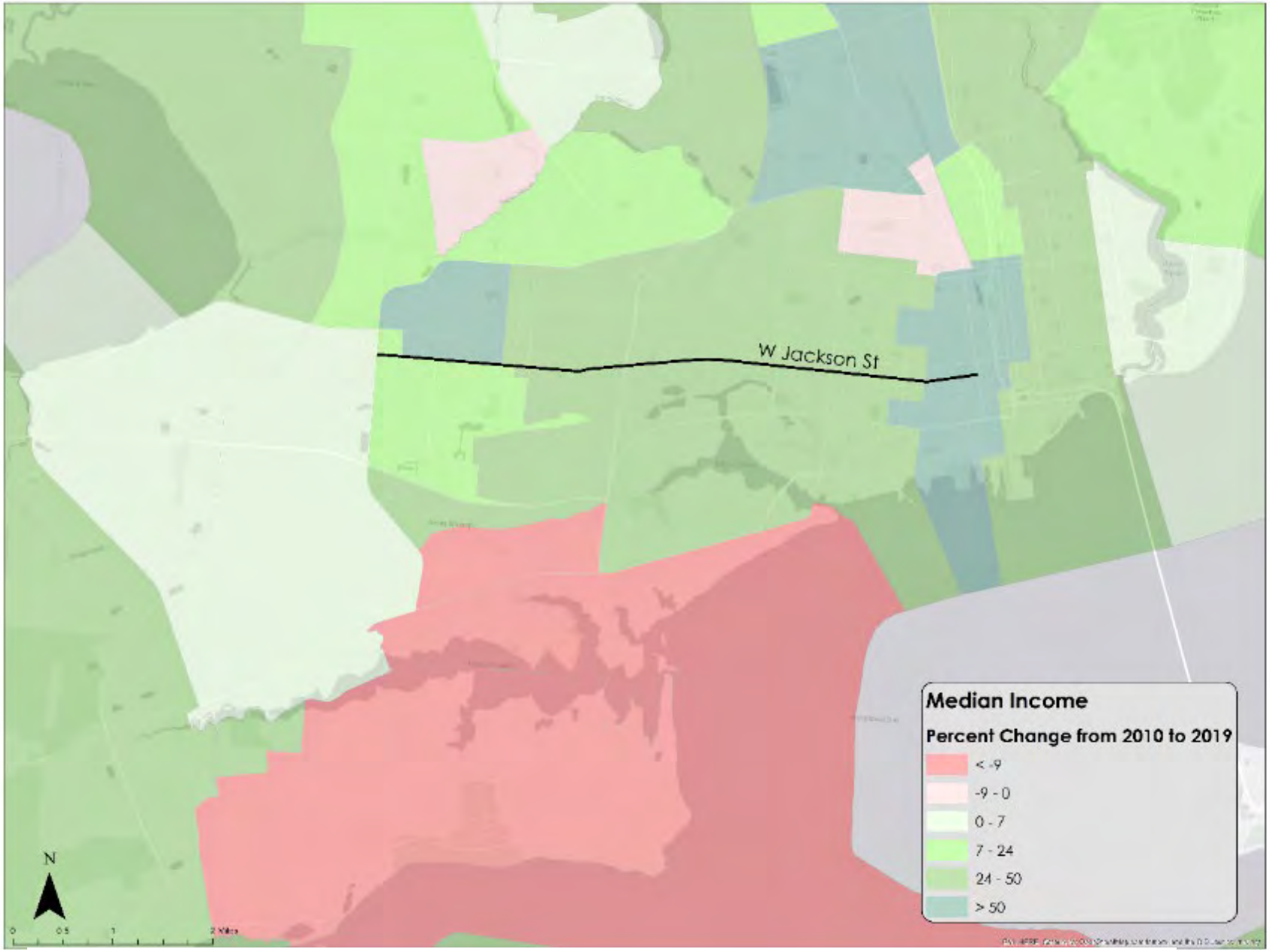


Figure 13: Percentage change in median income from 2010 to 2019

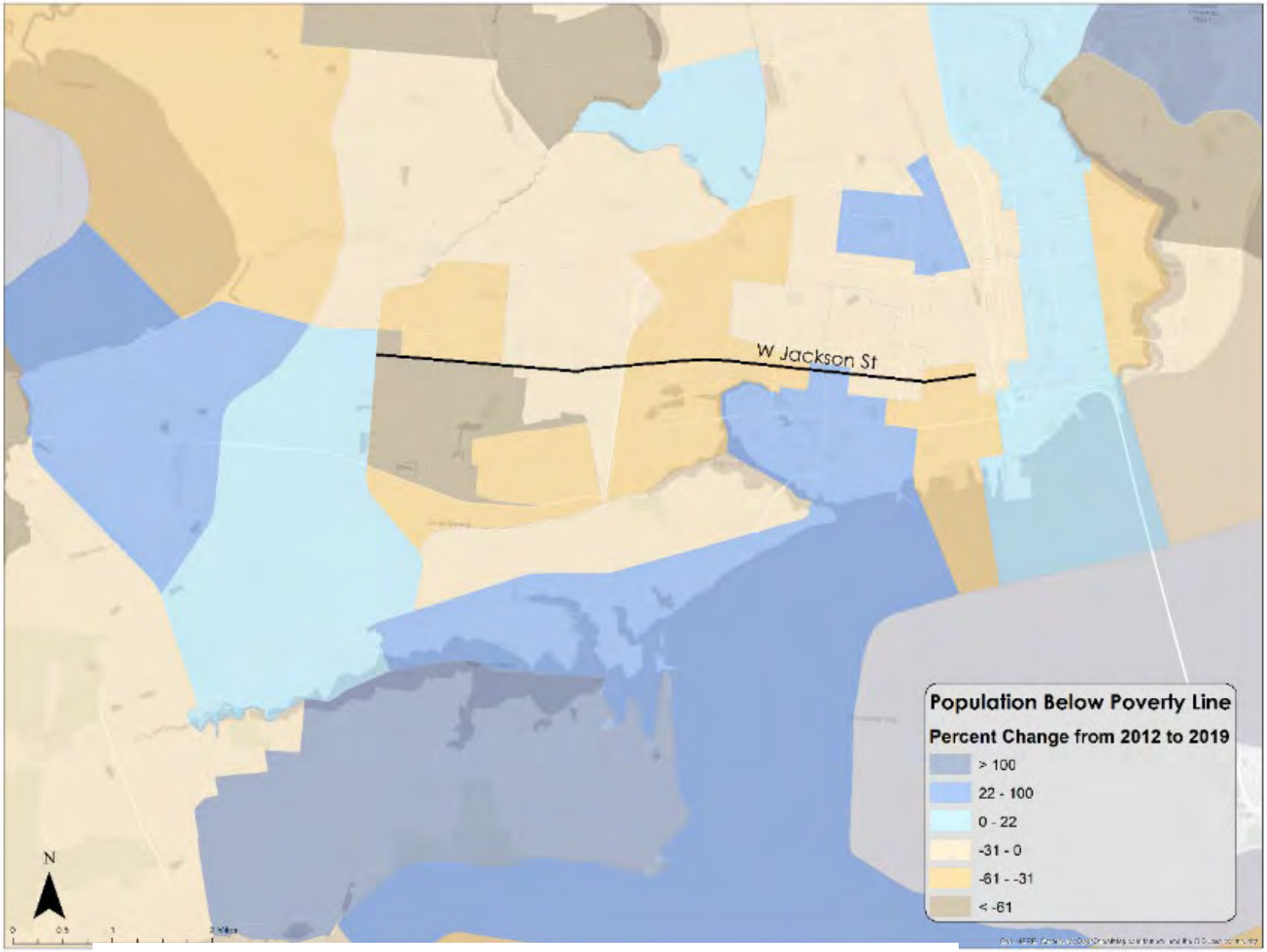


Figure 14: Percentage change in population below poverty line from 2012 to 2019

Summary of Findings

The area of concern for gentrification risk along Jackson Street is the east segment which is expected to be disproportionately impacted compared to the other parts of the corridor. The results of this analysis prompt the questions: how can equity be centered in planning for long-term changes considering climate risk? How do we develop plans that generate inclusive areas that are at lower risk of climate change impacts?

Risk factors that increase gentrification vulnerability are high along the east segment of the corridor. The higher elevation relative of the east segment combined with its proximity to downtown Pensacola—increases climate-induced gentrification risk. Climate change risks may exacerbate these trends into the future given the higher elevation and lower flood-related risk of the corridor.

Also, trends that signal that gentrification risk are higher on the east segment of the corridor. The real estate market analysis conducted for this study indicates that there have been few new residential projects in the corridor area over the past 30 years. Notwithstanding, reports that a lot intended to be affordable housing along D Street may be converted into luxury housing units.[6] The east segment of the study area is not currently under a lot of displacement pressure from new real estate development. From 2010-2019 the following changes were identified along the corridor:

- Increase in median gross rent
- Decrease in rent as a percentage of income
- Decrease in minority population
- Decrease in zero car households

Additional policies and proactive initiatives may provide additional measures to reduce the current displacement trend, in addition to, the current policies within Brownsville CRA and the City of Pensacola CRA.

[6] *https://weartv.com/news/local/concerns-after-pensacola-habitat-flips-lots-meant-for-affordable-housing*

Recommendations

Proactive steps should be taken to mitigate the risks of gentrification on the corridor. This analysis highlights the need to consider the four factors: climate, socio-demographic changes, housing market trends, and policy to make sure these are considered in investments made along the Jackson Street. The following recommendations prioritize anti-displacement measures, particularly in the area with the highest gentrification risk, east segment of Jackson Street.

A. CONTINUE CITY & COUNTY CRA EXISTING PROGRAMS, INITIATIVES

Coordinated marketing including an online "dashboard" like other cities should be considered to increase corridor participation.

B. ESTABLISH ADDITIONAL AFFORDABLE HOUSING INVESTMENTS

Coordinated effort between Brownsville CRA, City of Pensacola CRA

Westside Community Redevelopment Area is the City of Pensacola's Community Redevelopment Agency to prioritize and facilitate affordable housing developments. Brownsville Redevelopment District is Escambia County's Community Redevelopment Agency to prioritize and facilitate affordable housing developments.

1. Identify and promote affordable housing funding programs that are applicable to low-density multi-family rental, including, but not limited to Florida Housing Corporation's Funding and Financing Programs (a conduit for both Federal and State programs):
    - Low Income Housing Tax Credits (LIHTC)
    - State Apartment Incentive Loan Program (SAIL)
    - Grants
    - HOME Investment Partnership Program
    - Hurricane Recovery (CGBG-DR (Fed.) & RRLP (State))
    - Tax-Exempt Bonds (FHFC or Local HFA) used in conjunction with 4% LIHTC & SAIL
2. Identify and engage Florida-active affordable multi-family housing developers, including, but not limited to:
    - Fairstead
    - Housing Trust Group
    - Affordable Housing Solutions
    - Vestcor
    - Southport Financial Services
    - Invictus Development
    - Any of the 93 members of the Coalition of Affordable Housing Providers
3. Establish partnership with faith-based not-for-profit development to provide community outreach and identification of potential residents.

Within Escambia County:

- Westminster Presbyterian Church
- First Slavic Baptist Church
- New Beginnings Anointed Christian Center
- West Pensacola Baptist Church
- New Hope Christian Center

Within the City of Pensacola:

- Hurst Chapel AME Church
- Antioch Missionary Baptist Church
- Deliverance Tabernacle Christian Center
- First Corinthian Baptist Church
- Community of Christ Church

Brownsville CRA, Escambia County

Within Brownsville RD and to the west, the County should have a two-prong approach, both larger multi-family sites and single-family lots. There are numerous vacant single-family lots along Jackson/298A that could lend themselves to a Pensacola Habitat for Humanity model, which may be the preferred model for the County section of the study area. Nevertheless, potential multi-family lots include:

- 3515-3605 West Jackson St. (County Route 298A)
- 4027-4111 West Jackson St.
- 4141 West Jackson St.
- 4427-4449 West Jackson St.
- 5213 West Jackson St.
- 5600 West Jackson St.
- 6300 West Jackson St.

Westside CRA, City of Pensacola CRA

Within Westside CRA, identify seven larger empty lots between North A and North L Streets for potential multi-family affordable housing, including:

- 512 North D St. Note: this lot was recently sold by HFH to a market rate developer.
- 900-918 West Jackson St.
- 1015-1027 West Jackson St.
- 608 North H St./1312 West Jackson St.
- 1518 West Jackson St.
- 1601 West Jackson St.
- 665 North K St.

Future Research Needs

The future research needs identified through this analysis are:

1) a revised climate change vulnerability assessment, which leverages more sophisticated climate hazard datasets and considers precipitation change. future climate resilience efforts should consider socio-demographics in future climate risk assessments in the region,

2) research on the state of the policy landscape as it relates to renting/evictions,

3) additional analysis may be warranted to better understand the relationship between some of the variables that have been studied. (For example, additional analysis can help to understand the relationship between income changes and demographic changes in the eastern section of the corridor to better understand what is driving these trends,

4) conduct a more detailed level of analysis to assess project future population/demographic changes in the region.

APPENDIX

The full set of maps generated for this analysis are included in this section for additional context.

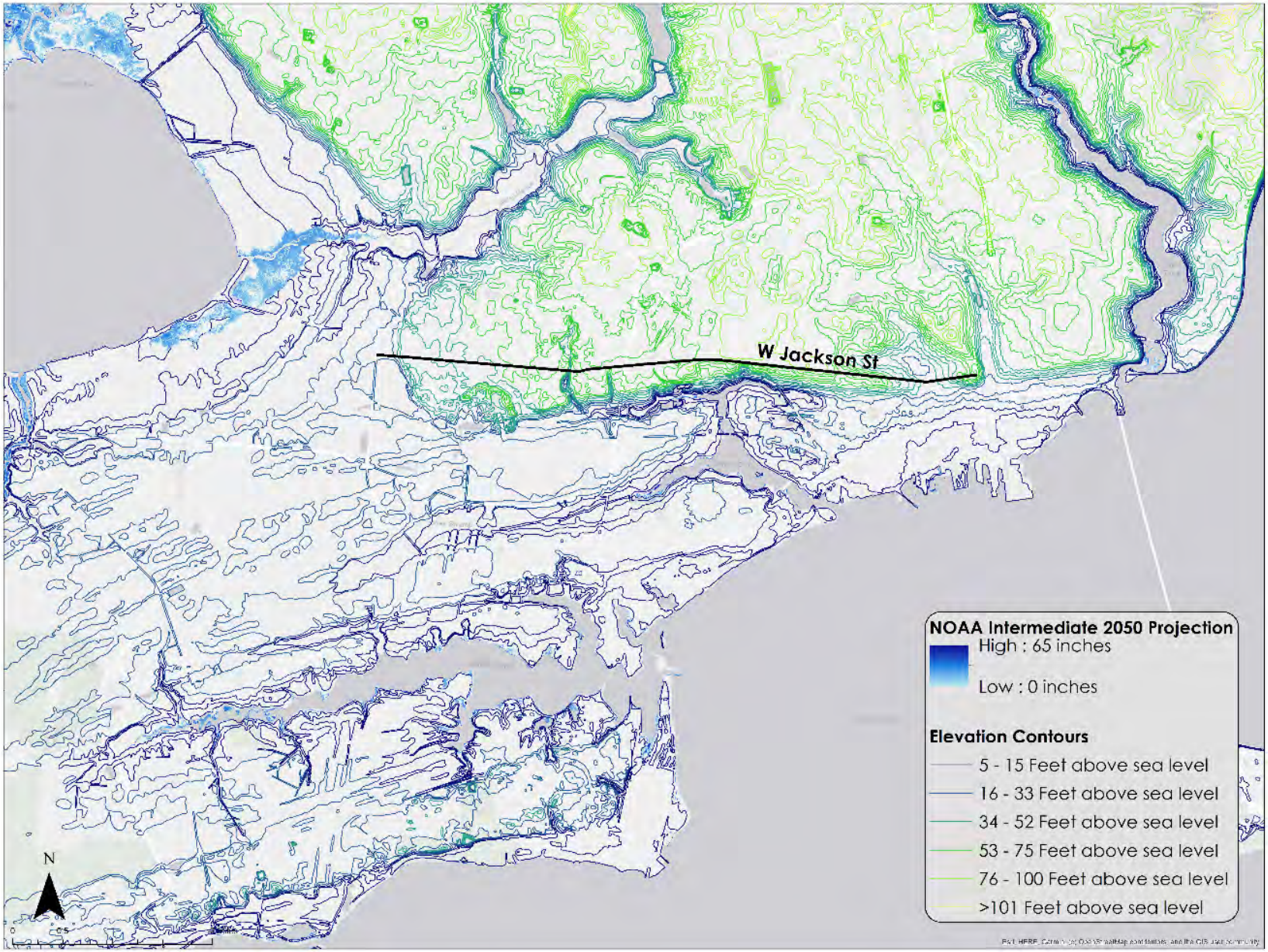


Figure 1 NOAA Intermediate SLR Projections 2050 and Elevation

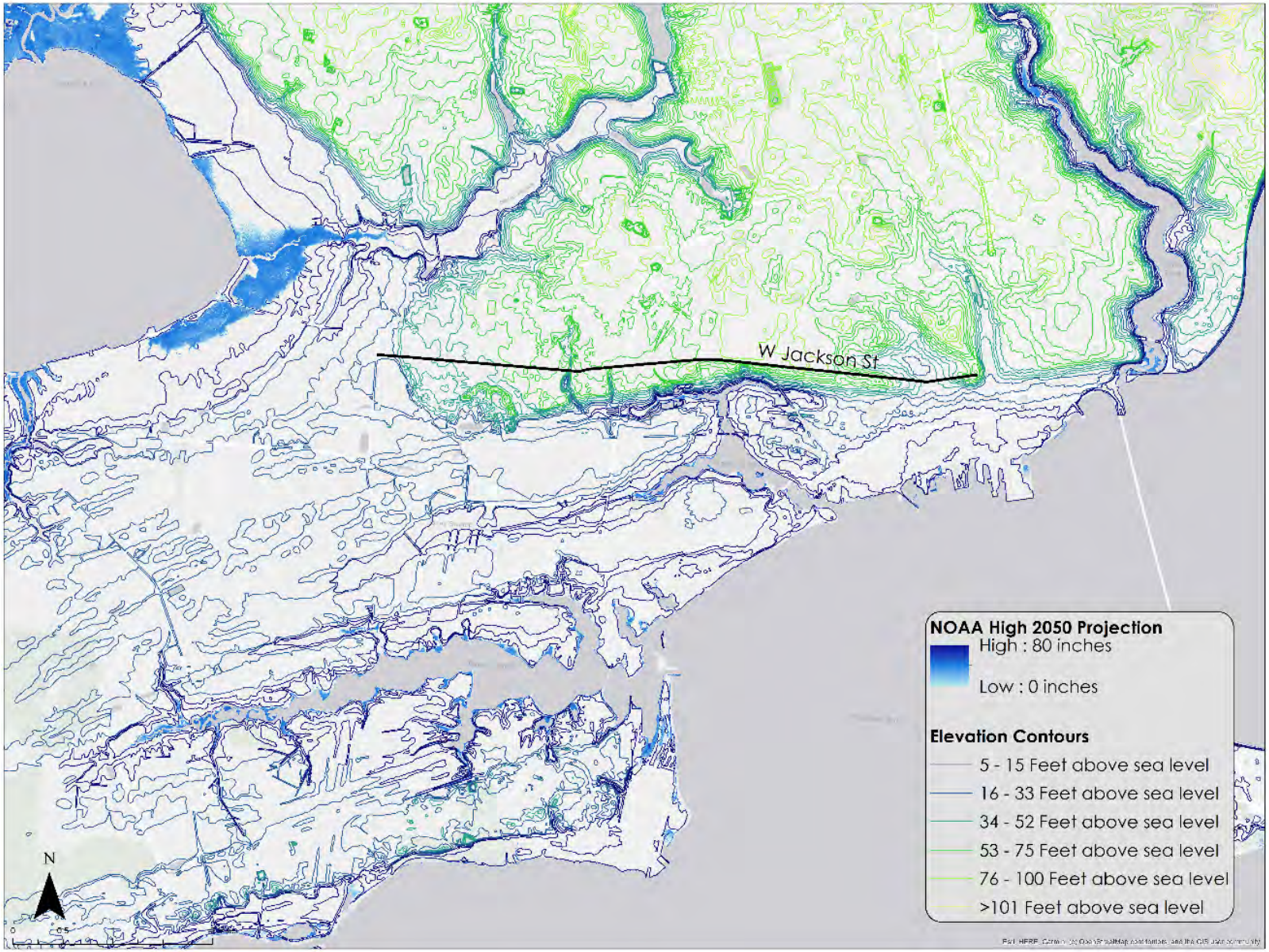


Figure 2 NOAA High SLR Projections 2050 and Elevation

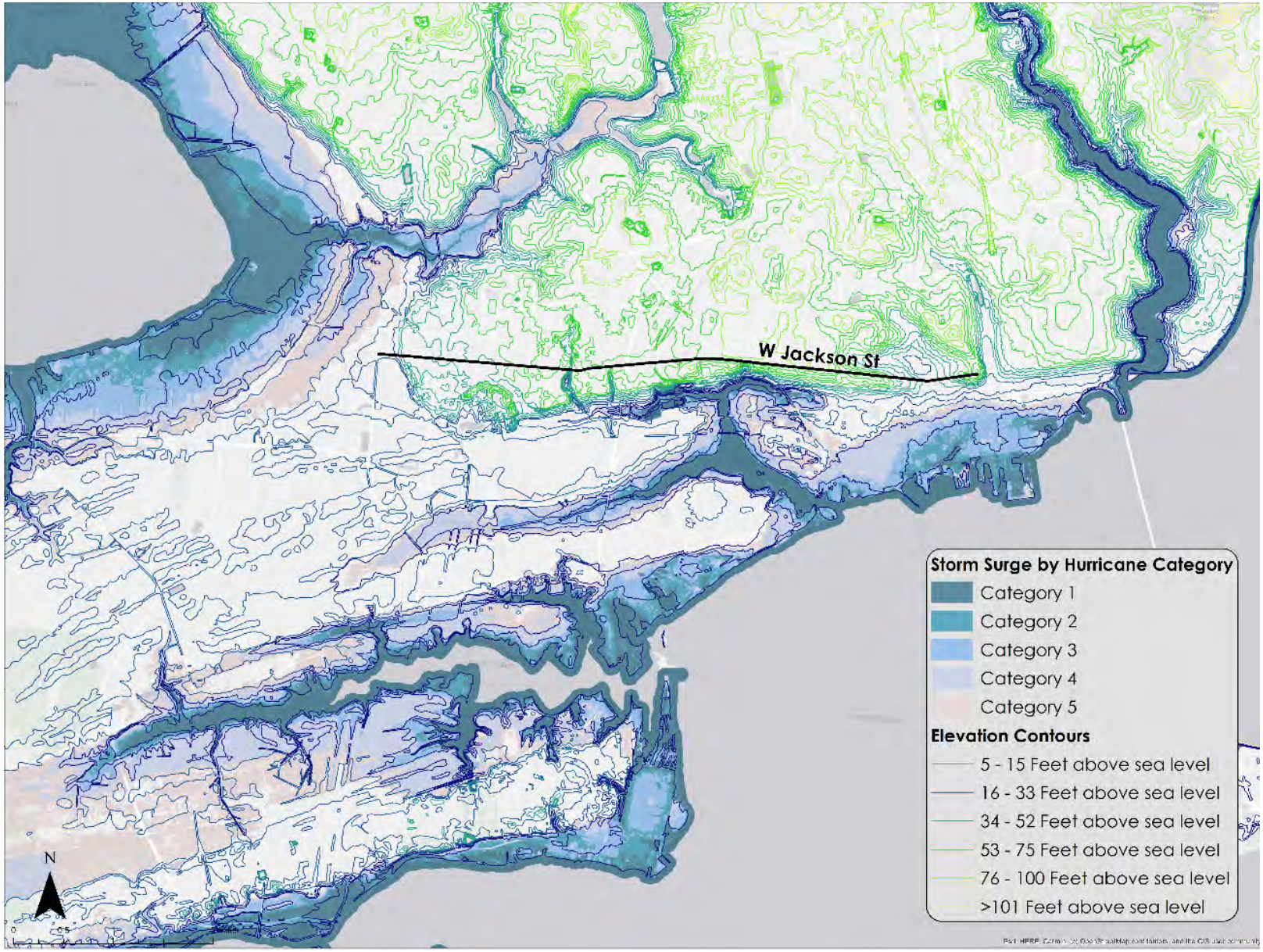


Figure 3 Storm Surge and Elevation

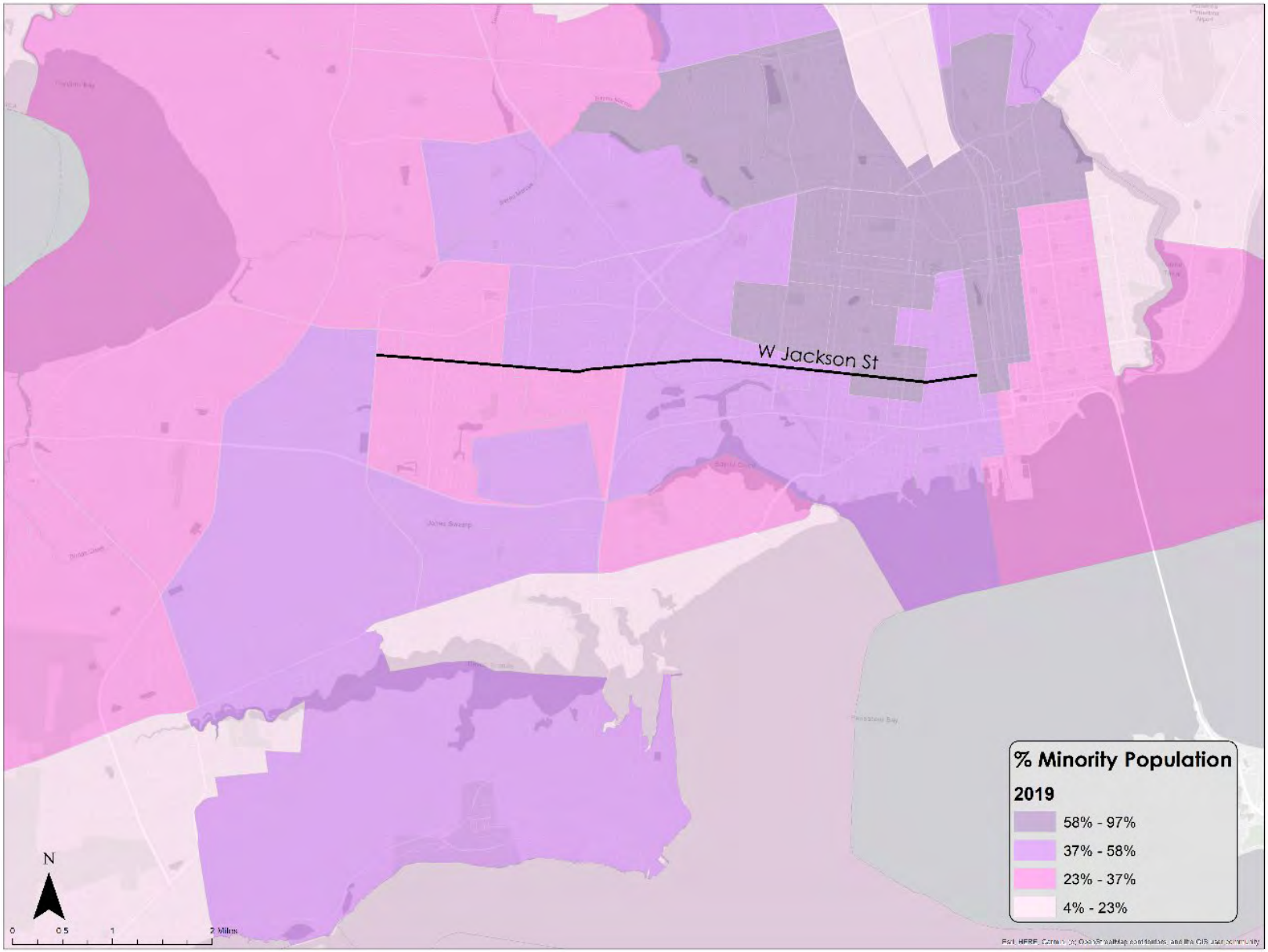


Figure 4 Minority Population Distribution in Region Today (2019)

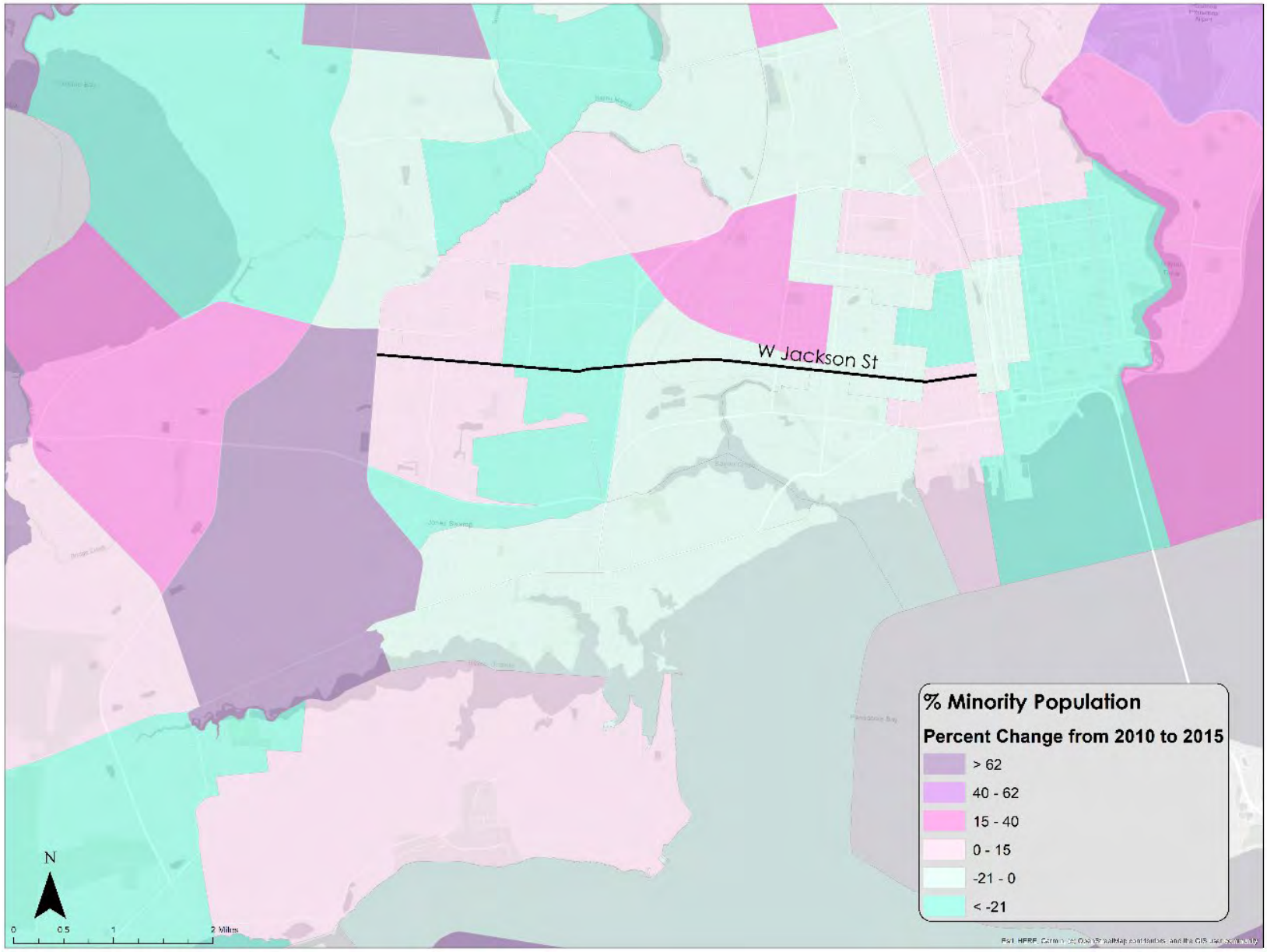


Figure 5 Percent change in minority population from 2010 to 2015

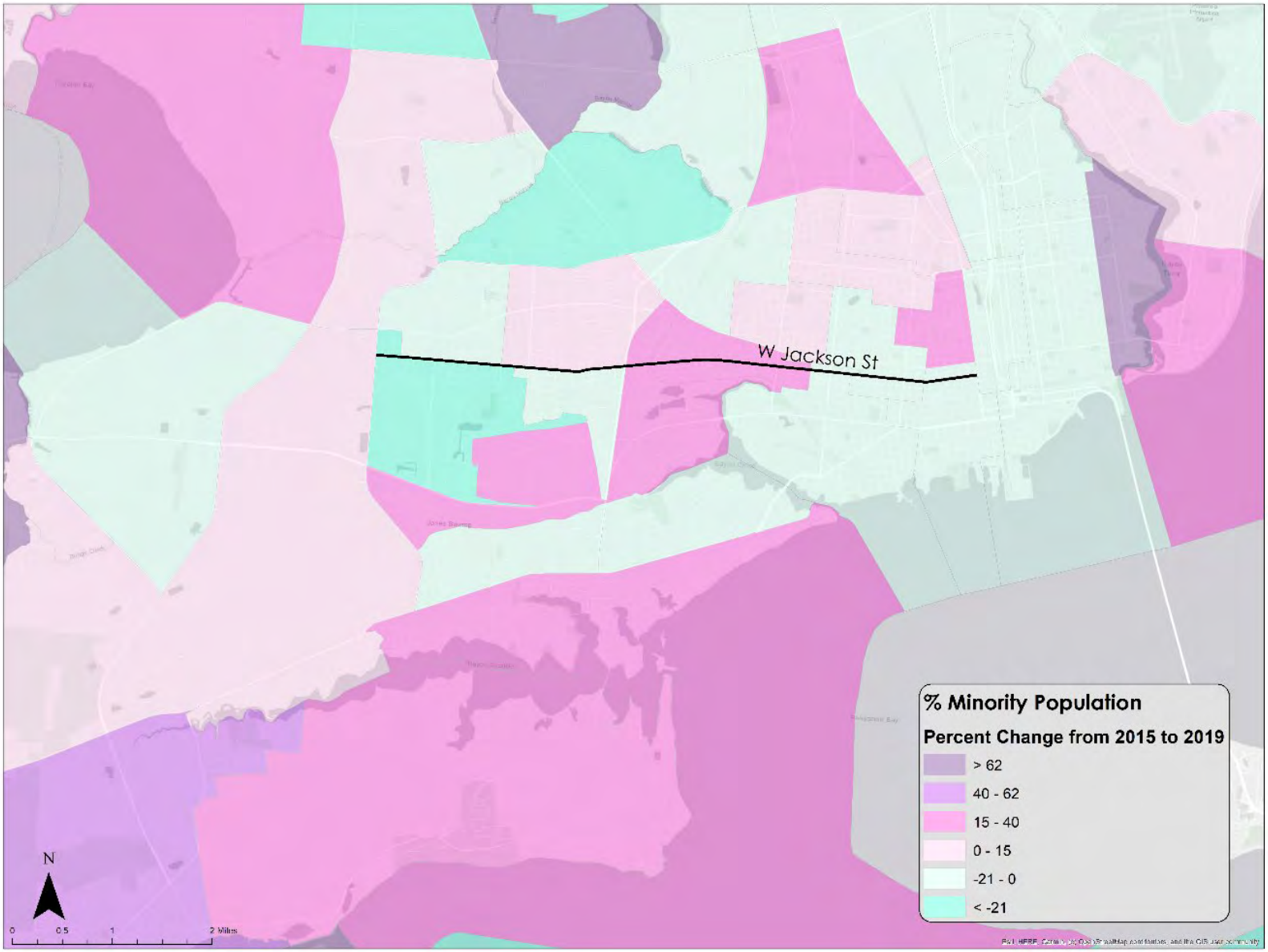


Figure 6 Percent change in minority population from 2015 to 2019

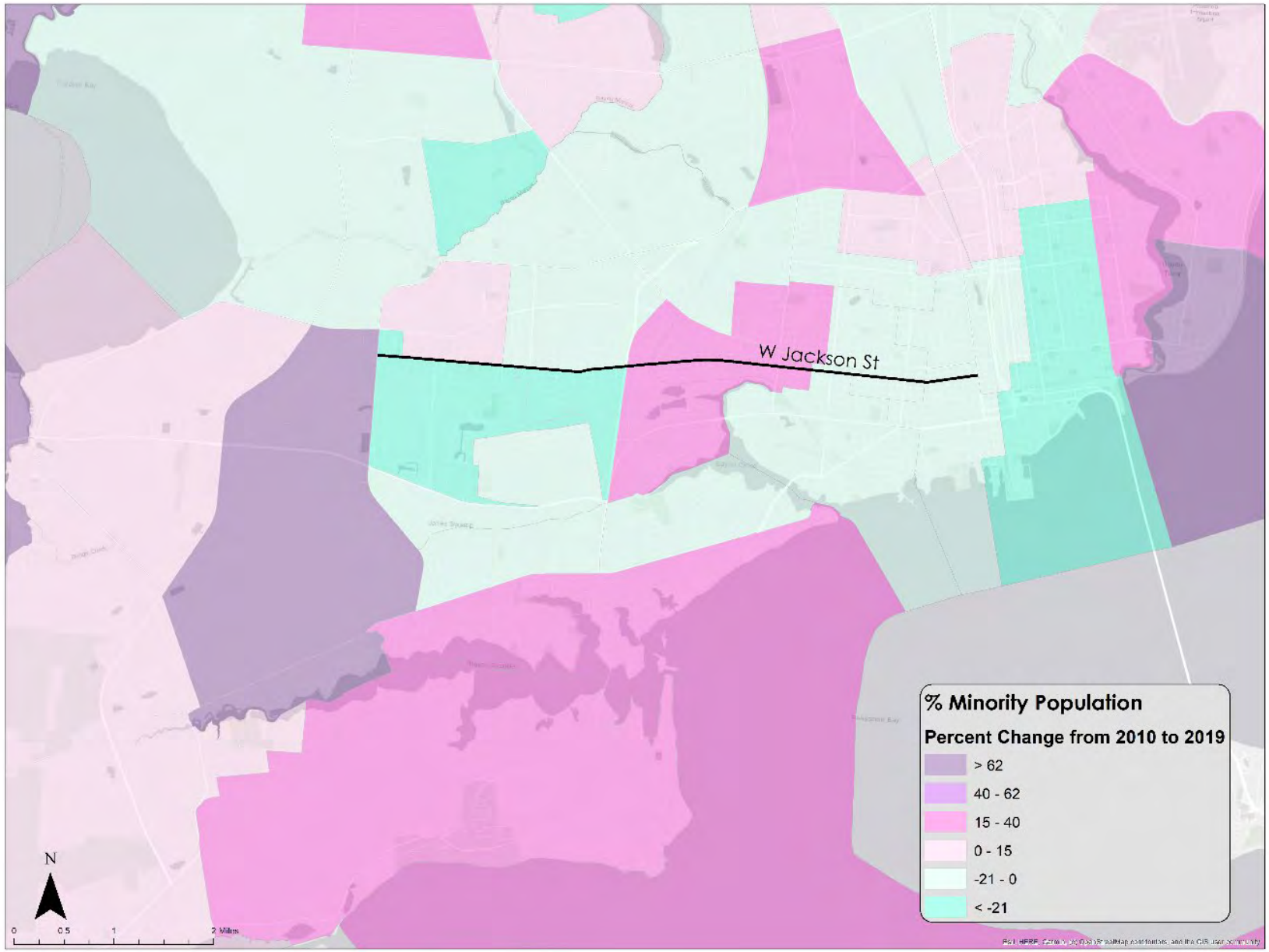


Figure 7 Percent change in minority population from 2010 to 2019



Figure 8 Median Income Distribution in the Region Today (2019)

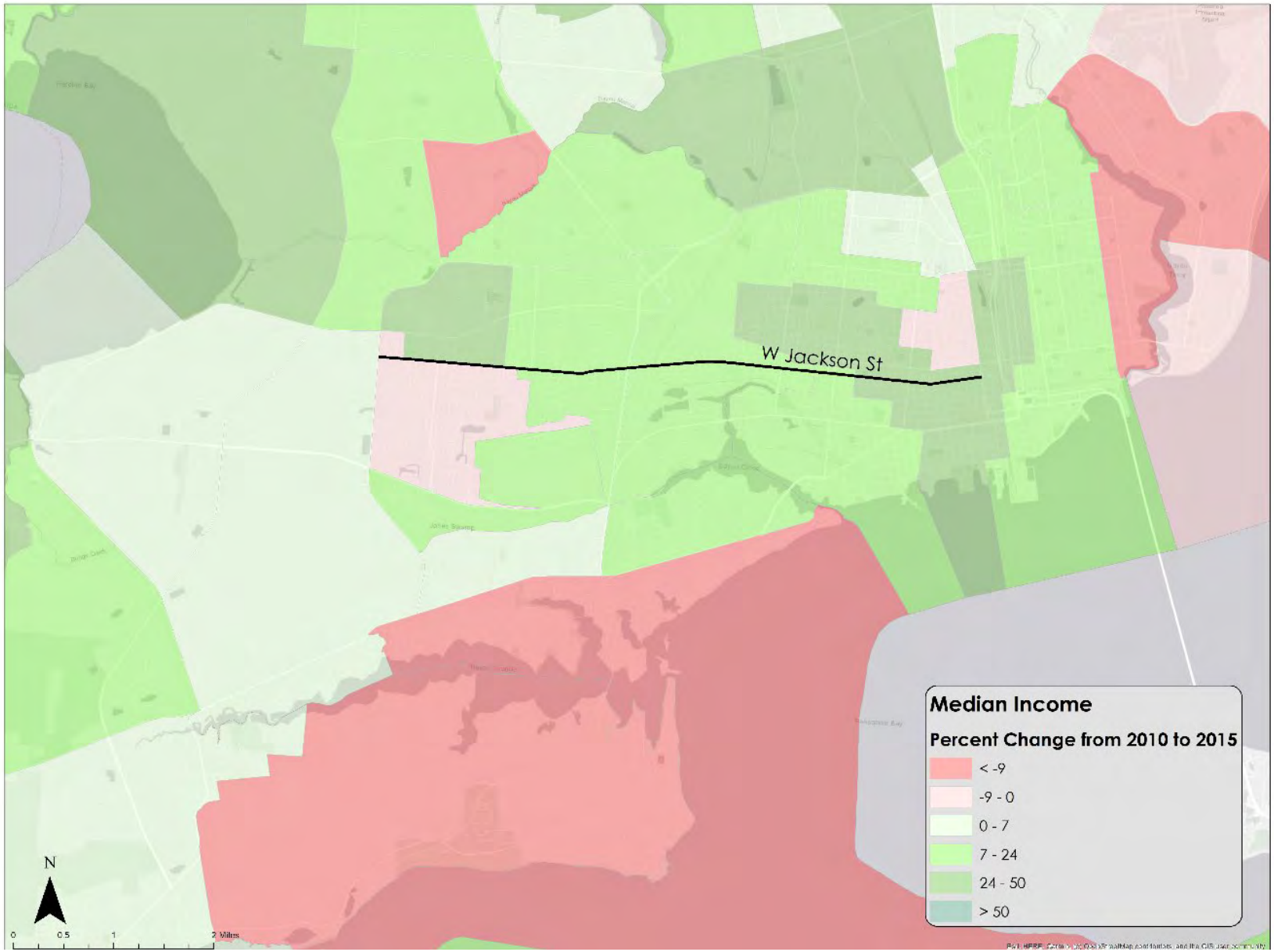


Figure 9 Percent change in median income from 2010 to 2015

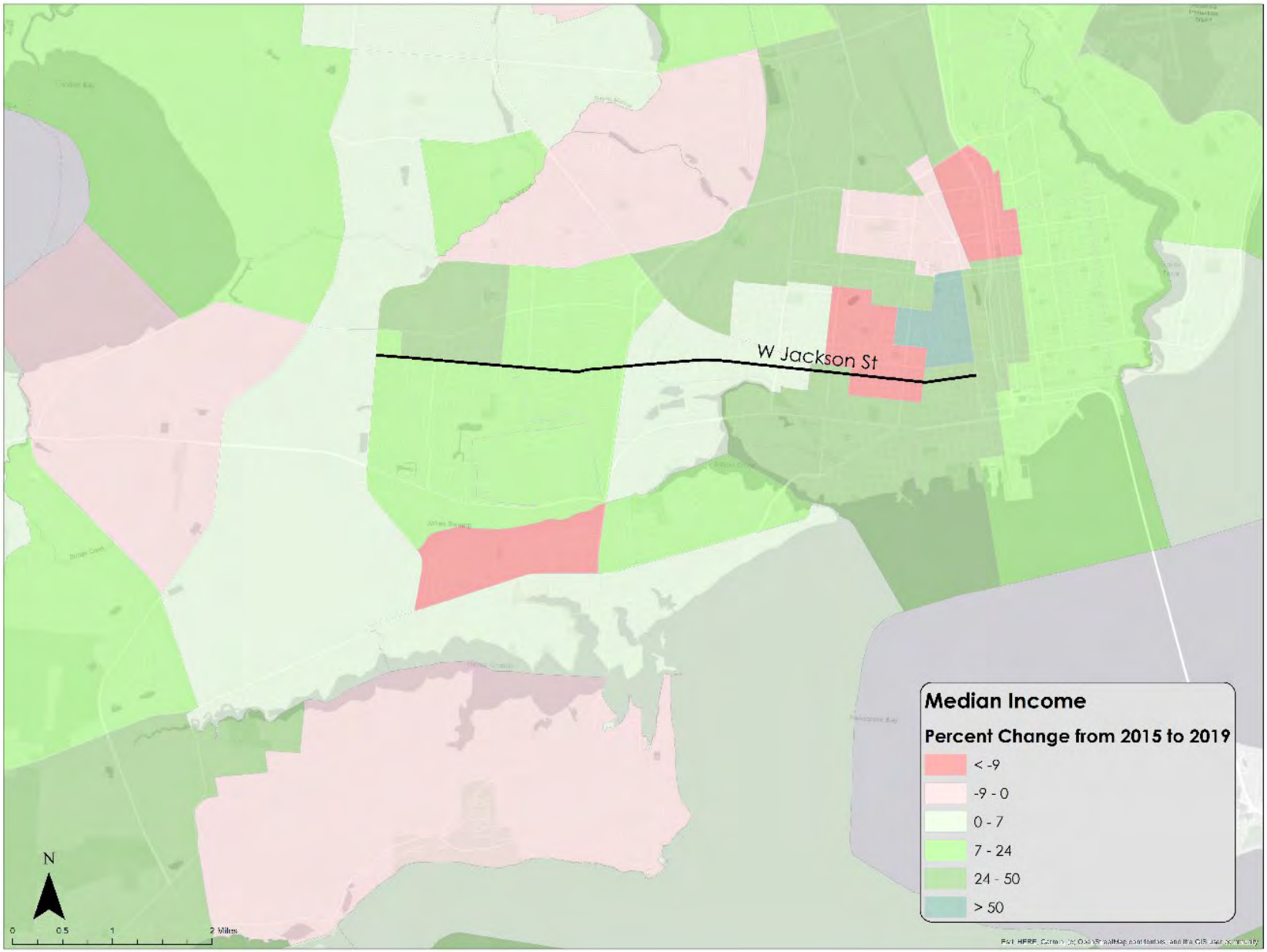


Figure 10 Percent change in median income from 2015 to 2019

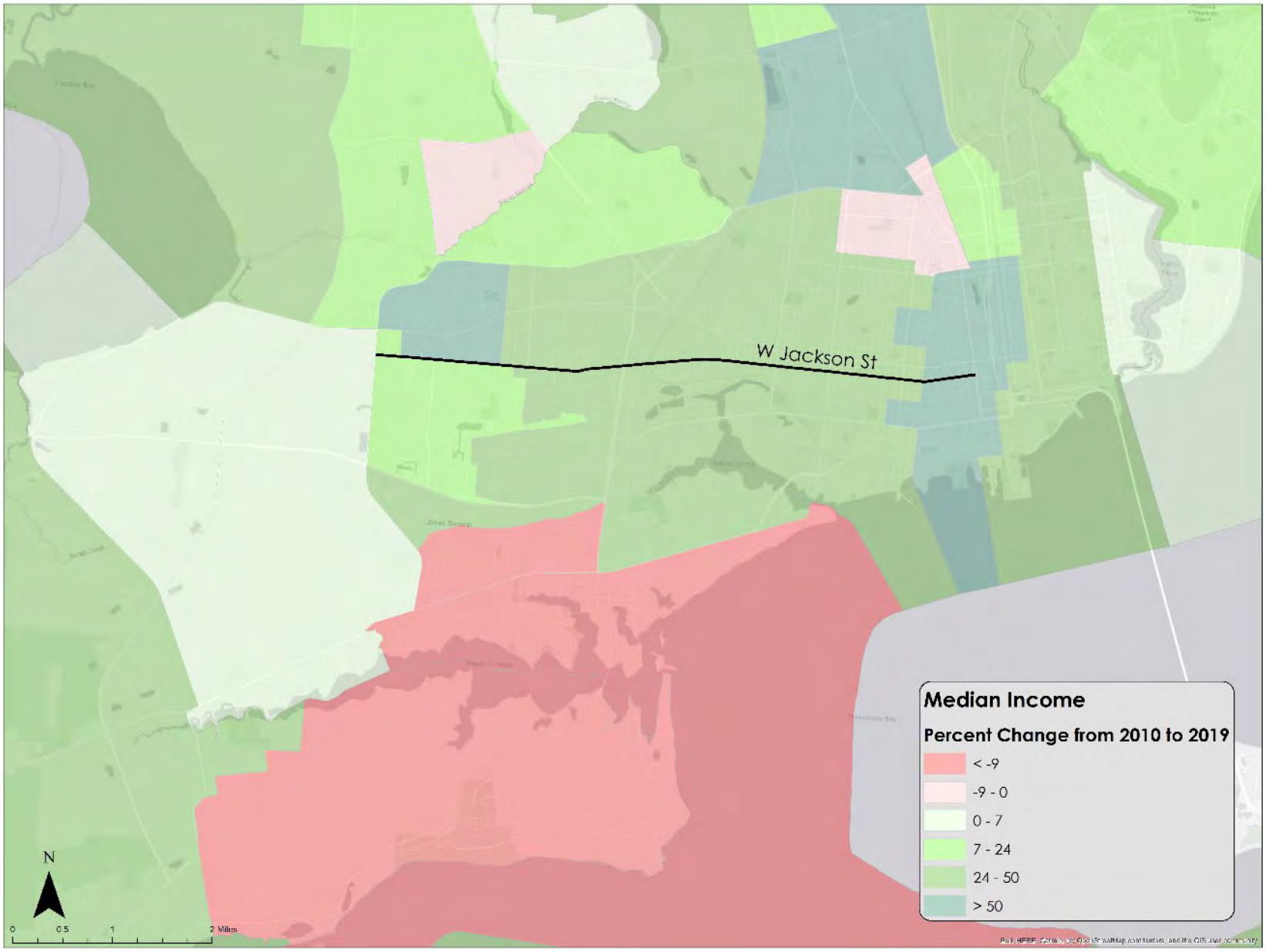


Figure 11 Percent change in median income from 2010 to 2019

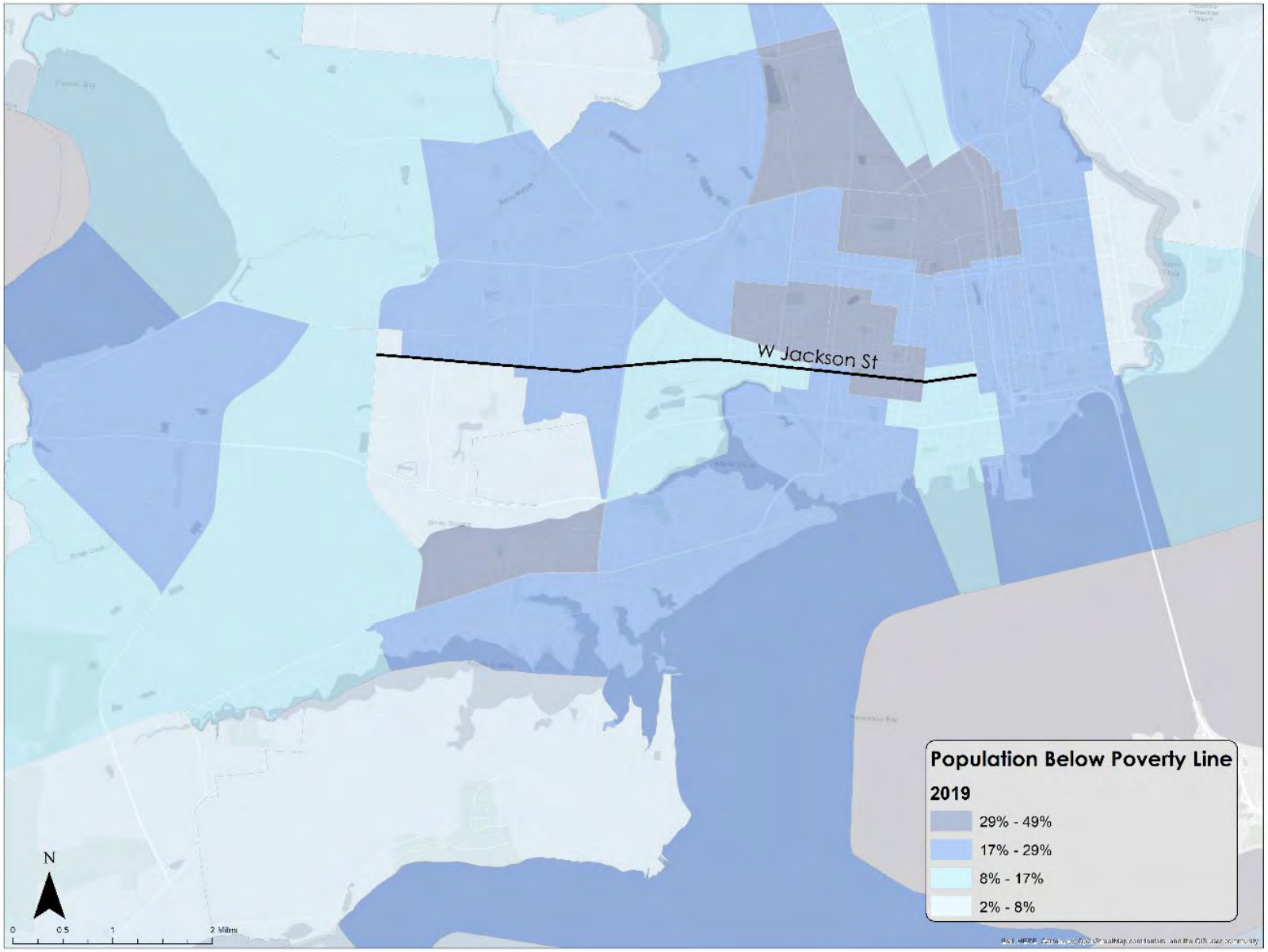


Figure 12 Population below poverty line distribution in the region today (2019)

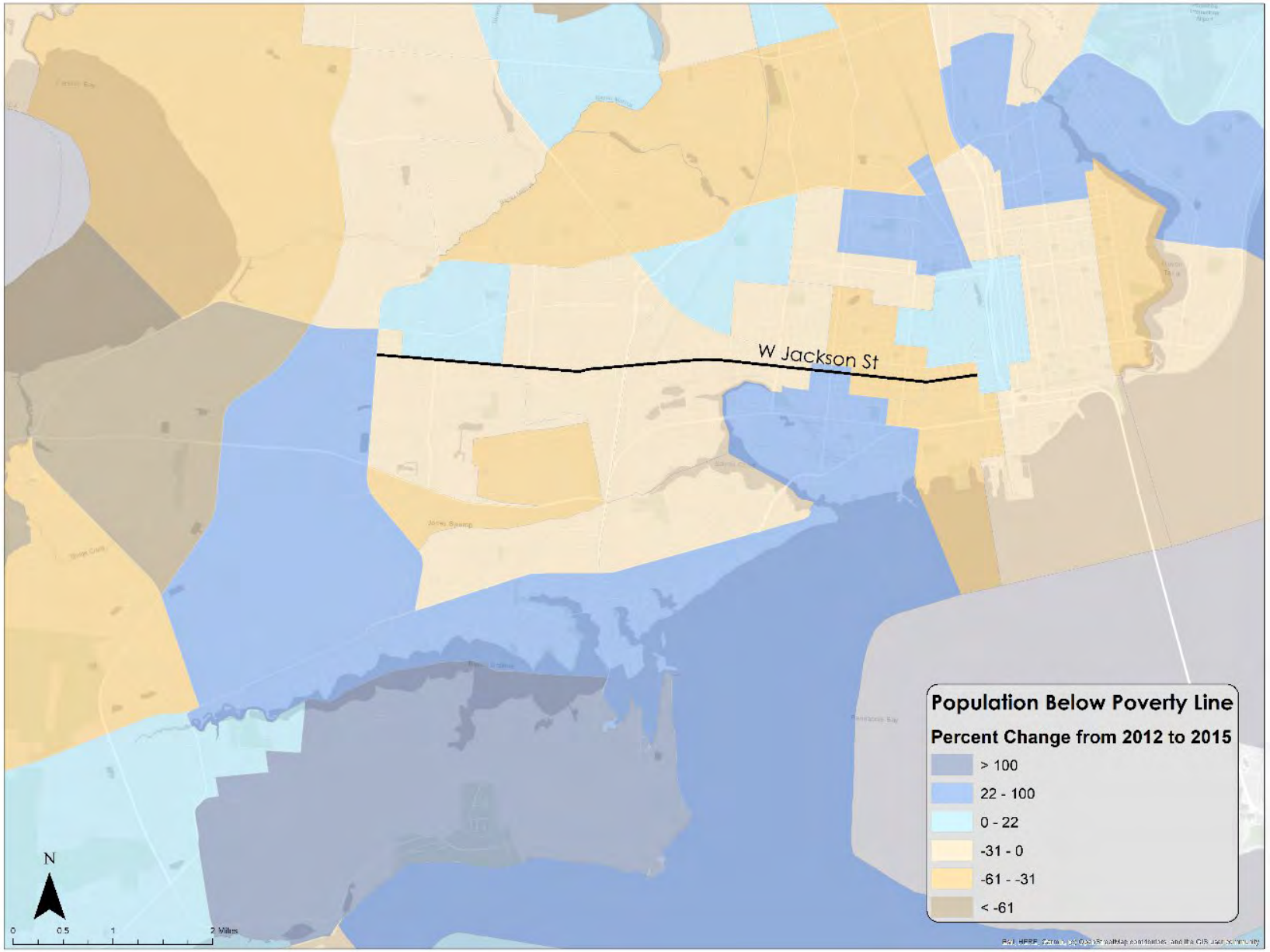


Figure 13 Change in population below poverty line from 2012 to 2015

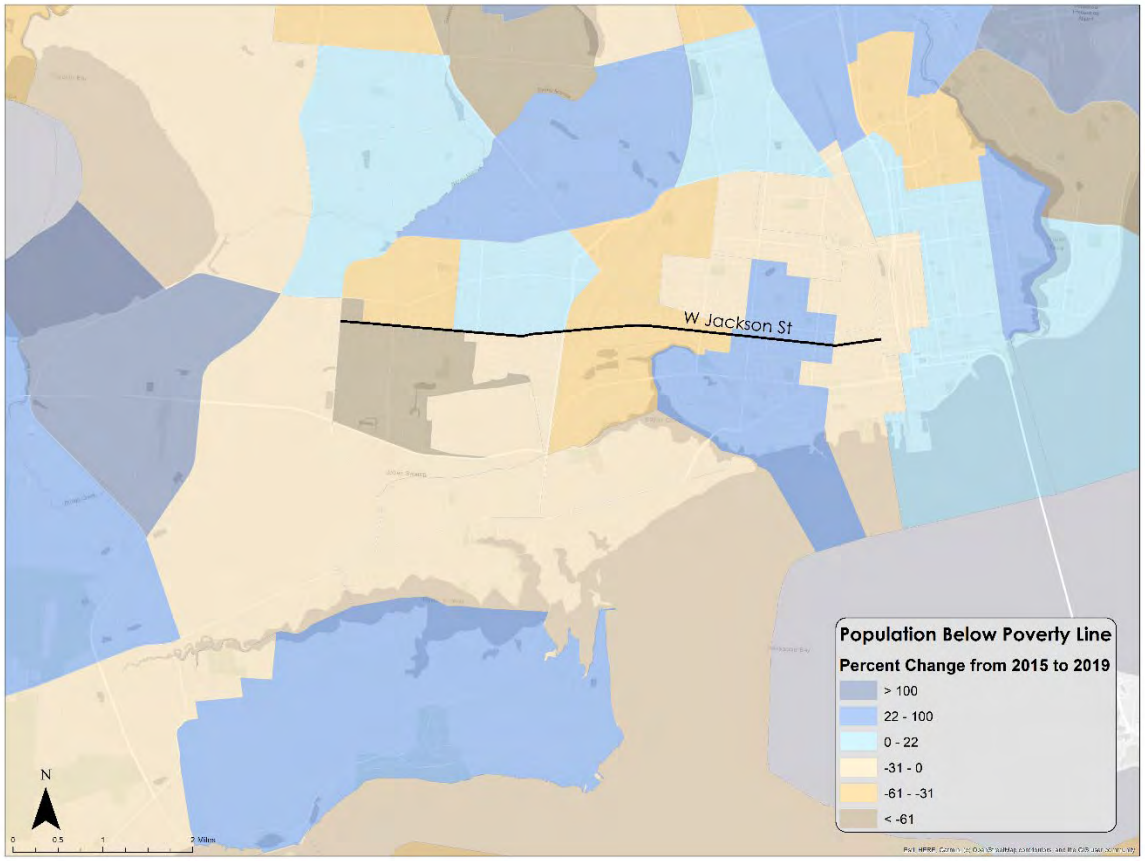


Figure 14 Change in population below poverty line from 2015 to 2019

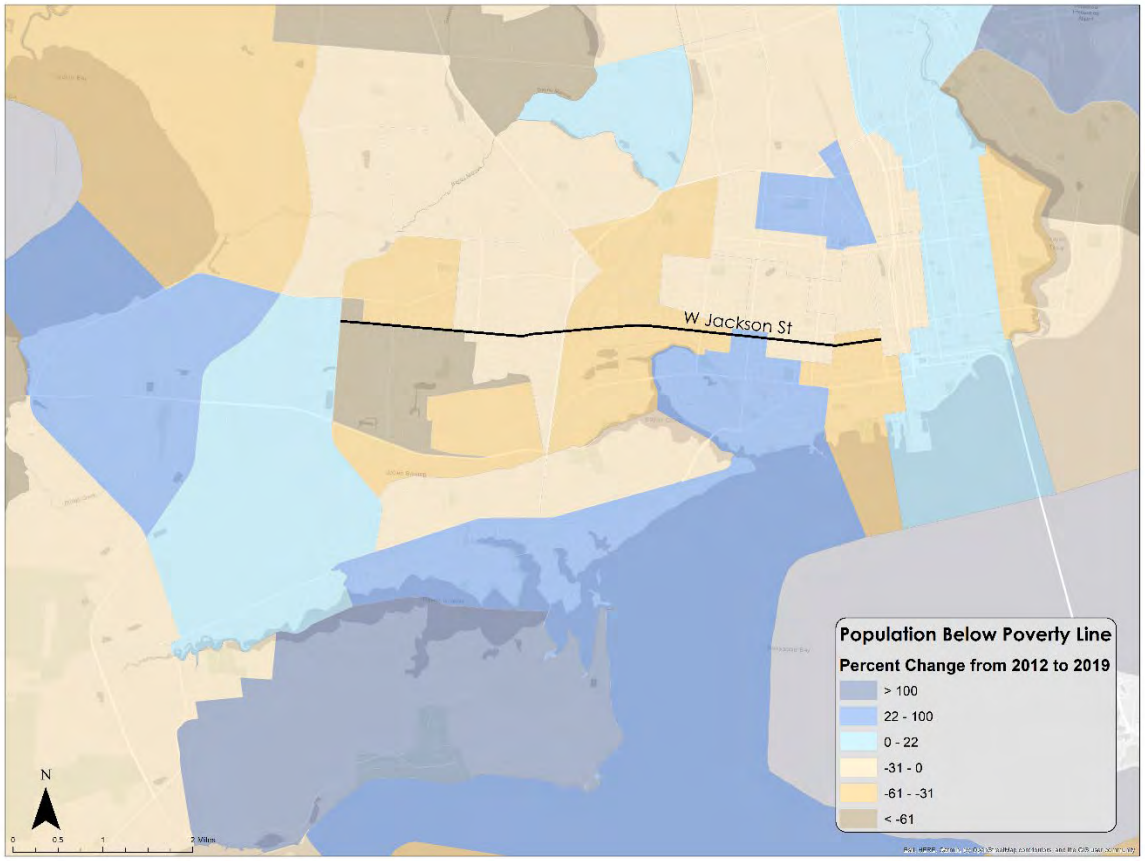


Figure 15 Change in population below poverty line from 2012 to 2019

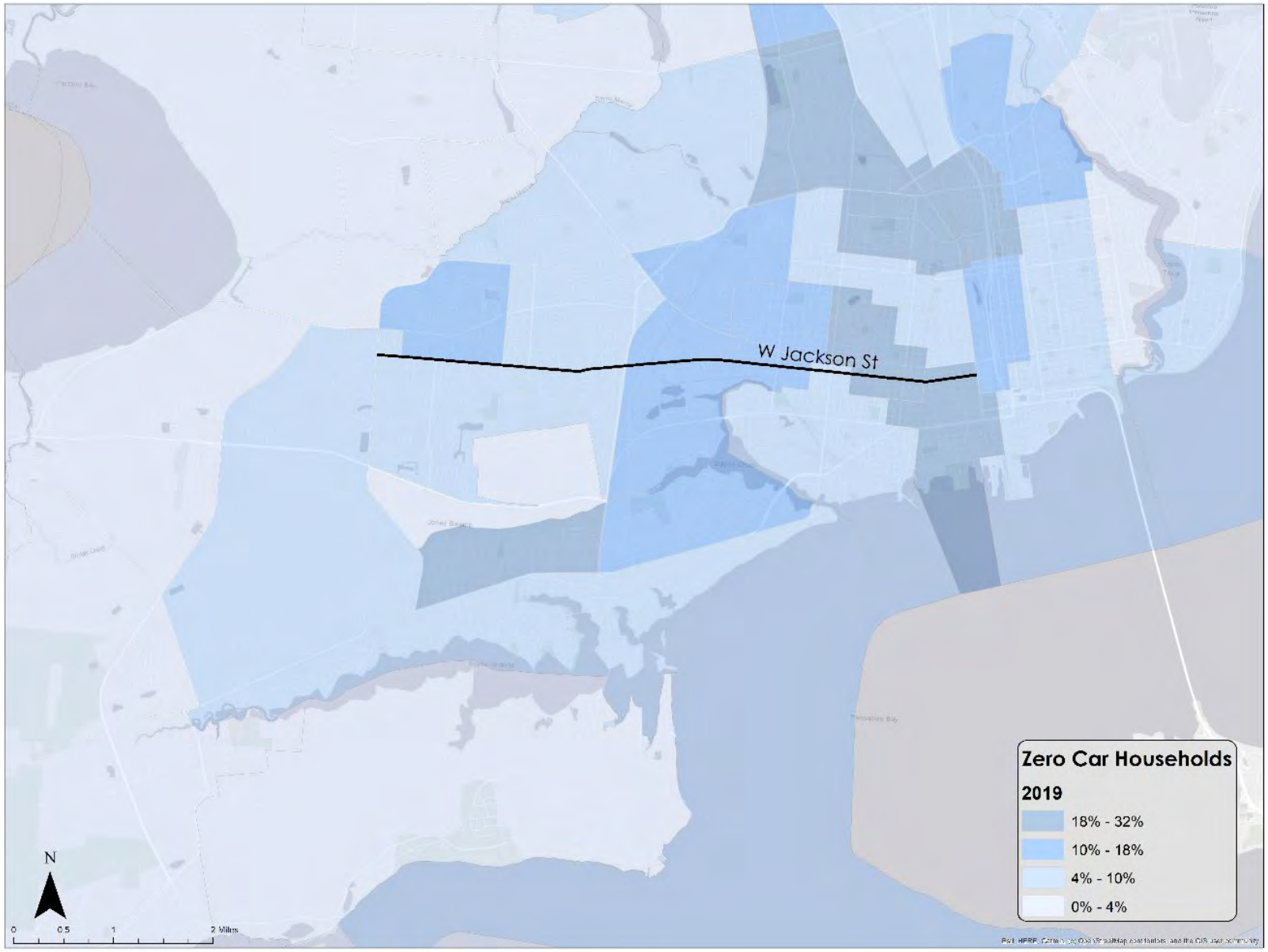


Figure 16 Zero car household distribution in the region today (2019)

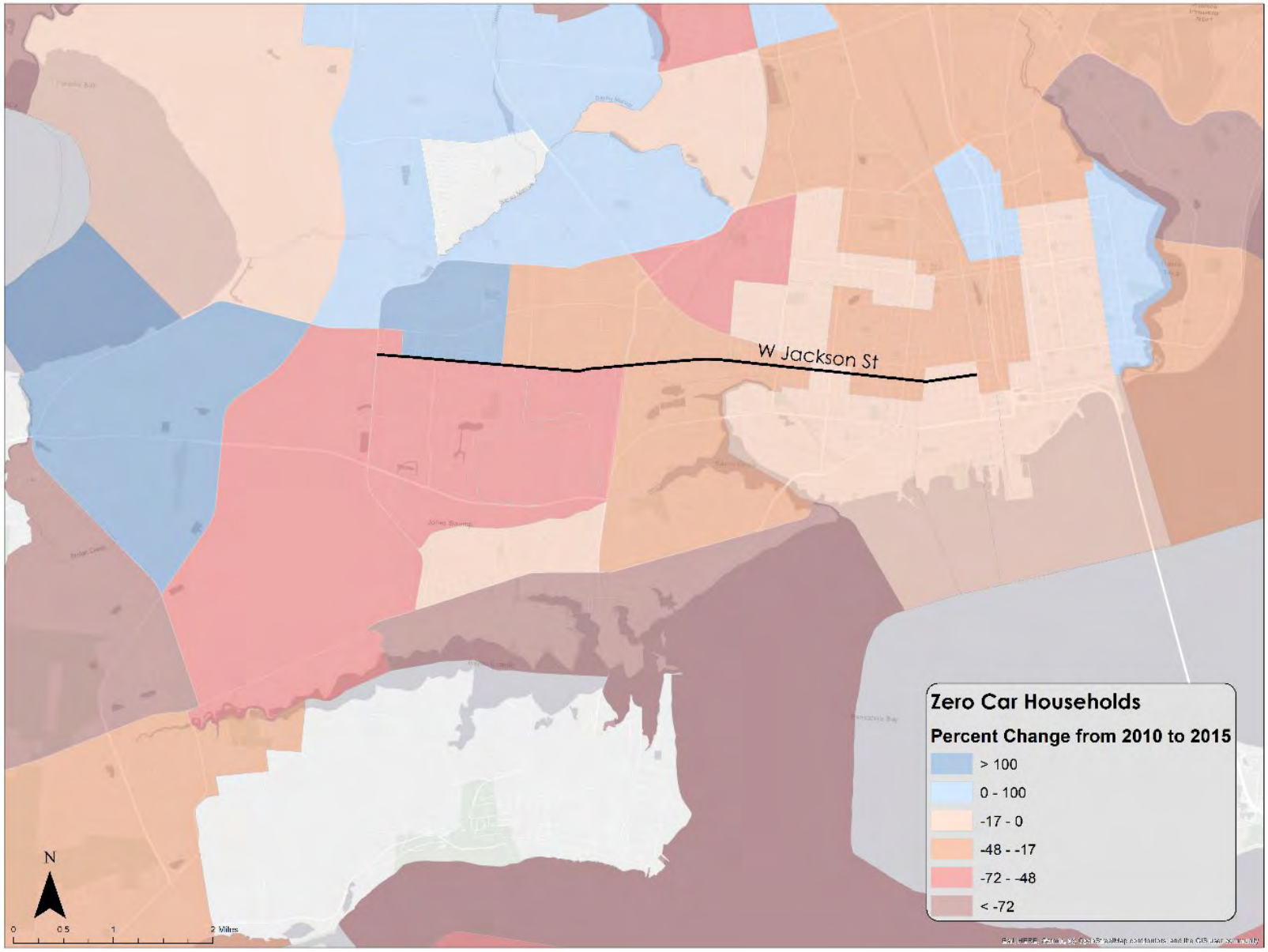


Figure 17 Change in zero car households from 2010 to 2015

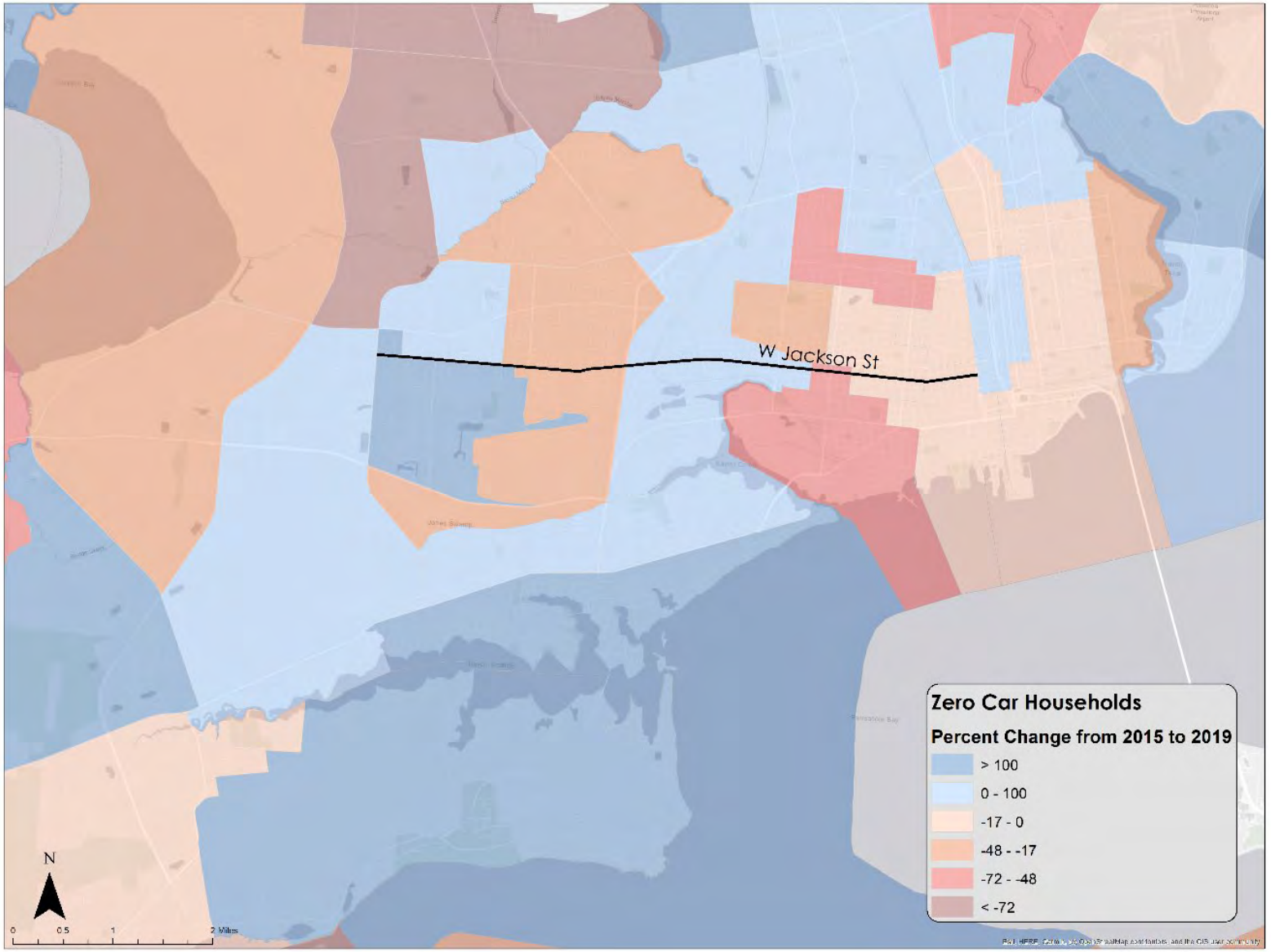


Figure 18 Change in zero car households from 2015 to 2019

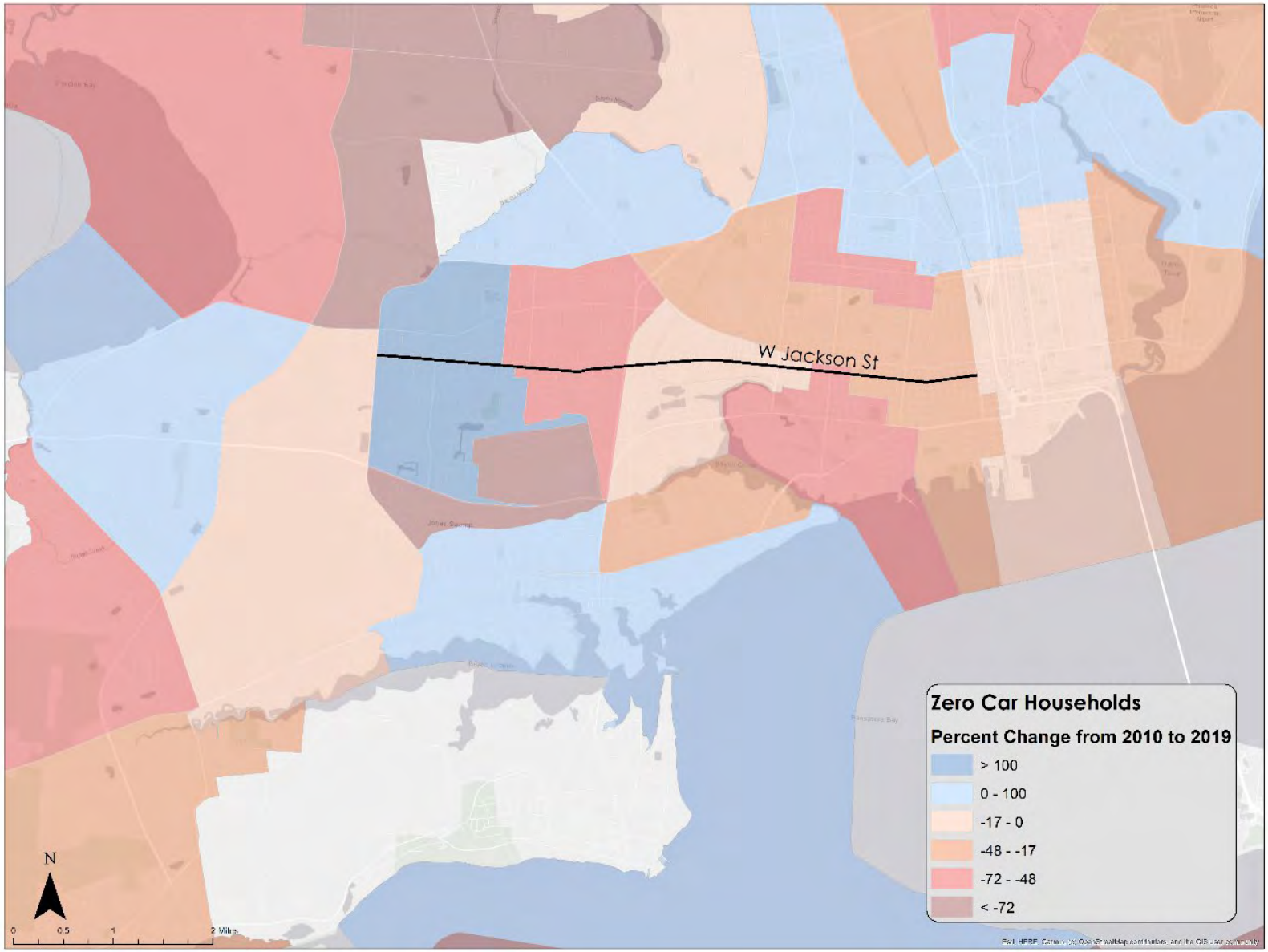


Figure 19 Change in zero car households from 2010 to 2019



Figure 20 Median property value distribution in the region today (2019)

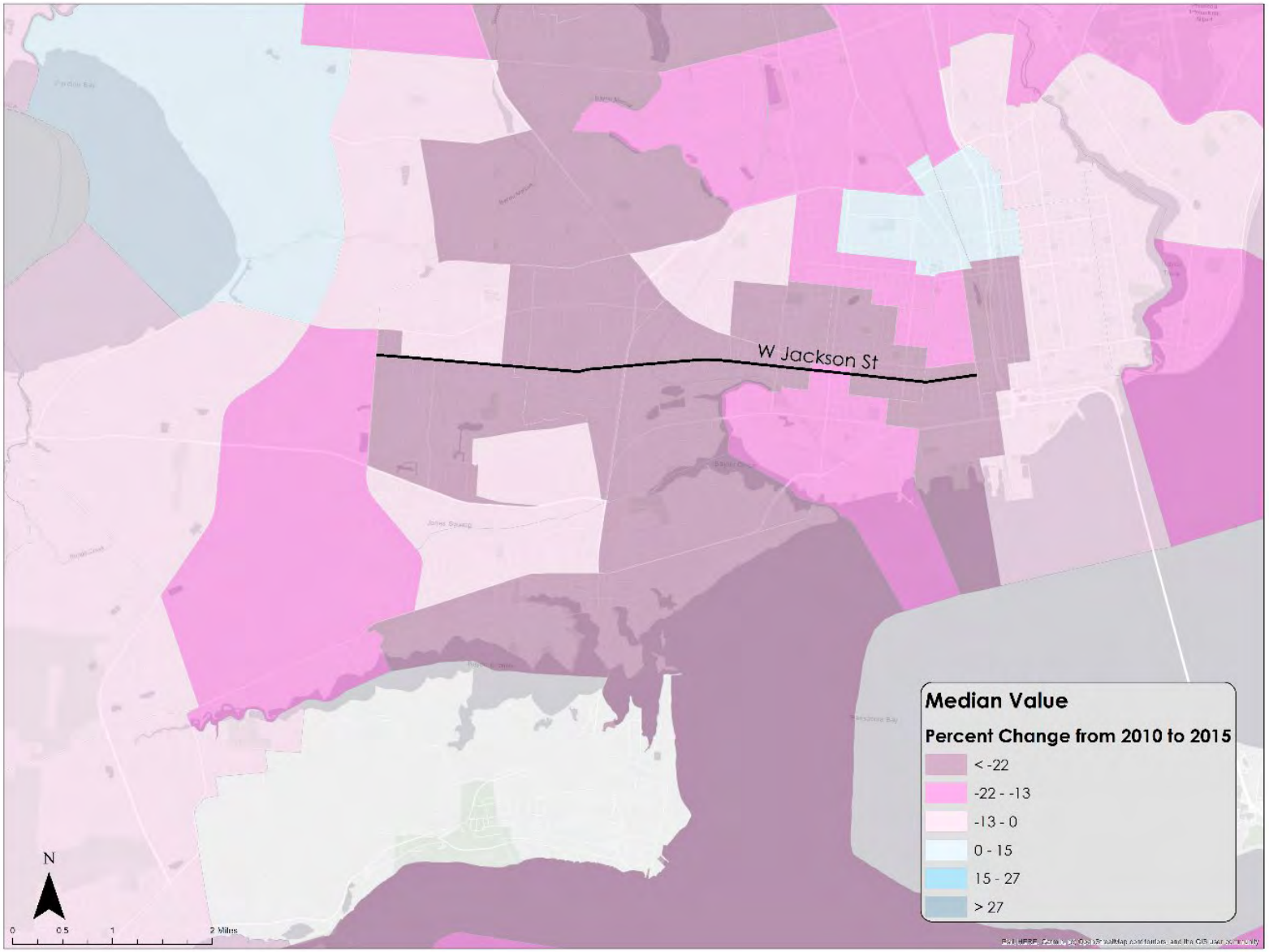


Figure 21 Change in median property value from 2010 to 2015

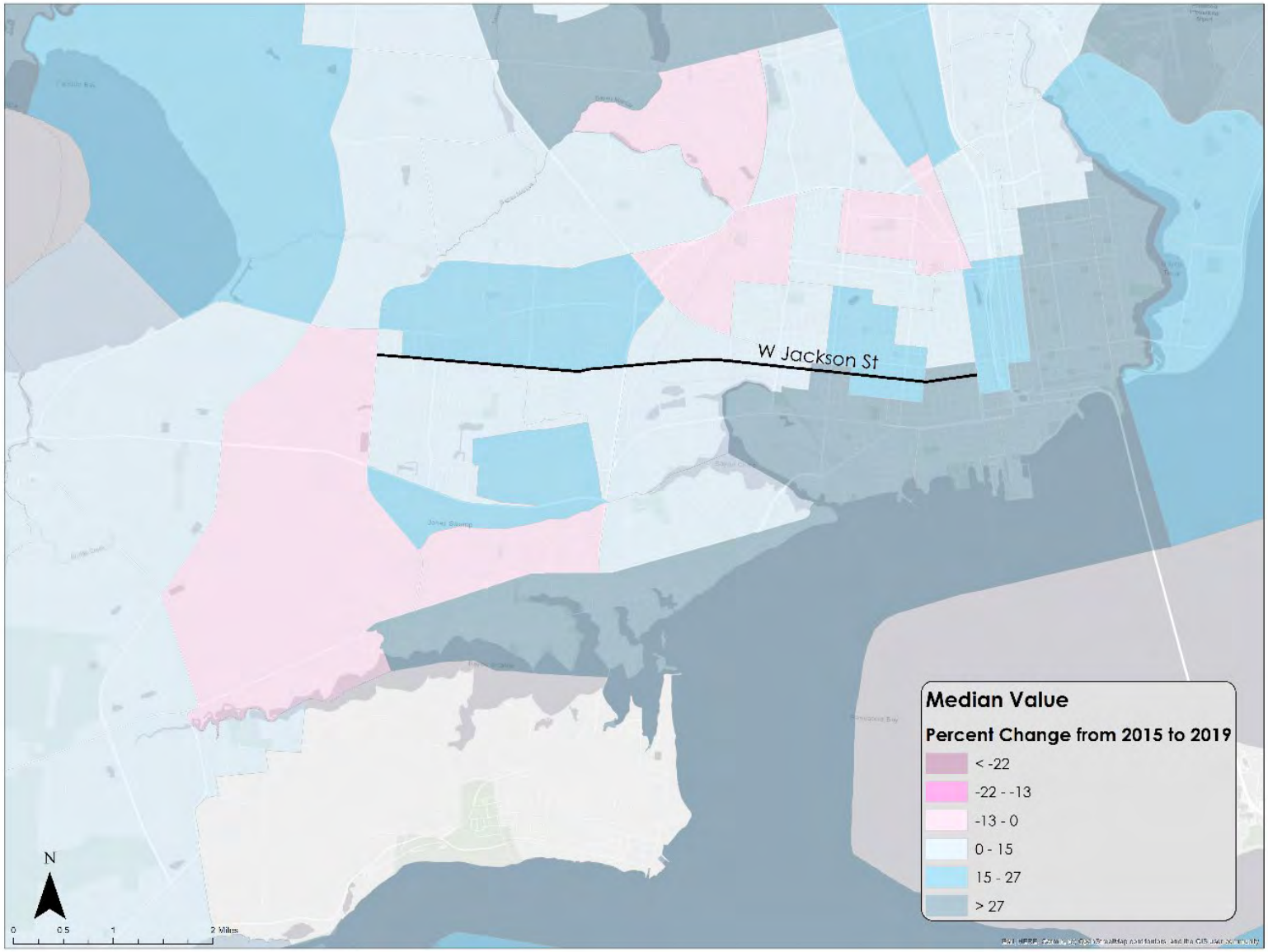


Figure 22 Change in median property value from 2015 to 2019

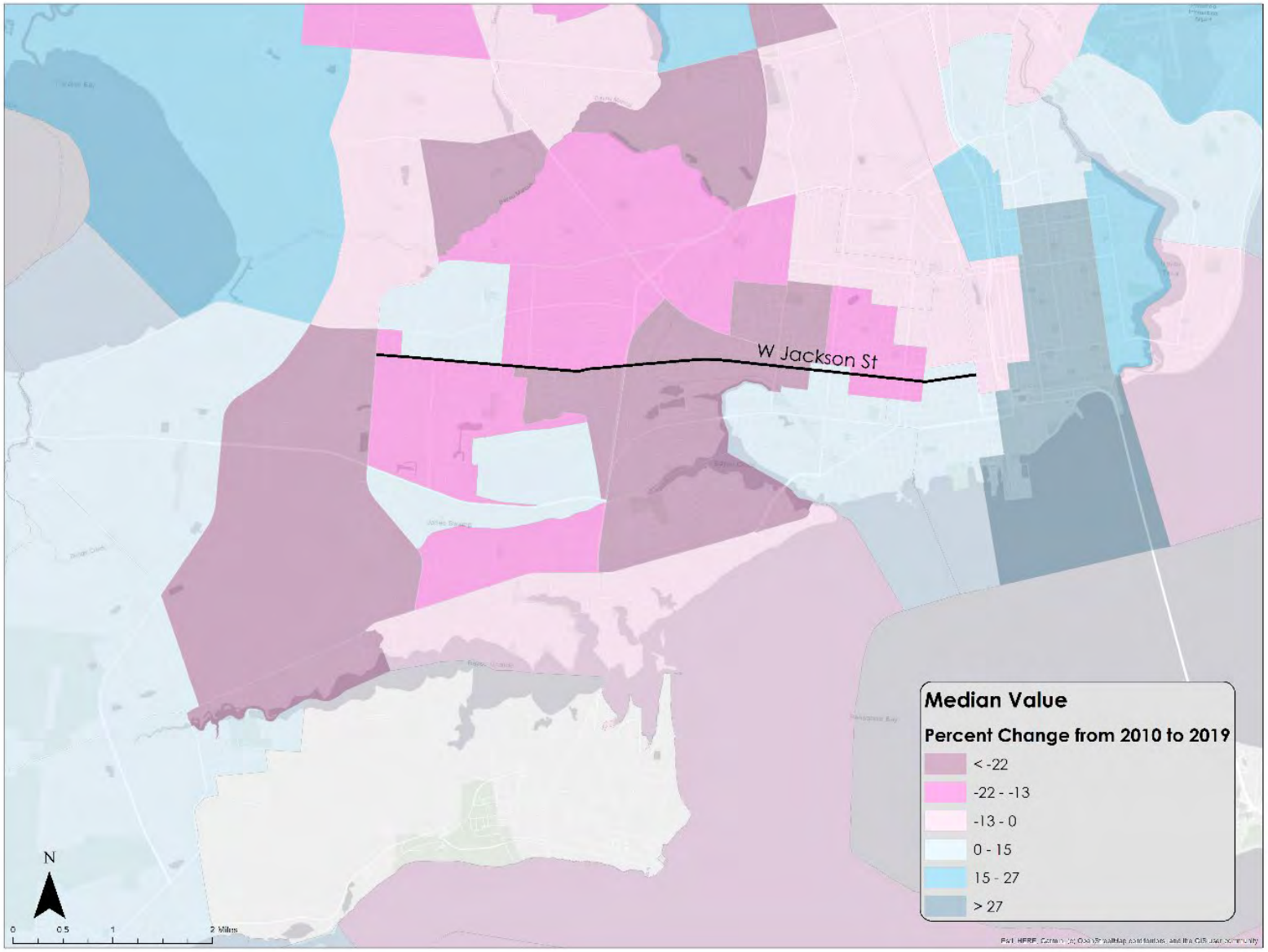


Figure 23 Change in median property value from 2010 to 2019



Figure 24 Median gross rent distribution in the region today (2019)



Figure 25 Change in median gross rent from 2010 to 2015

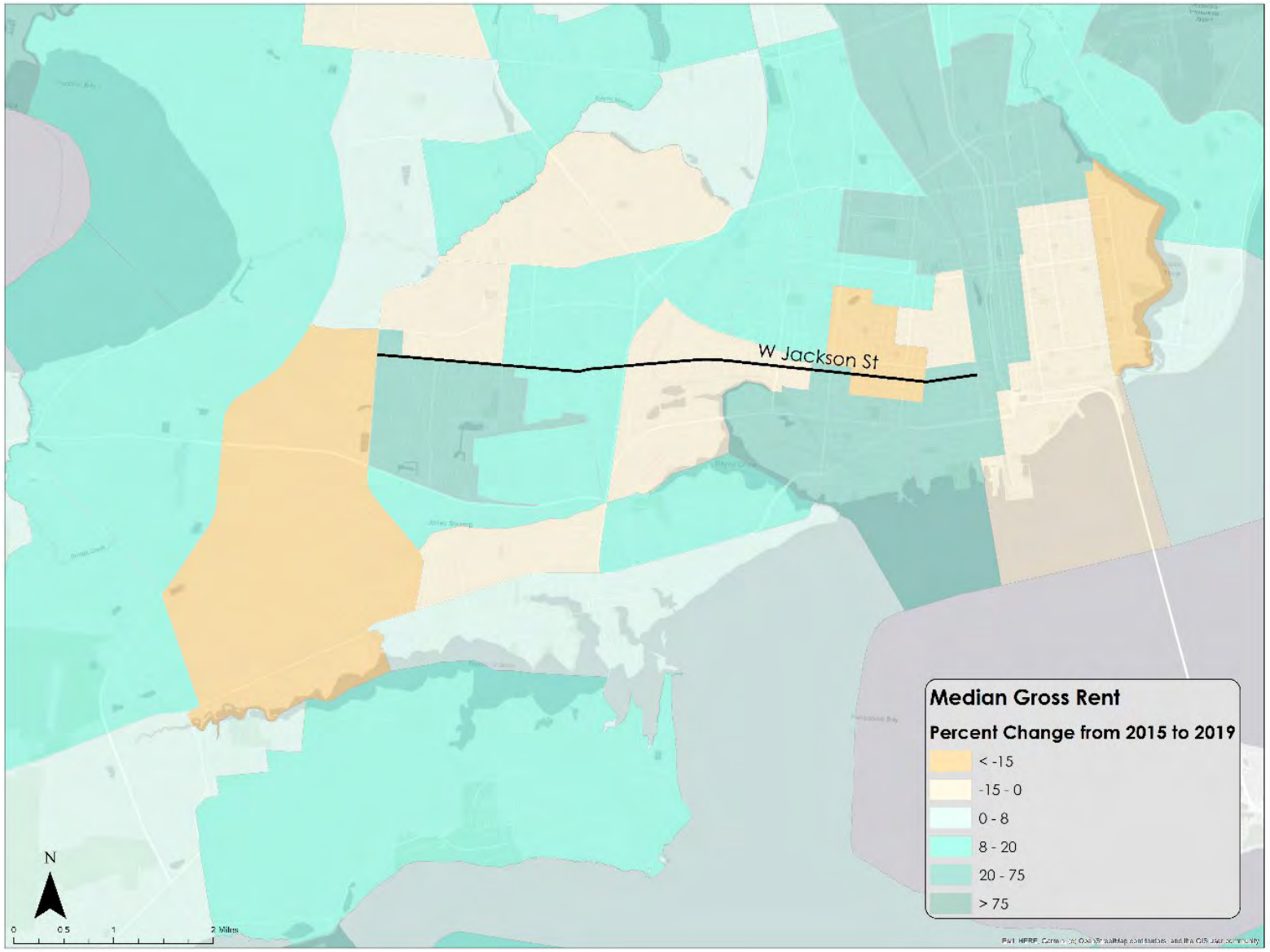


Figure 26 Change in median gross rent from 2015 to 2019

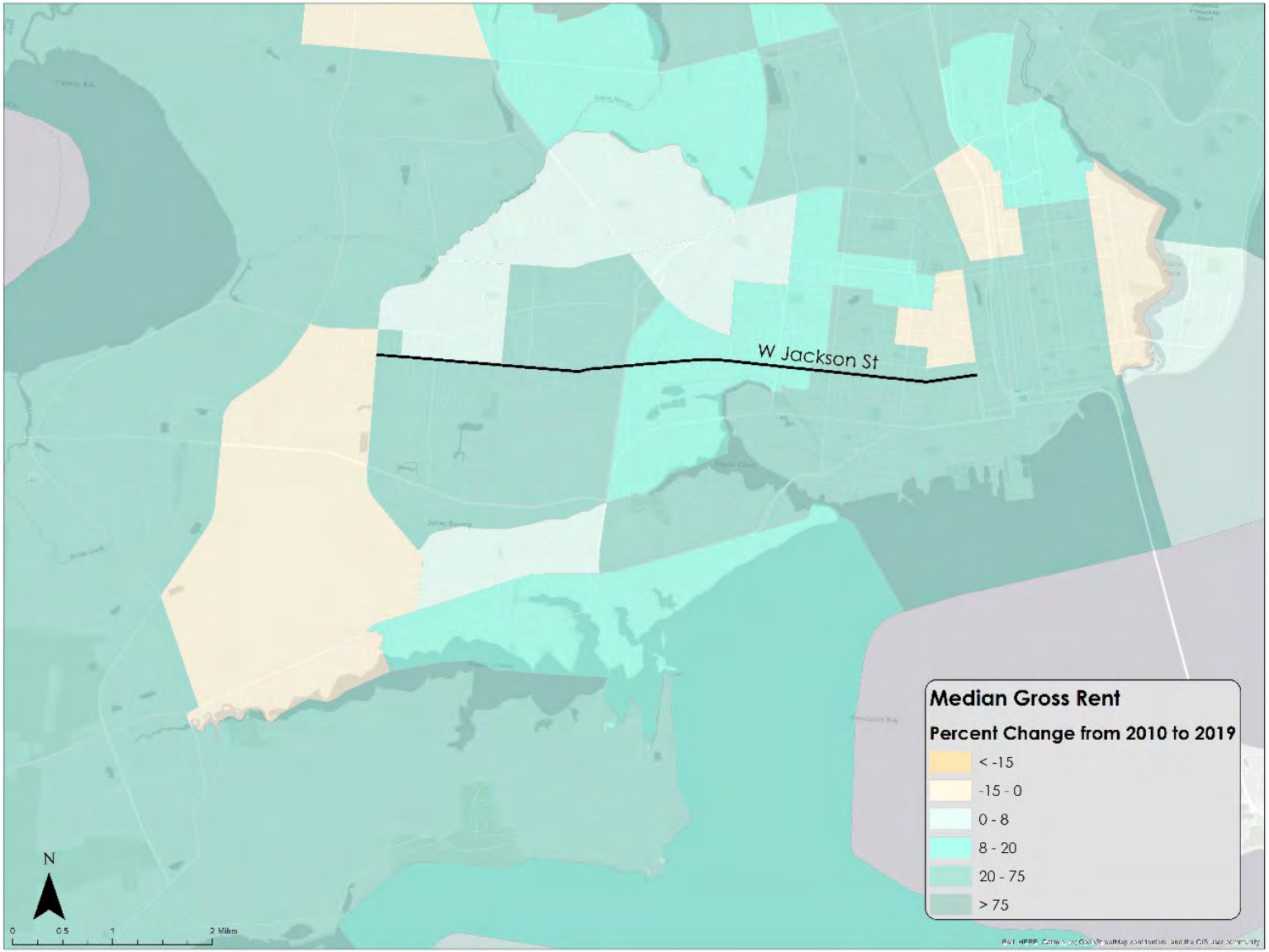


Figure 27 Change in median gross rent from 2010 to 2019

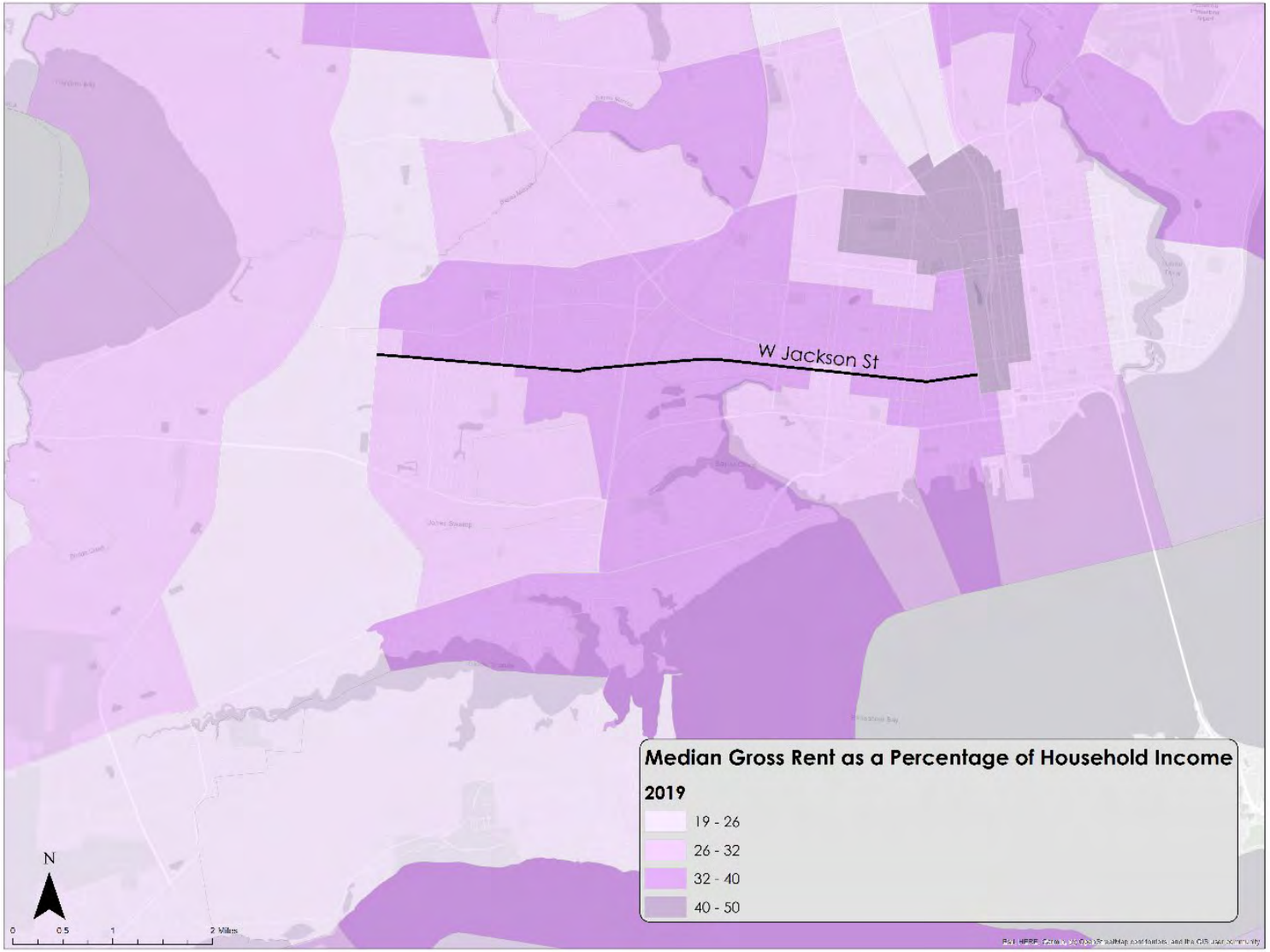


Figure 28 Median gross rent as a percentage of household income distribution in the region today (2019)

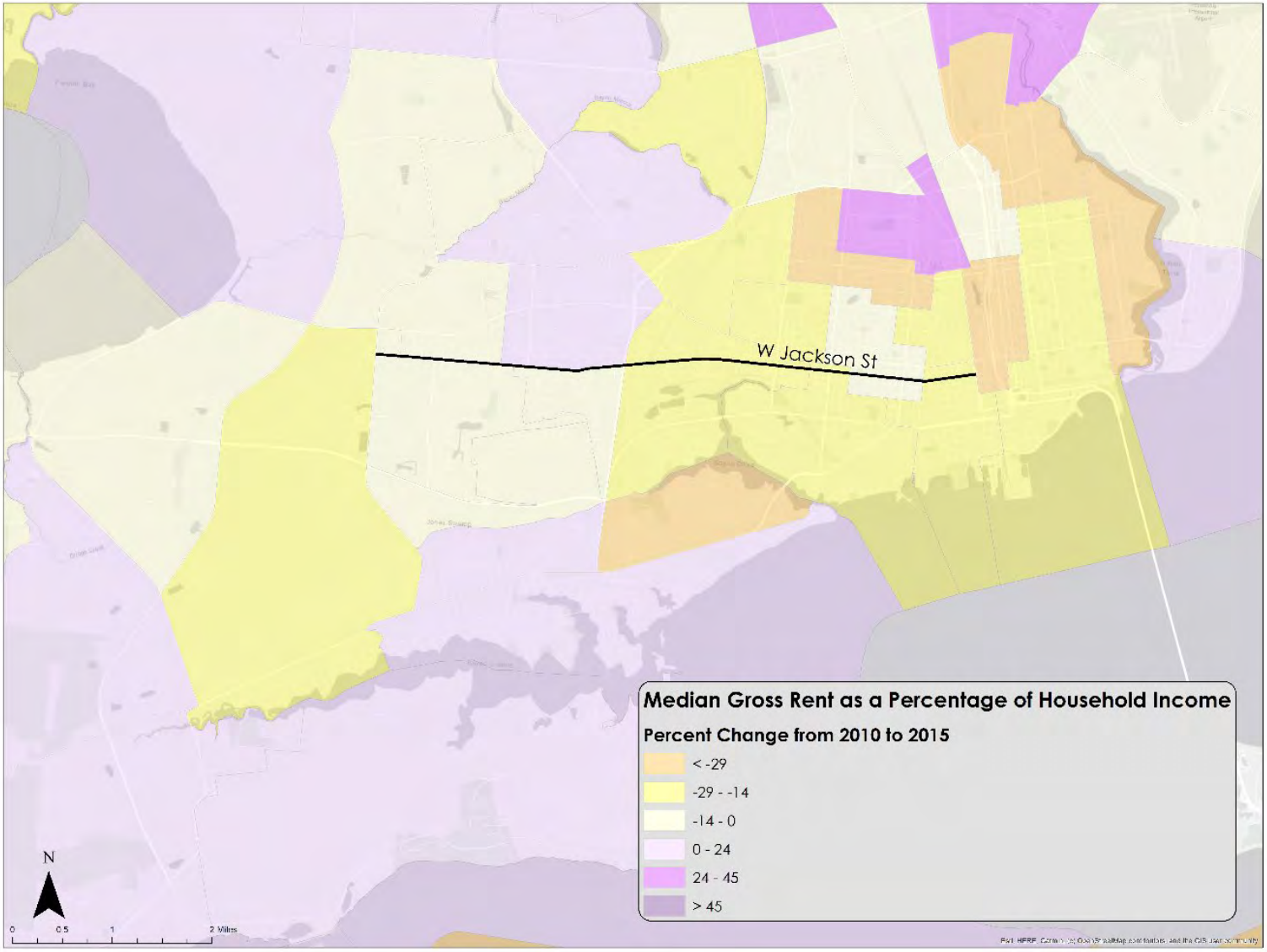


Figure 29 Change in median gross rent as a percentage of household income from 2010 to 2015

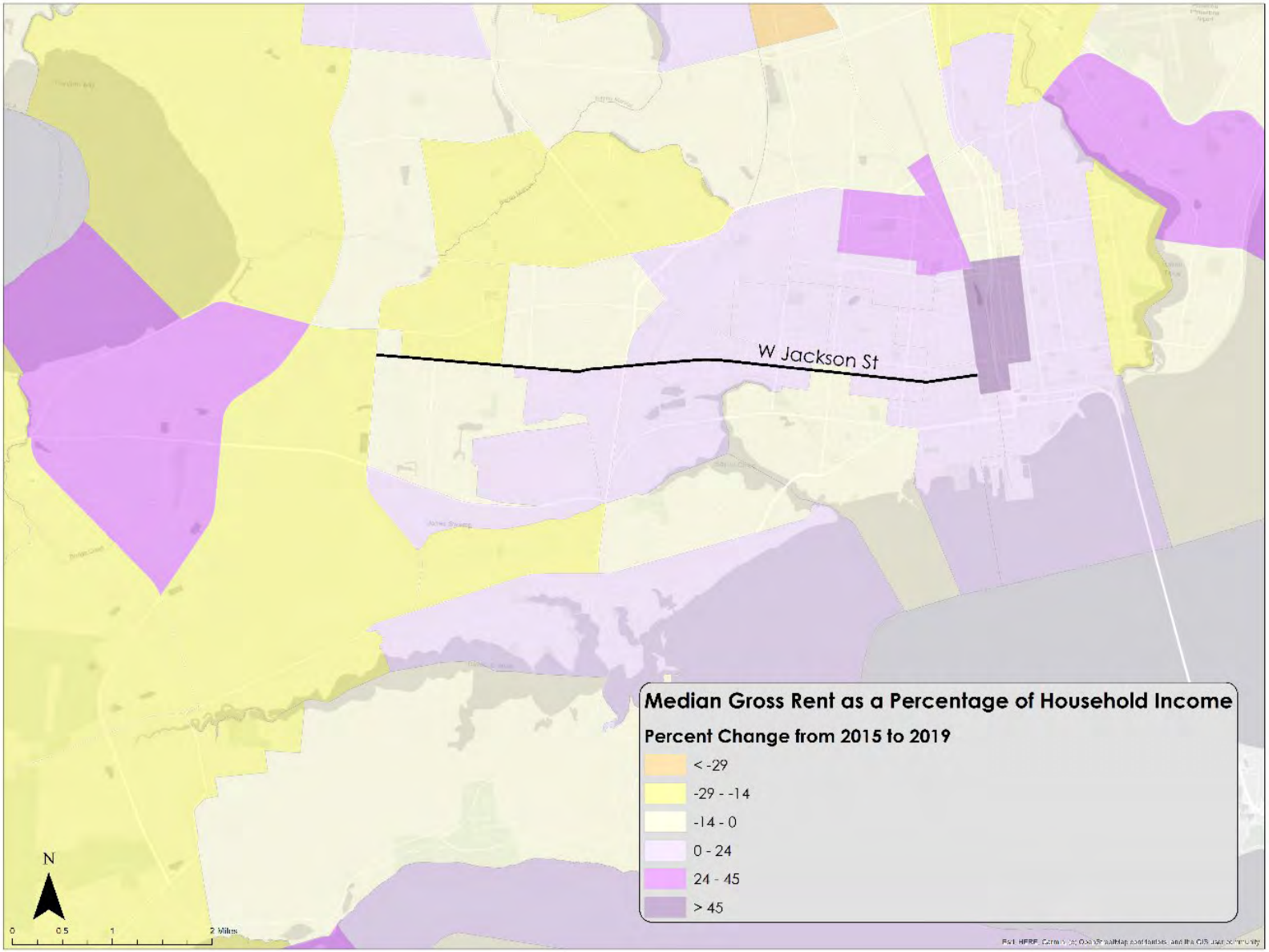


Figure 30 Change in median gross rent as a percentage of household income from 2015 to 2019

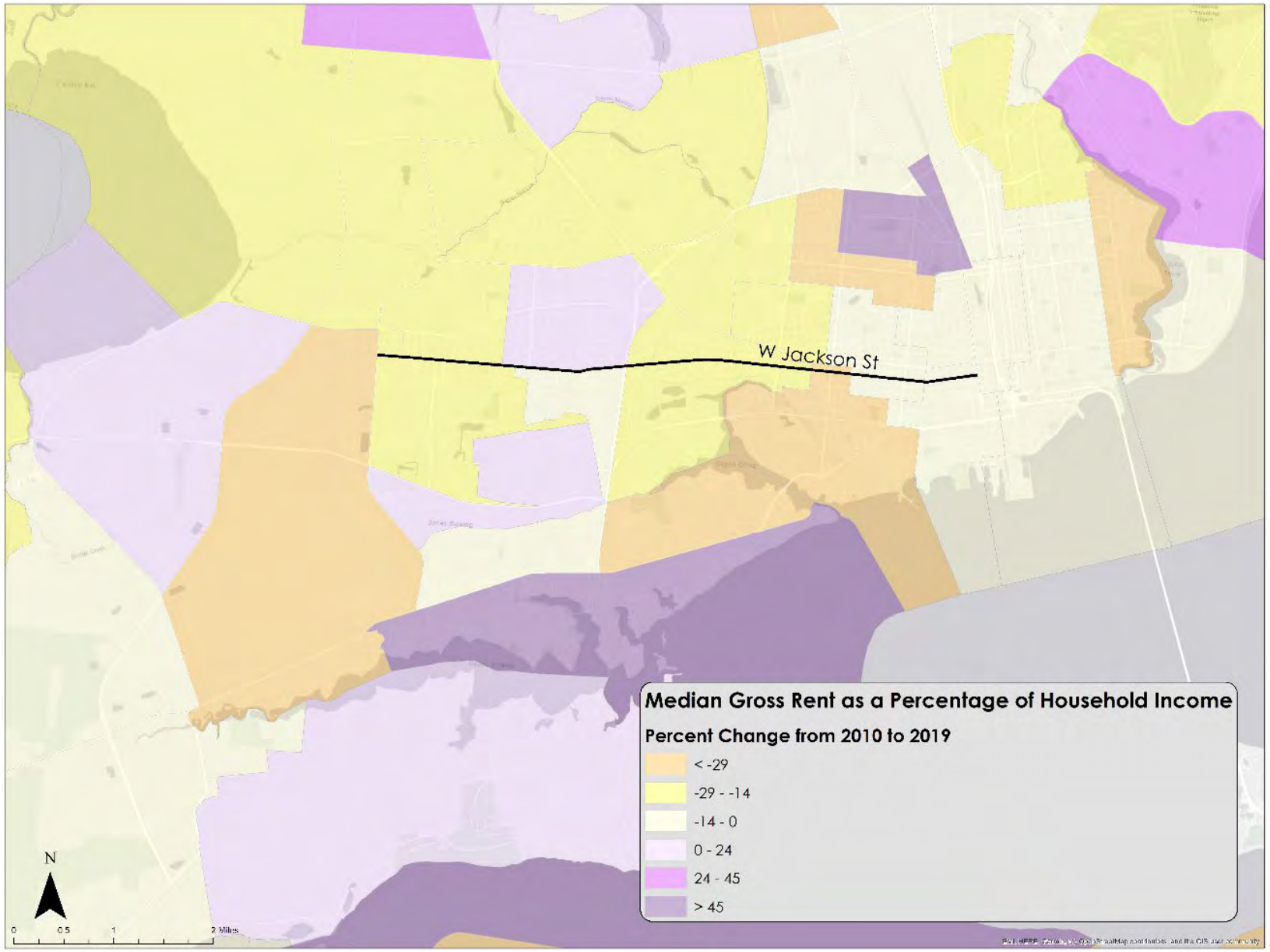


Figure 31 Change in median gross rent as a percentage of household income from 2010 to 2019

Appendix D. Market Analysis with Appendix

Market Conditions Report

August 2022

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

PREPARED FOR:

Escambia County

Brownsville CRA

City of Pensacola

City of Pensacola CRA

BY:

WSP

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Appendix 24

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Executive Summary

The City of Pensacola, Escambia County, City of Pensacola CRA and Brownsville CRA are conducting a corridor planning and economic development study for the Jackson Street Corridor, connecting Downtown through Brownsville and West Pensacola to Myrtle Grove. This economic analysis provides a preliminary forecast of likely future growth rates of real estate development in office, retail, multi-family residential, and hotel categories.

Objective

This document provides a review of economic data concerning the development and supply of building types (office, retail, residential, and hotel). It presents research on historical rates of the delivery of new development each year. This study also projects those growth rates into the future, providing a range of how much new growth may be reasonable to expect. To provide as accurate a depiction of expected future growth as possible, some assumptions were made to account for current and future market shifts whereby straight-line historical projects are less likely to properly predict future behavior and outcomes.

The Greater Pensacola region of Escambia and Santa Rosa counties functions as a large economic area combining homes and workplaces: suburbs and central city grow in relation to each other. People decide to work and live in the Pensacola area first and decide where within the region – city, town, and neighborhood – they will rent or buy a home. This study measures historical growth rates regionally, and how much of that growth has occurred near the Jackson Street Corridor, in order to estimate reasonable ranges for future anticipated growth.

Process

The estimates and projections provided in this document are *not* intended to assign certain amounts of new real estate supply to certain areas. Market estimates are instead intended to provide general guidance and support for future planning. These estimates will aide in scaling plans and vision appropriate to the local market; provide evidence that planned developments will attract market interest and ultimately be fully occupied; and inform the phasing and timing of development over the next 10, 15, and 20 years. The Consulting Team will incorporate the information provided in this report into other sections of the project, including anticipating potential responses to gentrification and climate change risks, affordable housing opportunities and policies, and transportation safety improvements.

Methodology

This report may *not* take into account *all* of the ways in which the future may be significantly different from the past. For example, some types of housing or retail product (such as townhomes or

live/work lofts) that do not have a history of growth in the region could find a market and grow quickly in the future. Some types of office may see less demand as remote working becomes more widespread.

- Properties were grouped by submarket (i.e., Downtown, Brent/Ensley, or Gulf Breeze) and then by year built, to understand the relative size and rate of growth of each submarket. Each submarket's rate of annual growth was averaged over the last 40 years.
- All properties, grouped together, were analyzed by year built to understand the overall rate of growth for the entire Greater Pensacola Region. Annual regional growth is measured as a percent increase from the previous year (gross square feet for office and retail, and per unit for apartment and hotel).
- The rate of growth (a percentage) is then converted into an estimate of additional supply (square feet or units) projected to be delivered in each future year. This includes a ±20% margin of error reflecting uncertainty in predicting future growth.

Data and Assumptions

Data were sourced from CoStar, the United States Census Bureau, and the Bureau of Labor Statistics. For properties in the database, "Year of Construction" is assumed to be the year when new supply was added to the regional market.

- Growth projections are based on the last 40 years of development (since 1980) which include four recessions and four economic recoveries, each of varying strength, depth, and duration.
- The US Census Bureau designates the boundaries of local real estate submarkets as official County Subdivisions. Some boundary adjustments were made to more accurately depict the Study Areas that represent the urban (East) and suburban (West) areas around the Jackson Street Corridor.
- Future trends include the expectation that the average number of office square feet per employee will continue to shrink, and large-format retail stores will face increasing competition from online sellers.
- More detail is available in the Methodology section of this report.

Figure 1: Submarket Boundaries

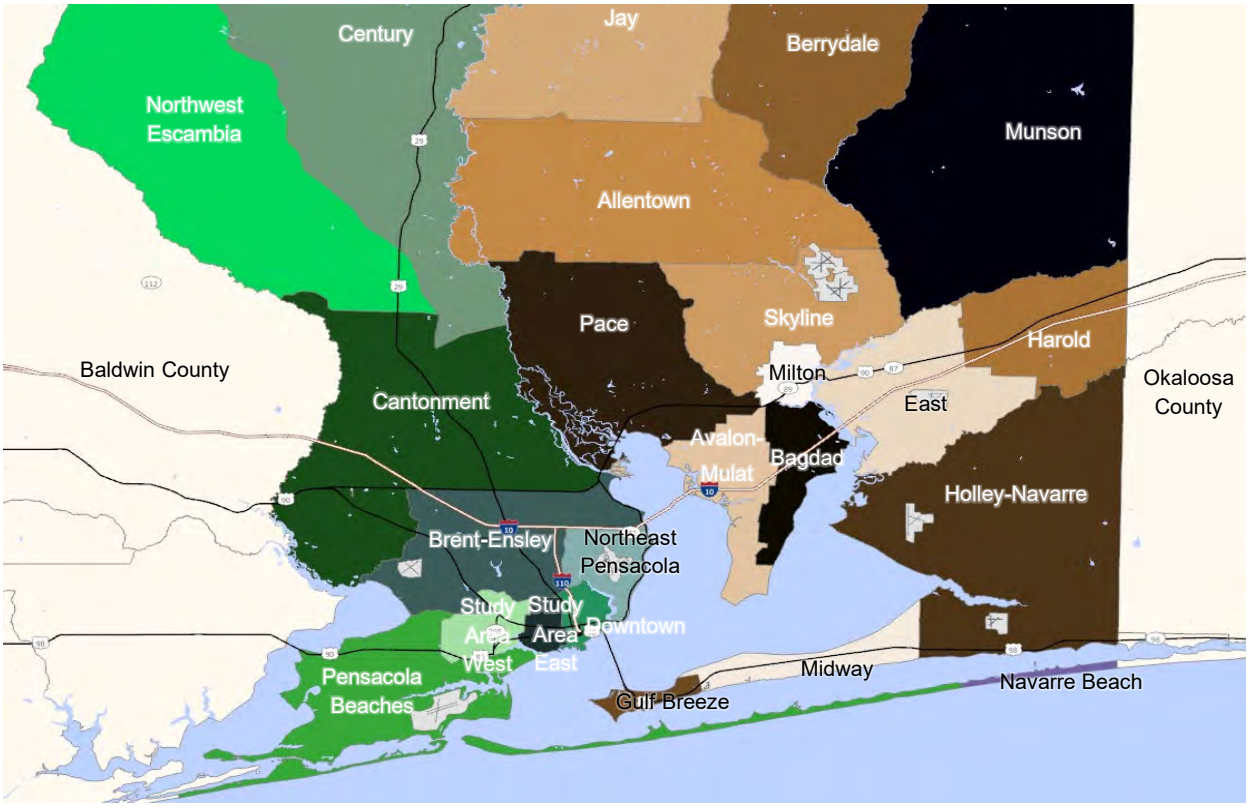
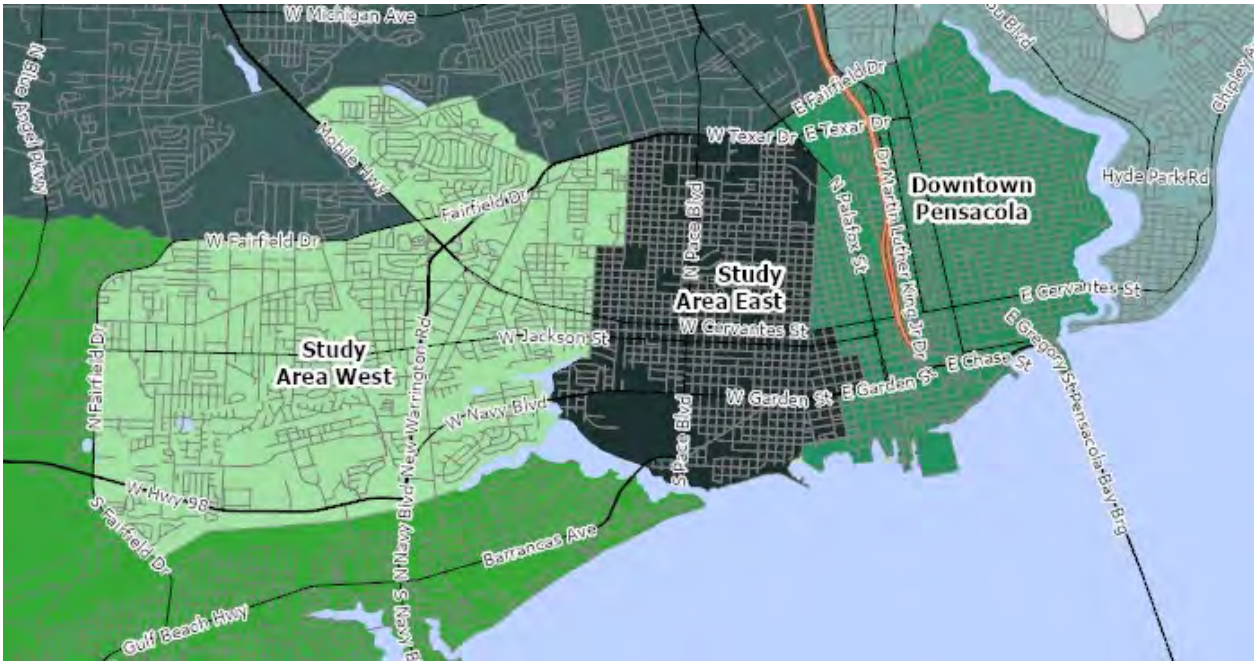


Figure 2: Study Area Boundaries



Results of the Market Analysis

The Greater Pensacola Region has consistently grown at 1.0% - 2.5% per year, even through recent recessions. Annual rates of population growth and gross regional product (GRP) have been in this range. Additions to the region's supply of office space, retail space, and apartment units have also grown within this range. New industrial development has been below this range (0.03% per year) while new hotel rooms have developed above this range (4.2%). This indicates that the Greater Pensacola Region, similar to other gulf coast regions, is pivoting towards tourism as an economic engine.

Locally, the region's central city of Pensacola has grown at 1% - 2% per year, on par with the region as a whole. Much of the region's growth in housing and commercial uses has been in the northwestern suburbs of Brent and Ensley. In comparison, the Jackson Street Corridor Study Areas (Urban/East and Suburban/West) have seen relatively little growth in new hotels, apartments, or office buildings, suggesting they are in a "cool market" area of the region. However, in order to maintain a diverse tax base and broad cross-section of residents, both Pensacola and southwestern areas of unincorporated Escambia county will need to compete for at least some of the new growth expected in the region. Study Areas East and West will continue to grow, and the nature of that growth will both influence and depend on infrastructure investments that are made regionally.

Table 1. Market Projections, Study Area East - Incremental

Category	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Residential	0—100 units	0—100 units	0—100 units	0—100 units
Retail	0—10,000 SF	60,000—80,000 SF	60,000—90,000 SF	70,000—110,000 SF
Industrial	0—10,000 SF	0—10,000 SF	0—10,000 SF	0—10,000 SF
Office	0—10,000 SF	0—60,000 SF	0—60,000 SF	0—70,000 SF
Hotel	0—100 rooms	0—100 rooms	0—100 rooms	0—100 rooms

Table 2. Market Projections, Study Area West - Incremental

Category	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Residential	0—100 units	100—200 units	200—300 units	200—300 units
Retail	0—40,000 SF	170,000—230,000 SF	190,000—270,000 SF	210,000—310,000 SF
Industrial	0—10,000 SF	0—10,000 SF	0—10,000 SF	0—10,000 SF

Office	0—10,000 SF	0—10,000 SF	0—10,000 SF	0—20,000 SF
Hotel	200—300 rooms	400 to 600 rooms	500 to 700 rooms	600 to 1,000 rooms

MULTI-FAMILY HOUSING

An inventory of available land for redevelopment along the Jackson Street Corridor was taken to understand the potential for multi-family housing (both market rate and affordable). The inventory includes buildable lots on or adjacent to Jackson Street that are either (1) currently vacant, (2) contain uninhabitable structures that require demolition, or (3) aging commercial uses on major arterials where parking and single-story structures could be converted to higher and better use. No direct housing displacement would occur on these parcels. The inventory identified 7 locations in Study Area East (more urban neighborhoods mainly with City boundaries) and 6 locations in Study Area West (suburban neighborhoods with larger lots, mainly under County zoning):

Table 3. Housing Inventory, Study Area East

STUDY AREA EAST	ACREAGE	UNITS (8 per Acre)	UNITS (10 per acre)
512 N D St (SOLD 7/2/22)	1.25	10	12
900-918 W Jackson St	0.63	5	6
1015-1027 W Jackson St	1.46	11	14
608 N H St / 1312 W Jackson St	0.60	4	6
1518 W Jackson St	0.86	6	8
1601 W Jackson St	0.34	2	3
665 N K St	0.40	3	4
TOTAL (CITY LAND)	**5.54**	**41**	**53**

Table 3. Housing Inventory, Study Area West

STUDY AREA WEST	ACREAGE	UNITS (8 per Acre)	UNITS (10 per acre)
3515-3605 W Jackson St	0.91	7	9
4027-4111 W Jackson St	1.00	8	10
4427-4449 W Jackson St	1.87	14	18

5213 W Jackson St	6.16	49	61
5600 W Jackson St	5.05	40	50
6300 W Jackson St	1.66	13	16
TOTAL (COUNTY LAND)	16.65	131	164
STUDY AREA WEST	ACREAGE	UNITS (8 per Acre)	UNITS (10 per acre)

Based on "mid-rise" apartment density of 8 to 10 units per acre, developers could feasibly construct approximately 40 to 50 units in Study Area East (downtown to N Green Street). In Study Area West (N Green St to N Fairfield Dr), there is sufficient land to build 130 to 165 units. It is difficult to predict with absolute certainty if these units will be built. Outcomes are equally dependent on zoning and policy as they are on market dynamics. Neighborhoods along the Jackson Street Corridor do not have a strong history of building multi-family apartments (it remains mainly single-family residential with single-story retail). However, recent projects such as Vista 17 At Cervantes demonstrate successful market rate building and occupancy. As long as the next 15 to 20 years include periods of economic growth (in addition to one or more inevitable recessions), it is entirely reasonable that the private development market could build 100 to 200 market-rate units in the area.

Conclusions

The Greater Pensacola Region is in the middle of the pack of US metropolitan regions – neither excessive growth nor economic stagnation. Regional growth is reliable. New population and real estate development have generally occurred in sprawling northwestern suburbs, while tourism growth has focused on barrier islands and waterfront areas.

Overall findings indicate that there is sufficient land along the Jackson Street corridor, available right now, to support construction of a maximum of 170 to 215 new housing units without directly displacing any current residents. Although relying on the private market is inherently uncertain and subject to future business cycles, the City and County could take policy positions that make development significantly more likely. The ultimate mix of market-rate and affordable units can be determined by City and County regulation.

There is far more unmet demand for affordable housing than there is for market-rate housing. If the City and County were to take steps to encourage this development, it is highly likely that affordable developers would build in the corridor. In addition to the zoning and entitlement changes described for market-rate housing, the local governments could reduce parking requirements (residents are less likely to own a car) and designate that affordable housing is an as-of-right use that does not require a long, uncertain approval process. Increasing the likelihood of both market-rate and

affordable development is very much within the control of the City of Pensacola and Escambia County. Updates to zoning and approval policies, such as allowing up to 10 dwelling units per acre without requiring design review or variance hearings or lowering property tax rates for the first ten years, would be the single largest factor in attracting market rate developers to sites along Jackson Street.

In general, the neighborhoods around the Jackson Street Corridor have not been the focus of intense and rapid redevelopment and change, even as demographic change continues to occur at a slower pace. This could change, as development pressure from Downtown moves toward Study Area East. The real estate market and housing prices may also be significantly different in the future if climate change alters sea levels and the higher-elevation properties along Jackson Street become dramatically more desirable.

Methodology

Regional Historical

The consulting team developed the current real estate inventory databases within each land use category. Databases include the location (address), size (SF or units as appropriate), and year of construction. By summarizing the amount by year by submarket, analysis reveals the relative size, rate of growth, and new real estate that the region produces annually.

Data did not include owner-occupied office buildings or academic/university offices, small apartment buildings (2-10 units), owned multi-family units (condos), or single-family homes (including in-law units).

Submarkets Historical

Analysis of historical data, sorted by submarket, shows comparative rates of growth within each submarket as well as the share of regional growth that each submarket typically captures. This step reveals the average share of regional growth that each submarket typically captures.

Historical graphs show when real estate supply accumulated historically. Historical graphs display past regional growth rates and how that growth was divided among the submarkets.

SUBMARKETS DEFINITION

The US Census Bureau designates County Subdivisions for cities, towns, townships, villages, and any remaining unorganized rural areas.

In consultation with City and County staff, our analysts divided the Pensacola subdivision into Northeast Pensacola, Downtown and Study Area East and West.

The team then added the remaining outlying areas southwest of Pensacola to the Pensacola Beaches county subdivision.

STUDY AREA DEFINITION

Created custom trade areas to further subdivide Pensacola

- Study Area East (urban)
- Study Area West (suburban)
- Downtown Pensacola
- Northeast Pensacola
- Outlying areas of Southwest Pensacola were combined with Pensacola Beach and Perdido Key

Submarkets Projected

Regional projection graphs illustrate how future growth would be allocated among the submarkets at their current shares. Expected growth is estimated by projecting regional growth forward. Growth in the 2022-2025 period is based on approved and proposed projects in the pipeline. From 2026 onward, growth projections are based on the average of the previous 40 years of growth rates. These estimates have a ±20% margin of error and are summarized into 5-year increments.

Figure 3: Submarket Boundaries

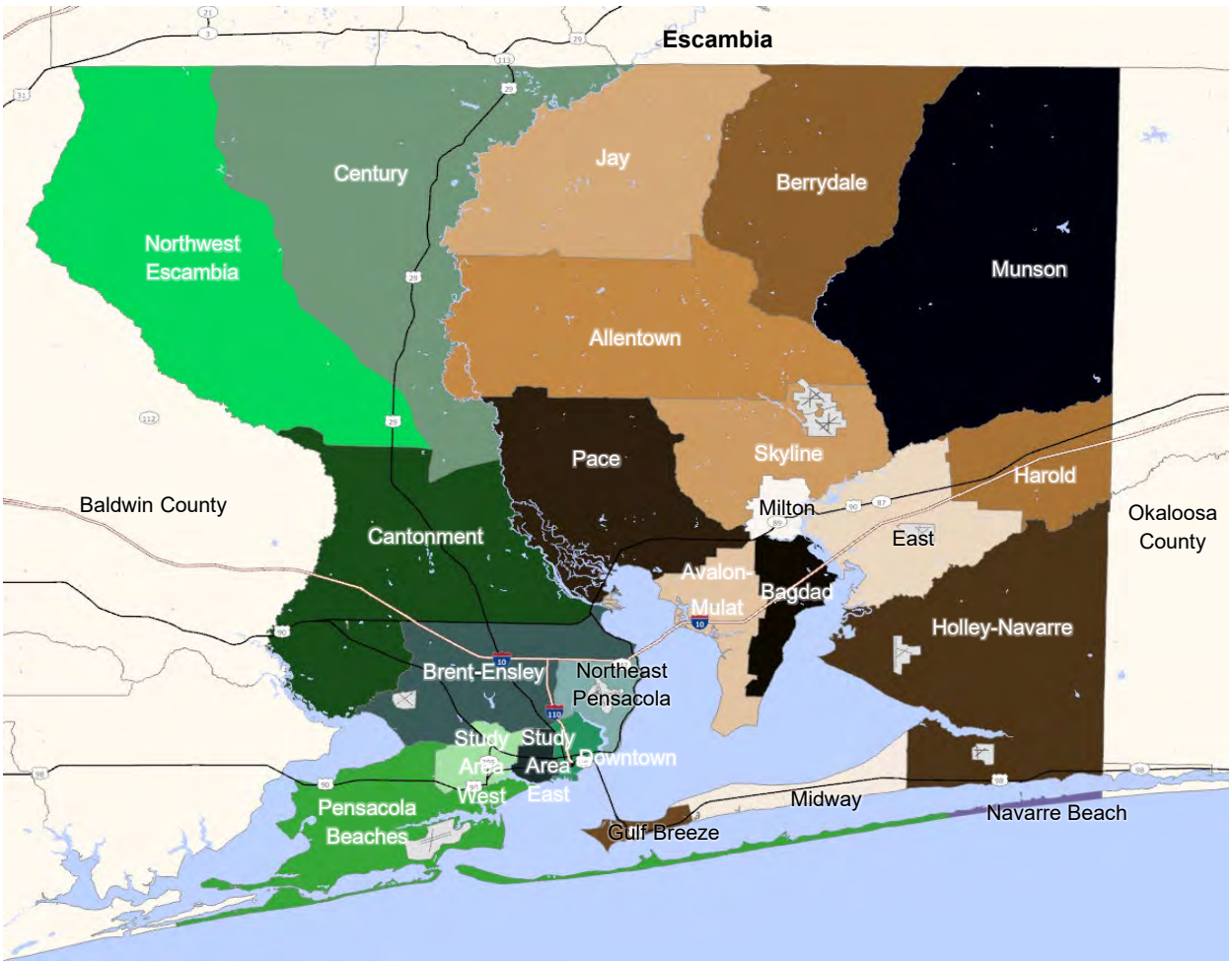
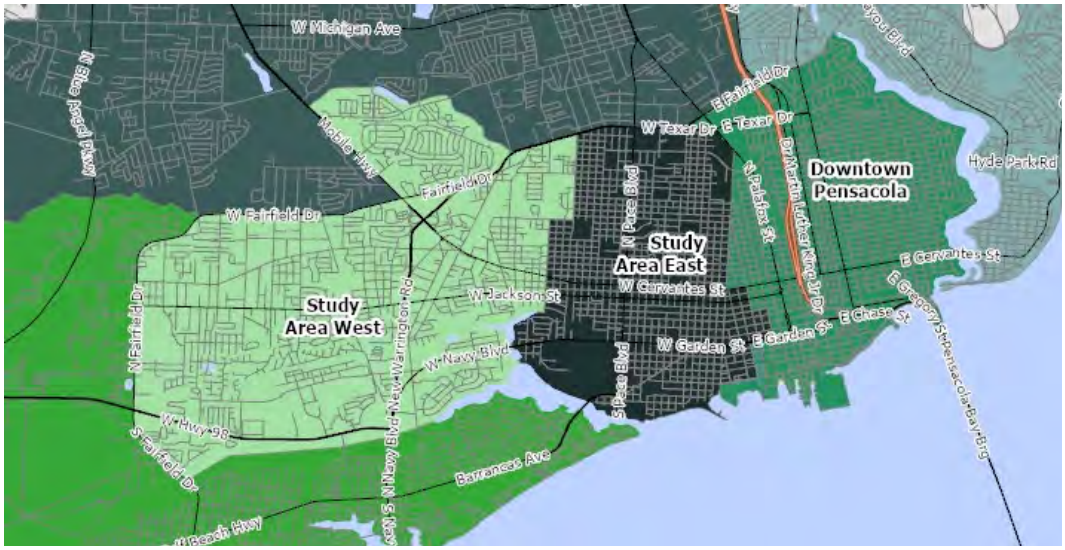


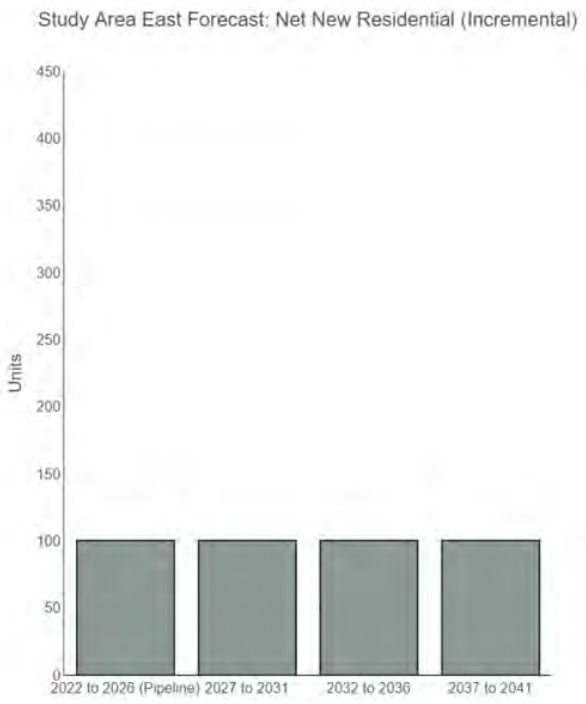
Figure 4: Study Area Boundaries

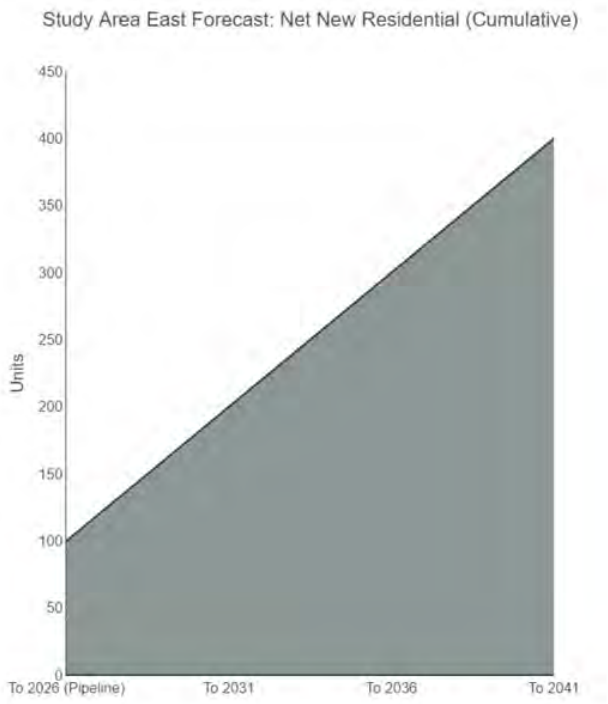


Forecast Growth

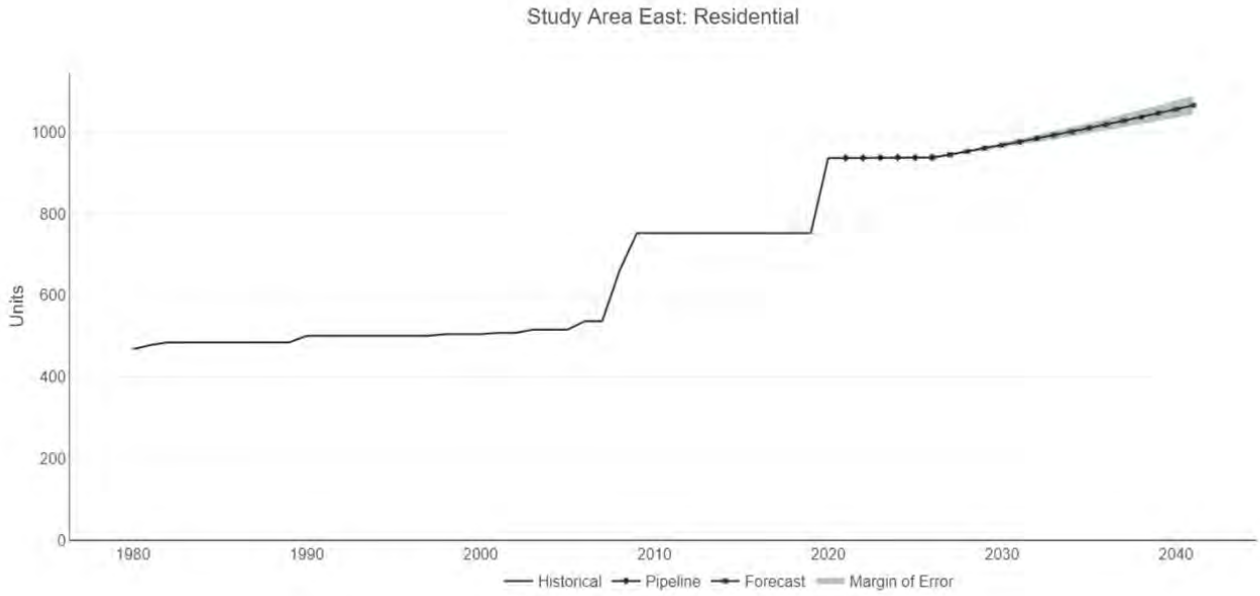
Projected New Building: Study Area East

PROJECTED NET NEW RESIDENTIAL: MULTI-FAMILY UNITS (10+ APARTMENTS PER BUILDING)

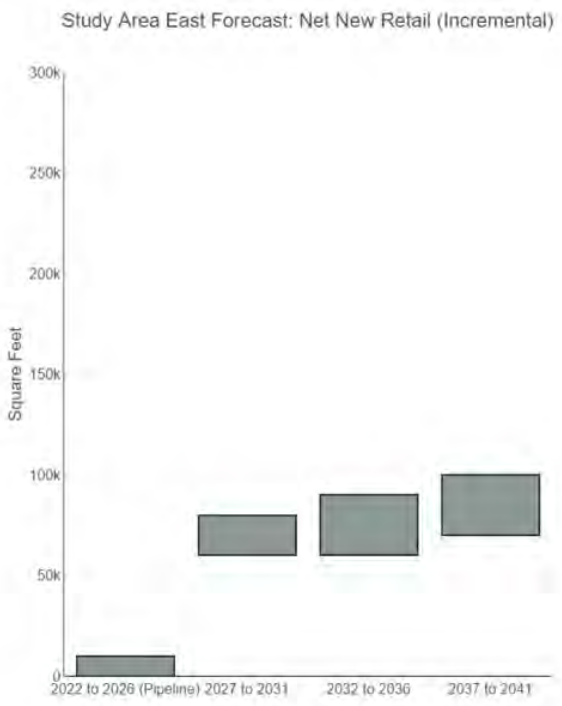


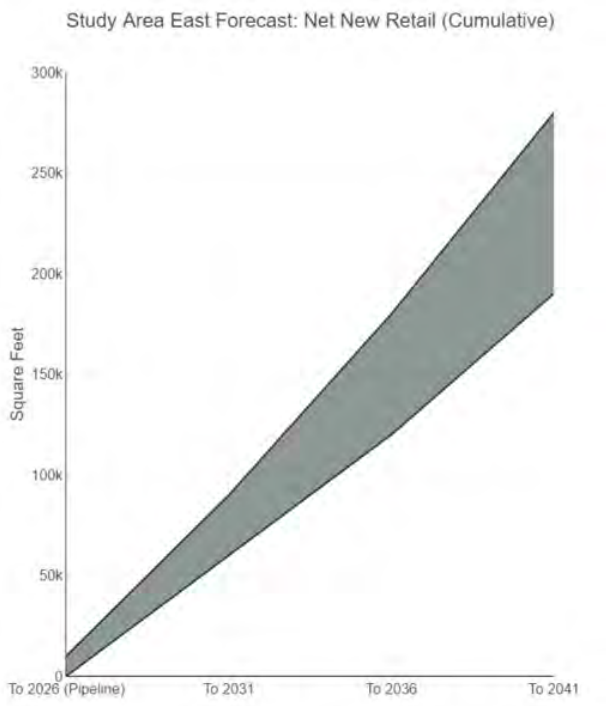


Residential Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—100 units	0—100 units	0—100 units	0—100 units
Cumulative Range	0—100 units	0—200 units	0—300 units	0—400 units

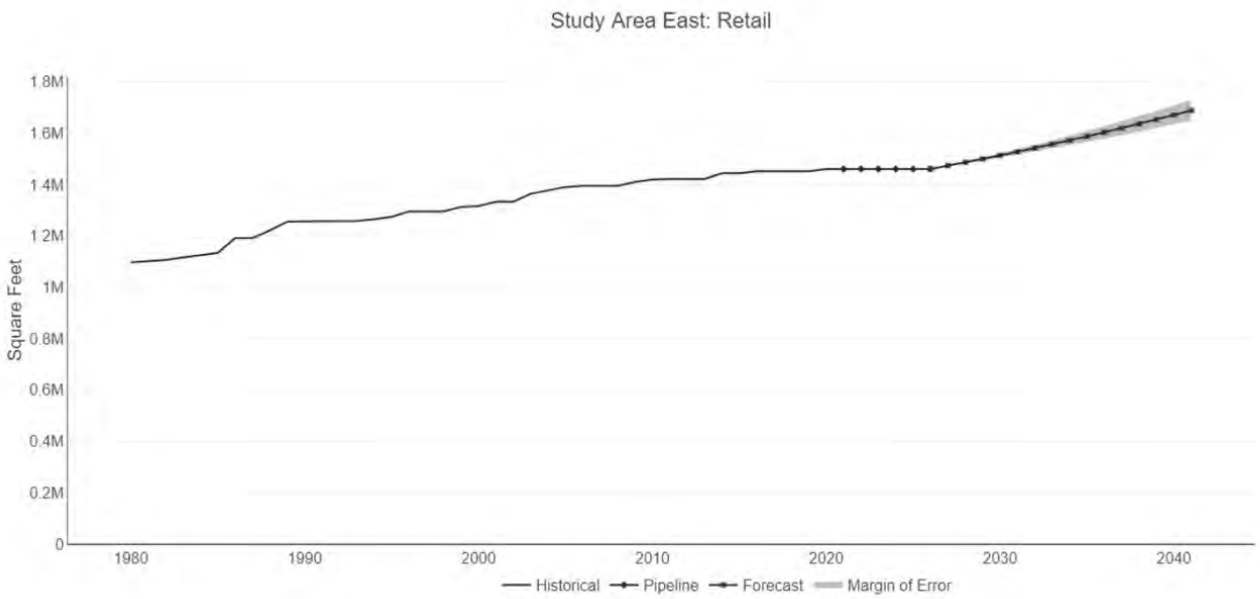

Study Area East: Residential
Units
1000
800
600
400
200
0
1980
1990
2000
2010
2020
2030
2040
Historical
Pipeline
Forecast
Margin of Error

PROJECTED NET NEW RETAIL (SQUARE FEET)

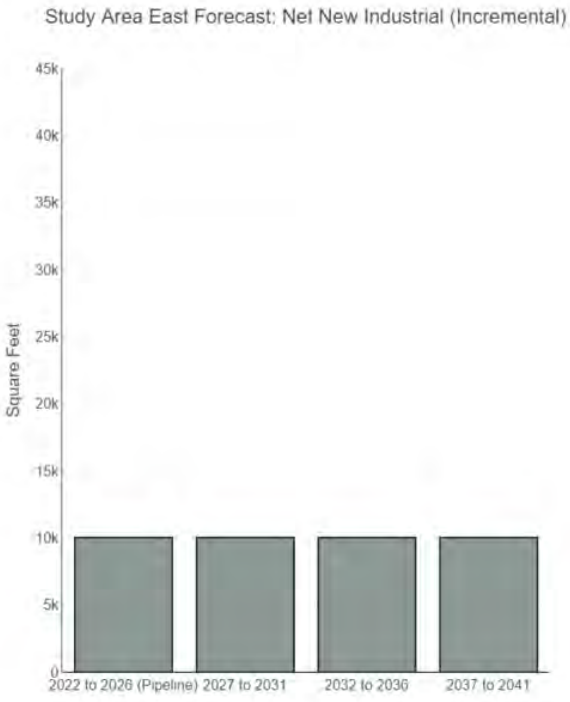


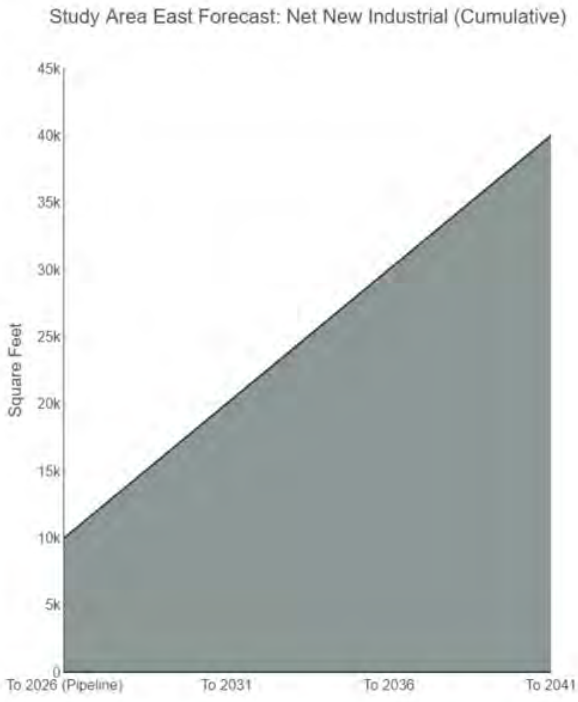


Retail Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—10,000 SF	60,000—80,000 SF	60,000—90,000 SF	70,000—110,000 SF
Cumulative Range	0—10,000 SF	60,000—90,000 SF	120,000—180,000 SF	190,000—290,000 SF



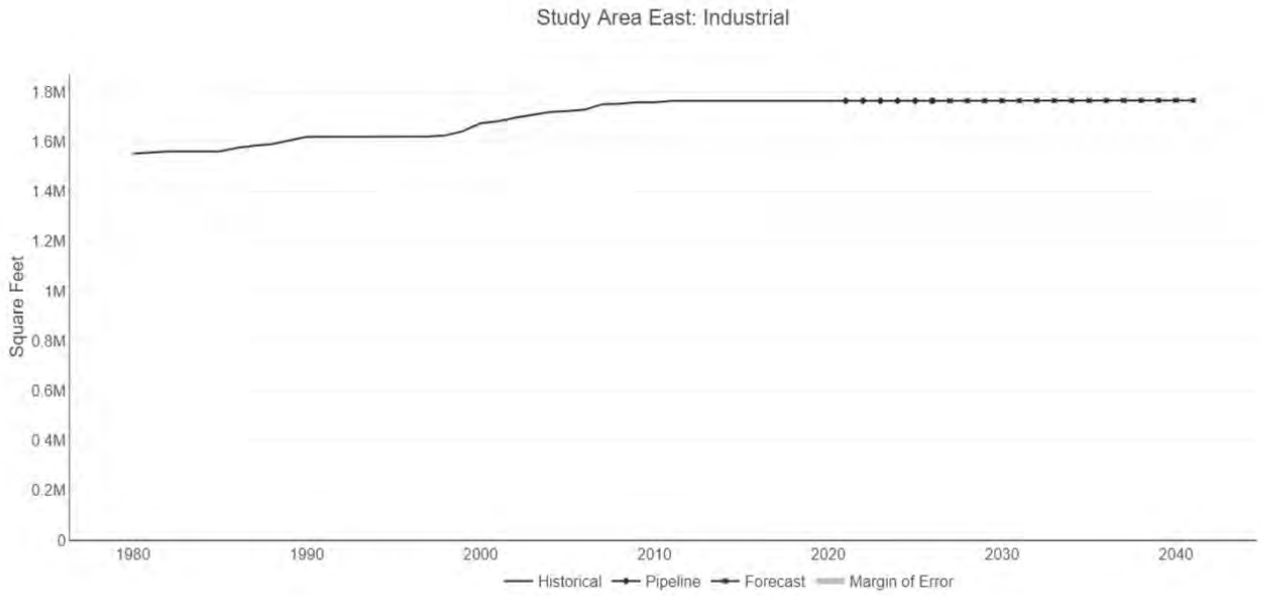
PROJECTED NET NEW INDUSTRIAL



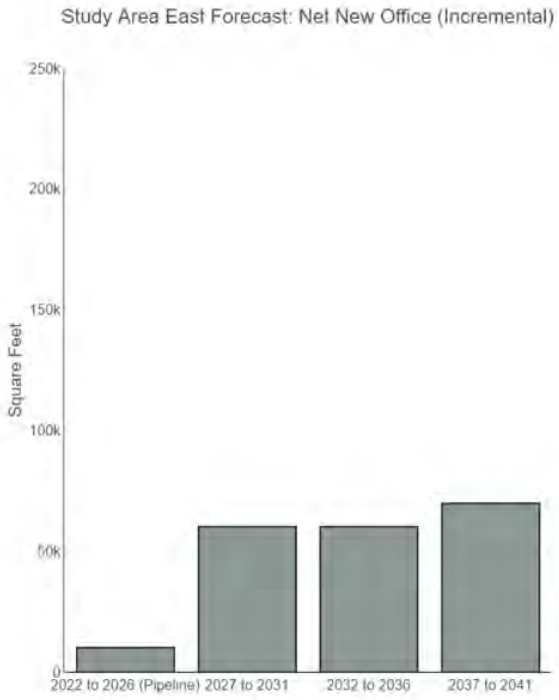


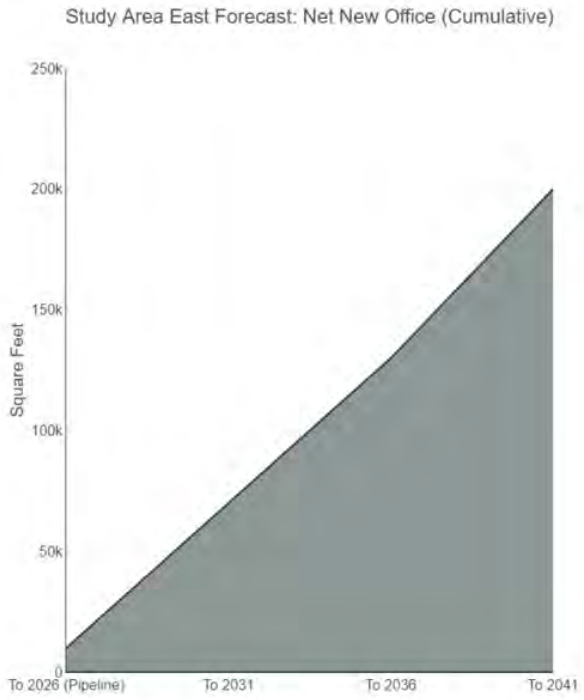
Industrial Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—10,000 SF	0—10,000 SF	0—10,000 SF	0—10,000 SF

Cumulative Range	0—10,000 SF	0—20,000 SF	0—30,000 SF	0—40,000 SF

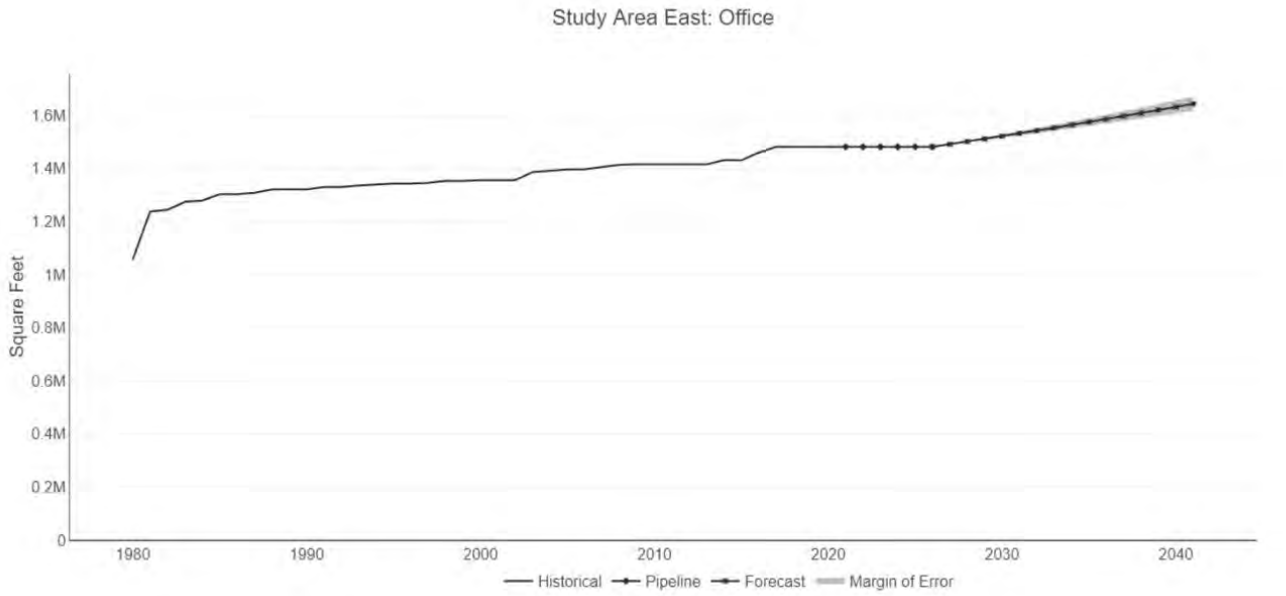


PROJECTED NET NEW OFFICE





Office Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—10,000 SF	0—60,000 SF	0—60,000 SF	0—70,000 SF
Cumulative Range	0—10,000 SF	0—70,000 SF	0—130,000 SF	0—200,000 SF



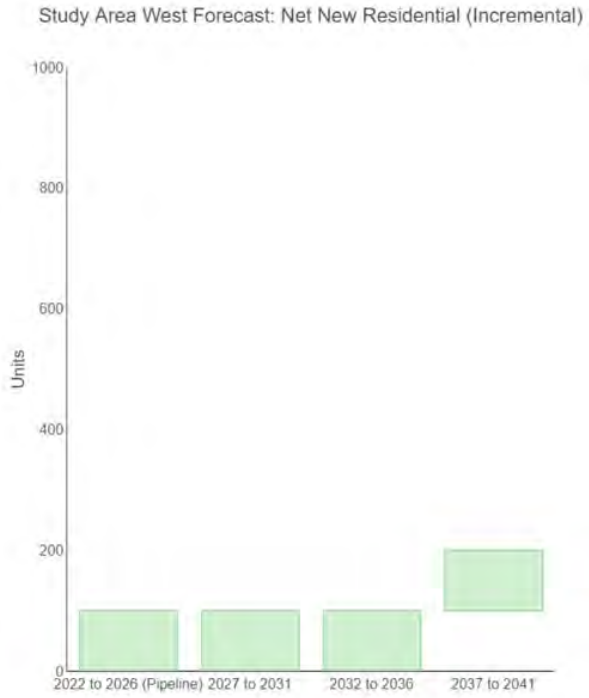
PROJECTED NET NEW HOTEL

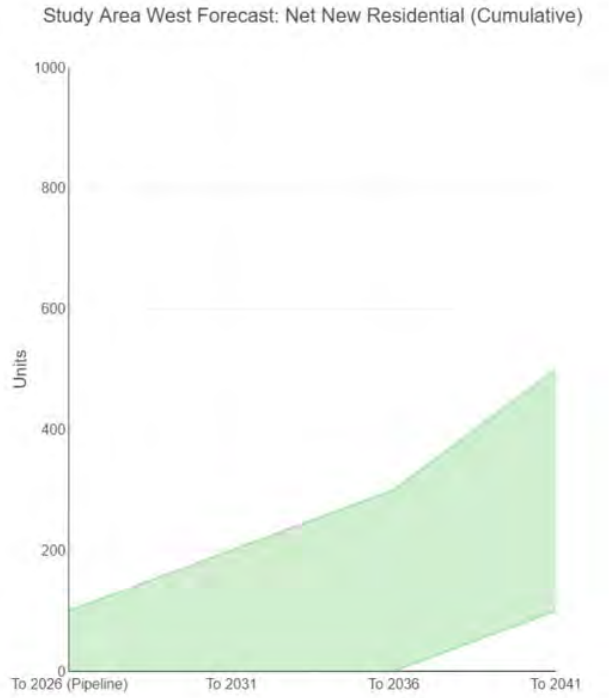
No hotel properties constructed after 1980 are in the real estate database[1] within the boundaries of Study Area East. While it is of course possible that one or more new hotels may be built in the next 20 years, this would be a new trend, not represented in the Study Area's recent history. Therefore, no statistical projections can be made regarding hotel constructions in Study Area East

[1] See methodology section for detailed information about data sources and analytical methods.

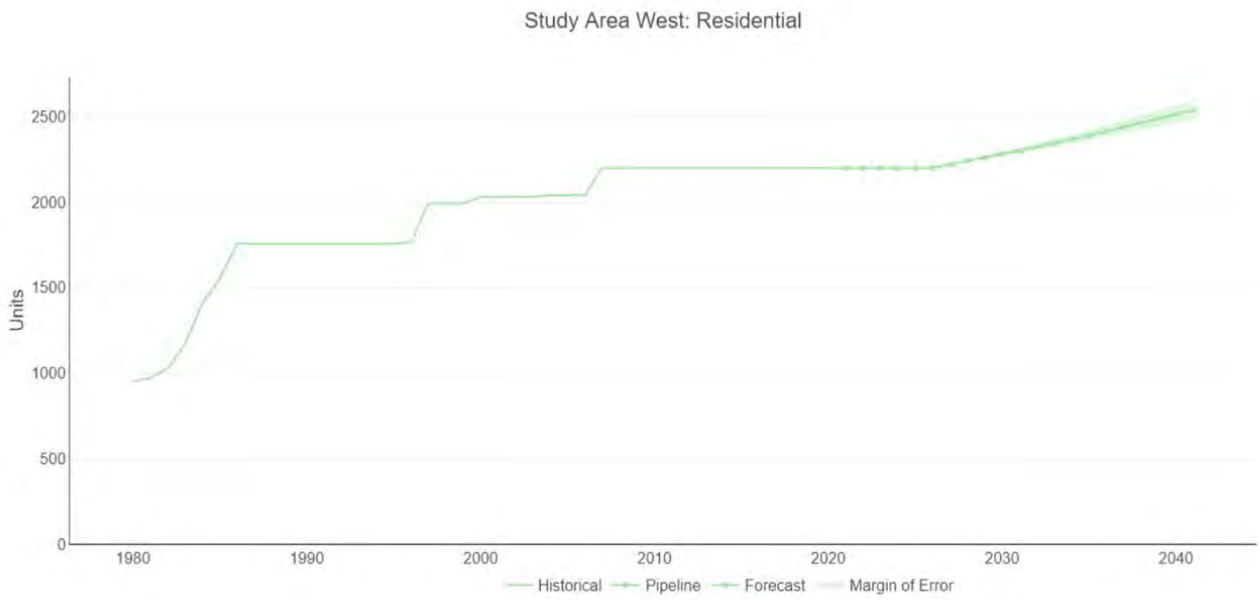
Projected New Building: Study Area West

PROJECTED NET NEW RESIDENTIAL: MULTI-FAMILY UNITS (10+ APARTMENTS PER BUILDING)

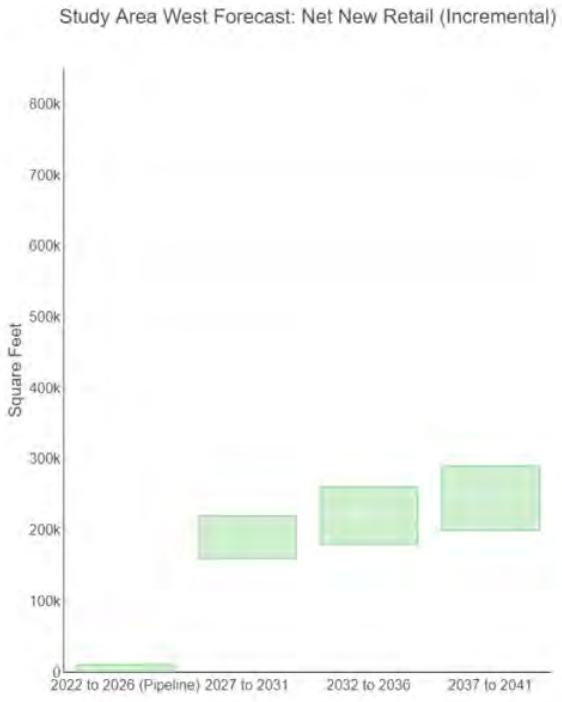


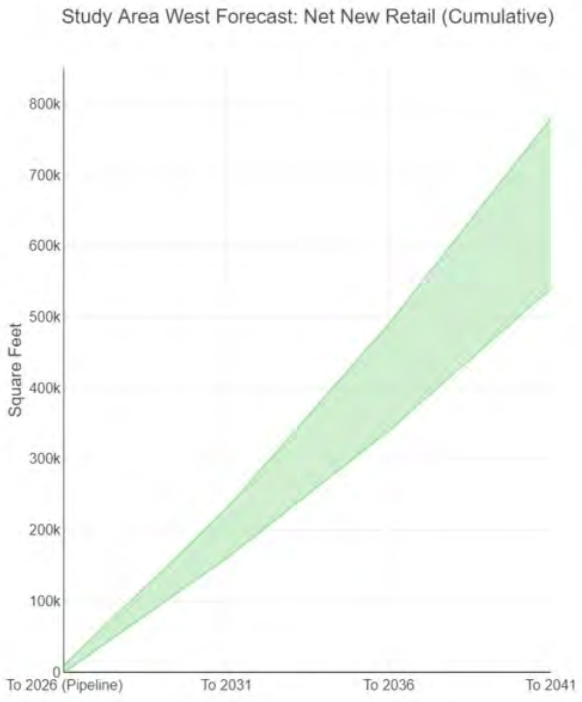


Residential Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—100 units	0—100 units	0—100 units	0—200 units
Cumulative Range	0—100 units	0—200 units	0—300 units	100—500 units

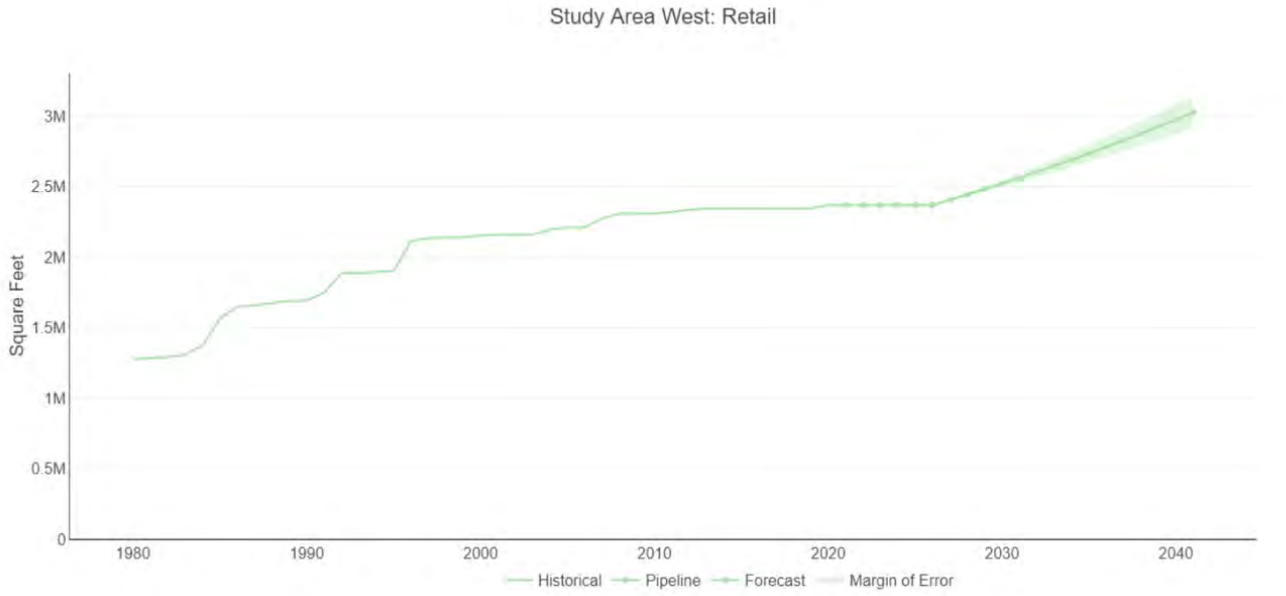


PROJECTED NET NEW RETAIL (SQUARE FEET)

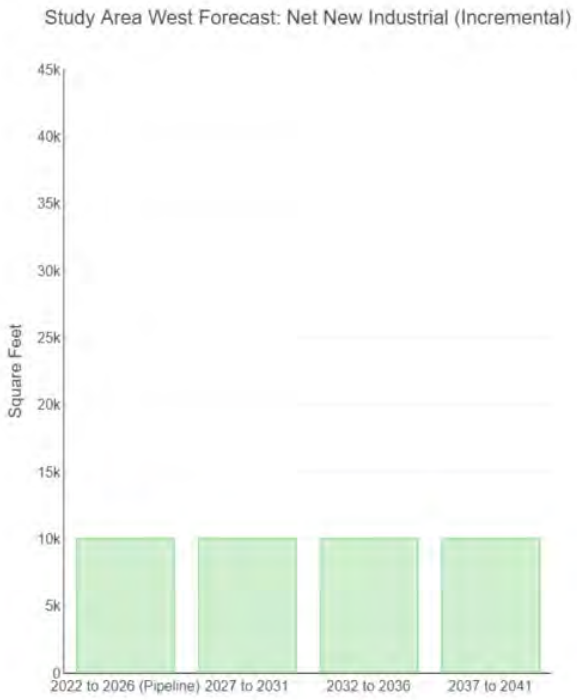


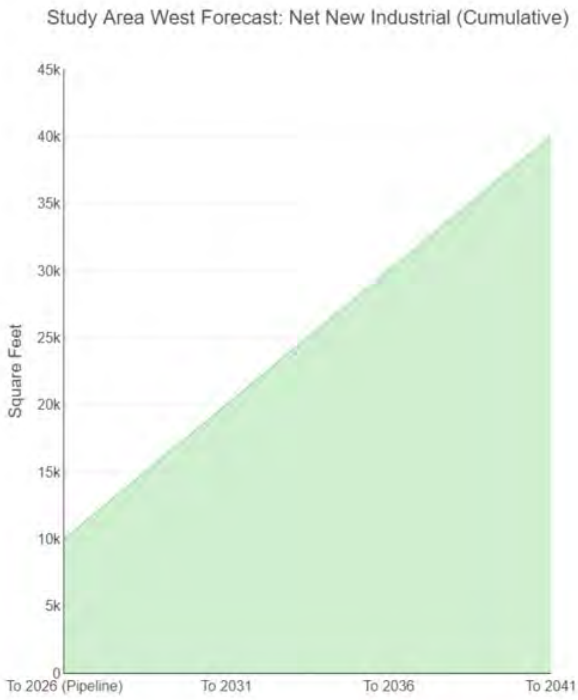


Retail Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—10,000 SF	160,000—220,000 SF	180,000—260,000 SF	200,000—290,000 SF
Cumulative Range	0—10,000 SF	160,000—230,000 SF	340,000—490,000 SF	540,000—780,000 SF

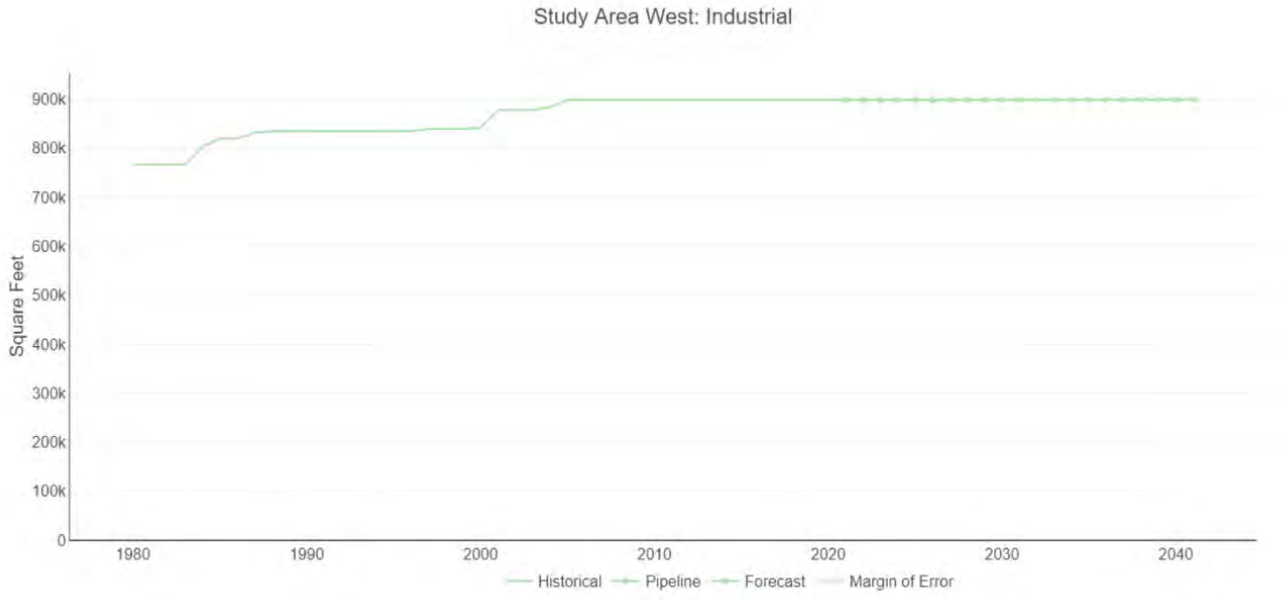


PROJECTED NET NEW INDUSTRIAL

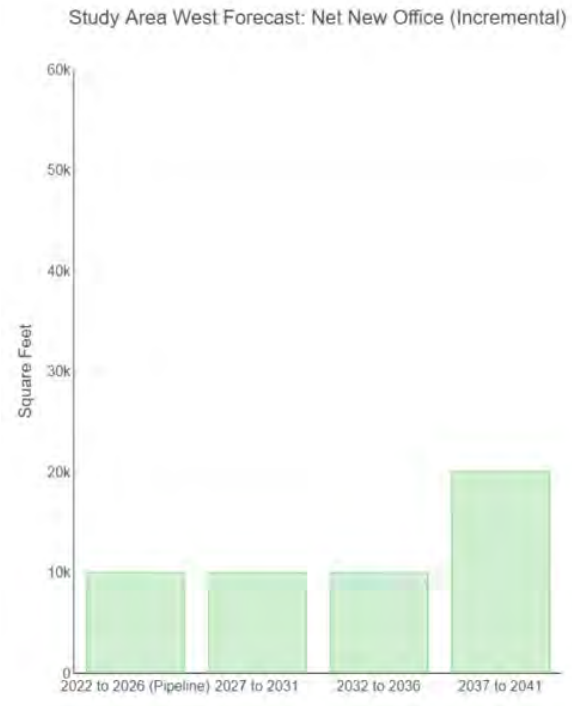


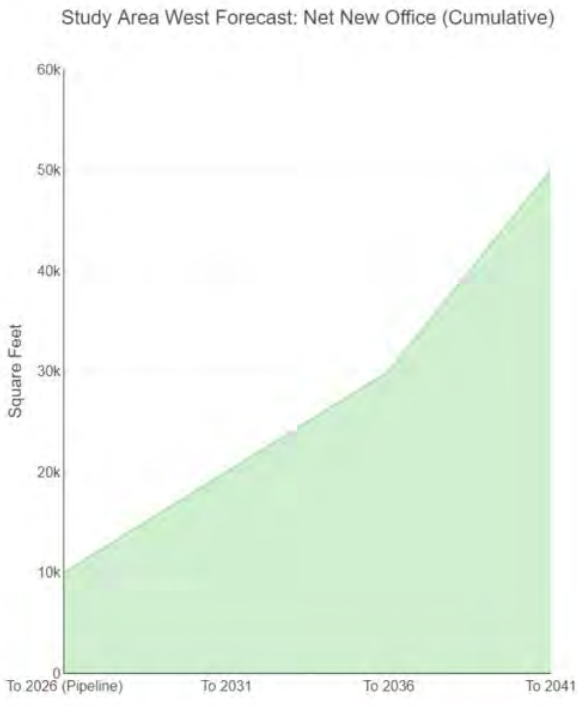


Industrial Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—10,000 SF	0—10,000 SF	0—10,000 SF	0—10,000 SF
Cumulative Range	0—10,000 SF	0—20,000 SF	0—30,000 SF	0—40,000 SF

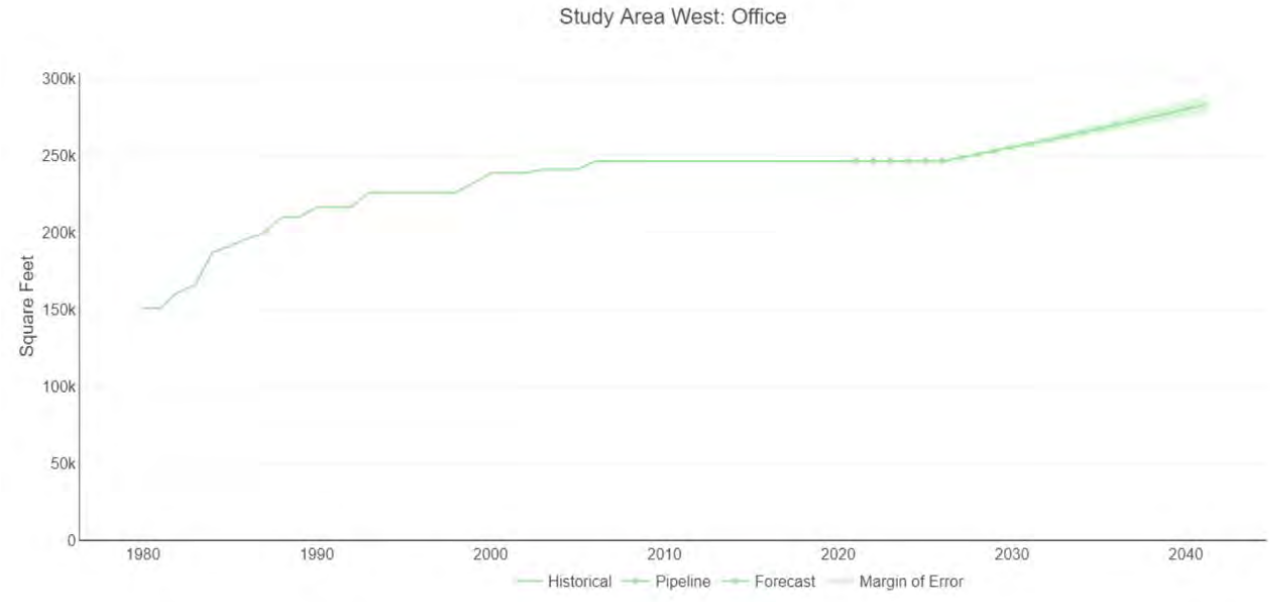


PROJECTED NET NEW OFFICE

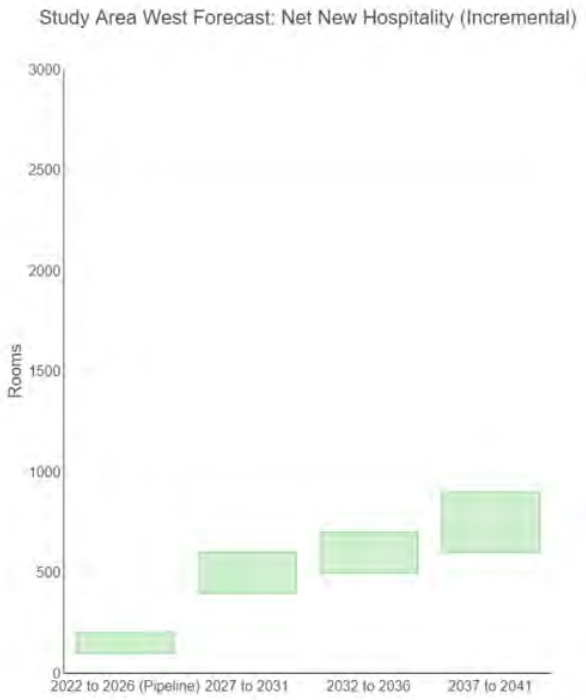


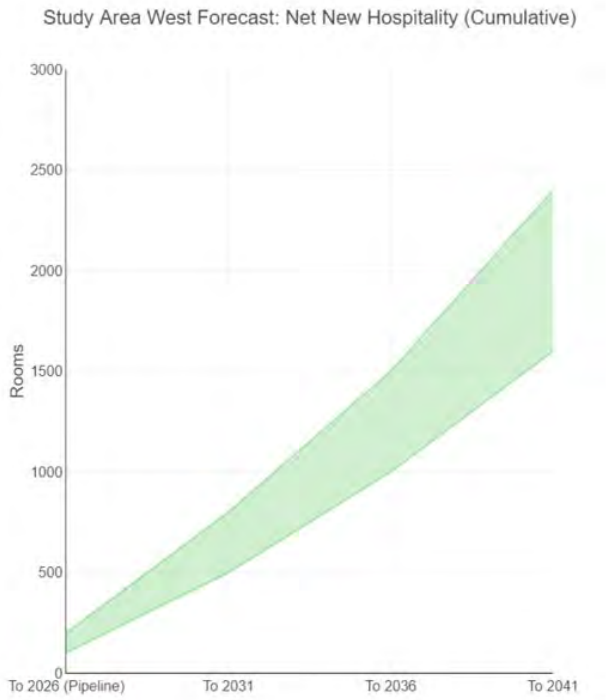


Office Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	0—10,000 SF	0—10,000 SF	0—10,000 SF	0—20,000 SF
Cumulative Range	0—10,000 SF	0—20,000 SF	0—30,000 SF	0—50,000 SF

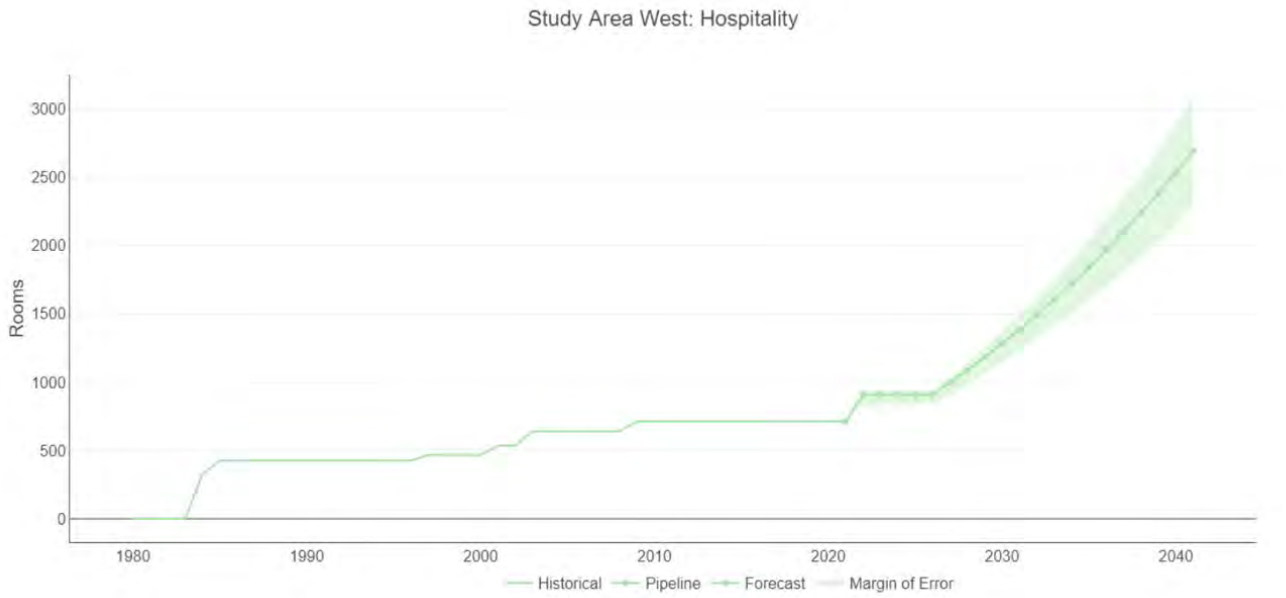


PROJECTED NET NEW HOTEL





Hotel Forecast	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Incremental Range	100—200 rooms	400—600 rooms	500—700 rooms	600—900 rooms
Cumulative Range	100—200 rooms	500—800 rooms	1,000—1,500 rooms	1,600—2,400 rooms

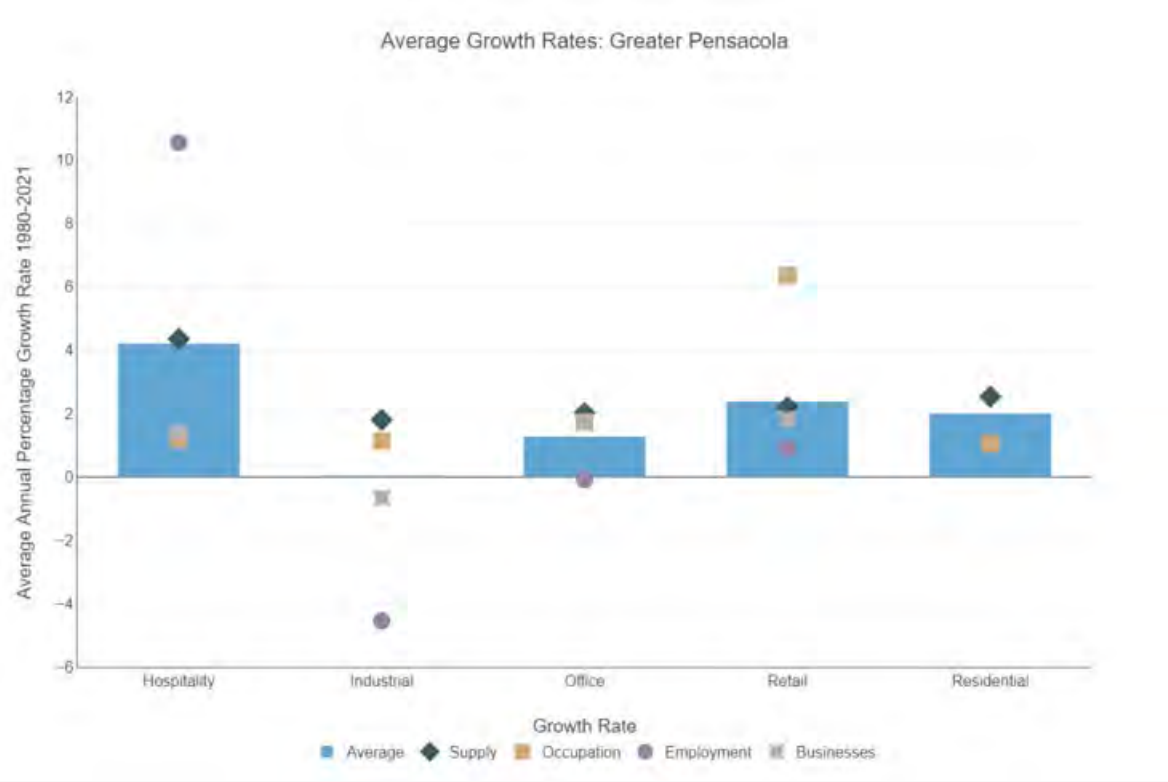

Study Area West: Hospitality
Rooms
3000
2500
2000
1500
1000
500
0
1980
1990
2000
2010
2020
2030
2040
Historical
Pipeline
Forecast
Margin of Error

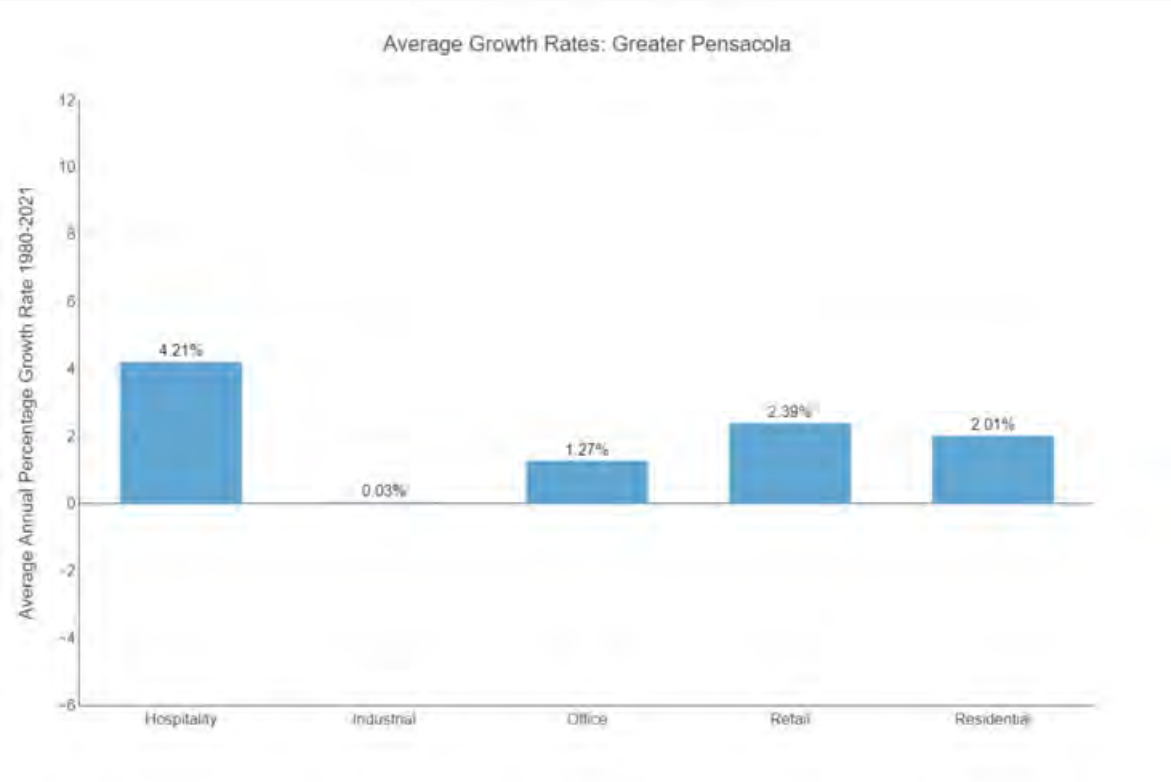
Appendix: Historical Analysis

Historical Growth Rates
Regional Analysis

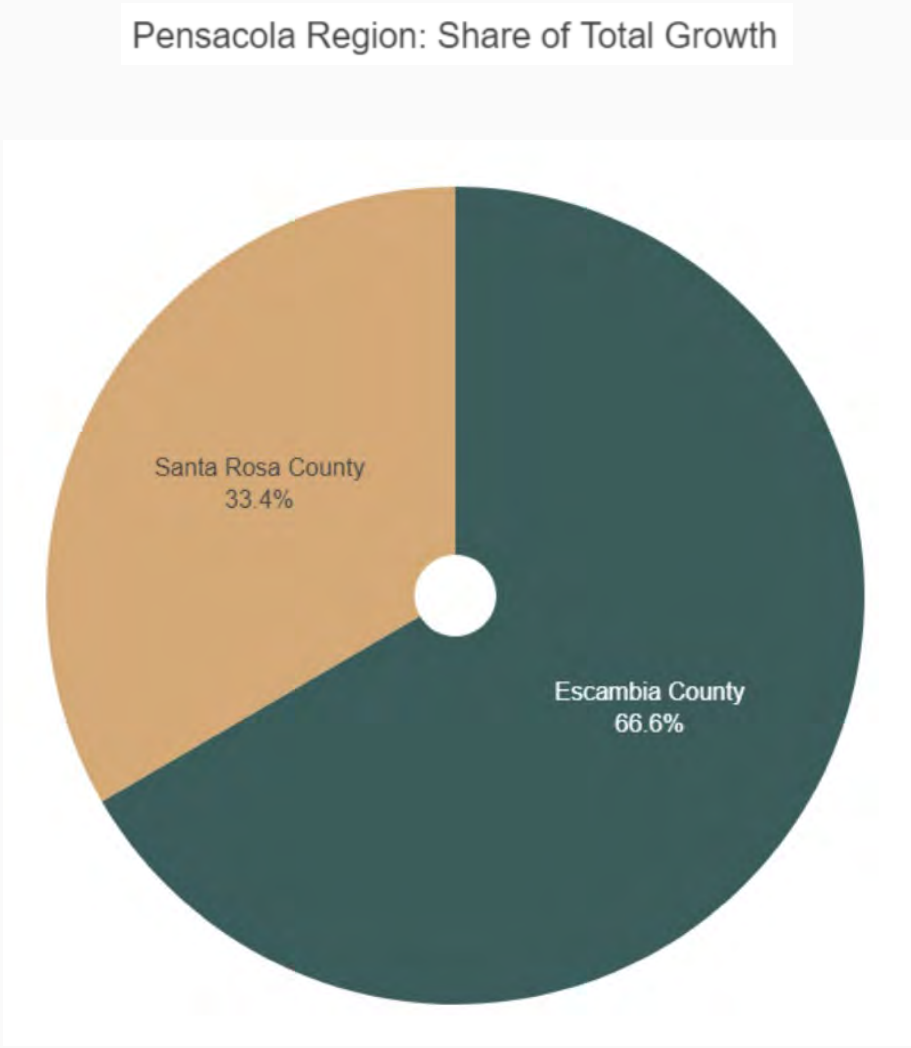
Historical Average Growth Rates

Greater Pensacola Region
Average of Supply and Demand Growth Rates



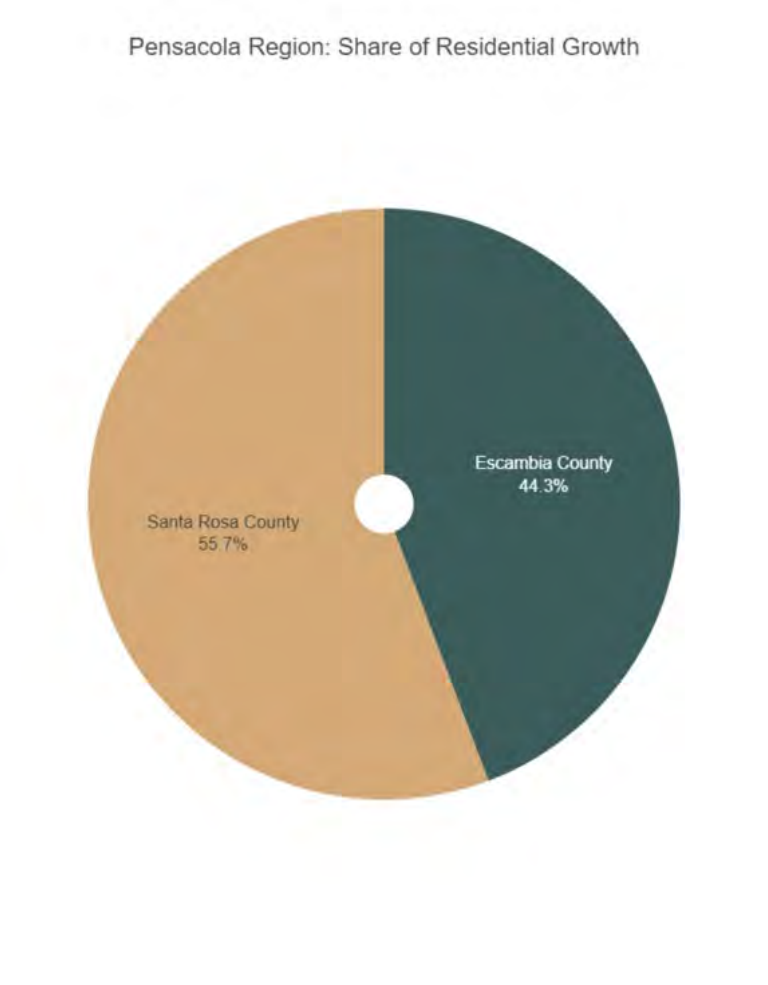


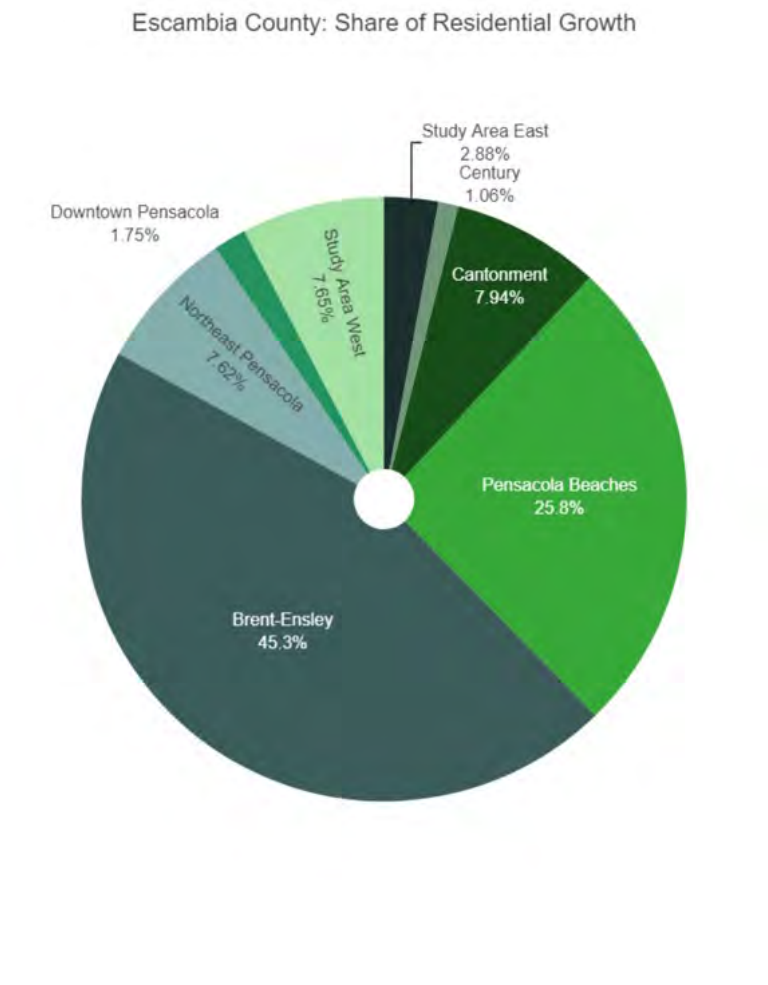
Total: Share of Historical Growth Rates Pensacola Region

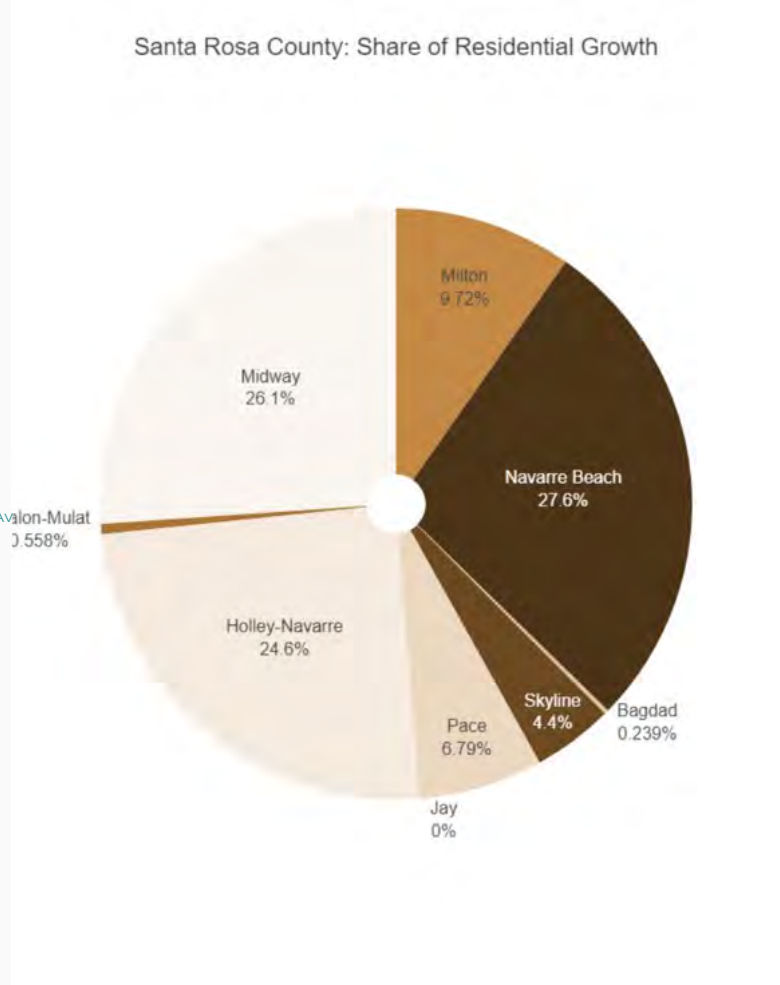


Historical Growth Rates
Supply

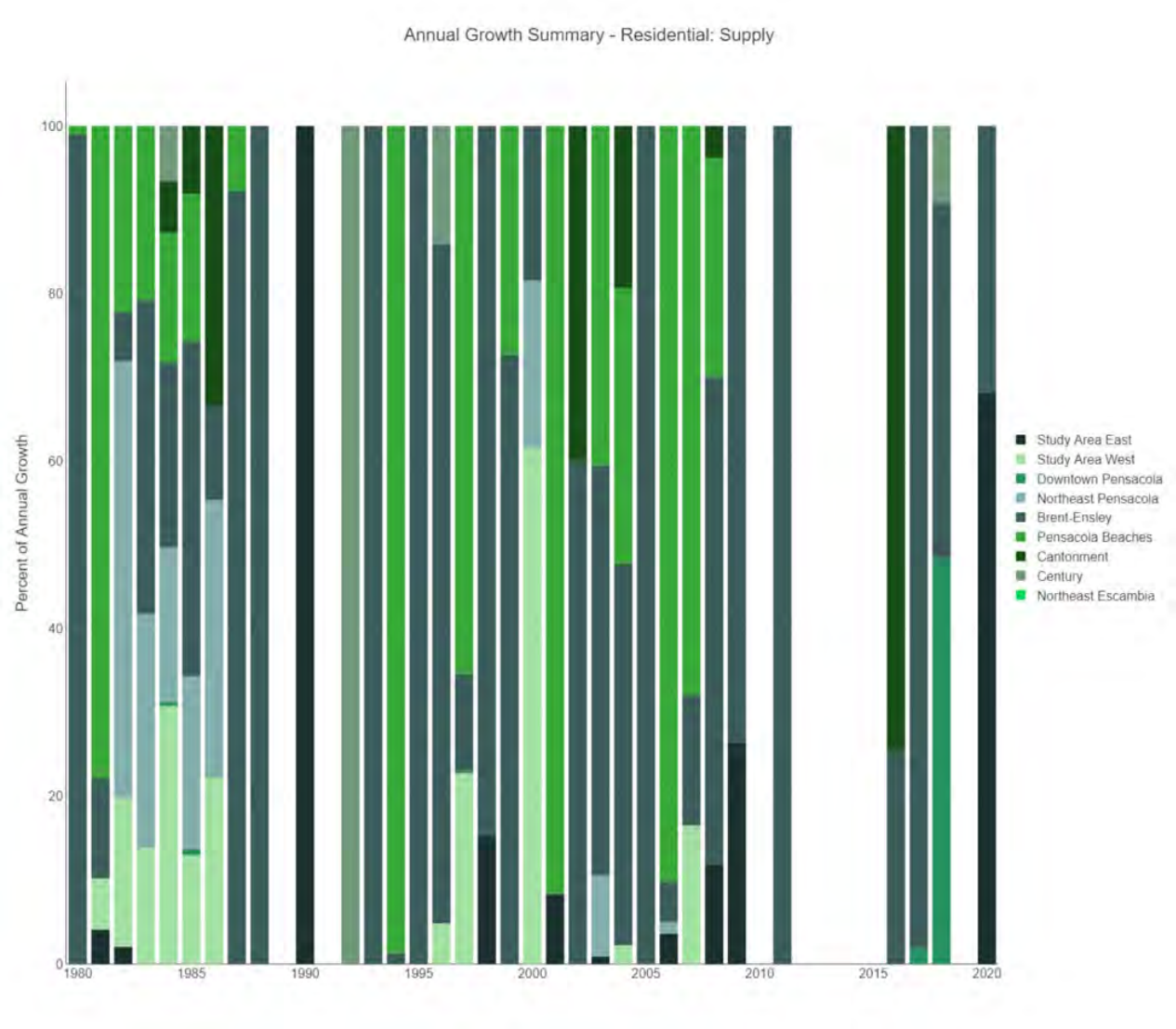
Residential: Share of Historical Growth- Region and County



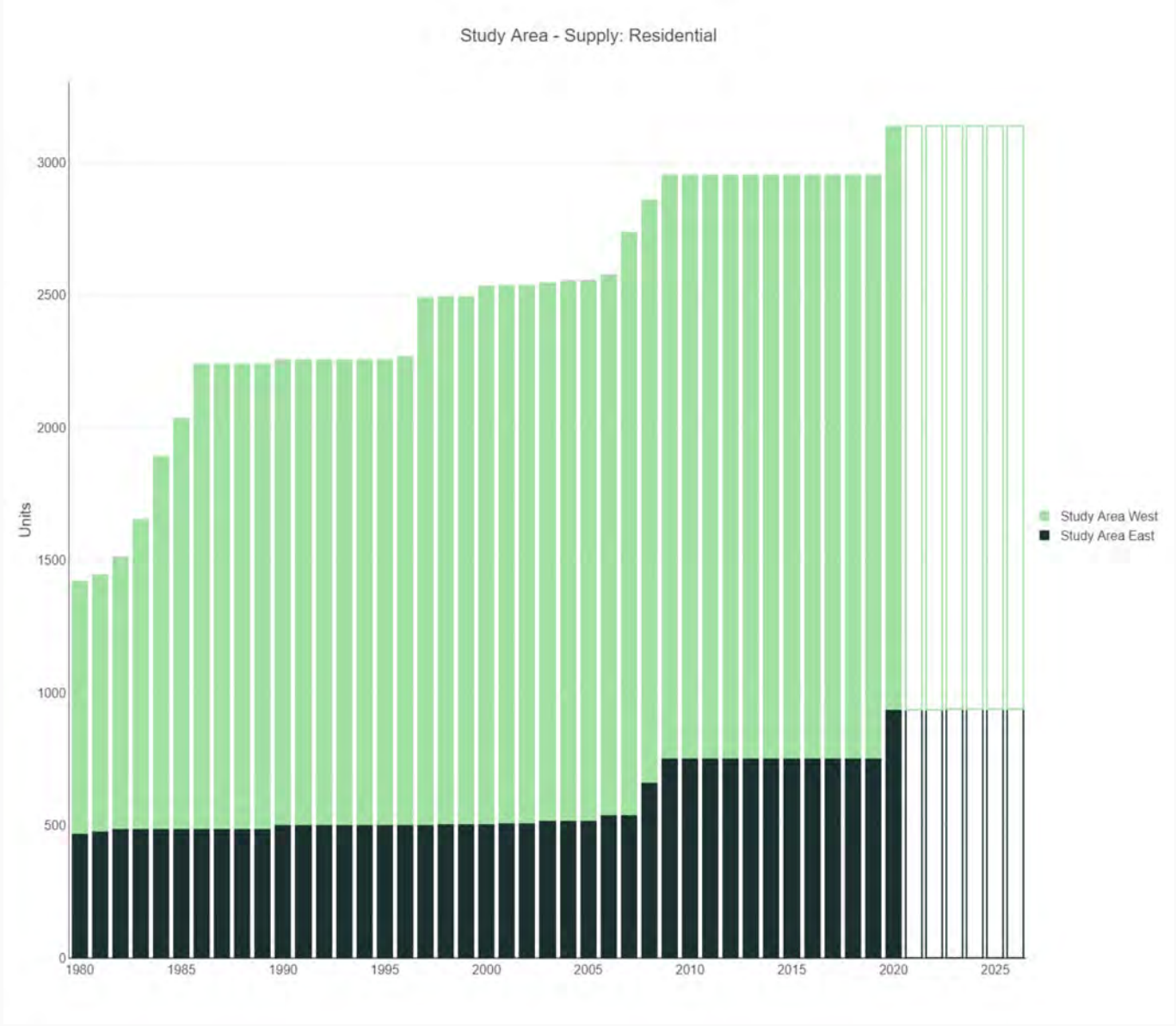




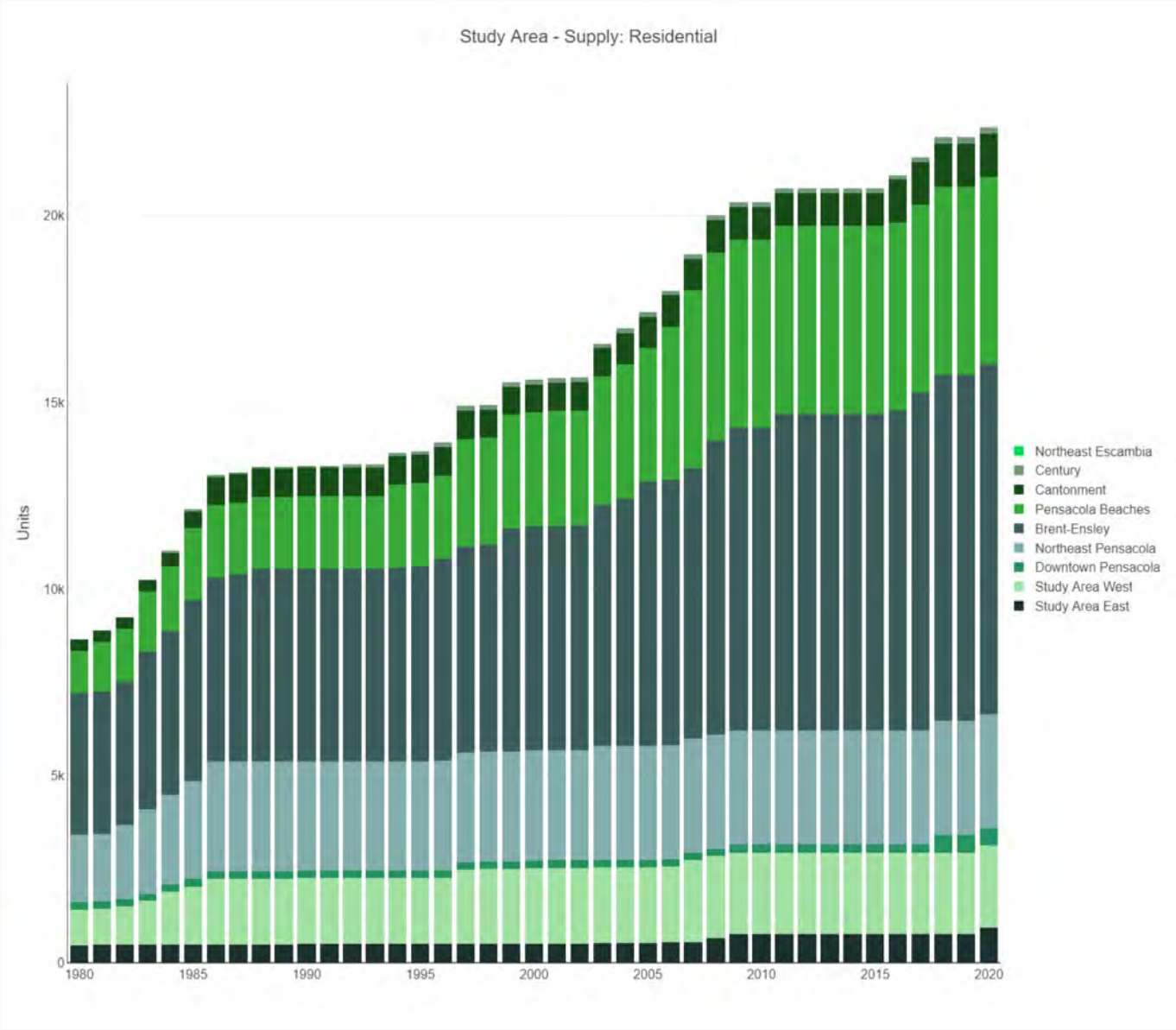
Supply (Residential) Annual Growth Summary



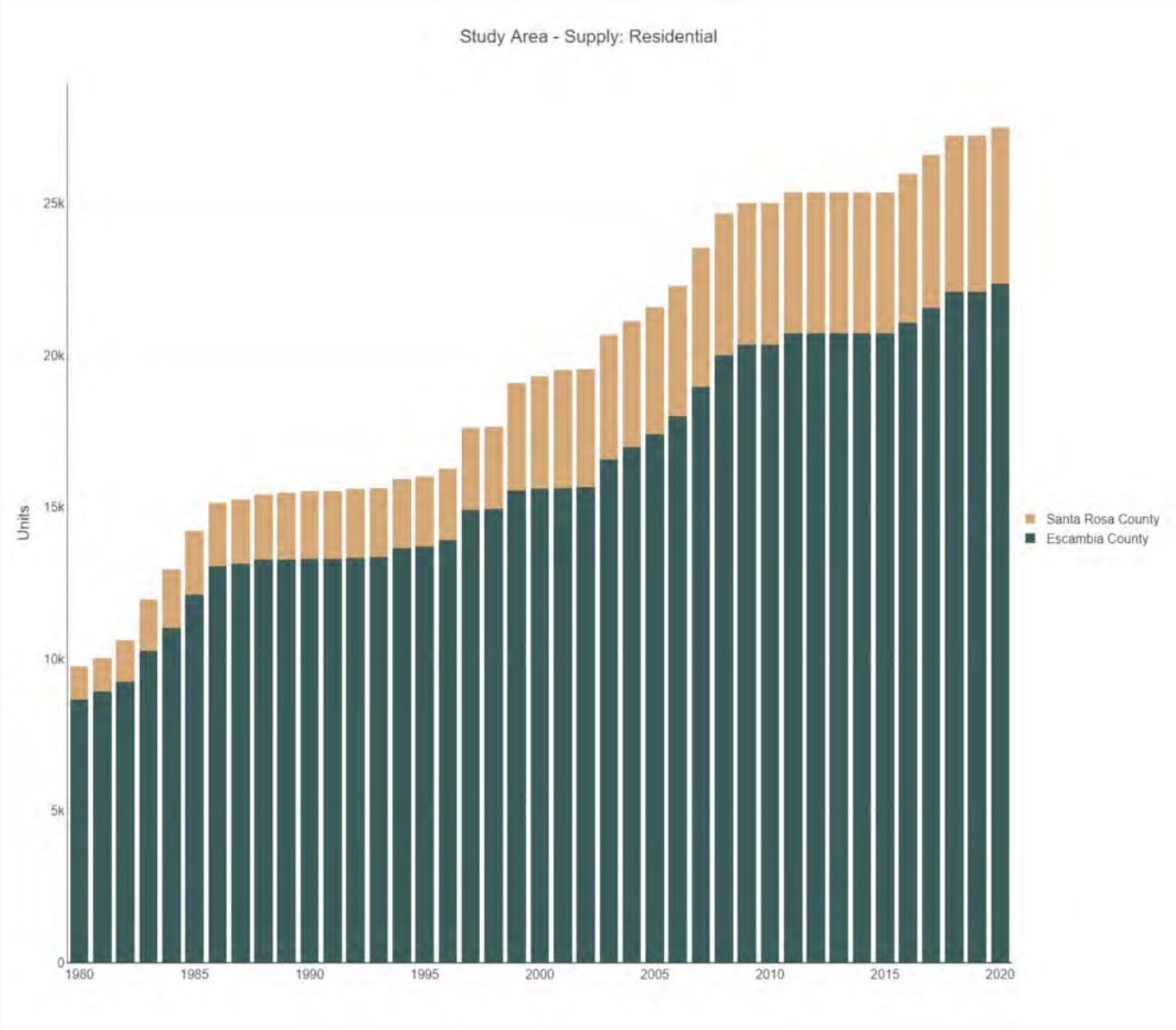
Supply (Residential)
Historical Estimates by Study Area



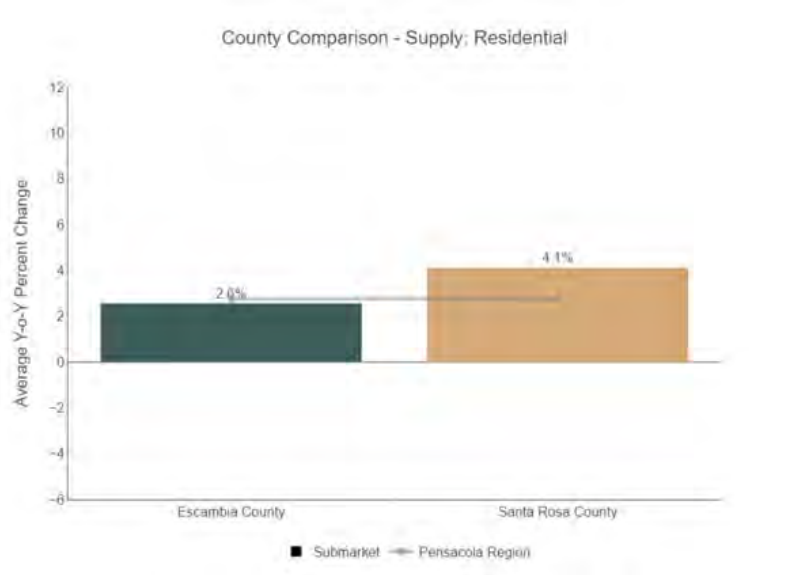
Supply (Residential)
Historical Estimates by Study Area and Submarket

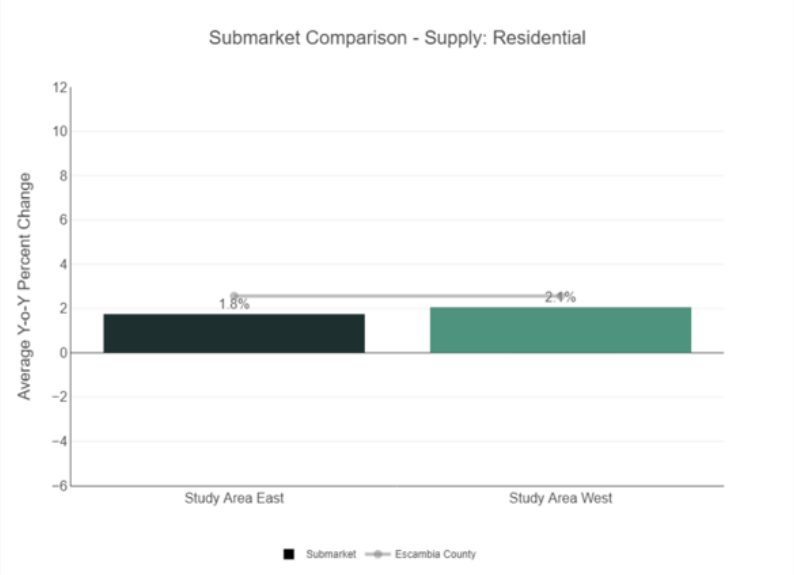


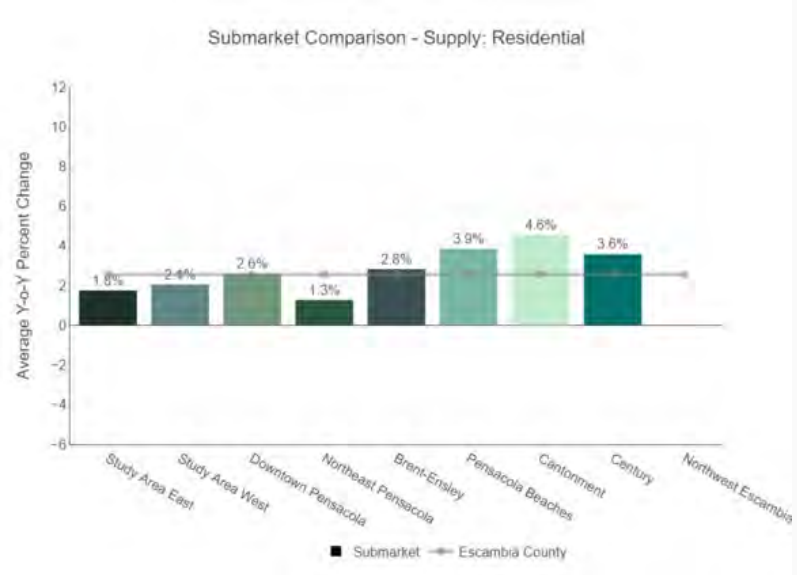
Supply (Residential)
Historical Estimates by County



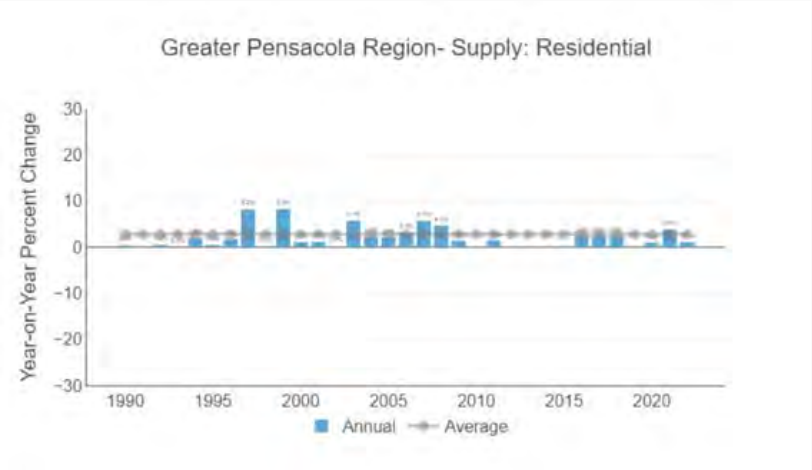
Supply (Residential)
Historical Average Growth Rates Comparison
County and Submarket Levels

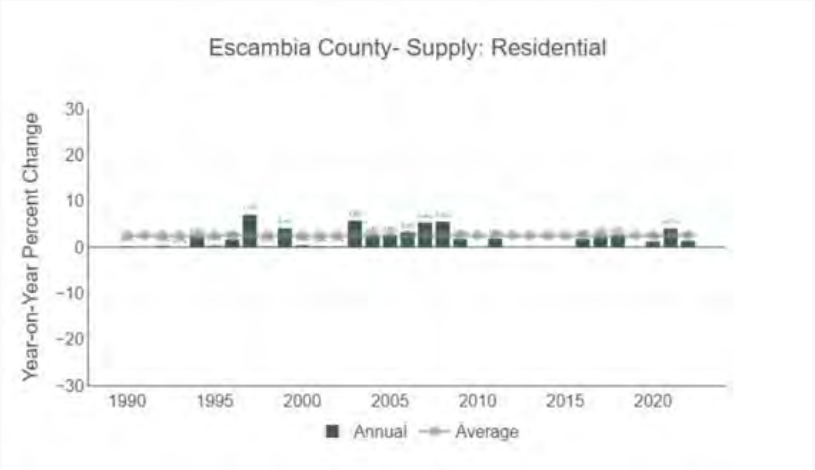


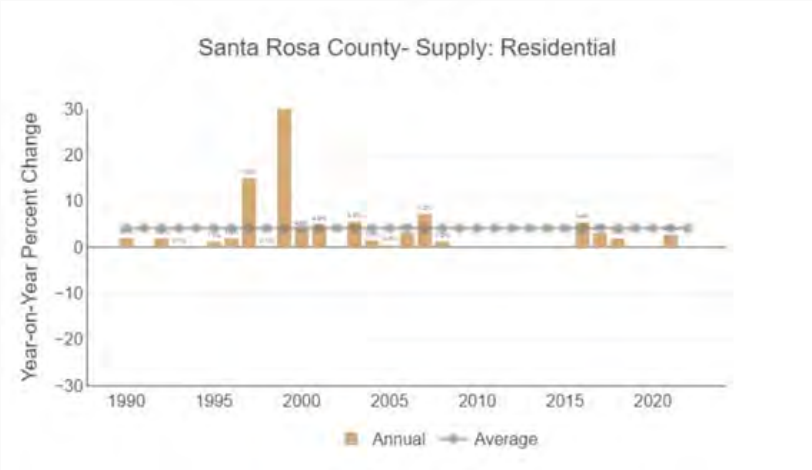


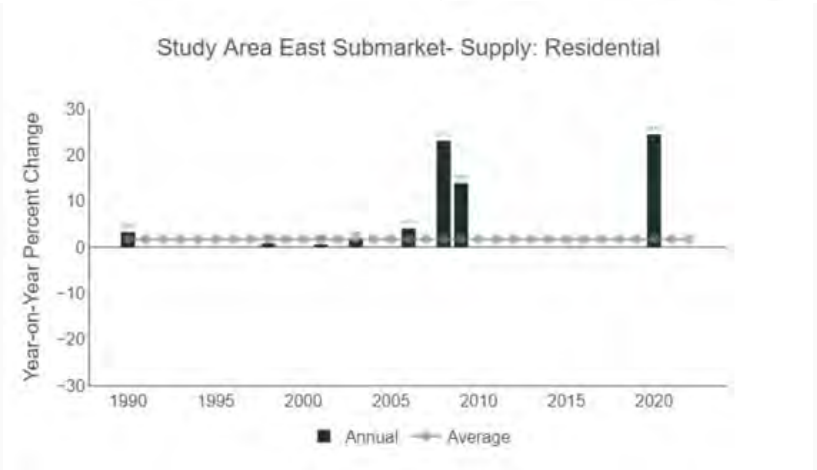


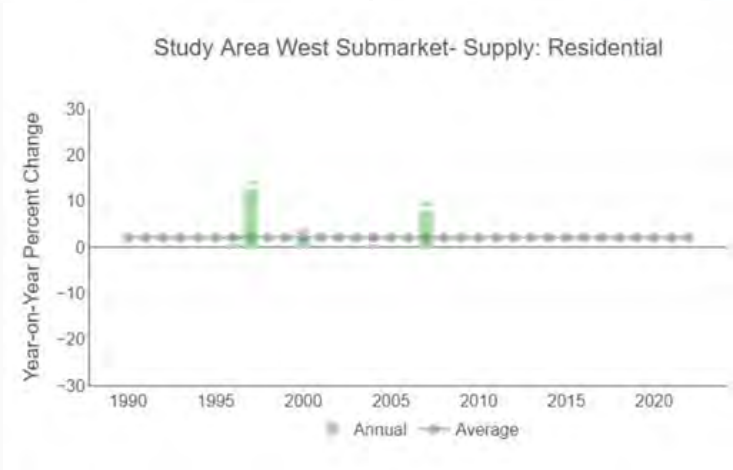
Supply (Residential): Historical Growth Rates - Region, Counties, and Study Area Submarkets





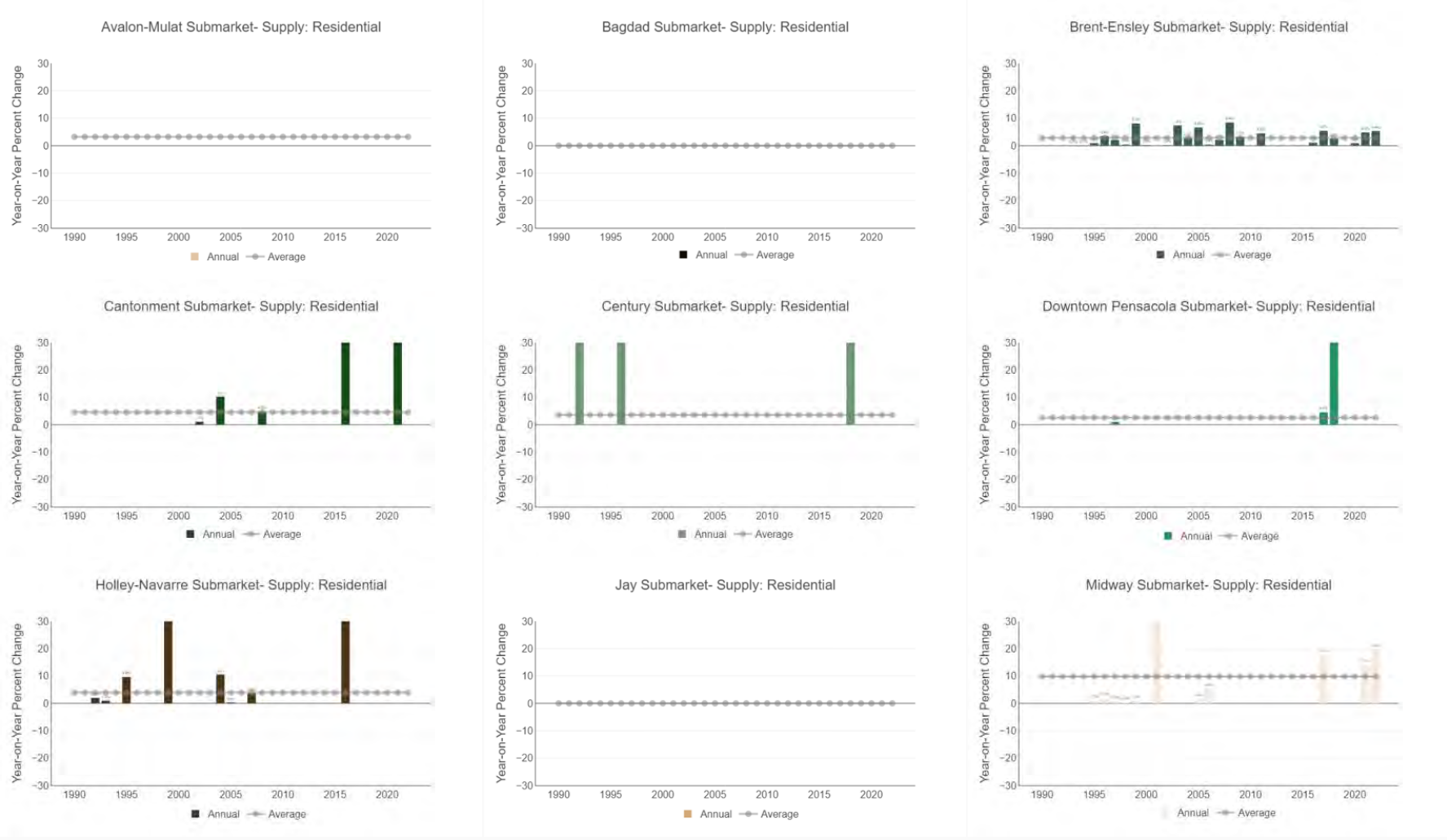




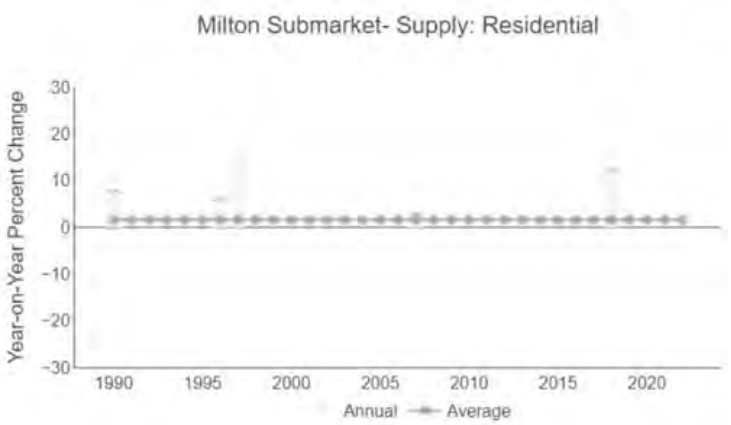


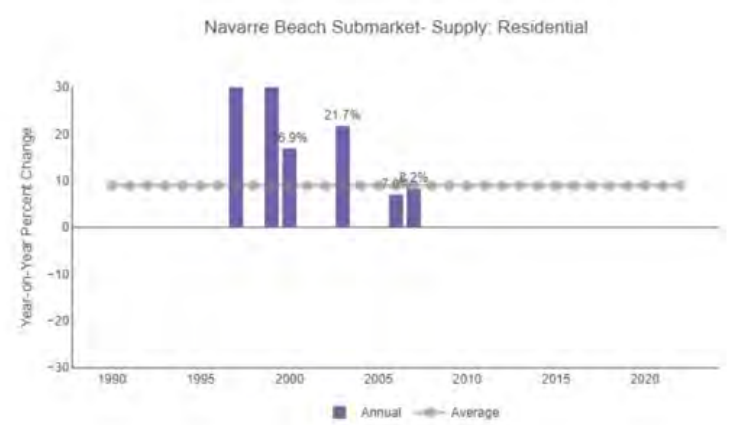
DRAFT – CONFIDENTIAL

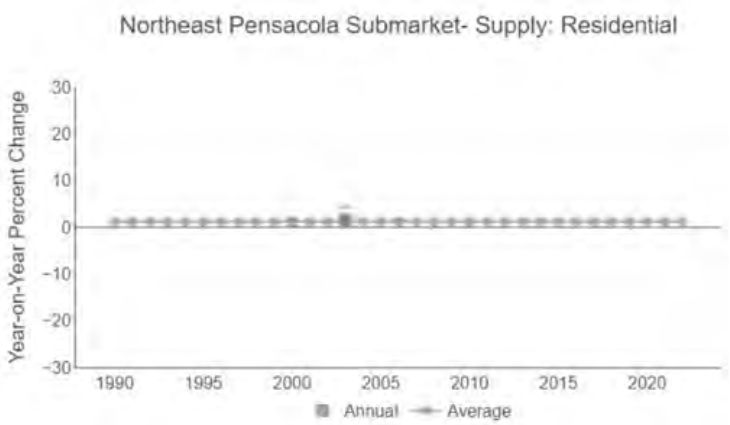
Supply (Residential): Historical Growth Rates Submarkets (slide 1/2)

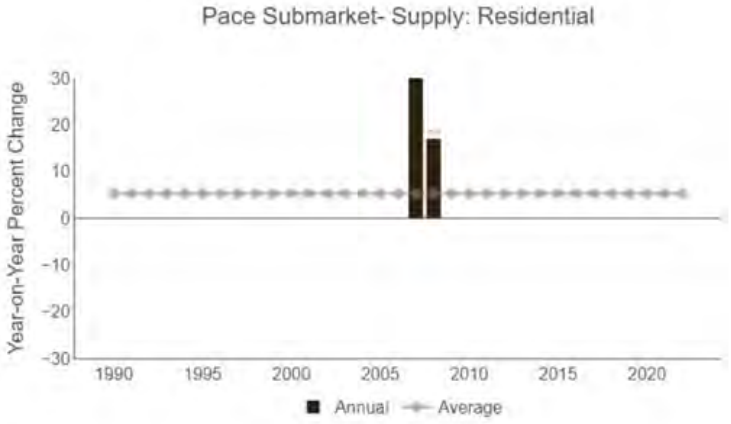


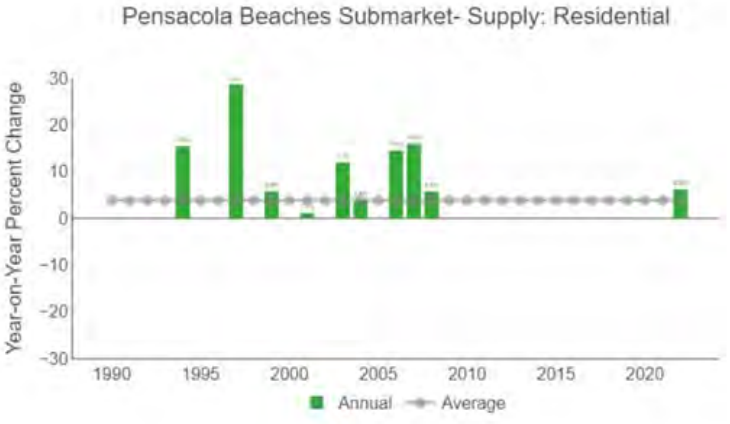
Supply (Residential): Historical Growth Rates Submarkets (slide 2/2)

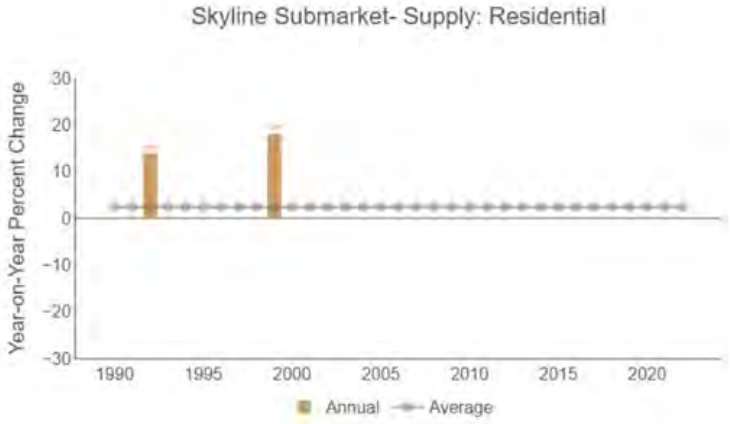










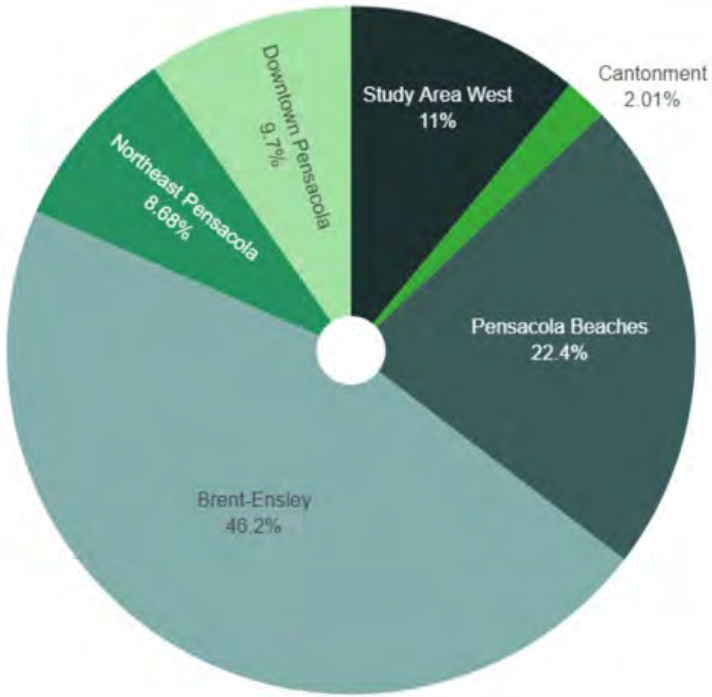


Hospitality: Share of Historical Growth Rates - Region and County

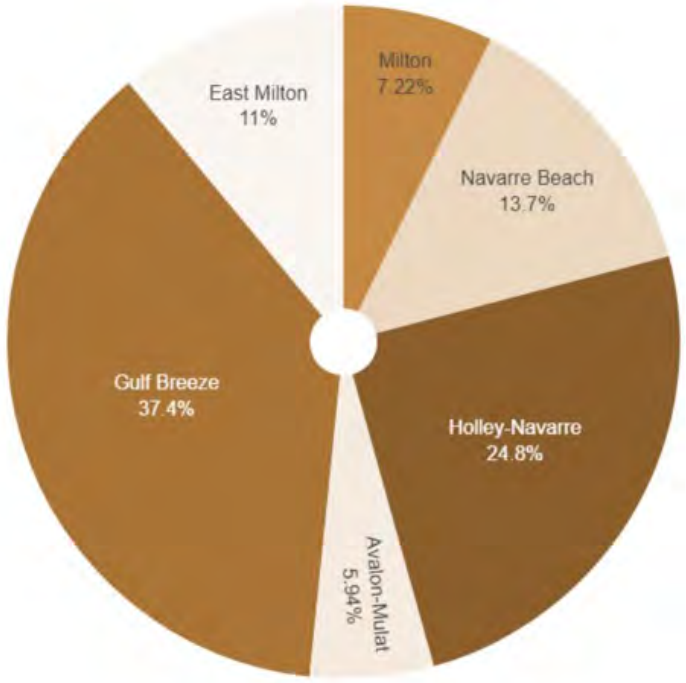
Pensacola Region: Share of Hospitality Growth



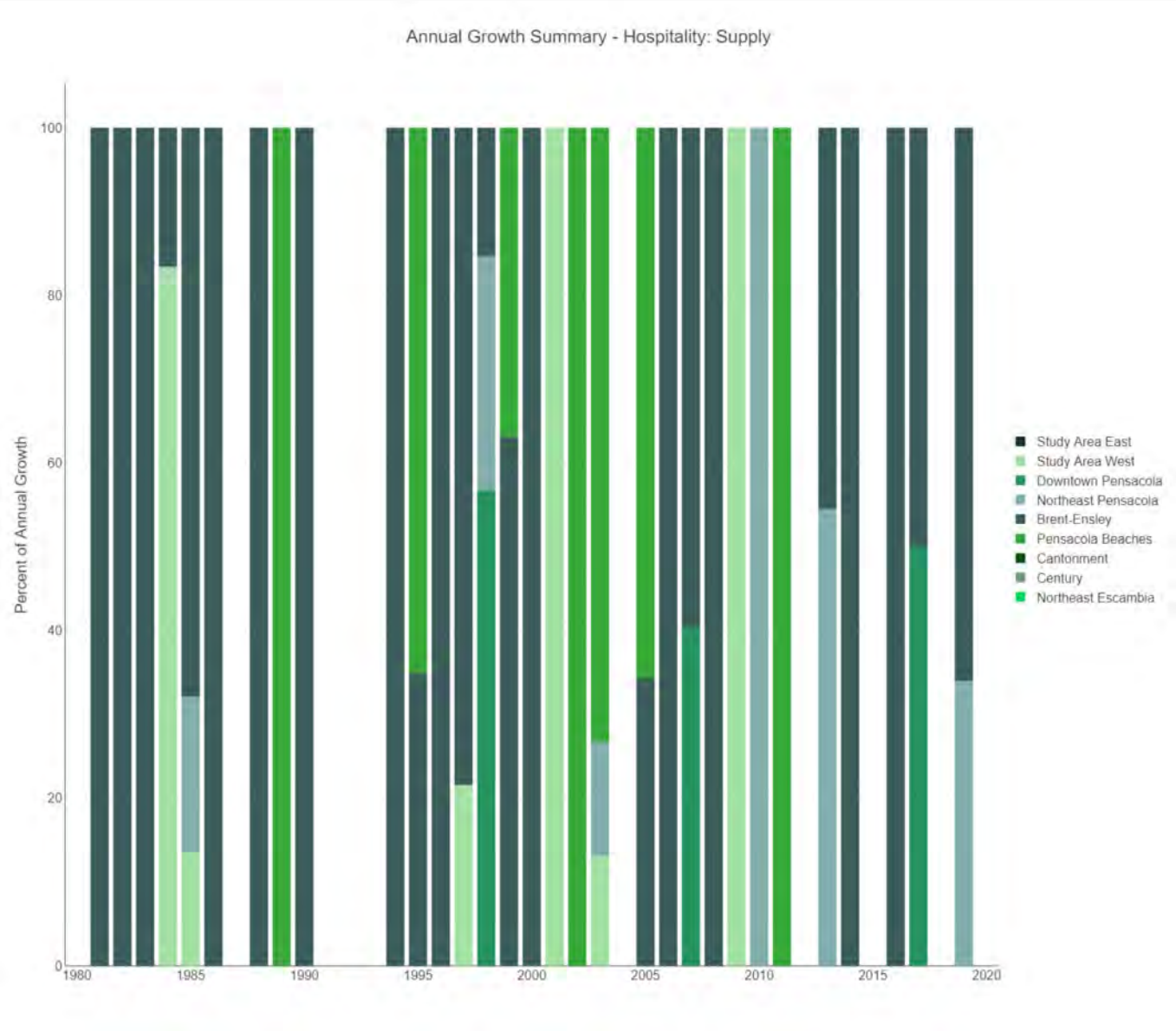
Escambia County: Share of Hospitality Growth



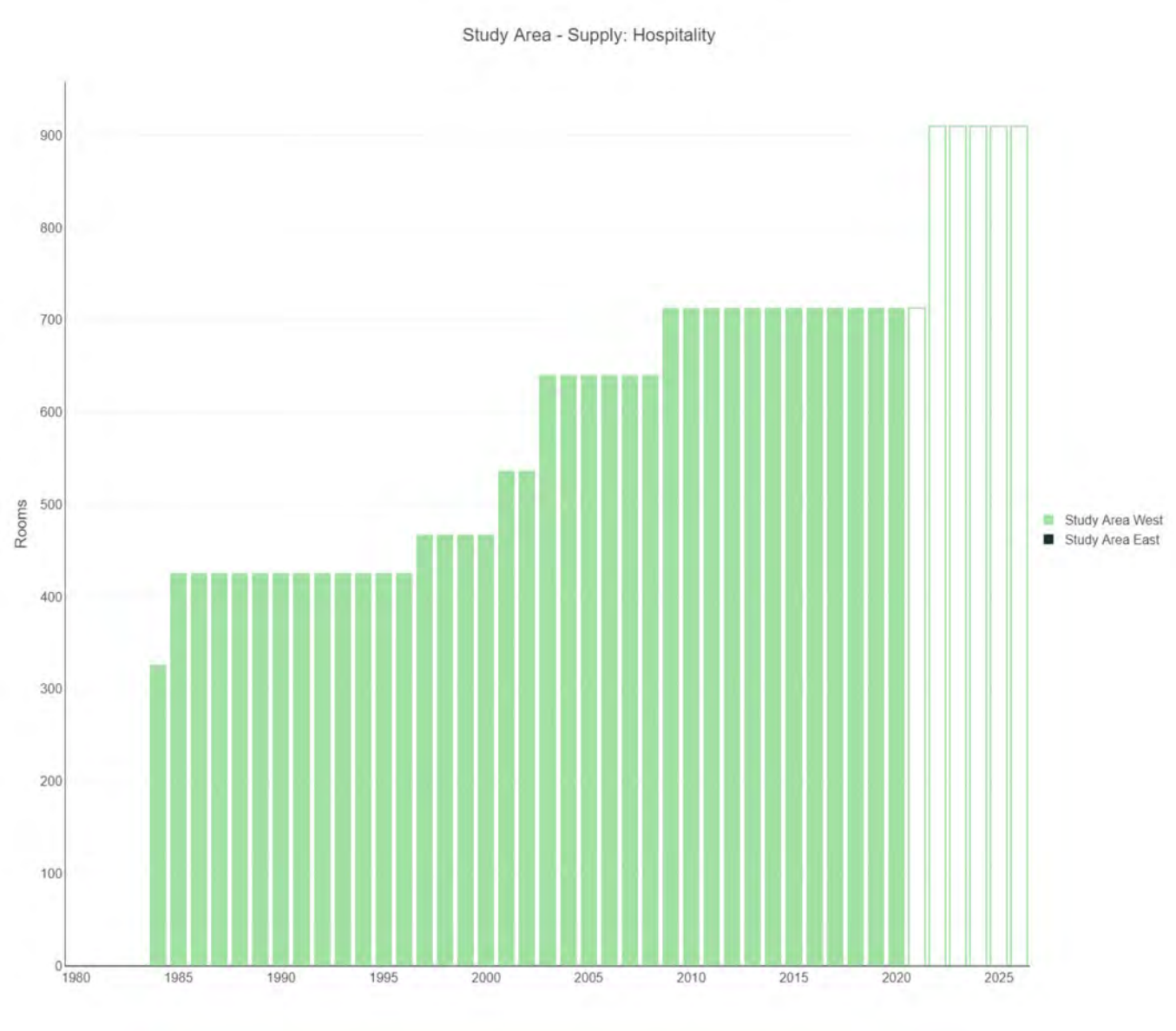
Santa Rosa County: Share of Hospitality Growth



Supply (Hospitality): Annual Growth Summary

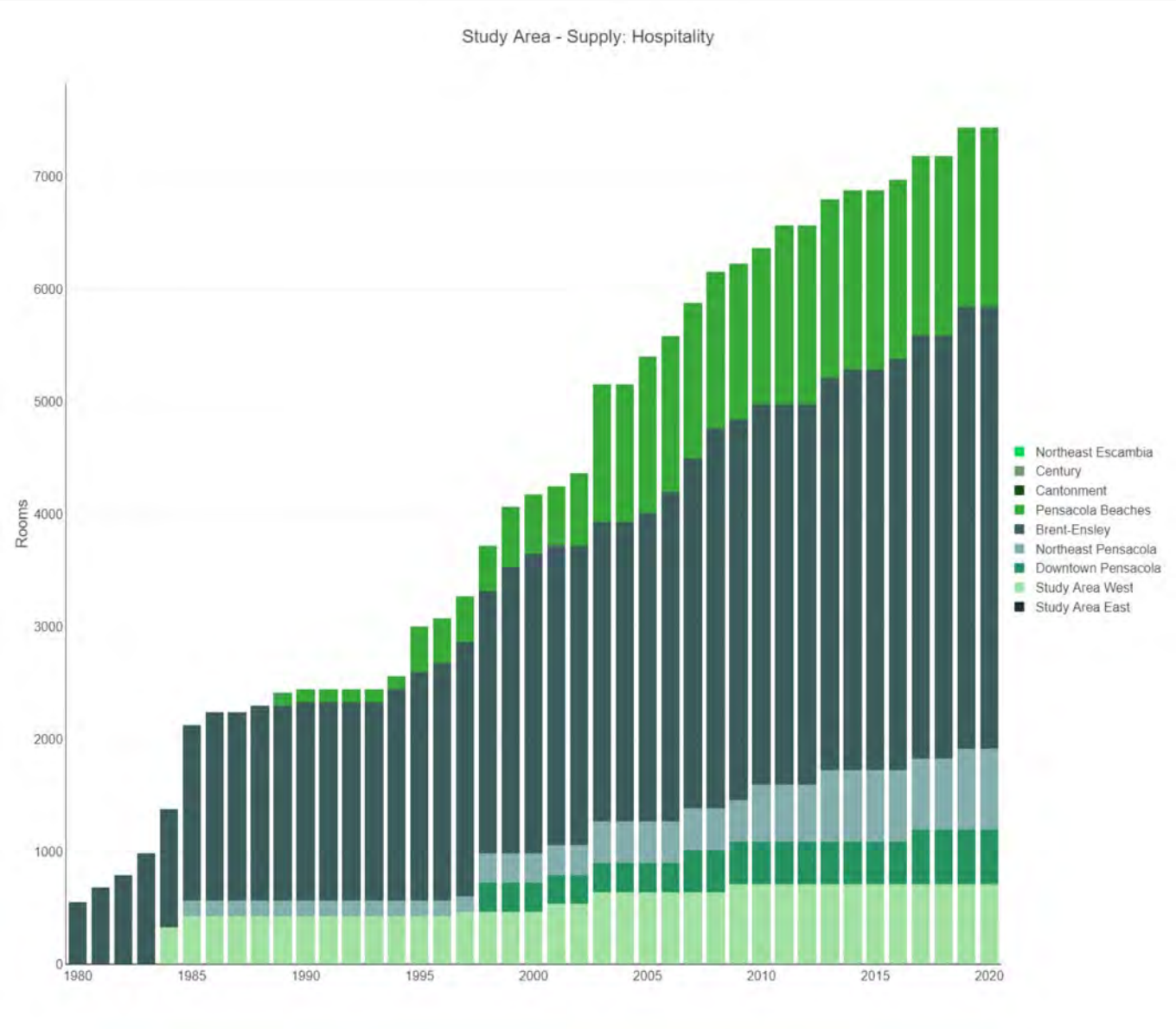


Supply (Hospitality): Historical Estimates by Study Area



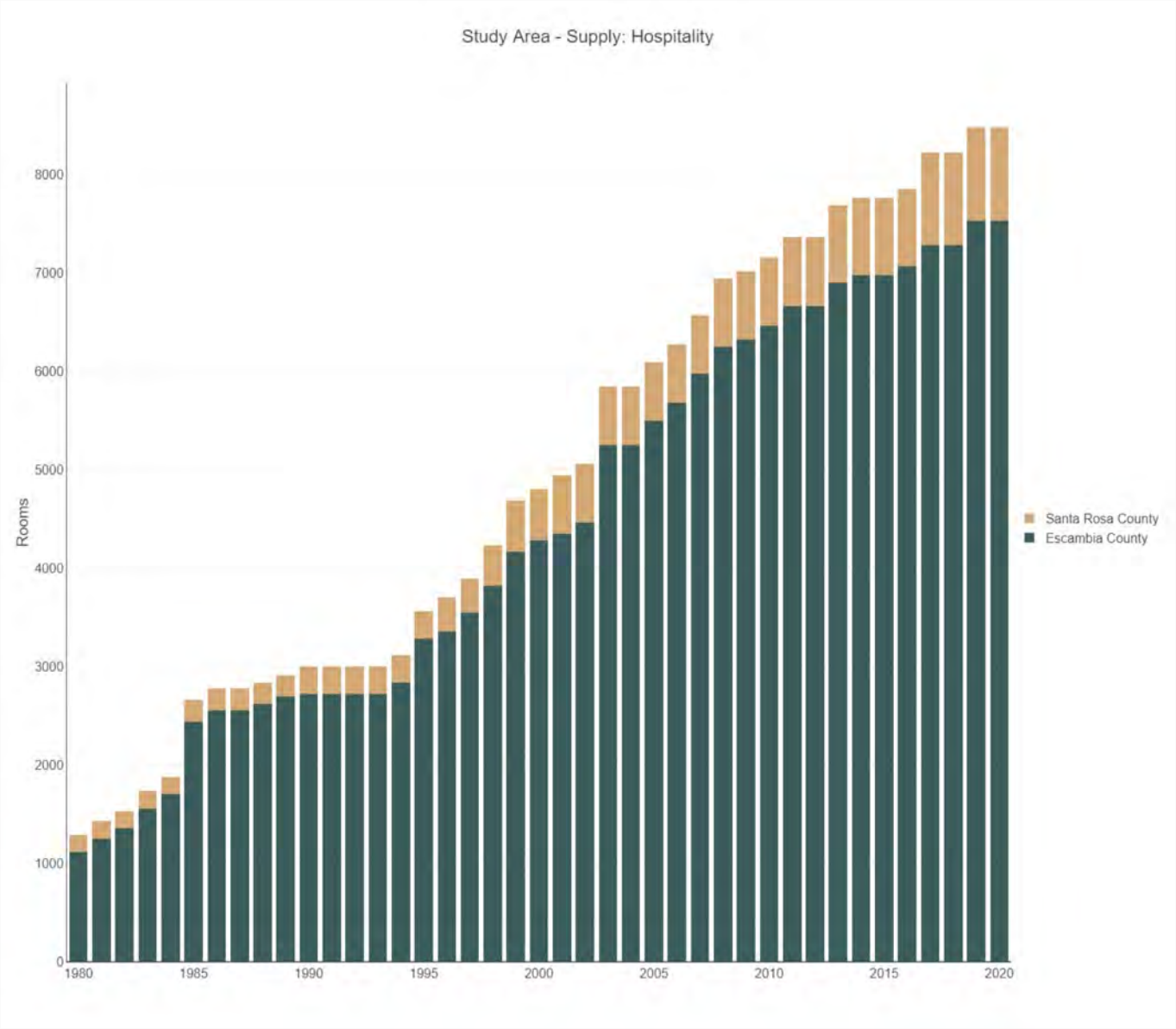
Heybrook West

Supply (Hospitality): Historical Estimates by Study Area and Submarket

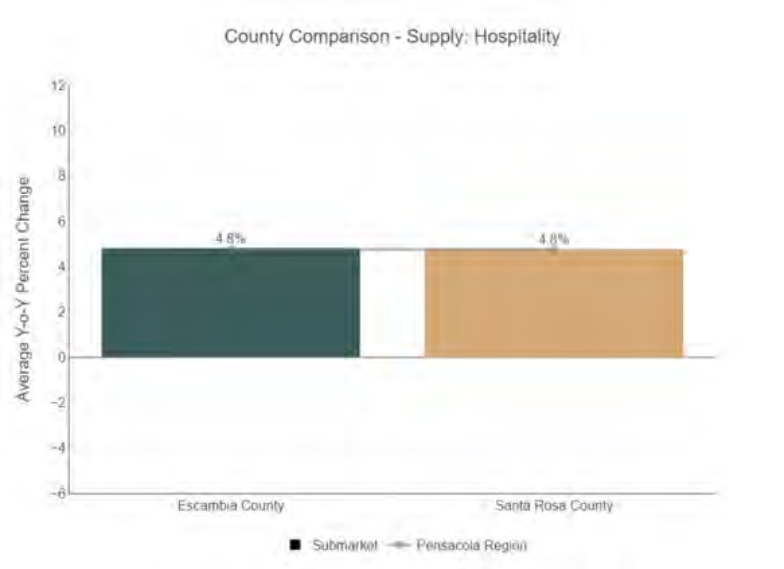


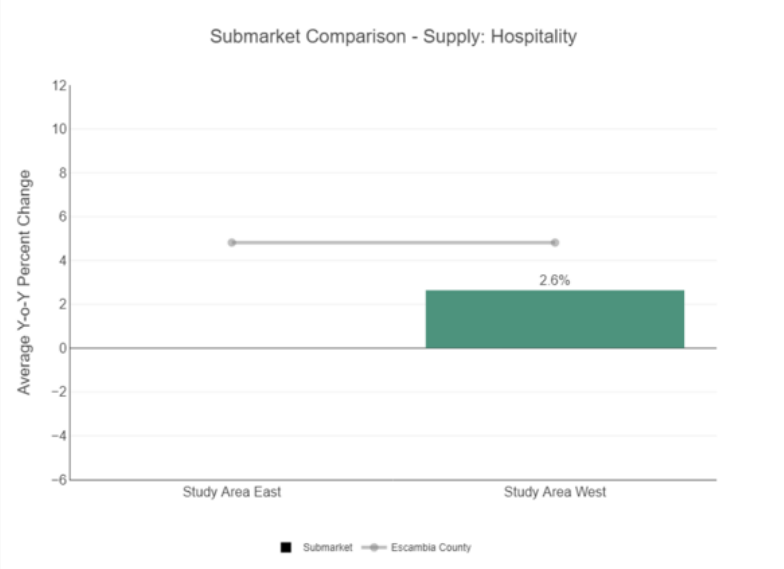
Heybrook West

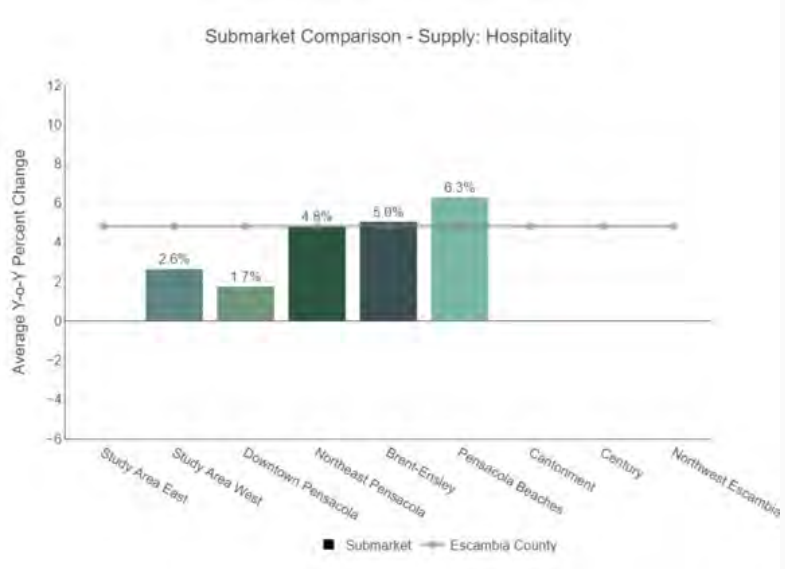
Supply (Hospitality): Historical Estimates by County



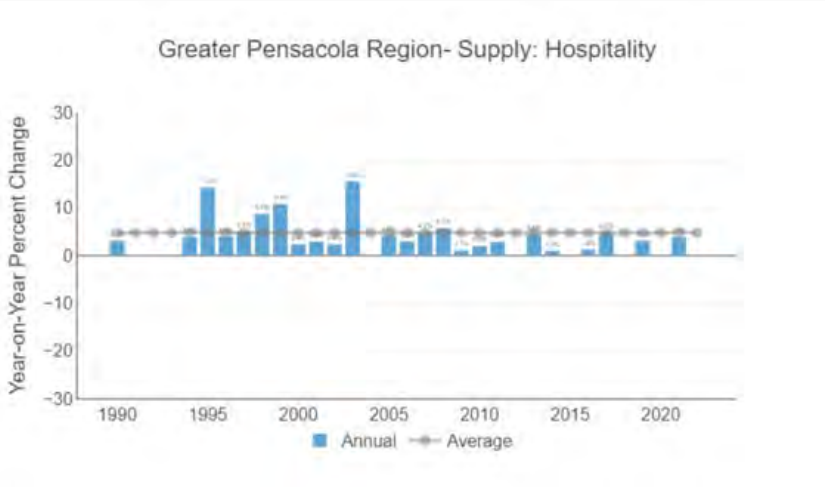
Supply (Hospitality):
Historical Average Growth Rates Comparison
County and Submarket Levels

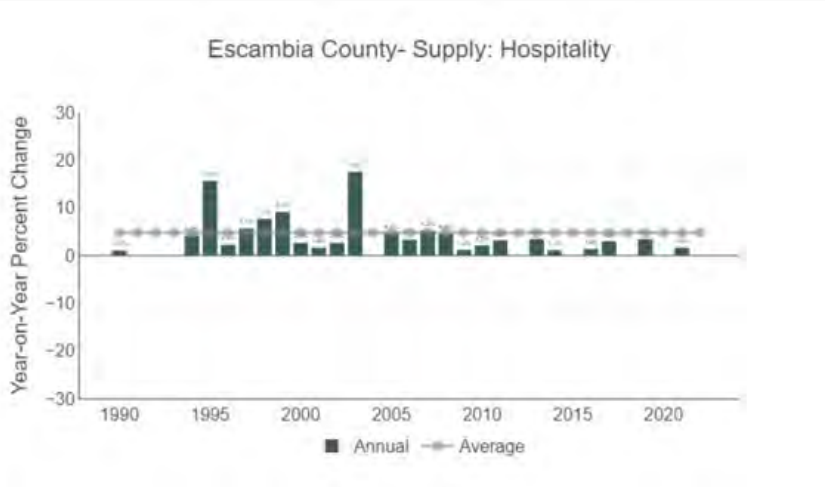


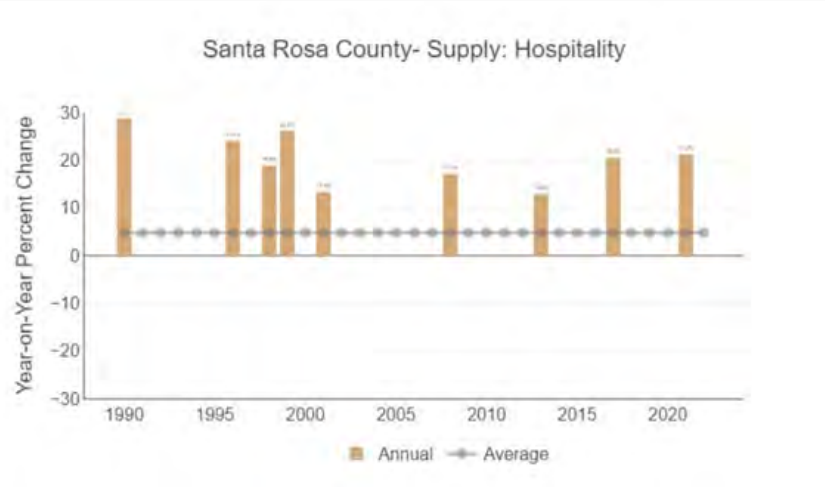


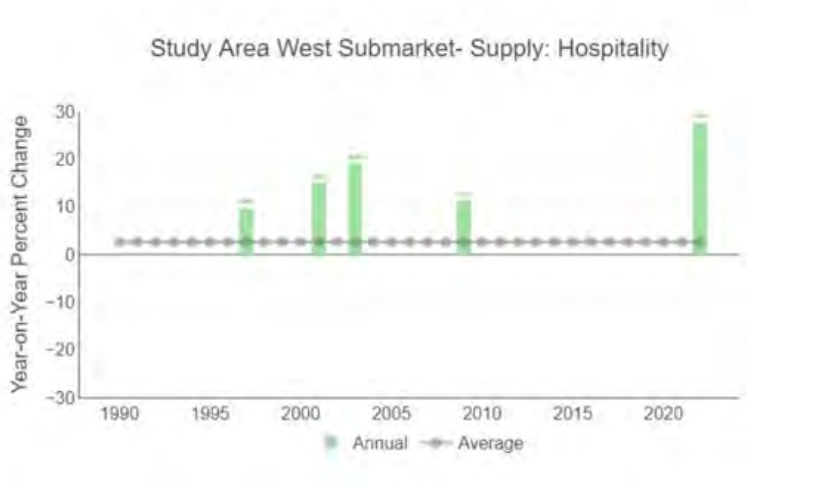


Supply (Hospitality): Historical Growth Rates - Region, Counties, and Study Area Submarkets

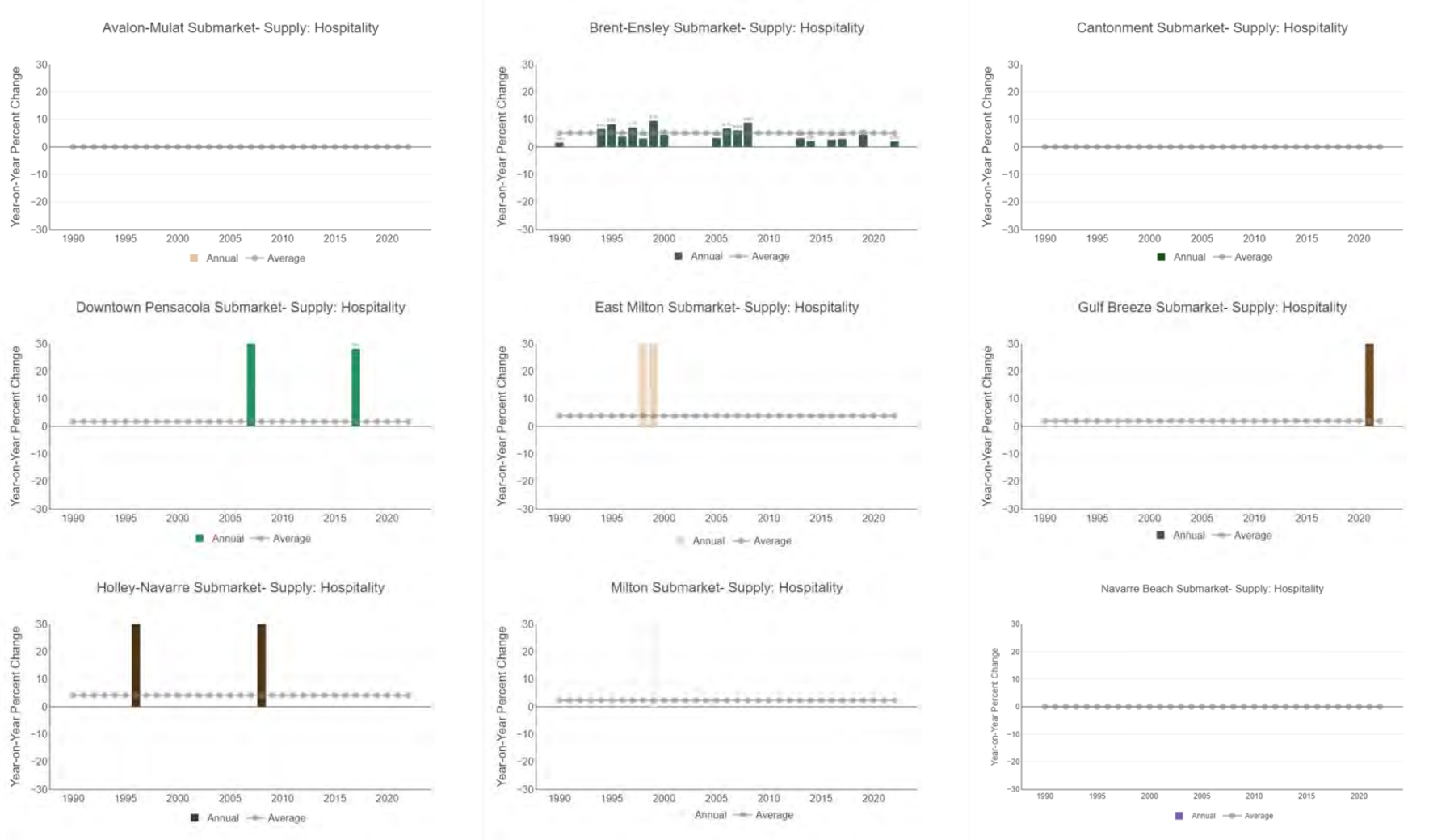




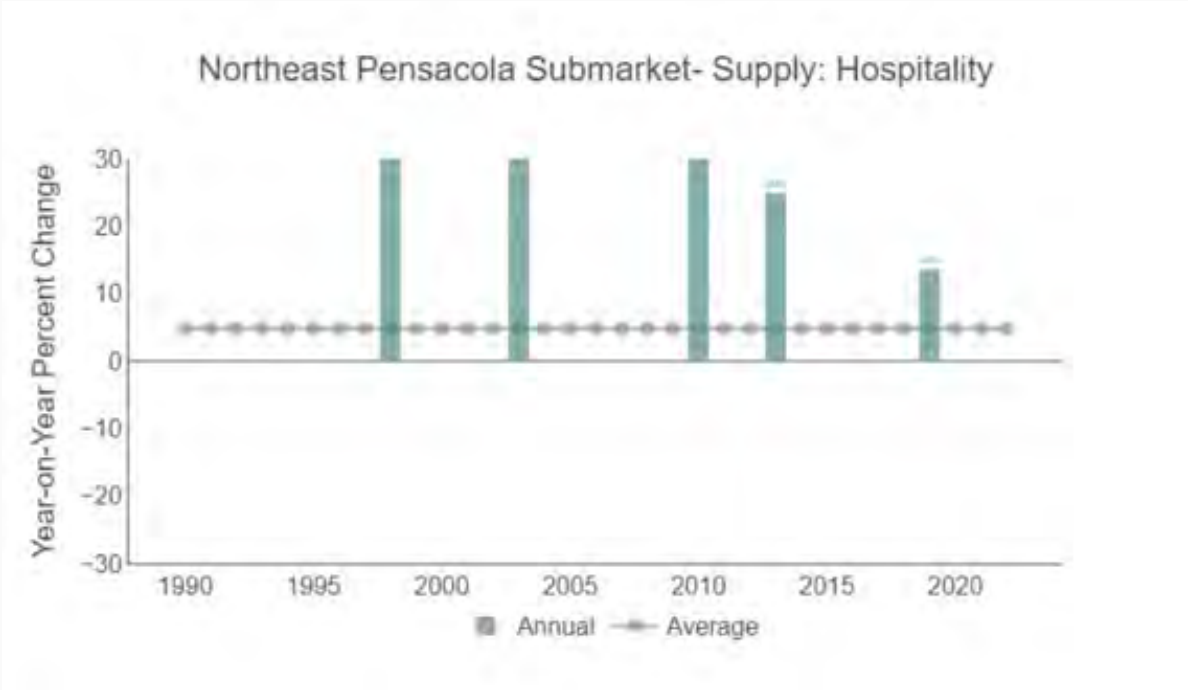


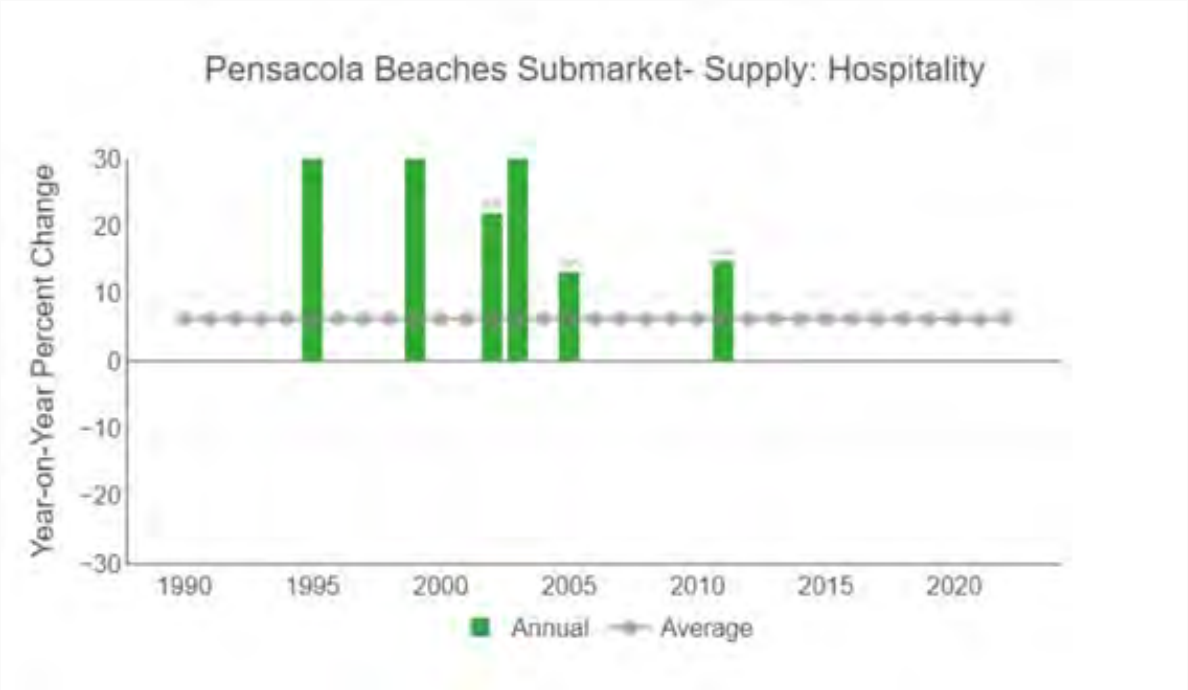


Supply (Hospitality): Historical Growth Rates Submarkets (slide 1/2)



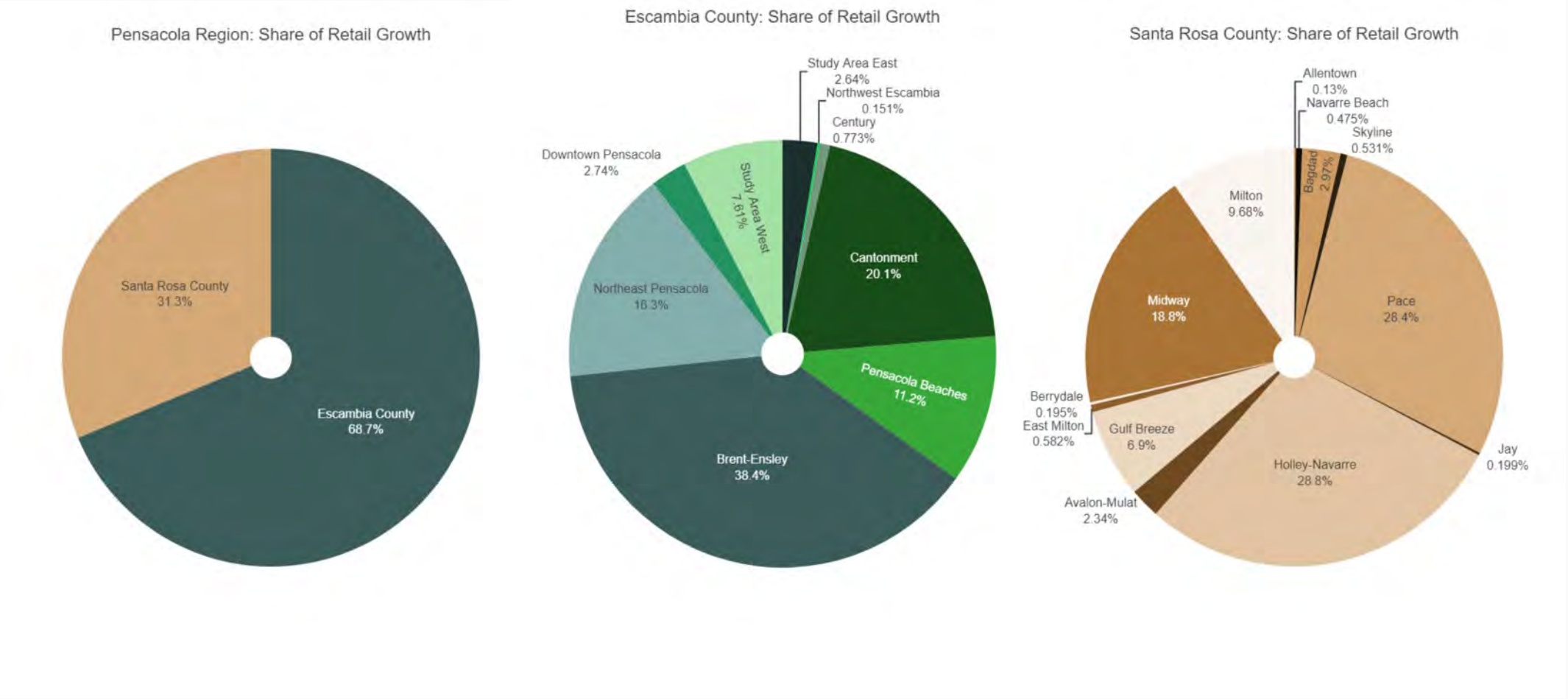
Supply (Hospitality): Historical Growth Rates Submarkets (slide 2/2)



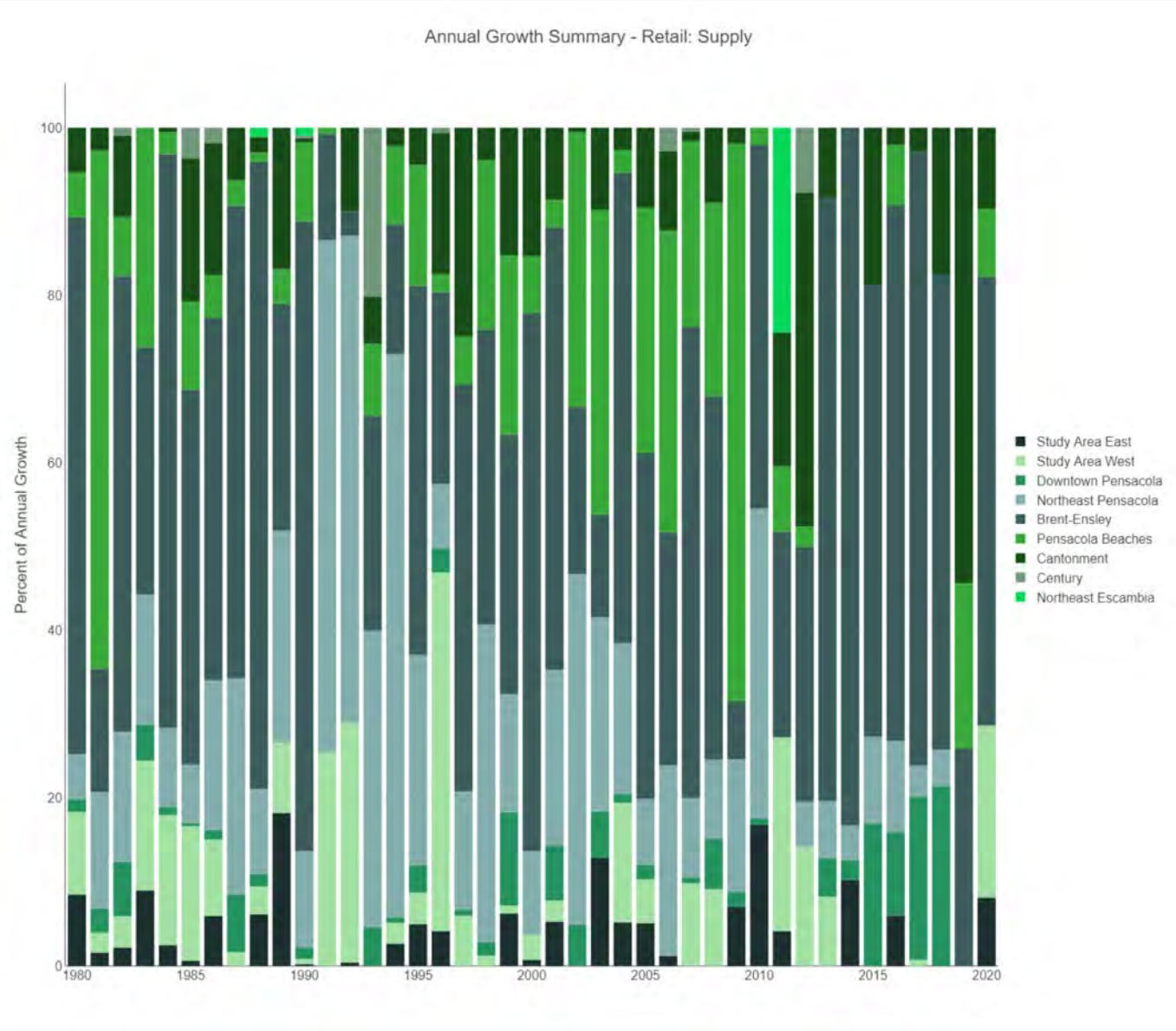


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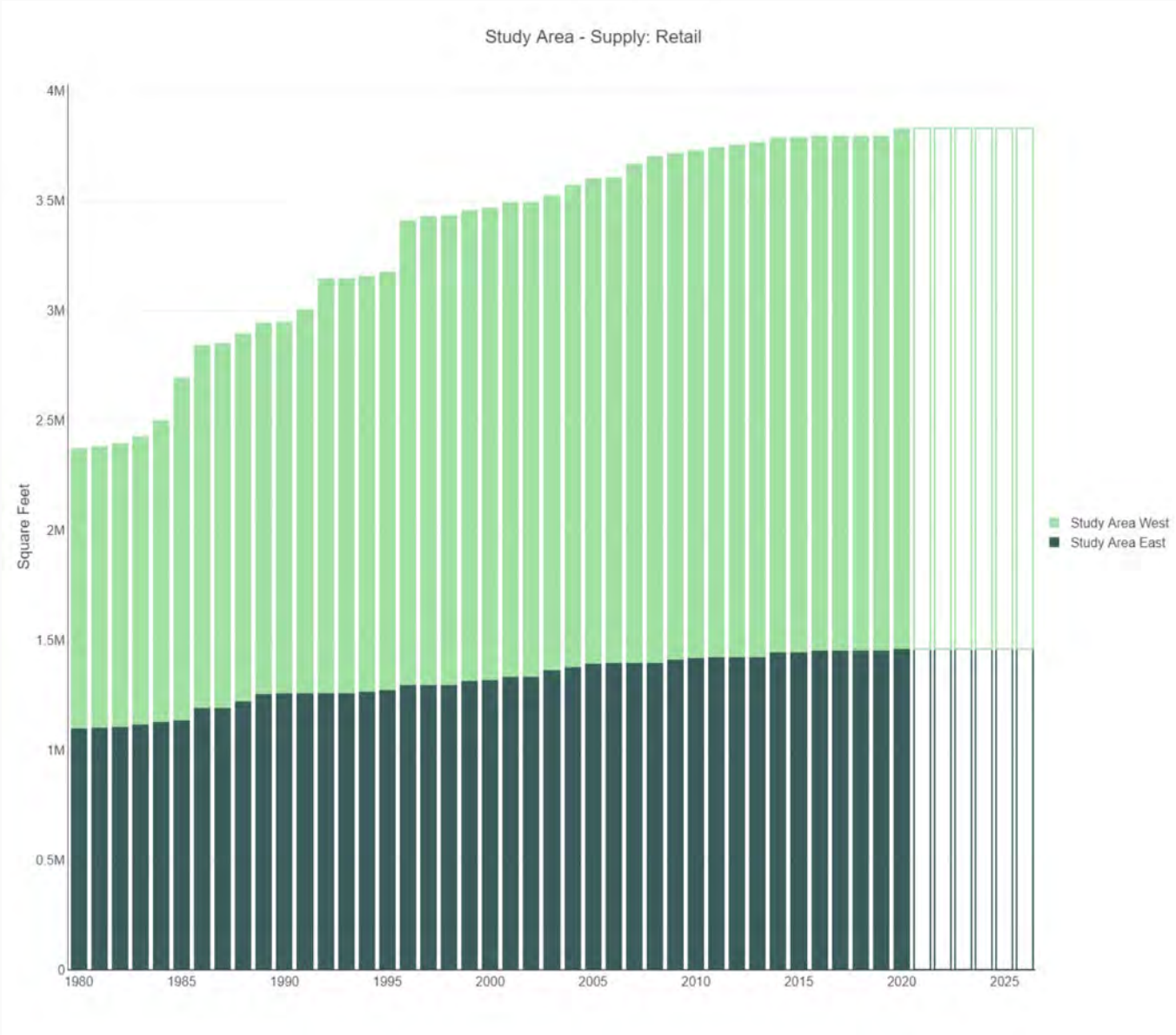
Retail: Share of Historical Growth Rates - Region and County



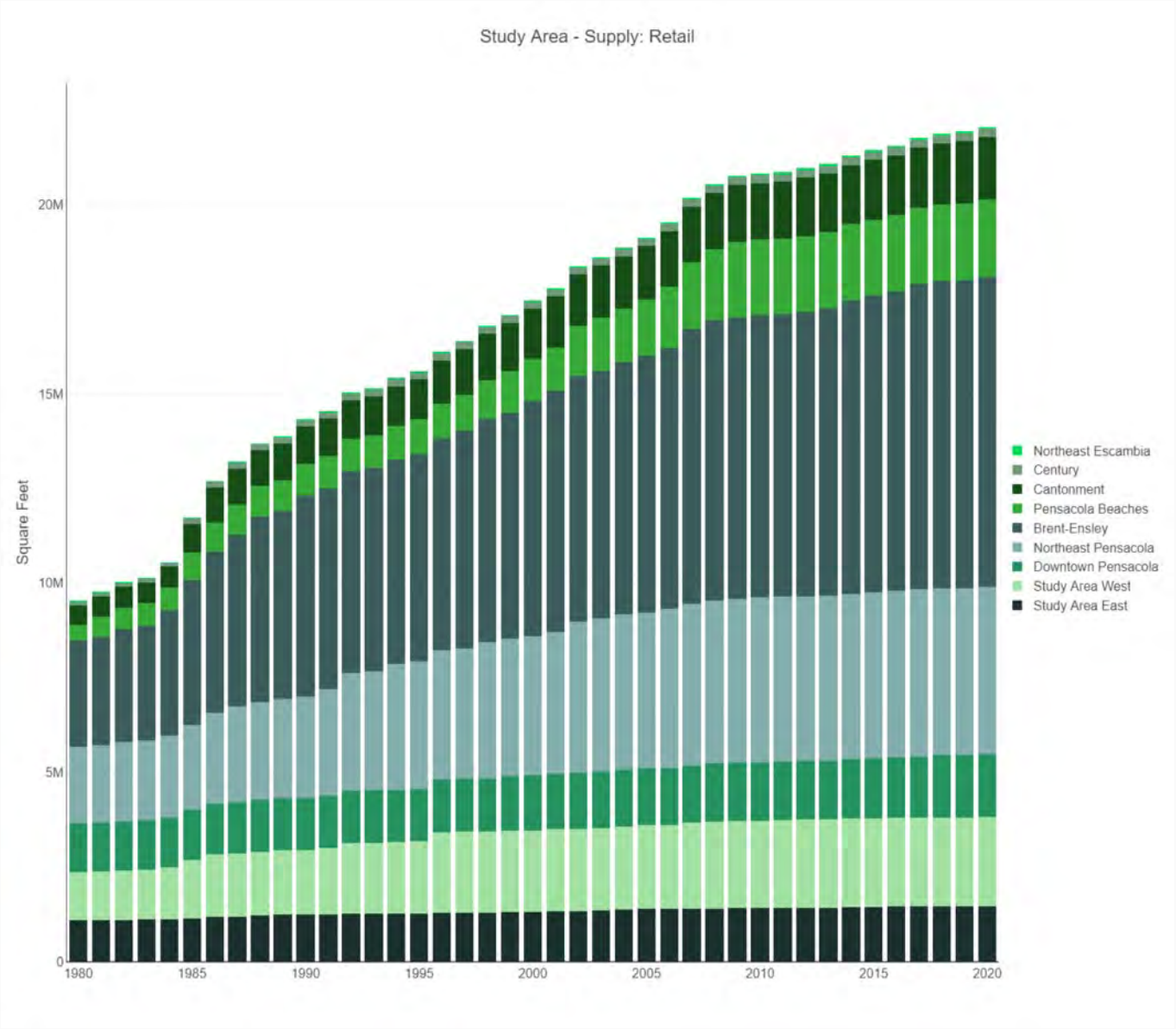
Supply (Retail): Annual Growth Summary



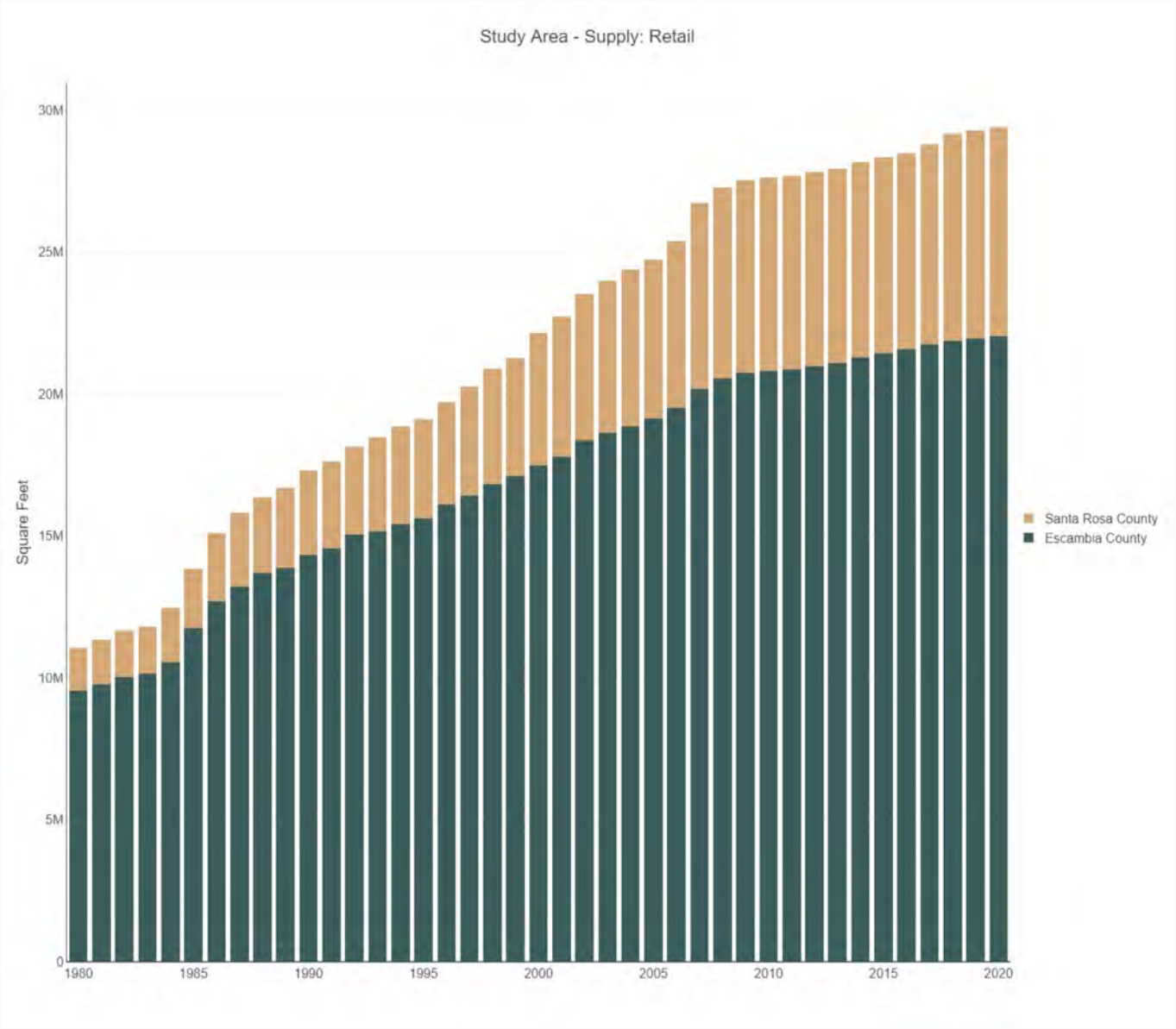
Supply (Retail): Historical Estimates by Study Area



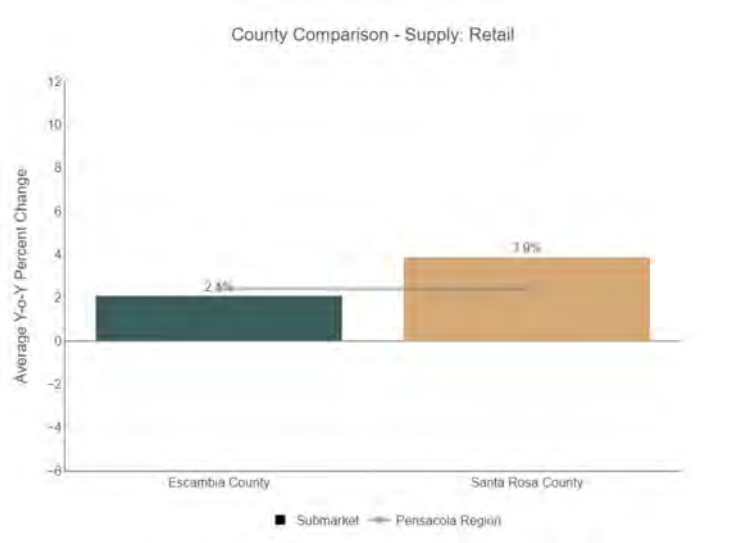
Supply (Retail): Historical Estimates by Study Area and Submarket

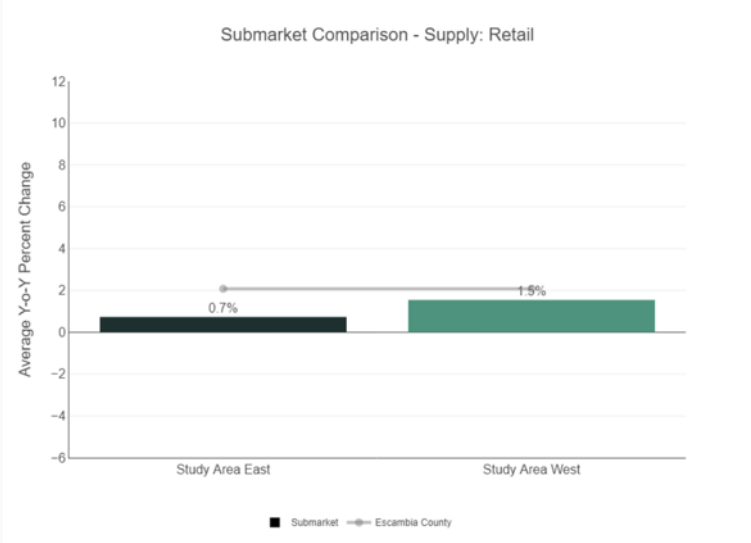


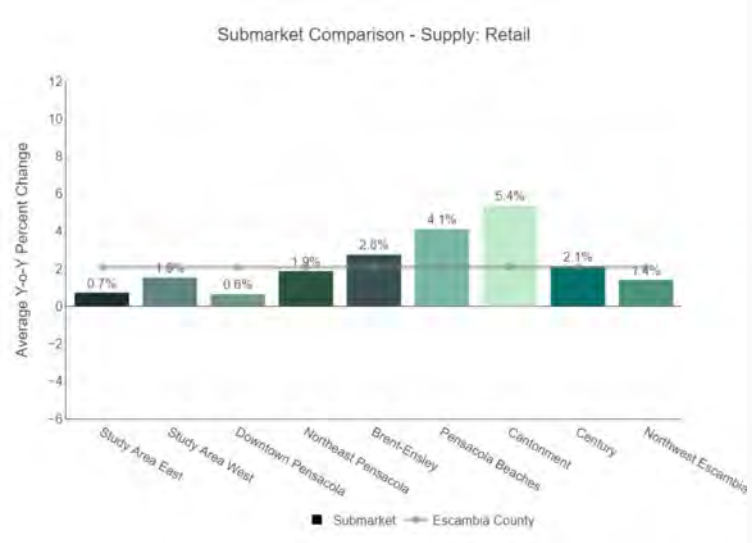
Supply (Retail): Historical Estimates by County



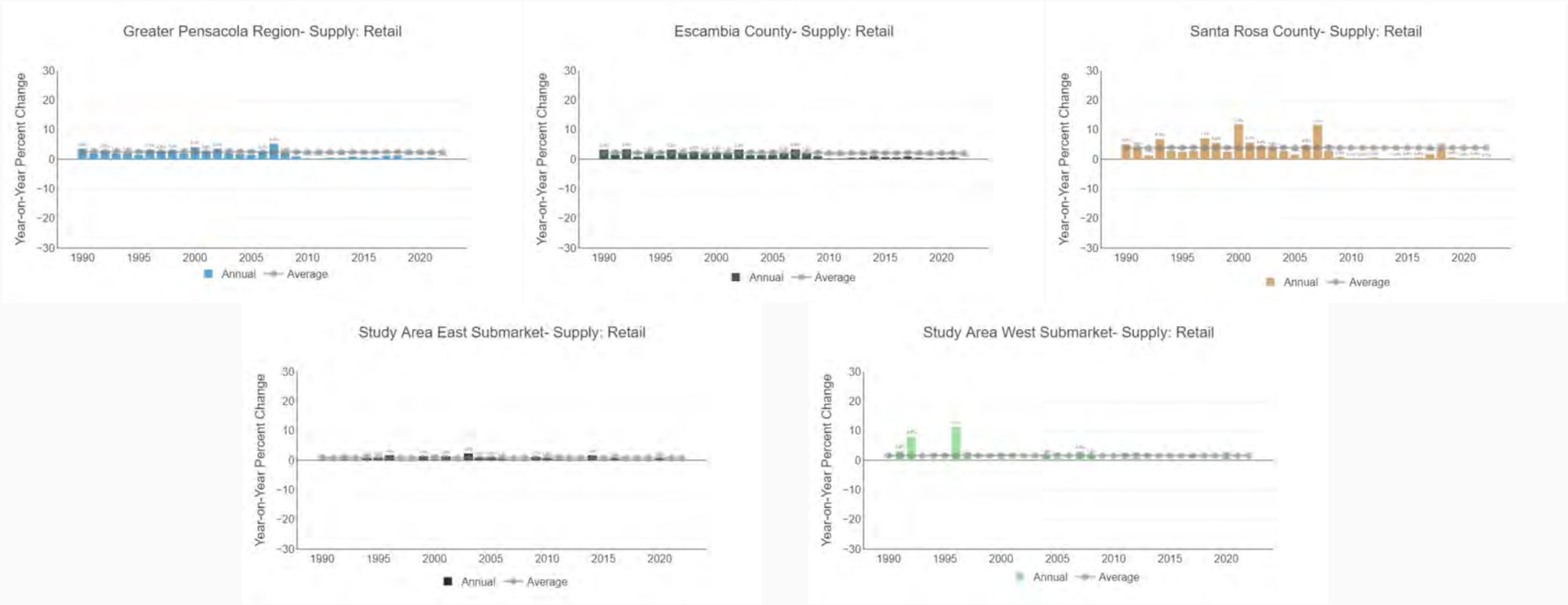
Supply (Retail):
Historical Average Growth Rates Comparison
County and Submarket Levels





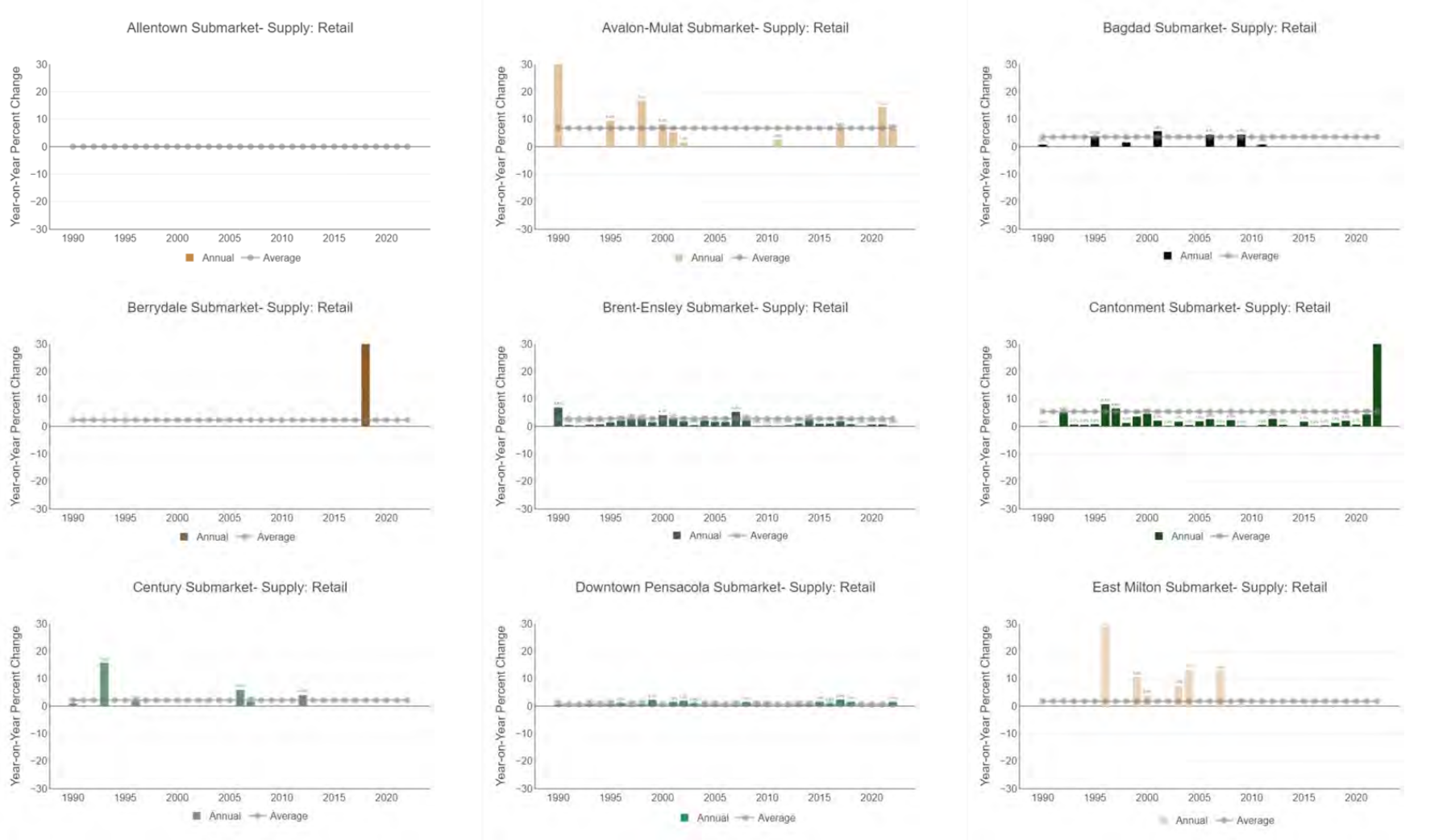


Supply (Retail): Historical Growth Rates - Region, Counties, and Study Area Submarkets

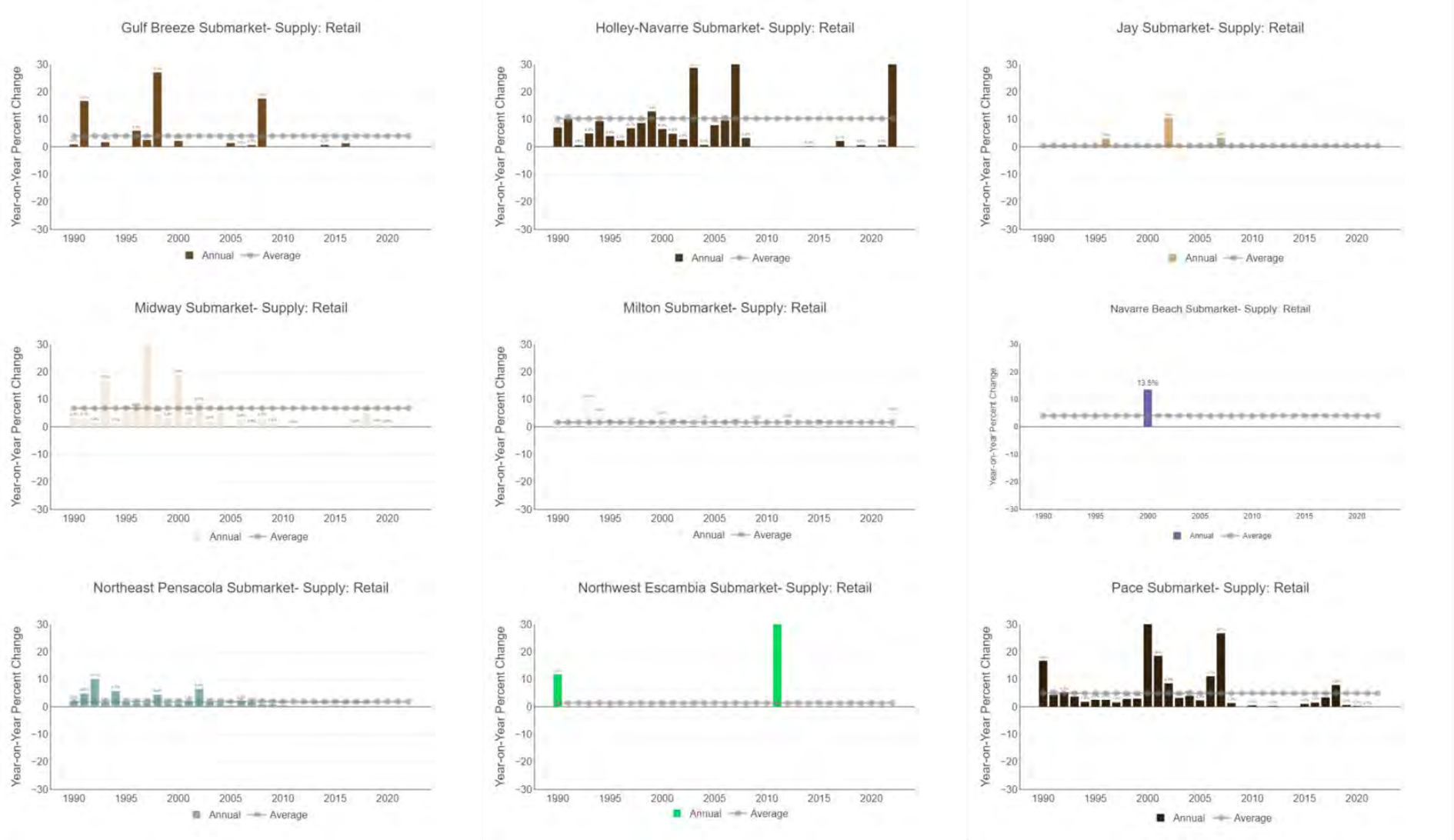


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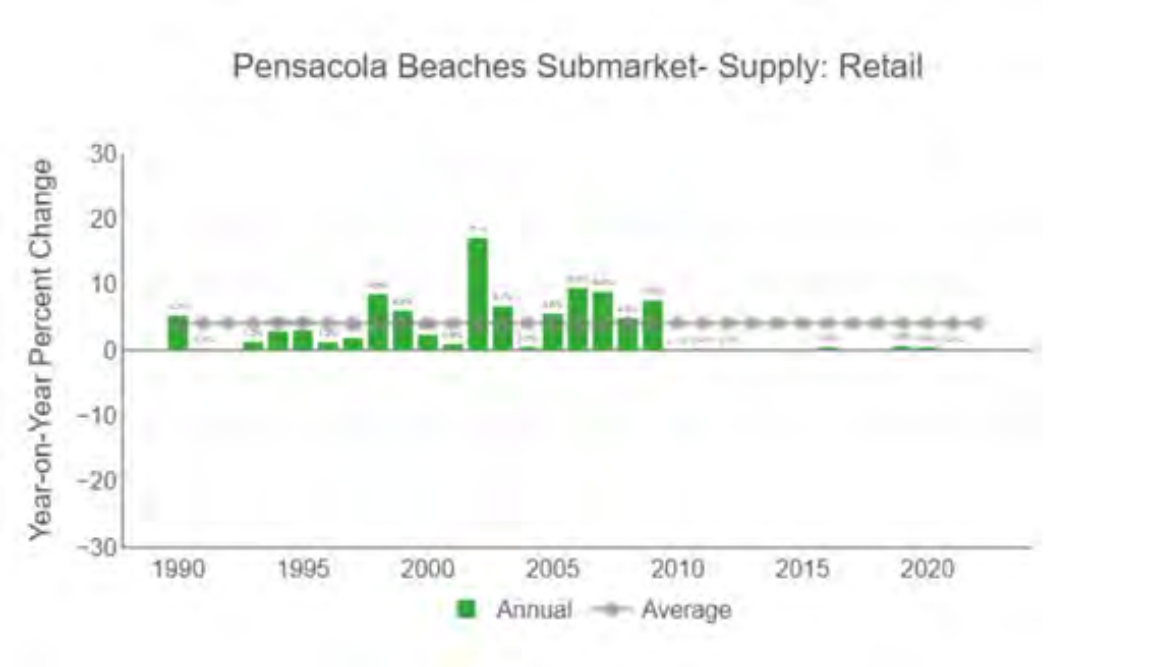
Supply (Retail): Historical Growth Rates - Submarkets (slide 1/3)

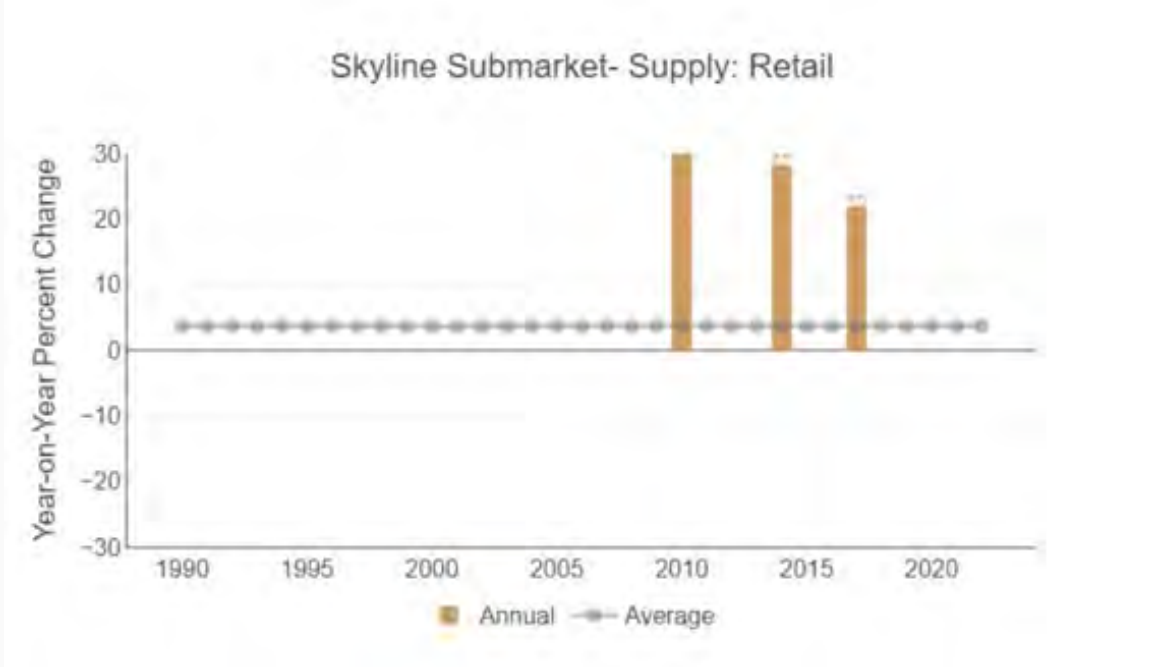


Supply (Retail): Historical Growth Rates - Submarkets (slide 2/3)

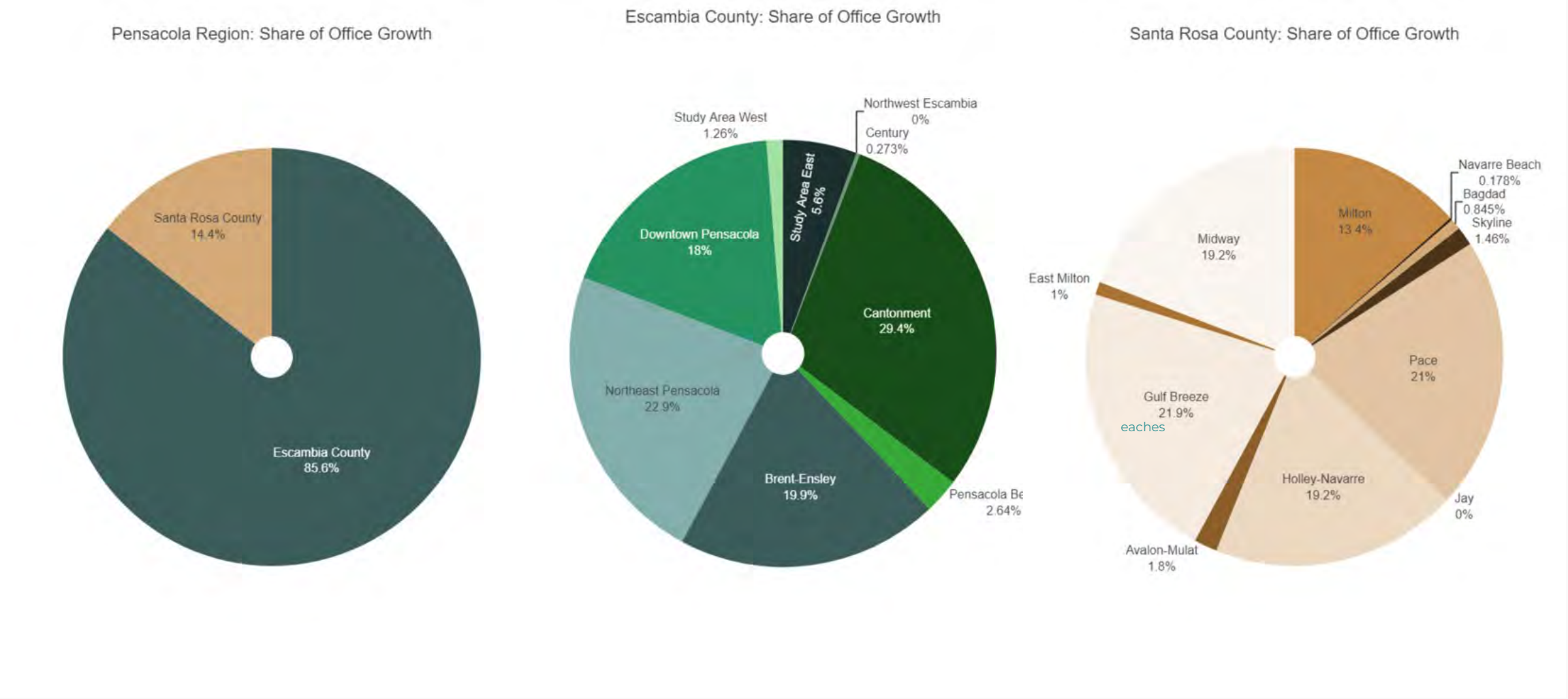


Supply (Retail): Historical Growth Rates - Submarkets (slide 3/3)

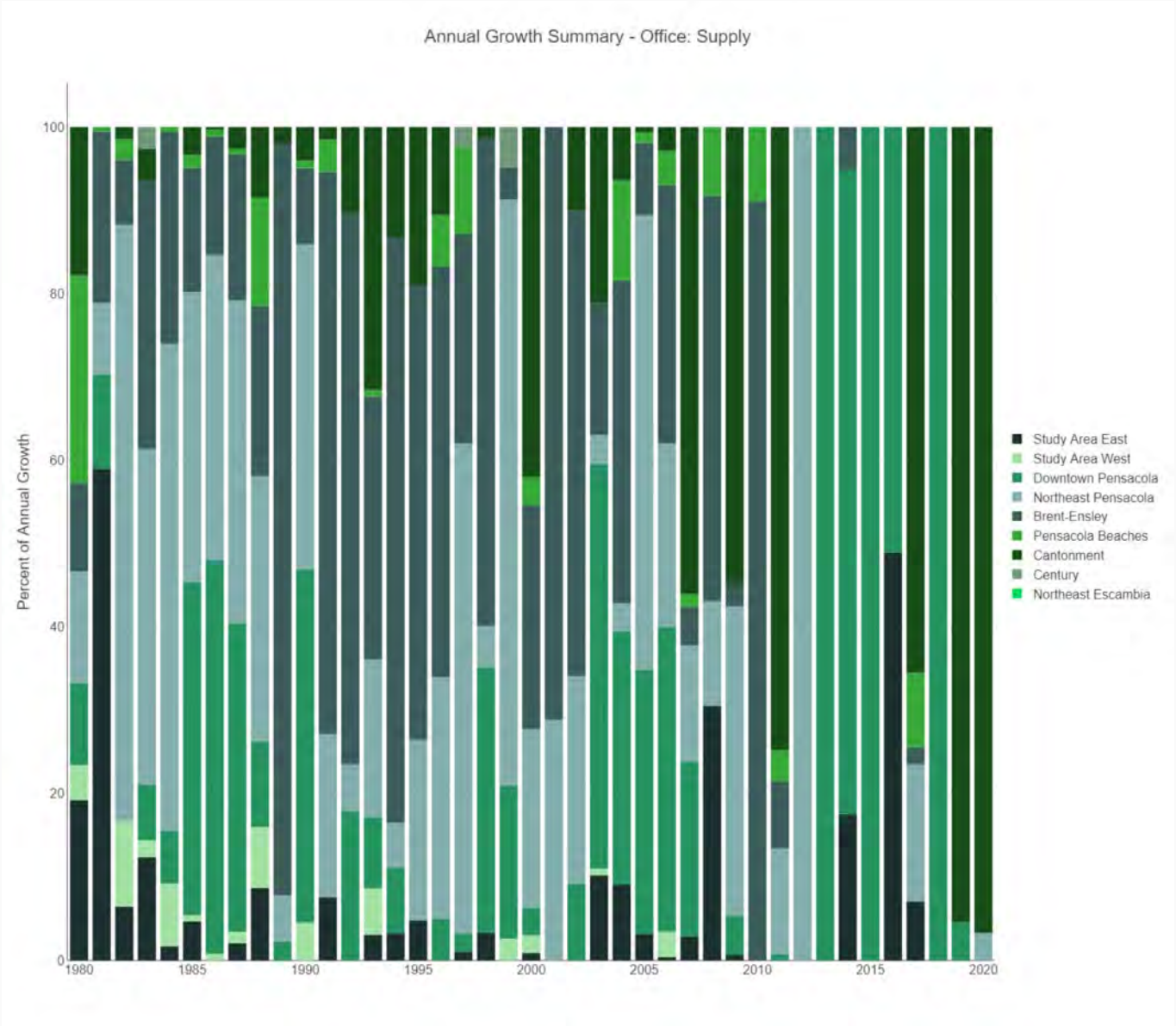




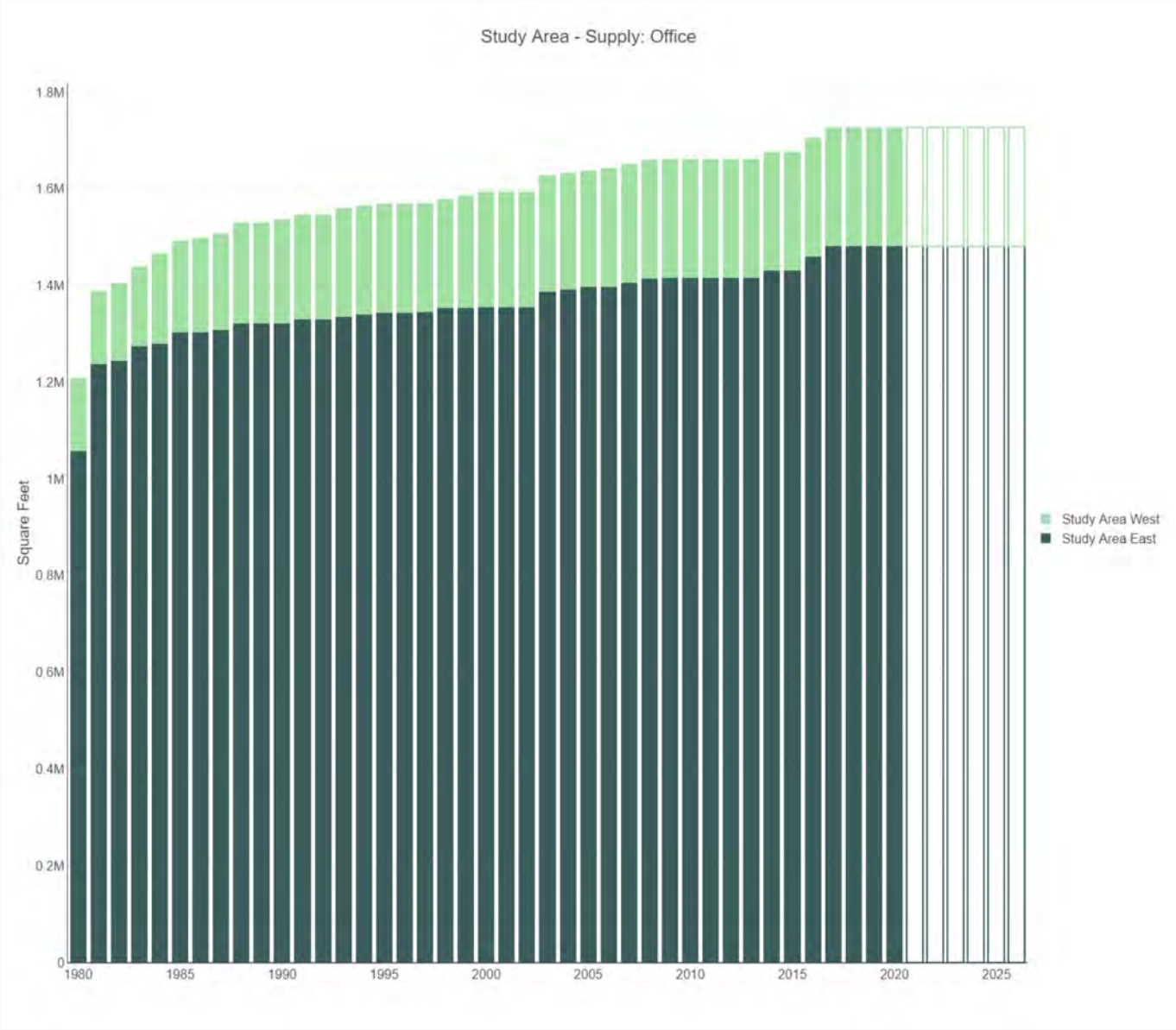
Office: Share of Historical Growth Rates - Region and County



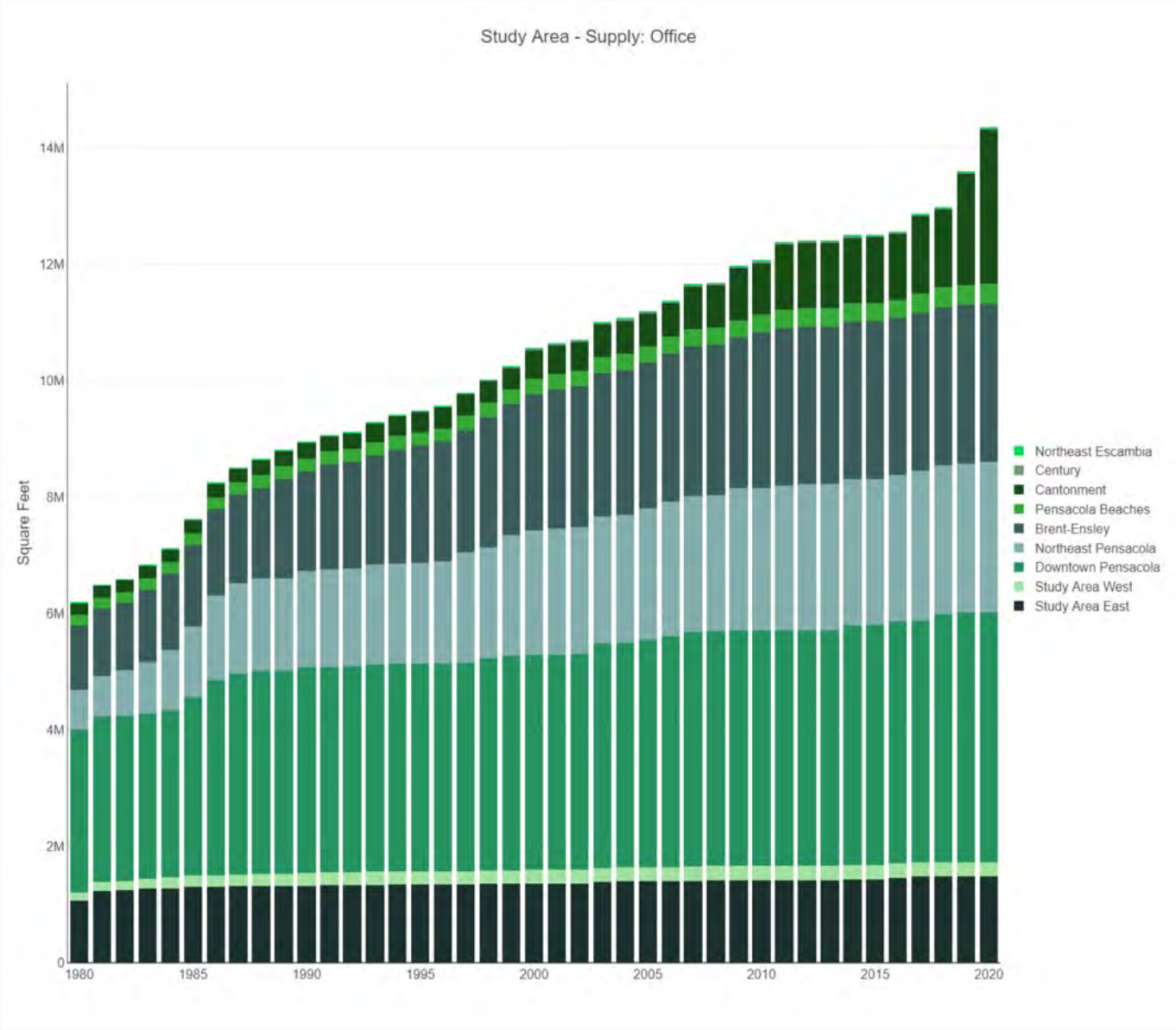
Supply (Office): Annual Growth Summary



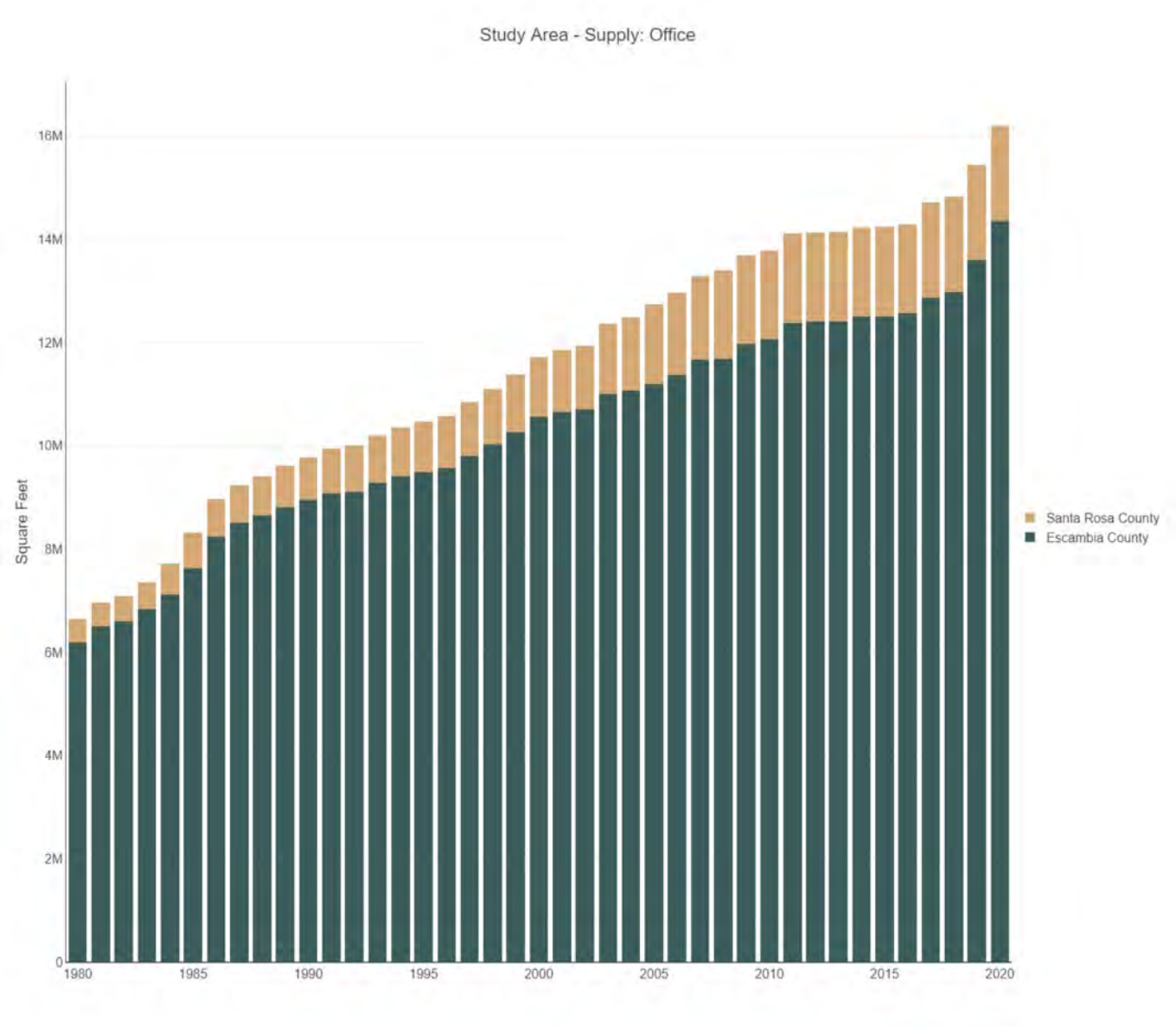
Supply (Office): Historical Estimates by Study Area



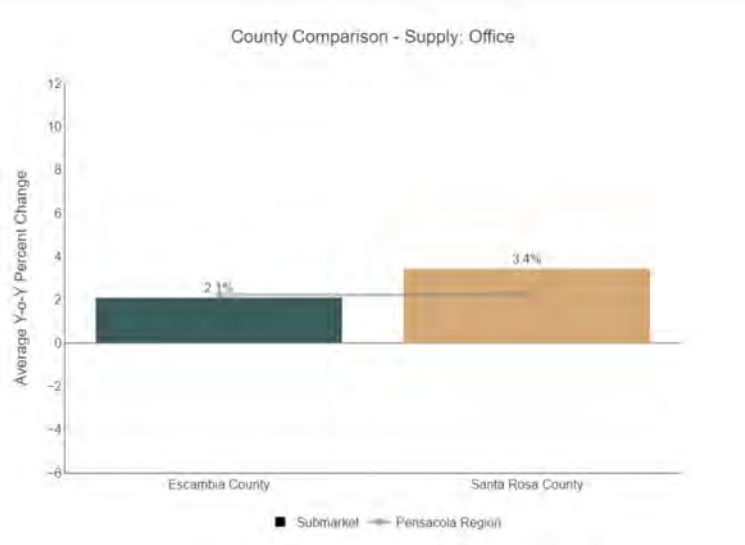
Supply (Office):
Historical Estimates by Study Area and Submarket

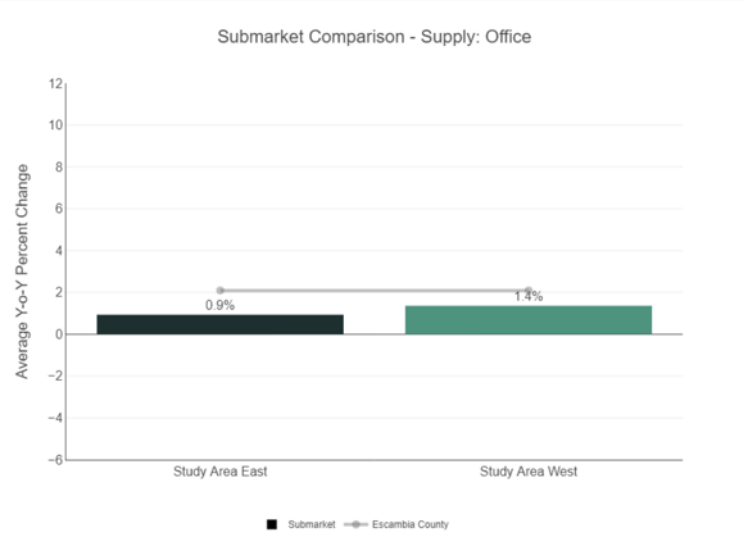


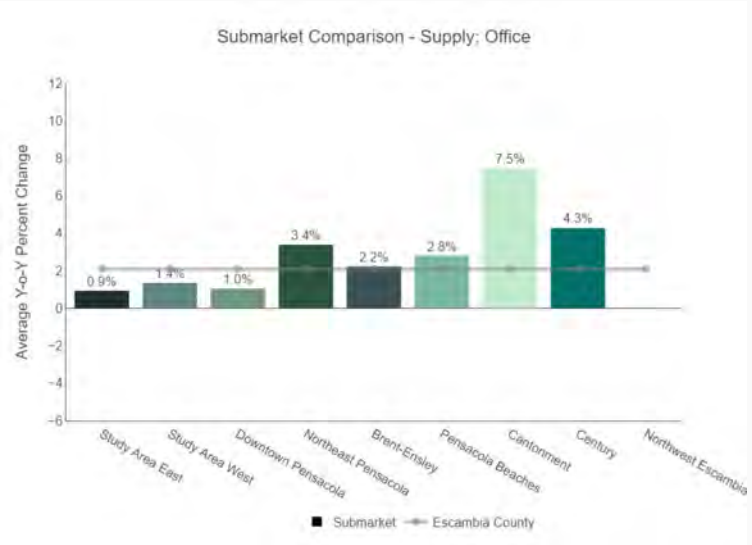
Supply (Office): Historical Estimates by County



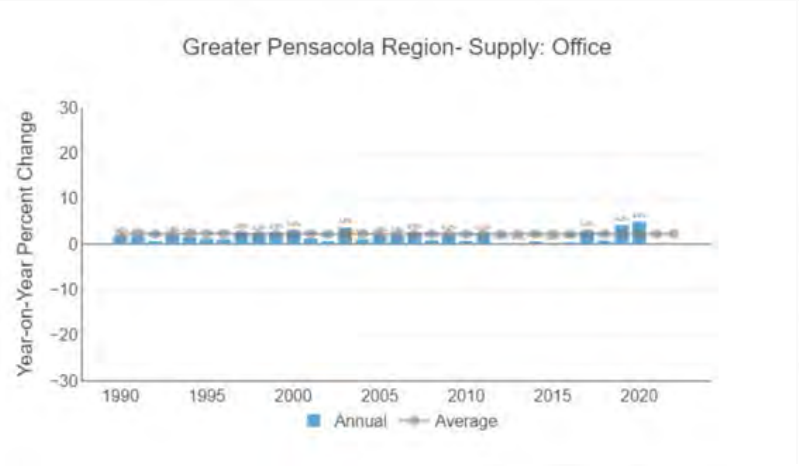
Supply (Office):
Historical Average Growth Rates Comparison
County and Submarket Levels

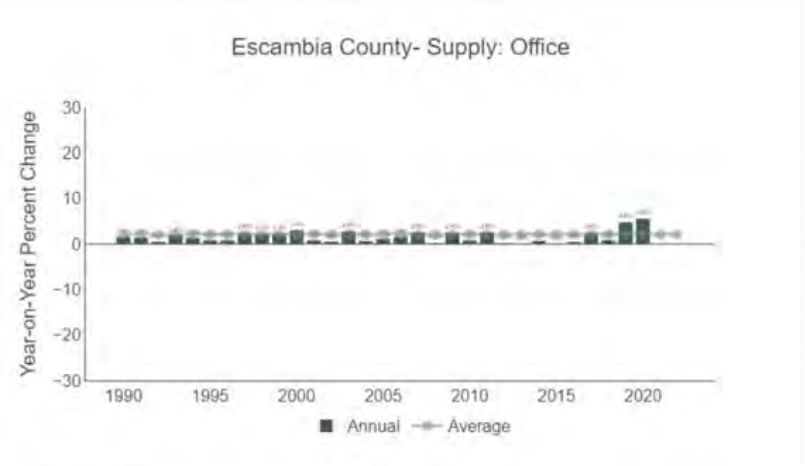




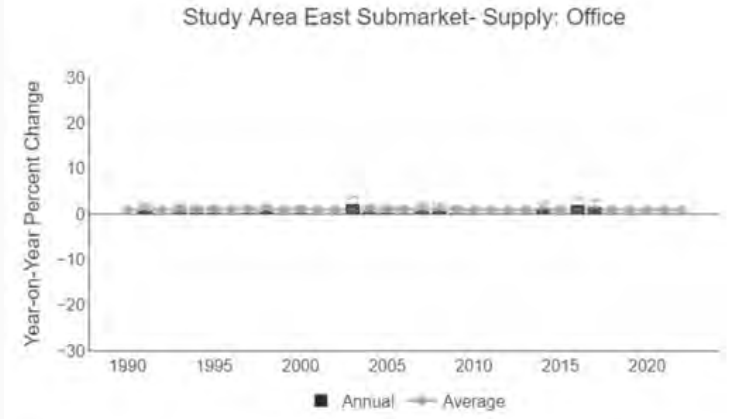


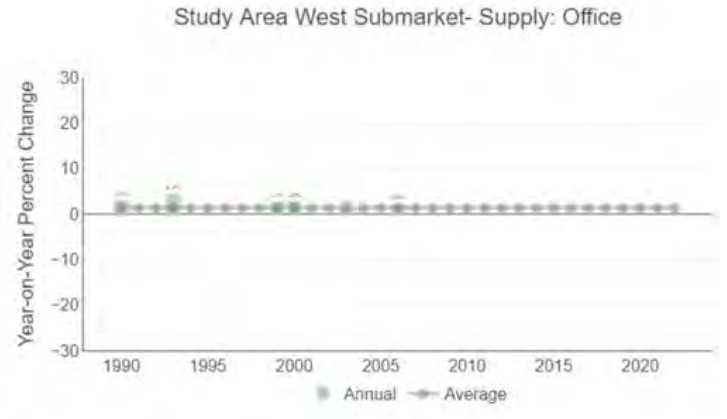
Supply (Office): Historical Growth Rates - Region, Counties, and Study Area Submarkets



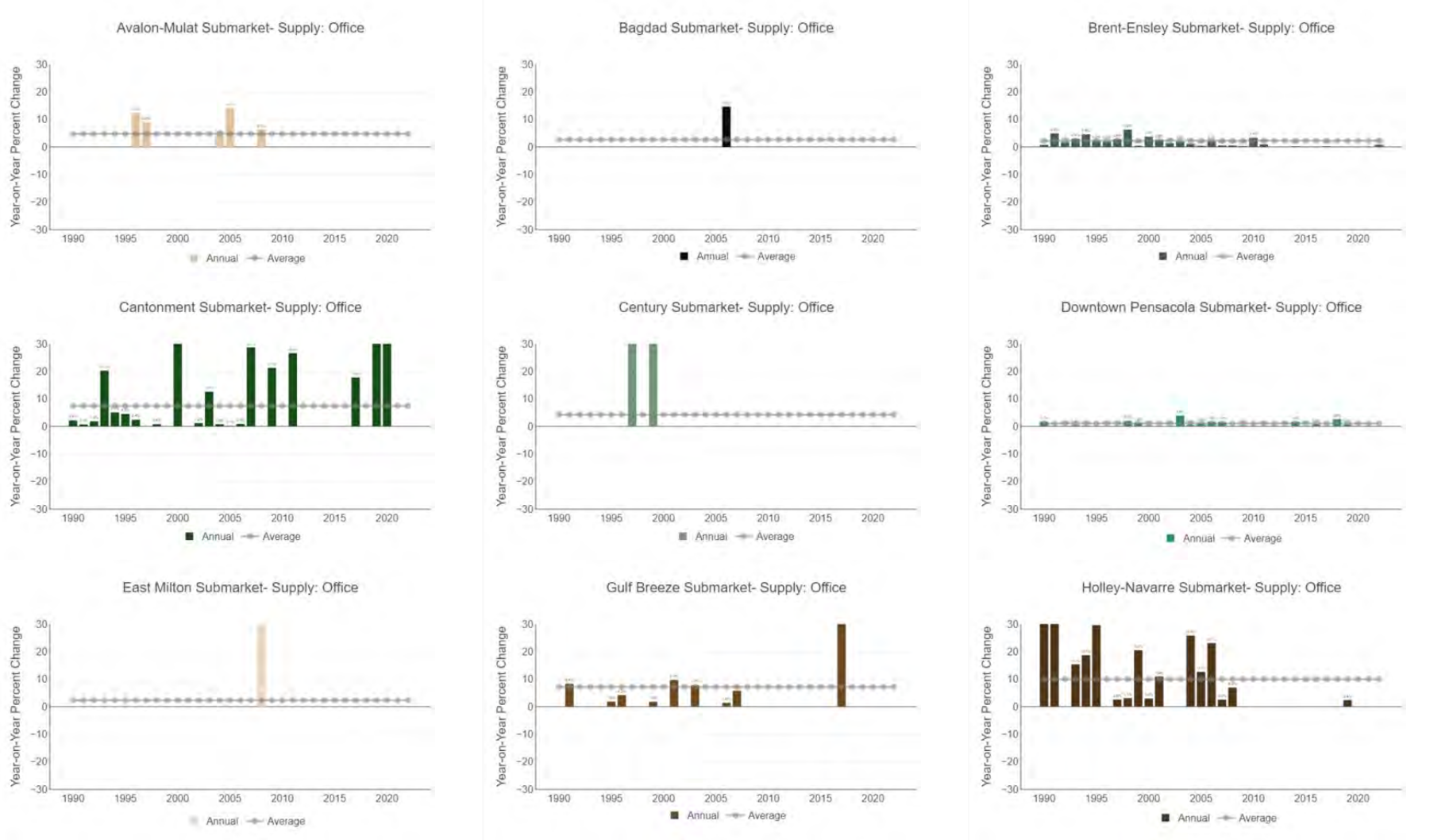




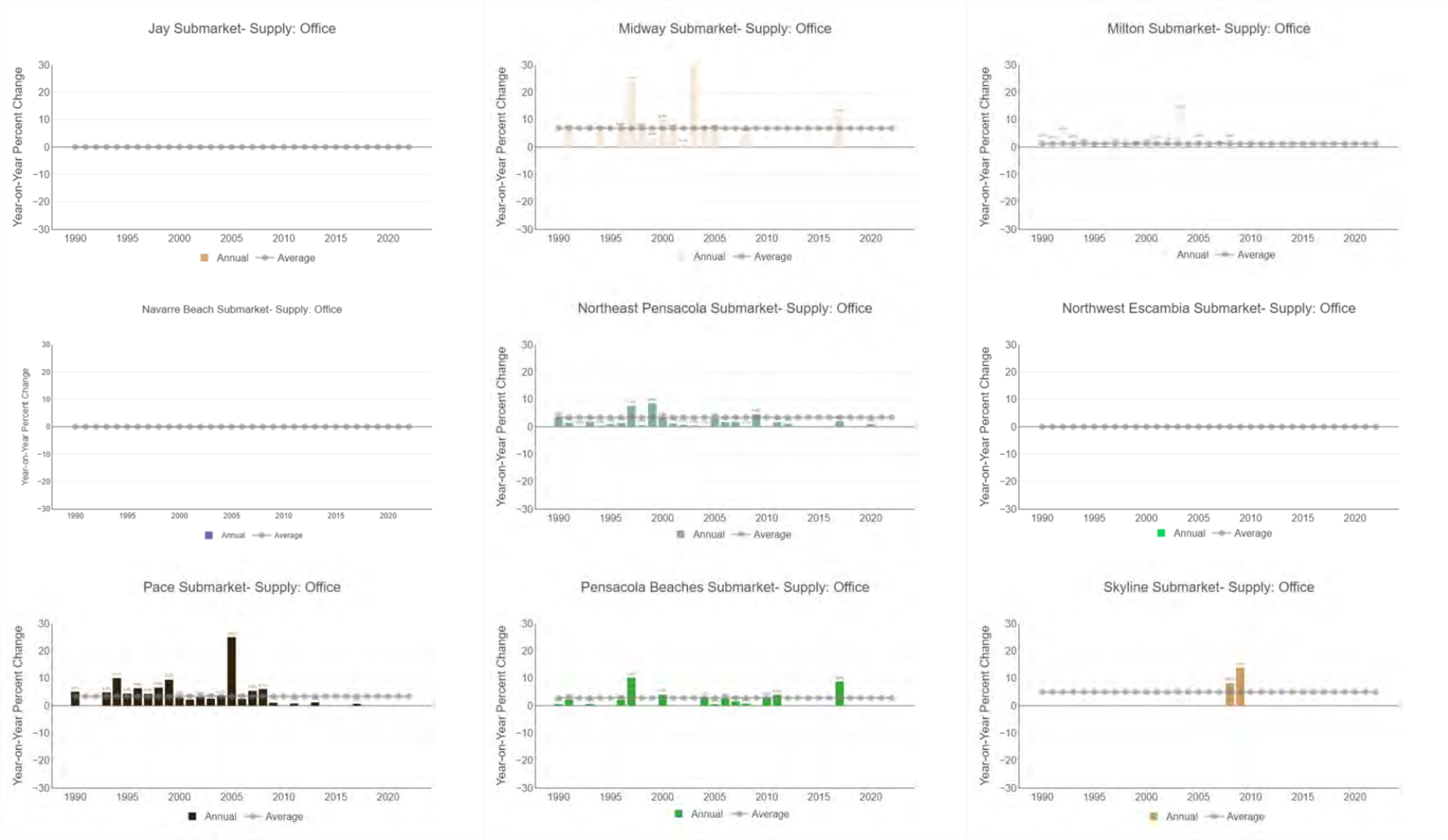




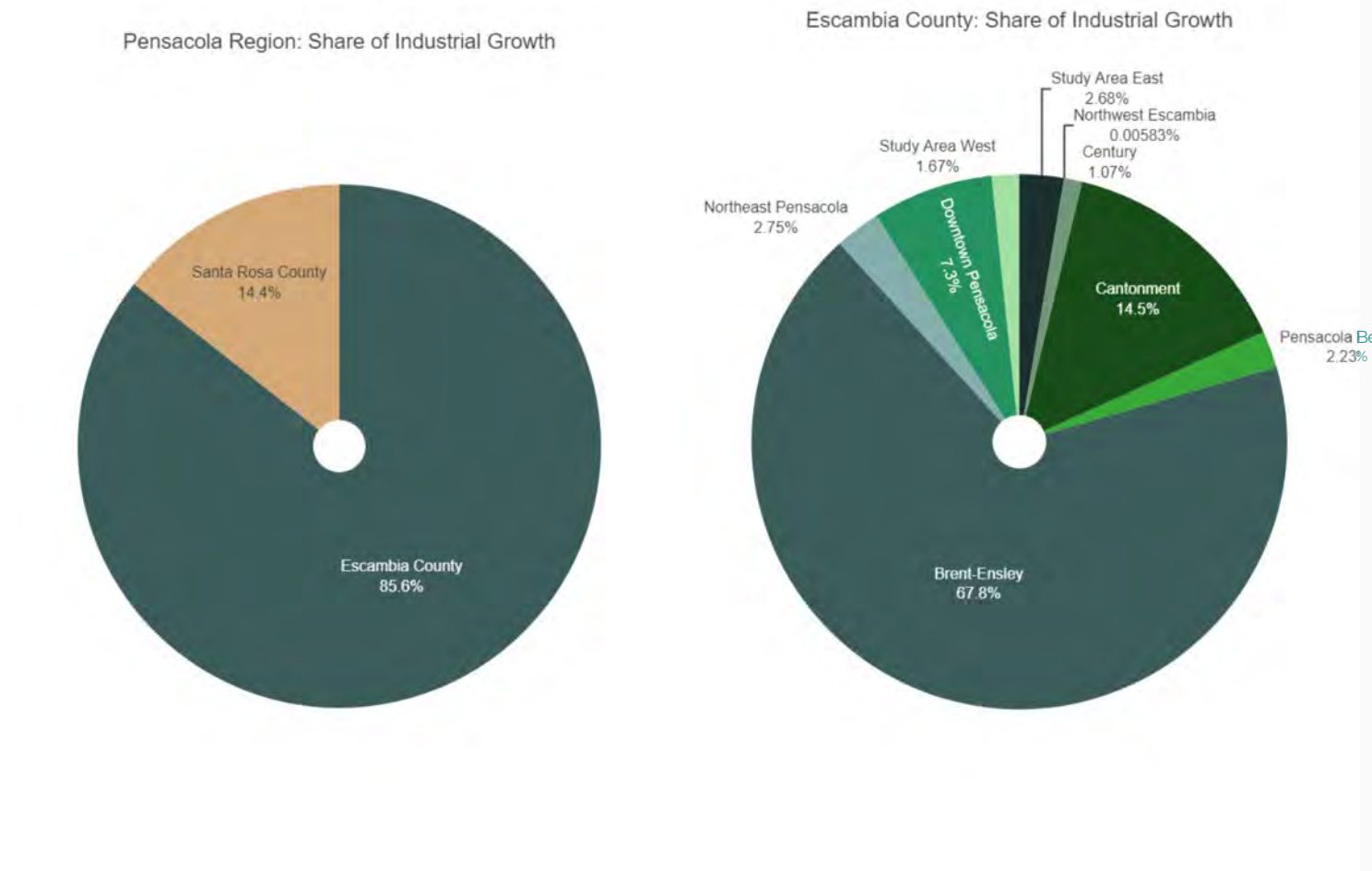
Supply (Office): Historical Growth Rates Submarkets (slide 1/2)

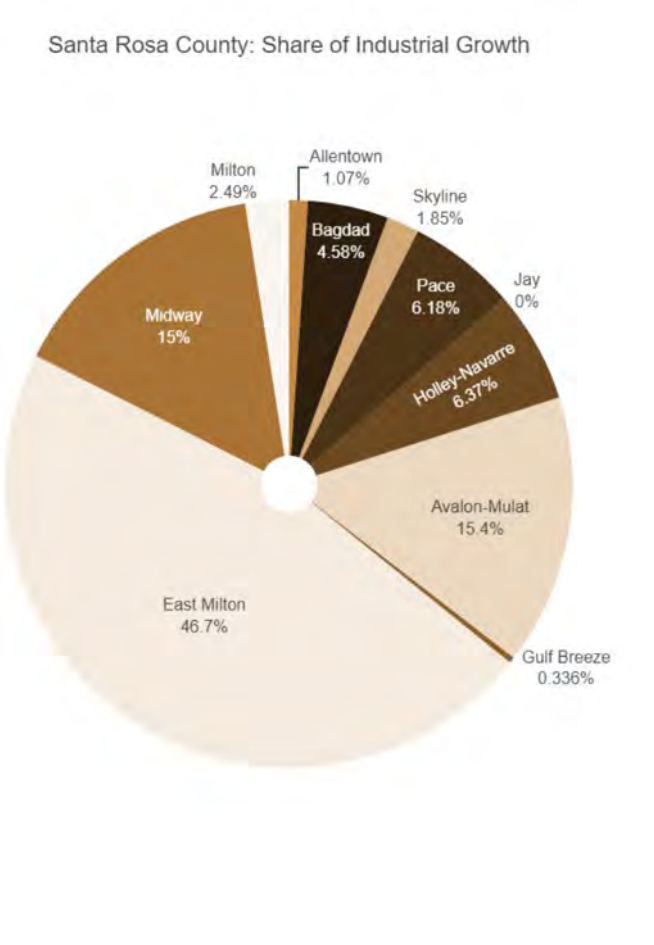


Supply (Office): Historical Growth Rates Submarkets (slide 2/2)

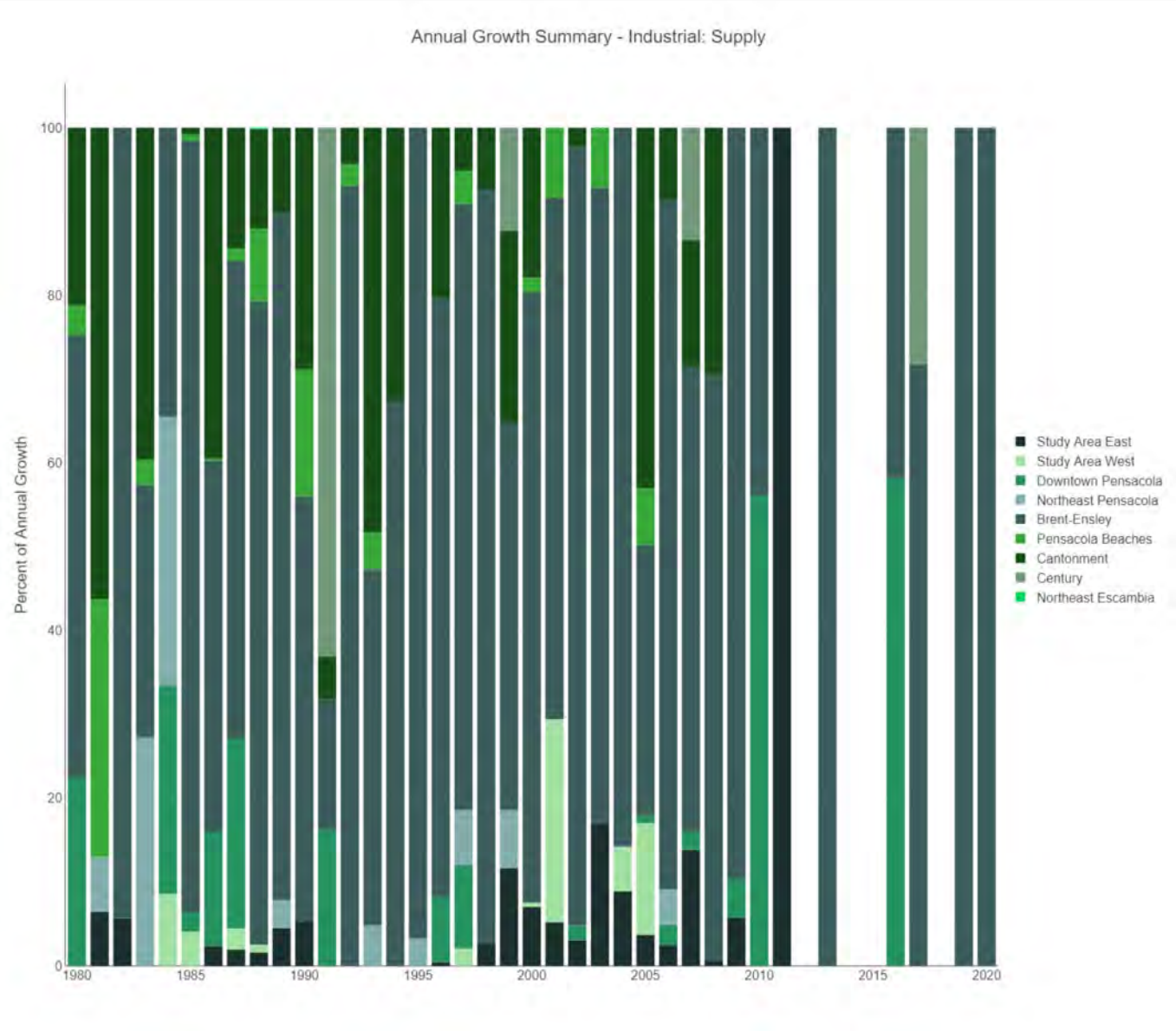


Industrial: Share of Historical Growth Rates - Region and County

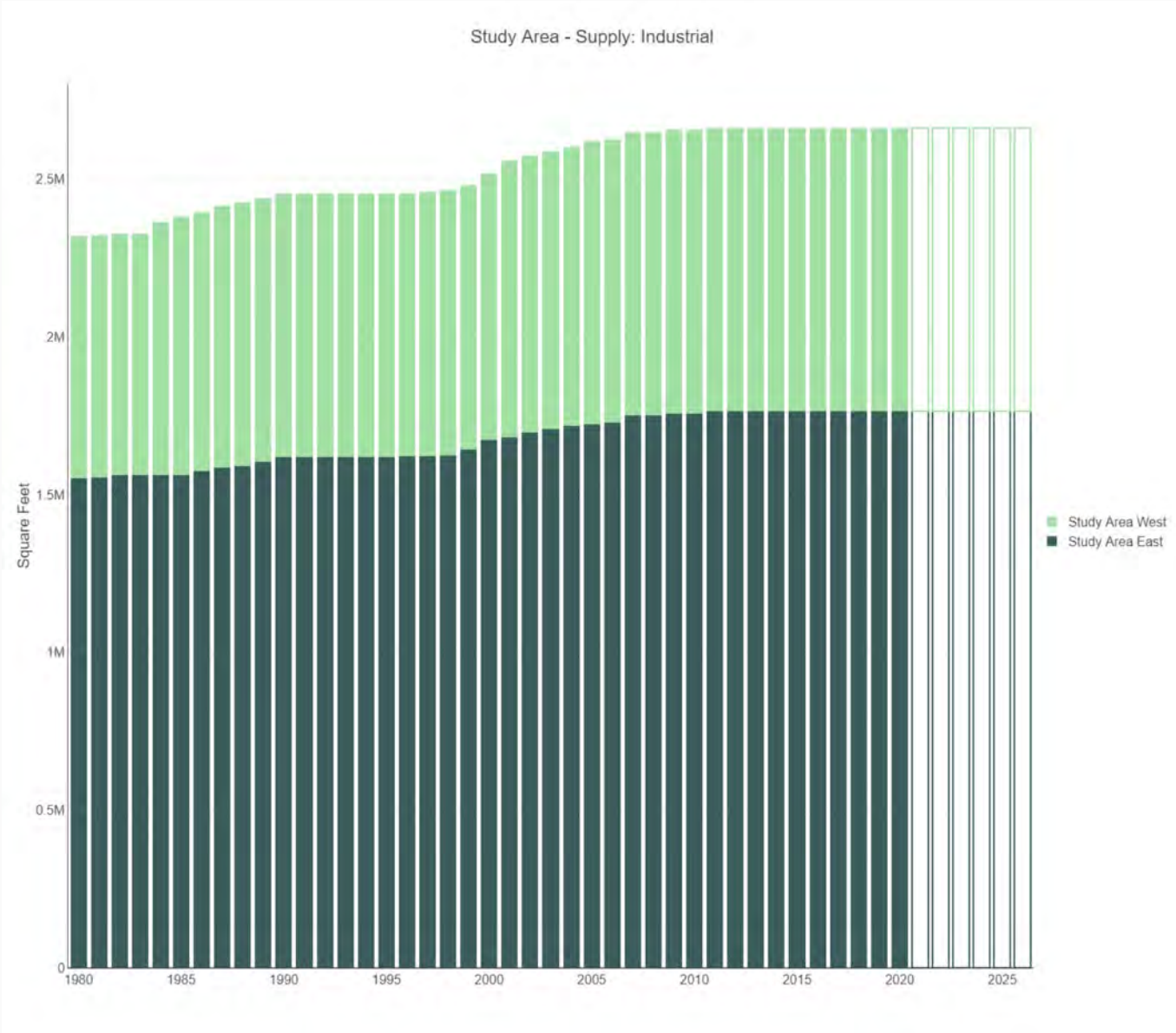




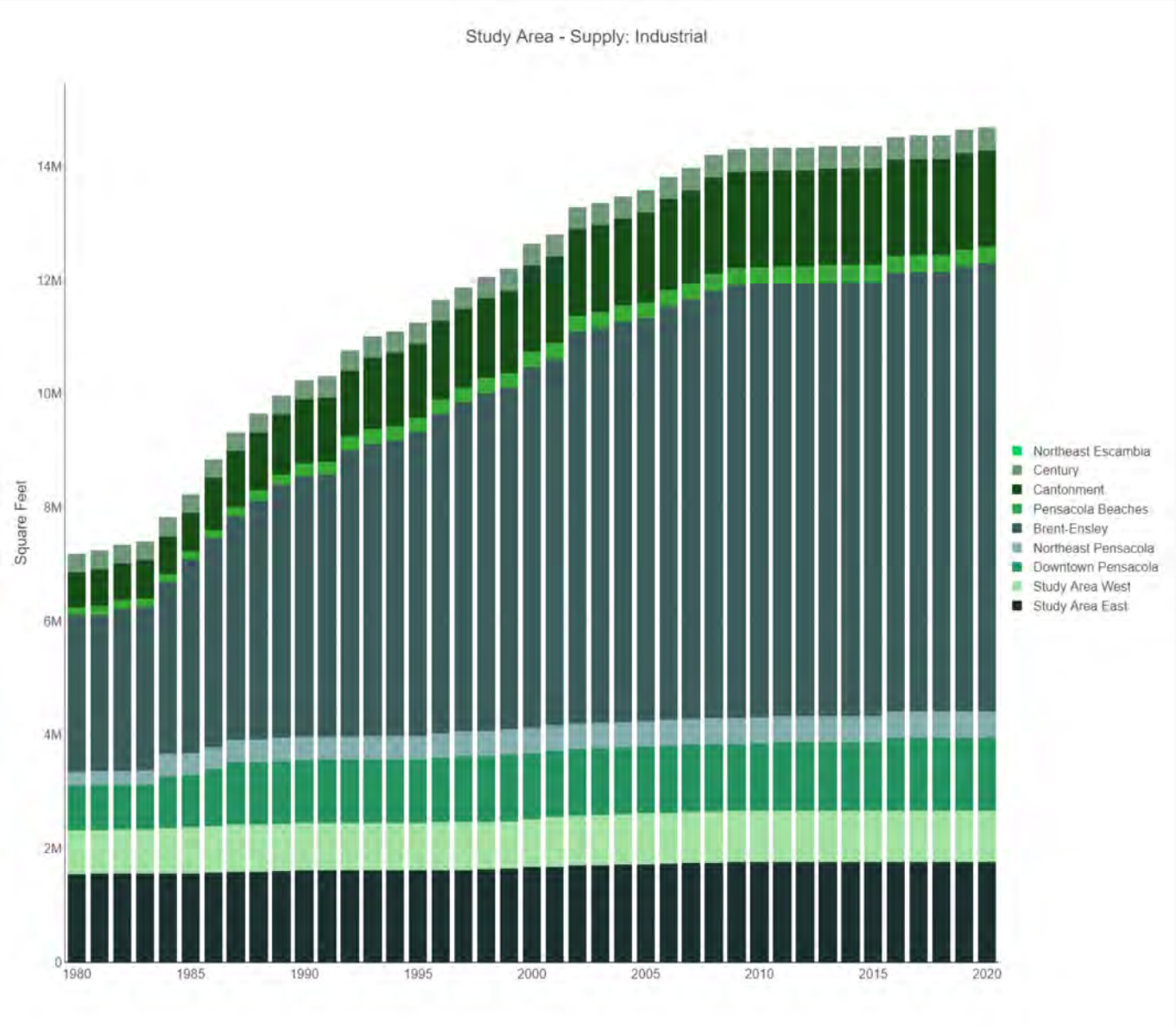
Supply (Industrial): Annual Growth Summary



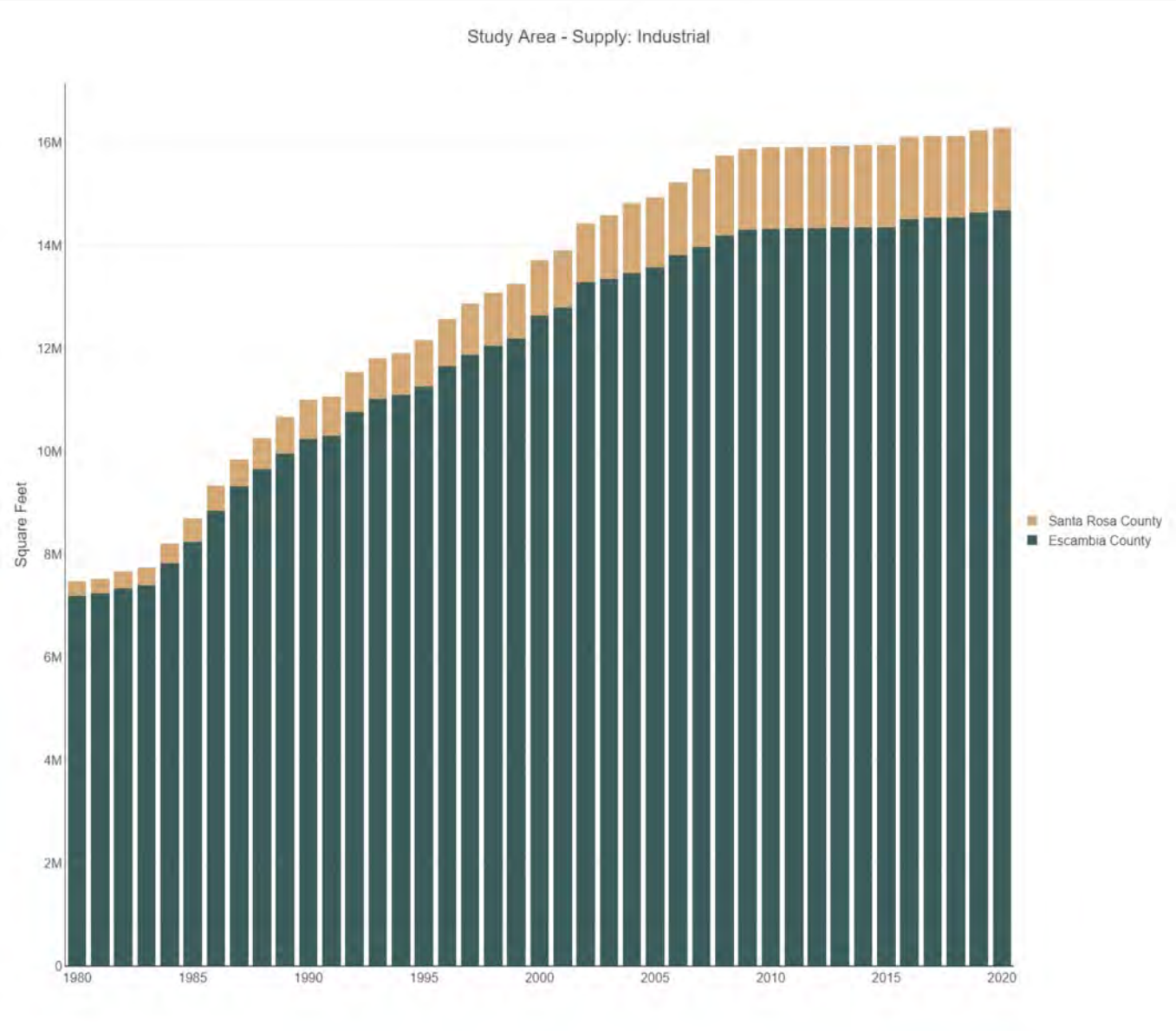
Supply (Industrial): Historical Estimates by Study Area



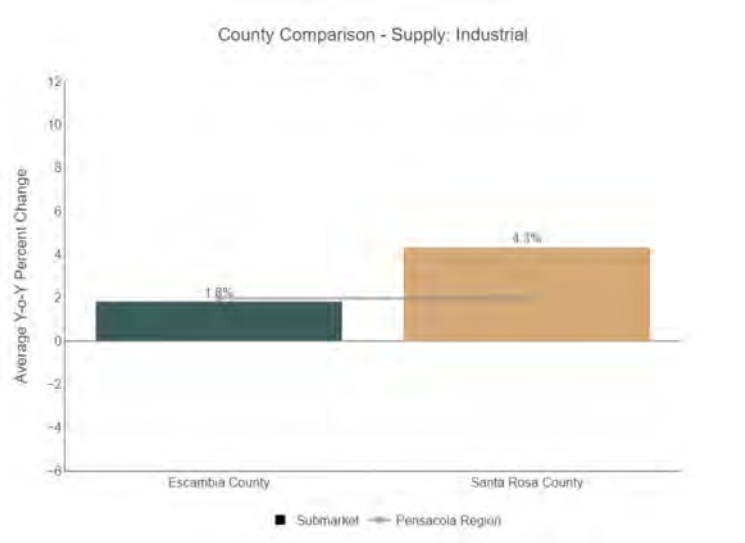
Supply (Industrial): Historical Estimates by Study Area and Submarket

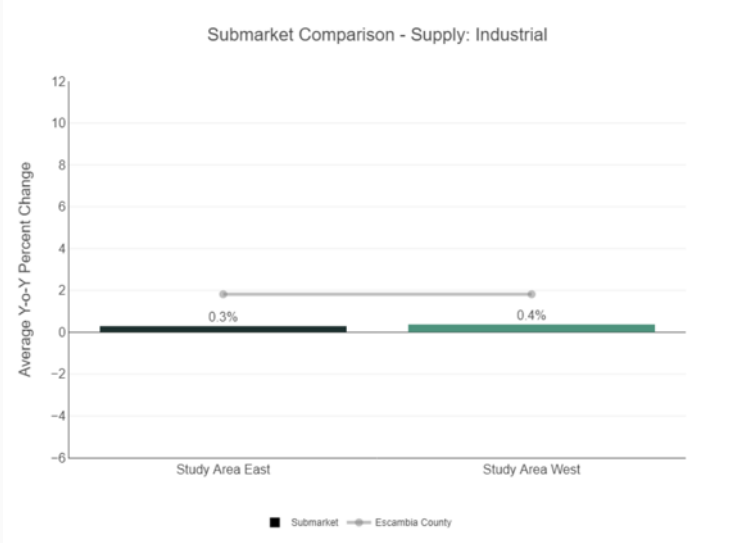


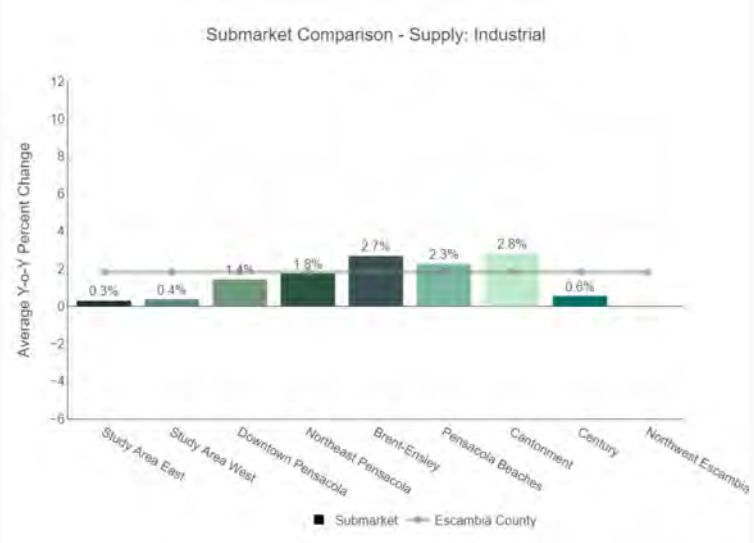
Supply (Industrial): Historical Estimates by County



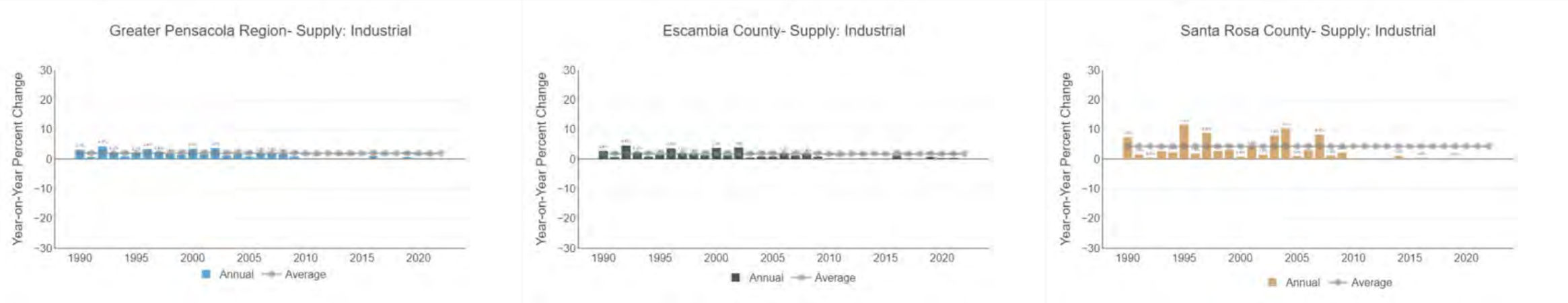
Supply (Industrial):
Historical Average Growth Rates Comparison
County and Submarket Levels

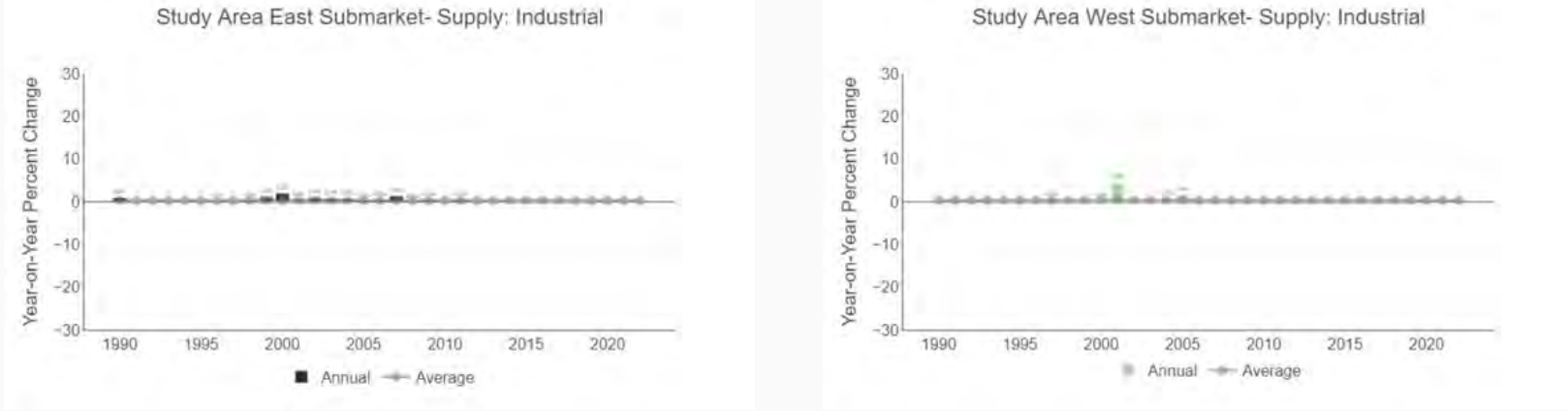




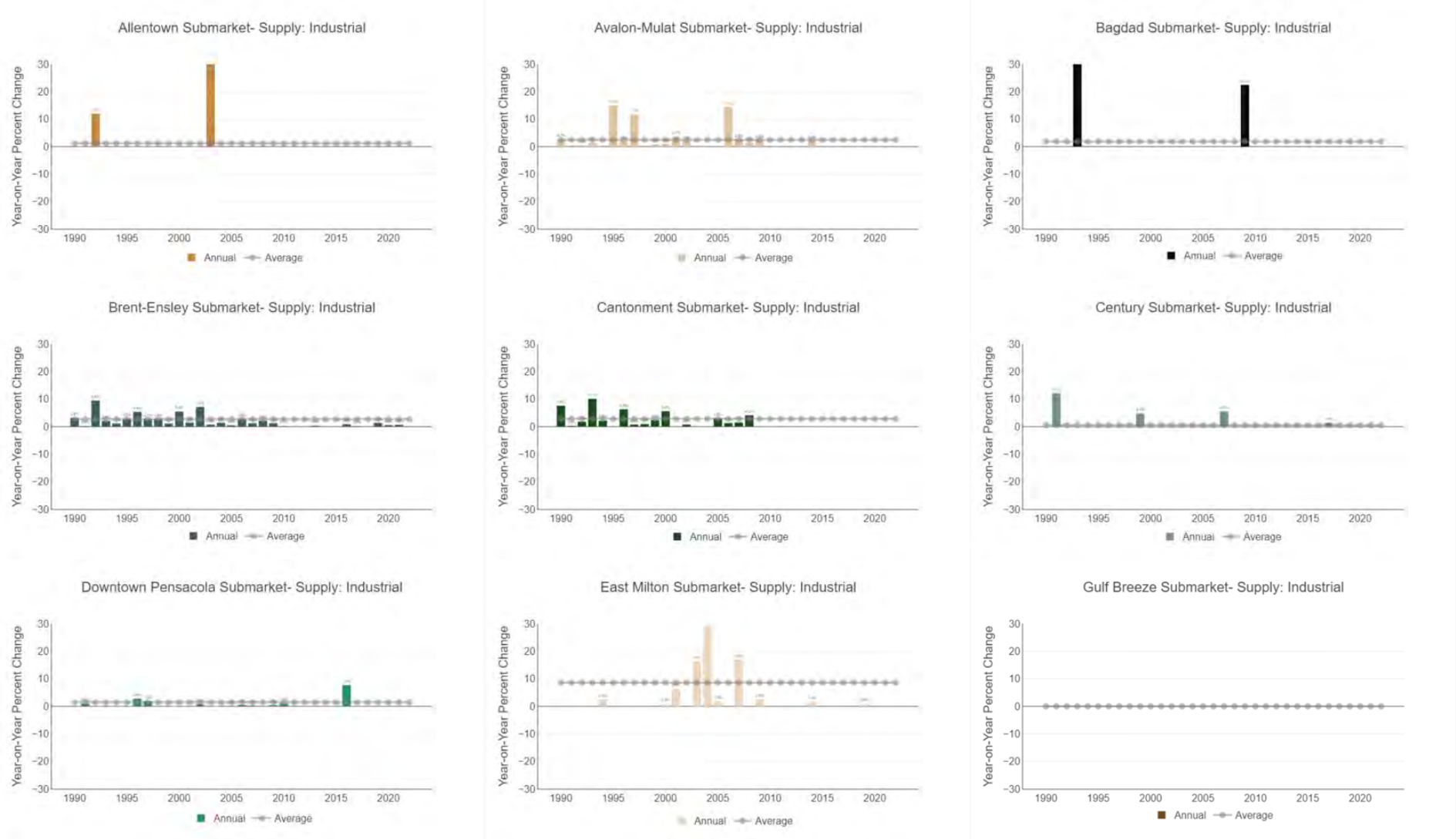


Supply (Industrial): Historical Growth Rates - Region, Counties, and Study Area Submarkets

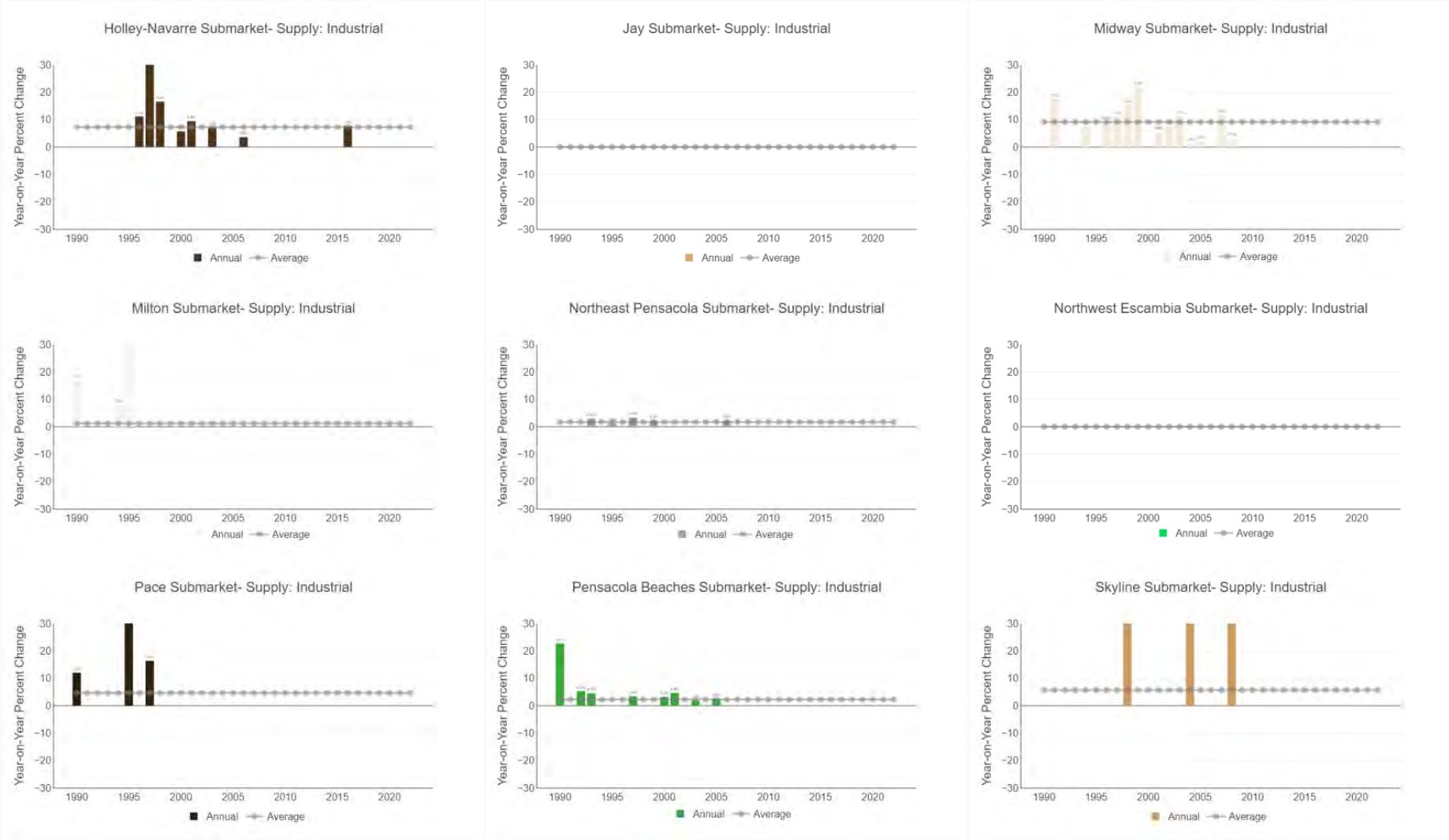




Supply (Industrial): Historical Growth Rates Submarkets (slide 1/2)

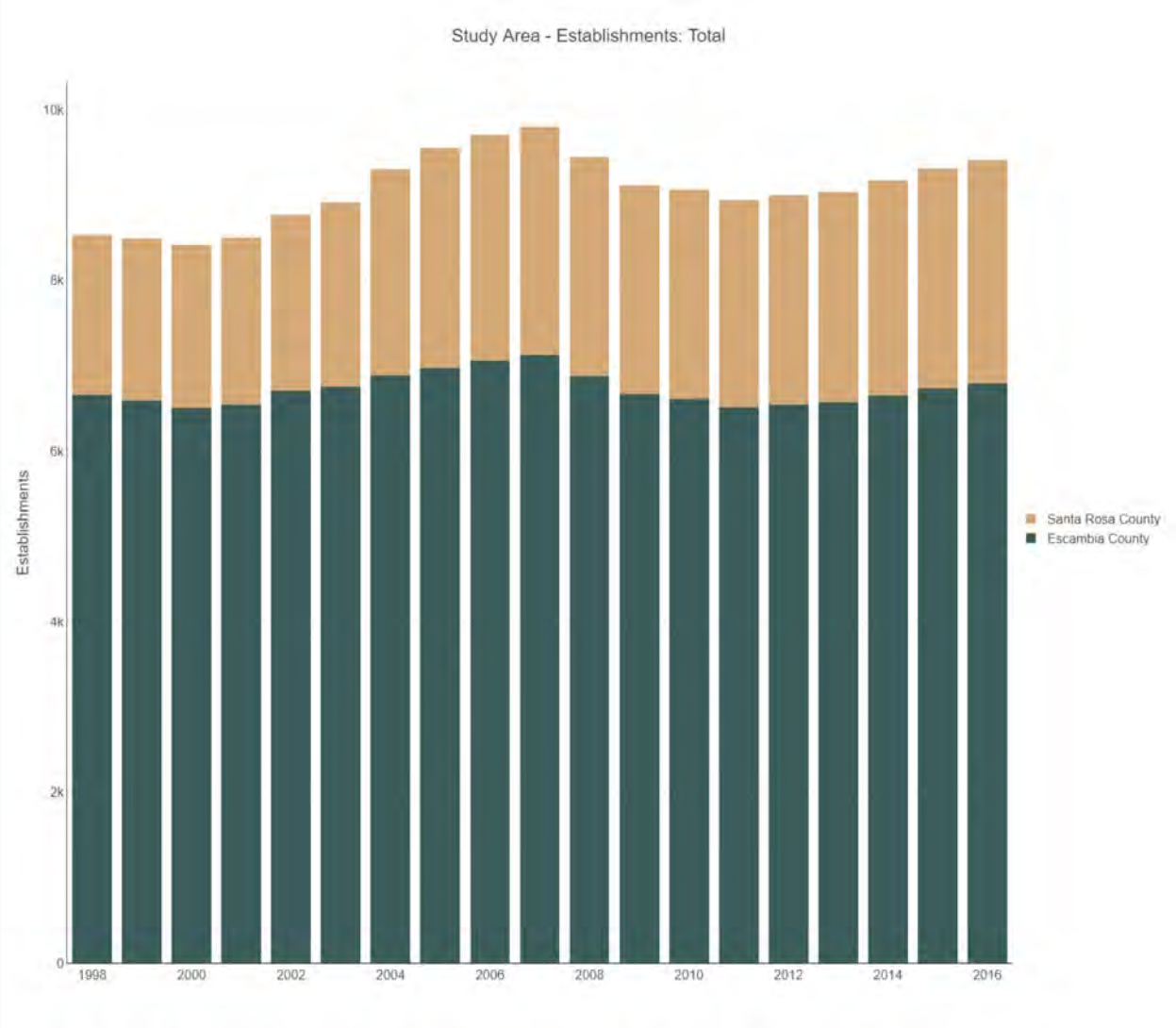


Supply (Industrial): Historical Growth Rates Submarkets (slide 2/2)

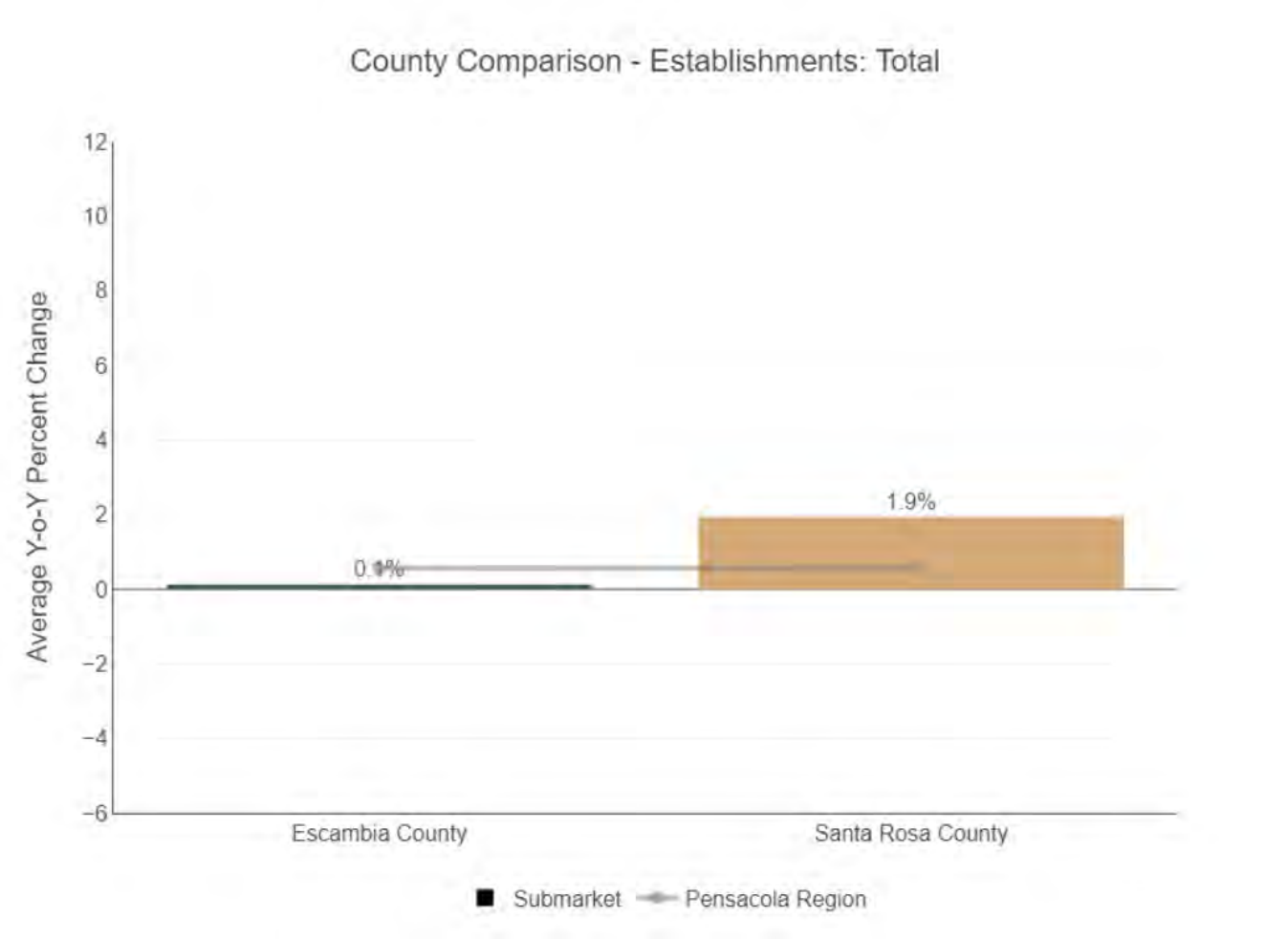


Historical Growth Rates: Establishments

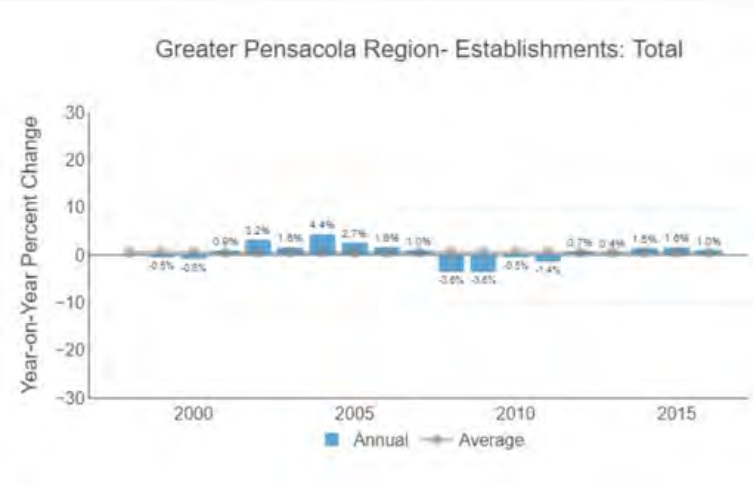
Establishments (All Categories): Historical Estimates by County

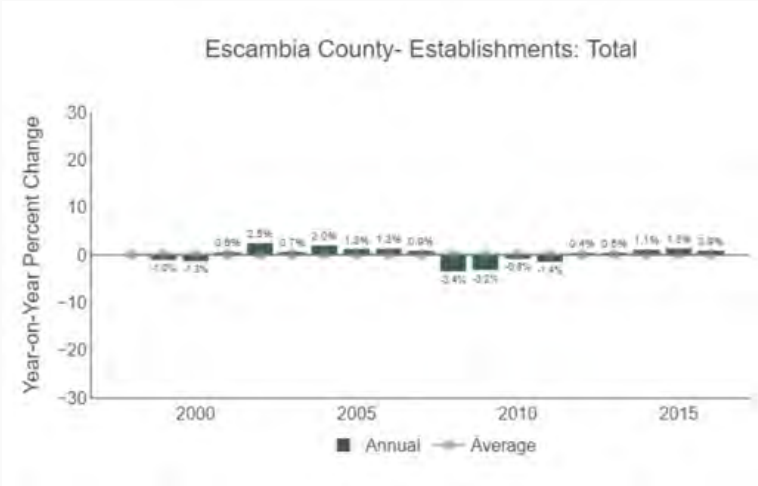


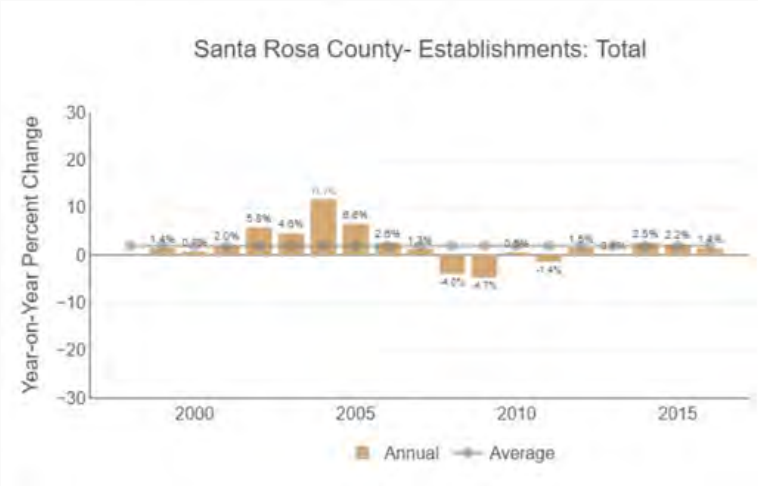
Establishments (All Categories): Historical Average Growth Rates County Comparison



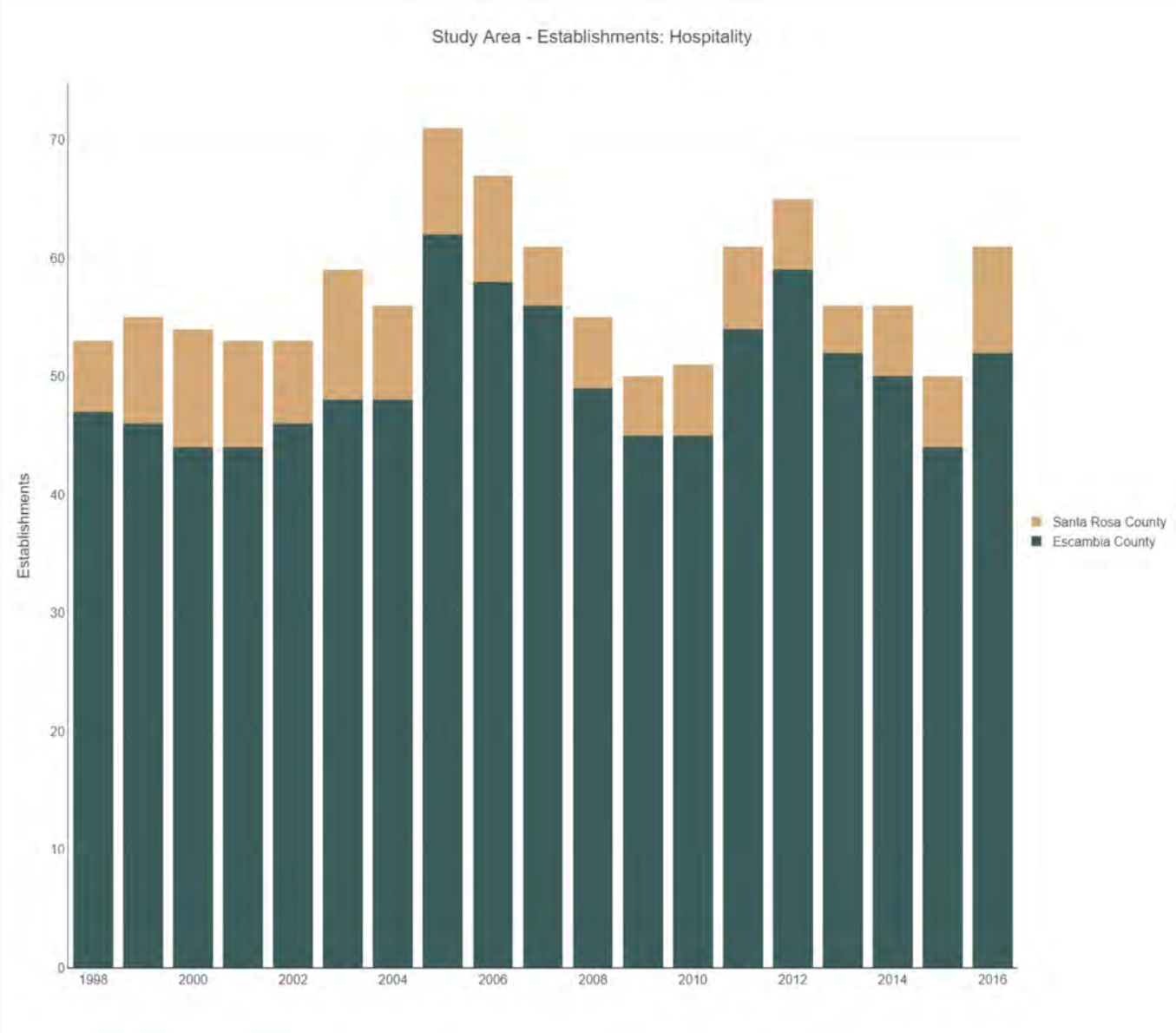
Establishments (All Categories): Historical Growth Rates - Counties and Region



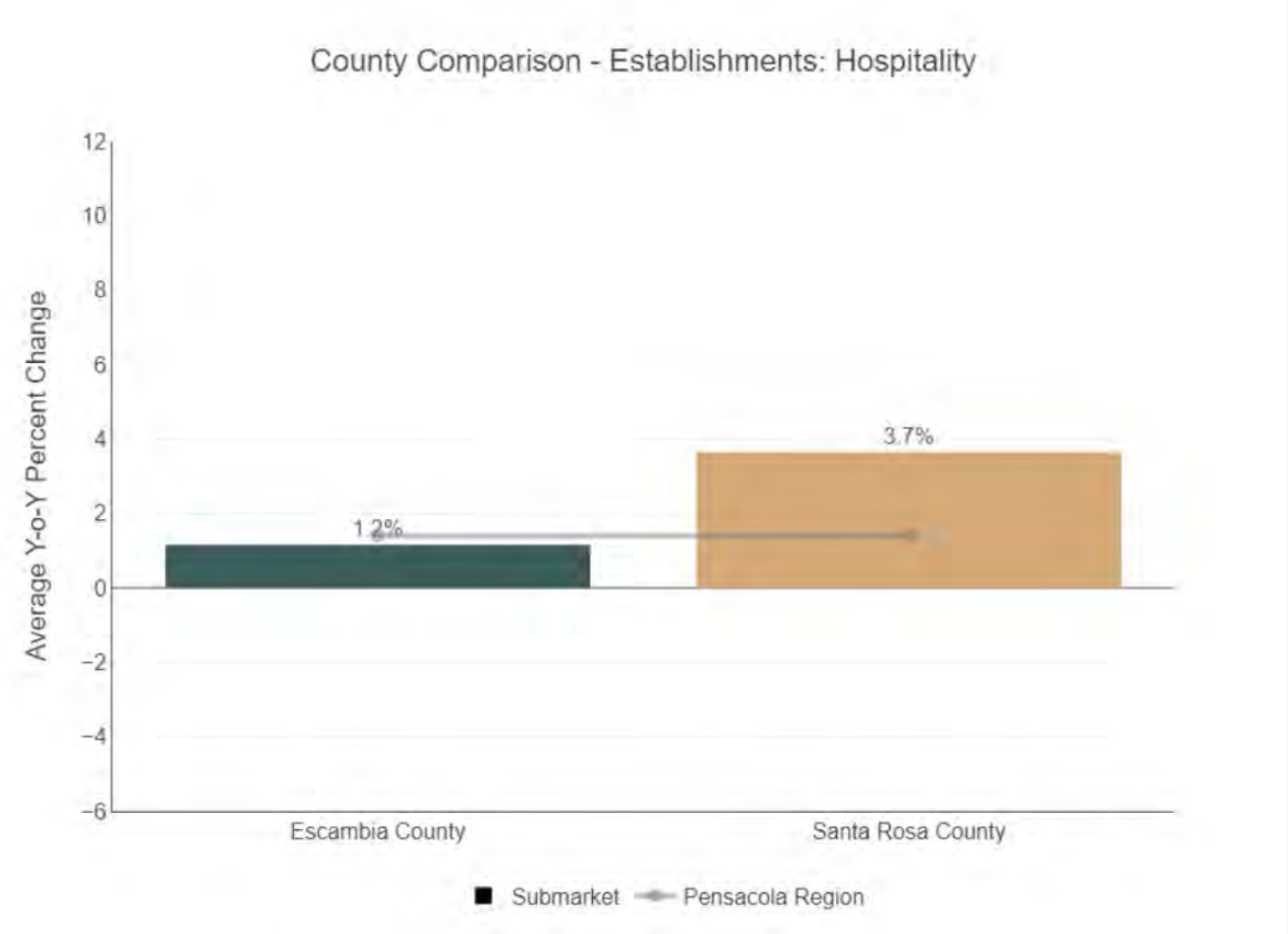




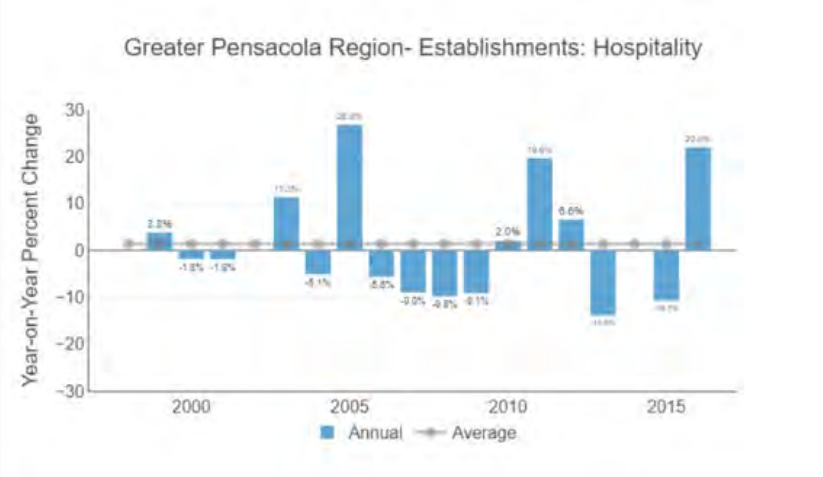
Establishments (Hospitality): Historical Estimates by County

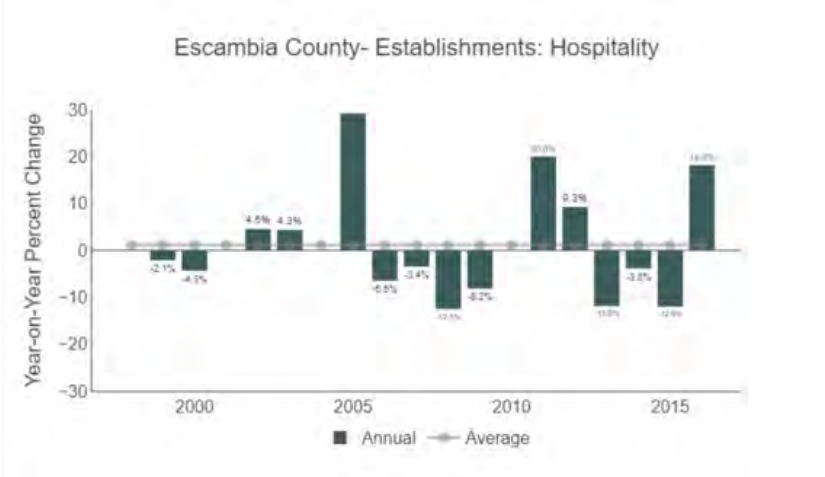


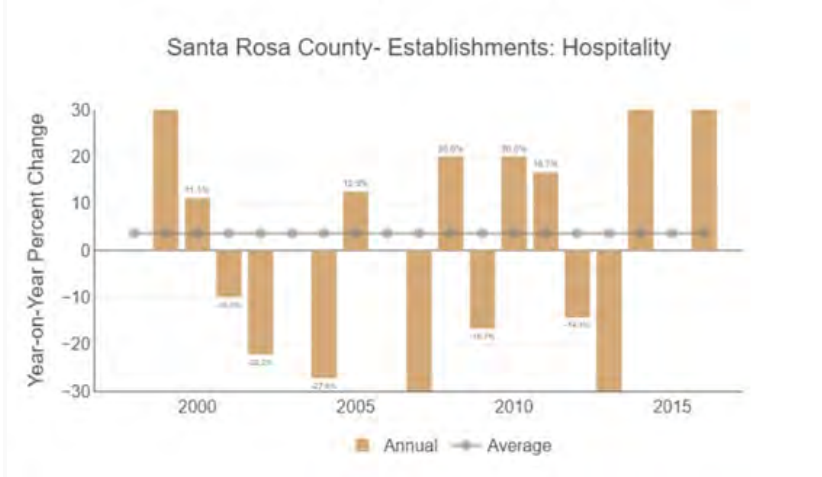
Establishments (Hospitality): Historical Average Growth Rates County Comparison



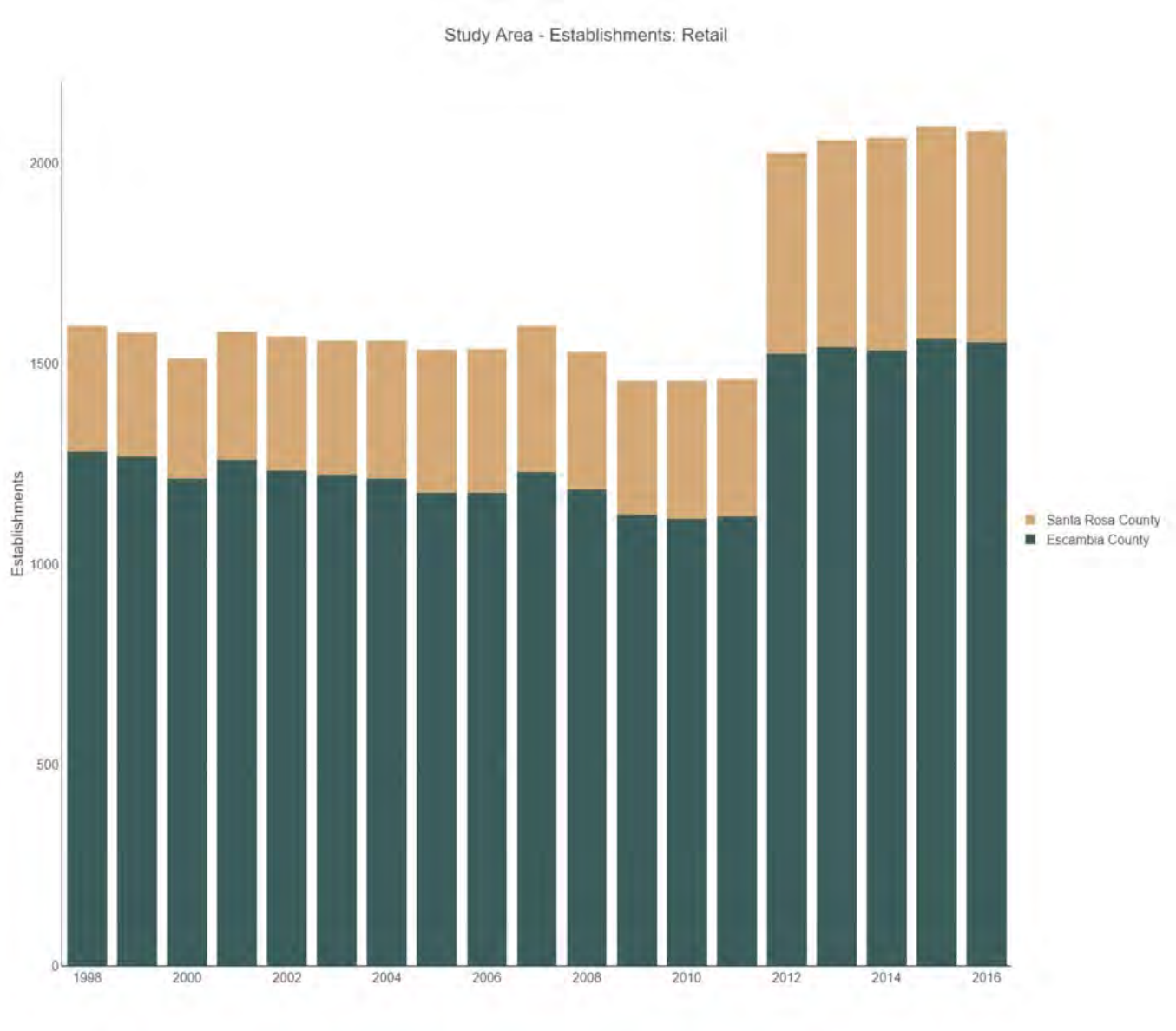
Establishments (Hospitality): Historical Growth Rates – Region and Counties



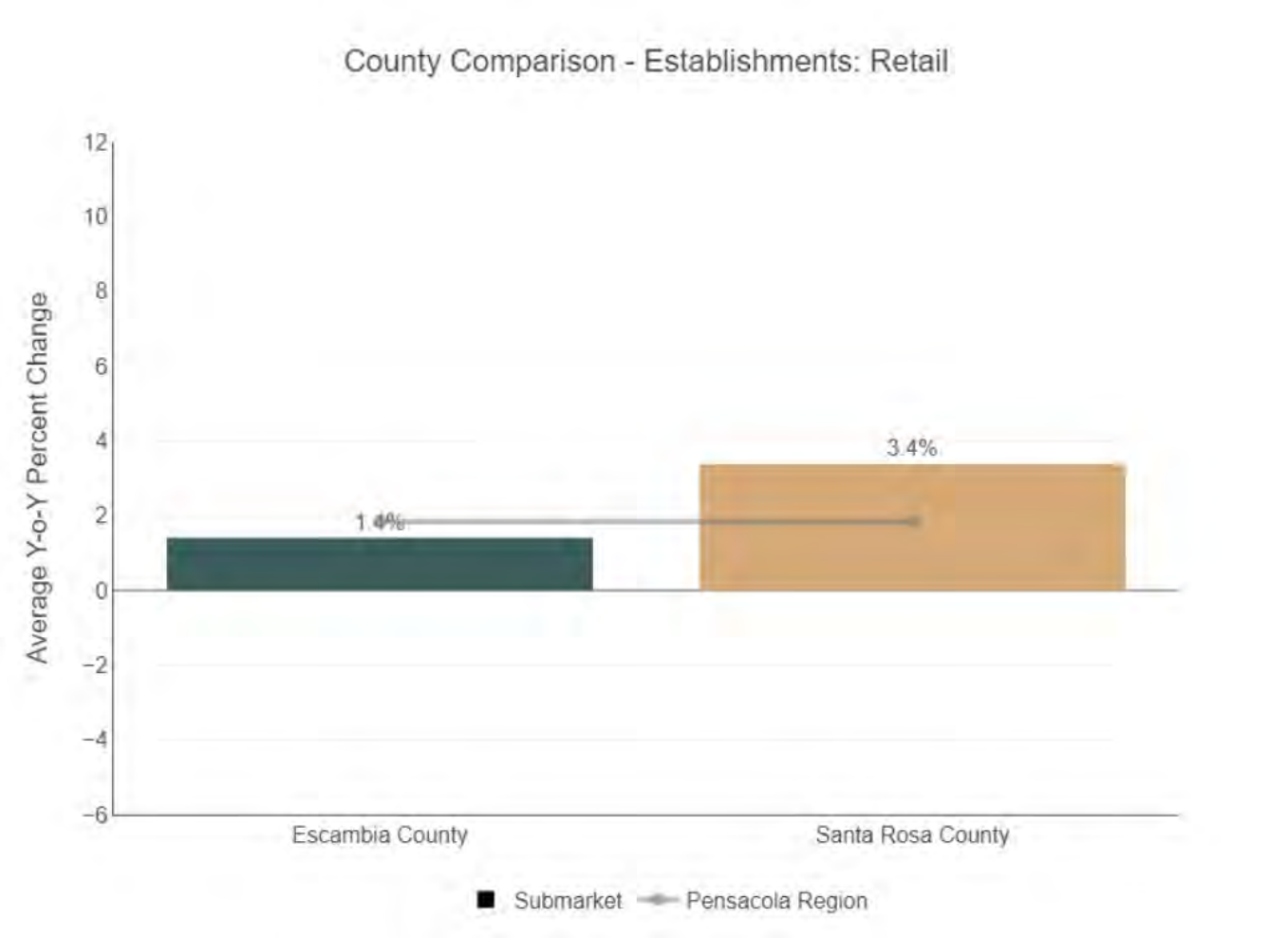




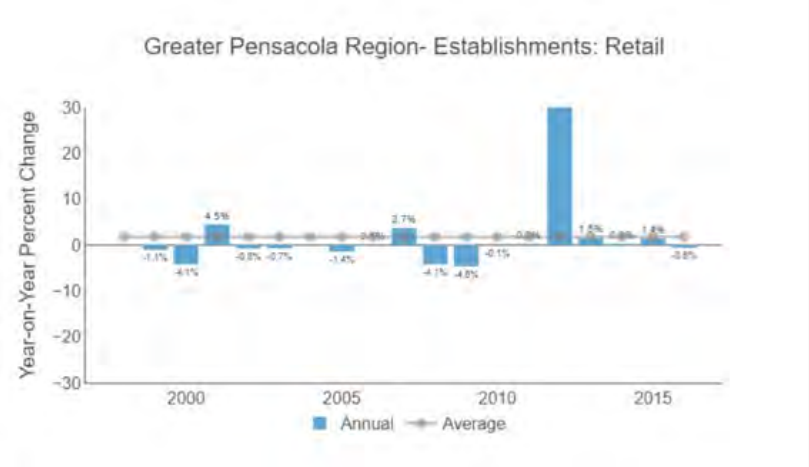
Establishments (Retail): Historical Estimates by County

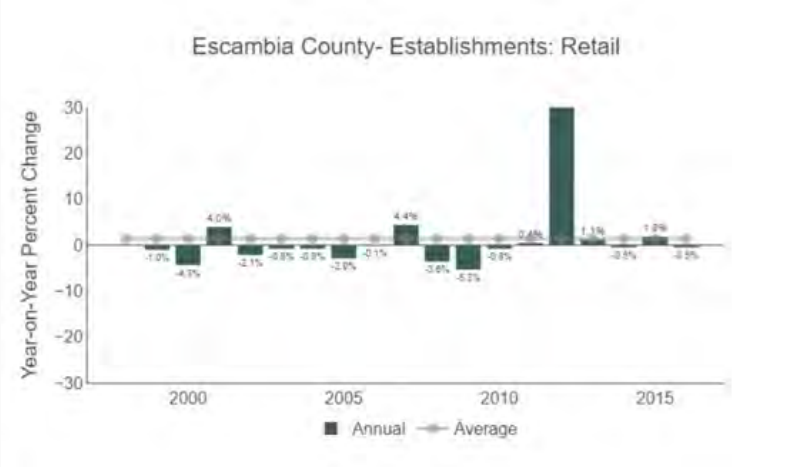


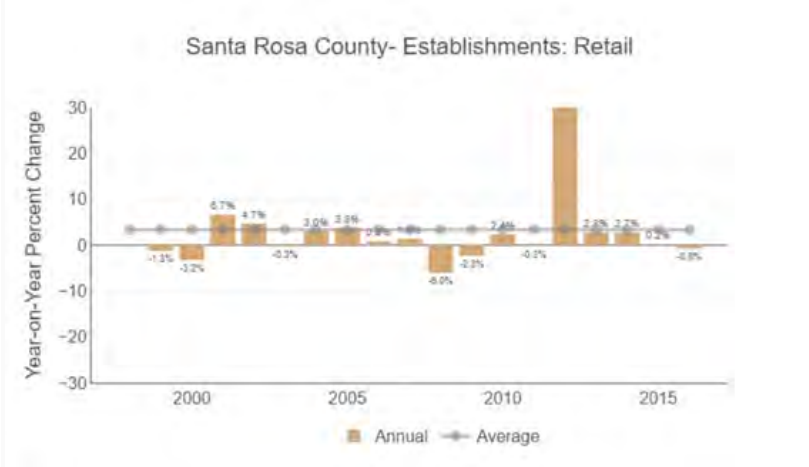
Establishments (Retail): Historical Average Growth Rates County Comparison



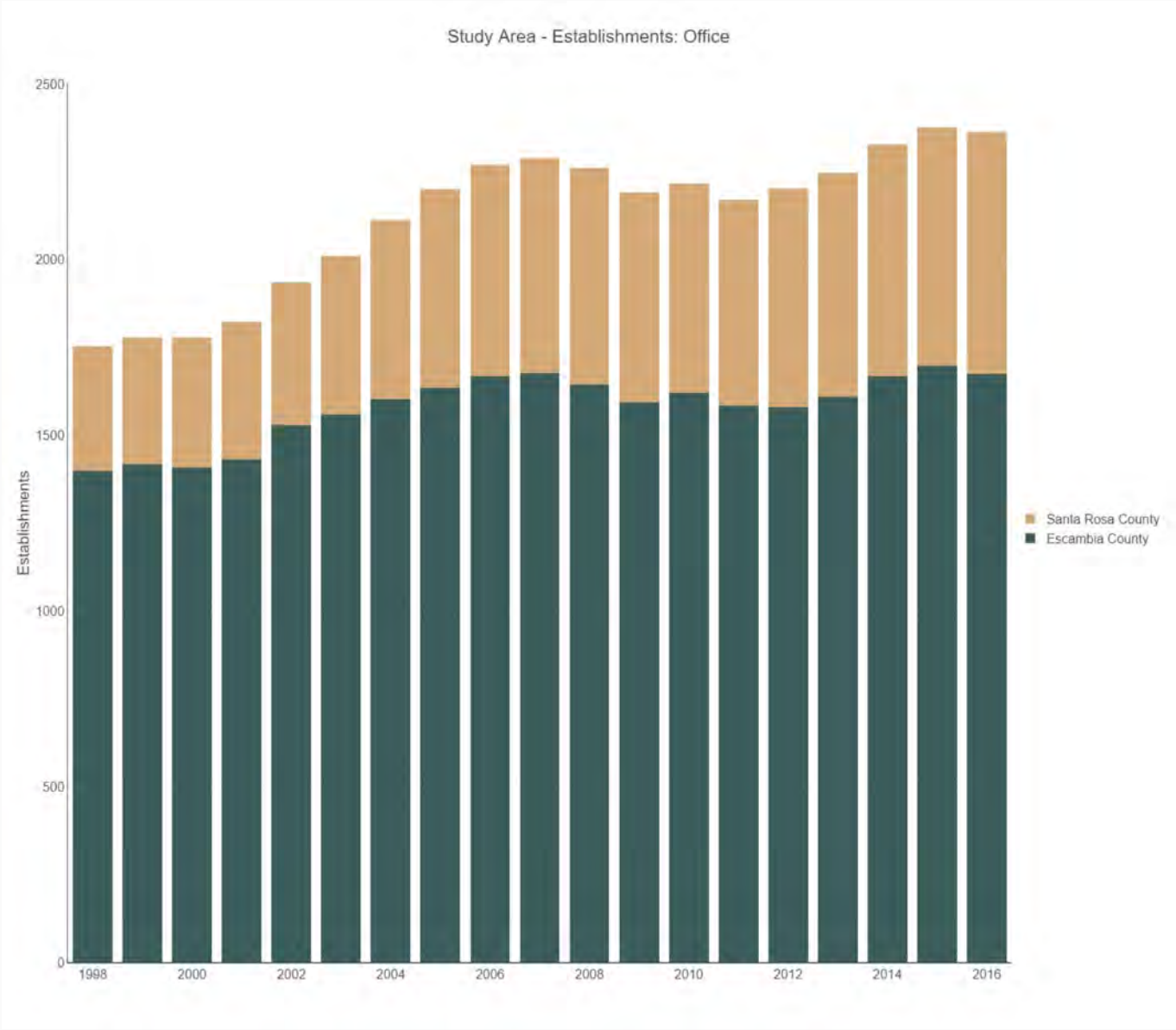
Establishments (Retail): Historical Growth Rates – Region and Counties



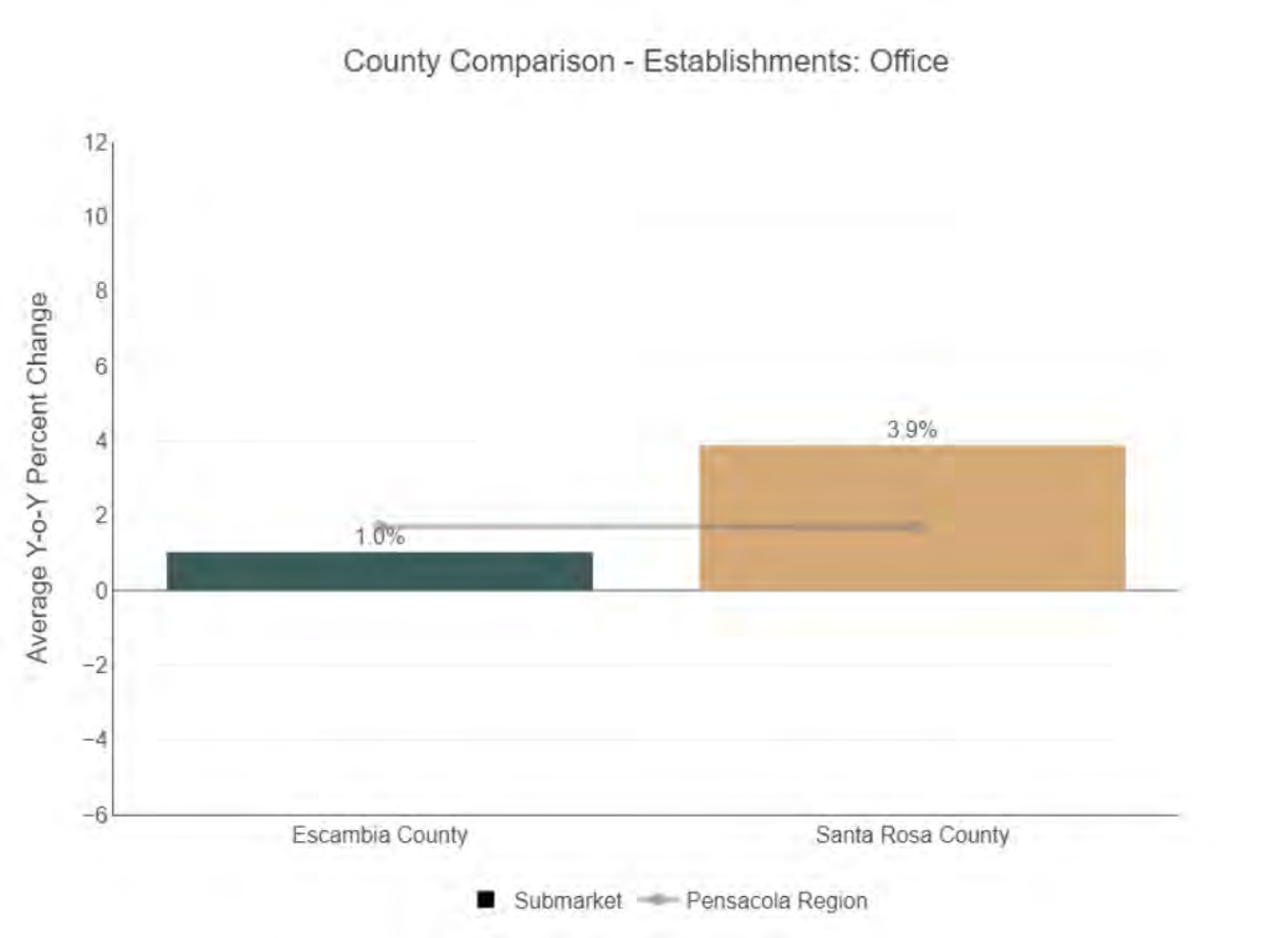




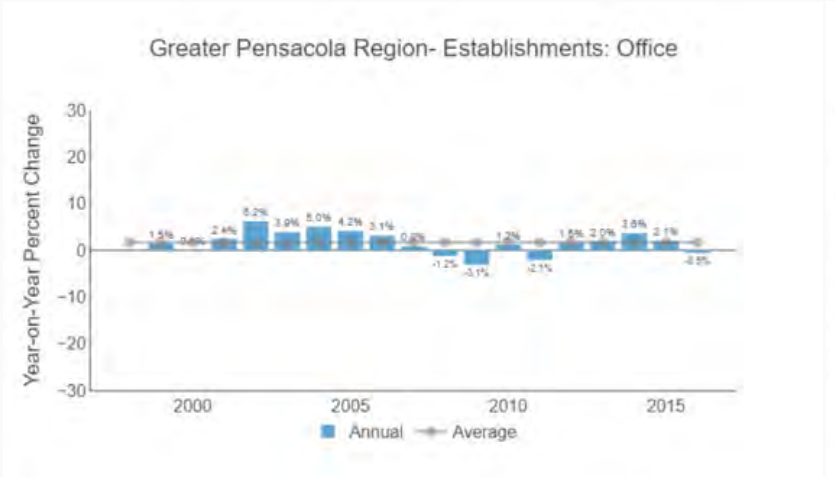
Establishments (Office): Historical Estimates by County

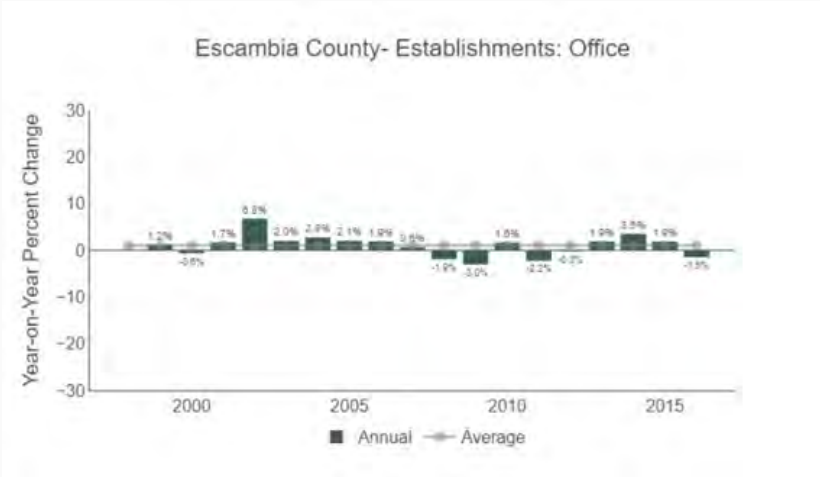


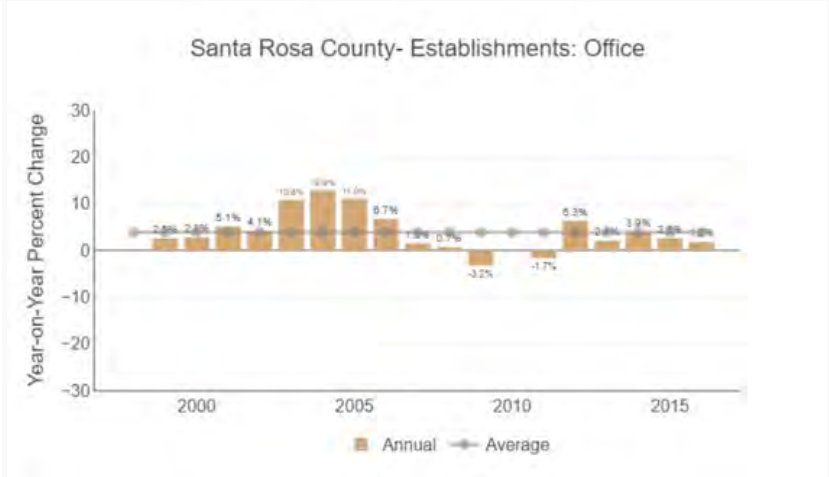
Establishments (Office): Historical Average Growth Rates County Comparison



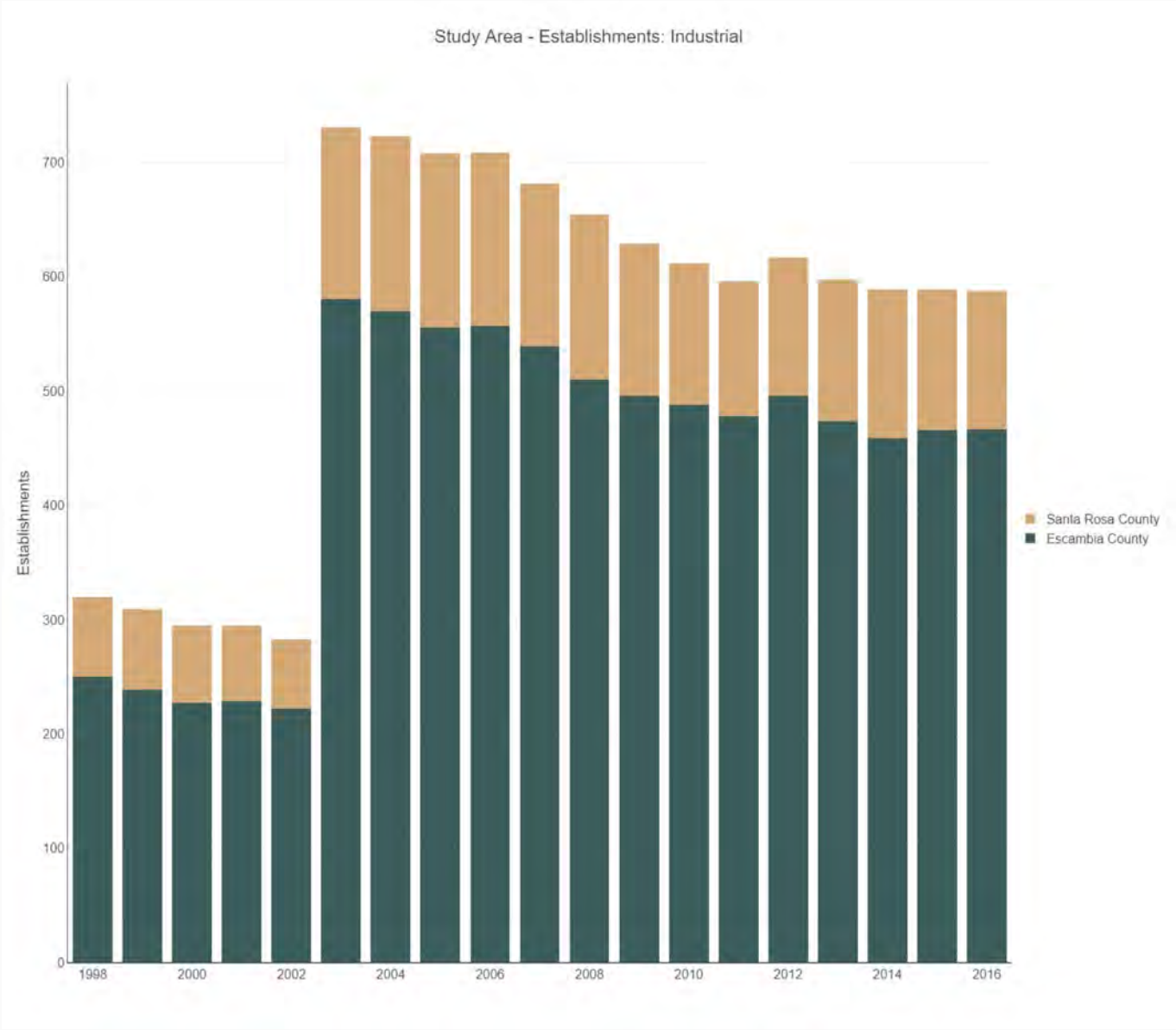
Establishments (Office): Historical Growth Rates – Region and Counties



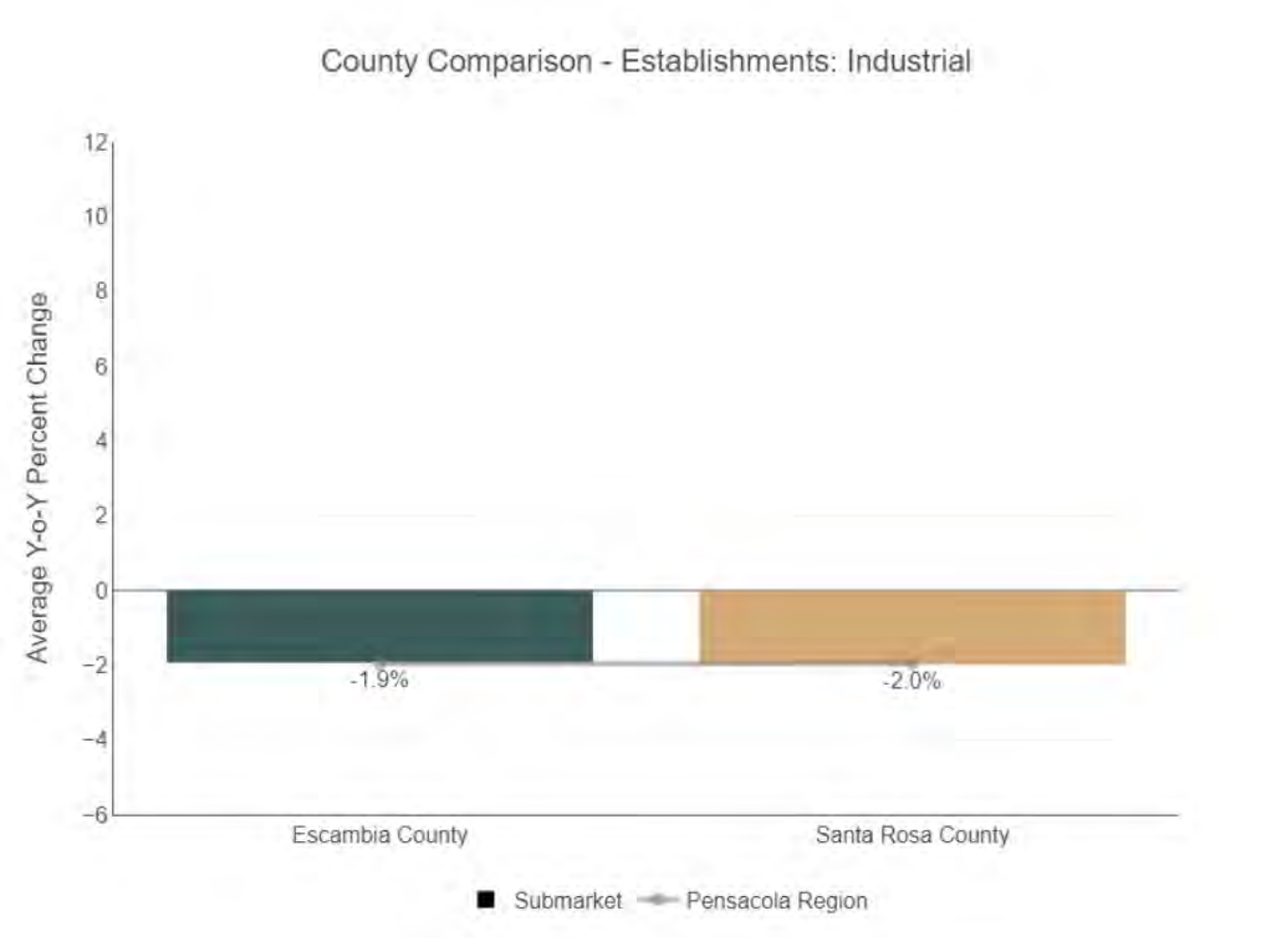




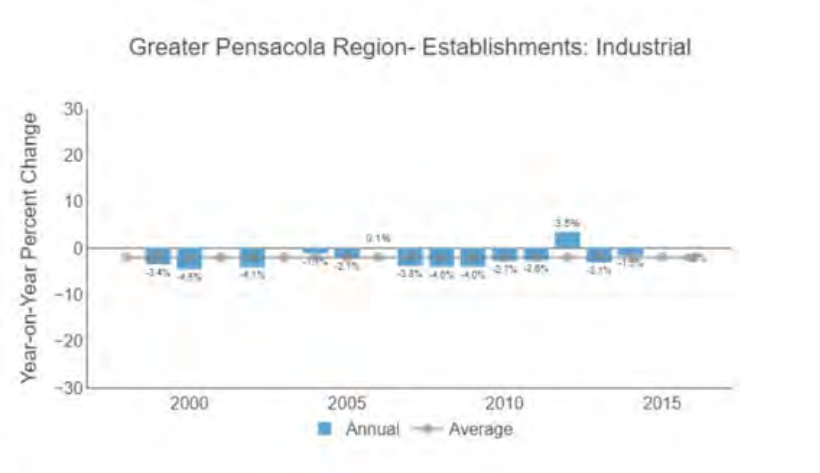
Establishments (Industrial): Historical Estimates by County

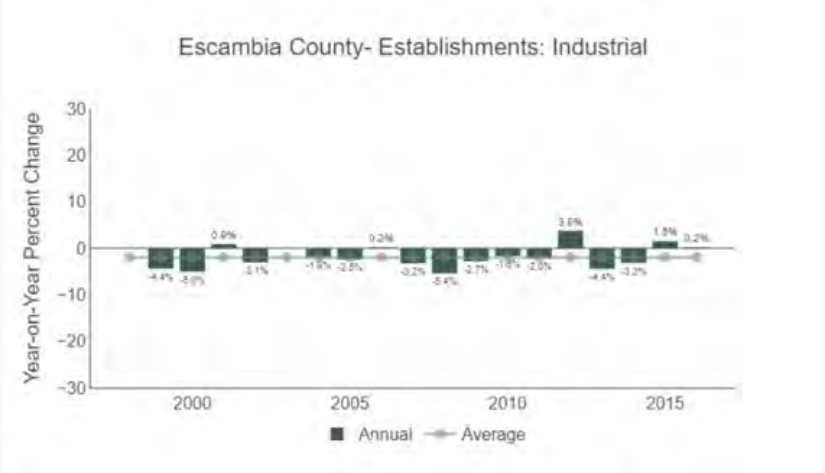


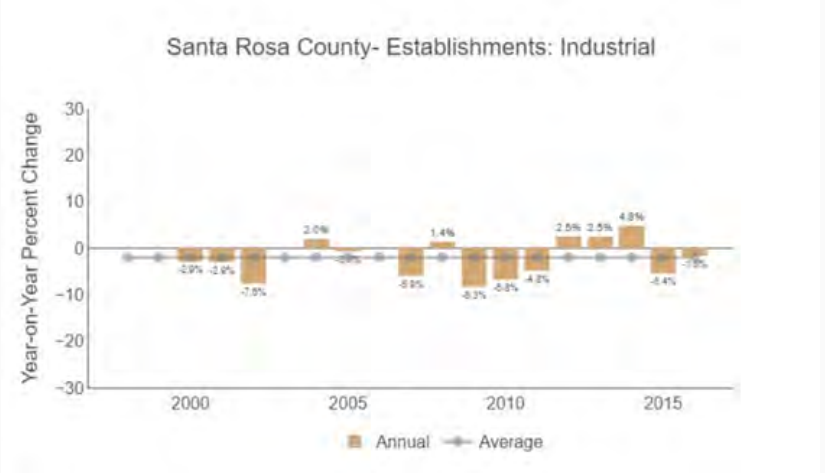
Establishments (Industrial): Historical Average Growth Rates County Comparison



Establishments (Industrial): Historical Growth Rates – Region and Counties

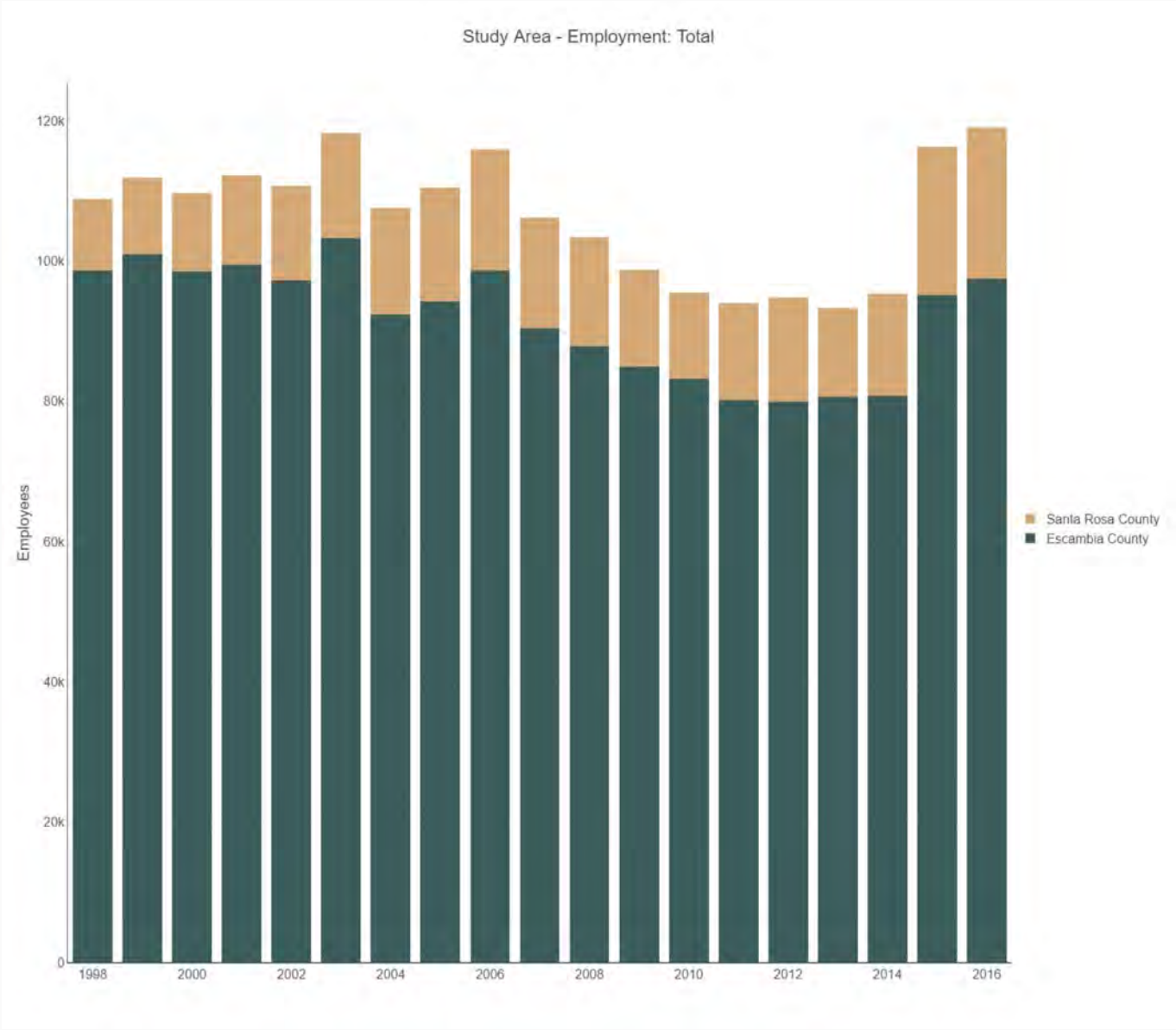




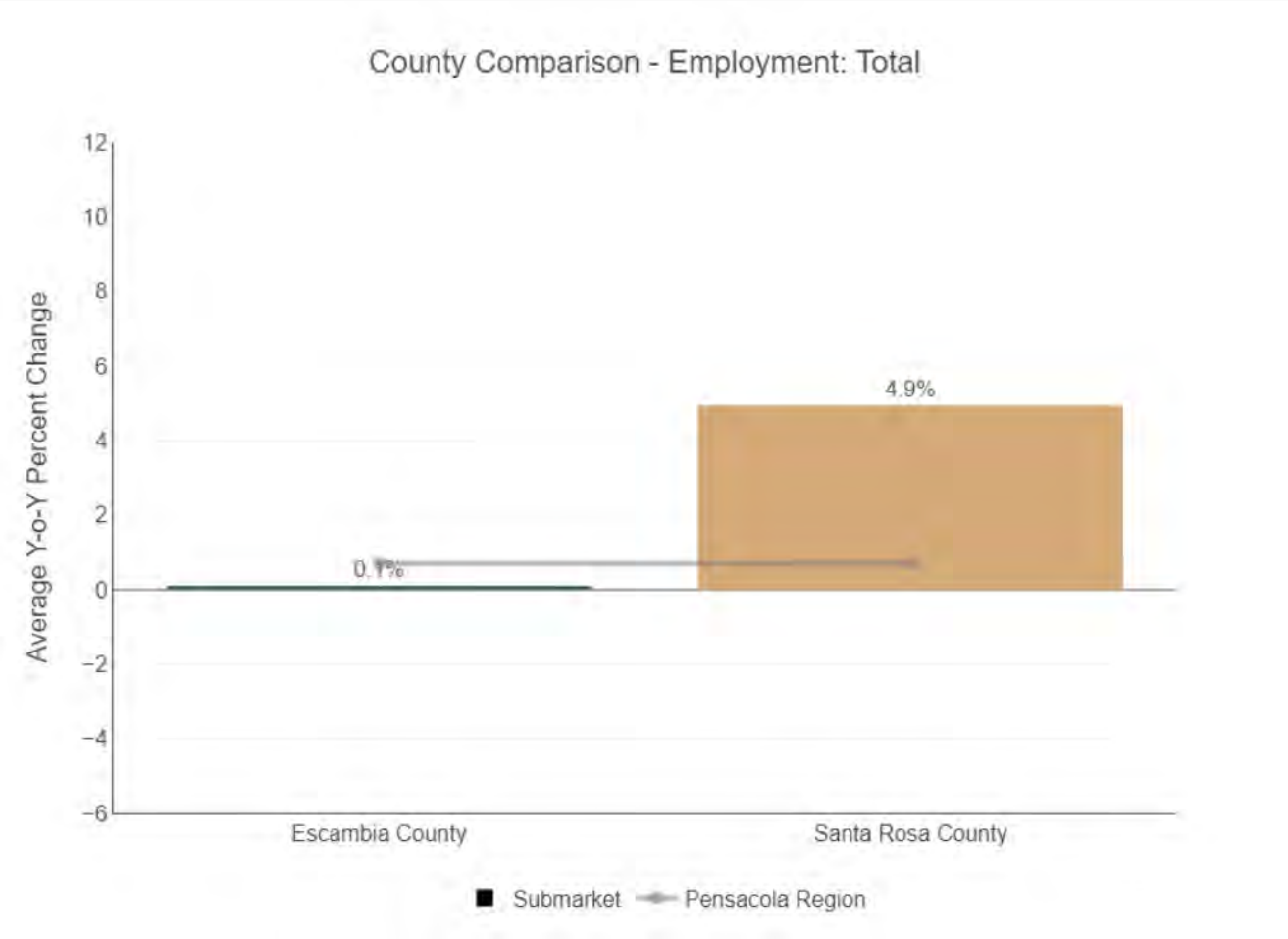


Historical Growth Rates: Employment

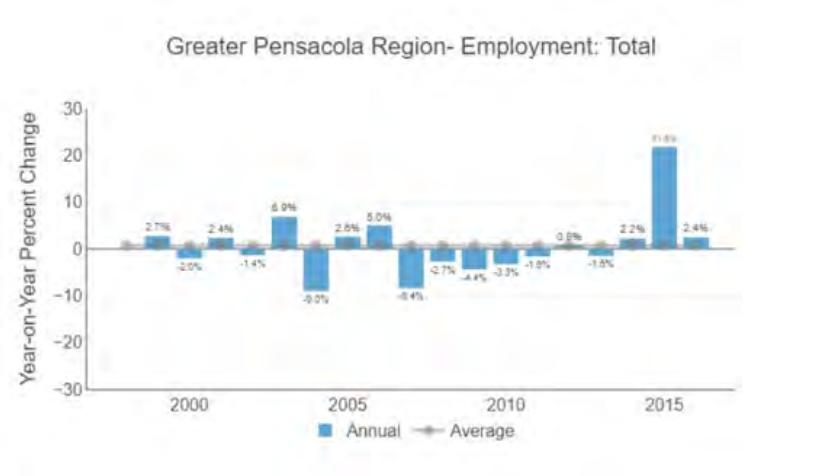
Employment (All Categories): Historical Estimates by County

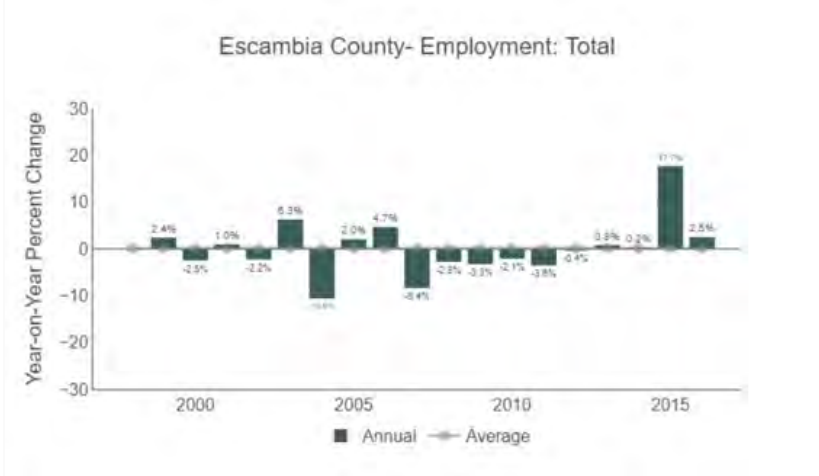


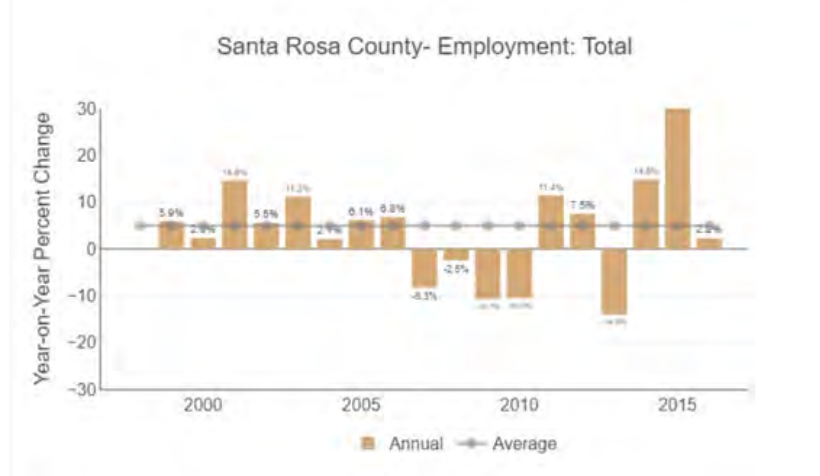
Employment (All Categories): Historical Average Growth Rates County Comparison



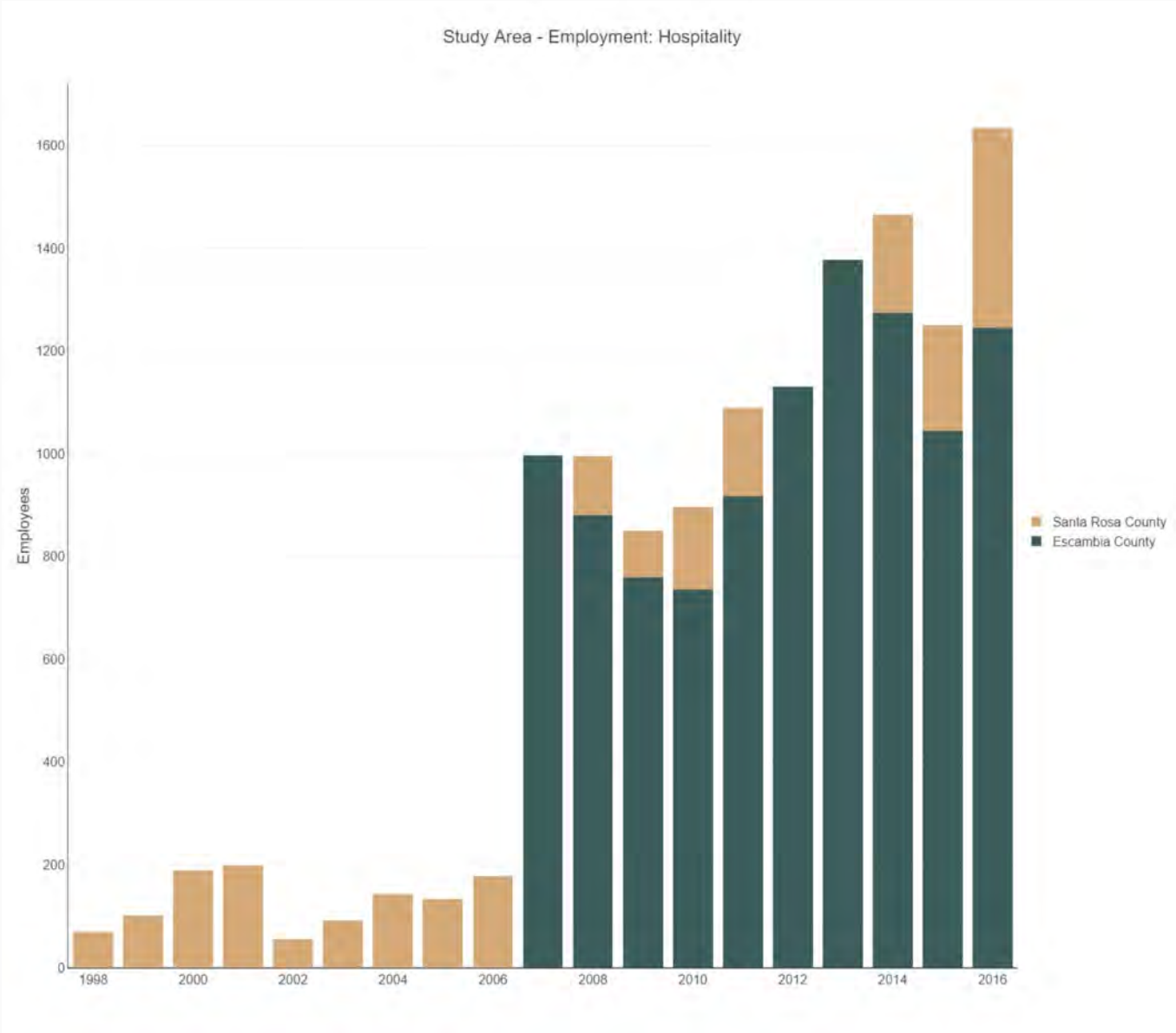
Employment (All Categories): Historical Growth Rates Counties and Region



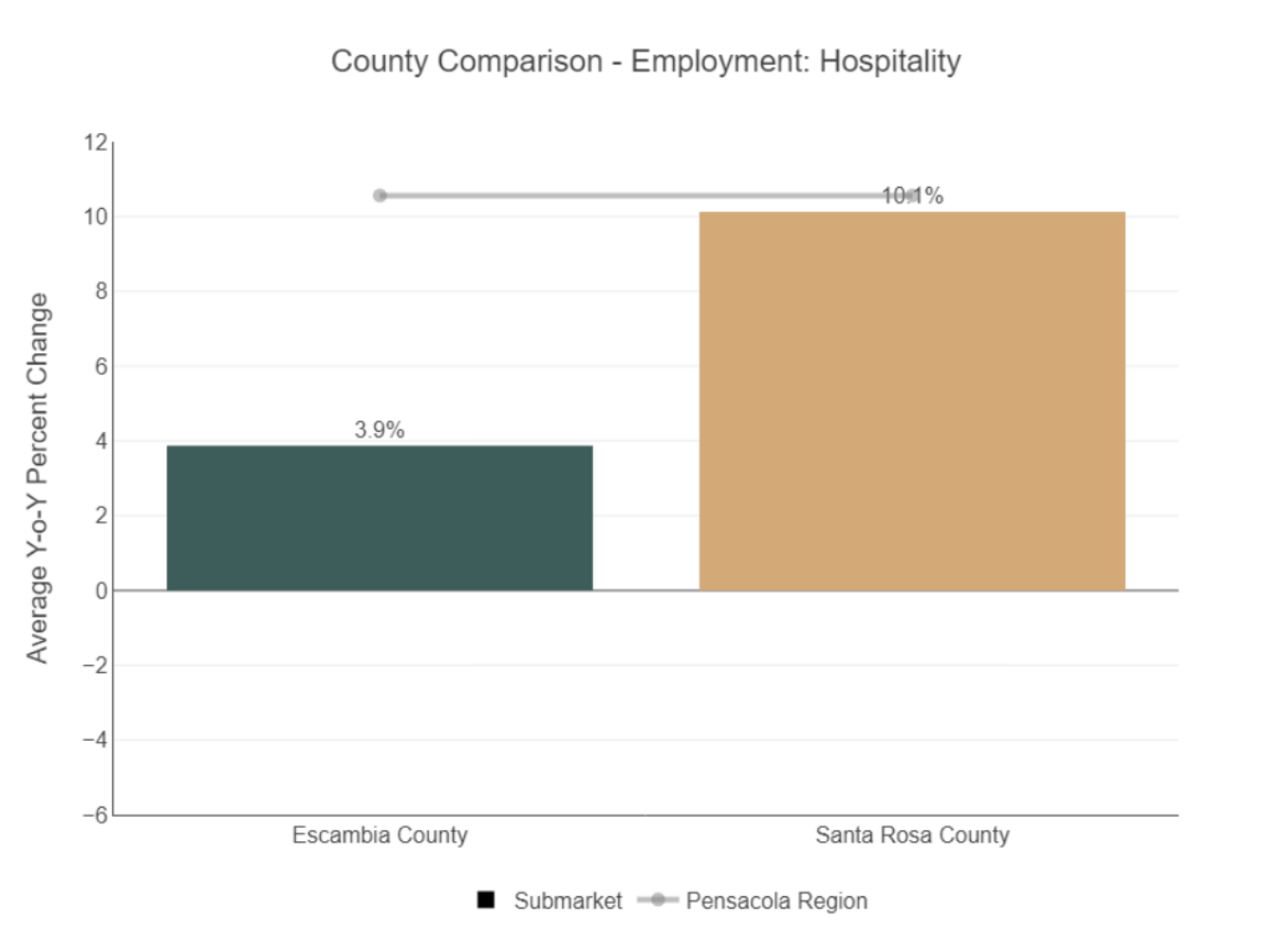




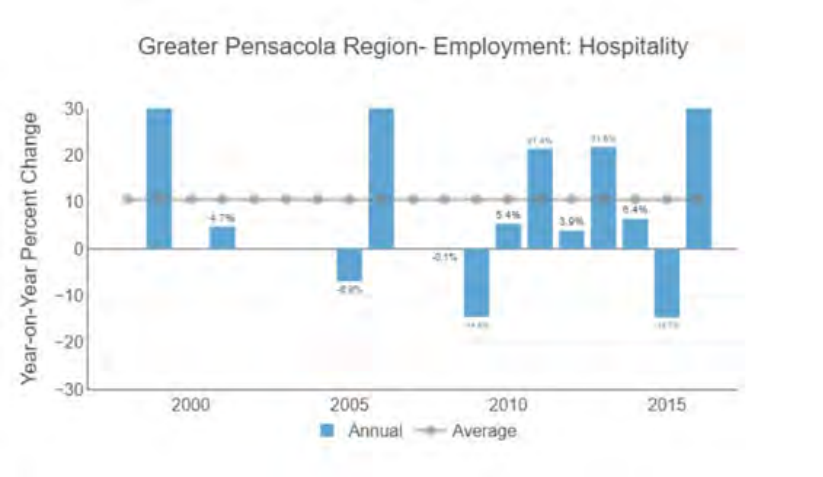
Employment (Hospitality): Historical Estimates by County

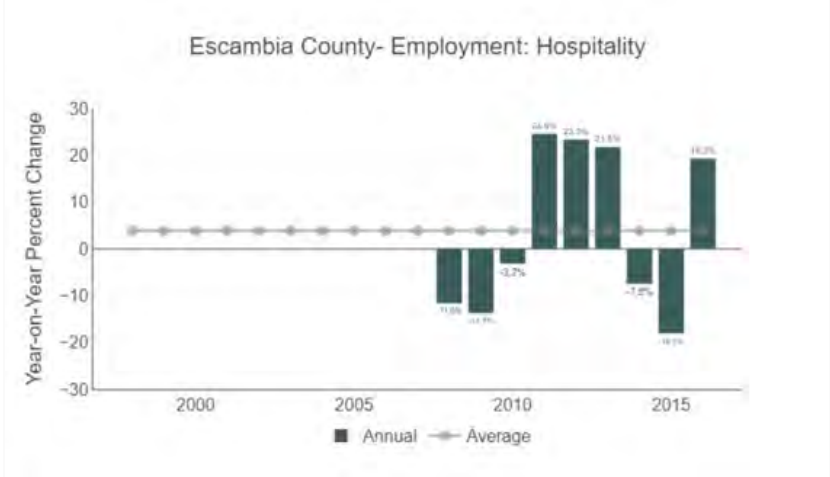


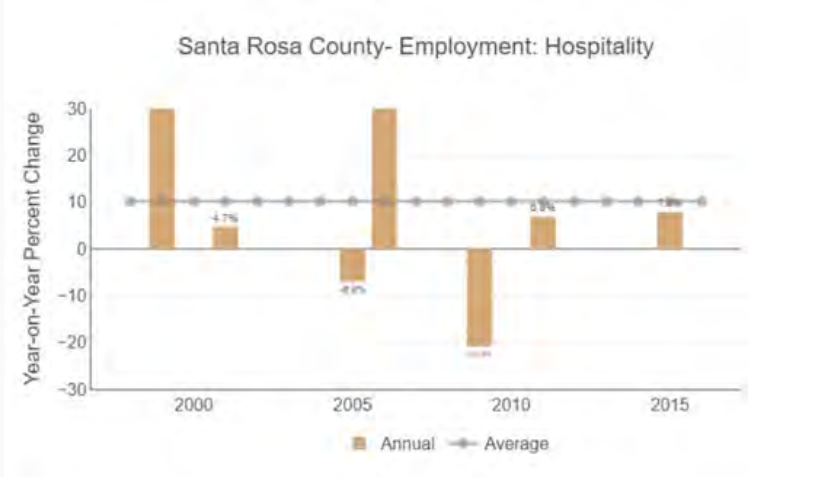
Employment (Hospitality): Historical Average Growth Rates County Comparison



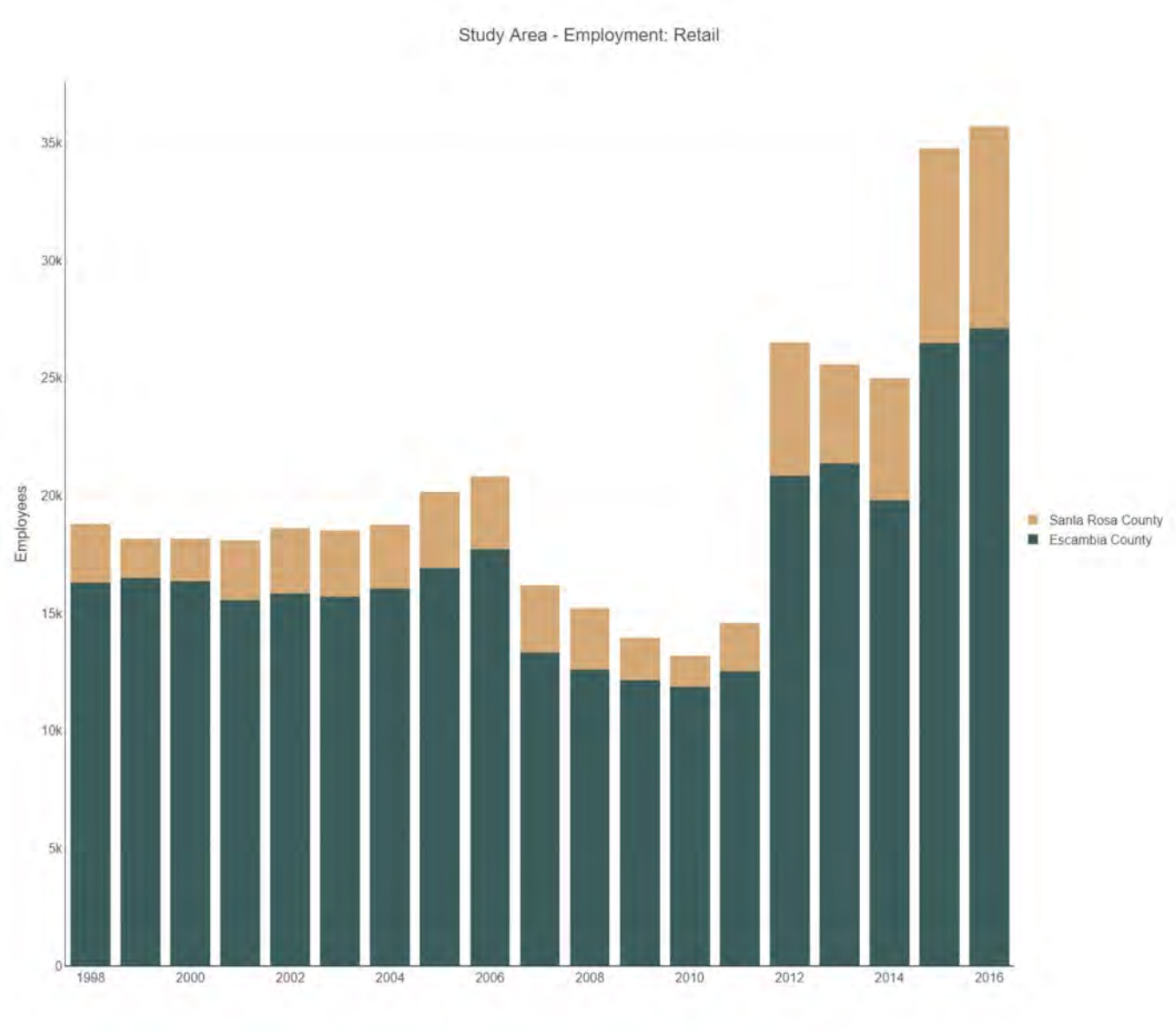
Employment (Hospitality): Historical Growth Rates – Region and Counties



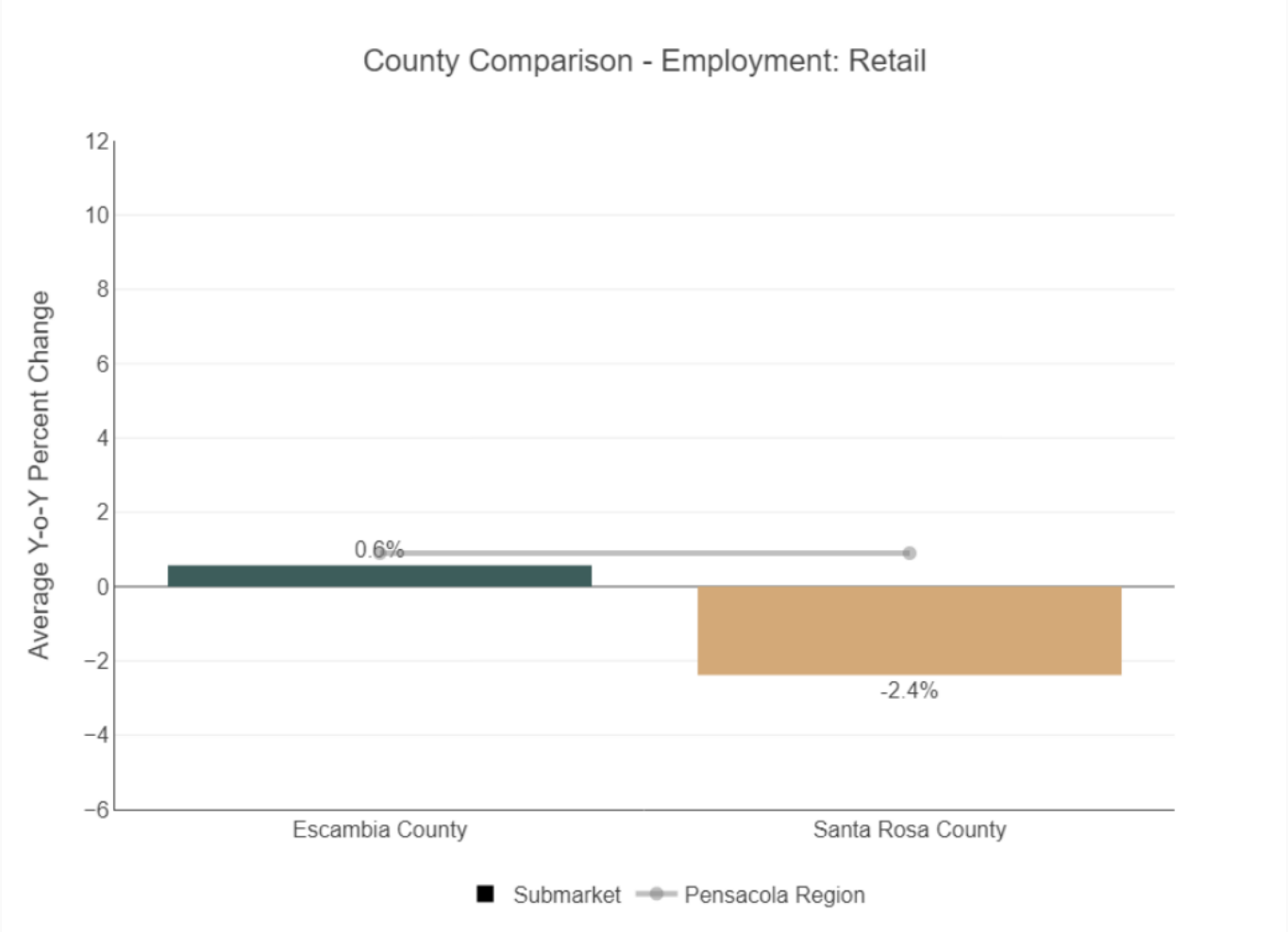




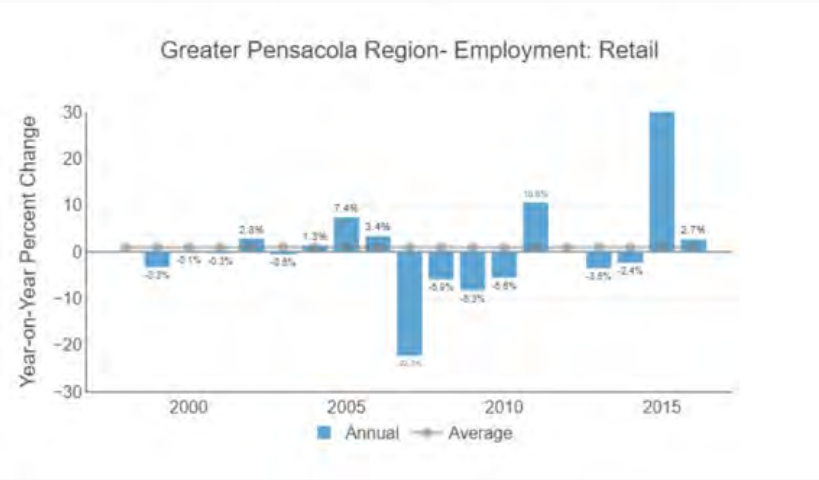
Employment (Retail): Historical Estimates by County

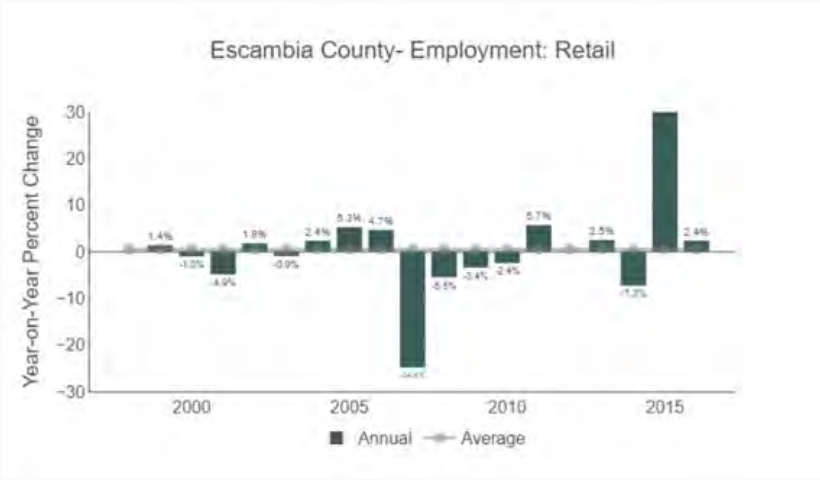


Employment (Retail): Historical Average Growth Rates County Comparison



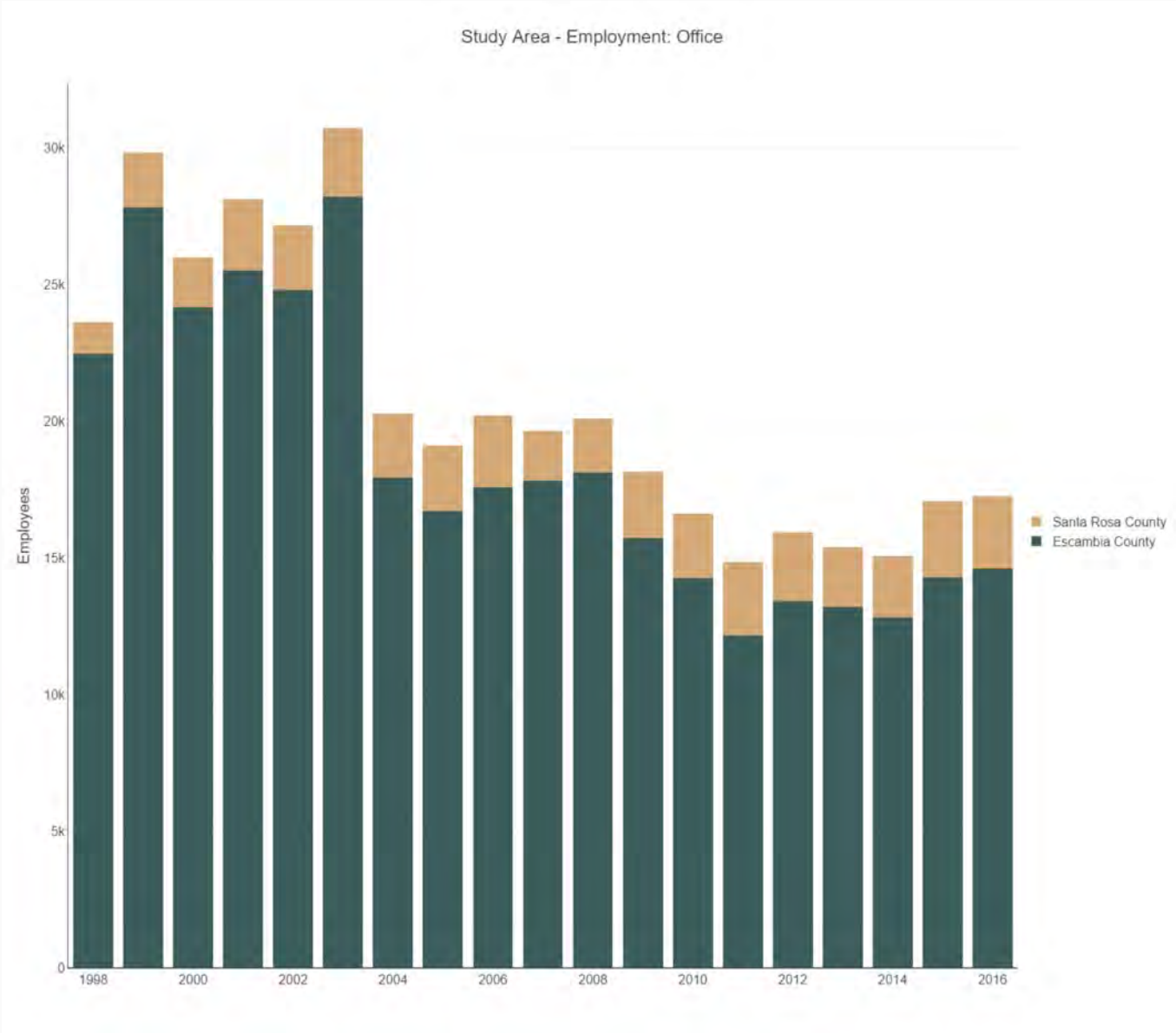
Employment (Retail): Historical Growth Rates – Region and Counties



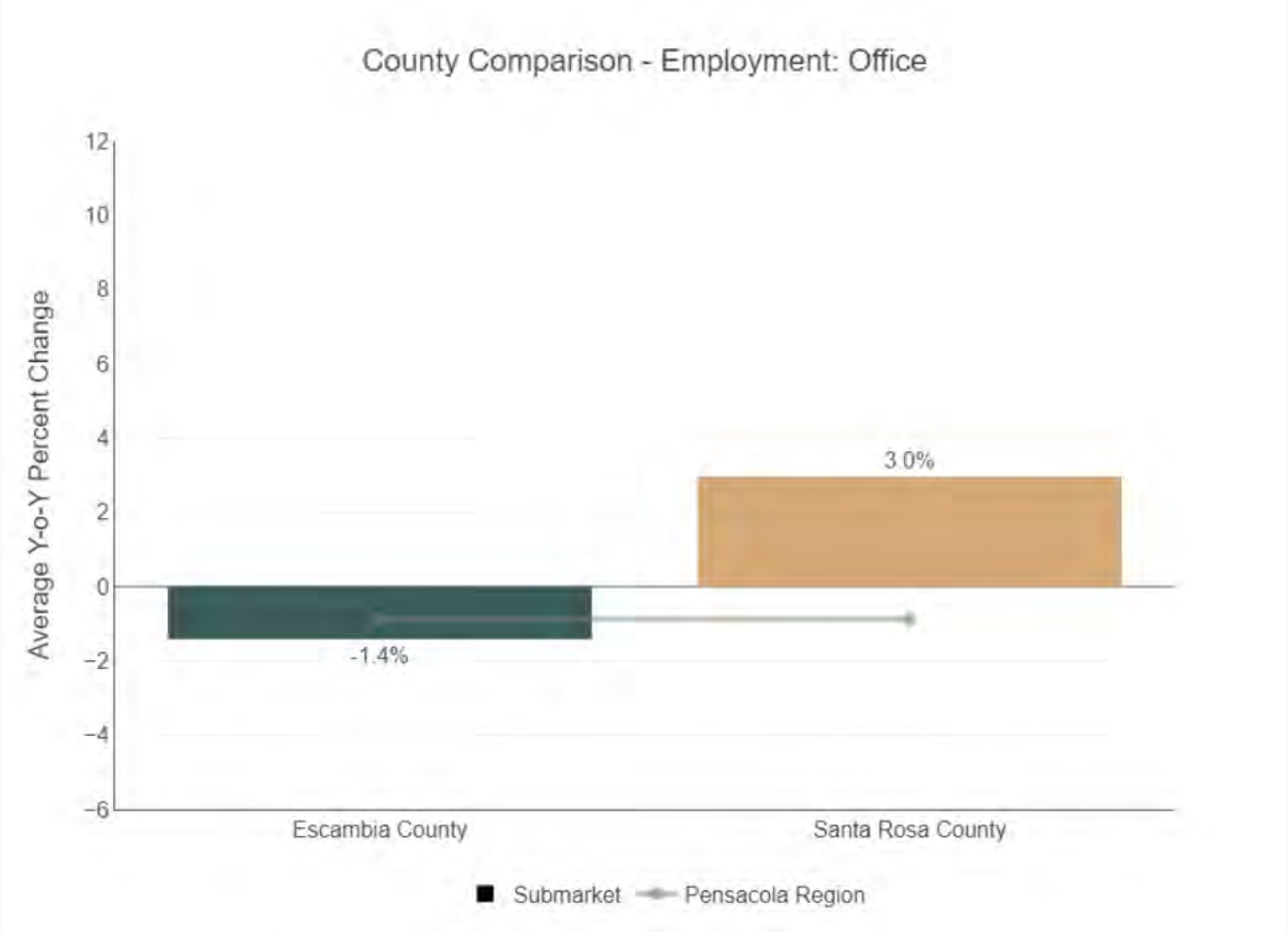




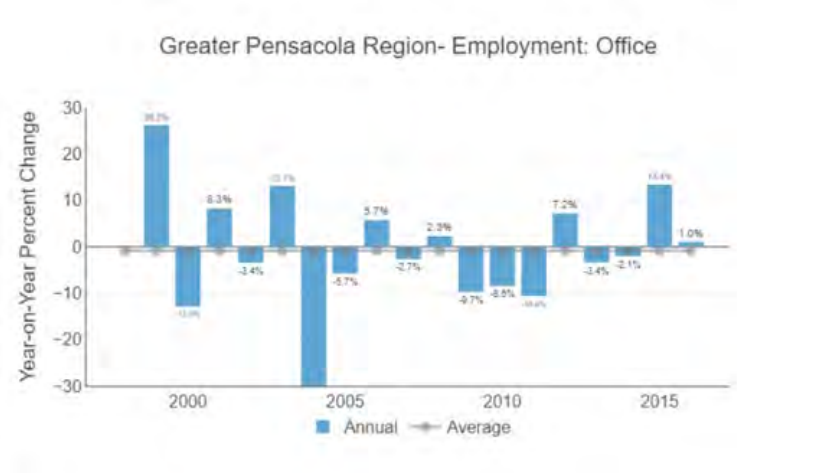
Employment (Office): Historical Estimates by County

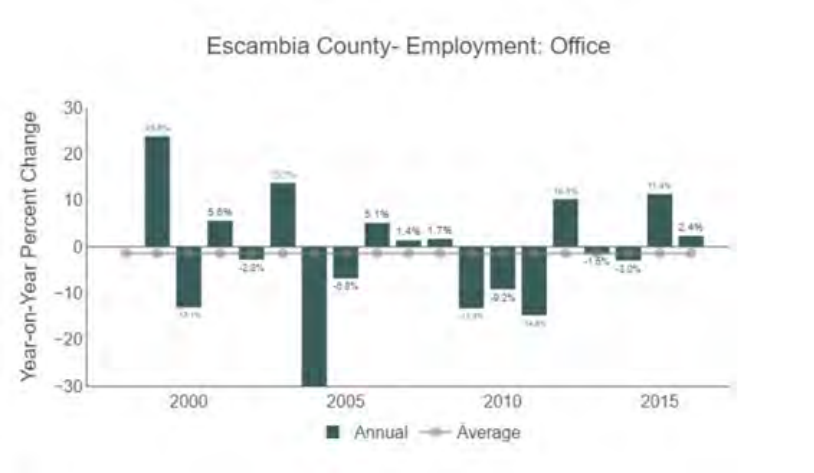


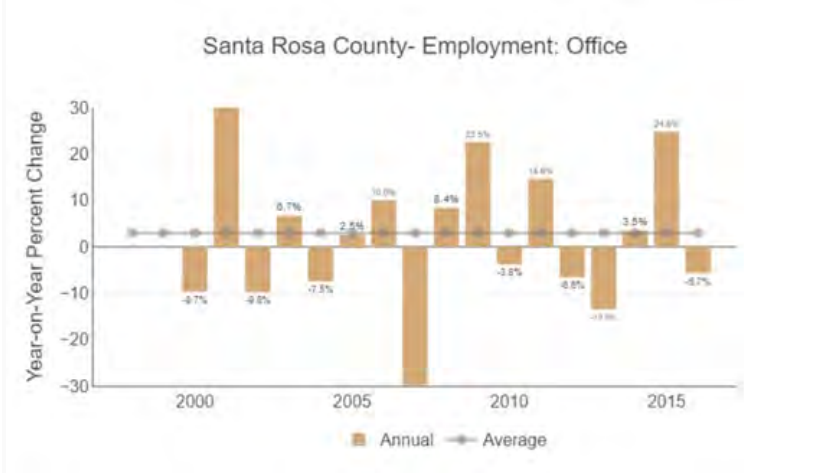
Employment (Office): Historical Average Growth Rates County Comparison



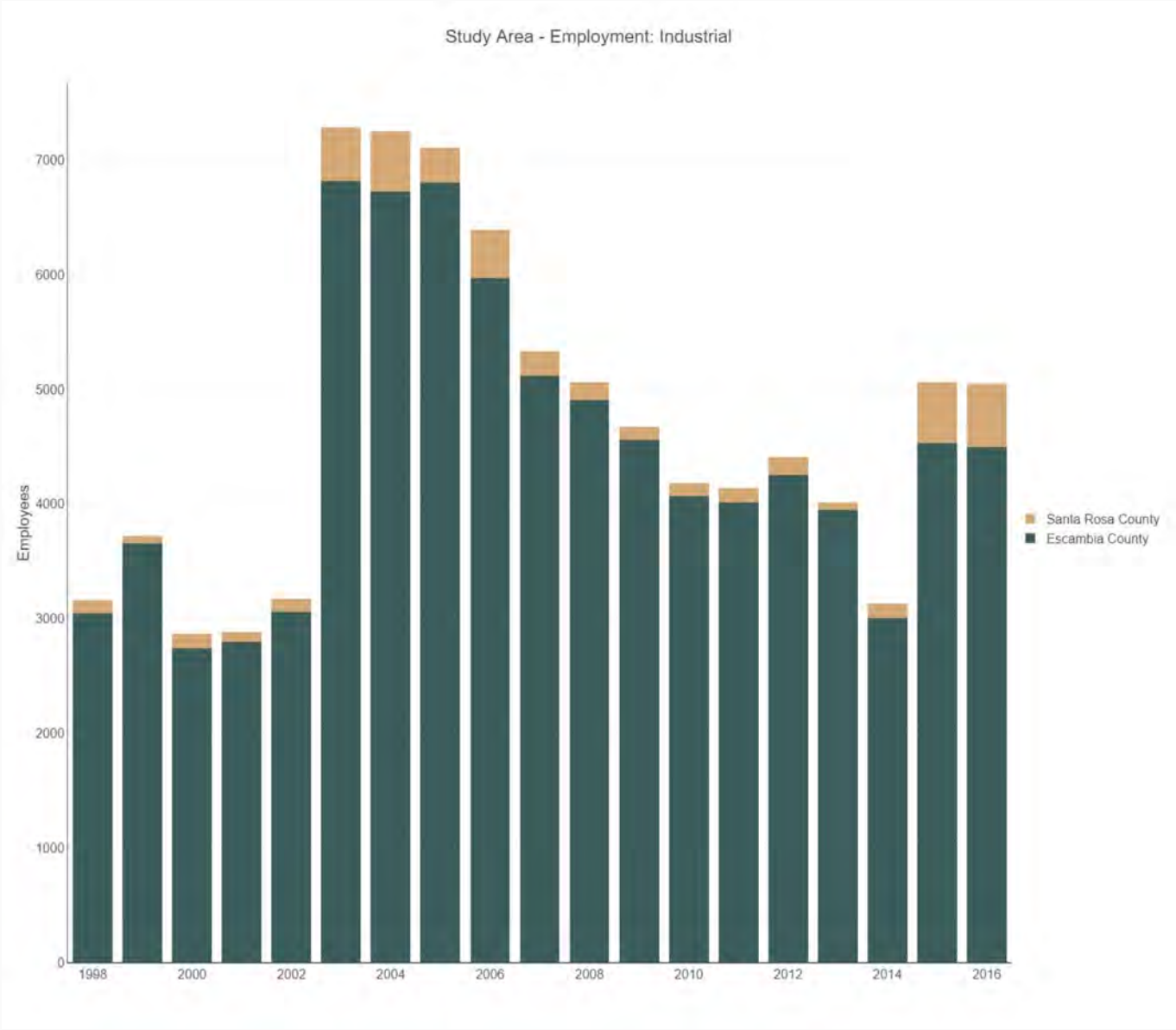
Employment (Office): Historical Growth Rates – Region and Counties



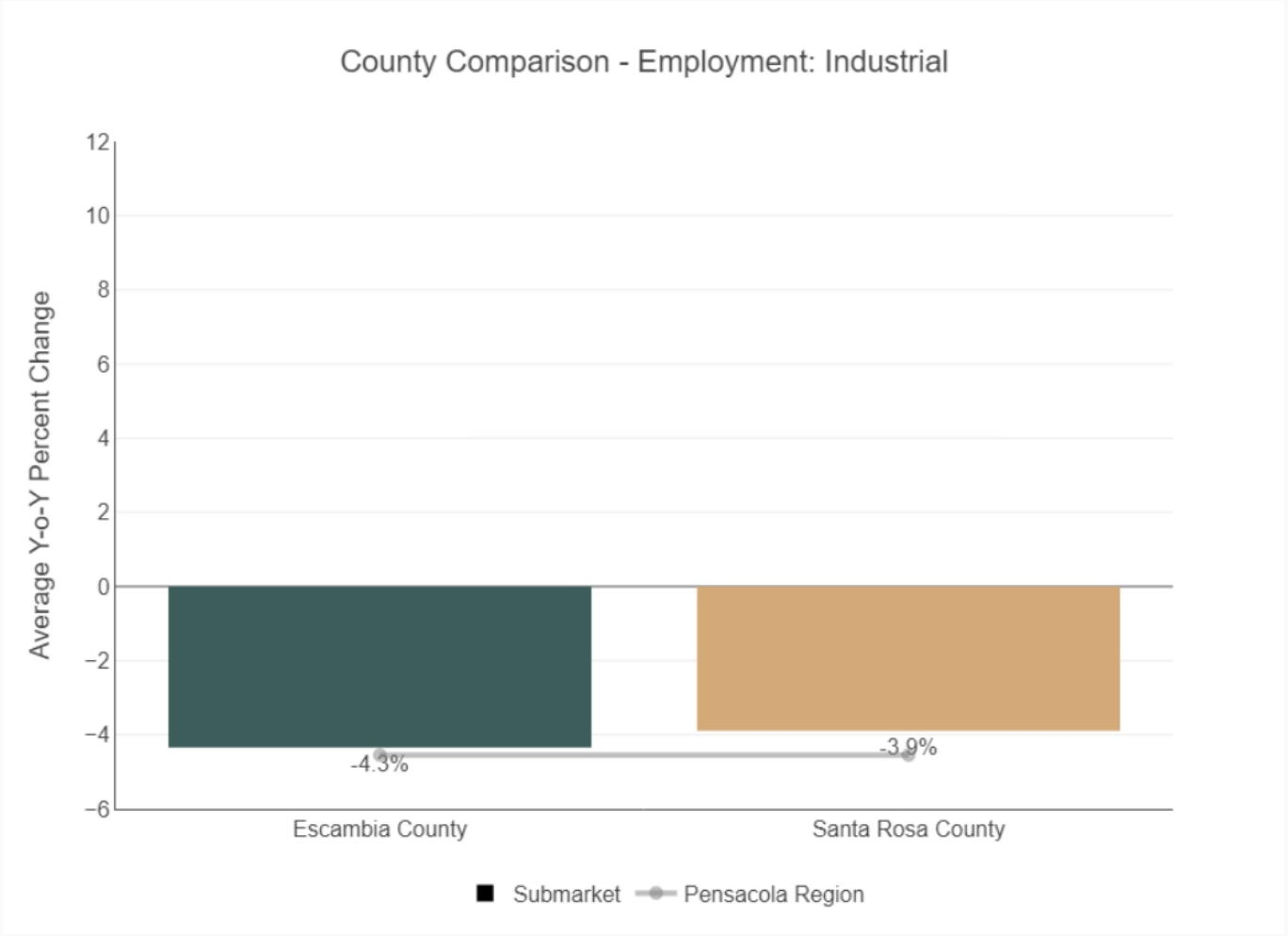




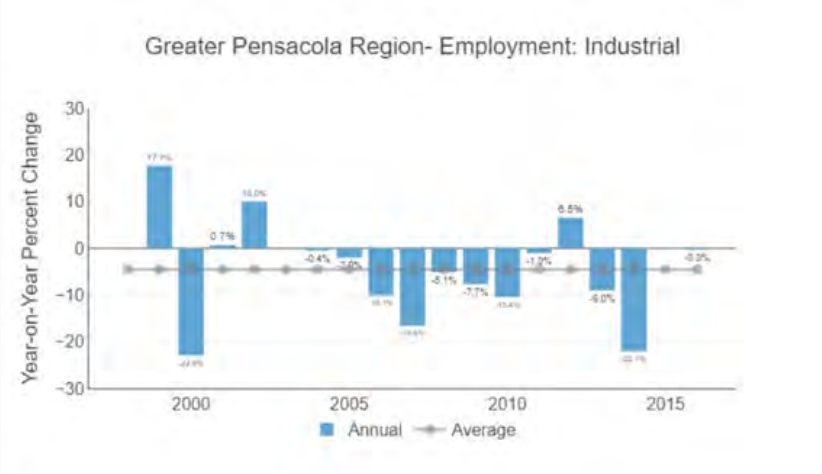
Employment (Industrial): Historical Estimates by County

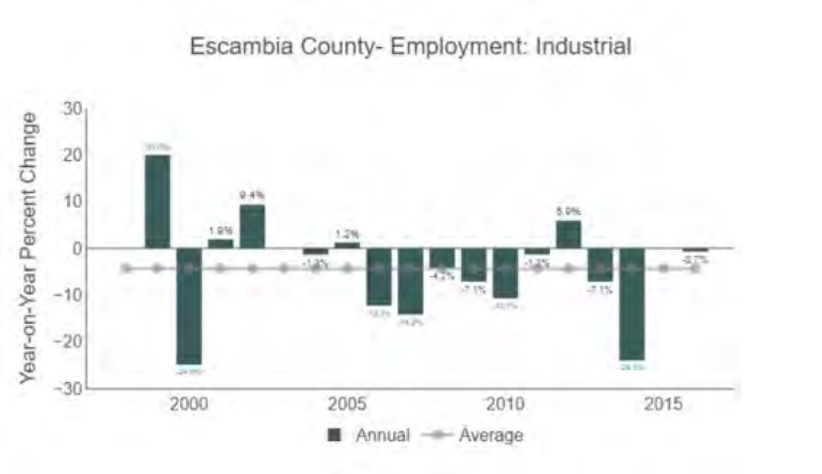


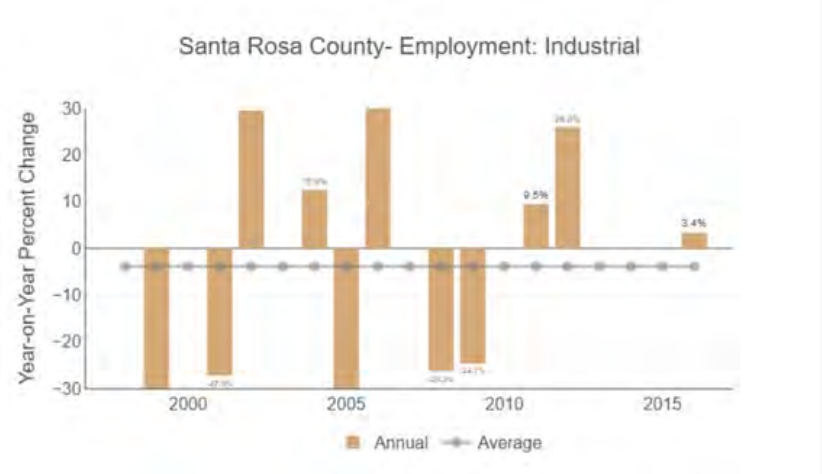
Employment (Industrial): Historical Average Growth Rates County Comparison



Employment (Industrial): Historical Growth Rates – Region and Counties

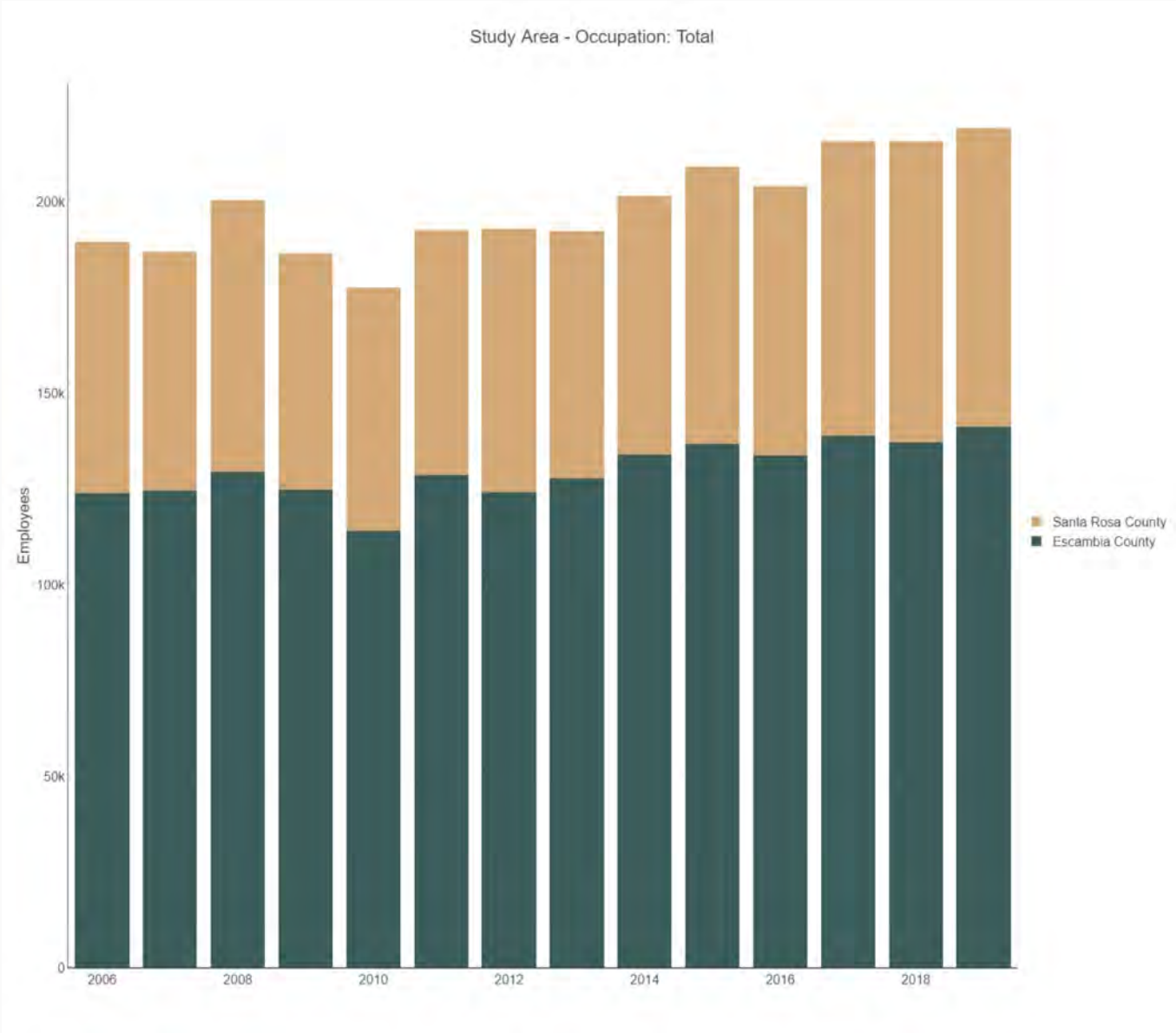




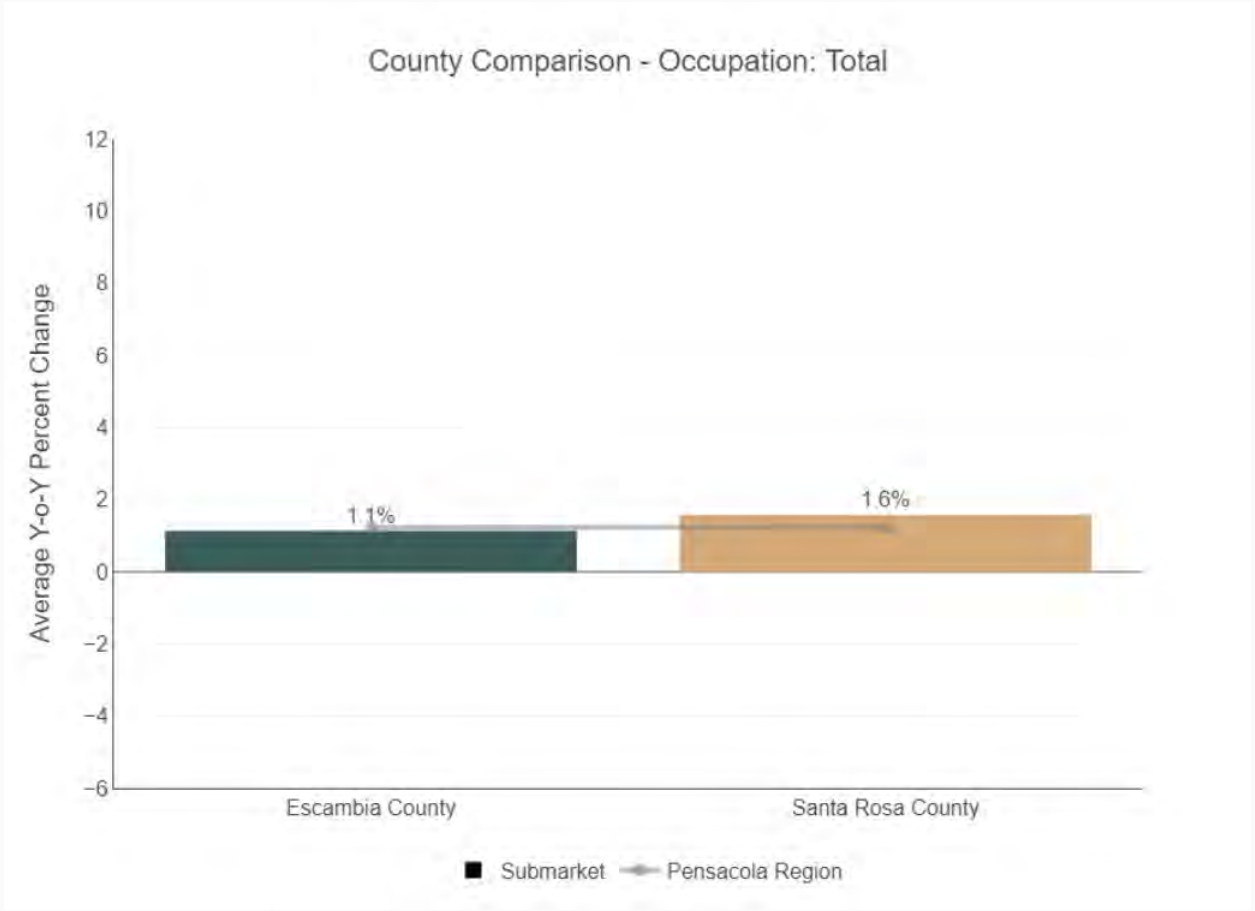


Historical Growth Rates: Occupation

Occupation (All Categories): Historical Estimates by County

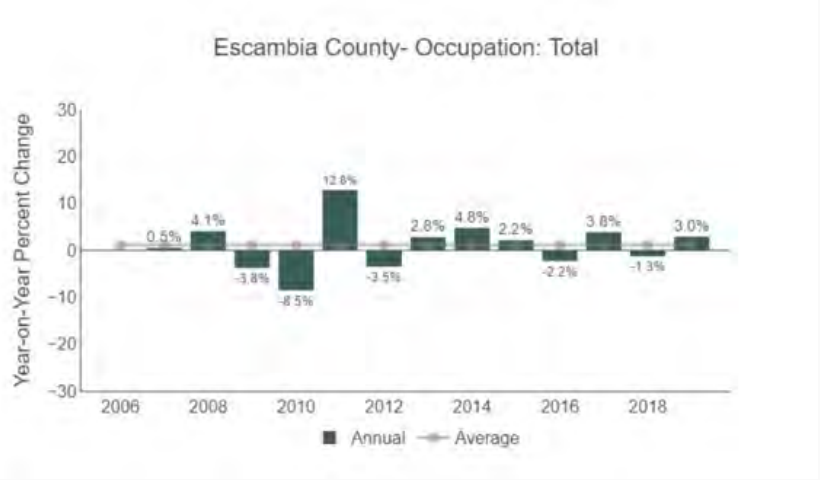


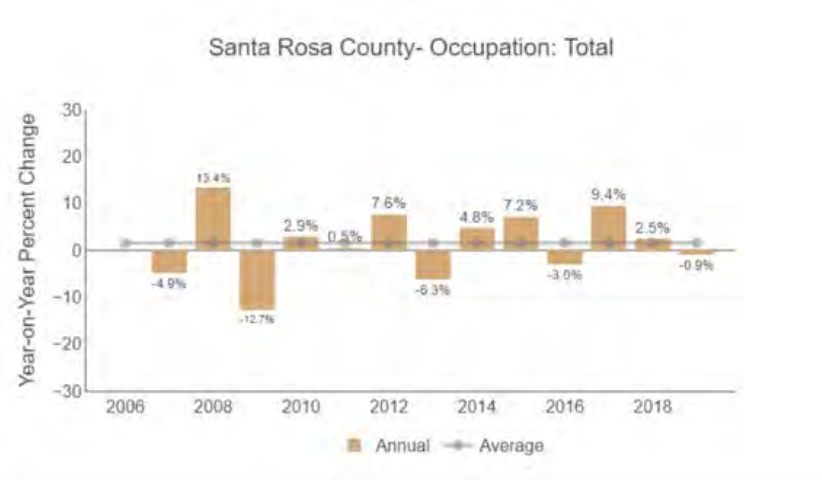
Occupation (All Categories): Historical Average Growth Rates County Comparison



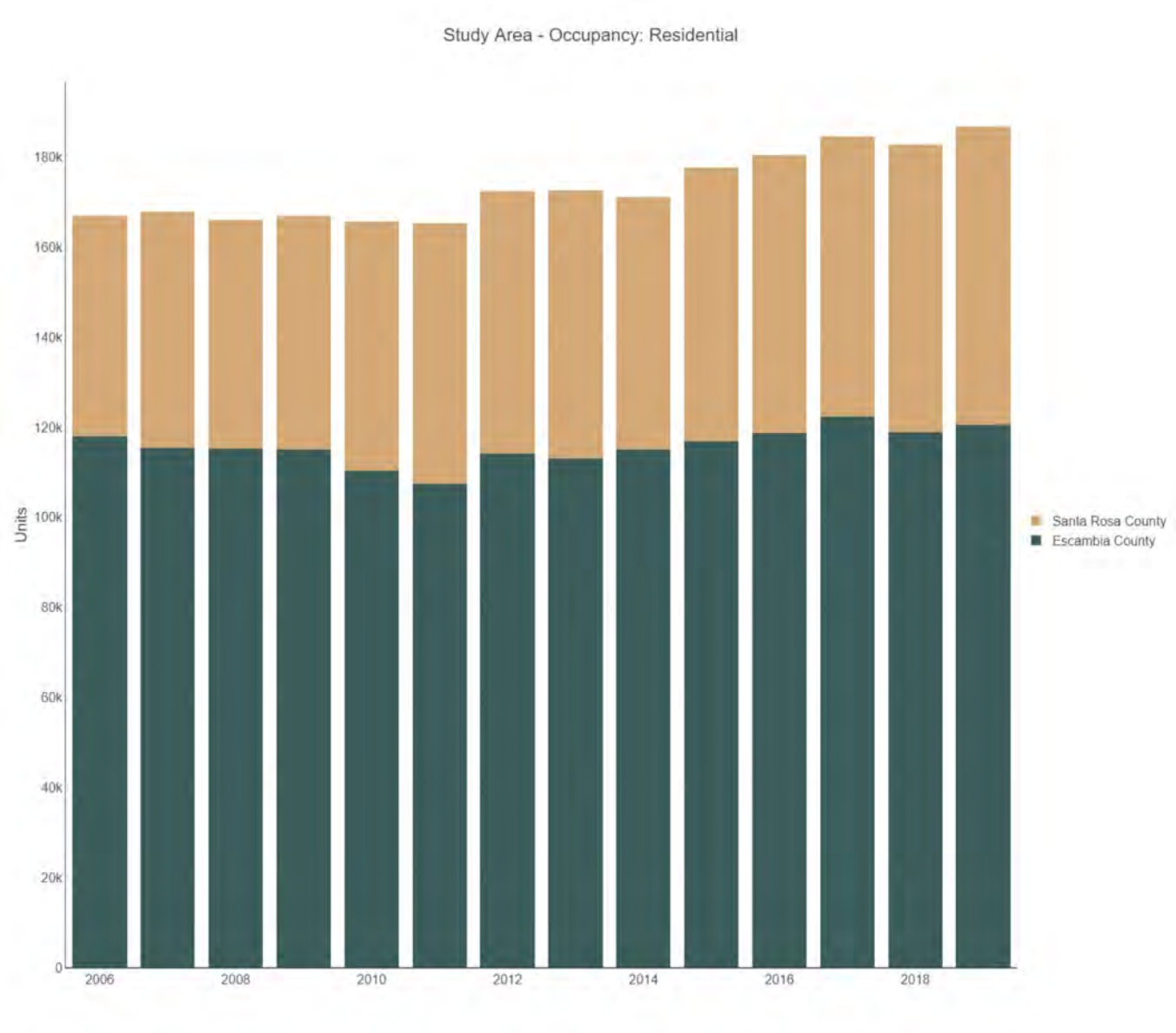
Occupation (All Categories): Historical Growth Rates - Counties and Region



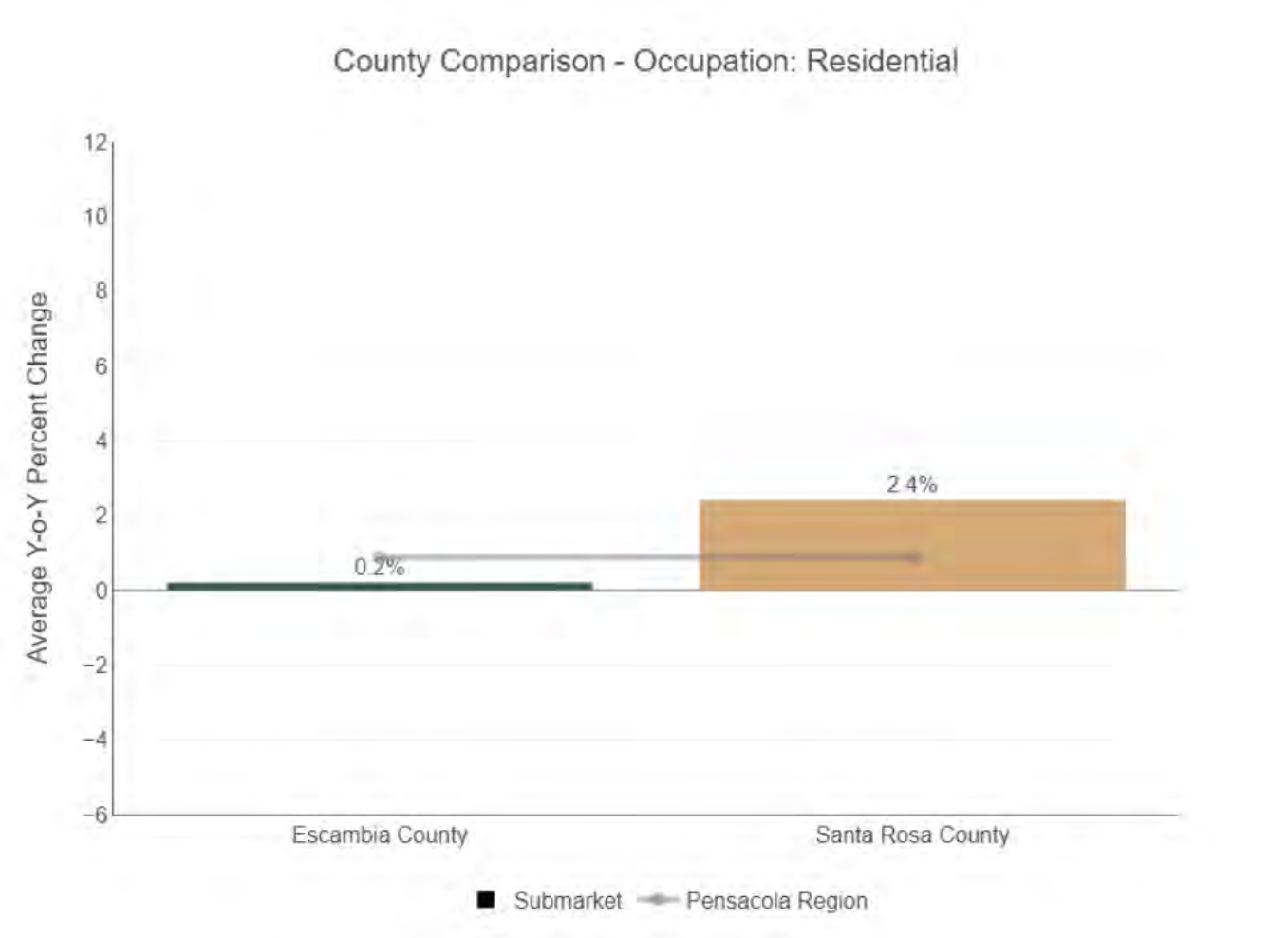




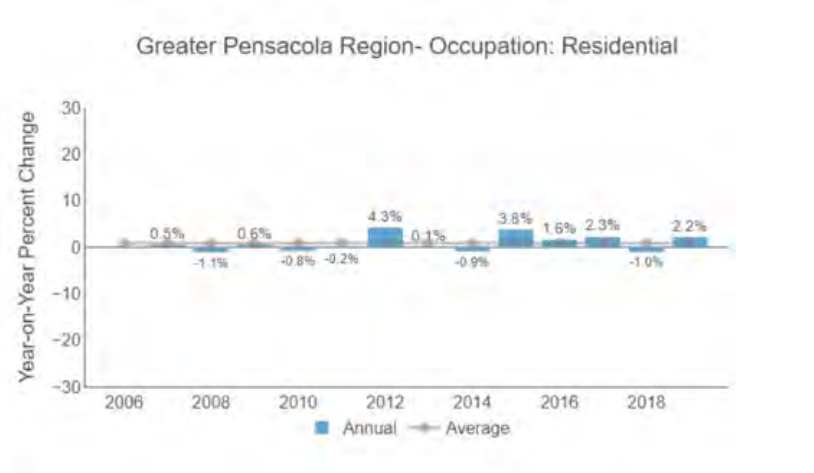
Occupancy (Residential): Historical Estimates by County

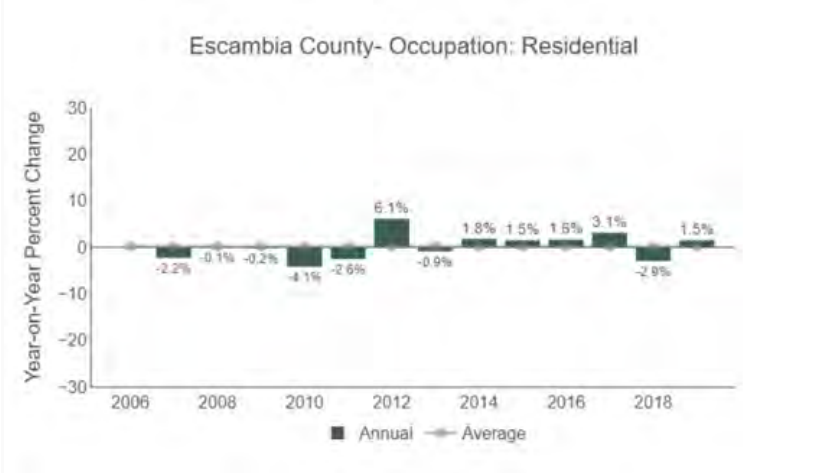


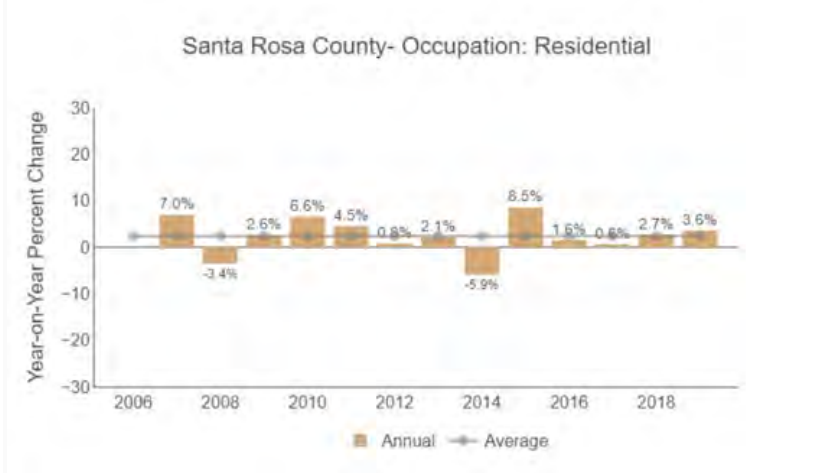
Occupancy (Residential): Historical Average Growth Rates County Comparison



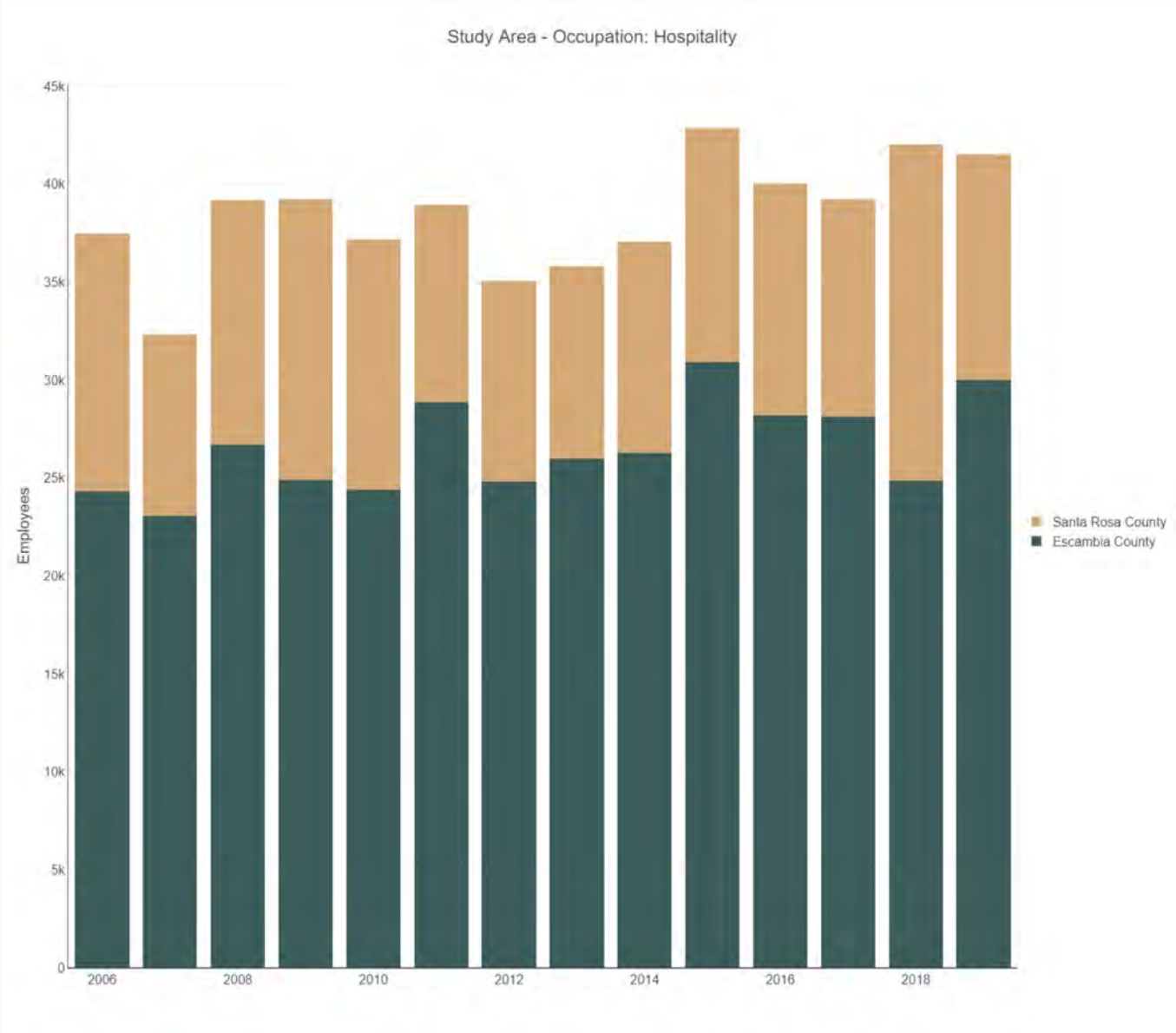
Occupancy (Residential): Historical Growth Rates – Region and Counties





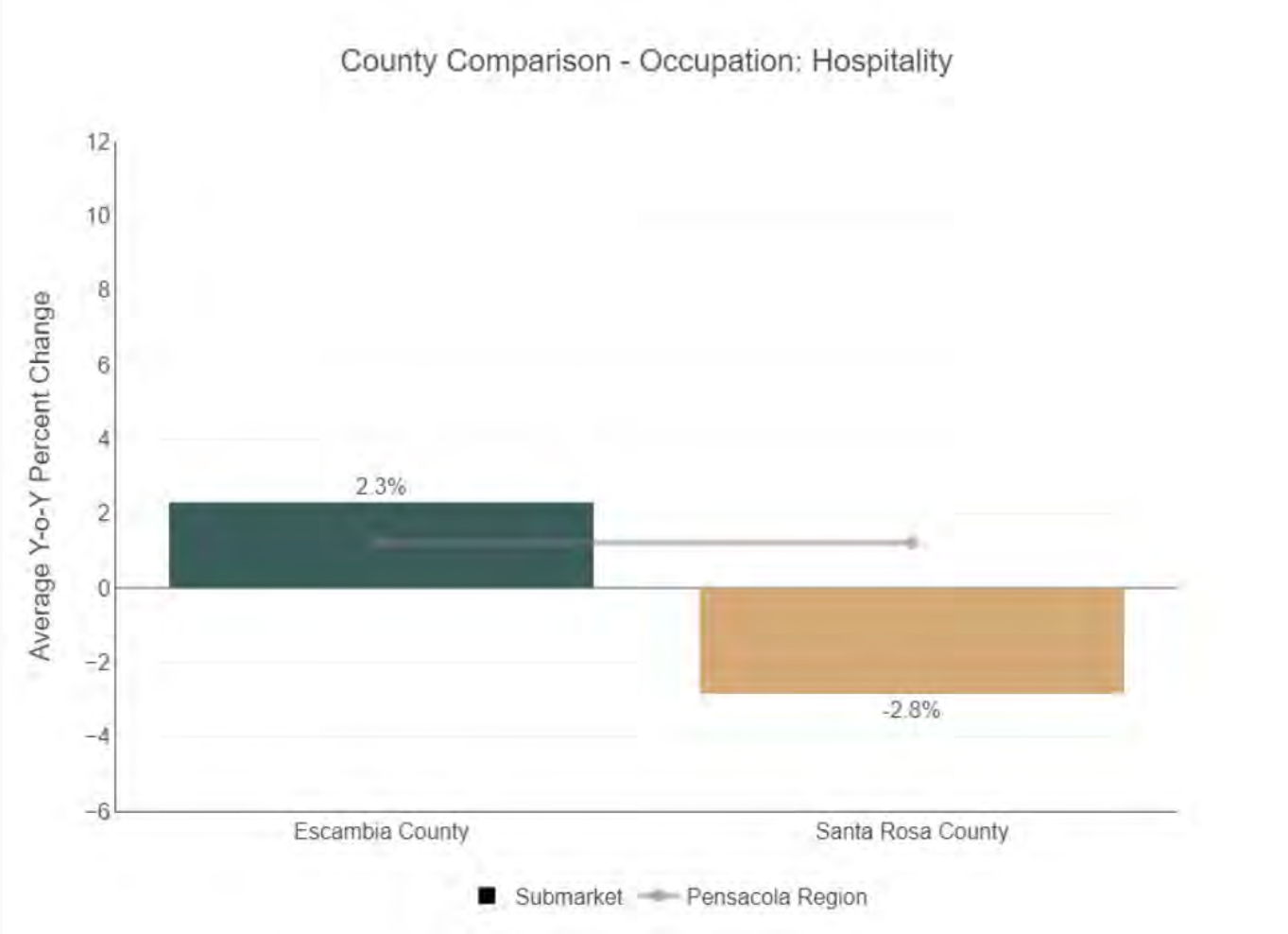


Occupation (Hospitality): Historical Estimates by County

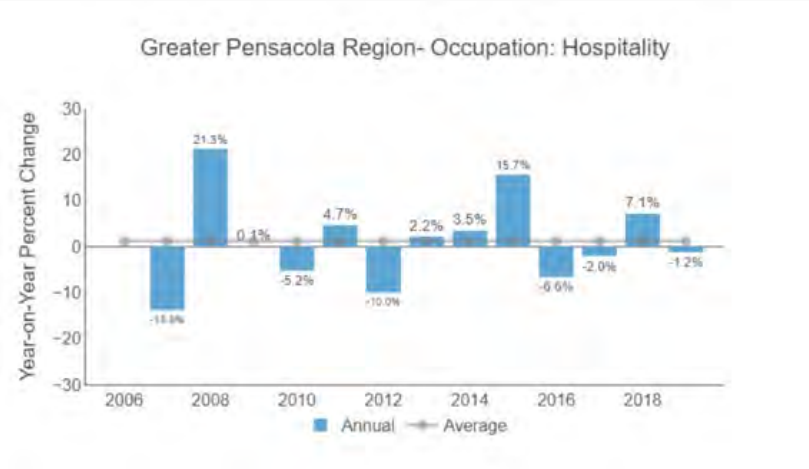


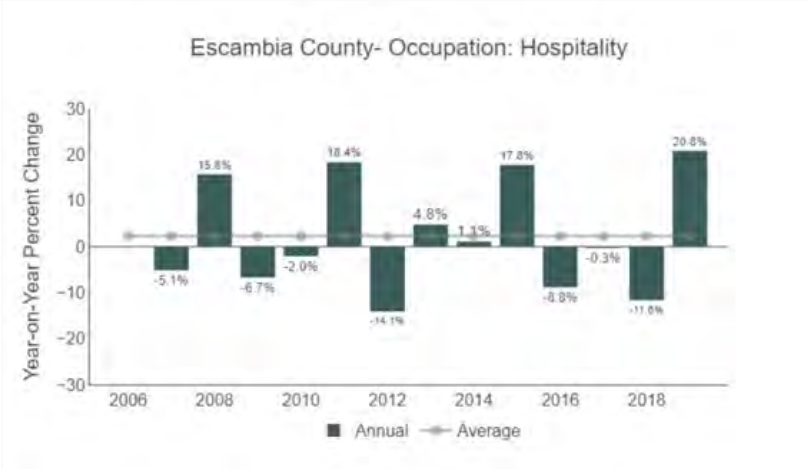
Heybrook West

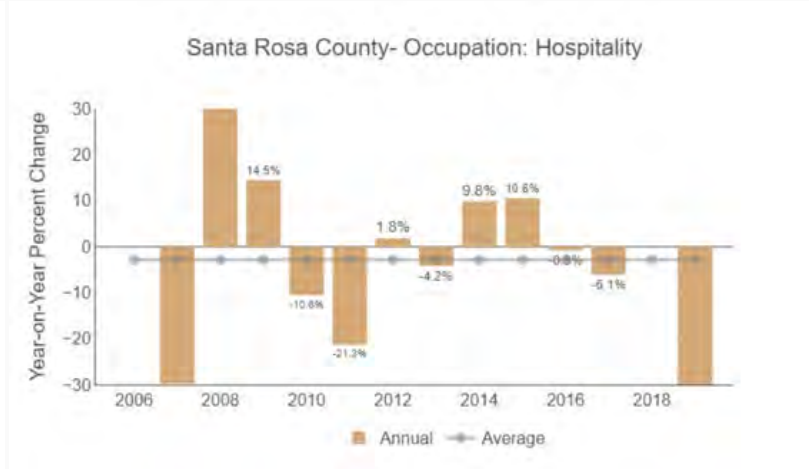
Occupation (Hospitality): Historical Average Growth Rates County Comparison



Occupation (Hospitality): Historical Growth Rates – Region and Counties

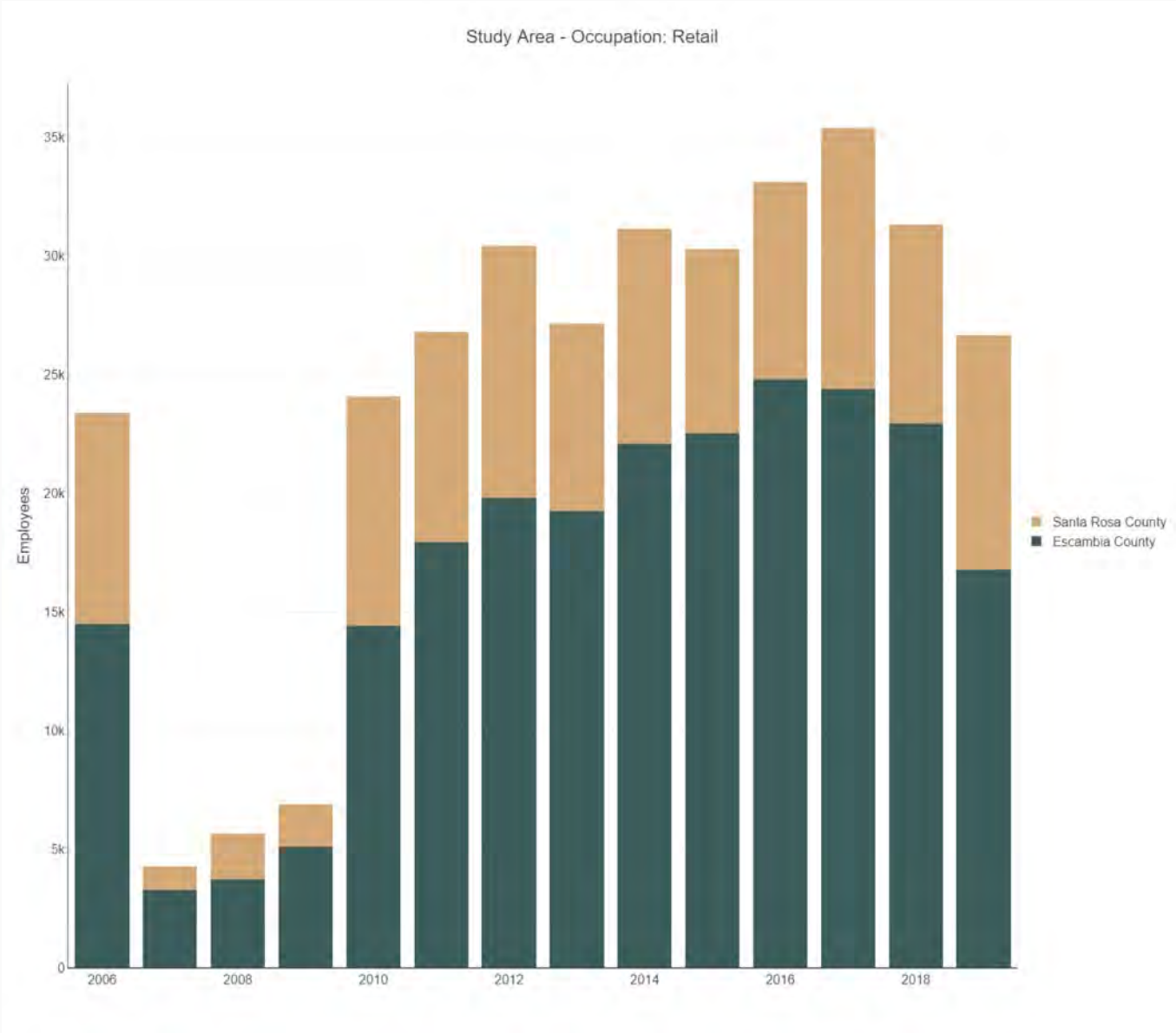




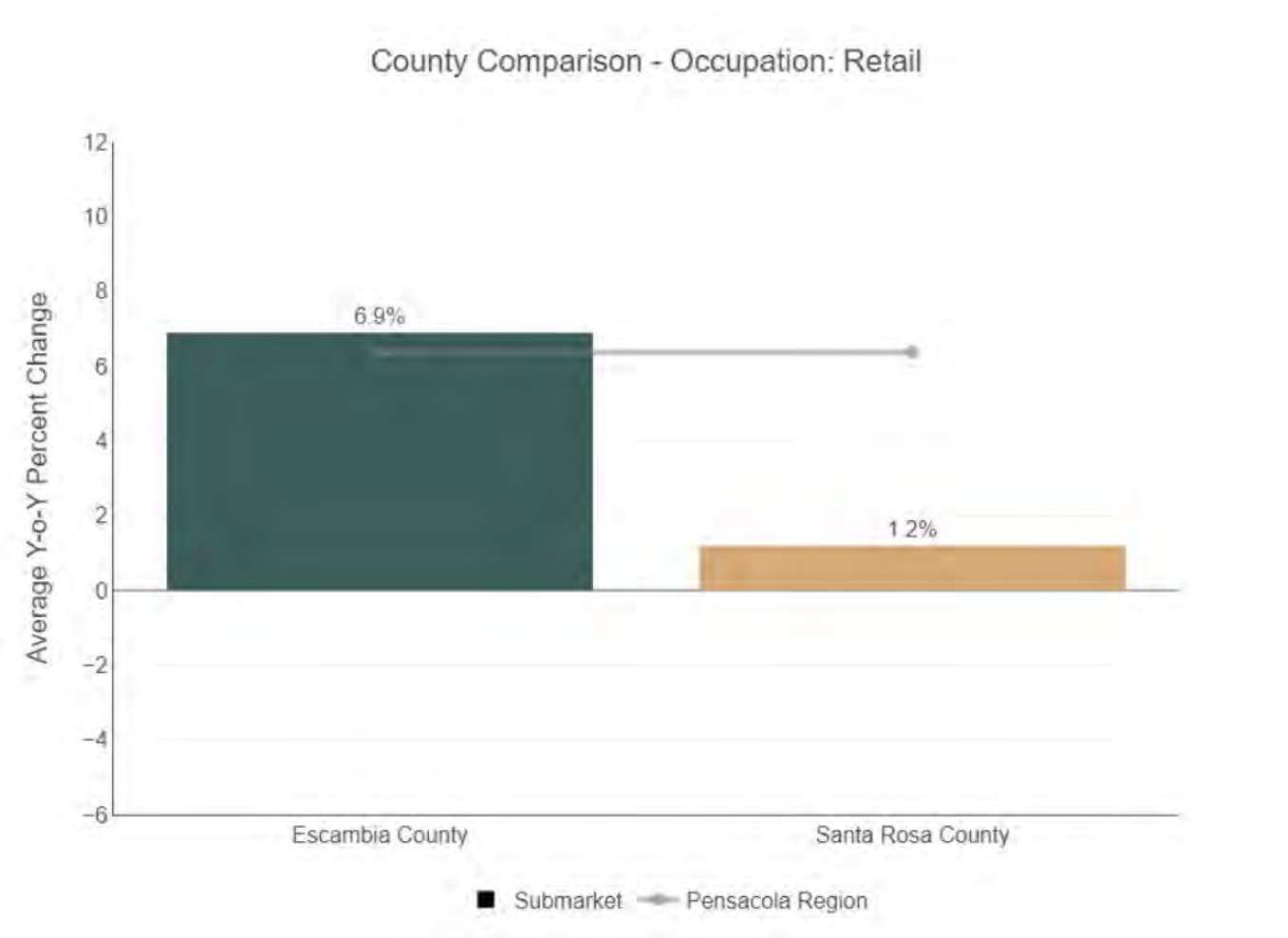


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Occupation (Retail): Historical Estimates by County



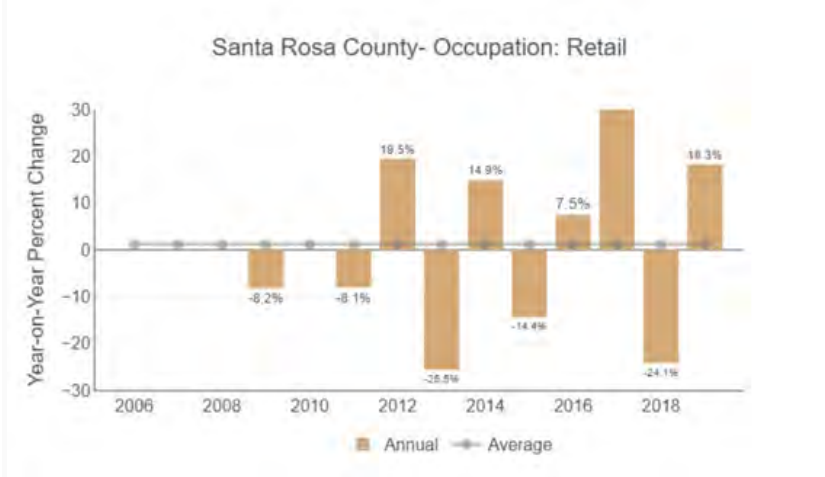
Occupation (Retail): Historical Average Growth Rates County Comparison



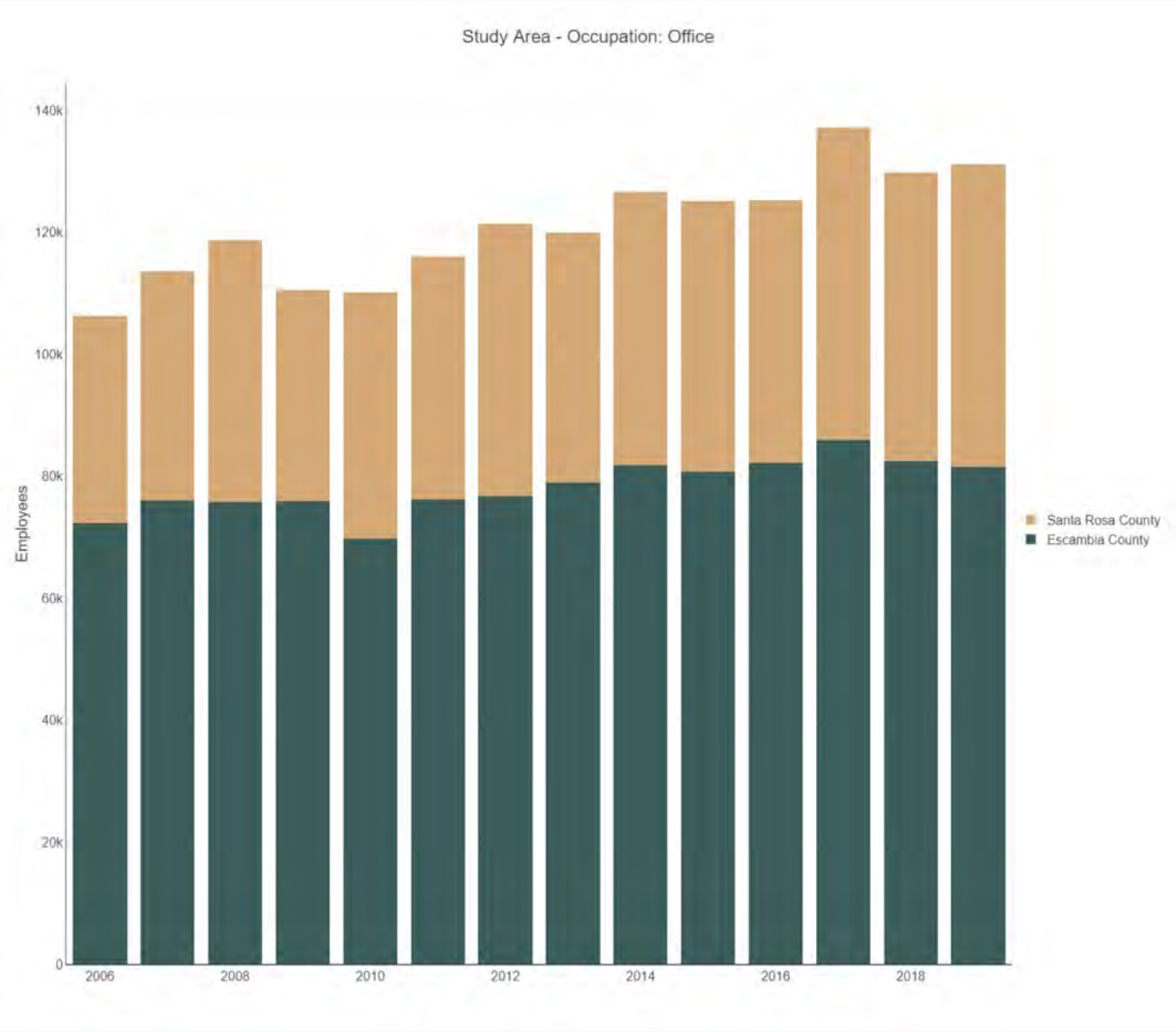
Occupation (Retail): Historical Growth Rates – Region and Counties



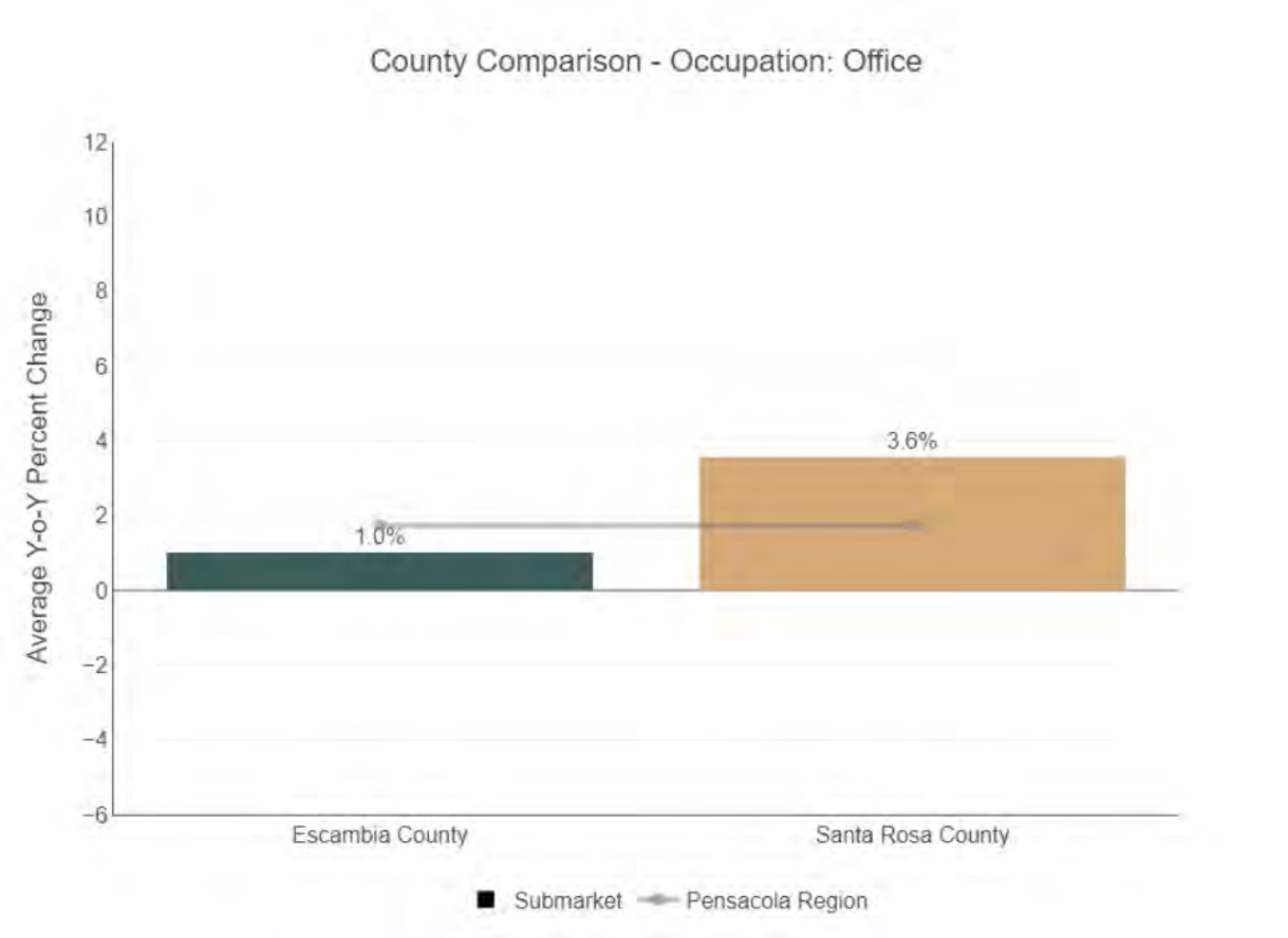




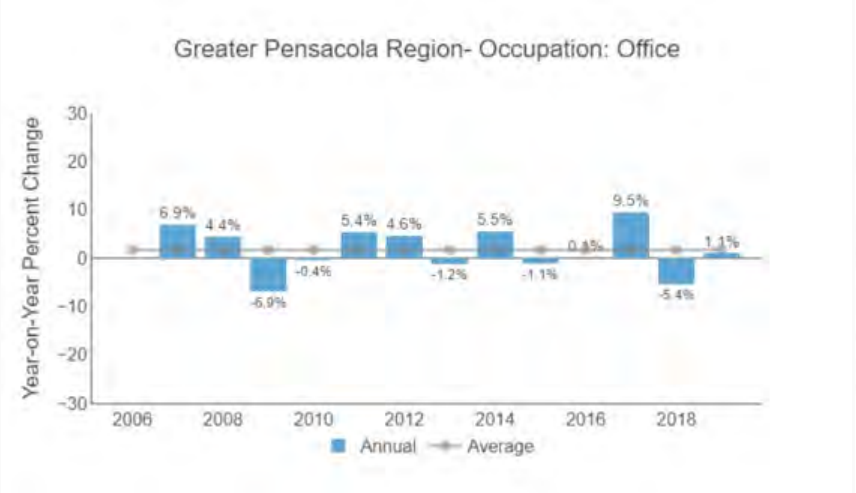
Occupation (Office): Historical Estimates by County

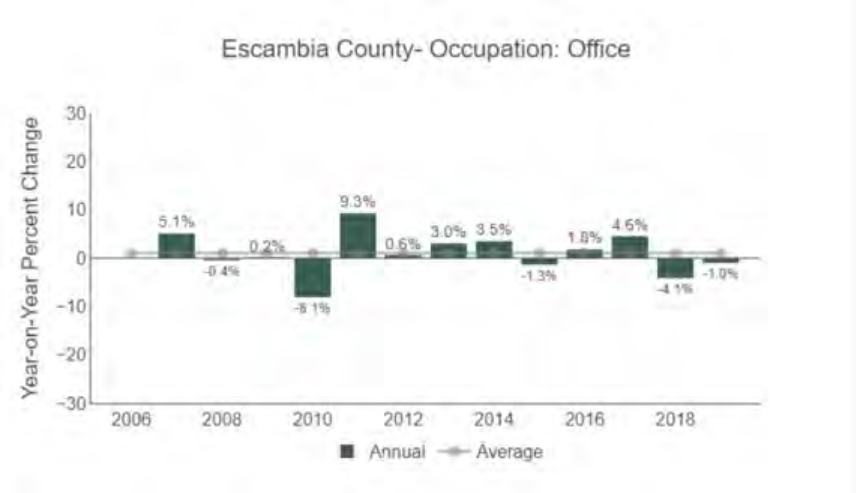


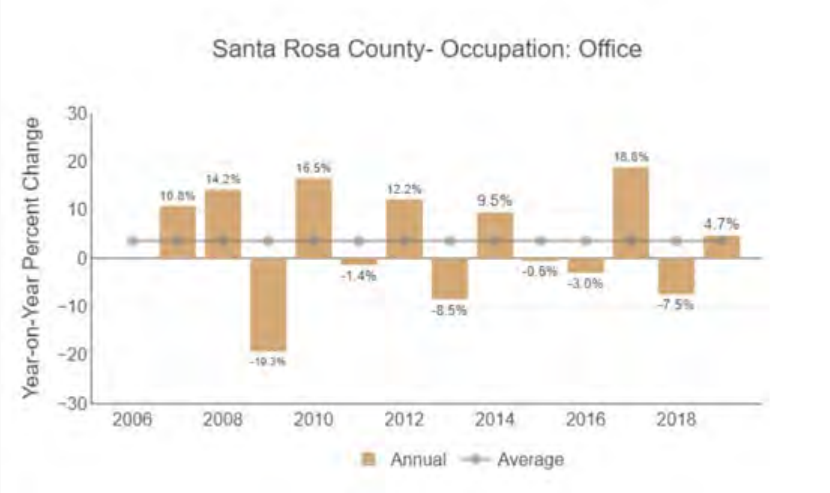
Occupation (Office): Historical Average Growth Rates County Comparison



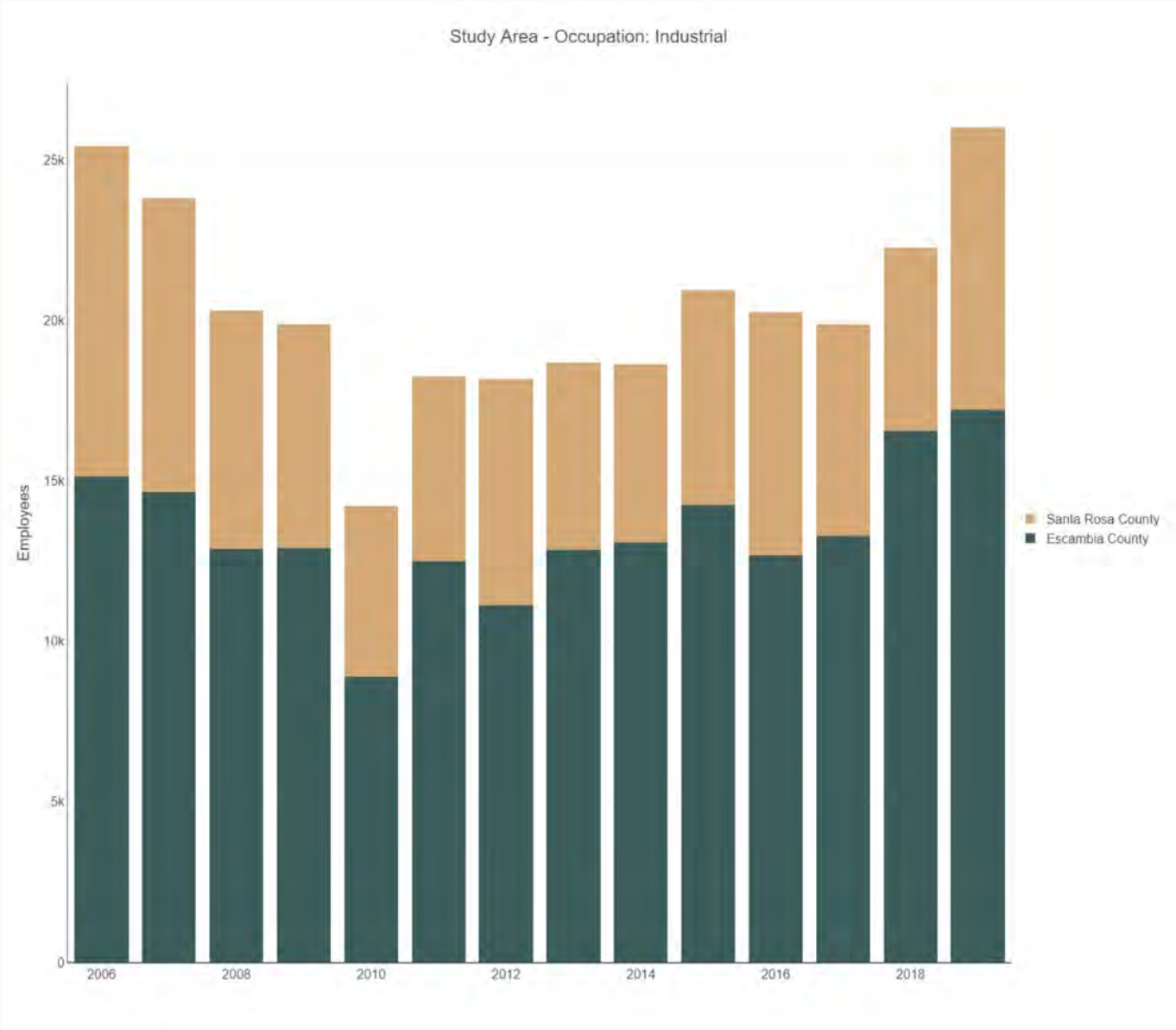
Occupation (Office): Historical Growth Rates – Region and Counties



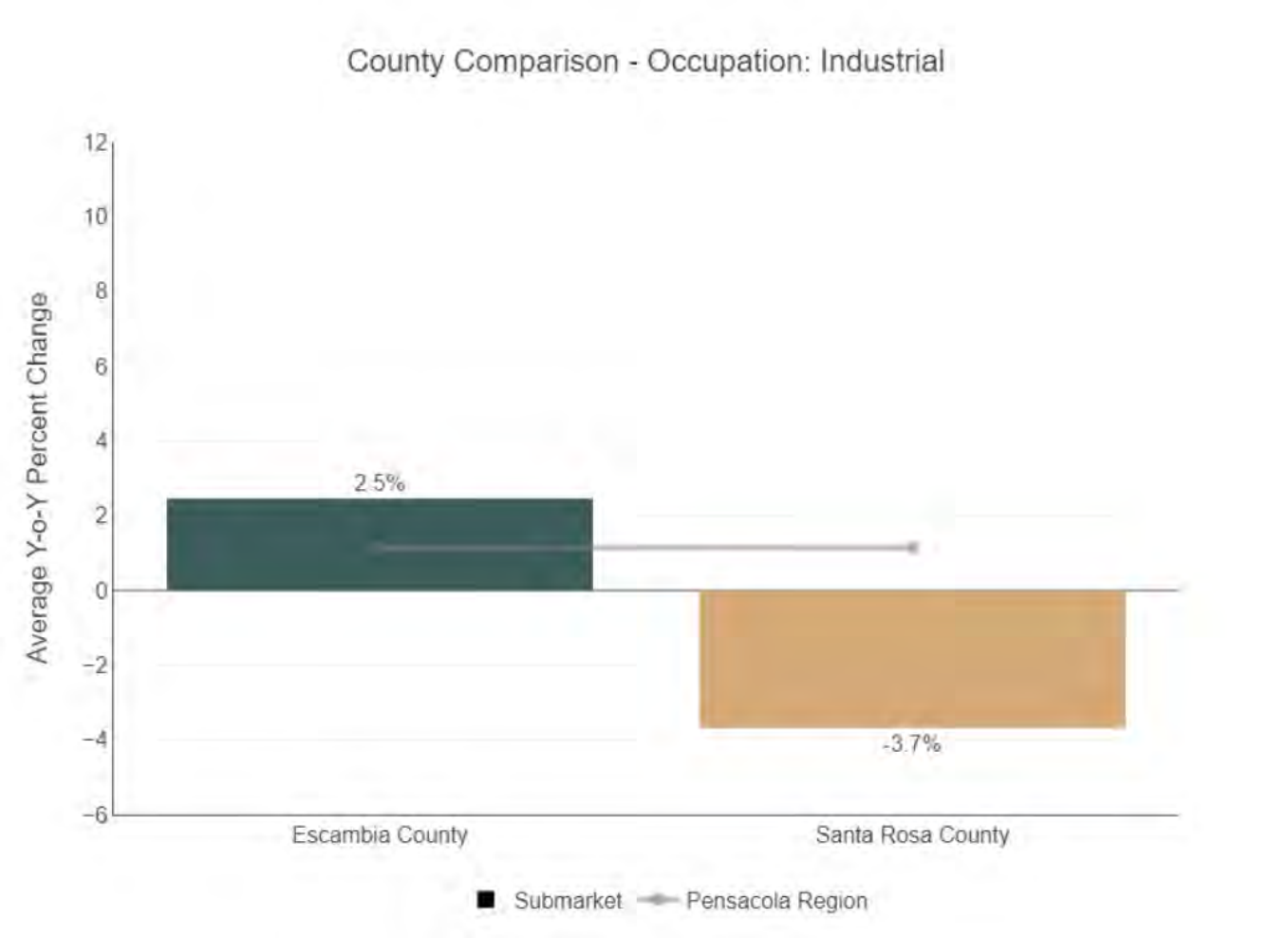




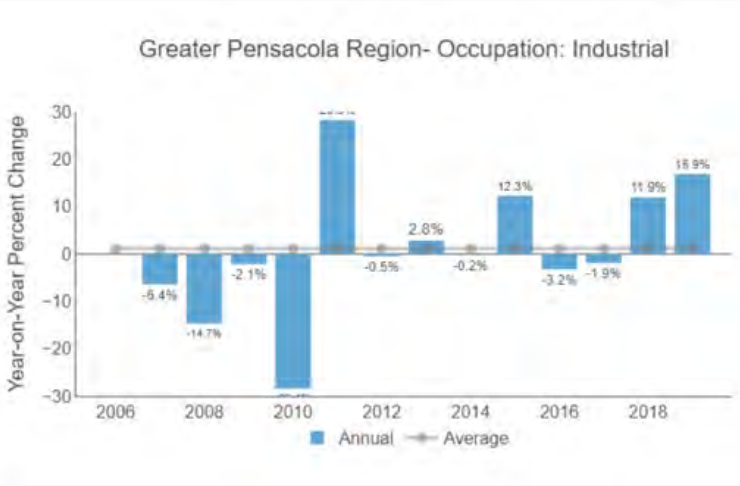
Occupation (Industrial): Historical Estimates by County



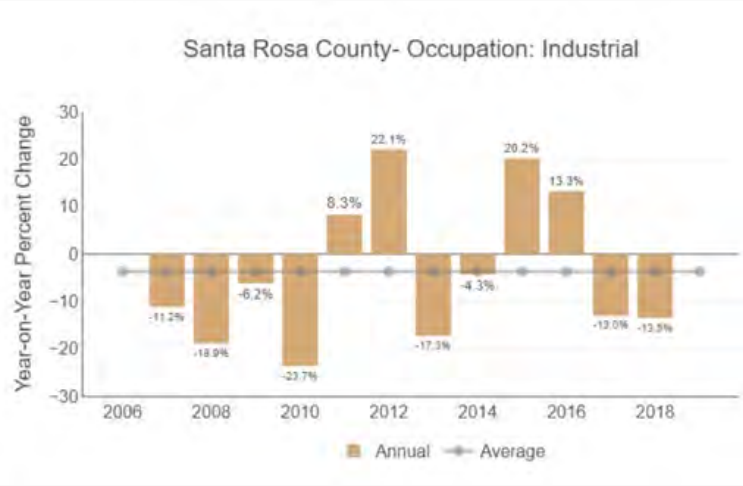
Occupation (Industrial): Historical Average Growth Rates County Comparison



Occupation (Industrial): Historical Growth Rates – Region and Counties







Appendix E. Engagement Summary with Appendix

Engagement Summary

June 2022

REIMAGINE
JACKSON STREET
WHAT'S YOUR VISION?

PREPARED FOR:

Escambia County

Brownsville CRA

City of Pensacola

City of Pensacola CRA

BY:

WSP

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Goals, Vision, and Strategies

The City of Pensacola and Escambia County, along with their Community Redevelopment Agencies (CRAs) are engaging in a visioning and planning process to improve Jackson Street, from A Street to Fairfield Drive. The Project Goal, Vision Statement, and Strategies were established early in the project.

Project Goal

The goal of the Jackson Street Master Plan is to develop an implementable master plan for the corridor, ensure all voices are heard during the corridor planning process, and develop an inclusive vision based on community inputs. The proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term economic development along the corridor.

The project vision statement, strategies and tactics used feedback from the community, and City, County and community leadership during February and April 2022. Community input was solicited during the public meeting, public survey, interactions during the walking-audit, and interviews with City, County, and Community Redevelopment Agencies (CRA) leadership

Vision Statement

In 10 years, Jackson Street will be an **east-west gateway** between the City of Pensacola and Escambia County, that operates as a slower street connecting non-vehicle modes. It will have **an internationally diverse community fabric** with enhanced transportation and upgraded utility infrastructure. It will have **vibrant community nodes** that include local businesses, community gathering places, and recreational spaces. **People of all ages and abilities** can safely and conveniently walk or bike or ride on this street.

- *Jackson Street stakeholders including the City, County, and Community leadership, along with the Community*

Project Strategies

The following strategies are based on the community's need and desires, along with using an analysis of existing conditions observed during a walking audit and data gathered from the City and County.

Strategy 1: Preserve existing, diverse communities, celebrate Jackson Street's 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

Tactics:

- Celebrate community identity and preserve historic assets
- Increase access to natural resources and assets and activate with community gathering spaces
- Exercise sensitivity towards unintended consequences and preserve the existing community

Strategy 2: Integrate recreational spaces for the community to gather and hang-out. Increase connectivity for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, and churches. Create safe and accessible mobility opportunities for people of all ages and abilities, ensuring communities can grow and age in-place.

Tactics:

- Provide alternative transportation and support multiple mobility modes to access community destinations
- Provide safe, accessible street infrastructure
- Support housing affordability and aging in place

Strategy 3: Invest in healthy infrastructure that has co-benefits and enhances the natural environment. Upgrade utilities to sustain long-term growth. Integrate utility infrastructure improvements during corridor planning to leverage opportunities to coordinate on construction.

Tactics:

- Invest in infrastructure that provides long-term co-benefits
- Invest in new utility infrastructure and upgrade existing utility infrastructure
- Relocate utilities to underground on the east end of the corridor

Community Engagement

Aligned with the project goal, a robust engagement plan was developed with the City and County staff to ensure varied and multiple opportunities were provided for the diverse voices to be heard.

A successful master plan for Jackson Street requires the input and participation of the diverse community and stakeholders along the corridor. This section describes the following:

- Project brand
- Key Stakeholders
- Engagement strategies, tactics, and tools
- Projected timeline

Project Brand

Developing the Jackson Street Master Plan is an opportunity to gain meaningful information from the community on how to improve the Jackson Street corridor. The project team uses a consistent brand name, logo, and tone to communicate effectively with the surrounding stakeholders and community.

PROJECT NAME AND TAGLINE

To ensure a consistent identity that reflects the goals of the project, the project team created the project name and tagline "*Reimagine Jackson Street: What's Your Vision?*" The name "*Reimagine Jackson Street*" represents a high-level view of the project's purpose. The tagline, "*What's Your Vision?*" reflects the inclusive nature of the process and is a call to action for citizens to participate in the process by sharing their ideas and suggestions.

PROJECT LOGO

The project logo below illustrates the colors, language, and graphics used for the project.

COMMUNICATION TONE

When communicating about the Jackson Street Master Plan, the project team uses a tone that is aspirational and inclusive, but also encourages equitable participation. This is not a traditional public works project with pre-ordained specifications and outcomes; this is a community-driven, vision-defining effort to chart the course for the next decade or more of improvements to the Jackson Street corridor. An example of this includes the following:

Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA), are partnering to determine a Vision for Jackson Street. The goal of the effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term redevelopment.

A successful Master Plan for Revitalizing Jackson Street will include community participation that reflects the goals, needs, and diversity of the neighboring residents, businesses, and community groups.

This project is an opportunity for area residents to share their ideas, suggestions, and vision for revitalizing this corridor by improving the safety, accessibility, and economic vitality of Jackson Street, just like other neighborhoods.

By using this consistent language and tone, the project team will effectively communicate both the opportunity and necessity for community involvement.

Key Community Stakeholders

To fully engage the diverse communities along the corridor, the project team identified key stakeholders to support the project outreach efforts. These stakeholders serve as conduits with their respective communities, neighborhoods, businesses, or congregations to share information on the project. The project team strives for this stakeholder group to reflect the diversity of the Jackson Street corridor to ensure an inclusive, transparent public process.

Likely stakeholders for this strategy include, but are not limited to:

- Neighborhood leaders or representatives
- Community or civic groups (PTAs, sports groups, etc.)
- Local business leaders or owners
- Institutional representatives (healthcare, churches, government agencies, etc.)
- Representatives from area minority or ethnic groups

The stakeholder group met with the project team for an initial briefing on the project (refer to the Champions' Meeting section) and to share suggestions and best practices for communicating with the broad and diverse communities along Jackson Street.

In addition, the project team relies on the stakeholder group to amplify the broader public messaging to specific communities and organizations through their own communication channels.

Engagement Timeline, Timeline, and Tools

In addition to specific stakeholder outreach, the project team is conducting a robust public outreach and engagement effort to inform the community of the project, solicit input and suggestions for specific interventions, and gather feedback on community preferences for project elements.

Over the course of the project, the project team uses the following engagement tactics to solicit community input and feedback about the project. These tactics are used to ensure a robust engagement effort that reflects the diversity of the area.

- Pop-up, in-person community outreach
- In-person and virtual community workshops
- Digital community survey

COMMUNITY ENGAGEMENT TIMELINE

The expected timeline for engagement is highlighted in Table 1.

Table 1. Community Engagement Timeline

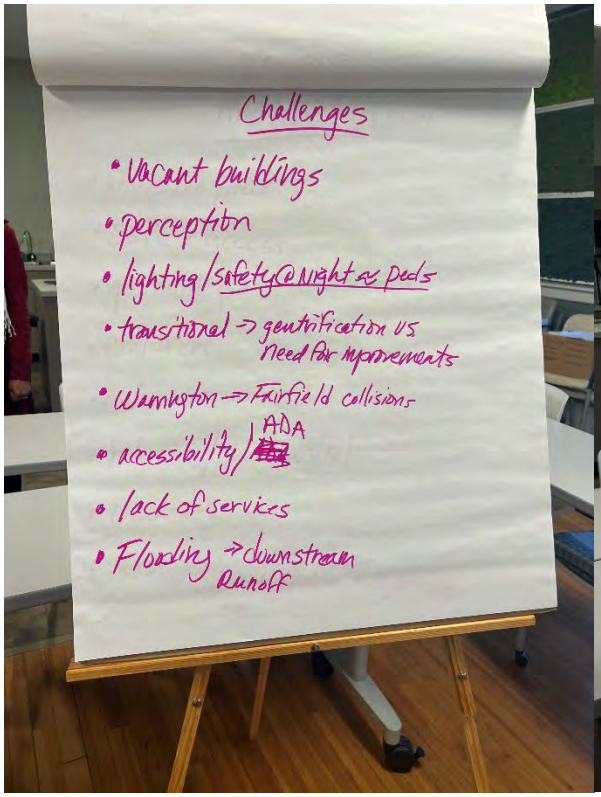
1.1	Community Engagement Plan	February	March	April	May
1.1.1	Develop a Community Engagement plan to serve as a playbook for meaningful community participation	X			
1.1.2	Develop central messaging for the project	X			
1.1.3	Develop contact list of stakeholders	X			
1.2	Kick-off meeting with stakeholders	February	March	April	May
1.2.1	Identify stakeholders to support engagement efforts.	X			
1.2.2	Develop agenda, presentation, and talking points	X			
1.2.3	Prepare for and host the influencer meeting	X			
1.3	Pop-up meetings	February	March	April	May
1.3.1	Determine locations and times, for 3 pop-up meetings. Develop materials for pop-up meetings	X			
1.3.2	Design and develop 1-pager for distribution to the community	X			
1.3.3	Print displays and materials for engagement actions		X		
1.3.4	Create report summarizing pop-up meetings			X	

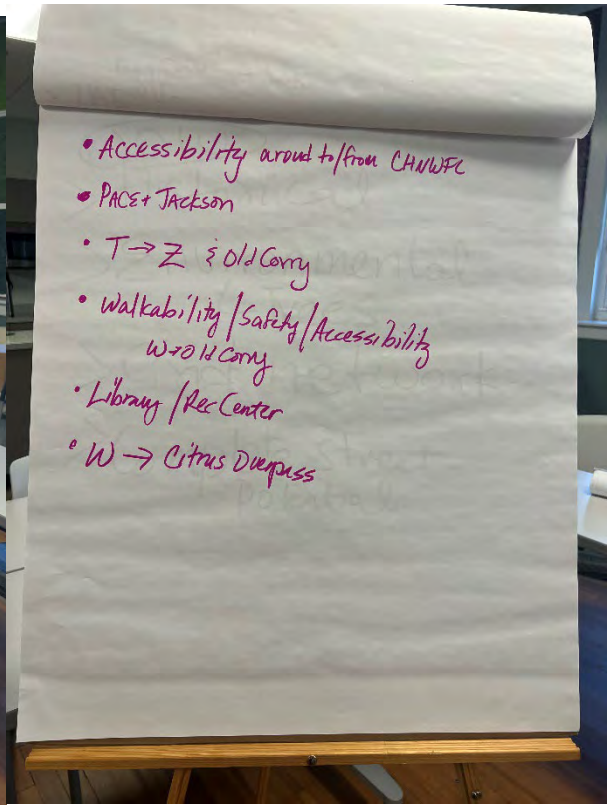
1.4	Public Engagement Meetings	February	March	April	May
1.4.1	Public Meeting 1 (in-person and virtual) - Schedule, host, promote, publicize and staff		X		
1.4.3	Public Meeting 2 (in-person and virtual) – Scheduled on May 22, host, promote, publicize and staff				X
1.4.4	Design, develop and print materials for engagement meetings		X		X
1.4.5	Create report summarizing meetings				X
1.5	**Ongoing Outreach & Engagement**	**February**	**March**	**April**	**May**
1.5.1	Develop content for county-hosted project webpage	X	X	X	X
1.5.2	Setup and manage email account for project	X	X	X	X
1.5.3	Develop Facebook and/or other digital content to support a maximum of six (6) digital ad campaigns.	X	X		X
1.5.4	Design and develop an email outreach program to support no more than ten (10) email campaigns.	X	X	X	X
1.5.5	Write and distribute news releases to promote popup engagements and public meetings.		X		X
1.5.6	Develop and distribute online and offline community engagement surveys	X	X		
1.5.7	Respond to ongoing stakeholder questions and comments	X	X	X	X

CHAMPIONS' MEETING

The project team hosted a Champions' Meeting on February 9, 2022. Attendees included representatives from Blues Angel Music, Brownsville Church, Community Health, HBC, Pensacola Association of Realtors, Myrtle Grove, Bike Pensacola, and West Pensacola Elementary. The group discussed their vision for Jackson Street including existing challenges and future opportunities. Common challenges included safety (speed and ADA accessibility), preserving historic spaces and character and tree canopy, and ensuring inclusion with minority and underserved communities. Common future opportunities included creating a safe, walkable and cohesive neighborhood while. ensuring neighborhood pride and character that is culturally diverse and family-friendly. The group also discussed opportunities to connect with the community including coordination with schools and churches and using digital and non-digital forms of communication.


B
TVMALONE


Challenges
• Vacant buildings
• perception
• lighting/safety@night & peds
• transitional → gentrification vs need for improvements
• Warrington → Fairfield collisions
• accessibility/ADA
• lack of services
• Flooding → downstream Runoff


• Accessibility around to/from CHNWFC
• PACE + Jackson
• T → Z & Old Corry
• Walkability/Safety/Accessibility W → Old Corry
• Library/Rec Center
• W → Citrus Overpass


Assets
rd. to west has big potential to move people
Family oriented community
E. of Pace strong sidewalk network
church w/ basketball courts
Econ. + cultural diversity
Historical Value
Grid Network
1/2 MILE OFFSET


BALANCE
YOUR VISION?
Assets
Street Lighting
N 72ND AVE
FAIRFIELD DR

DIGITAL COMMUNITY SURVEY

The project team developed a ten (10)-question survey to understand how people currently use Jackson Street, what they like about the corridor, and what they would want to improve. The survey was offered in three (3) languages—English, Spanish, and Vietnamese. To reach a wide audience, the survey was distributed at multiple events located along or near the corridor, as well as virtually. These events included the three (3) pop-up meetings on March 21st and 22nd and the in-person community meeting #1 on March 22nd. The survey was also available on the project website and was included in email blasts. Copies of the survey are included in Appendix A.

330 people responded to the survey in total, with 314 people responding to the English survey, 14 people to the Spanish survey, and 2 people to the Vietnamese survey. On average, it took participants between 1 and 4 minutes to complete the survey. 269 surveys were completed virtually, and 61 surveys were completed at in-person events. The average age range of survey participants was 46-64.

The figures below display the survey questions and summarize the results of the survey.

1. Which best describes how you use Jackson Street?

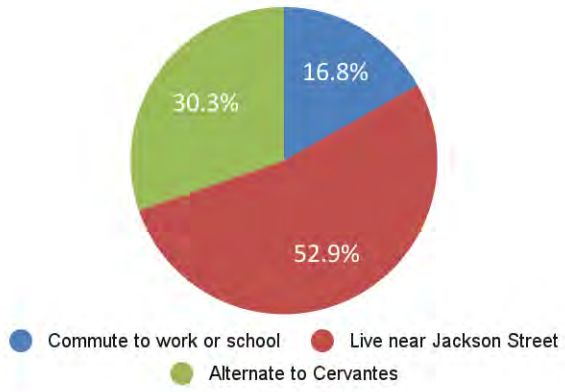


Figure 1: Survey Question 1 Results

Most responders live near Jackson Street or use it as an alternate to West Cervantes Street.

2. How do you travel to school, work, shopping, or for recreation? (Check all that apply)

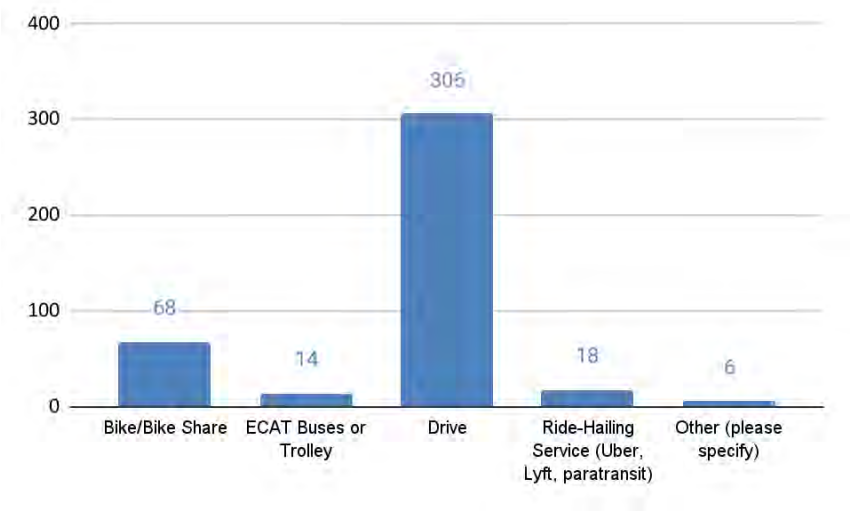


Figure 2: Survey Question 2 Results

Most responders answered that they currently drive to travel to school, work, shopping, or for recreation. After driving, the most popular travel mode is biking.

3. If you are biking, which of these improvements are essential? Check all that apply.

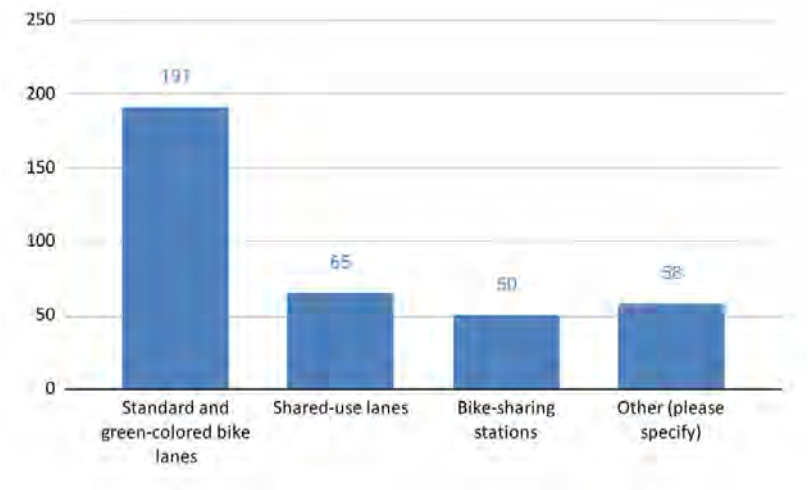


Figure 3: Survey Question 3 Results

Most responders stated that standard and green-colored bike lanes are the most essential bicycle improvements.

4. If you are using an ECAT bus or a trolley, which of these improvements is essential? Check all that apply.

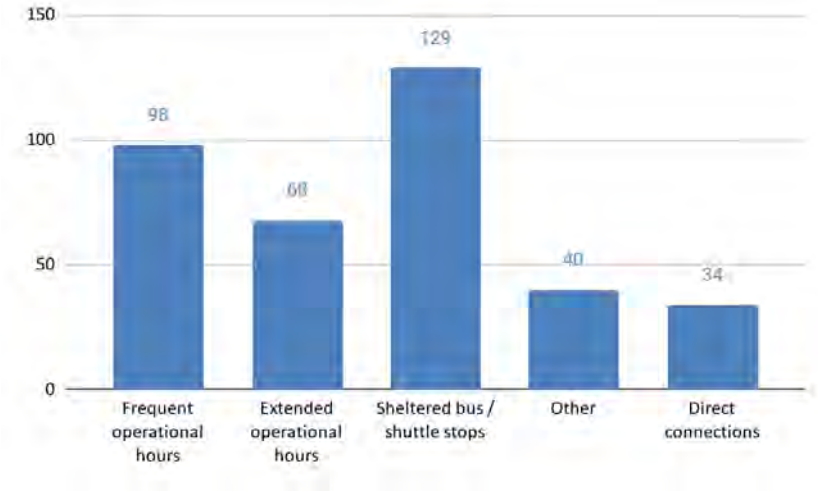


Figure 4: Survey Question 4 Results

For Escambia County Area Transit (ECAT) bus and trolley users, respondents answered that sheltered bus/shuttle stops are the most essential improvement, followed by frequent operational hours, and extended operational hours.

5. Would you like near-by access to more open spaces like parks, public plazas?

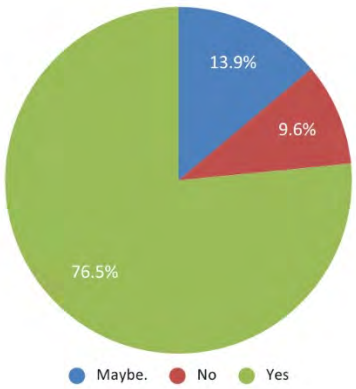


Figure 5: Survey Question 5 Results

The majority of responders said they would like near-by access to more open spaces like parks and public plazas.

6. Where along Jackson Street or at what intersections do you NOT feel safe walking, biking, or using transit? (optional)

Responders provided a range of answers as to where they do not feel safe walking, biking, or using transit along Jackson Street, but the most common answer was "all of it." Other frequently mentioned locations were Pace, New Warrington, Fairfield, 57th Street, and A Street. More information can be found in Appendix A.

7. Tell us in a few words what you enjoy most about Jackson Street. Examples include large trees, diverse communities, great food, historic homes, etc.

Responders shared similar answers to what they enjoy most about Jackson Street, revealing that the corridor has a strong base of positive sentiment on which to build. The historic nature of the homes and neighborhoods, along with the significant tree canopy were consistently mentioned as positives for Jackson Street. Another strong point for the corridor was the diversity of people, families, and neighborhoods throughout the area.

In addition, the ease of travel through the corridor and connectivity between diverse neighborhoods were also mentioned in several responses. Other responses focused on the personal connections residents have to the area, including memories of playing at certain parks, or of homes where family members lived. These personal ties to the corridor's history, combined with the recognition and celebration of the area's diversity, create a unique opportunity for this project. More can be found in Appendix A.

8. Tell us in a few words what you would like to change on Jackson Street the most. Examples include safety, affordable homes, more trees, etc.

Responders' primary concerns were safety and security. Specifically, responses included better street lighting, additional law enforcement presence, and improved pedestrian safety. Suggestions for pedestrian safety and accessibility included sidewalks (including ADA-accessible, with wheelchair ramps/curb cuts), enhanced and better-marked crosswalks, traffic calming, and bike lanes.

In addition, several people noted their desire for more parks and/or safe areas for children to play, as well as less litter and stronger code enforcement. There were many requests for more affordable housing options, more trees and landscaping, as well as additional community-based retail and restaurant offerings.

Refer to Appendix A for all responders' comments.

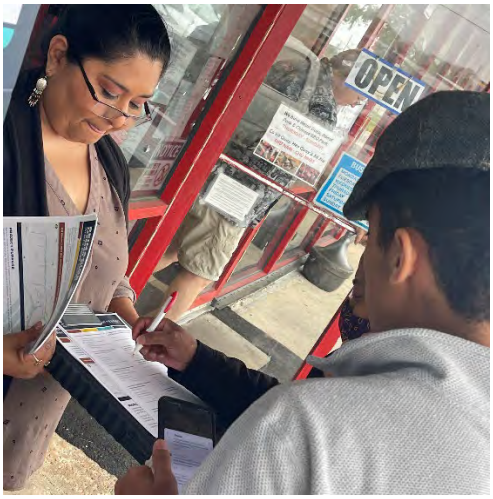
POP-UP IN-PERSON COMMUNITY OUTREACH

The purpose of the pop-up meetings was to engage the community at high-traffic establishments and let them know about the community meeting. The project team held three in-person, pop-up events to bring engagement efforts "to the street" by offering in-person, impromptu, and interactive options for the community. The pop-up meetings were the day before and the day of Community Meeting #1 on:

- Monday, March 21, 2022
    - Quick Serve Convenience Store, 5703 W Jackson St, Pensacola, FL 32506 from 12:00 pm - 2:00 pm
- Tuesday, March 22, 2022
    - Saigon Market, 604 N Pace Blvd, Pensacola, FL 32505 from 11:30 am - 1:30 pm
    - Lucky Penny, 2900 W Jackson St, Pensacola, FL 32505 from 2:00 pm - 4:00 pm

The pop-up meetings were promoted on the project Facebook page and via email to project stakeholders. Project fact sheets, postcards, and surveys in English, Spanish and Vietnamese were provided (see Appendix A and B). A branded feather flag was on display to draw attention and a board with QR codes for all three versions of the survey was also displayed to allow participants to take the survey online using a smart phone.

The project team collected approximately 40 printed surveys, including one from a Vietnamese stakeholder, during the pop-up meetings. Photos of the pop-ups are included in Appendix B.









COMMUNITY MEETINGS

Community Meeting #1

Community Meeting #1 was on Tuesday, March 22, 2022, from 5:30 pm to 7:00 pm at the Brownsville Community Center at 3200 W De Soto Street, Pensacola. There was also a virtual component to the meeting on Zoom and a Meeting Owl Pro at the Brownsville Community Center so that online participants could view and listen to the meeting.

Approximately 60 people, including staff from the City of Pensacola and Escambia County, attended the public meeting in person and approximately 21 people attended virtually on Zoom. Sign-in sheets and the list of online participants are in Appendix C.

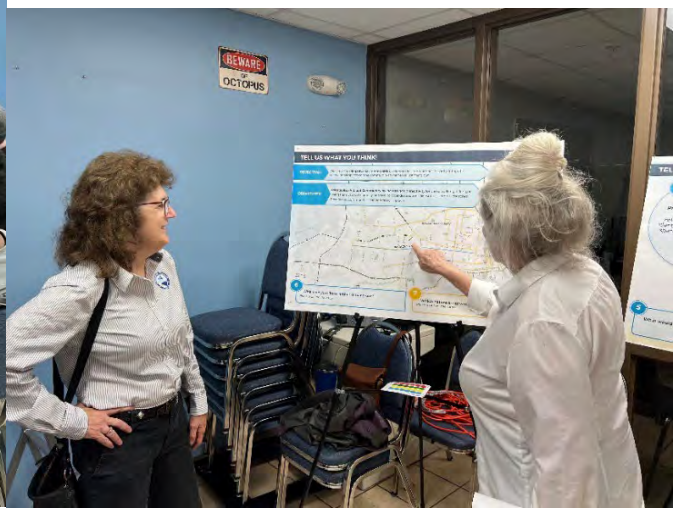
The Community Meeting had the following agenda.

1. Welcome by County Commissioners, Doug Underhill (via phone) and Lumon May, and City Councilman, Delarian Wiggins.
2. PowerPoint presentation by the Consultant Project Manager (Appendix D)
    a. Project goals and values
        i. Attendees were asked two interactive questions. Word clouds below document responses to those two questions, with larger text size indicating that multiple people provided the same response.
    b. Stakeholder engagement to date
    c. Overview of the project's draft Vision Statement
    d. Walking audit summary
    e. Draft project strategies and tactics
3. Interactive sessions
    a. In-person: visit 12 poster boards stationed around the room
        i. Attendees were asked to provide comments and opinions on the project vision, strategies, and tactics. Feedback was collected by in-person discussion and color-coded preference dots (see Appendix D).
    b. Online: discussion that replicated the 12 poster boards that were stationed around the in-person meeting.
        i. Used Menti and the Zoom chat to receive feedback and welcomed oral comment from participants (see Appendix D).








BEWARE
OF
OCTOPUS









What We Heard

This section describes the common themes that we heard at Community Meeting #1.

- **What do you enjoy the most about Jackson Street?** The most common response was "diversity."

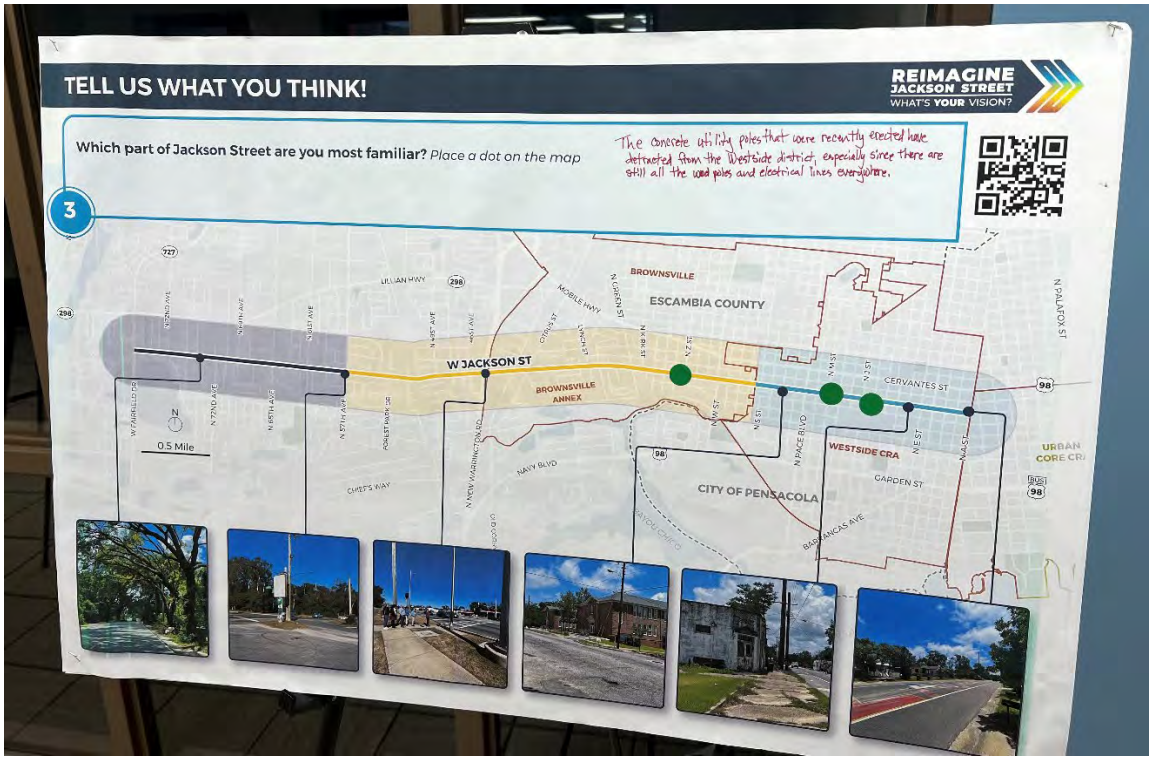


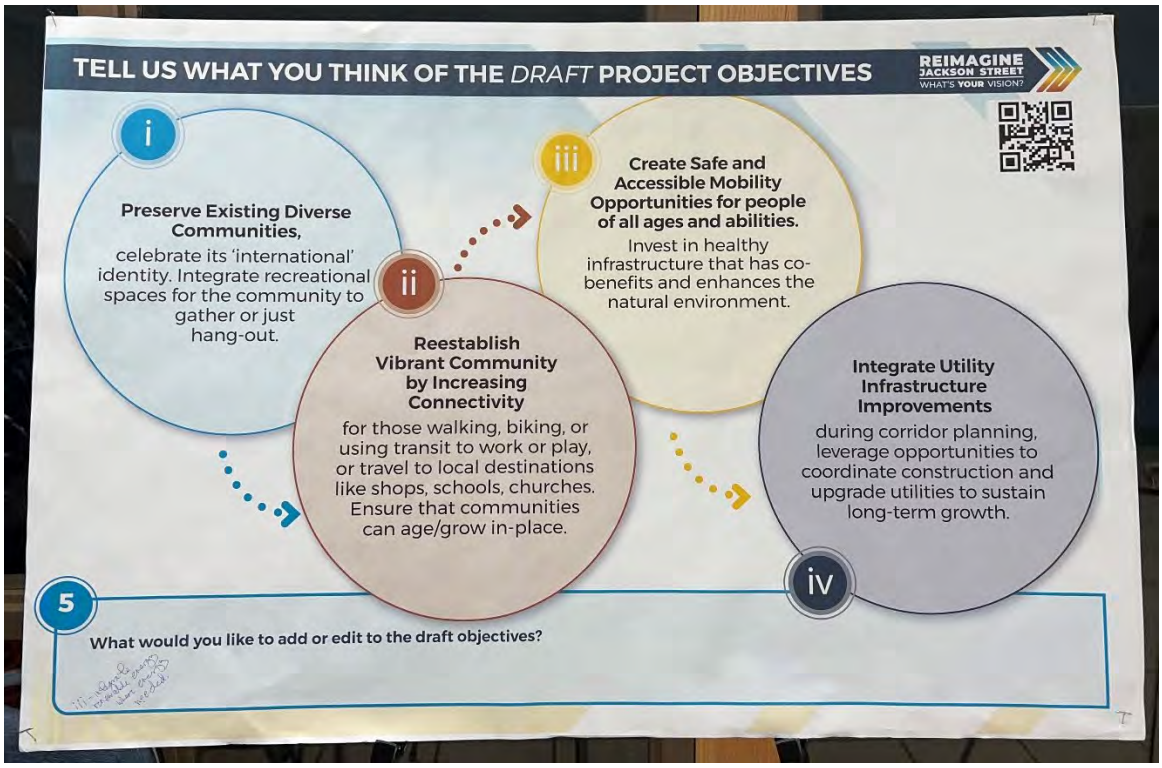
- **What would you like to change most on Jackson Street?** The most common responses were safety, lighting, sidewalks, and traffic speed.

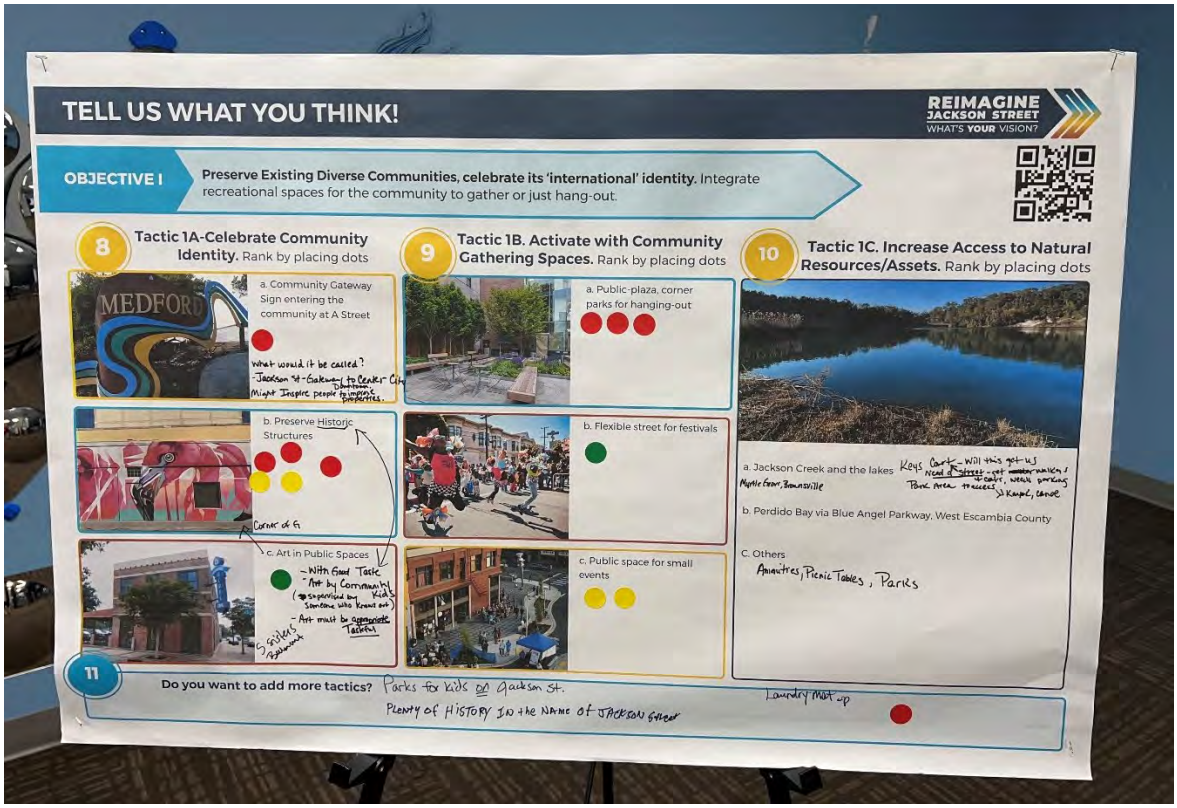


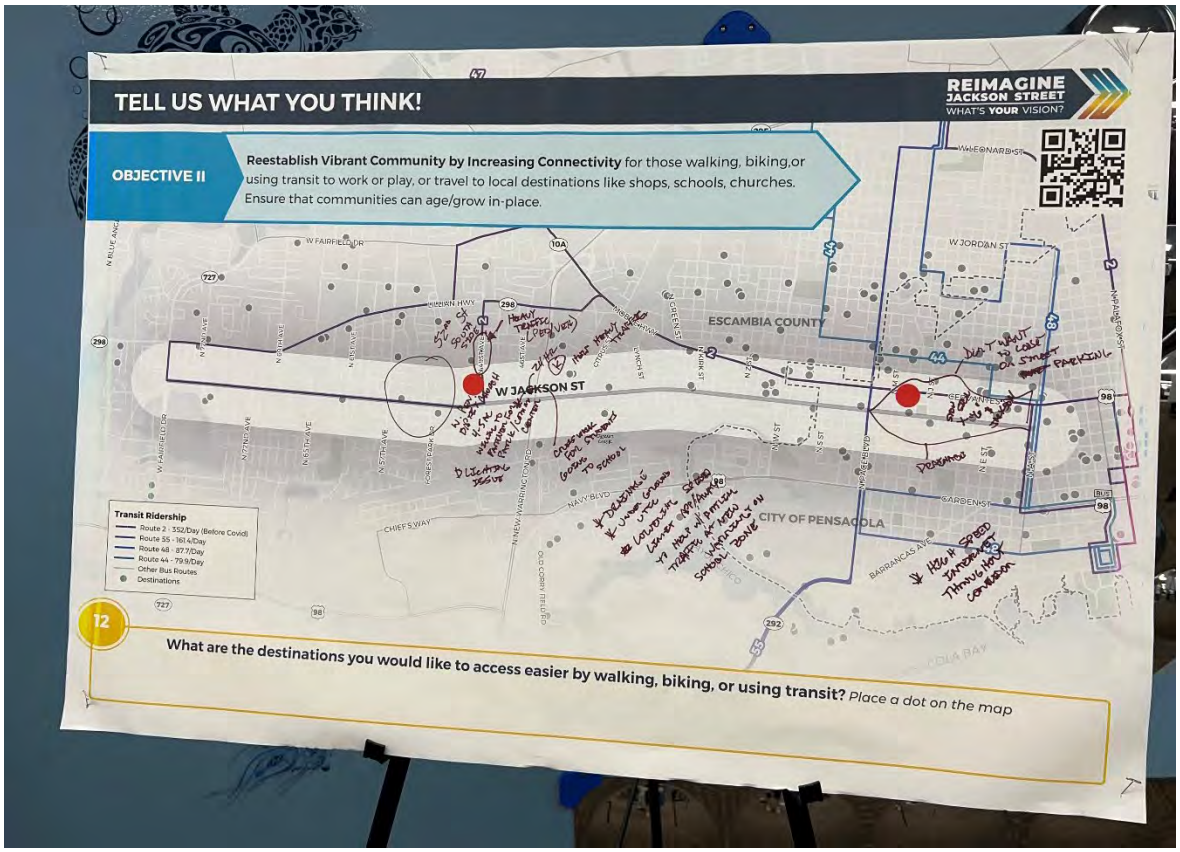
- Support of the project's draft Vision Statement, Strategies, and tactics.
- Key Issues
  - Safety
  - Speeding

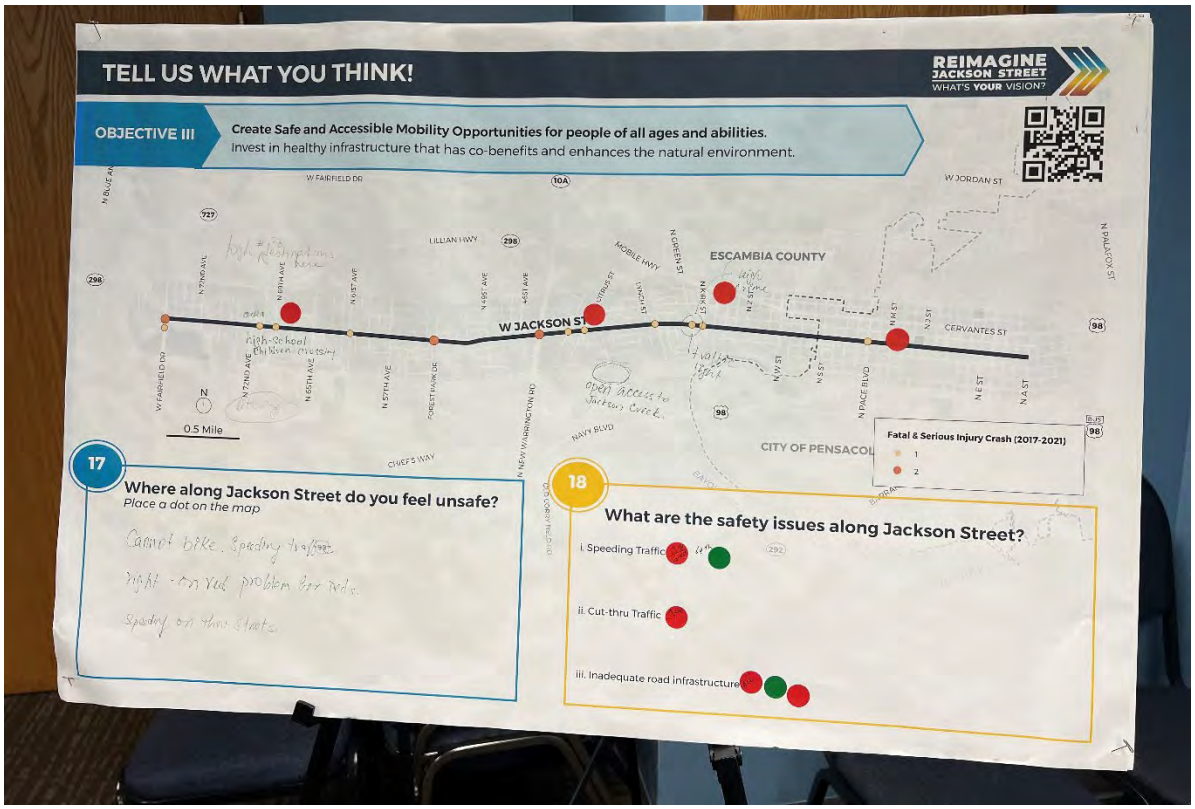
  - Inadequate road infrastructure
  - Need for improved lighting
  - Crosswalks
  - Drainage issues (especially between Pace Boulevard and A Street)
  - Dilapidated housing
- Top strategies and tactics
  - Safe and accessible mobility opportunities
    - Provide protected, separated bicycle infrastructure
    - Integrate other co-benefits, such as drainage or water quality improvements
  - Utility infrastructure improvements
    - Underground utilities
    - New utility infrastructure
  - Connectivity
    - Enhance options for walking and biking (especially between Fairfield Drive and New Warrington Road)
    - Reestablish vibrant community
  - Preserving existing, diverse communities
    - Preserve historic structures
    - Ensure current residents are not displaced
    - Update dilapidated housing
    - Prevent future housing from falling into disrepair
    - Additional housing opportunities to promote affordability and aging in place
    - New parks and public gathering places

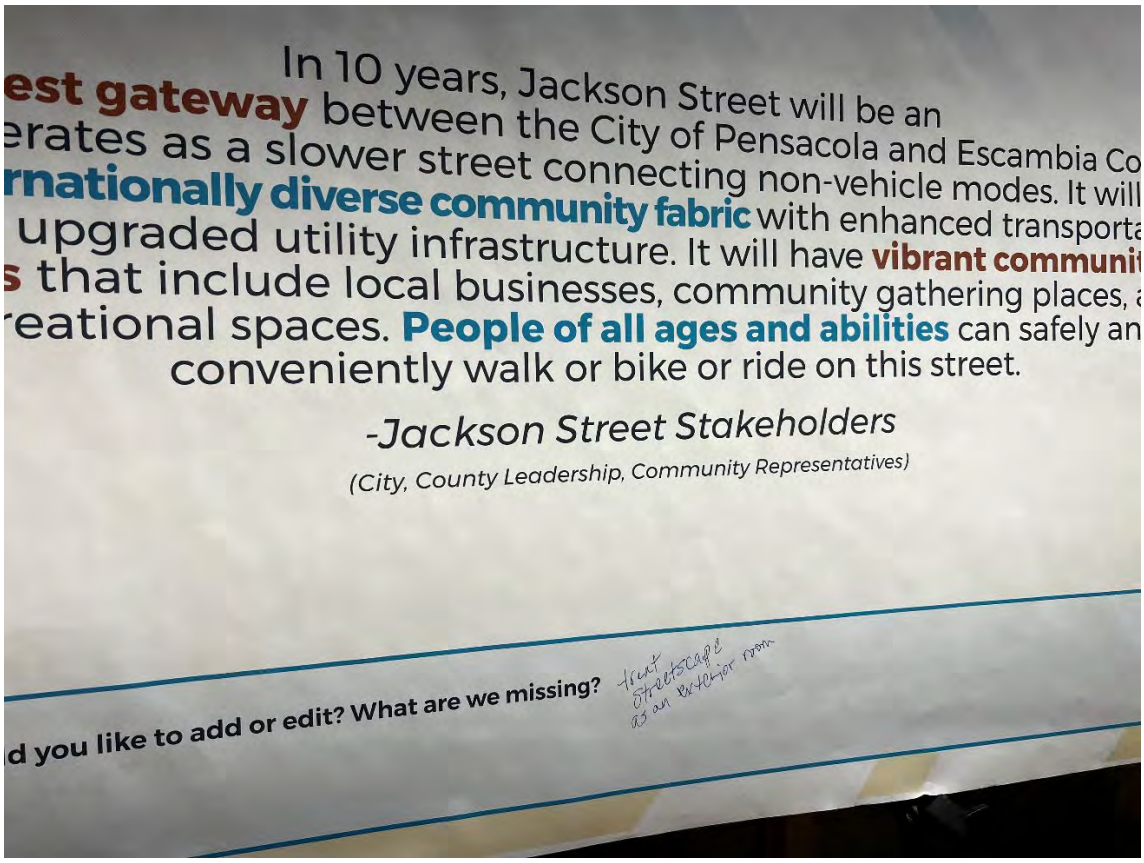


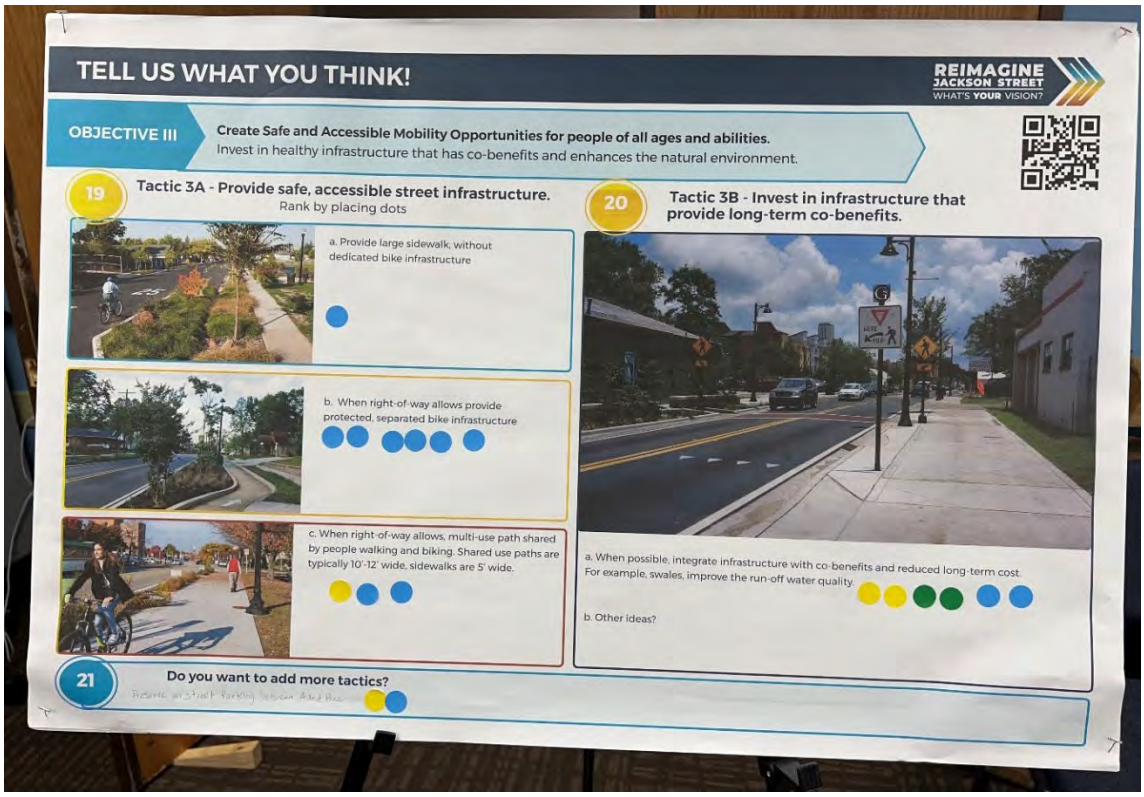

TELL US WHAT YOU THINK OF THE DRAFT PROJECT OBJECTIVES
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?
i
Preserve Existing Diverse Communities,
celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.
ii
Reestablish Vibrant Community by Increasing Connectivity
for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.
iii
Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.
Invest in healthy infrastructure that has co-benefits and enhances the natural environment.
iv
Integrate Utility Infrastructure Improvements
during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.
5
What would you like to add or edit to the draft objectives?

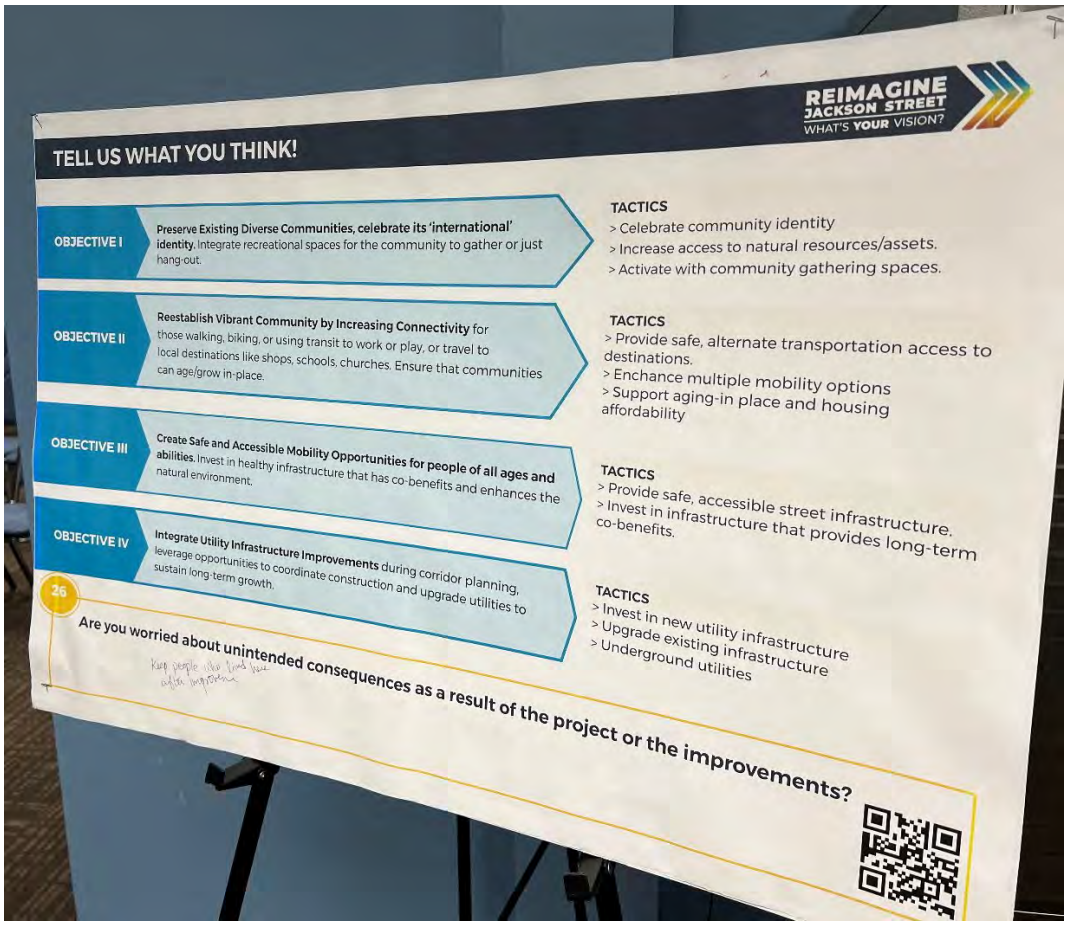

TELL US WHAT YOU THINK!
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?
OBJECTIVE I
Preserve Existing Diverse Communities, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.
8
Tactic 1A-Celebrate Community Identity. Rank by placing dots
a. Community Gateway Sign entering the community at A Street
MEDFORD
b. Preserve Historic Structures
c. Art in Public Spaces
9
Tactic 1B. Activate with Community Gathering Spaces. Rank by placing dots
a. Public-plaza, corner parks for hanging-out
b. Flexible street for festivals
c. Public space for small events
10
Tactic 1C. Increase Access to Natural Resources/Assets. Rank by placing dots
a. Jackson Creek and the lakes
b. Perdido Bay via Blue Angel Parkway, West Escambia County
C. Others
Amenities, Picnic Tables, Parks
11
Do you want to add more tactics?
Parks for kids on Jackson St.
Plenty of HISTORY IN the NAME of JACKSON Street
Laundry Mat

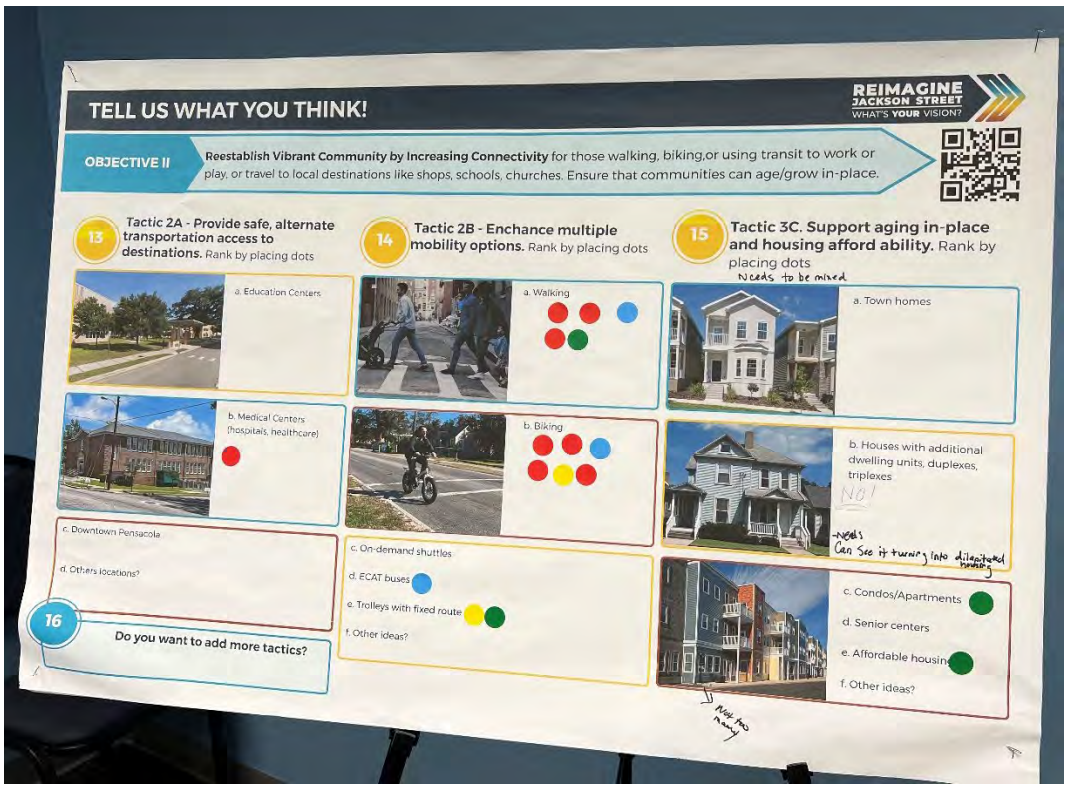

TELL US WHAT YOU THINK!
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?
OBJECTIVE II
Reestablish Vibrant Community by Increasing Connectivity for those walking, biking,or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.
W JACKSON ST
ESCAMBIA COUNTY
CITY OF PENSACOLA
Transit Ridership
Route 2 - 332/Day (Before Covid)
Route 55 - 160.4/Day
Route 48 - 87.7/Day
Route 44 - 79.9/Day
Other Bus Routes
Destinations
12
What are the destinations you would like to access easier by walking, biking, or using transit? Place a dot on the map


TELL US WHAT YOU THINK!
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?
OBJECTIVE III
Create Safe and Accessible Mobility Opportunities for people of all ages and abilities. Invest in healthy infrastructure that has co-benefits and enhances the natural environment.
W JACKSON ST
ESCAMBIA COUNTY
CITY OF PENSACOL
0.5 Mile
Fatal & Serious Injury Crash (2017-2021)
17
Where along Jackson Street do you feel unsafe?
Place a dot on the map
18
What are the safety issues along Jackson Street?
i. Speeding Traffic
ii. Cut-thru Traffic
iii. Inadequate road infrastructure


In 10 years, Jackson Street will be an
est gateway between the City of Pensacola and Escambia Co
erates as a slower street connecting non-vehicle modes. It will
rnationally diverse community fabric with enhanced transporta
upgraded utility infrastructure. It will have vibrant communit
s that include local businesses, community gathering places, a
reational spaces. People of all ages and abilities can safely an
conveniently walk or bike or ride on this street.
-Jackson Street Stakeholders
(City, County Leadership, Community Representatives)
d you like to add or edit? What are we missing?
treat streetscape as an exterior room


TELL US WHAT YOU THINK!
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?
OBJECTIVE III
Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.
Invest in healthy infrastructure that has co-benefits and enhances the natural environment.
19
Tactic 3A - Provide safe, accessible street infrastructure.
Rank by placing dots
a. Provide large sidewalk, without dedicated bike infrastructure
b. When right-of-way allows provide protected, separated bike infrastructure
c. When right-of-way allows, multi-use path shared by people walking and biking. Shared use paths are typically 10'-12' wide, sidewalks are 5' wide.
20
Tactic 3B - Invest in infrastructure that provide long-term co-benefits.
a. When possible, integrate infrastructure with co-benefits and reduced long-term cost. For example, swales, improve the run-off water quality.
b. Other ideas?
21
Do you want to add more tactics?


TELL US WHAT YOU THINK!
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?
OBJECTIVE I
Preserve Existing Diverse Communities, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.
TACTICS
> Celebrate community identity
> Increase access to natural resources/assets.
> Activate with community gathering spaces.
OBJECTIVE II
Reestablish Vibrant Community by Increasing Connectivity for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.
TACTICS
> Provide safe, alternate transportation access to destinations.
> Enchance multiple mobility options
> Support aging-in place and housing affordability
OBJECTIVE III
Create Safe and Accessible Mobility Opportunities for people of all ages and abilities. Invest in healthy infrastructure that has co-benefits and enhances the natural environment.
TACTICS
> Provide safe, accessible street infrastructure.
> Invest in infrastructure that provides long-term co-benefits.
OBJECTIVE IV
Integrate Utility Infrastructure Improvements during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.
TACTICS
> Invest in new utility infrastructure
> Upgrade existing infrastructure
> Underground utilities
26
Are you worried about unintended consequences as a result of the project or the improvements?


TELL US WHAT YOU THINK!
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?
OBJECTIVE II
Reestablish Vibrant Community by Increasing Connectivity for those walking, biking,or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.
13
Tactic 2A - Provide safe, alternate transportation access to destinations. Rank by placing dots
a. Education Centers
b. Medical Centers (hospitals, healthcare)
c. Downtown Pensacola
d. Others locations?
14
Tactic 2B - Enchance multiple mobility options. Rank by placing dots
a. Walking
b. Biking
c. On-demand shuttles
d. ECAT buses
e. Trolleys with fixed route
f. Other ideas?
15
Tactic 3C. Support aging in-place and housing afford ability. Rank by placing dots
Needs to be mixed
a. Town homes
b. Houses with additional dwelling units, duplexes, triplexes
NO!
Needs
Can See it turning into dilapidated housing
c. Condos/Apartments
d. Senior centers
e. Affordable housing
f. Other ideas?
16
Do you want to add more tactics?

Community Meeting #2

Community Meeting #2 was on Tuesday, May 24, 2022, from 5:30 pm to 7:00 pm at the Brownsville Community Center at 3200 W De Soto Street, Pensacola. There was also a virtual component to the meeting on Zoom and a Meeting Owl Pro at the Brownsville Community Center so that online participants could view and listen to the meeting.

Approximately 35 people, including staff from the City of Pensacola and Escambia County, attended the public meeting in person and approximately 31 people attended virtually on Zoom. Sign-in sheets and the list of online participants are in Appendix C.

The Community Meeting included a PowerPoint presentation (Appendix D) as well as an interactive portion that include a discussion of potential treatment options for specific intersections as well as general major intersections, minor intersections, and segments. The meeting had the following agenda.

1. Introductions
    a. Introductions from project team
    b. Review of project vision and goal
    c. Overview of project process and timeline
    d. Project overview
    e. Community Engagement so far
2. What We Heard
    a. Overview response rate from Community Meeting #1
    b. Top priorities
        i. Safety and Mobility opportunities
        ii. Celebrate the community identity
        iii. Increase access to open spaces
3. Summary of our Analysis, Interactive Workshop
    a. Summary of analysis
    b. In-person: discussion based on pamphlets asking attendees to provide feedback on 6 potential roadway improvements.
        i. Attendees were given pamphlets (see Appendix D) that showed existing conditions and renderings of potential options for F Street, Grandview Street, and 61st Street. Attendees were also shown potential treatment options for major intersections, minor intersections, and segments. Attendees were asked to rank each option as Love it, Neutral, or Dislike.
    c. Online: discussion based on same 6 intersection and roadway improvement options presented in the pamphlet, which was also shown on the PowerPoint slides.
        i. Used Menti and the Zoom chat to receive feedback and welcomed oral comment from participants (see Appendix D).

What We Heard

Common themes that emerged from the discussion were concerns about pedestrian and bicycle safety as well as drainage and flooding. Attendees noted that because many residents bike and walk out of necessity, they are especially vulnerable to these issues. Participants also highlighted the need for infrastructure, particularly related to drainage and pedestrian and bicycle facilities, to be addressed prior to beautification efforts.

The following section describes the feedback from in-person pamphlets and the Menti survey:

F Street

Option A: Parking on both sides, sidewalks, on-street cycling, and landscape areas

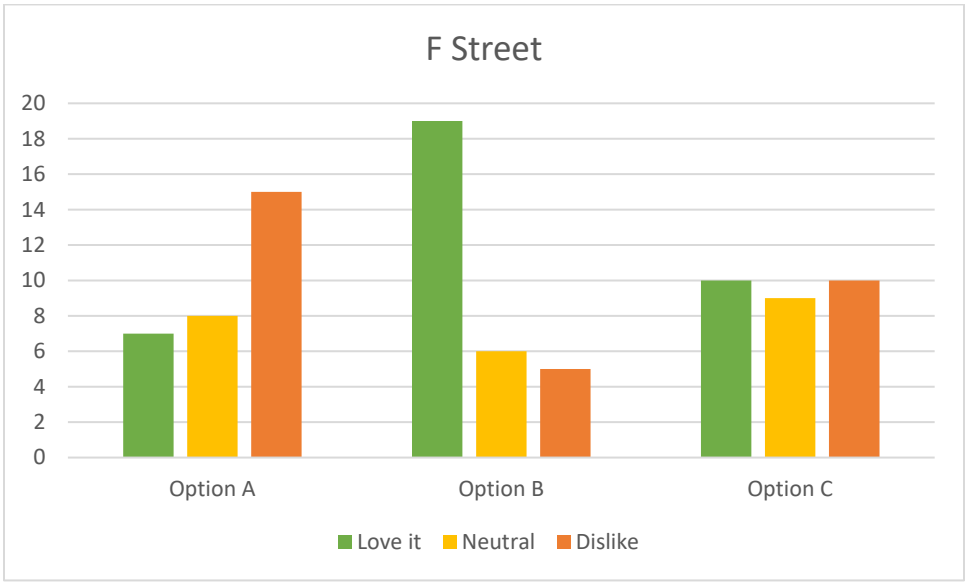


Option B: Parking on one side, sidewalks, a cycle track, and landscape areas



Option C: Parking on one side, sidewalks, cycle track, public plaza





Option B had the most votes under the "Love it" category with Option A with the most dislikes. Several agreed that they "loved" Option C but noted this option needed a facility to protect the bikes for the bicycle share as well as a dedicated bike lane similar to the Option B rendering.

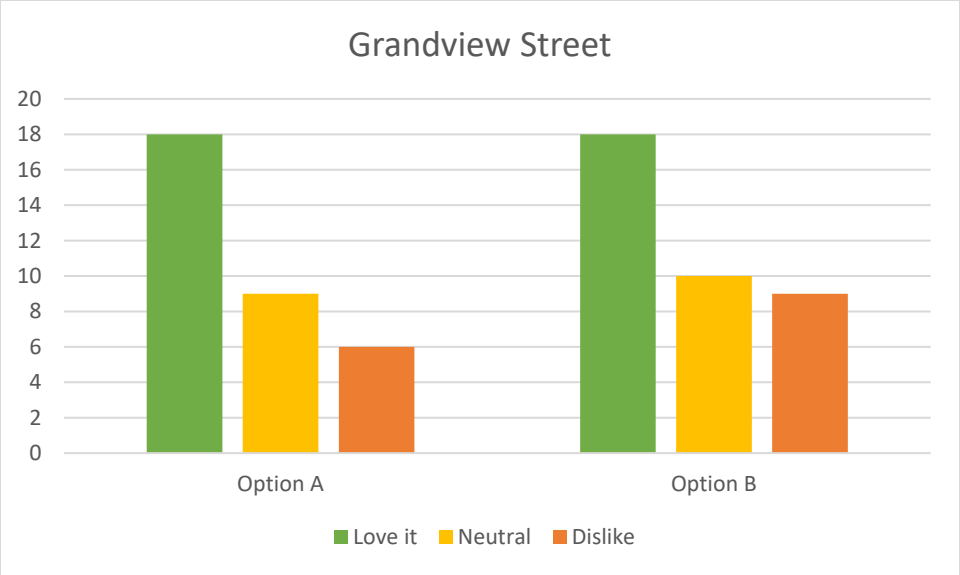
Grandview Street

Option A: Sidewalk, raised crosswalk, off-street cycle track, stormwater area



Option B: Sidewalk, trail, chicane, stormwater area





Options A and B tied for the top pick with 18 votes each in the "Love it" category. Option B also received the most "Neutral" and "Dislike" votes. The biggest concern for stakeholders for this area (and all of Jackson Street) is proper drainage to help with flooding.

61st Street

Option A: Sidewalk, trail, chicane, 4-way stop, stormwater area on one side

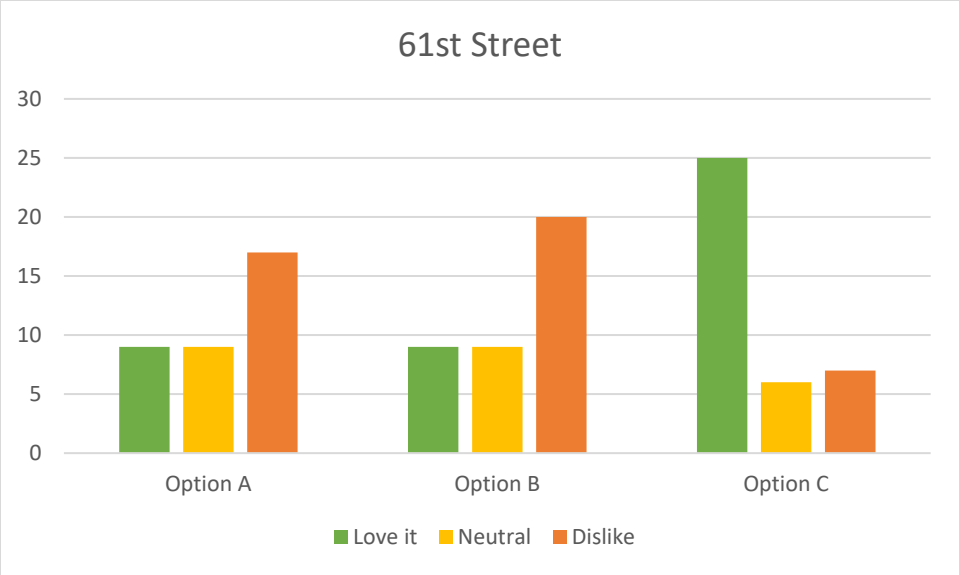


Option B: Sidewalk, trail 4-way stop, stormwater on one side



Option C: Sidewalks, off-street cycle track, stormwater area on both sides





Option C was the top pick with 25 "Love it" votes. Option B had the most "Dislike" with 20 votes, followed by Option A with 17 votes. The biggest concern for this area is addressing drainage and flooding.

Major Intersections

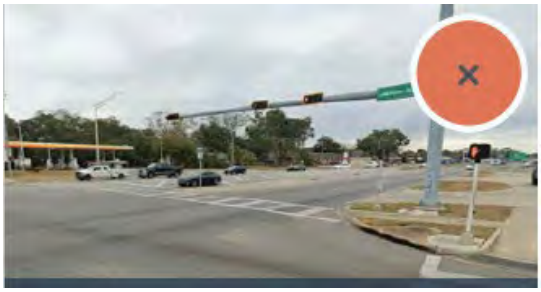
Option A: Two-lane roundabout

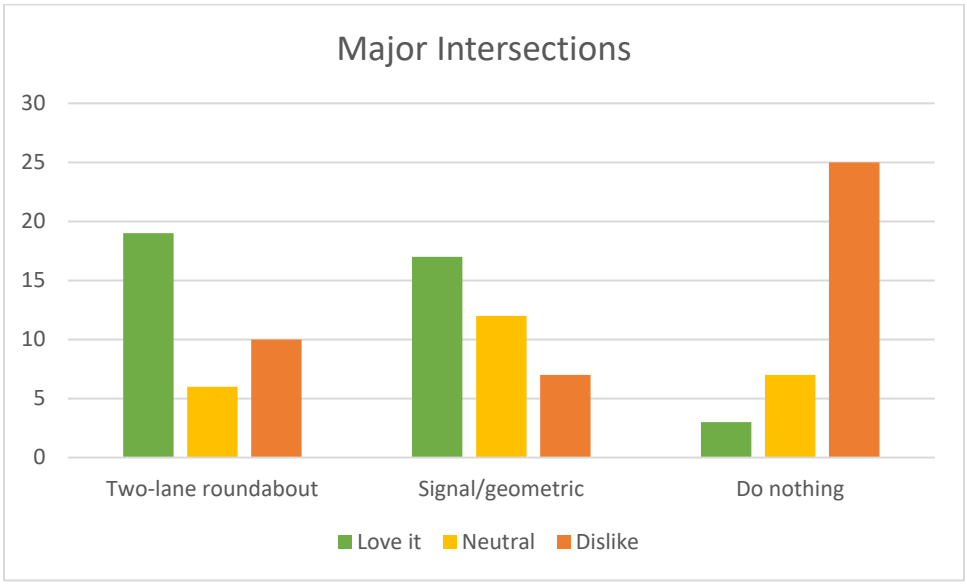


Option B: Signal & Geometric Improvements



Option C: Do Nothing





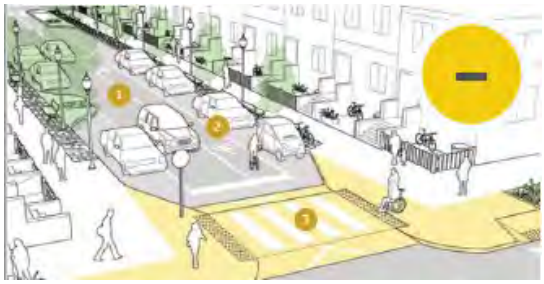
Two-Lane Roundabout was the most "loved" option with 19 votes edging out Signal and Geometric Improvements which received 17 "Love it" votes. The most disliked option was Do Nothing, which received 25 "Dislike" votes.

Minor Intersections

Option A: Compact roundabout

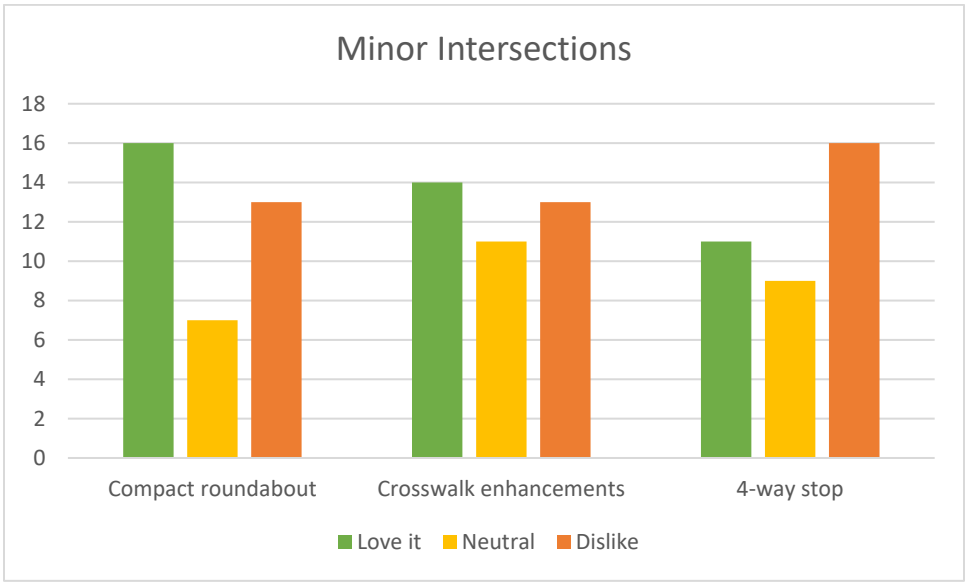


Option B: Crosswalk enhancements



Option C: 4-way stop control





Most voters “loved” Compact Roundabouts with 16 votes. 4-Way Stop Control was the most "disliked” option with 16 votes.

Segments

Option A: Mid-block crossing with refuge island

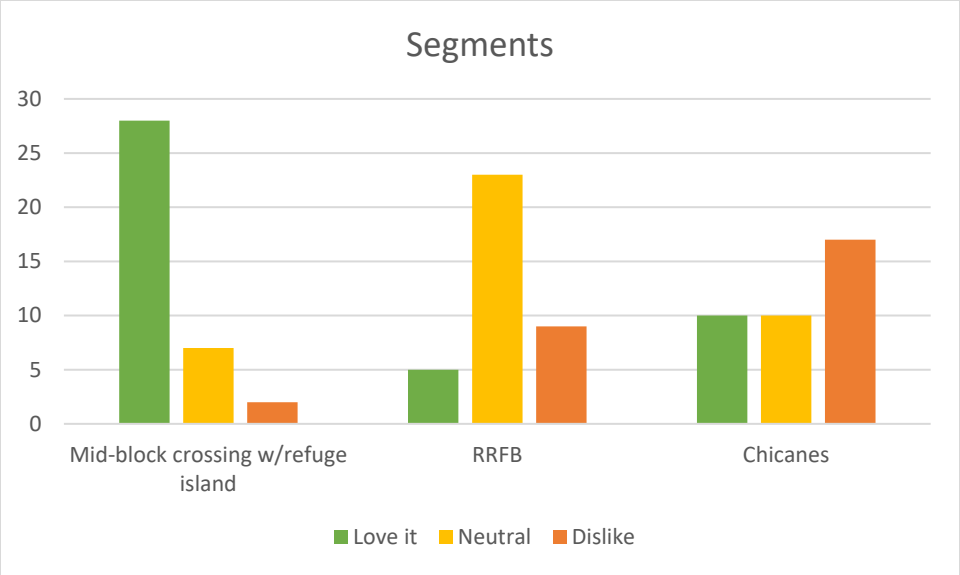


Option B: Rectangular Rapid-Flashing Beacons (RRFB)



Option C: Chicanes





Most loved was the Mid-block Crossing with Refuge Island with 28 "Love it" votes. Chicanes had the most "Dislike" votes with 17. Notably, 23 voted "Neutral" to the Rectangular Rapid Flashing Beacons.

ENGAGEMENT TOOLS

The project team uses a variety of tools to notify the community of engagement opportunities including press releases and media engagement, digital outreach including bi-weekly project update emails, and grassroots outreach. The project team provide multilingual versions of project content to reach the diverse community along the Jackson Street Corridor. These strategies raise public and community awareness of the project, solicit community input, and help identify the community's needs and desires.

Direct Mail Postcards

The outreach team created post cards with information on public workshop #1, QR code for the digital survey, and website to sign-up for weekly updates. Post cards were mailed to residents within the City of Pensacola and distributed at the pop-ups.

Press Release and Media Engagement

Through coordination with the City and County Public Information Officers, the project team advertised Community Meeting #1 and #2 via news outlets. There was also news coverage summarizing the events after the community meetings. Copies of each of the new articles is included in Appendix E.

Community Meeting #1

- Pensacola News Journal
- WEAR-TV3
- La Costa Latina

- Inweekly / Ricksblog
- Inweekly

Community Meeting #2

- Pensacola News Journal
- Rick's Blog and Podcast
- La Costa Latina
- WEAR
- Tom St Myer, a reporter for InWeekly

Regular Digital Outreach

Regular digital outreach and engagement provides the opportunity for regular project updates, informational content sharing, and interactive modules such as surveys, questionnaires, and maps. The project's digital outreach includes:

- **A project website** that serves as the information hub for the public outreach and engagement efforts. The site is hosted on the myescambia.com platform, with the domain ReimagineJacksonStreet.com used for the public-facing promotions. Content for the site is provided by the project team and is managed by Escambia County website administrator and is regularly updated with current project information. Community Meetings #1 and #2 were advertised on the website (see Appendix E).
- **The project Facebook page** is primarily used for information dissemination and to support data capture via the third-party surveys. Facebook ads are used in conjunction with targeted Facebook outreach to neighborhoods, civic groups, churches and other stakeholders to promote the community meetings and survey and are targeted to those that live in and travel through the corridor. The combination of paid and organic social media management helps to rapidly build project awareness while also supporting community interactions via that platform. Community Meetings #1 and #2 were advertised on Facebook (see Appendix E).
- **Project newsletters** sent directly via email include notification of save the dates, project updates, pop-up locations, public meeting locations, and digital surveys. 17 emails were sent between February 25 and May 24, 2022. Table 2 lists the emails and statistics associated with each. Copies of each email are also included in Appendix E.

Table 2. Project Newsletter E-Mails

Date/Time Sent	Campaign Name	Sends	Opens	Clicks
03/22/2022 2:46 PM	Reimagine Jackson Street: Workshop Today	335	88	7
03/21/2022 4:12 PM	Reimagine Jackson Street: Workshop, Survey and Pop-Ups2	333	103	12

Date/Time Sent	Campaign Name	Sends	Opens	Clicks
03/16/2022 1:38 PM	Reimagine Jackson Street: Workshop, Survey and Pop-Ups	312	82	9
03/14/2022 2:00 PM	Reimagine Jackson Street: Spanish Version Postcard Info_3	303	74	11
03/11/2022 9:30 AM	Reimagine Jackson Street: Public Workshop	295	72	11
03/08/2022 4:25 PM	Reimagine Jackson Street: Spanish Version Postcard Info	294	93	8
03/03/2022 2:41 PM	Reimagine Jackson Street: Share YOUR Vision	294	61	4
02/25/2022 2:08 PM	Reimagine Jackson Street: What's YOUR Vision?	273	59	6
03/31/2022 12:23 PM	Reimagine Jackson Street: Workshop Follow-Up	340	85	18
04/05/2022 2:15 PM	Reimagine Jackson Street: 1st Workshop Follow-Up2	367	83	12
04/11/2022 1:27 PM	Reimagine Jackson Street: 1st Workshop Follow-Up3	375	89	12
04/13/2022 3:39 PM	Reimagine Jackson Street: 1st Workshop Follow-Up4	374	85	11
05/10/2022 3:38 PM	Reimagine Jackson Street: 2nd Workshop	378	111	33
05/13/2022 2:13 PM	Reimagine Jackson Street: 2nd Workshop Virtual	377	111	20
05/17/2022 1:02 PM	Reimagine Jackson Street: 2nd Workshop Virtual2	381	102	14
05/19/2022 2:27 PM	Reimagine Jackson Street: 2nd Public Meeting Podcast	381	97	13
05/24/2022 12:19 PM	Reimagine Jackson Street: 2nd Public Day Of Reminder	381	90	11

Door-to-Door Outreach

The community outreach team went door-to-door to deliver postcards, surveys, and project fact sheets to the following businesses, churches, and other stakeholders along the Jackson Street corridor the week of Monday, March 7, 2022. Copies of the postcard and factsheets are included in Appendix B.

- United Way

- Gulf Street residents
- Happy Shopper convenience store
- On the Run convenience store
- Sonlight Christian Center
- New Hope Christian Center
- DeVita kidney care
- Precious Little Angels Learning Center
- Quick Serve convenience store
- West Pensacola Baptist Church
- Vida
- New Age Hair Studio
- 5 Star Detailing
- Jean's Alterations
- Rodriguez Barbershop
- Pep Boys
- El Cheapo Food Mart
- Casa de Dios Gateway of Heaven Church
- Life-Changing Experience Worship

City and County Staff Engagement

One-on-one meetings

The team conducted one-on-one meetings with Pensacola City Councilmembers and Escambia County Commissioners in February and March 2022. At each meeting, the team reviewed the project's goals, answered questions, and received feedback on the Councilmembers' and Commissioners' priorities. The main themes of the meetings were multimodal safety, utility infrastructure, tree preservation, and ensuring community engagement.

- Escambia County Sustainability Team (February 2, 2022) including representatives from the County's Natural Resources Department and Neighborhood and Human Services Department discussed their priorities including safety, tree preservation, septic to sewer conversion, and water quality. They also discussed that a primary concern is rainfall and the stormwater infrastructure.
- City Councilwoman Ann Hill (February 16, 2022) discussed looking at public property for affordable housing opportunities, analyzing stormwater needs and parking utilization, the need to protect and enhance the treescape and parks, assessing transit, along with land use and building needs.
- City Councilman Jared Moore (February 21, 2022) supported the goals of the project and was interested in being involved in the project.
- City Councilman Delarian Wiggins (February 22, 2022) discussed multimodal safety (walkable and bikeable communities, sidewalks, traffic calming, crosswalks), utility infrastructure improvements, tree preservation and enhancements, and community engagement.
- City Councilwoman Jennifer Brahier (February 25, 2022) discussed utility infrastructure improvements, the tree canopy, reinvestment in the community, and equity and resiliency.
- City Councilwoman Teniadé Broughton (February 25, 2022) discussed trees and community engagement.
- County Commissioner Lumon May (March 3, 2022) discussed needing to improve safety, access, and walkability, without resulting in residential displacements, along with the need for affordable housing, rental properties, and senior living. The need for transit improvements and short-term improvements was also discussed.
- Westside Redevelopment Board Chair Doug Baldwin, Sr. (March 15, 2022) supported the idea of the project and suggested focusing on walkability, safety, and parks, along with other places for people to gather. He suggested coordination with the local churches to boost community engagement.

The team also met with the City of Pensacola Sustainability Coordinator (January 25, 2022), commissioner Underhill (February 8, 2022), the Pensacola Estuary Program (February 14, 2022) to understand those departments' goals for the project.

Leadership Workshop

The project team facilitated a Joint Leadership Workshop was on Tuesday, May 24, 2022, from 3:00 pm to 4:00 pm at the City of Pensacola Community Redevelopment Agency. Attendees included the Community Redevelopment Agency and Escambia County Board of County Commissioners.

The Leadership workshop included a brief project overview and a summary of what we have heard from the community to date. There was a preview of the agenda and materials for Community Meeting #2, followed by a presentation and discussion on the state of safety in the project area and the state of the market in the project area. The PowerPoint presentation is included as Appendix F.

Opportunities to Integrate with Adjacent Projects

Three projects are expected to break ground in the coming year or two (Appendix G). The City, County and project team are coordinating to ensure that these projects can be leveraged for the Jackson Street project. This continuing coordination is also intended to prevent conflicts or similar construction activities to the extent possible.

Sidewalk project on Jackson Street between Fairfield Drive and 57th Avenue

The County allocated funds to design and build a 5-6-foot sidewalk on one side of Jackson Street. Existing trees are not expected to be impacted and no drainage improvements are planned.

Jackson Creek Restoration

The County has secured funding and permits to restore Jackson Creek, located south of Jackson Street between W Street and Old Corry Field Road. Construction will impact right-of-way on the eastside of Old Corry Field Road and at the end of Citrus Street, Beth Circle, and Danbury Circle in the City of Pensacola.

Planned activities for this project include the removal of cul-de-sacs at Citrus Street and Beth Circle to allow for floodplain expansion, treatment and removal of invasive species, regrading upland areas to expand the floodplain, regrading existing wetlands for the creation of two braided streams and a vernal pool, planting and seeding of native vegetation and installation of a litter trap and rock J-hooks downstream of an existing culvert.

Septic to Sewer Project

The County secured funding to convert parts of unincorporated County septic systems to sewer. Improvements are expected on the west section of the Jackson Street Study area. Timeline and locations are yet to be determined, and construction of the proposed Jackson Street corridor improvements will be coordinated to the extent feasible.

A Street Revitalization

The City of Pensacola is planning street improvements along A Street. Phase one improvements extend from Garden to Cervantes Street, and phase two from Main Street to Garden Street. Improvements include sidewalk, ADA ramps, crosswalk improvements with signage and markings, bike sharrow markings, tree removal and new tree planting, and marked on-street parking spaces. The intersection of A Street and Jackson Street will be converted to a four-way STOP.

Appendix A1:
Surveys

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

TAKE THE SURVEY!!

1. **Which best describes how you use Jackson Street?**

   - ❑ I live near West Jackson Street and use it to get to most of my destinations.
   - ❑ I use West Jackson Street as an alternate to West Cervantes.
   - ❑ I don't live near West Jackson Street but use it to get to work or school.

2. **How do you travel to school, work, shopping or for recreation?** ***Check all that apply.***

   - ❑ Walk
   - ❑ Bike/Bike Share
   - ❑ ECAT Buses or Trolley
   - ❑ Drive
   - ❑ Ride-Hailing Service (Uber, Lyft, Paratransit)
   - ❑ Other (please specify)

3. **If you are biking, which of these improvements are essential?** ***Check all that apply.***

   - ❑ Standard and green-colored bike lanes
   - ❑ Shared-use lanes
   - ❑ Bike-sharing stations
   - ❑ Other _____
     (please specify)

4. **If you are using an ECAT bus or a trolley, which of these improvements is essential?** ***Check all that apply.***

   - ❑ Frequent operational hours
   - ❑ Extended operational hours
   - ❑ Sheltered bus / shuttle stops
   - ❑ Direct connections to _____
     (please specify)
   - ❑ Other _____
     (please specify)

5. **Would you like near-by access to more open spaces like parks, public plazas?**

   - ❑ Yes, I want to see more outdoor spaces.
   - ❑ Maybe.
   - ❑ No, I feel there are sufficient open spaces.

6. **Where along or on Jackson Street do you NOT feel safe walking, biking, or using transit?** ***Optional question.***

   Intersections: _____

   Between what streets or locations: _____

   _____

7. **Tell us in a few words what you enjoy most about Jackson Street.** ***Examples include large trees, diverse communities, great food, historic homes, etc.***

   _____

   _____
   (up to 3 words)

8. **Tell us in a few words what you would like to change on Jackson Street the most.** ***Examples include safety, affordable homes, more trees, etc.***

   _____

   _____
   (up to 3 words)

9. **In what age group are you?** ***Optional question.***

   - ❑ 18-30
   - ❑ 31-45
   - ❑ 46-64
   - ❑ 65+
   - ❑ Prefer not to answer

10. **Are you interested in finding out more? Provide your email address for project updates.** ***Optional question.***

    My email address:

    _____

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

PREGUNTAS DE LA ENCUESTA

1. **¿Cuál describe mejor cómo usted usa Jackson Street?**

   - ❑ Vivo cerca de West Jackson Street y la uso para llegar a la mayoría de mis destinos.
   - ❑ Uso West Jackson Street como alternativa a West Cervantes.
   - ❑ No vivo cerca de West Jackson Street, pero la uso para ir al trabajo o a la escuela.

2. **¿Cómo viaja usted a la escuela, al trabajo, de compras o de recreación?** ***Marque todo lo que corresponda.***

   - ❑ Caminando
   - ❑ Bicicleta/Bicicleta compartida
   - ❑ ECAT Autobuses o Trolley
   - ❑ Conduciendo
   - ❑ Servicio de transporte compartido (Uber, Lyft, transporte comunitario)
   - ❑ Otros (especifique)

3. **Si usted va en bicicleta ¿cuáles de estas mejoras son esenciales?** ***Marque todo lo que corresponda.***

   - ❑ Carriles para bicicletas estándar y de color verde
   - ❑ Carriles de uso compartido
   - ❑ Estaciones de bicicletas compartidas
   - ❑ Otros _____

   (especifique)

4. **Si utiliza un autobús ECAT o un trolebús ¿cuál de estas mejoras es fundamental?** ***Marque todo lo que corresponda.***

   - ❑ Horas de funcionamiento frecuentes
   - ❑ Horario de atención extendido
   - ❑ Paradas de autobús / lanzadera protegidas
   - ❑ Conexiones directas a _____

   (especifique)

   - ❑ Otros _____

   (especifique)

5. **¿Le gustaría tener acceso cercano a más espacios abiertos como parques, plazas públicas?**

   - ❑ Sí, quiero ver más espacios al aire libre.
   - ❑ Quizás.
   - ❑ No, siento que hay suficientes espacios abiertos.

6. **¿En qué parte a lo largo o en Jackson Street NO se siente seguro caminando, andando en bicicleta o usando el transporte público?** ***Pregunta opcional.***

   Intersecciones: _____

   ¿Entre qué calles o lugares?: _____

   _____

7. **Cuéntenos en pocas palabras qué es lo que más disfruta de Jackson Street.** ***Los ejemplos incluyen árboles grandes, comunidades diversas, buena comida, casas históricas, etc.***

   _____

   _____

   (hasta 3 palabras)

8. **Díganos en pocas palabras qué es lo que más le gustaría cambiar en Jackson Street.** ***Los ejemplos incluyen seguridad, viviendas asequibles, más árboles, etc.***

   _____

   _____

   (hasta 3 palabras)

9. **¿En qué grupo de edad está usted?** ***Pregunta opcional.***

   - ❑ 18-30
   - ❑ 31-45
   - ❑ 46-64
   - ❑ 65+
   - ❑ Prefiero no contestar

10. **¿Está interesado en obtener más información? Proporcione su dirección de correo electrónico para recibir actualizaciones del proyecto. Pregunta opcional**

    Mi direccion de correo electrónico:

    _____

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

CÂU HỎI KHẢO SÁTS

1. **Câu nào mô tả đúng nhất cách bạn sử dụng Jackson Street?**

   - ❑ Tôi sống gần West Jackson Street và sử dụng nó để đi đến hầu hết các điểm đến của tôi.
   - ❑ Tôi sử dụng West Jackson Street để thay thế cho West Cervantes Street.
   - ❑ Tôi không sống gần West Jackson Street, nhưng tôi sử dụng nó để đi làm hoặc đi học.

2. **Làm thế nào để bạn đi đến trường học, làm việc, mua sắm, hoặc giải trí?** ***Đánh dấu vào tất cả những gì phù hợp.***

   - ❑ Đi bộ
   - ❑ Bike / Bike Share
   - ❑ Xe buýt hoặc xe ECAT
   - ❑ Lái xe
   - ❑ Dịch vụ đi xe chung (Uber, Lyft, giao thông cộng đồng)
   - ❑ Khác (ghi rõ)

3. **Nếu bạn đi xe đạp, những cải tiến nào trong số này là cần thiết?** ***Đánh dấu vào tất cả những gì phù hợp.***

   - ❑ Làn đường dành cho xe đạp tiêu chuẩn và xanh Làn đường dành cho xe đạp tiêu chuẩn và màu xanh lá cây
   - ❑ Làn đường đi chung xe
   - ❑ Trạm chia sẻ xe đạp
   - ❑ Khác _____

   (vui lòng nêu rõ)

4. **Nếu bạn sử dụng xe buýt hoặc xe đẩy ECAT, cải tiến nào trong số những cải tiến này là cần thiết?** ***Đánh dấu vào tất cả những gì phù hợp.***

   - ❑ Giờ hoạt động thường xuyên
   - ❑ Giờ làm việc kéo dài
   - ❑ Các điểm dừng xe buýt / xe đưa đón được bảo vệ
   - ❑ Kết nối trực tiếp đến _____

   (vui lòng nêu rõ)

   - ❑ Khác _____

   (vui lòng nêu rõ)

5. **Bạn có muốn tiếp cận gần hơn với nhiều không gian mở hơn như công viên, quảng trường công cộng không?**

   - ❑ Có, tôi muốn xem nhiều không gian ngoài trời hơn.
   - ❑ Có lẽ.
   - ❑ Không, tôi cảm thấy có đủ không gian mở.

6. **Nơi dọc hoặc trên nào Jackson Street mà bạn KHÔNG cảm thấy an toàn khi đi bộ, đi xe đạp hoặc sử dụng phương tiện giao thông công cộng?** ***Câu hỏi tùy chọn.***

   Giao lộ Jackson Street và: _____

   Jackson Street giữa: _____Street và _____

   Street._____

7. **Hãy cho chúng tôi biết điều bạn thích nhất về Jackson Street. Ví dụ bao gồm cây lớn, cộng đồng đa dạng, thức ăn ngon, ngôi nhà lịch sử, v.v.**

   _____

   _____

   (tối đa 3 từ)

8. **Hãy nói cho chúng tôi biết điều bạn muốn thay đổi nhất ở Phố Jackson. Ví dụ như an toàn, nhà ở giá cả phải chăng, nhiều cây xanh, v.v.**

   _____

   _____

   (tối đa 3 từ)

9. **Bạn ở nhóm tuổi nào? Câu hỏi tùy chọn.**

   - ❑ 18-30
   - ❑ 31-45
   - ❑ 46-64
   - ❑ 65+
   - ❑ Tôi không muốn trả lời

10. **Bạn có muốn biết thêm thông tin? Vui lòng cung cấp địa chỉ email của bạn để nhận thông tin cập nhật về dự án. Câu hỏi tùy chọn.**

    Địa chỉ email của tôi:

    _____

Appendix A2:
Survey Short Response Data

Question 6: Where along Jackson Street or at what intersections do you NOT feel safe walking, biking, or using transit? (optional)

Intersections	Between what streets or locations?
4013 Jackson	---
49 and Jackson	“W” and NEW WARRINgton.
49th Ave	1002 Calhoun Ave
49th Ave	121 North L Street
57th	326 E Intendencia St
57TH & JACKSON	3701 W Jackson St
57th and Jackson	48th and 72nd
57th and Jackson	506 North Coyle Street
57th and jackson	5999 SOMERSET DR
57th and W. Jackson	617 N E Street
57th Jackson	61st Ave to Pace Blvd.
59th and Jackson	65TH & JACKSON TO ESCAMBIA HIGH
65TH & JACKSON TO DOWNTOWN	65th and 57th
65th, 69th	65th and 77th
72nd	A and Fairfield
72nd	A and Pace
76th back to A	A street and Palafox
78th	A street, E street, Pace Blvd
A & Jackson and Pace & Jackson	A through Z street
A and JAckson	all
A and Jackson	All
A st G st pace	All
A st to Fairfield	All along Jackson
A st., pace blvd	All except 72nd to Fairfield.
A street	All locations
A Street	all of Jackson street between Warrington and Fairfield
A street, Pace Blvd, W Street, N New Warrington	All of the above. I would love to bike to work but am too scared because of the lack of sidewalks and bike lanes
a thru Pace	all of them
A, E, W	Anything west of the public library.
all	Between 57th all the way down to Fairfield
ALL	Between 65th and new Warrington is dangerous with bike riders and walkers
All	Between C and new warrington
ALL	Between G & H
All	between navy and w street

Intersections	Between what streets or locations?
All along Jackson is dangerous for biking or walking.	BETWEEN NEW WARRINGTON RD & PACE BLVD
All intersections	Between New Warrington Rd all the way down to A St
all of it	BETWEEN PACE AND FAIRFIELD
all of it	Between Pace and Fairfield
all of Jackson	Between Pace and Navy Blvd.
All of Jackson	Between Pace and W streets
All of Jackson	Between Pace Blvd to A Street
All of jackson.no side walks	Between warrington and fairfield. Especially the more closed in sections with trees. I don't feel safe driving there at night because of the people that do have to walk/bike there in the dark
all of them	By Community Health
all of them	Cervantes
All of them	Citrus Street and New Warrington
All of them	Entire stretch between them is unsafe on a bike or walking
All of west Jackson needs pedestrian sidewalks. All of it.	Fairfield
Almost everywhere but particularly at A Street, Pace, and W Street.	Fairfield and A St
Along Green st	Fairfield and Downtown!
along most of jackson street	Fairfield to Mobile Hwy
Any intersection is not safe enough	Fairfield to N. Warrington.
At W St. And farther west before old Corey field. Needs straight paved sides for bikes and walking.	fairfiled and warrington
Between Gand H because no sidewalks	food
Biking is dangerous along West Jackson - at all locations	From 65th to W
Black hood	from A street to New Warrington Rd
by motor lodge	From E St westward
Crossing A Street	From New Warrington to 57th Ave
Crow road and Fairfield/Jackson st	Green to Warrington
E & Jackson	HDR Engineering 25 W. Cedar Street, Suite 200
everywhere	I don't feel safe biking anywhere on Jackson.
everywhere	I don't feel safe walking anywhere along Jackson
Everywhere	I don't walk nor bike so cannot adequately answer
Fairfield	I honestly don't know. I don't walk much over there for this reason.
fairfield & Jackson	Jackson
Fairfield Dr and Jackson St.	Jackson

Intersections	Between what streets or locations?
Fitzgerald Street/Jackson	Jackson
Green and Jackson	Jackson & 17th Ave
Green St, Citrus, 61st, 65th, 69th, 70th, 71st, 72nd, 75th, 77nd	Jackson and A street
I don't feel safe walking anywhere along Jackson	Jackson and Fairfield
Jackson & 49th	Jackson from Pace west
Jackson & 57th	JACKSON HAS BI-CATCH TRAFFIC EVERYWHERE
Jackson & 65th, Jackson & 57th, Jackson and Forest Park Dr.	Lynch and Citrus
Jackson & A Street	Lynwood Road
Jackson & Pace	Mainly E to J; its a speedway
Jackson & Pace Blvd	Mobile Hwy & Fairfiels
Jackson & w	N/A
Jackson and 49th	n/a
jackson and 57th	Navy Blvd. and W. St.
Jackson and 61st.Ave.	Navy to 72nd needs sidewalks
Jackson and 65th	near Green Street
Jackson and 65th Street	Needs a traffic light
Jackson and A Streets	New Warrington and 49th
Jackson and Cervantes	New Warrington and Jackson
Jackson and Corry Fueld	New Warrington Rd and Fairfield
Jackson and Fairfield Drive.	New Warrington rd and Fairfield dr
Jackson and Green	None - everything is safe as long as I use signalized crosswalks
Jackson and Green st	Old Corry and West Jackson
Jackson and New Warrington Rd.	Old Corry fld., and jackson
Jackson and Old Corry	Old corry.....Pace, W, etc
Jackson and Old Corry	Pace and Navy
Jackson and Old Corry Rd	Pace Blvd to Lynch Street
Jackson and Old Corry/Jackson and Citrus	Pace Blvd. and "W" Street
Jackson and P	Palafox and cervantes ,all lilian hwy,blue angel prwy
Jackson and pace	Palofox to Pace - side walks ar inconsistent, undeveloped, many have high slopes, power poles are in the side walks, and vegetation impedes the sidewalks
Jackson and Pace	See Above
Jackson and Pace, Jackson and A	Sidewalks that are blocked (by cars, etc.)
Jackson and W street	Sight distances at locations sidestreets with stop signs traffic is unable to see traffic clearly on Jackson Street

Intersections	Between what streets or locations?
Jackson and warrington to Fairfield and jackson	Spring street and 72nd street
Jackson st and padgett	The area between Pace and W.
Jackson street	The entire length
Jackson Street and Keyes court	The entirety
Jackson to 69th ave	The road is too narrow throughout, crime is the other reason I don't use it for biking or walking.
Jackson/Citrus (traintracks, no sidewalk)	This
like the man said it's really bad by Escambia High, need sidewalks finished on fairfield and Jackson	Trevilla Street
Lucky Penny	Use a crosswalk not walk across cervantes
Myrtle Grove	W and Citrus St Dooris
Myrtle Grove	W St. and Old Corry Field Rd.
N Davis Hwy and Jackson	W Street and Pace Blvd
N. N St and w Jackson intersection	walking
New Warrington	Warrington and Fairfield
New Warrington	Warrington and Fairfield- is abysmal
new warrington and jackson	West Jackson and 70th/71st when the streets are staggered. Lots of accident
New Warrington and Jackson Street	West of Pace Blvd to W Street should be 3 lanes wide, left turn in middle, extra wide bike and sidewalk without grass or mud betwean.
New Warrington and Jackson, Jackson and Fairfield	Where there aren’t sidewalks
New Warrington Road, N W Street, N Pace Blvd	
No portion of Jackson feels comfortable biking, but it is far worse west of pace blvd. Crossing all of the state roads is an issue biking and walking	
None - everything is safe as long as I use signalized crosswalks	
North A, Fairfield and W. Jackson, Devillers	
Old Corry & Jackson Street	
Old Corry and West Jackson	
Pace and Jackson; w and jackson	
Pace and W streets	
Pace Blvd, A Street, E Street,	
Pace Blvd, W Street,	
Pace, W St.	
Pace, W, E and A	

Intersections	Between what streets or locations?
Pace, W, Green, Corey Field	
Pace; "W"; New Warrington Road; South Fairfield	
Pace/Jackson, W/Jackson, A/Jackson	
Palafox and cervantes, All Lilian hwy	
Railroad crossing an old Corry road both areas.	
the entire jackson rd	
This	
very much	
W Jackson & Fairfield Fl727	
W St and Jackson	
W to Green St	
W to Green St Speedway	
W. Jackson @ 72nd Street—a hazardous intersection	
Warrington and Jackson Street	
Warrington to Fairfield	
West End No sidewalks	
West Jackson and 70th/71st	
where there is no lighting	
yes	

Question 7: Tell us in a few words what you enjoy most about Jackson Street. Examples include large trees, diverse communities, great food, historic homes, etc.

Large oak trees, shade, historic style homes
Diverse communitys
great food
There are several unique trees like the SE corner of 65th, that the property owners will not freely donate ROW for project
Tree canopy, DIVERSITY, still a supply of workforce housing, tons of local food options, historic craftsman architecture, historic streetgrid intact, close access to nearby parks
Large trees
That it does not look like the depressing, new "improved" West Cervantes
historic homes
Trees and historic structures
Scenic drive
Native Pensacolian. Love canopy of oaks as you drive west.
Diversity
Much easier to drive through since cervantes has been ruined by lights and uneven barricades for people who will continue to walk across the street no matter what. What a waste of money.
i enjoy the scenery. the old homes that line the street and the occasional old growth tree. we need more green space PLEASE! the planet is begging you
Less traffic than Fairfield or Warrington
Large trees, diverse architecture and communities
Beautiful trees
historic homes, diversity, pensacola history
Large trees. Good good. The bad is the traffic to WAY TO FAST FOR A NEIGHBORHOOD STREET. Speed humps would help. It's a neighborhood. I live directly on W Jackson St.
I love seeing all the trees and our community.
It's historic trees and coverage, and diversity.
large trees
Historic area
I love driving through the various neighborhoods and seeing the various types of architecture.
Diverse communities
The older homes and ballfields need historic markers, maybe signage. Consistent street lighting, but not intense too much like S. Devilliers. .
From A street to new warrington has none of those things.
Diverse community, historic homes, the African American mural and Free Mason building
The ball field at L & Jackson. My grandfather played softball there
I sold Girl Scout cookies up and down Jackson Street. Played ball at Terry Wayne Park.
Trees
accessibility, trees

Historic Homes and Natural Trees
LARGE TREES (TREE TUNNEL)
Direct access from Myrtle Grove to downtown Pensacola.
Trees, hones
Trees, historic homes
Large trees, historic homes
Vintage houses that need restoring. Clean right of ways
Historic homes and diversity of residents.
Very few stop lights. Stop putting up stop lights. More round abouts and stop signs.
Clear for traffic
it gets me from point A to point. I don't do that sort of thing, bus some of the hookers are nice
Trees and minimal commercial development
The trees are beautiful. The communities are diverse.
Historic background named after General Andrew Jackson
Large trees, History in itself
I live at the corner of Jackson and Green. Diverse community, and the historic homes
Beautiful trees. Area needs an extreme make over
Trees , community, adequate thoroughfare.
Clean up all the homes on that street and maybe work on getting neighborhood friendly businesses, maybe a bakery or mom and pop restaurants
large oaks, diversity, food options
Honestly nothing... it's a shame to have grown up there and not feel comfortable (or proud) , for it to only get worse for my children/grandchildren.
All of the above
Everything!
easier travel than what has been done to Cervantes
Connects many neighborhoods
No businesses on W. Jackson; I enjoy the homes/peaceful lives
Quick route to work
Trees
Historic homes, tree canopy,
None
The Beautiful Oak trees.
Large trees and that is is such a good street to connect to others.
large trees, diverse communities
It's a Street. A mode of transportation. Diversity, food, trees & homes are not relevant to a mode of transportation.
Large trees, diverse communities and kinds of housing
I do not enjoy Jackson Street in its current state
Beautiful trees
I wish I could afford to live in a better area. So nothing.
historic homes
Large trees and historic homes
Speedy connection to Pace from Fairfield or New Warrington

Large Trees
yes, the variety and differences from downtown!
Large trees. Shortest route to New Warrington Rd.
Large trees
Diverse community
old houses and trees, diversity of people
The large tress and wide road usage.
Nothing
Trees
The historic homes and landmarks
Diverse historically black communities and churches
Diversity, historic homes, Terry Wayne Baseball Park, culture
Convenient location
Community clinic,gas station
Diversity in community
Homes
All the above.
Less traffic lights going from West PNS to download if compared to Mobile Hwy/Cervantes
Diversity
Trees and greenery, diverse community, historic homes preserved
historic homes, diverse communities
diverse communities
Older homes
trees
oak trees
quick route to work
slower less traffic
nothing. it is the HOOD here.
its convenient
park more for kids and school bus stops
historic homes
trees
Trees and stores
Family Residents
not as much traffic as cervantes
food stores
no light!
stores
Easy Travel
Neighborhood for 20 years
Easier way to get downtown
Direct Route to Myrtle Grove.
LIVE OAK CANOPY
Trees, Great Food

better houses, parks, bike lanes
connections to other areas easily
park more areas to walk around
Saigon Market
Trees, history, and memories on E. Jackson
alternate from Cervantes
historic areas
trees, food, homes
Great shortcut, it has history
do stuff
store
Trees, historic homes
Convienence
quiet
older neighborhoods
large trees
lr trees, historic homes, [people]
residential homes and neighborhoods
some need work
A;; abpve
Diverse community, historic feel and large trees
nail shops
the freedom in the open
the untapped potential/opportunity to redefine the urban streetscape
thorough fare
Not too many red lights
historic homes
Very little traffic that moves at good pace
I love that we are so close to clean downtown can we please clean up the trash? Have greater presence of law enforcement?
I love the homes that aren't cookie cutter. The huge oaks. Most of all the diversity of the community
Trees and homes
The large trees. For the most part there are some nice homes in the community and pretty well kept up.
large trees, historic homes
Trees
Scenery not as crowded as Cervantes
Tree canopy, historic homes
Ease of use
Big oak trees, diversity, cute houses
Communities
Historic Homes
The trees. The historic homes. The untapped potential.

Trees
Most direct route to most places we go
diverse communities, connection between west and east pensacola, part of the street grid
Large trees
Large trees.
I love some of the homes along this corridor. I think there are a bit of dilapidated homes, but others have a lot of character.
I live on Jackson St, I would like to see less vehicle traffic, and it become more like a neighborhood
Trees
Trees and accessibility
All of the above
lots of trees, diverse community, ease of getting to other parts of town, affordable housing
Large trees. Would enjoy more all the above
Food diversity
Lots of greenery.
nothing, the rd is a joke and I feel you need to finish one rd before making another problem, somebody just trying to look good, because they haven't done anything while in office..
Trees
Love the large old oaks
I like the on street parking between a and pace Boulevard. I wish there was one street parking between Pace and W streets.
I enjoy the fact that it is a commonly used road between Fairfield and Palafox
Trash Collection days, in hopes that the city will use already available services to remove large piles in front of multiple residences.
Mature trees, historic homes, pretty walkable in some areas.
It’s a nice alternative to Fairfield, which is dangerous. I enjoy em seeing the pockets of historic and MCM home styles.
old neighborhoods
Neighborhood connections
I enjoy the tree cover, historic homes, and diverse food options.
diverse commnity
Beautiful historic area with great potential for community projects.
Tree overhangs - close to canopy
Large trees
Quick access to downtown
Diverse communities
Large trees
Diverse communities
Well established neighborhood with beautiful oak tree canopies, many beautiful craftsman homes with spacious old old growth orchards.
Diverse neighbors. It is a Main Street I use throughout my day.
Diverse communities, historic homes, large trees, sidewalk
The large tress along the road are beautiful

corridor to the west side and Belmont-Devilliers
Wow- I don't think of any of those things about Jaskson!
Ease of getting to downtown
The diverse community
large trees
Great food nearby, historic architecture, latent commercial opportunities. Great bones!
Historic feel, old Pensacola, trees,
Diverse communities, trees, history, churches
Green spaces; scale of development
Historic homes trees
Diversity, historic homes
large trees
Diverse community,
Large trees
Large trees
Flow is typically good and only a few portions need re-paved
Diversity of community.
Nice cool drive, trees, people are mostly nice, otherwise, it's drugs etc.
Large trees
Large trees, many beautiful homes. I don't know of any restaurants on Jackson.... and had no idea it was historical. It has never been publicized.
Direct commute to my downtown job for over a decade.
Quiet diverse community
The trees are the biggest asset. Need to preserve.
Trees, diverse communities
Not much. Between W and Warrington, there is a lot of debris, overgrowth, and housing structures that need repair. If I have to pick one thing as a favorite, I would choose trees.
trees and rural feel
It's a residential street only
Diversity,
The tree corridor is amazing for pretty much the whole stretch.
Grew up there
Trees and newer modern kept up homes. Historical landmarks
Shaded road way, historic homes
The area is very active with people walking and riding bikes. There are children and young teens out and about most of the day.
Fewer stop signs
Older homes & trees
trees and neighborhoods
Plant more Live Oak Trees.
The beautful canopy of oak trees in Myrtle Grove.
i like that i can get to downtown easily on my bike via jackson without having to worry about cervantes vehicle traffic
Large lots for homes, diverseness, establish

Slower speed limits and less traffic than Cervantes for going east/west on bike. Unsafe between Pace and Navy though.
The homes are nice! I like that it is wide.
Community where not everyone drives a car
The shade trees really help when it's hot
It's so very familiar to travel on and know your whereabouts..
Historic homes, diverse communities.
All of those listed plus some revitalization that is happening.
The environment such as trees
I use it to avoid Cervantes while it's under construction.
Trees
Easy driving
TREES AND THE QUIET DRIVE ON JACKSON STREET
I enjoy seeing the historic homes. I do not want to see any more homes torn down so that small cookie cutter houses can be crammed onto the lots. clean and accessible green spaces.
Historic homes and trees
Love the trees. Definitely need sidewalks.
Absolutely nothing.
not a lot of red lights can get thru lot quicker, even with the stop signs than cervantes
Diversity communities
Diverse community
Nothing
Shaded tree canopy, historic architecture, small neighborhood feeling, diversity of people, lots of dining and food and entertainment options. Could be great corridor for cyclists, pedestrians
I love the oak trees that drape down.
large Trees
Historic Homes, Street Art
PLANT / BUILD AN OAK CANOPY!!!!!!!!!
Annual haunted house, gardens in yards, business and residential mix, access to public transit
Right now, nothing stands out
Diverse communities
Never thought about it
All the large oak trees and the potential to become another “East Hill “type of neighborhood
I've always loved the gigantic trees that line the street.
One side of town to the other
Large trees, open sidewalks
Food

Question 8:Tell us in a few words what you would like to change on Jackson Street the most. Examples include safety, affordable homes, more trees, etc.

slower speed limits, more street trees, sidewalk improvements
Safety areas for bus stop pick ups
affordable homes
Drainage improvements to fix drainage along Jackson St, adjoining neighborhoods, and downgradient properties in the Warrington and Bayou Marcus Basins
Protected bike lane, warm-light street lighting, addition of digital display bus shelters (showing route map and time until bus arrives) and reinvisionsed ECATfrequency
Safety
Tree line street. buses that you can see out of. No paineted in ads
safety for all who use this street or live on this street
Safe travel on a bike, with reduced potholes and smoother surface.
Safe way to commute alternate to Cervantes
We need more restaurants, retail, paved street end to end from beginning downtown & following all the way west to end at Fairfield
More trees in ROW
Nothing. Leave it as is. Cervantes has been ruined with poor construction of barricades.
Safety. that is the biggest issue facing the city as a whole not just Jackson St. I want to SAFELY be able to bike with my friends without having to dodge non-attentive drivers
Many places on it are dumps. Being clean and neat would be an improvement
More trees, safety
Reduce commercial look, increase affordable homes, more trees
The Zombies come out after a certain time in the afternoon. I try to avoid the area after 2 pm.
more affordable living units, improvement to abandon homes
Speed humps. Slowed traffic. Maintained sidewalks.
More lights and safety methods implemented.
Sidewalks are greatly needed. Major cleanup needed.
cleaner roadsides, get rid of unused buildings
More trees
Get rid of derelict buildings and make sure remaining structures/yards are presentable.
safety, affordable homes, well maintained surroundings
From A St to Pace Blvd treat as alt Cervantes with lines for bikes sharing road. West of Pace pave all right-of-way no more mud. Consistent lighting.
Stores, restaurants, palm trees, homes that citizens can afford.
Affordable homes, more trees without destroying the current trees
Complete accessible sidewalks
Affordable homes where everyone can afford. More parks.
Clean up
TRASH, abandoned homes, drainage, esthetics
Multiuse areas that include housing, restaurants, businesses
SAFETY, AFFORDABLE HOMES, TREES, BIKE TRAILS, SIDEWALKS, ETC...

Less trees near power lines that cause power outages.
Trees, safety
More trees, nicer street lights, better landscaping care
Better storm water drainage. Study what is upstream and downstream from any new project.
Upgraded housing. Clean up projects. clear dilapidated properties
Slw down the traffic, preserve on-stree parking in sections, and add sidewalks in section and improve sidewalk elsewhere. Finally, improve green space or add some where. Needed.
Road surface. Wider lanes with bike lanes. Round abouts to slow fast drivers but no more stop lights.
better shoulder and sidewalks
get rid of the hookers and drug dealers
Repair/add sidewalks, bicycle lane(s), trash receptacles, tree maintenance, crosswalk enhancements
Sidewalks, bike lanes, better lighting
Slow down the traffic speed.
Safety and Security Lights, more Sidewalks for Pedestrian
Safety, affordable homes
Needs more lighting, help some homes clean up their yards and paint and repair the front of the buildings. Put in a center turn lane.
Safety and neighborhood clean up.
A major route, drivers speed fail to recognize it is residential characteristic.
Just clean up what's there
affordable homes, food options
Safe (and well lit) biking and walking lanes. Quality affordable homes. Renovate or demolish dilapidated trap houses. Enforce yard cleanups to clear junkyard debris.
Safety
Security street lighting, better storm drainage and trash cans strategically placed for litter
side walks, bike lanes, designated crosswalks
Safety, improving run down homes/businesses
Affordable homes! Been trying to get one on W. Jackson for years. Fenced yards, rest areas for humans and dogs.
Better paved road
Trees, sidewalks, 3 lanes
Fewer rundown houses, more community businesses
None
No more affordable homes because the community is all ready below poverty level. Their is affordable housing if they will work for it and respect there property!
Remove the prostitution, crime, weirdos, "air-bnb's...", farm homes. Improve drainage.
bike safety!
Like to change the minds of anyone wanting to alter a mode of transportation to virtue signal their own need to feel "green," or "woke" in order to fulfill their personal narcissistic deficiencies.
More
Street lights!!

More lanes of traffic
Road widening better lighting
Sidewalks, as long as they don't endanger existing trees
add sidewalks and other landscaping to make the road more pedestrian friendly
Affordable housing is no longer existent in Pensacola. That needs to change. We have many homeless because people can’t afford to live anywhere.
Pot holes and trash on the side of the road.
Safety
Improved visability at intersections (vegetation, lighting).
Safety, parks for children, sidewalks all the way down
safety
safety, more trees
More trees
Safety, more trees, more food spots
slow down the cars; make safe space for pedestrians and cyclists; more affordable multi family housing--small apartments, townhomes
Add more art and book loan stations
Close down that meth trailer park and Eric's tree service. They are a parasite of Pensacola.
Housing and sidewalks
Safety- more lighted streets, affordable homes
Additional resources for EXISTING home owners and dwellers to enable us to keep our homes in our families. Community beautification.
Safety, market place like East Hill's Neighborhood Publix, recreational parks with baseball diamond upgrades, playgrounds, etc.
Improve road quality (too many potholes)
Side walk and more light
Crosswalks marked
Safety, sidewalks, lighting, shade trees
More light poles. Lots of dark spots on Jackson street
Road improvement and safety
i live on jackson and it is hard to get in and out of driveway due to speed of cars on our street. does not feel safe when parking on street. cars have been hit parked in from of our home
make it more affordable
safety, drainage, parking, better green and beautification
sidewalks
less trees more trimmers of bushes
sidewalk
need more food resources
wider lanes for bikes
rotten trees removed and sidewalks
more police and bumps so slower speeders.
more homeless shelters
lanes bigger

more lanes and LIGHTS
homes
safety, more sidewalks
affordable homes
more lanes
crime, better living conditions
all of these listed
safety
sidewalks, streets fixed, lights, paving, more drainage
paving
Sidewalks
Speeding o ftraffic
It is a very convenient road to travel instead of Cervantes
Safety
Sidewalks
ADVERTISE ''HOOKER-VILLE''
Clean up around old business, and get rid of the worthless people...
all the homeless people standing around
biking areas, sidewalks, parks, lighting
moving crossing lanes
Safety and parks
preserve history
Affordable homes went out with Ivan. Safety would help. Lights to walk by.
updates Devillers
bike lanes
safety for bikers and pedestrians
homes, safety
the roads and drainage
safetu
the people
sidewalks, handicap ramps
Better draomage
stromwater drainage, upstream and downstream who is affected
safety, correct flooding plan
sidewalks, less litter, speed limit enforced, less noise
affordable homes
lights, park, bike lanes, sidewalks
cleanup, better sidewalks
clean up the trash, affordable housing
the speeding from E to J st. The houses that are falling down need to be gone. Mainly 1518 & 1417. we need a stop sign on G st. to break up the speeders
I'm ok as is
Tree cut
Meed tp s;pw traffoc

safety, sidewalks, crosswalks with lighting, bike lanes, affordable housing
lights, sidewalks
affordable homes
bike/ped safety; street as "outdoor room"/ architecture , mised use building types, borm based design LDC
city and county should look into updating the zone ordinance to provide more residential opportunties
pavement, safety, lights
more trees
Pride of home ownership!
Safety. More police presence and police active participation in our community
Safety sidewalks, more lights
Safety needs to be #1. More lighting and sidewalks.
more trees, slower traffic, less trash, better lighting
Safety and homes that are cared for in appearance
Safety for other modes of transportation besides cars
Safety and updated
Sidewalks, better lighting, bike lanes
Cleanliness
Sidewalk improvements, city-maintained right-of-way shrubs and trees
Affordable home...side walks
Safety
Safety
More sidewalks or areas to bike/walk
Sidewalks or safer walking/biking paths
Pedestrian street
slower automobile traffic, protected bike infrastructure, better side walks, street trees
Affordable homes and more pedestrian friendly.
#1 priority Safety, Reduce crime rate
Affordable homes and the upkeep of public spaces, public land, etc.
More trees, landscaping, slower trafic
Prople to keep there properly clean. Nice side walks better lighting
More parks and bike lanes
Drainage and more sidewalks
bicyclists & pedestrians unsafe, need sidewalks & bike lanes, trash, unhoused peoples belongings in large number of shopping carts, addition of turn lanes at smaller intersections/stoplights
More Side walks, trees, parks and a bike lane. Also more commercial development like coffee shops, dinners, food truck, breweries. no bars, gas stations or convenient stores
Safety affordable homes
Sidewalks
side walks
Safety
Safety

I think the way that Jackson Street is between a and pay streets is fine. I would like to see on street parking between Pace and W streets.
Street widening, sidewalks, speed bumps
Safer lanes for pedestrian traffic, especially at 65th as many students are on foot to the High School
More trees, good lighting, affordable homes, sidewalks.
Safety
Safety. There are no sidewalks and almost north shoulders. Traffic speed needs to be kept and enforced at 35mph. More lighting would be helpful too.
walkways, bike lanes, safety
Optimize safety for non-motorized transportation options.
Safety and aesthetics need improvement, such as slowing down traffic, cutting down the number of loose dogs, and improving dilapidated properties with frontage on Jackson.

affordable homes, more trees, safety for pedestrians and bicyclists and beautification.
More gathering spaces. Trees, benches, etc.
More trees and more street lights
Safety, slower traffic, new trees
Safety, greenery, parks
Safety, walking trail/path, biking, cleaner
Safety, sidewalks
Safety - side walks, curb cutouts, ect
Safety and storm water maintenance.
Beautification- so many yards/areas still not fixed after Sally. More lighting, sidewalks, please a decent park!!!
Safety for pedestrians and cyclists, affordable homes, more trees, flashing speed limit signs, lower speed limits
Clean up, sidewalks, and on the corner of 65th and jackson the large box on the corner makes it hard to see ANY traffic coming and needs to be dealt with, yards cleaned up
update their land development code (LDC) and zoning along this corridor to allow for greater residential density
Wider roads with walking and bike lanes. Security lights like those on Lillian. More restaurants and businesses.
More lighting
Removal of abandoned, dilapidated homes, removal of dead trees and repair of downed power lines.
reduce crime
Better bike/pedestrian safety and comfort, more missing middle rental housing, and commercial/retail activity, slower car speeds, better crossings at state road intersections
More green spaces, more stores, restaurants, walkability, parking
sidewalks, better lighting, better drainage, cleaner
Infill development at vacant lots, clean vegetation away from sidewalks, improve sidewalks, plan street trees

Clean up dirty yards, more reliable trash pick up. Safer areas for children getting off school busses
More walkable/bike friendly, more safe areas outdoors
safety, safer transportation
Sidewalks, widen the road
Need more street lights- street is too dark at night.
Safety, improved roads, cross walks, bike lane,
Sidewalks and bike lanes.
Safety: LED lights, shared bike green lane. Trim overgrowth of trees and move power underground
I think the street could use some camera's for safety in the area.
Lighting, sidewalks
Safety for bikers and walkers. More park space. Beautification and some historical markers. I walk this road daily with my service dog and had no idea of the history at all.
Pedestrian sidewalks. Better lighting.
More destination shopping walkable shared spaces destination entertainment for all of escambia county
Better maintained property. No junk in yards.
lanes for bikes
I would like to see it cleaned up. Roadway trash removed, overgrowth mowed and landscapes at least somewhat maintained, residential and commercial structures repaired and maintained.
wider streets and better sidewalks
Bury power lines
Bike paths. Slower traffic. More trees.
Most definitely would address the lack of sidewalks as well as add parks!! There just isn't enough playground areas for children to be able to play.
I would like Jackson to be a safe biking route because it is a direct path from the west side to downtown.
A multi use transportation corridor
Nice bike path. More lighting. Appeasing landscaping and a great park to relax in
Sidewalks for pedestrians, moms w/strollers, bike paths, fewer areasm w/standing water, shelters for bus patrons w/ pull-offs for buses.
There is so much traffic, I would like to see more bike paths and safe pedestrian walk paths.
Removal of blighted houses, more green space (trees, parks, bushes)
More sidewalks!
easier and safer non-car travel
More trees, more street lighting.
Plant more trees.
multi use bike and pedestrian lane
Side walls, safety lights-too dark, play area, walk area, underground power, updated shopping arealines
safety
More trees, better sidewalks, more affordable homes.
Make the speed limit on Jackson not be higher than on Mobile Highway

More trees, protected bike lanes, road diet, bus rapid transit
Safety at the Old Corry and West Jackson railway tracks in desperate need of a safety review
Safety, sidewalks, street lights
Clean up the dilapidated and abandoned homes
Trash in the street and glass on the roads. We also need better lighting.
Maintained sidewalks. Landscaping.
Clean up trash on side of the road, code enforcement on homes that have trash outside or run down
The rain water coming off of Jackson Street which causes my property on 65th Avenue to flood.
Sidewalk and bike lane
SAFTY, AD A POLICE SUB STATION, CLEAN UP PROPERTIES ENFORCE THE CODES.
I want to see cleanliness. I am alarmed at the litter and trash that I am seeing along the busy roadways. I would like to see clean business fronts, business signs in good working condition, etc.
Remove the giant concrete utility poles and plant more trees. Many home need repair
Safe place for everyone to walk or ride bicycles.
Narrow. Too many trees.(hurricanes) No sidewalks, bike lanes
safety
More accessibility for walking such as sidewalks and crosswalks.
Safety and affordable homes
Affordability must be top of mind. Once projects like this are done housing prices often go up so ensuring the existing residents are consulted and included is important.
Sidewalk, eliminate Crime, get rid of the dumb stores.
water drainage, side walks
Safety is HUGE. If safer the addition of outdoor recreation areas would be really nice.
Pedestrians & bicyclist safety, transit shelter with lighting, Jackson & 49th a stoplight or walk light, park areas between New Warrington and Fairfield
Needs sidewalk-bike path with signage for bikers and walkers to watch for cars
I'd really like to see sidewalks installed
Improved roads
Traffic control devices, stop signs, speed bumps and/or traffic lights
I'd like to see it safer for pedestrians but with preserving as many trees as possible.
drainage
affordable housing
Walkability
Safety
safety and trees
more food

Appendix B:
Community Meeting Outreach Material

B1: Mailer

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

REIMAGINE JACKSON STREET
¿CUÁL ES **SU** VISIÓN?

YOU ARE INVITED! ESTÁ INVITADO!

JOIN US ON ÚNASE CON NOSOTROS

TUESDAY, MARCH 22, 5:30 P.M.- 7 P.M.

TUESDAY, MAY 24, 5:30 P.M.- 7 P.M.

LOCATION

Brownsville Community Center
3200 W De Soto Street
Pensacola, FL 32505

VIRTUAL OPTION AVAILABLE:
www.ReimagineJacksonStreet.com

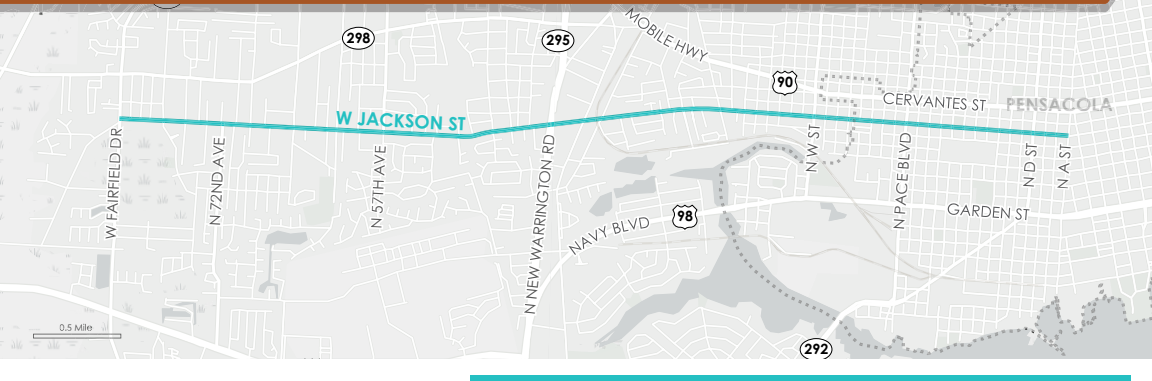
TAKE THE SURVEY!! TOME LA ENCUESTA

Please visit the project website for additional information:

*Visite el sitio web para obtener la traducción al español.

www. ReimagineJacksonStreet.com I Email: Ideas@ReimagineJacksonStreet.com

THE PROJECT LIMITS RUN ALONG WEST JACKSON STREET, BETWEEN A STREET AND FAIRFIELD DRIVE.
LOS LIMITES DEL POYECTO CORREN POR EL WEST JACKSON STREET ENTRE LA CALLE A Y FAIRFIELD DRIVE.



THE GOAL OF THE JACKSON STREET MASTER PLAN IS TO GET COMMUNITY INPUT AND DEVELOP AN IMPLEMENTABLE PLAN.

EL OBJETIVO DEL PLAN MAESTRO DE JACKSON STREET ES OBTENER EL APOYO DE LA COMUNIDAD Y DESARROLLAR UN PLAN IMPLEMENTABLE.

WE WANT TO HEAR YOUR IDEAS!
QUEREMOS ESCUCHAR SUS IDEAS

We need your input to create a vision for the future of West Jackson Street that complements the existing communities and addresses safety, mobility, and sustainable long-term economic redevelopment.

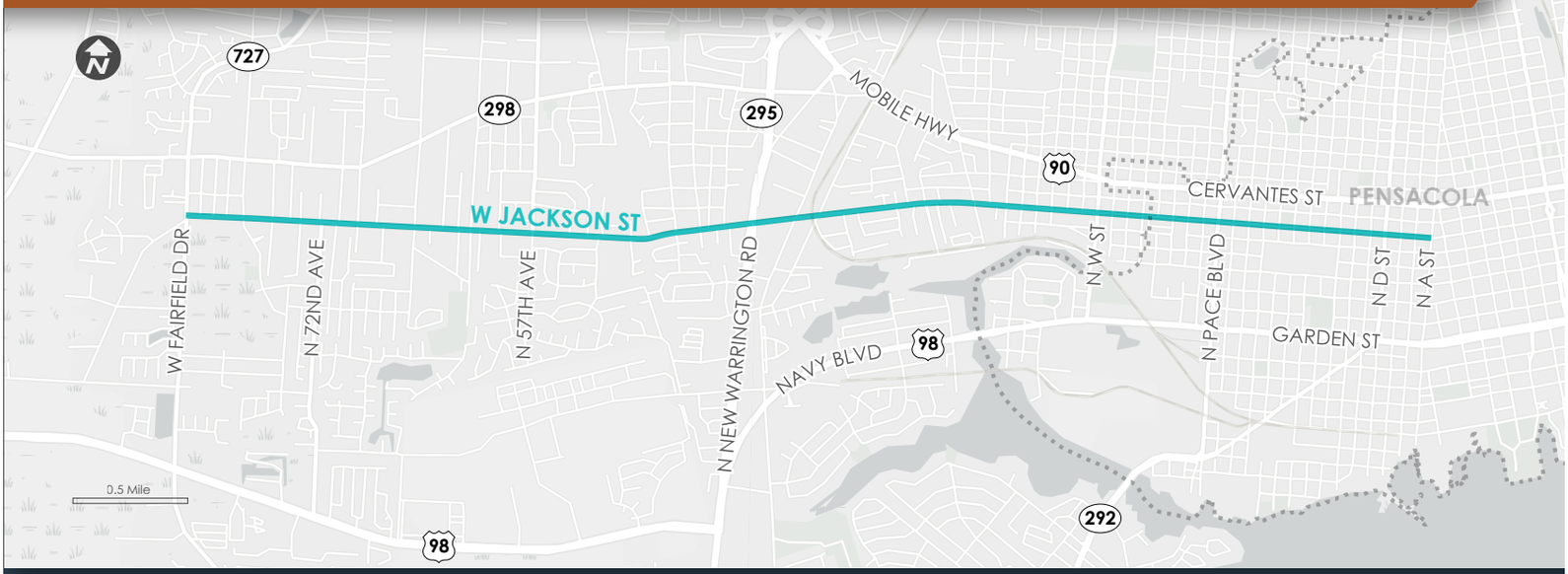
B2: Factsheet

REIMAGINE JACKSON STREET

WHAT'S **YOUR** VISION?

Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA), are partnering to determine a Vision for West Jackson Street. The goal of the effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term economic redevelopment.

THE PROJECT LIMITS RUN ALONG WEST JACKSON STREET, BETWEEN A STREET AND FAIRFIELD DRIVE.



PROJECT PURPOSE

Jackson Street is a unique and historic street that traverses a diverse and predominantly residential community. The street connects downtown Pensacola and the western portion of Escambia County.

The City of Pensacola is growing, and more families are choosing to live along Jackson Street. This growth, combined with a lack of adequate sidewalks and crosswalks and other road infrastructure, makes safety a major concern for drivers, pedestrians, and bicyclists.

The outcome of this project is to incorporate the community's needs and desires into a feasible implementation plan. The plan will include transportation and redevelopment improvements.

PROJECT PHASES

We are at **PHASE 1** of the project. The goal of this phase is understanding the community's needs and desires to develop a feasible implementation plan.

PHASE 1
Community Vision & Implementation Master Plan

YEAR 2022

PHASE 2
Allocate/Apply for funding

EXPECTED YEAR 2023

PHASE 3
Engineering Design

TO BE DETERMINED

PHASE 4
Construction

TO BE DETERMINED

BE INVOLVED IN PHASE 1:
DEVELOPING THE COMMUNITY VISION

JAN-MAR 2022
- 1st Public Workshop
- Collect Existing Conditions

APR-MAY 2022
- Public Survey
- 2nd Public Workshop

JUN-OCT 2022
- Implementation Plan
- Conceptual Design, Cost Estimate

JOIN US AND **SHARE YOUR VISION:**

- **1st Public Workshop**
  Tuesday | March 22
  5:30pm-7pm
- **2nd Public Workshop**
  Tuesday | May 24
  5:30pm-7pm
  (Date and time may change)

Brownsville Community Center
3200 W De Soto St | Pensacola, FL 32505
Please enter through the back of the Community Center.

Your feedback is critical to developing a successful plan to improve the Jackson Street corridor.

Scan to complete project feedback survey and sign up for updates.

Ideas@ReimagineJacksonStreet.com
@ReimagineJacksonStreet
Travis Peterson, Consultant Engagement Specialist, (850) 434-2963
Terri Malone, Escambia County Project Manager, (850) 595-3425

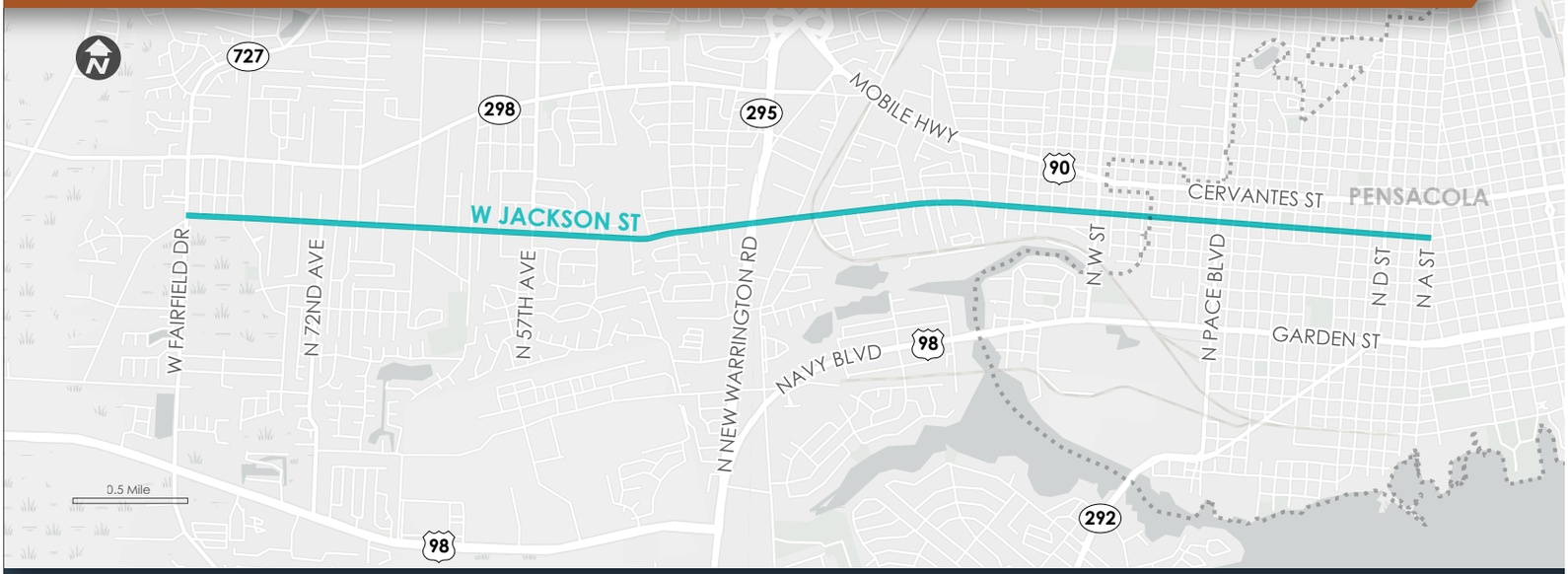
www.ReimagineJacksonStreet.com

REIMAGINE JACKSON STREET

¿CUÁL ES **SU** VISIÓN?

El condado de Escambia, la ciudad de Pensacola y sus agencias de redesarrollo comunitario (CRA) se están asociando para determinar una visión para West Jackson Street. El objetivo del esfuerzo es desarrollar un plan maestro implementable para el corredor. Las mejoras propuestas complementarán las comunidades existentes y abordarán la seguridad, la movilidad y la reurbanización económica sostenible a largo plazo.

LOS LÍMITES DEL PROYECTO CORREN A LO LARGO DE WEST JACKSON STREET, ENTRE A STREET Y FAIRFIELD DRIVE.



PROPÓSITO DEL PROYECTO

Jackson Street es una calle única e histórica que atraviesa una comunidad diversa y predominantemente residencial. La calle conecta el centro de Pensacola y la parte occidental del condado de Escambia.

La ciudad de Pensacola está creciendo y más familias eligen vivir a lo largo de Jackson Street. Este crecimiento, combinado con la falta de aceras y cruces peatonales adecuados y otra infraestructura vial, hace que la seguridad sea una preocupación importante para los conductores, peatones y ciclistas.

El Plan Maestro incorporará las necesidades y los deseos de la comunidad y conducirá a un plan viable de transporte y redesarrollo.

B3: Pop-Ups




OPEN


REIMAGINE
JACKSON STREET
WHAT'S YOUR VISION?


604
OPEN
recteq


REIMAGINE
JACKSON STREET
TAKE THE SURVEY!
¡TOME LA ENCUESTA!
TƯƠNG LAI CỦA
JACKSON STREET
STANLEY


REIMAGINE
JACKSON STREET
TAKE THE SURVEY!
¡TOME LA ENCUESTA!
TƯƠNG LAI CỦA
JACKSON STREET
STANLEY

Appendix C:
Community Meeting Attendance

C1: Community Meeting #1 In-Person Sign-In Sheets

Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Tom Edwards	[redacted]			WPBC
Gerald Price				—
Jeff Walker				WPBC
Troy Brown				WPBC
Wesley Bowden				FCHC
Helen Turner				AIL.com
Tom Anderson				
KEITH BRANCH				GOOD FOUNDATIONS
C. Marce/Davis				aol.com
Jim Little				PNJ

NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Robin Workman	[redacted]			
Vi Loveless				
PHIL McADAMS				
Terri Malone				
Sherry Duffy				CRA
Janey Frost				com
Pam Frick				
Justine Collum				
RONALD Simmons	[redacted]			NO
Wally Rowicke	[redacted]			

NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Christa Fry	[redacted]			
D'Anna Redlesti	[redacted]			
Bret Redlesti	[redacted]			
JonathanOwens				
Jenny Brown				
W Hall				
Al Hicks				
CHRIS PHILLIPS				
Alfred Stallworth				
Laval A. Johnson				
Delarian Wiggin				

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Reimagine Jackson Street

Clara Long, NHS CSC clongenyescambria.com 850-595-3596

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Ryan Kirby	[redacted]			ESC NHS
Ben Kiesler				Brownsville Church
Matt Posner				Estuary Program
Rose C Smith				
Charles W. Washington				Resident
Kris Stultz				City Arborist
Carolyn Thurman				
Dori Christ				
[illegible]				
Christine Crespo				Housing

NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Mary E Washington	[redacted]			
Emily Kopas				Bike Pensacola
Cory Wilkinson				Self.
Chris Curb				Flood Defenders
Yolanda Ortiz				Cobblestone Construction
James R. Welcome				HBC
Helen Gibson				City
Audreywashington				BCC
Mayor Grover Robinson				
Rodney J. Martin				

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C2: Community Meeting #1 Online Attendance Sheet

Jackson Street Public Workshop #1
5:30 to 7:00 p.m. CST
Tuesday, March 22, 2022

Attendees

1. Liz Antin (WSP)
2. Jay Aber (WSP)
3. Sandrine Charles (WSP)
4. Steff Hedenkamp (WSP)
5. Flor Mason (WSP)
6. Meeting Room (WSP)
--
7. Richard Loiselle
8. Krissy Smith
9. Divabella
10. Rachel Johnson
11. Chelsea Clayton
12. Barbara D'Amico
13. Cindy Lukehart
14. Melinda Jones
15. Felicia A. Anderson
16. Kelli Taylor
17. Troy Lerch
18. Gary Kramer
19. Cynthia Jackson
20. Ann Hill
21. Brenda Washington
22. ***-***-1191
23. ***-***-3465
24. ***-***-1087
25. ***-***-9885
26. ***-***-6707
27. ***-***-6115

Douglas Underhill participated with one of the above phone numbers.

C3: Community Meeting #2 In-Person Sign-In Sheets

Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Janey Frost	[redacted]			West Pecan Baptist Church
Al Simmons				
Ronda Wood				Flood Defenders
Becky Brewington				
CHRIS PHILLIPS				
Chris Curb				FLOOD DEFENDERS.
Mary Howell				Neighbor
Christopher Taylor				Bike Peoria
Marcel Davis				
Hillary Hatton				City

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Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Kenny Rice	[redacted]			
Glenda Ingraham				Community of Christ

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Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Jenny Brown	[redacted]			—
Rodney Martin				—
Aaron & Katrina Johnson	[redacted]			
Sun Chastie	[redacted]			
Chris Powell	[redacted]			
James Gaskins	[redacted]			
Victor Smith				
DE Hoffman				
Al Hicks				

NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
R Sullivan	[redacted]			
Tanya Andrew				
C. O'Donnell				
Charles W. Washington				
Allison Parker				

NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

Reimagine Jackson Street

PLEASE PRINT CLEARLY

Name	Address, City, State, ZIP	Phone #	Email Address	Organization
Jerry Price	[redacted]			—
Robin Jackson				
Wilma Girton				
Mary Washington				
Jeff Welton				
Jeff Pan				
Mary Beth Lashmet				
Cathin Cavaro				Pensacola
Bob Batch				

NOTICE: The information provided above is a matter of public record subject to examination by the general public upon request.

C4: Community Meeting #2 Online Attendance Sheet

Online Attendees:

--5757
Abby Nonnemacher
Allison Reilly (WSP)
Ann Hill (City of Pensacola)
Barbara D'Amico
Catherine Prince (WSP)
Christine Crespo (City of Pensacola)
CIndy Lukehart
David Jones
Deborah Campbell
Gary Kramer (ECRC)
Gerald Robinson
Gray Parker (City of Pensacola)
James Gulley
Jay Aber (WSP)
Jennifer Pangborn (WSP)
Jill Nobles (ECRC)
Joe Donathan
Krissy Smith
Laura Potts
Liz Antin (WSP)
Lucinda Diaz
Mark Jackson (City of Pensacola)
Mark Reed
Peter Waldt (WSP)
Rachel Johnson
Steff Hedenkamp (WSP)
Sydney Schabel
Tiffany Bates (ECRC)
Troy Lerch
WJ Roberson II

Appendix D:
Community Meeting Materials

D1: Community Meeting #1 Presentation

Mentimeter

REIMAGINE Jackson Street

Public Workshop #1

March 22, 2022

Take the survey, sign-up for project updates at
www.ReimagineJacksonStreet.com

Good to know

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

- 'Menti' platform will be used during this presentation for interaction.
  - access using **QR Code**
  - go to **menti.com** type in **5551 3606**

- In-person attendees, please hold your questions until the discussion portion, the second half of this meeting.

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- If you would like to speak, please use the "reactions/raise hand" button

- Para español, hable con un miembro del personal.

Please note that this meeting is recorded.
By participating you consent to being recorded.

Agenda

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

1 Introductions

2 Project Overview

3 Discussion

REIMAGINE JACKSON STREET

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

GOAL:

Develop an inclusive vision,
an implementable master plan
based on community input.

GUIDING VALUE:

Capture diverse views by **providing opportunities**
for varied voices to be heard.

WHAT IS YOUR VISION?

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

Listen to the community on current challenges, expected improvements along Jackson Street.

Jackson Street Project Phases

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Community Vision & Implementation Master Plan	Allocate/Apply for Funding	Engineering Design	Construction
Phase 1 Year 2022	**Phase 2** Estimated Year 2023	To be determined	To be determined

Steps for Master Planning

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter



Quick Questions

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

1

What do you enjoy the most about Jackson Street?

Examples: large trees, great food, historic homes, community resources (up to 3 words)

menti.com
type
5551 3606

What are three words describing what do you enjoy most about Jackson Street?

Mentimeter



13

Quick Questions

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

2

What would you like to change most on Jackson Street?

Examples: enhance safety, more affordable homes, plant more trees (up to 3 words)

menti.com
type
5551 3606

What are three words describing what would you like to change most on Jackson Street?



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Discussions with Stakeholders

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Draft **Vision Statement**

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

Mentimeter

"In 10 years, Jackson Street will be an **east-west gateway** between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have an **internationally diverse community fabric** with enhanced transportation and upgraded utility infrastructure. It will have **vibrant community nodes** that include local businesses, community gathering places, and recreational spaces. **People of all ages and abilities** can safely and conveniently walk or bike or ride on this street."

-Jackson Street Stakeholders

(City, County Leadership, Community Representatives)

Walking Audit

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter





Walking Audit

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Oak trees

Walking Audit

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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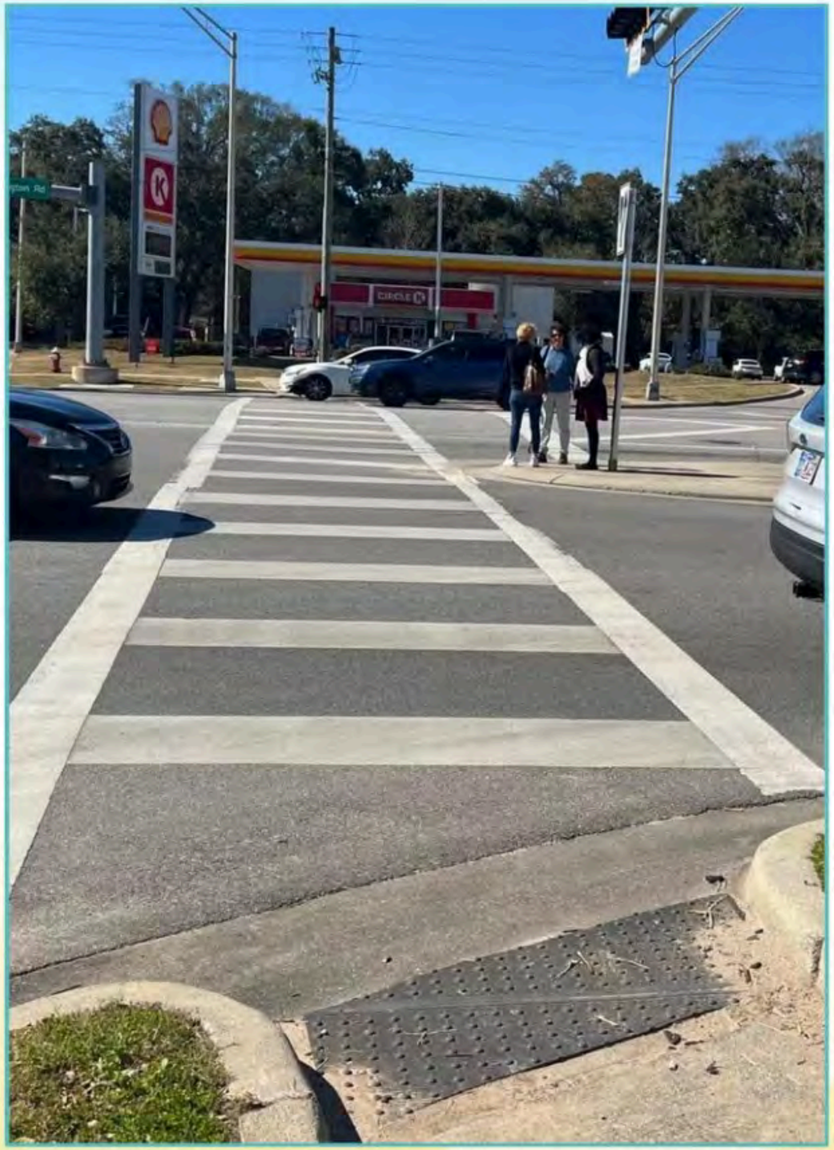


Walking Audit

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Inadequate Infrastructure

Walking Audit

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Draft **Project Objectives**

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

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1

Preserve Existing Diverse Communities, celebrate its 'international' identity. Integrate Reactional Spaces for the community to gather or just hang-out.

2

Reestablish Vibrant Community by Increasing Connectivity for those walking, biking, or using transit to work, play, local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

3

Create Safe and Accessible Mobility Opportunities for people of all ages and abilities. Invest in Healthy Infrastructure, enhanc e natural environment that has co-benefits.

4

Integrate Utility Infrastructure Improvements during corridor planning, leverage opportunities to coordinate constructio n and upgrade utilities to sustain long-term growth.

Draft **Project Tactics**

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

Mentimeter

1. **Preserve Existing Diverse Communities, celebrate its 'international' identity.** Integrate recreational spaces for the community to gather or just hang-out.

TACTICS
> Celebrate community identity
> Increase access to natural resources/assets.
> Activate with community gathering spaces.

2. **Reestablish Vibrant Community by Increasing Connectivity** for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

TACTICS
> Provide safe, alternate transportation access to destinations.
> Enchance multiple mobility options
> Support aging-in place and housing affordability

3. **Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.** Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

TACTICS
> Provide safe, accessible street infrastructure.
> Invest in infrastructure that provides long-term co-benefits.

4. **Integrate Utility Infrastructure Improvements** during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.

TACTICS
> Invest in new utility infrastructure
> Upgrade existing infrastructure
> Underground utilities

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Discussion

INTRODUCTIONS – YOUR TEAM TODAY

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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Steff Hedenkamp
Senior Communications and Public Involvement Manager



Jay Aber, PE, PTOE
Lead Traffic Engineer



Liz Antin
Sr. Lead Transportation Planner, Deputy Project Manager

Good to know

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WHAT'S YOUR VISION?

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- If you would like to speak, please use the "reactions/raise hand" button

- Para español, hable con un miembro del personal.

Please note that this meeting is recorded.
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What part of Jackson Street are you most familiar with?



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What would you like to add or edit? What are we missing?

Mentimeter

In 10 years, Jackson Street will be an **east-west gateway** between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have **an internationally diverse community fabric** with enhanced transportation and upgraded utility infrastructure. It will have **vibrant community nodes** that include local businesses, community gathering places, and recreational spaces. **People of all ages and abilities** can safely and conveniently walk or bike or ride on this street.

- Jackson Street Stakeholders

(City, County Leadership, Community Representatives)

Right direction

Improvement of the homes in the community around the Jackson corridor. What about abandoned property and code violation property?

Agree with the helping improve distressed properties

Sounds vague, but nice

eat, play, and work?

sanitation also please we need to expand it to mrtyle grove

I like it. I so worry about public safety before beautification. I would like more parks and community centers. I am on the west end of Jackson on 77th Ave.

While maintaining the old Florida tree canopy.

8

What would you like to add or edit? What are we missing?

Mentimeter



Universal design for more accessibility and inclusivity

Need sanitation so we can get of septic if we want to

if the utilities aren't a great foundation the rest will not work

t

How about underground electric?

I feel like you are on the right track. I don't know if tapping into sewer vs staying on septic is affordable. We would prefer to be on sewer

6

How would you rank these objectives in terms of importance to the corridor?

Mentimeter

i

Preserve Existing Diverse Communities, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

ii

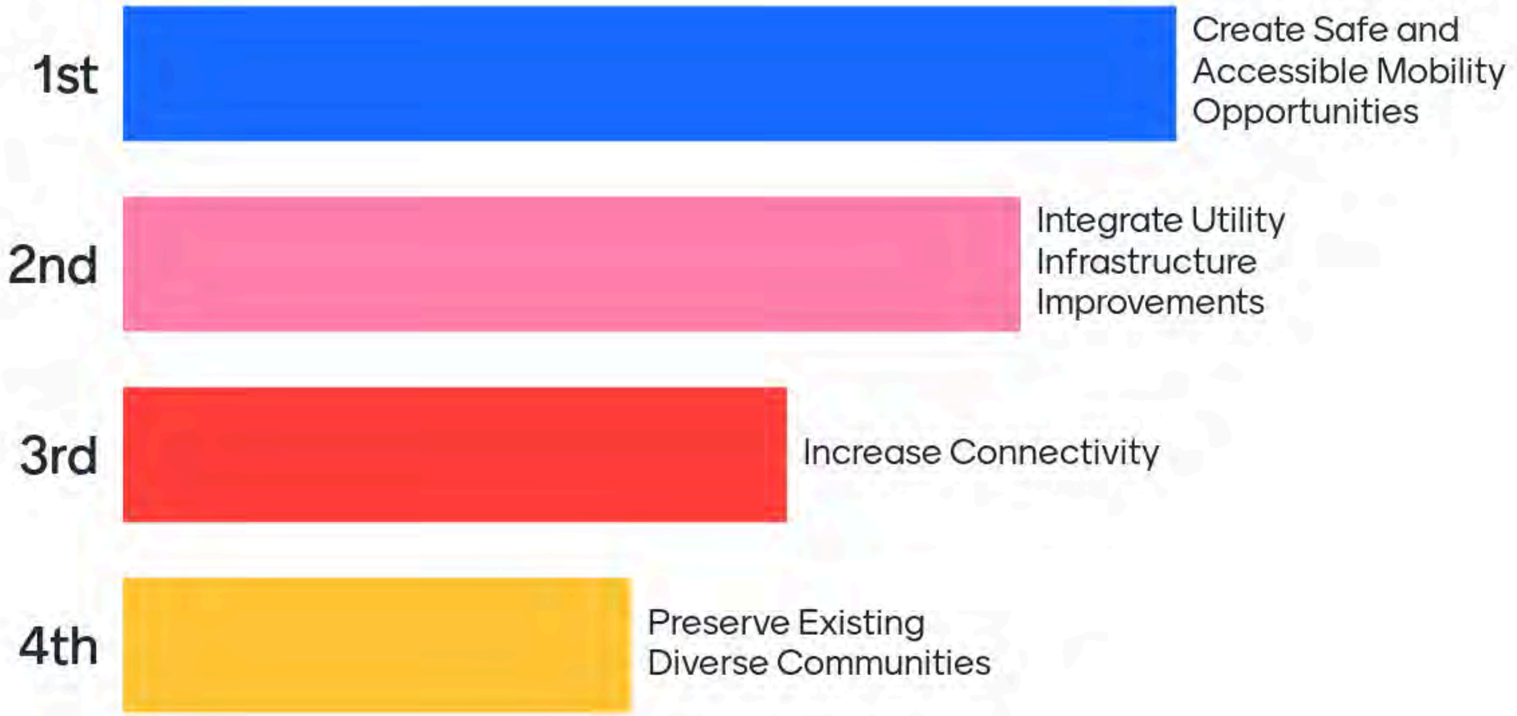
Reestablish Vibrant Community by Increasing Connectivity for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

iii

Create Safe and Accessible Mobility Opportunities for people of all ages and abilities. Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

iv

Integrate Utility Infrastructure Improvements during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.



8

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE I

Preserve Existing Diverse Communities, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

TACTIC #1A. Celebrate Community Identity.

- **Signage**
- **Public Art**
- **Historic Preservation**

TACTIC #1B. Activate with Community Gathering Spaces.

- **Public Plazas**
- **Street Festivals**
- **Event Spaces**

TACTIC #1C. Increase Access to Adjacent Natural Resources/Assets.

- **Jackson Creek**
- **Perdido Bay**

Others?

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

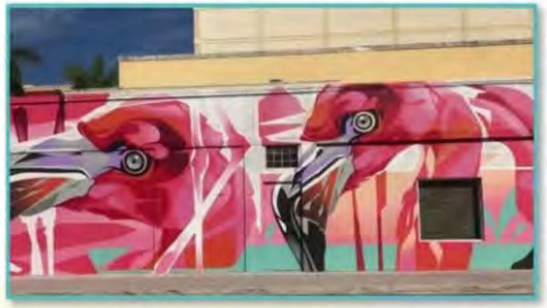
Mentimeter

OBJECTIVE I **Preserve Existing Diverse Communities**, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

Rank strategies in TACTIC #1A
Celebrate Community Identity



i. Community Gateway Sign entering the community at A Street



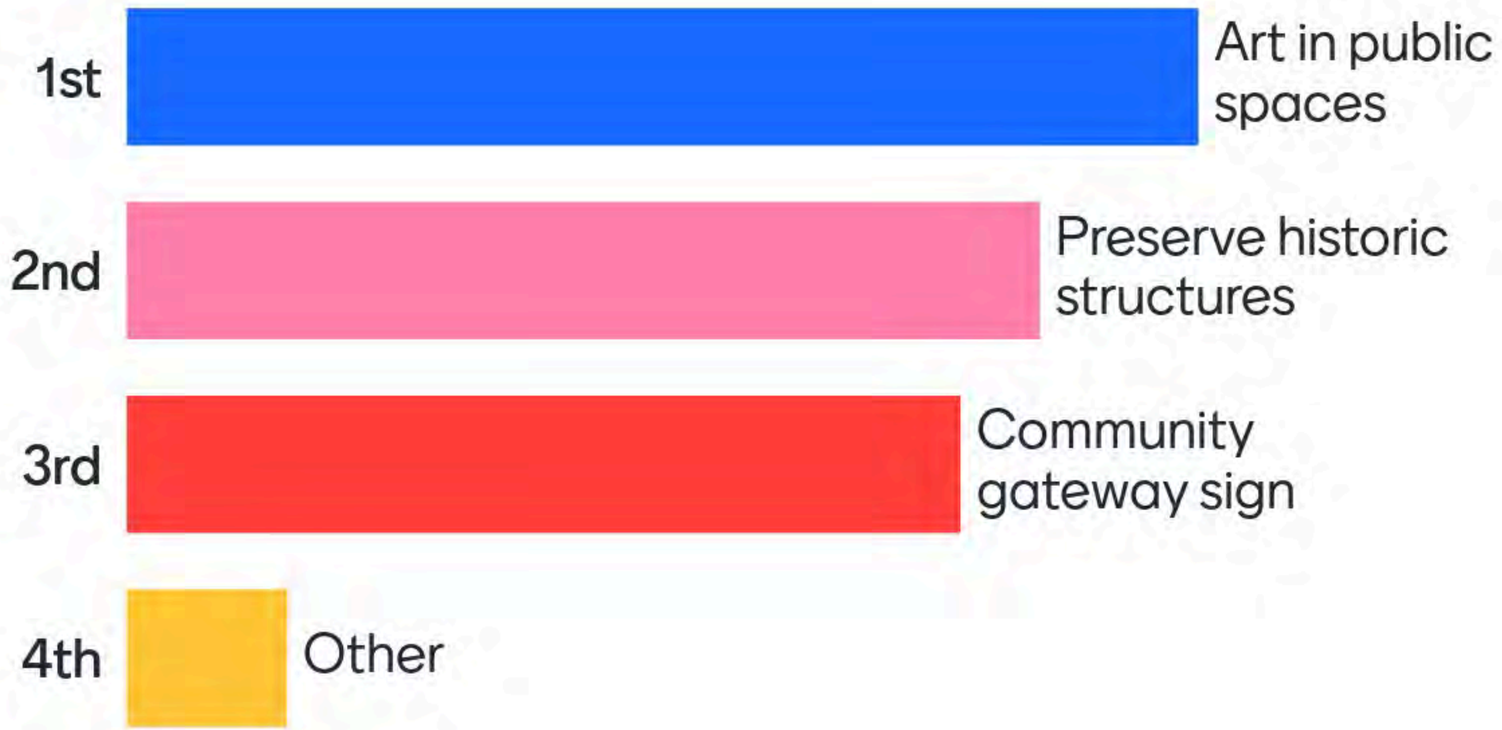
ii. Art in Public Spaces



iii. Preserve Historic Structures

Tactic #1A - Celebrate Community. Rank strategies in order of preference.

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8

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE I **Preserve Existing Diverse Communities**, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

Rank strategies in TACTIC #1B
Activate with Community Gathering Spaces



i. Public-plaza, corner parks for hanging-out



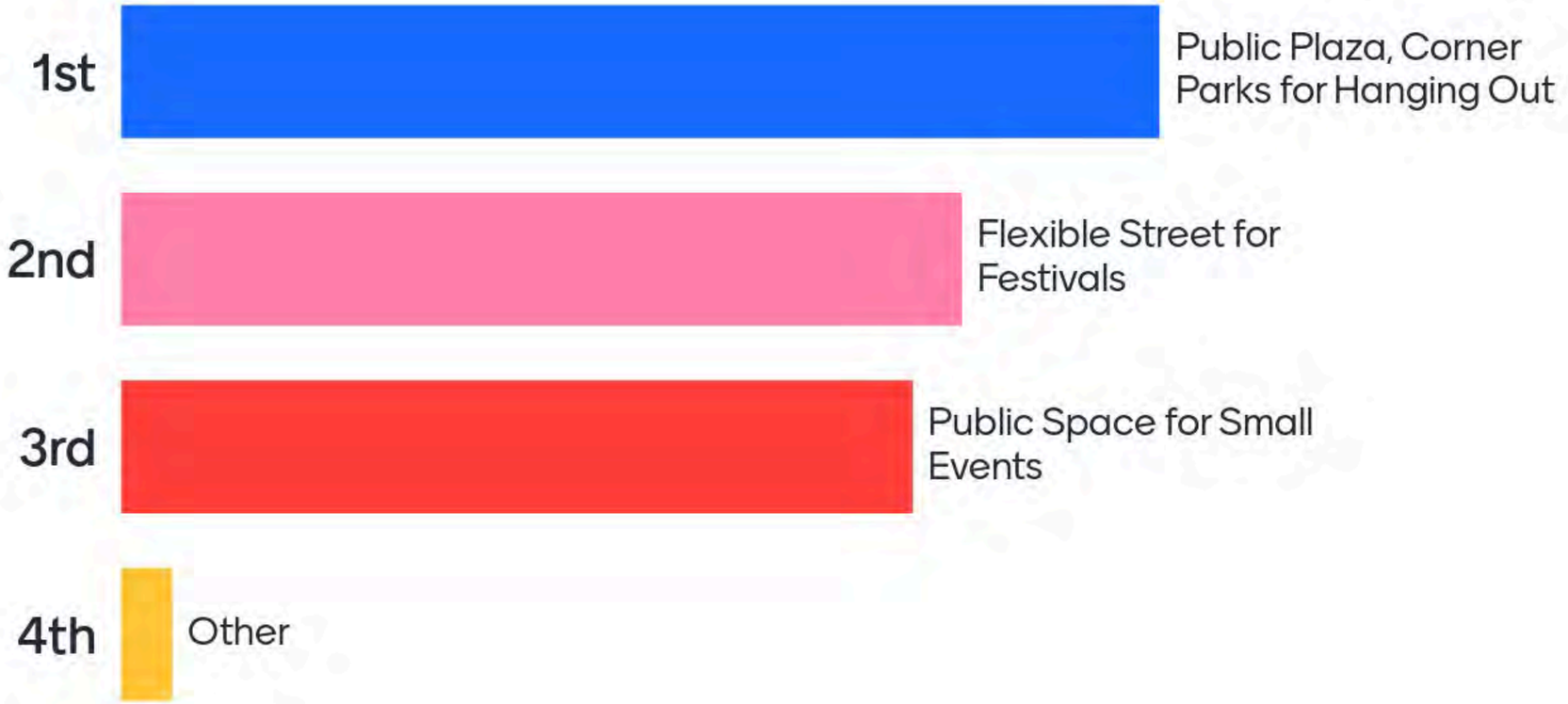
ii. Flexible street for festivals



iii. Public space for small events

Tactic #1B - Activate with Community Gathering Spaces. Rank strategies in order of preference.

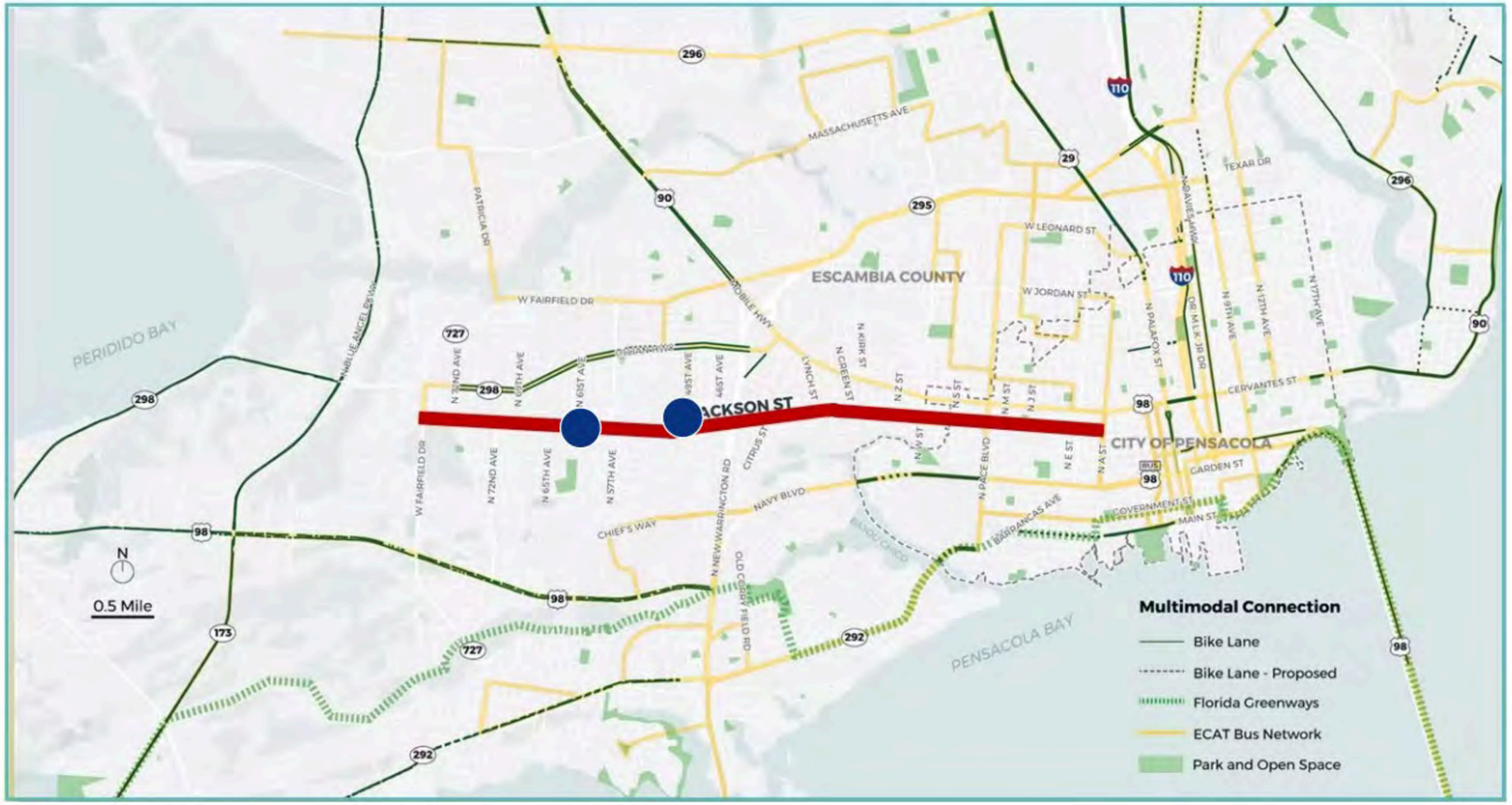
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6

Where do you like to gather or hang-out? Put a dot on the map

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TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE I **Preserve Existing Diverse Communities**, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

Rank strategies in TACTIC #1C
Increase Access to Adjacent Natural Resources/Assets

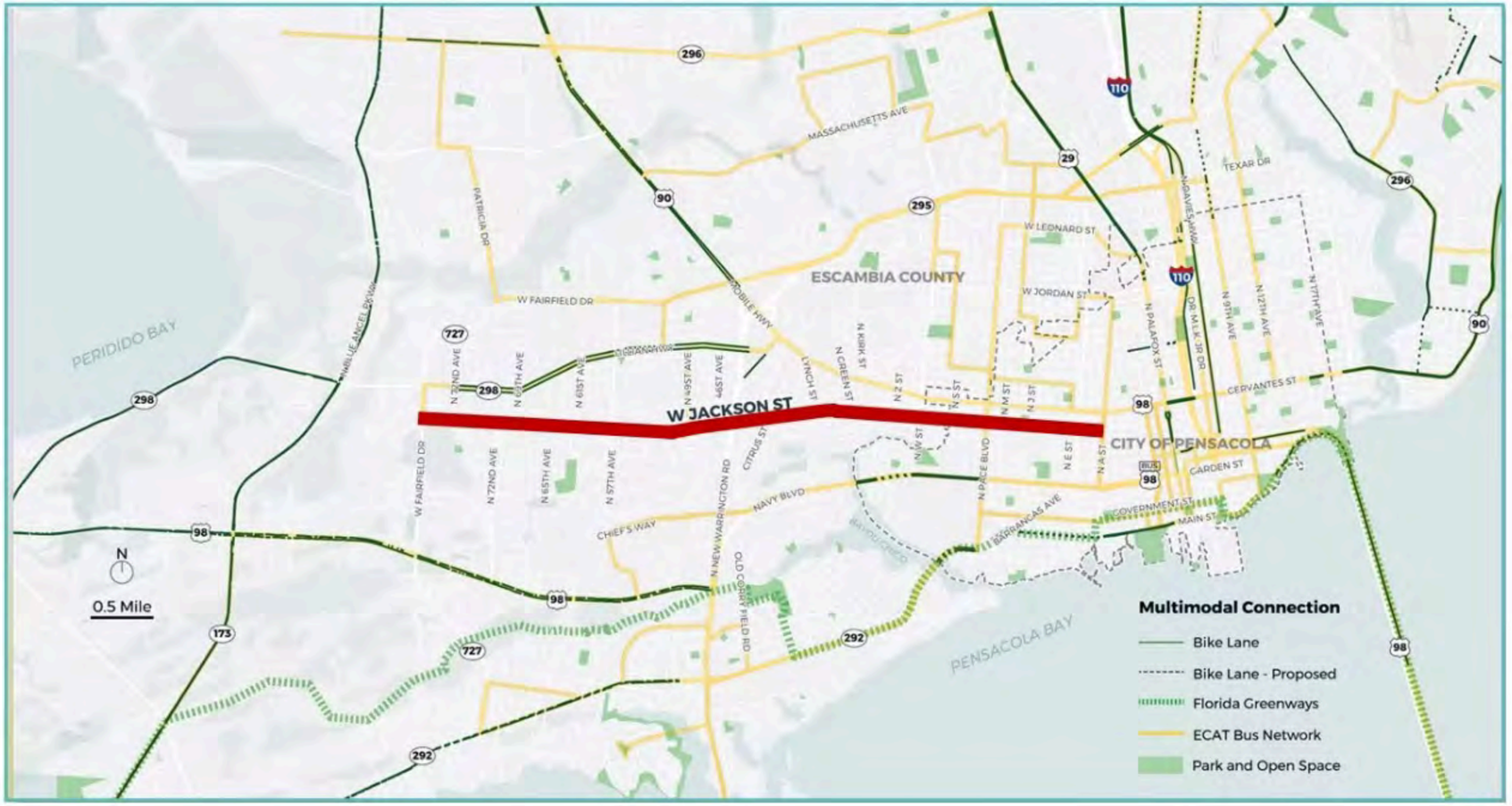


i. Jackson Creek and the lakes

ii. Perdido Bay via Blue Angel Parkway, West Escambia County

iii. Others

Which natural assets/destinations would you like to access?



TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE II **Reestablish Vibrant Community by Increasing Connectivity** for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

TACTIC #2A. Provide safe, alternate transportation access to destinations.

- **Education Centers**
- **Medical Centers**
- **Downtown**

TACTIC #2B. Enhance multiple mobility options.

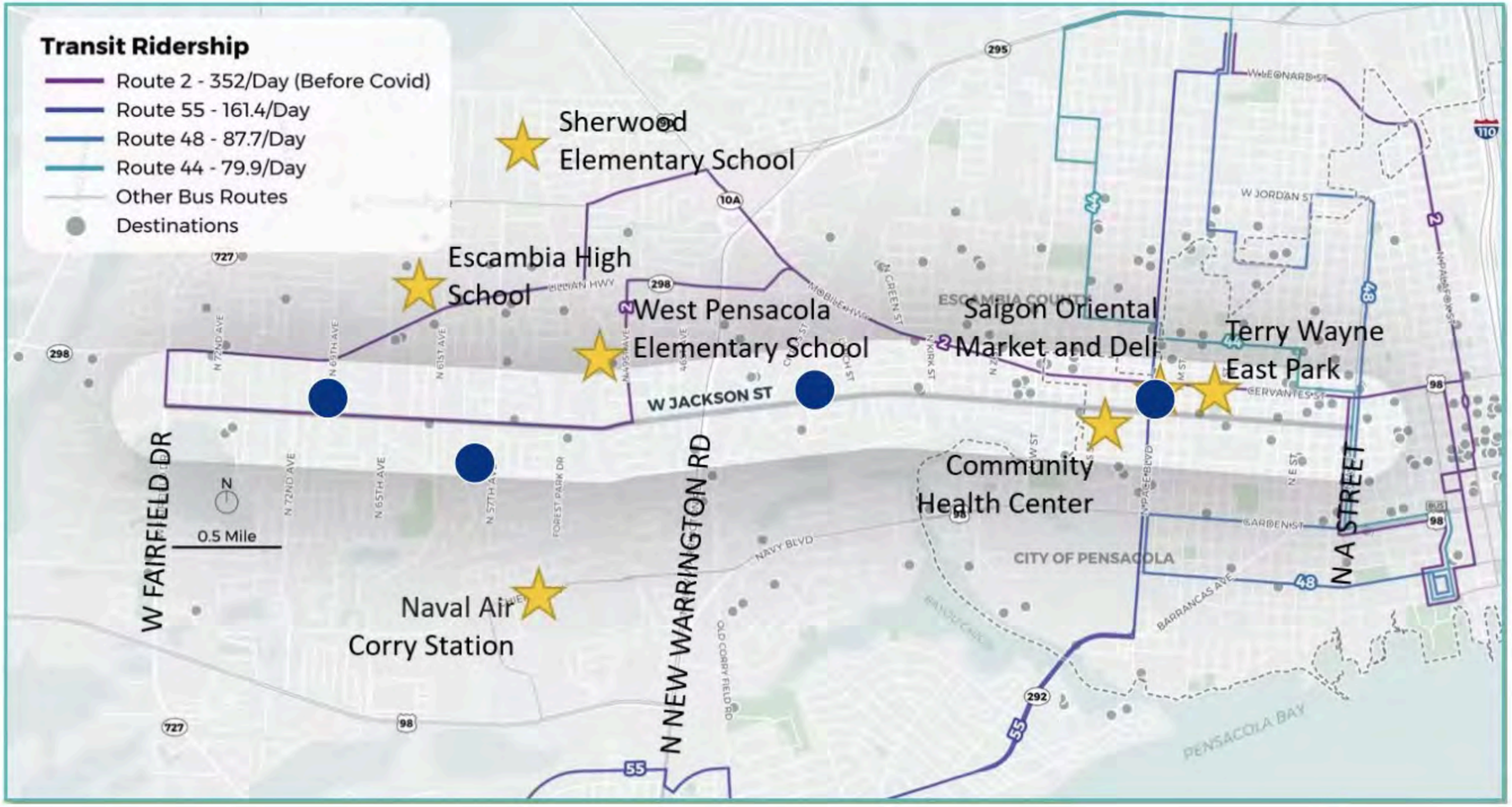
- **Walking**
- **Biking**
- **Transit**

TACTIC #3C. Support aging in-place and housing affordability.

- **Townhomes**
- **Accessory Dwelling Units (Granny Flats)**
- **Affordable Housing**

Others?

What are the destinations you would to access easier by walking, biking, or using transit?



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4

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE II

Reestablish Vibrant Community by Increasing Connectivity for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

Rank strategies in TACTIC #2A

Provide safe, alternate transportation access to destinations



i. Education Centers

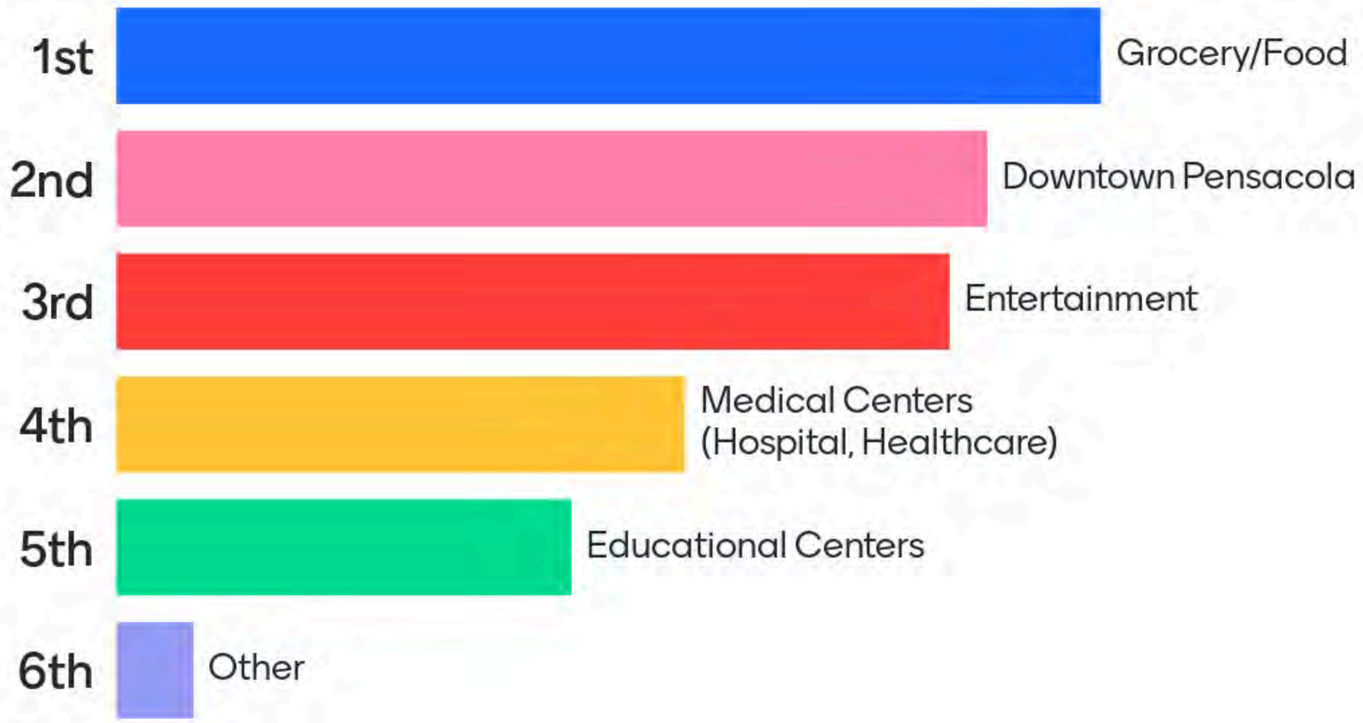


ii. Medical Centers (Hospital, Healthcare)

iii. Downtown Pensacola

iv. Other locations?

Tactic #2A - Provide safe, alternative transportation access to destinations. Rank strategies in order of preference.



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5

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

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OBJECTIVE II **Reestablish Vibrant Community by Increasing Connectivity** for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

Rank strategies in TACTIC #2B
Enhance multiple mobility options.



i. Walking



ii. Biking

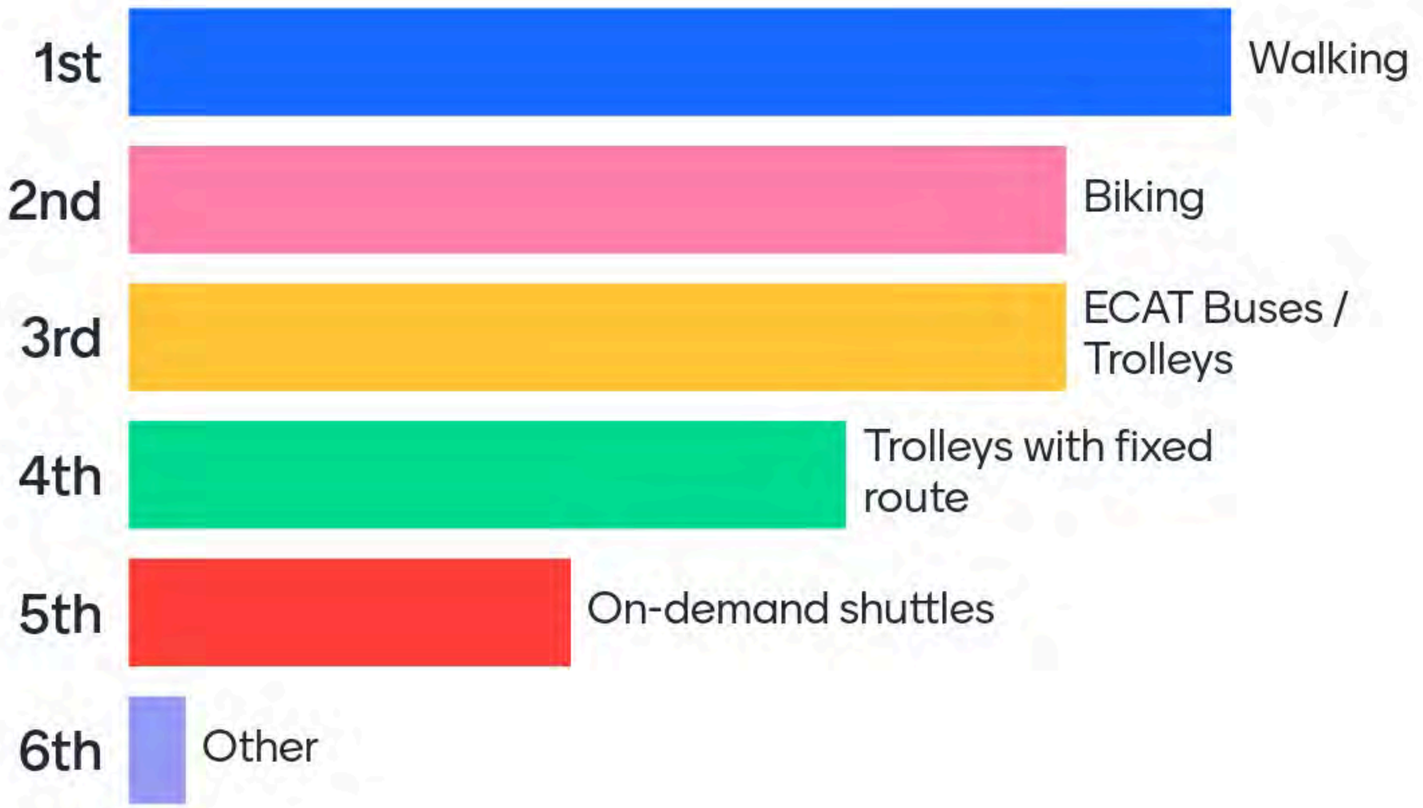
iii. On-demand shuttles

iv. ECAT Buses/Trolleys

v. Trolleys with fixed route

vi. Other ideas?

Tactic #2B - Support multiple mobility options.. Rank strategies in order of preference.



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4

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE II

Reestablish Vibrant Community by Increasing Connectivity for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

Rank strategies in TACTIC #2C
Support aging in-place and housing affordability.



i. Townhomes



ii. Houses with Additional Dwelling Units (ADUs), duplexes, triplexes



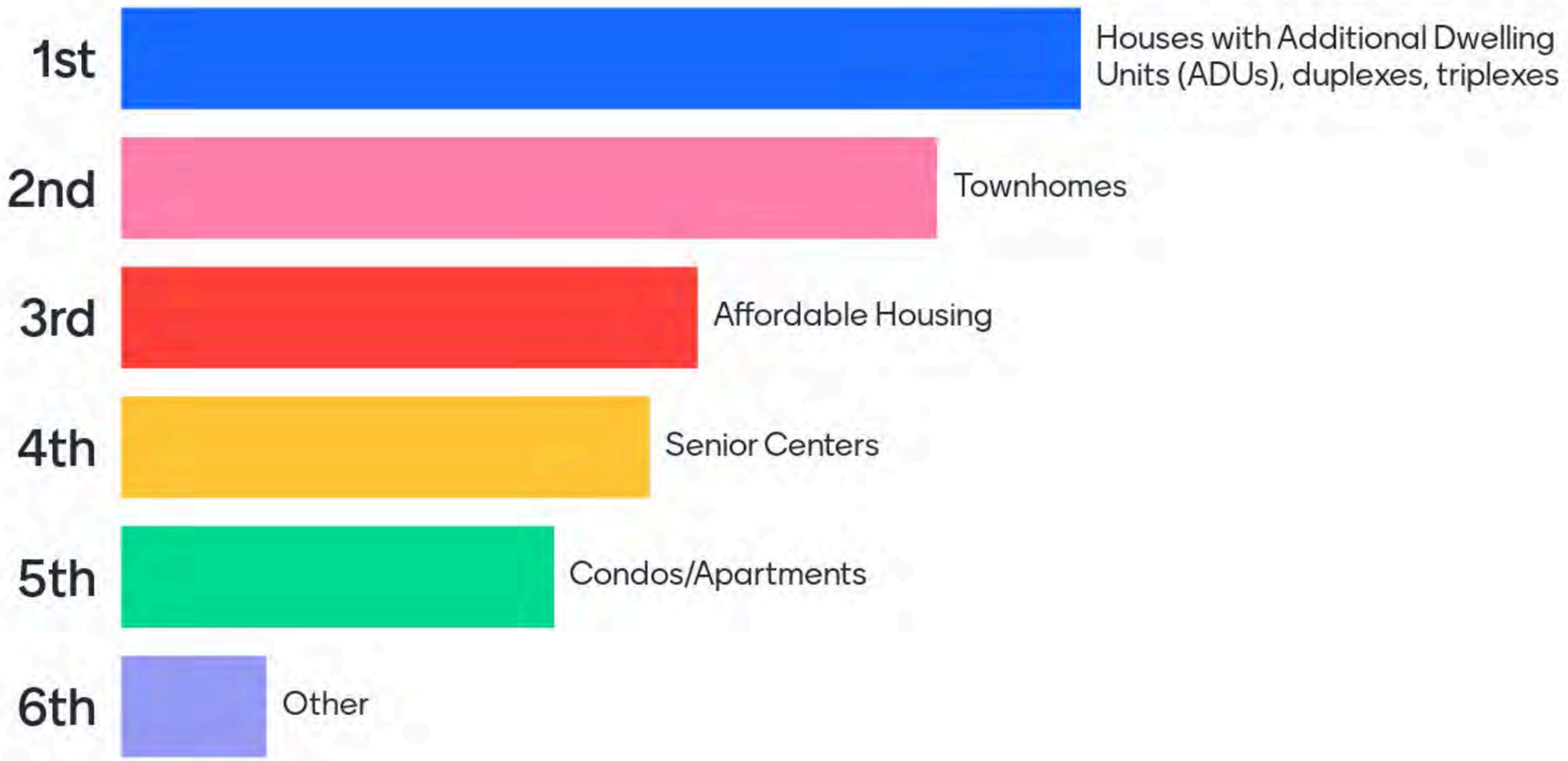
iii. Condos/Apartments

iv. Senior Centers

v. Affordable Housing

vi. Other ideas?

Tactic #2C - Support aging in-place and housing affordability. Rank strategies in order of preference.



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4

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE III **Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.** Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

TACTIC #3A. Provide safe, accessible street infrastructure.

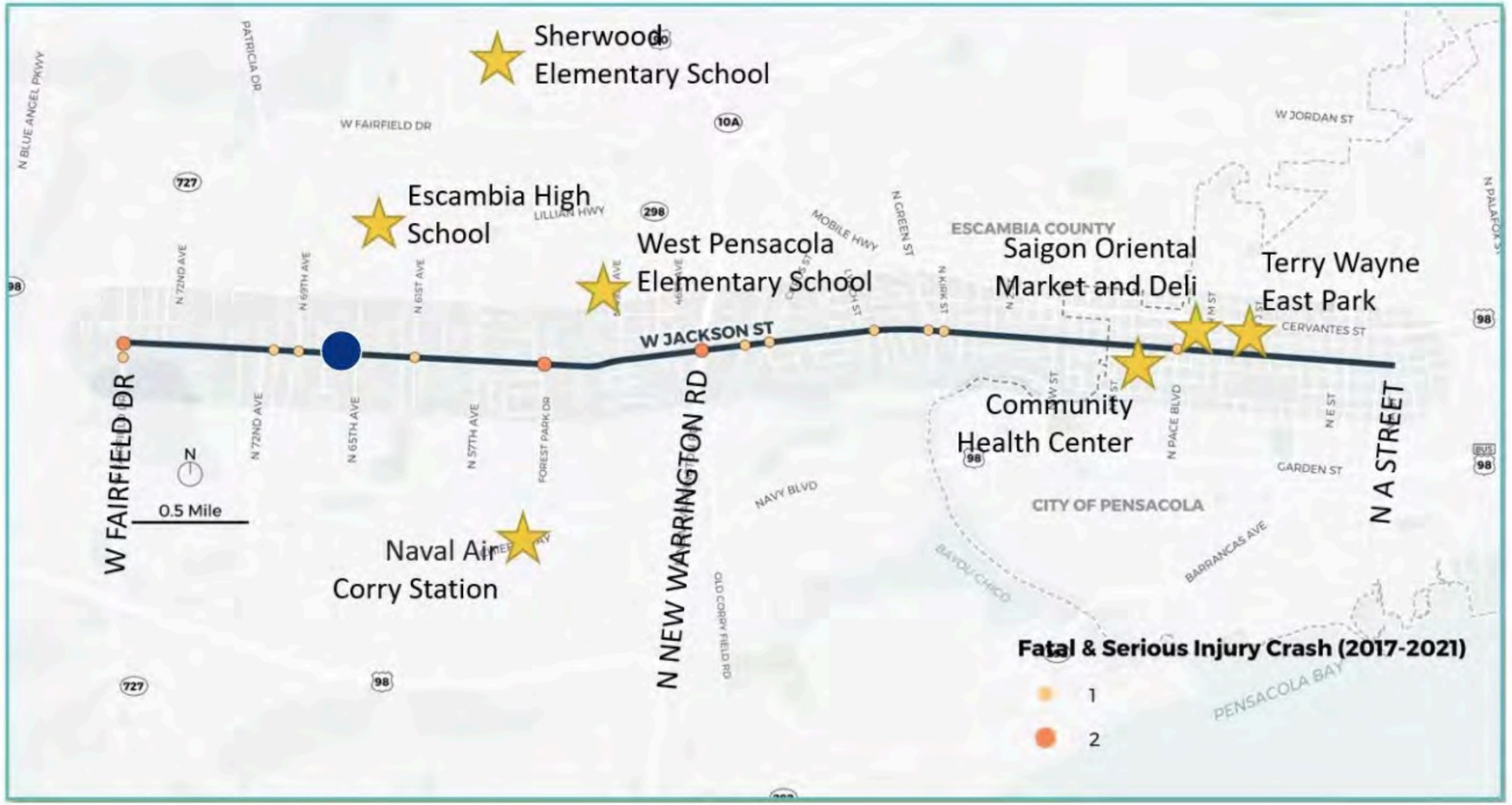
- **Large sidewalks**
- **Protected bicycle facilities**
- **Trails**

TACTIC #3B. Invest in infrastructure that provide long-term co-benefits.

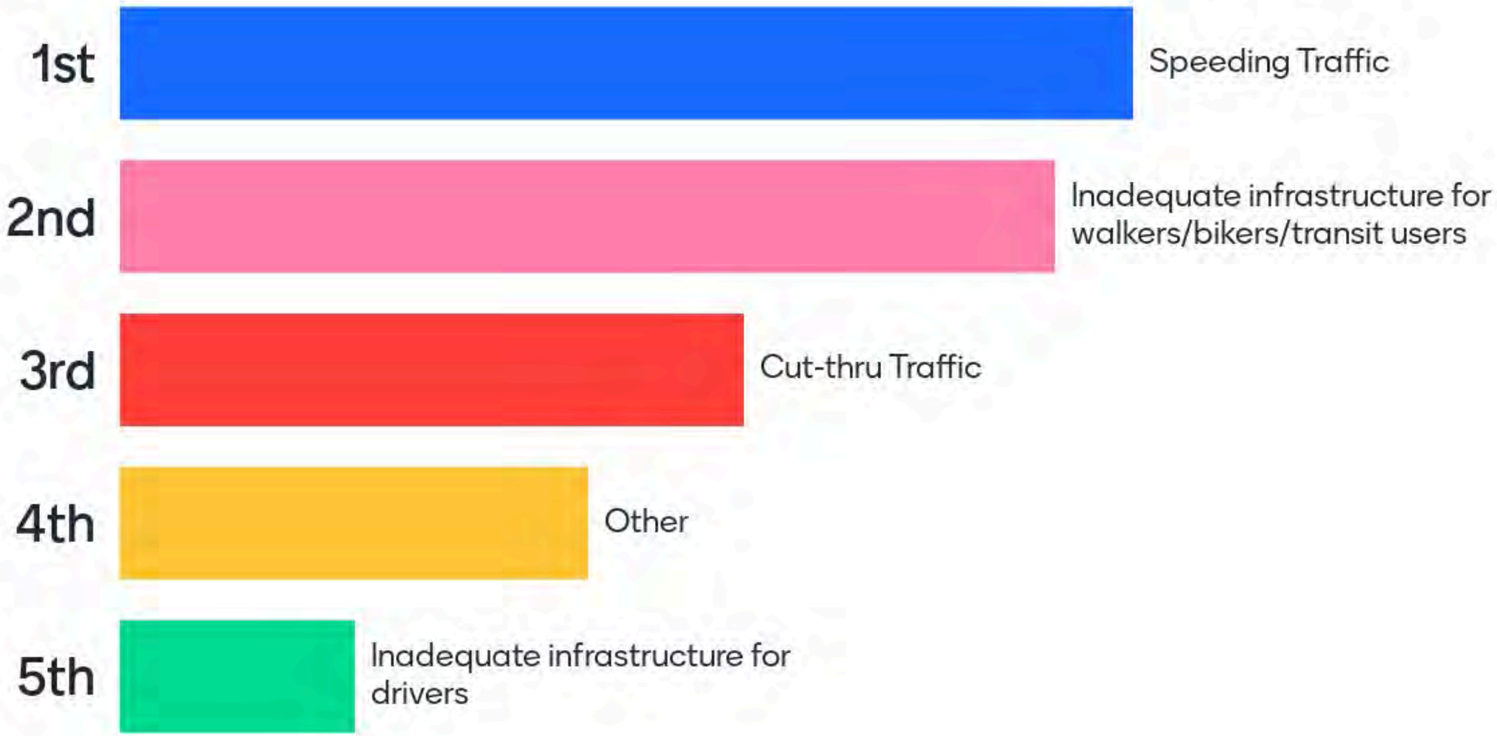
- **Major street reconstruction**
- **Stormwater quality improvements**

Others?

Where along Jackson Street do you feel unsafe walking, biking, driving?



What are the safety issues along Jackson Street?



Mentimeter

3

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

Mentimeter

OBJECTIVE III **Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.**
Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

Rank Strategies TACTIC #3A. Provide safe, accessible street infrastructure



i. Provide large sidewalk, without dedicated bike infrastructure



ii. When right-of-way allows provide protected, separated bike infrastructure



iii. When right-of-way allows, multi-use path shared by people walking and biking.
Shared use paths are typically 10'-12' wide, sidewalks are 5' wide.

Tactic #3A - Provide safe, accessible street infrastructure. Rank strategies in order of preference.

Mentimeter



5

TELL US WHAT YOU THINK!

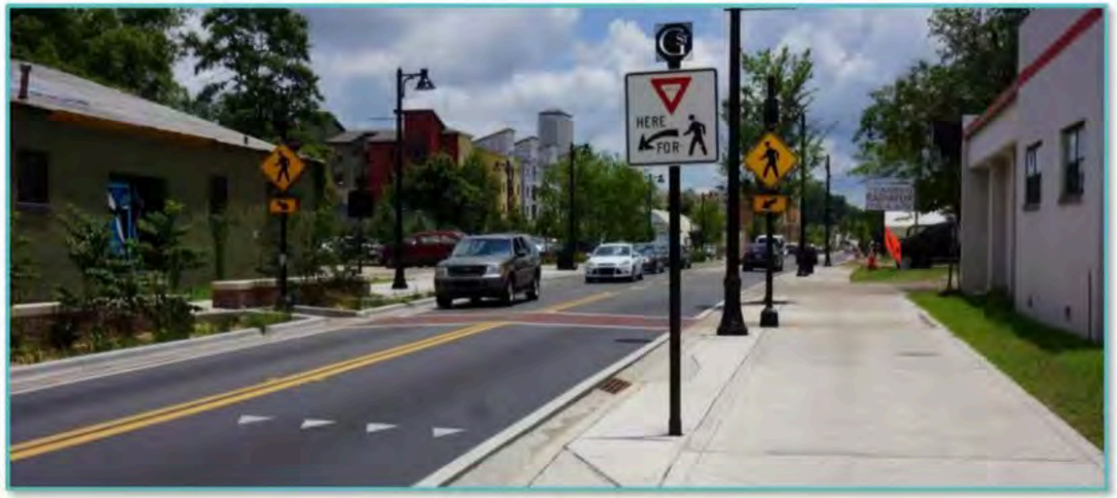
REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE III **Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.** Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

Rank Strategies TACTIC #3B. Invest in infrastructure that provide long-term co-benefits.





i. **When possible, integrate infrastructure with co-benefits and reduced long-term cost.** For example, swales improve the run-off water quality.

ii. **Other ideas?**

Tactic #3B - Invest in infrastructure that provide long-term co-benefits. What are you ideas?

Mentimeter

LOVE the sidewalk space for cafes and walking



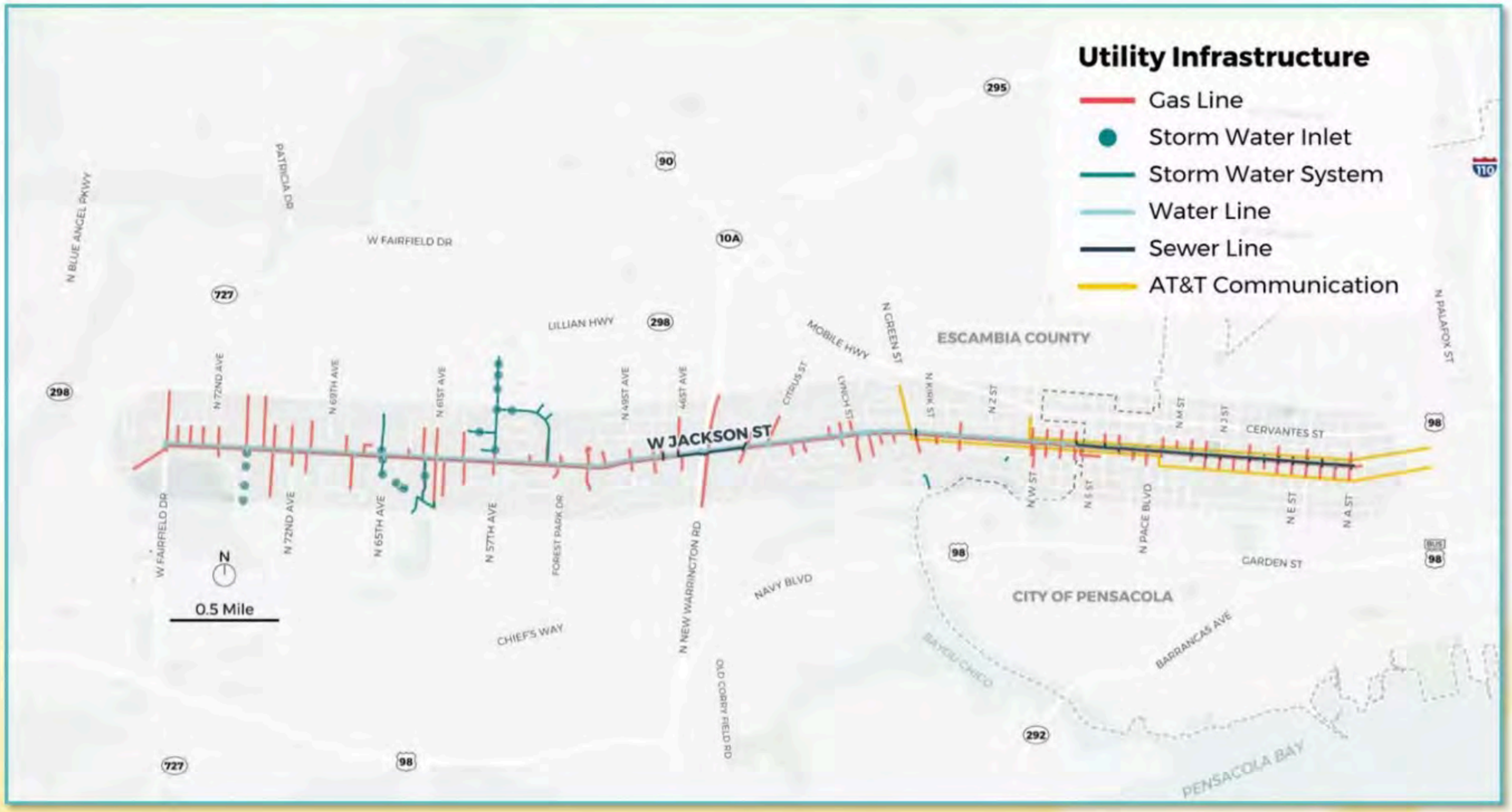
1

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Mentimeter

OBJECTIVE IV **Integrate Utility Infrastructure Improvements** during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.



22. TACTIC #4A. Invest in new utility infrastructure like new fiber-optics and communications, convert septic system to sewer line.

23. TACTIC #4B. Update existing infrastructure like increase water capacity

24. TACTIC #4C. Underground utilities to ultimately eliminate posts from the ROW, providing room for other needs.

25. Other Ideas?

What would you like to add or edit? What are we missing?

Mentimeter

iv

TACTIC #4A. Invest in new utility infrastructure
- **fiber-optics and communications,**
- **convert septic system to sewer line.**

TACTIC #4B. Update existing infrastructure
- **water capacity**

TACTIC #4C. Underground utilities
- **eliminate posts from the ROW**

underground utilities and sewer please

1

Are you worried about unintended consequences as a result of the projects or the improvements?

Mentimeter

Mentimeter

Thank You!

Take the survey, sign-up for project updates at ***www.ReimagineJacksonStreet.com***.

D2: Community Meeting #1 Boards

The Views

Connected + Convenient

Historical

Relationships

Diverse Communities

Oak Trees, Canopy

Accessible

Potential, Opportunities

Change

- Stop Sign at G. St
- Repaving Potholes

Drainage ★★★★★

Slow Traffic

Connected Continued
Sidewalk

Improved
Safety, Safer

Speed

Litter

Dilapidated Houses

Community Park

Lighting

Crosswalks

Patrols + Traffic

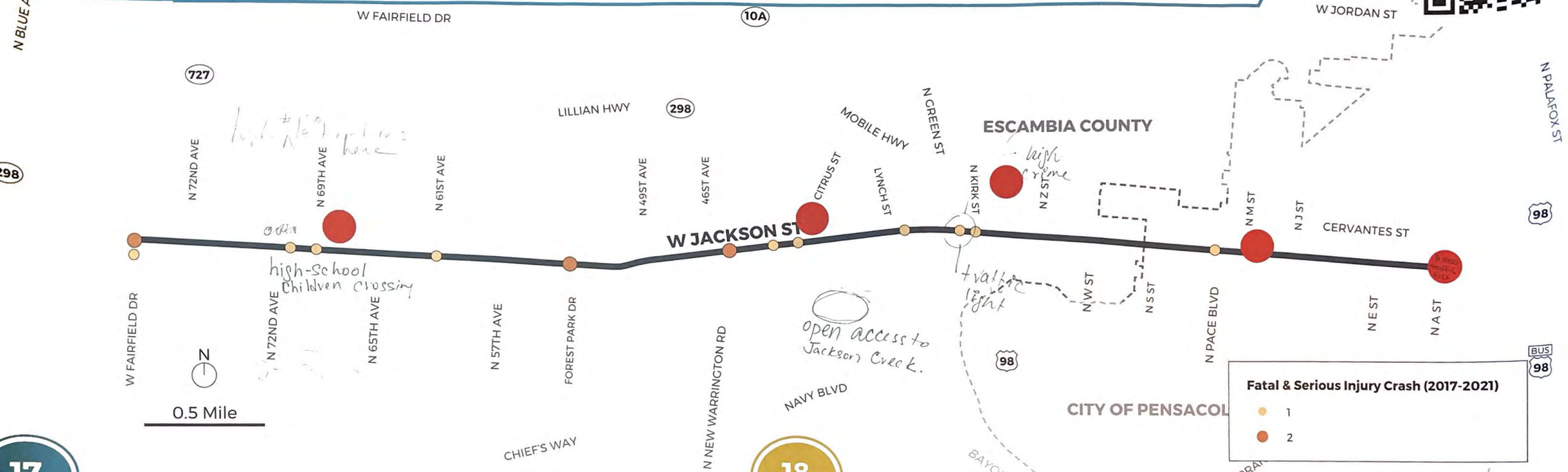
Traffic Light at 49th / Jackson

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

OBJECTIVE III

Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.
Invest in healthy infrastructure that has co-benefits and enhances the natural environment.



17

Where along Jackson Street do you feel unsafe?

Place a dot on the map

Cannot bike. Speeding traffic

right - on red problem for Peds.

Speeding on this streets.

18

What are the safety issues along Jackson Street?

i. Speeding Traffic

ii. Cut-thru Traffic

iii. Inadequate road infrastructure

TELL US WHAT YOU THINK OF THE *DRAFT* PROJECT OBJECTIVES

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

i

Preserve Existing Diverse Communities,

celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

ii

Reestablish Vibrant Community by Increasing Connectivity

for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

iii

Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.

Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

iv

Integrate Utility Infrastructure Improvements

during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.

5

What would you like to add or edit to the draft objectives?

iii - integrate renewable energy where energy is needed.

TELL US WHAT YOU THINK OF THE *DRAFT* VISION STATEMENT

REIMAGINE JACKSON STREET
WHAT'S **YOUR** VISION?

In 10 years, Jackson Street will be an **east-west gateway** between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have an **internationally diverse community fabric** with enhanced transportation and upgraded utility infrastructure. It will have **vibrant community nodes** that include local businesses, community gathering places, and recreational spaces. **People of all ages and abilities** can safely and conveniently walk or bike or ride on this street.

-Jackson Street Stakeholders

(City, County Leadership, Community Representatives)

4

What would you like to add or edit? What are we missing? treat Streetscape as an exterior room

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

Which part of Jackson Street are you most familiar? *Place a dot on the map*

The concrete utility poles that were recently erected have detracted from the Westside district, especially since there are still all the wood poles and electrical lines everywhere.

3



TELL US WHAT YOU THINK!

OBJECTIVE I

Preserve Existing Diverse Communities, celebrate its 'international' identity. Integrate recreational spaces for the community to gather or just hang-out.

TACTICS
> Celebrate community identity
> Increase access to natural resources/assets.
> Activate with community gathering spaces.

OBJECTIVE II

Reestablish Vibrant Community by Increasing Connectivity for those walking, biking, or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

TACTICS
> Provide safe, alternate transportation access to destinations.
> Enchance multiple mobility options
> Support aging-in place and housing affordability

OBJECTIVE III

Create Safe and Accessible Mobility Opportunities for people of all ages and abilities. Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

TACTICS
> Provide safe, accessible street infrastructure.
> Invest in infrastructure that provides long-term co-benefits.

OBJECTIVE IV

Integrate Utility Infrastructure Improvements during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.

TACTICS
> Invest in new utility infrastructure
> Upgrade existing infrastructure
> Underground utilities

Are you worried about unintended consequences as a result of the project or the improvements?

Keep people who lived here after improvem

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

OBJECTIVE II **Reestablish Vibrant Community by Increasing Connectivity** for those walking, biking,or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.

13 Tactic 2A - Provide safe, alternate transportation access to destinations. Rank by placing dots



a. Education Centers



b. Medical Centers (hospitals, healthcare)

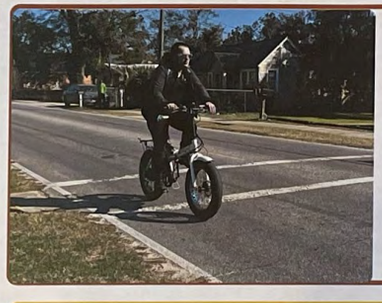
c. Downtown Pensacola

d. Others locations?

14 Tactic 2B - Enchance multiple mobility options. Rank by placing dots



a. Walking



b. Biking

c. On-demand shuttles

d. ECAT buses

e. Trolleys with fixed route

f. Other ideas?

15 Tactic 3C. Support aging in-place and housing afford ability. Rank by placing dots

Needs to be mixed



a. Town homes



b. Houses with additional dwelling units, duplexes, triplexes

No!

-Needs
Can see it turning into dilapitated housing



c. Condos/Apartments

d. Senior centers

e. Affordable housing

f. Other ideas?

Way too many

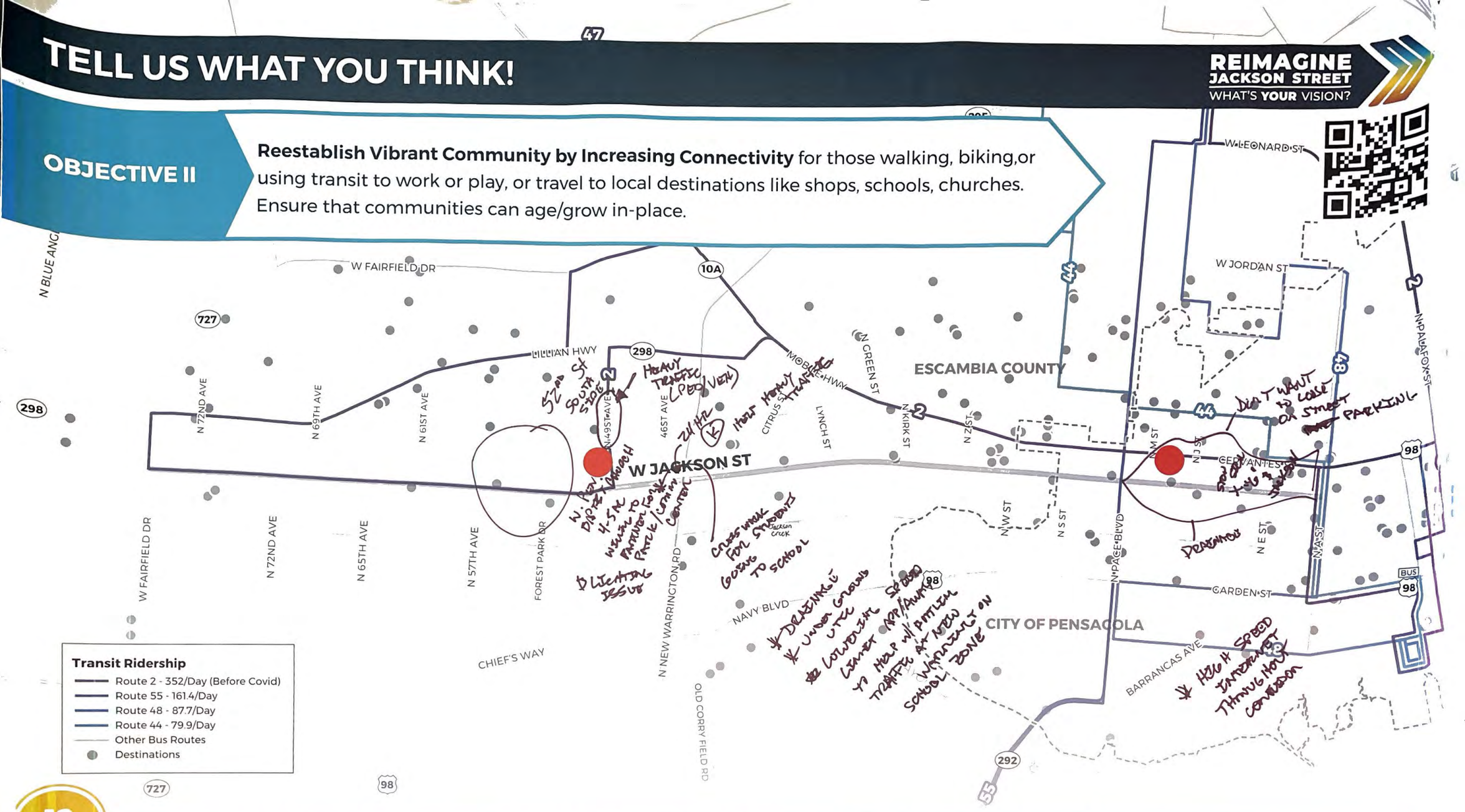
16 Do you want to add more tactics?

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

OBJECTIVE II

Reestablish Vibrant Community by Increasing Connectivity for those walking, biking,or using transit to work or play, or travel to local destinations like shops, schools, churches. Ensure that communities can age/grow in-place.



12

What are the destinations you would like to access easier by walking, biking, or using transit? *Place a dot on the map*

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

OBJECTIVE III

Create Safe and Accessible Mobility Opportunities for people of all ages and abilities.
Invest in healthy infrastructure that has co-benefits and enhances the natural environment.

19 Tactic 3A - Provide safe, accessible street infrastructure.

Rank by placing dots



a. Provide large sidewalk, without dedicated bike infrastructure



b. When right-of-way allows provide protected, separated bike infrastructure



c. When right-of-way allows, multi-use path shared by people walking and biking. Shared use paths are typically 10'-12' wide, sidewalks are 5' wide.

20 Tactic 3B - Invest in infrastructure that provide long-term co-benefits.



a. When possible, integrate infrastructure with co-benefits and reduced long-term cost. For example, swales, improve the run-off water quality.

b. Other ideas?

21 Do you want to add more tactics?

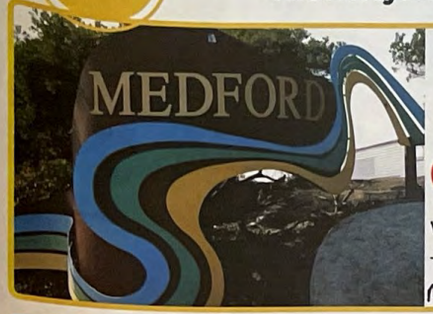
Preserve on street parking between A and Pace

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

OBJECTIVE I **Preserve Existing Diverse Communities, celebrate its 'international' identity.** Integrate recreational spaces for the community to gather or just hang-out.

8 Tactic 1A-Celebrate Community Identity. Rank by placing dots



a. Community Gateway Sign entering the community at A Street ●

What would it be called?
-Jackson St-Gateway to Center-City Downtown.
Might Inspire people to improve properties.



b. Preserve Historic Structures ● ● ● ●

Corner of G



c. Art in Public Spaces ●

- With Good Taste
- Art by Community Kids (supervised by someone who knows art)
- Art must be appropriate Tasteful

5 sisters Beaumont

9 Tactic 1B. Activate with Community Gathering Spaces. Rank by placing dots



a. Public-plaza, corner parks for hanging-out ● ● ●

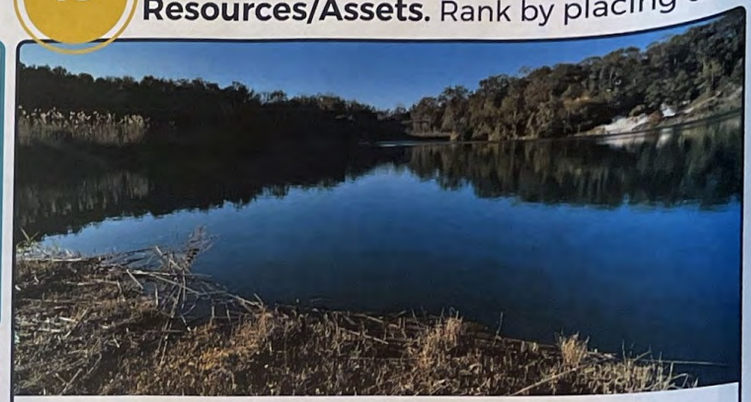


b. Flexible street for festivals ●



c. Public space for small events ● ●

10 Tactic 1C. Increase Access to Natural Resources/Assets. Rank by placing dots



a. Jackson Creek and the lakes
Myrtle Grove, Brownsville

Keys Cart - Will this get us
Need of Street - get water walkers
Park Area to access
Kayak, canoe

b. Perdido Bay via Blue Angel Parkway, West Escambia County

C. Others
Amenities, Picnic Tables, Parks

11 Do you want to add more tactics?

Parks for kids on Jackson St.

Plenty of HISTORY IN the NAME of JACKSON Street

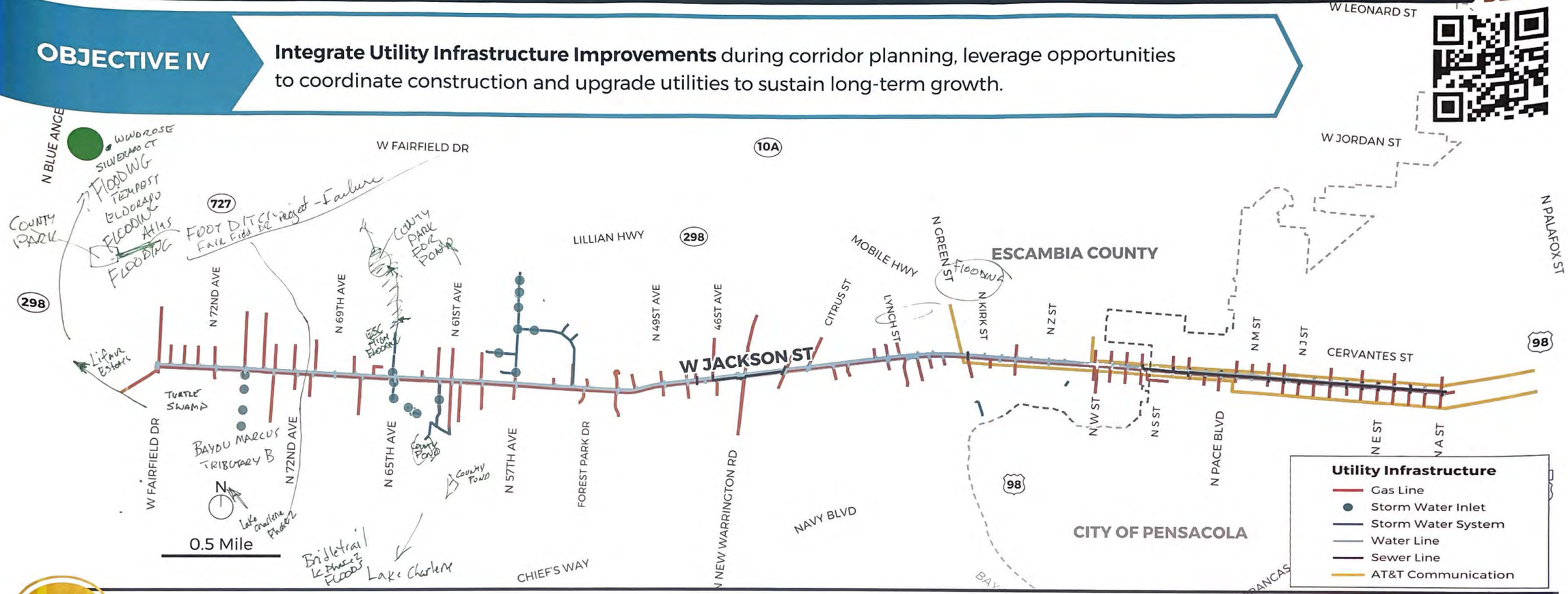
Laundry Mat up ●

TELL US WHAT YOU THINK!

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

OBJECTIVE IV

Integrate Utility Infrastructure Improvements during corridor planning, leverage opportunities to coordinate construction and upgrade utilities to sustain long-term growth.



22 **Tactic 4A - Invest in new utility infrastructure** like new fiber-optics and communications, convert septic system to sewer line,

23 **Tactic 4B - Upgrade existing infrastructure** like increase water capacity

24 **Tactic 4C - Underground utilities.** Under-grounding utility will eliminate posts from the right-of-way, providing room for other needs

25 Other Ideas?

D3:Community Meeting #1 Zoom Chat

17:25:38 From Jay Aber, WSP to Everyone:
Hi everyone! We'll begin in a few minutes. Thanks for coming!
17:26:30 From Flor Mason to Everyone:
¡Hola a todos! Empezaremos en unos minutos. ¡Gracias por venir!
17:34:44 From Jay Aber, WSP to Steff Hedenkamp, WSP(Direct Message):
Steff can you please put the menti link in the chat?
17:35:42 From Steff Hedenkamp, WSP to Everyone:
Please feel free to access our Menti survey tool here:
https://www.menti.com/or64q9vvxf
17:36:21 From Flor Mason to Everyone:
Siéntase libre de acceder a nuestra herramienta de encuestas Menti aquí:
https://www.menti.com/or64q9vvxf
17:40:32 From Flor Mason to Everyone:
Bienvenidos a la presentación de la reunión pública virtual de esta tarde para Reimagine Jackson Street What's Your Vision? Estamos felices de que esté presente y se haya unido a nosotros.
17:48:16 From Flor Mason to Everyone:
¿Cuáles son las tres palabras que describen qué es lo que más disfrutas de Jackson Street?
17:49:29 From Richard Loiselle to Everyone:
The neighborhoods, East-west bike/wlk connect
17:52:08 From Jay Aber, WSP to Everyone:
If any of you online have trouble accessing the Menti poll, please feel free to type your answers in the Zoom chat as well
17:52:33 From Flor Mason to Everyone:
¿Cuáles son las tres palabras que describen lo que más le gustaría cambiar en Jackson Street?
17:52:50 From Krissy Smith to Everyone:
Need lights (it is so dark on the road)
17:53:42 From Krissy Smith to Everyone:
Needs a community center
17:53:59 From Divabella75's Galaxy A50 to Everyone:
more parks
17:54:40 From Liz Antin, WSP to Steff Hedenkamp, WSP(Direct Message):
I can't enter anymore once I submitted. Can you add community center and parks?
17:55:00 From Steff Hedenkamp, WSP to Liz Antin, WSP(Direct Message):
I can't either :(
17:55:06 From Liz Antin, WSP to Steff Hedenkamp, WSP(Direct Message):
womp
17:55:09 From Flor Mason to Everyone:
Please feel free to access our Menti survey tool here:
https://www.menti.com/or64q9vvxf
And use code 5551 3606
No dude en acceder a nuestra herramienta de encuesta Menti aquí:https://www.menti.com/or64q9vvxf
y use codigo 5551 3606
17:56:04 From Rachel Johnson to Everyone:
parks lights saftey
18:04:50 From Chelsea Clayton to Everyone:

why are we stopping at A direct instead of going all the way to Palofox?
18:04:52 From Rachel Johnson to Everyone:
Is the plan to develop the top end of Jackson street in brownsville or all the way to the foot of jackson street in mrytle grove.
18:05:21 From Rachel Johnson to Everyone:
I am in myrtle grove
18:05:22 From Flor Mason to Everyone:
You can also use the QR Code on the screen to participate
También puede usar el Código QR en la pantalla para participar
18:05:32 From Richard Loiselle to Everyone:
More so on the eastern part
18:06:12 From Flor Mason to Everyone:
¿Con qué parte de la calle Jackson está más familiarizado?
18:07:28 From Rachel Johnson to Everyone:
ok thank you
18:08:29 From Chelsea Clayton to Everyone:
Driving down Jackson between Palofox and A, there are limited sidewalks and persons using mobility aids cannot travel safely
18:09:10 From Richard Loiselle to Everyone:
Do you have plans to make the busier roads easier to cross? Ex W Pace, N Warrington
18:09:35 From Rachel Johnson to Everyone:
Yes commissioner and we also need some development. It is almost a desert out here when we talk about shopping , outings, and parks
18:10:32 From Richard Loiselle to Everyone:
Sounds vague, but nice
18:10:36 From Flor Mason to Everyone:
¿Qué le gustaría agregar o editar? ¿Que nos falta?
18:11:17 From Barbara D'Amico to Everyone:
While maintaining the old Florida tree canopy.
18:11:33 From Rachel Johnson to Everyone:
Yes sir
18:11:52 From Cindy Lukehart eXp Realty 7274203628 to Everyone:
improvement of the homes in the community around the Jackson corridor. What about abandoned property and code violation property
18:17:28 From Jay Aber, WSP to Everyone:
Universal design! Great comment Chelsea
18:18:58 From Cindy Lukehart eXp Realty 7274203628 to Everyone:
tif the utilities aren't a great foundation the rest will not work
18:21:13 From Flor Mason to Everyone:
¿Cómo clasificaría usted estos objetivos en términos de importancia para el corredor?
18:21:17 From Richard Loiselle to Everyone:
I like your numbers, 1-4
18:22:08 From Richard Loiselle to Everyone:
If you get more people out and about safety usu improves too
18:23:56 From Flor Mason to Everyone:
Today's presentation is being recorded and will be available in the coming days on the project website at https://myescambia.com/open-government/projects/reimagine-jackson-street

18:24:04 From Rachel Johnson to Everyone:
Lights lights and more lights. It is dark down jackson
18:24:06 From Flor Mason to Everyone:
La presentación de hoy está siendo grabada y estará disponible en los próximos días en la página web del proyecto en https://myescambia.com/open-government/projects/reimagine-jackson-street
18:25:03 From Steff Hedenkamp, WSP to Everyone:
This presentation is being recorded and will be available on the project website at a later time. https://myescambia.com/open-government/projects/reimagine-jackson-street
18:25:37 From Cindy Lukehart eXp Realty 7274203628 to Everyone:
look at how St Pete Florida made it work
18:27:02 From Richard Loiselle to Everyone:
3, 2, 4, 1
18:27:57 From Flor Mason to Everyone:
Táctica n.º 1A: celebrar la comunidad. Clasifique las estrategias en orden de preferencia.
18:27:57 From Felicia A Anderson to Steff Hedenkamp, WSP(Direct Message):
honestly we own 3 properties on w Jackson and we are looking at over a million to build hosuing and we are just one family there are so many structures tht need upgrading and rebuilding that any of these tactic would work better when the homes look better
18:28:43 From Steff Hedenkamp, WSP to Felicia A Anderson(Direct Message):
Did you mean to only share with me? Or would you like to reshare with everyone?
18:28:53 From Rachel Johnson to Everyone:
a good clean up
18:29:00 From Cindy Lukehart to Everyone:
Safety Harbor FL is a great community to watch too
18:30:09 From Felicia A Anderson to Steff Hedenkamp, WSP(Direct Message):
I was on purpose
18:30:21 From Steff Hedenkamp, WSP to Felicia A Anderson(Direct Message):
Oh! Perfect, thank you very much.
18:30:33 From Felicia A Anderson to Steff Hedenkamp, WSP(Direct Message):
use how you choose
18:30:37 From Steff Hedenkamp, WSP to Felicia A Anderson(Direct Message):
I appreciate your comment very much.
18:30:42 From Krissy Smith to Everyone:
We allow neighborhood kids to play basketball in our church parking lot. Would be happy to talk to someone regarding selling property there for Community Center or Park, etc.
18:30:45 From Flor Mason to Everyone:
Táctica 1B: activar espacios de reunión comunitarios. Clasifique las estrategias en orden de preferencia.
18:30:48 From Rachel Johnson to Everyone:
no not well known. there is a big lack. I think they would be utilized if they were walkable and well planned
18:30:49 From Cindy Lukehart to Everyone:
places fo rcommunity musicians in the park like settings
18:30:51 From Melinda Jones to Everyone:

concerns with how to protect public spaces from vandals, panhandlers, crime, etc
18:33:47 From Flor Mason to Everyone:
¿Dónde le gusta reunirse o pasar el rato? Ponga un punto en el mapa.
18:34:01 From Felicia A Anderson to Everyone:
there is a great area near the old presbyterian church not sure of the cross street
18:34:26 From Rachel Johnson to Everyone:
corner of lillian and fairfield. The old ymca site
18:34:37 From Kelli Taylor to Everyone:
There is no where to really gather in places. When was the last festival on this side of town? I am on the West end of Jackson. on 77th.
18:35:09 From Richard Loiselle to Everyone:
Anywhere with the right mix of business and public space
18:35:25 From Rachel Johnson to Everyone:
There is a park on 77th there is not anything there but a sign
18:35:57 From Kelli Taylor to Everyone:
No one uses it on 77th. It really is overgrown most of the time
18:37:07 From Rachel Johnson to Everyone:
can up explain it again?
18:37:42 From Flor Mason to Everyone:
¿A qué bienes naturales o destinos le gustaría acceder?
18:40:15 From Felicia A Anderson to Everyone:
2C
18:41:34 From Flor Mason to Everyone:
¿Cuáles son los destinos a los que le gustaría acceder más fácilmente a pie, en bicicleta o utilizando el transporte público?
18:41:48 From Felicia A Anderson to Everyone:
Saigon market
18:42:27 From troy lerch to Everyone:
all
18:42:35 From Richard Loiselle to Everyone:
Jackson St provides access to Mobile Hwy too
18:42:39 From Barbara D'Amico to Everyone:
I would like to bike from Fairfield to the eastern side of Jackson.
18:43:05 From Rachel Johnson to Everyone:
yes bike path from one end to the next would be nice
18:43:27 From Rachel Johnson to Everyone:
some kind of grocery store too on the very far west side
18:44:27 From Barbara D'Amico to Everyone:
4, 5, 3, to friends further east on Jackson.
18:44:54 From Flor Mason to Everyone:
Táctica 2A: proporcionar un acceso de transporte alternativo seguro a los destinos. Clasifique las estrategias en orden de preferencia.
18:46:13 From Flor Mason to Everyone:
For more information about the project, you can visit the project webpage at: https://myescambia.com/open-government/projects/reimagine-jackson-street
Para obtener más información sobre el proyecto, puede visitar la página web del proyecto y haga clic en Español: https://myescambia.com/open-government/projects/reimagine-jackson-street

18:47:06 From Steff Hedenkamp, WSP to Everyone:
Feel free to follow the project on Facebook too.
18:47:07 From Steff Hedenkamp, WSP to Everyone:
https://www.facebook.com/ReimagineJacksonStreet
18:47:18 From Rachel Johnson to Everyone:
lol
18:47:35 From Richard Loiselle to Everyone:
Walking/bike, buses, on demand, trollies, other
18:47:52 From Barbara D'Amico to Everyone:
Walking, biking, ECAT buses, trolleys, on demand shuttles
18:47:57 From Flor Mason to Everyone:
Táctica 1B: admite varias opciones de movilidad. Clasifique las estrategias en orden de preferencia.
18:48:18 From Kelli Taylor to Everyone:
I think safety first. Then clean up.
18:48:56 From Kelli Taylor to Everyone:
No sidewalks is a huge problem.
18:49:24 From Flor Mason to Everyone:
Follow the project on Facebook https://www.facebook.com/ReimagineJacksonStreet
Siga el proyecto en Facebook https://www.facebook.com/ReimagineJacksonStreet
18:49:43 From Rachel Johnson to Everyone:
We should look into mixed use housing were there are mixed incomes living like fairfax county
18:49:43 From Felicia A Anderson to Everyone:
Duplex and ADUs
18:49:56 From Cindy Lukehart to Everyone:
Condos with NO monthly fees. Senior centers great. affordable housing NOT APARTMENTS
18:50:27 From Richard Loiselle to Everyone:
Add dwelling, affordable, apartments, senior centers
18:50:34 From Barbara D'Amico to Everyone:
Affordable housing, mixed usage, condos apts, senior housing
18:50:58 From Flor Mason to Everyone:
Táctica 1C: apoyar el envejecimiento en el lugar y la asequibilidad de la vivienda. Clasifique las estrategias en orden de preferencia.
18:51:11 From Cindy Lukehart to Everyone:
townhomes are difficult as we age
18:51:29 From Flor Mason to Everyone:
Correction: Táctica 2C: apoyar el envejecimiento en el lugar y la asequibilidad de la vivienda. Clasifique las estrategias en orden de preferencia.
18:52:18 From Flor Mason to Everyone:
Today's presentation is being recorded and will be available in the coming days on the project website at https://myescambia.com/open-government/projects/reimagine-jackson-street
La presentación de hoy está siendo grabada y estará disponible en los próximos días en la página web del proyecto en https://myescambia.com/open-government/projects/reimagine-jackson-street
18:53:25 From Richard Loiselle to Everyone:

Most all of Jackson st is not people friendly
18:53:28 From Flor Mason to Everyone:
¿En qué parte de la calle Jackson se siente inseguro al caminar, andar en bicicleta o manejar?
18:53:31 From Barbara D'Amico to Everyone:
Fairfield to New Warrington
18:53:43 From Rachel Johnson to Everyone:
yes between fairfield and new warrington.
18:53:44 From Kelli Taylor to Everyone:
New Warrington Rd to Fairfield has no sidewalks on Jackson St
18:53:45 From Cindy Lukehart to Everyone:
LIGHTING AND pedestrian education on the traffic laws
18:53:47 From troy lerch to Everyone:
most
18:54:14 From Rachel Johnson to Everyone:
at the hill almost to the end of jackson people see how fast they can go over the hill or down it
18:54:43 From Kelli Taylor to Everyone:
Scared to drive on Jackson from New Warrington to Jackson during school bus hours. I worry about children getting hit on their way home.
18:55:17 From Flor Mason to Everyone:
¿Cuáles son los problemas de seguridad a lo largo de Jackson Street?
18:55:26 From Richard Loiselle to Everyone:
Infrastructure for walk/bike, speeding, cut thu
18:55:30 From Cindy Lukehart to Everyone:
ROund abouts will slow some of it a bit better than traffic light. No need to replace the lights etc after a hurricane
18:55:37 From Rachel Johnson to Everyone:
lights again can't see
18:56:55 From Richard Loiselle to Everyone:
2, 3, 1
18:57:07 From Cindy Lukehart to Everyone:
Jay how do we reach you ?
18:57:26 From Jay Aber, WSP to Everyone:
jay.aber@wsp.com
18:57:50 From Flor Mason to Everyone:
Táctica 3A - Proporcionar infraestructura vial segura y accesible.
clasifique las estrategias en orden de preferencia.
18:57:56 From Felicia A Anderson to Everyone:
2,1,3,4
18:57:58 From Richard Loiselle to Everyone:
Protect bike, side walk, trails
18:58:22 From Barbara D'Amico to Everyone:
walking path to complement the street features beside bike path… less concrete for walkers
18:59:06 From Flor Mason to Everyone:
For more information about the project, you can visit the project webpage at: https://myescambia.com/open-government/projects/reimagine-jackson-street
Para obtener más información sobre el proyecto, puede visitar la página web del proyecto y haga clic en Español:

https://myescambia.com/open-government/projects/reimagine-jackson-street
18:59:17 From Flor Mason to Everyone:
Follow the project on Facebook
https://www.facebook.com/ReimagineJacksonStreet
Siga el proyecto en Facebook
https://www.facebook.com/ReimagineJacksonStreet
18:59:36 From Barbara D'Amico to Everyone:
Free broadband
19:00:05 From Richard Loiselle to Everyone:
Not sure, cost benefit?
19:00:23 From Flor Mason to Everyone:
¿Qué le gustaría agregar o editar? ¿Que nos falta?
19:00:26 From Felicia A Anderson to Everyone:
fiber optics borad band/
19:00:44 From Rachel Johnson to Everyone:
infastructure
19:00:59 From Flor Mason to Everyone:
Thank you for your presence at the virtual public meeting this evening. For more information about the project, you can visit the project webpage at https://myescambia.com/open-government/projects/reimagine-jackson-street
Gracias por su presencia en la reunión publica virtual esta tarde. Para obtener más información sobre el proyecto, puede visitar la página web del proyecto en: https://myescambia.com/open-government/projects/reimagine-jackson-street
19:01:19 From Barbara D'Amico to Everyone:
great job to the team
19:01:28 From Barbara D'Amico to Everyone:
Thank you
19:01:30 From Cindy Lukehart to Everyone:
THank you LOVE this version!!!
19:01:46 From Kelli Taylor to Everyone:
Thanks so much. I feel like I have been heard tonight.
19:02:21 From Felicia A Anderson to Everyone:
thank you
19:03:37 From Rachel Johnson to Everyone:
thank you. Good night

D4: Community Meeting #2 Presentation

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REIMAGINE Jackson Street

Public Workshop #2

May 24, 2022

Good to know

- 'Menti' platform will be used during this presentation for interaction.
  - access using **QR Code**
  - go to **menti.com** type in **3941 3134**
  - go to **https://www.menti.com/dvg9otiqvi**

- In-person attendees, please hold your questions until the discussion portion, the second half of this meeting.

- Online attendees will remain **muted** for the first part. At that time, please use the "Chat" icon on your Zoom panel to ask questions.

- If you need Spanish translation, please chat with a staff member.

Please note that this meeting is recorded.
By participating you consent to being recorded.

Today's Agenda

1 Introductions

2 What We Heard

3 Summary of our Analysis, Interactive Workshop

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REIMAGINE JACKSON STREET

GOAL:

Develop an inclusive vision,
an implementable master plan
based on community input.

GUIDING VALUE:

Capture diverse views by **providing opportunities** for varied voices to be heard.

WHAT IS YOUR VISION?

Share improvement options &

Listen to the community

on expected improvements along Jackson Street.

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Jackson Street Project Phases

Community Vision & Implementation Master Plan	Allocate/Apply for Funding	Engineering Design	Construction
Phase 1 Year 2022	**Phase 2** Estimated Year 2023	To be determined	To be determined

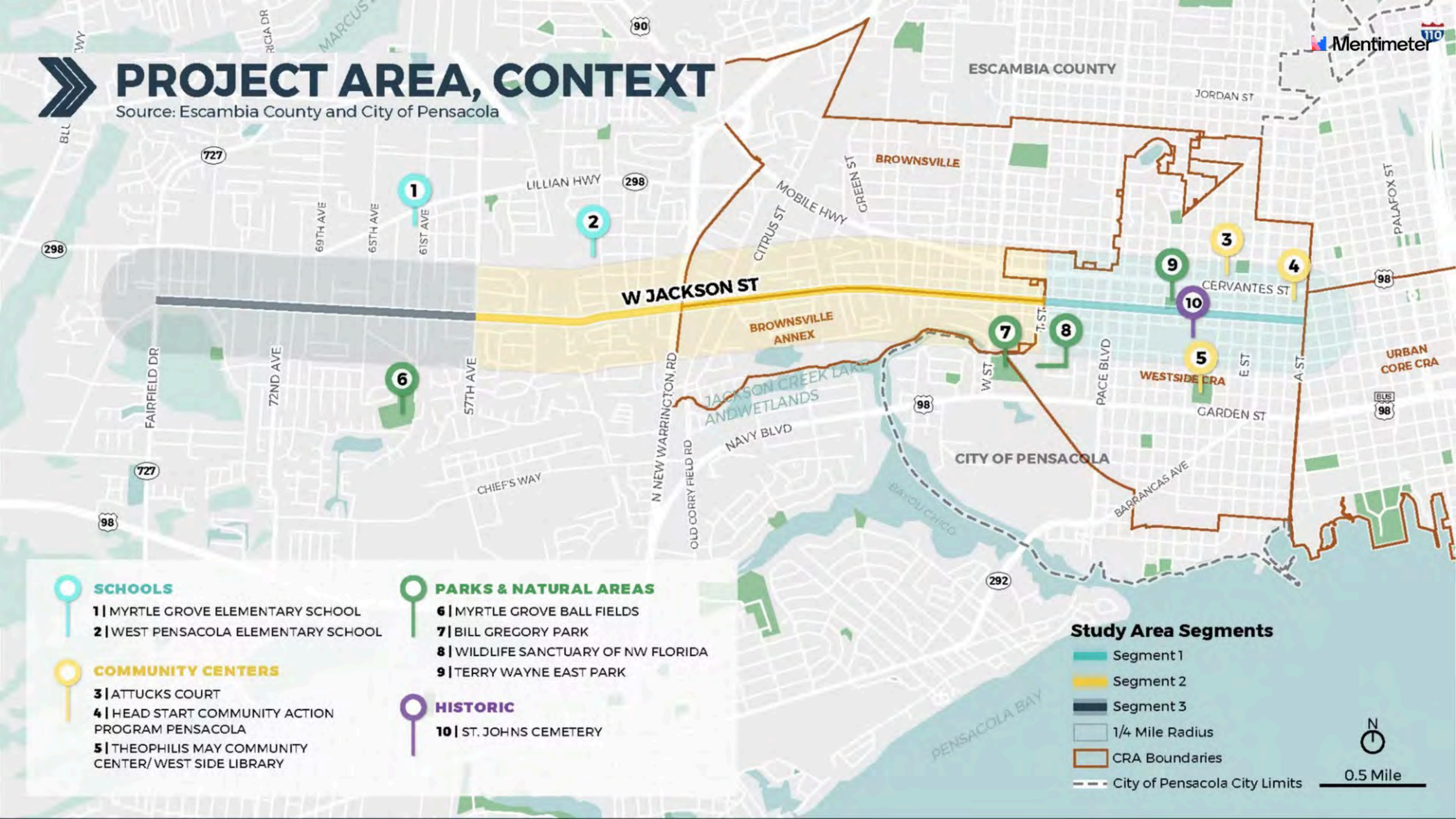
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Steps for Master Planning



PROJECT AREA, CONTEXT

Source: Escambia County and City of Pensacola



SCHOOLS

1 | MYRTLE GROVE ELEMENTARY SCHOOL

2 | WEST PENSACOLA ELEMENTARY SCHOOL

COMMUNITY CENTERS

3 | ATTUCKS COURT

4 | HEAD START COMMUNITY ACTION PROGRAM PENSACOLA

5 | THEOPHILIS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY

PARKS & NATURAL AREAS

6 | MYRTLE GROVE BALL FIELDS

7 | BILL GREGORY PARK

8 | WILDLIFE SANCTUARY OF NW FLORIDA

9 | TERRY WAYNE EAST PARK

HISTORIC

10 | ST. JOHNS CEMETERY

Study Area Segments

- Segment 1
- Segment 2
- Segment 3
- 1/4 Mile Radius
- CRA Boundaries
- City of Pensacola City Limits

N

0.5 Mile

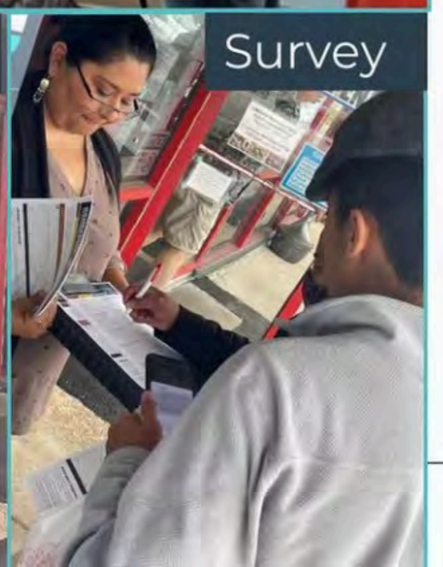
Community Engagement so far





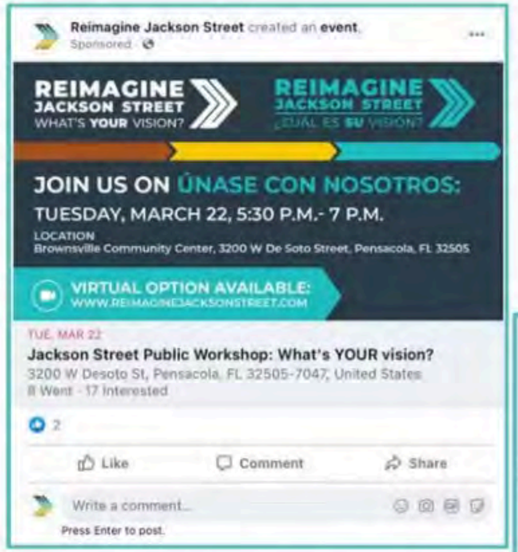


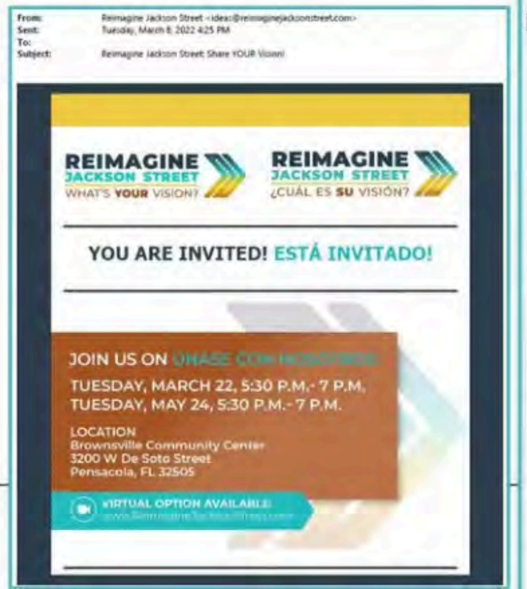




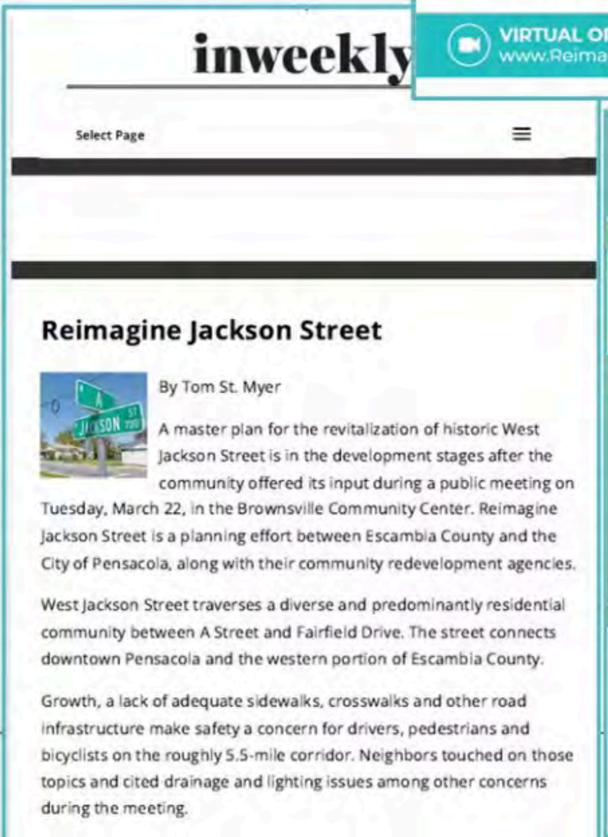
Communication Methods

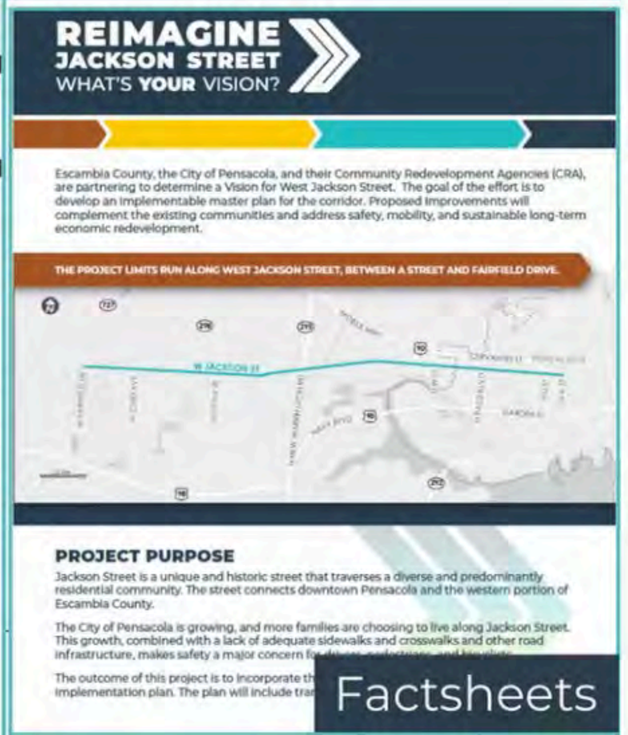
- Postcards
- Social Media
- E-mails
- Earned











REIMAGINE JACKSON STREET

Factsheets

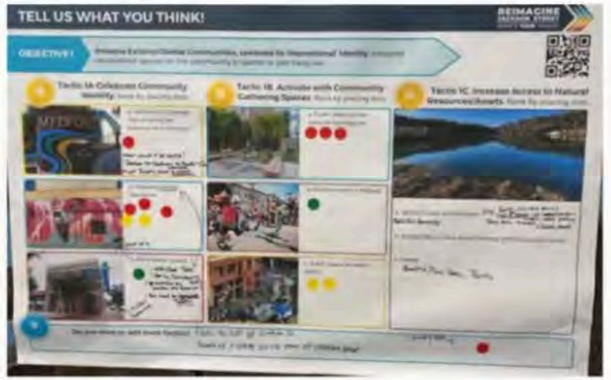
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What we heard

List of Community's Needs and Desires collected on various forums

Public Workshop #1

Over 60 people in-person, 20 online



Survey

300 people responded online,
30 people at pop-ups



Full Survey response is on www.ReimagineJacksonStreet.com

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Your Top Priorities were

1. Safe, Accessible Mobility Opportunities
2. Celebrate, Preserve Community Identity
3. Increase Access to Parks and Open Spaces

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1. Safe, Accessible Mobility Opportunities

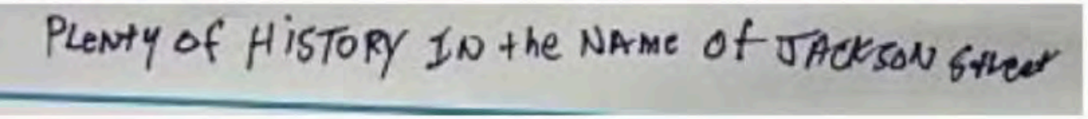




Separated bike facilities (with green stormwater co-benefits)

2. Celebrate, Preserve Community Identity



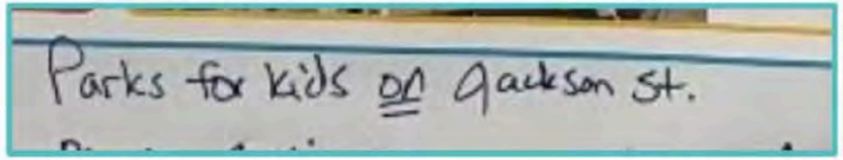




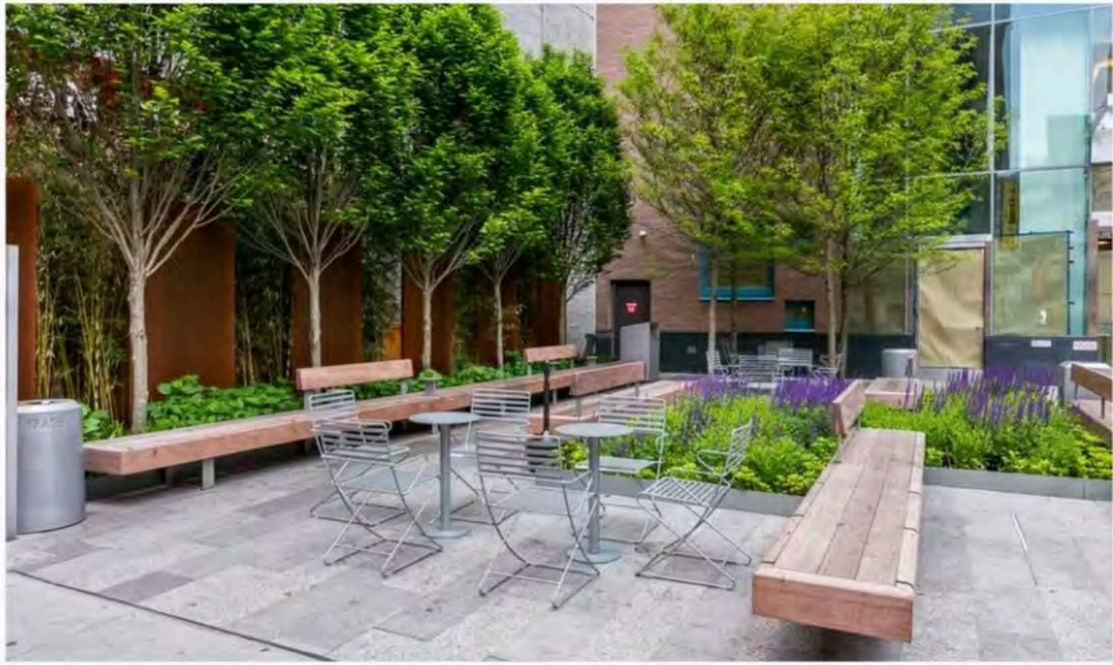


- **Preserve Historic Structures**
- **'Tasteful' Art in Community Space**

3. Increase Access to Parks and Open Spaces





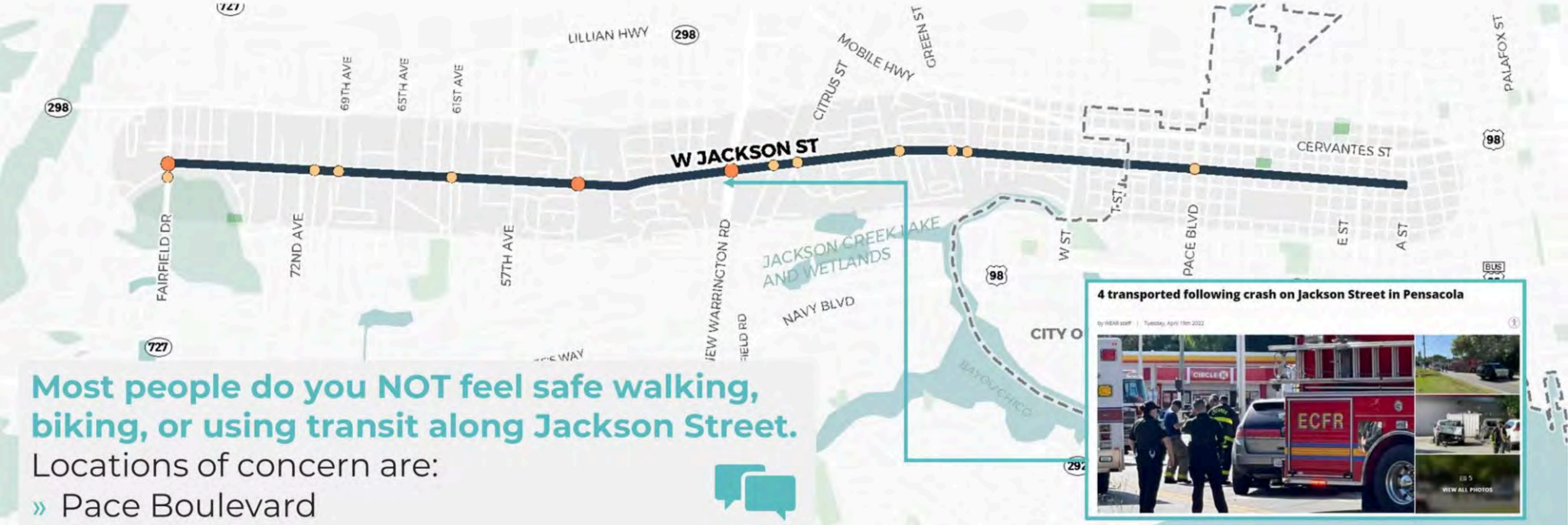




- **Preserve Historic Structures**
- **‘Tasteful’ Art in Community Space**

1. Safe, Accessible Mobility

Current State of Safety



Most people do you NOT feel safe walking, biking, or using transit along Jackson Street.

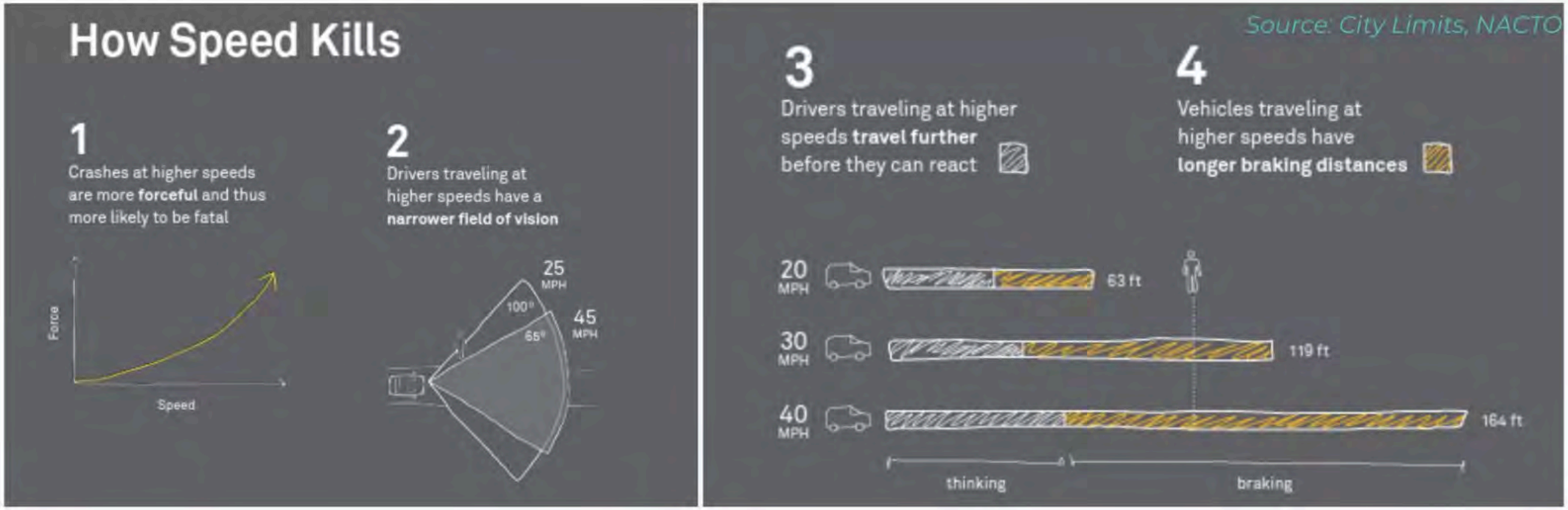
Locations of concern are:

- Pace Boulevard
- New Warrington
- Fairfield
- 57th Street
- A Street

Challenge #1: Operating Speed & Posted Speed Limit

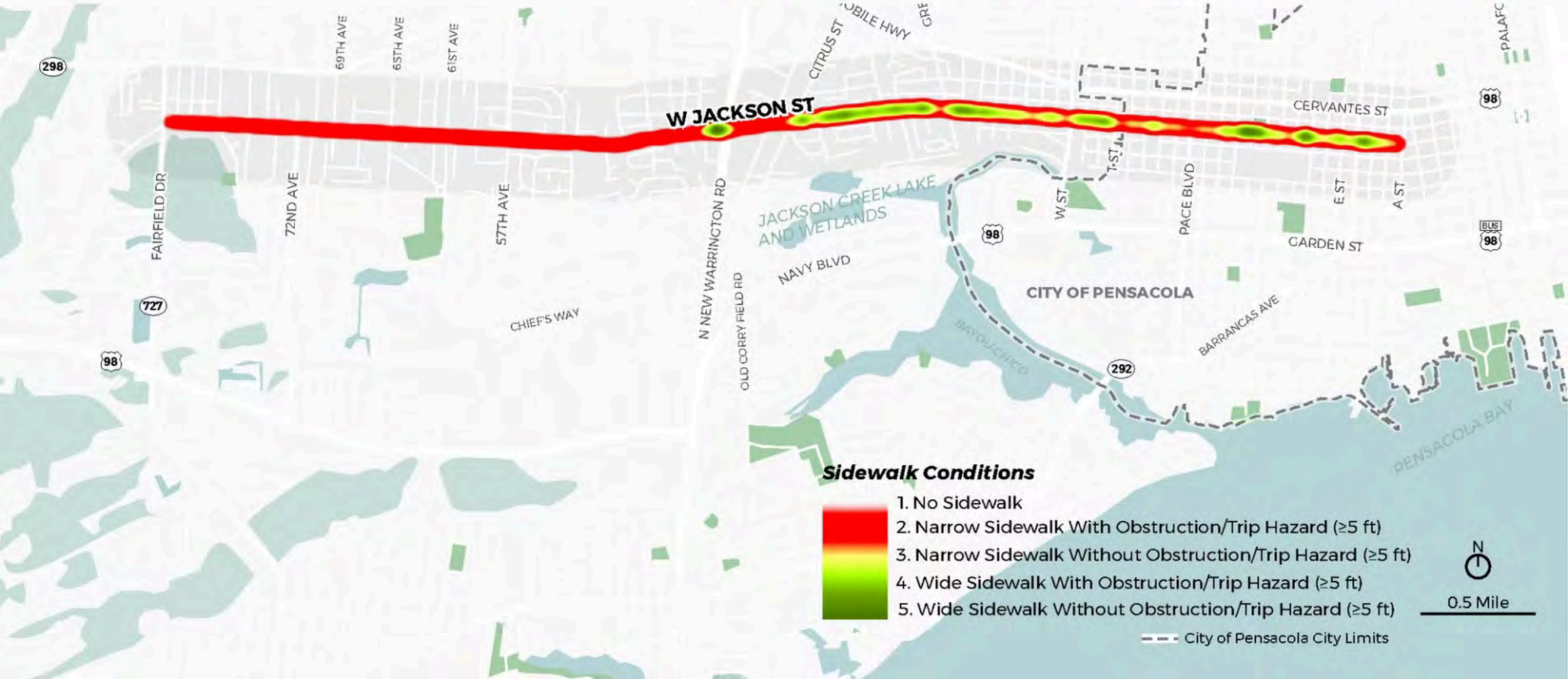
Most drivers travelled 10 to 20mph over posted speed limit

Residents recognize speed is an issue

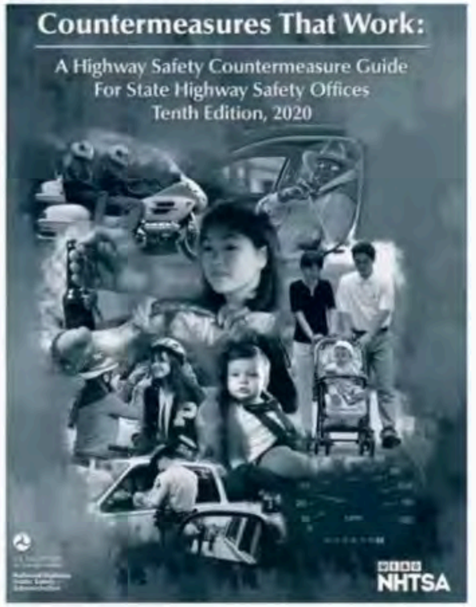


Challenge #2: Lack of sidewalks, safe crossings, dedicated bike facilities

57% would like dedicated bike facilities



Recommendations are based on Proven Countermeasures for Safety



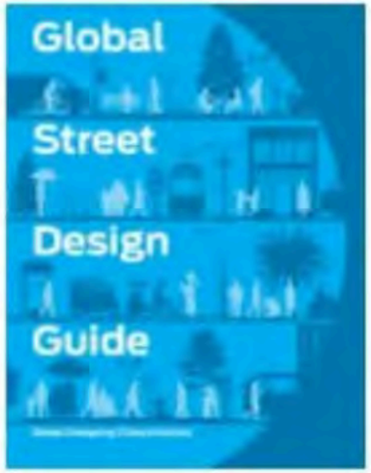
Sources:

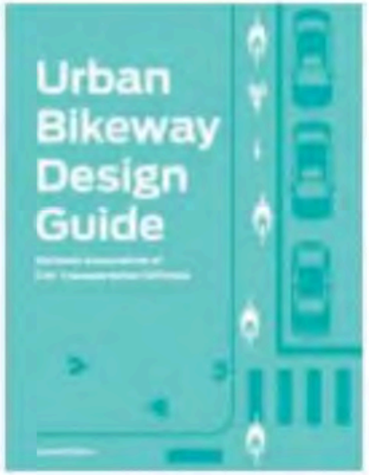
Countermeasures That Work, NHTSA, US DOT
https://www.nhtsa.gov/

National Association of City Transportation Officials (NACTO)
https://nacto.org/

Crash Modification Factors Clearinghouse
https://www.cmfclearinghouse.org/







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Traffic Recommendations

Traffic operations are unlikely to be significantly impacted with future growth. Also, impact of potential one-way along Cervantes St showed minimal to no impact.

Jackson Street can remain a 2-lane road for foreseeable future. But, **address vehicle speed, people's safety, community livability.**

Implement safety and traffic calming measures

1. **Throughout Corridor**
   - Reduce posted speed limit

2. **At intersections**
   - Fairfield Drive, New Warrington Road, Old Corry Field Road, 57th Ave, and 65th Ave.

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2. Celebrate Community Identity

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Vulnerability for Unintended Consequences

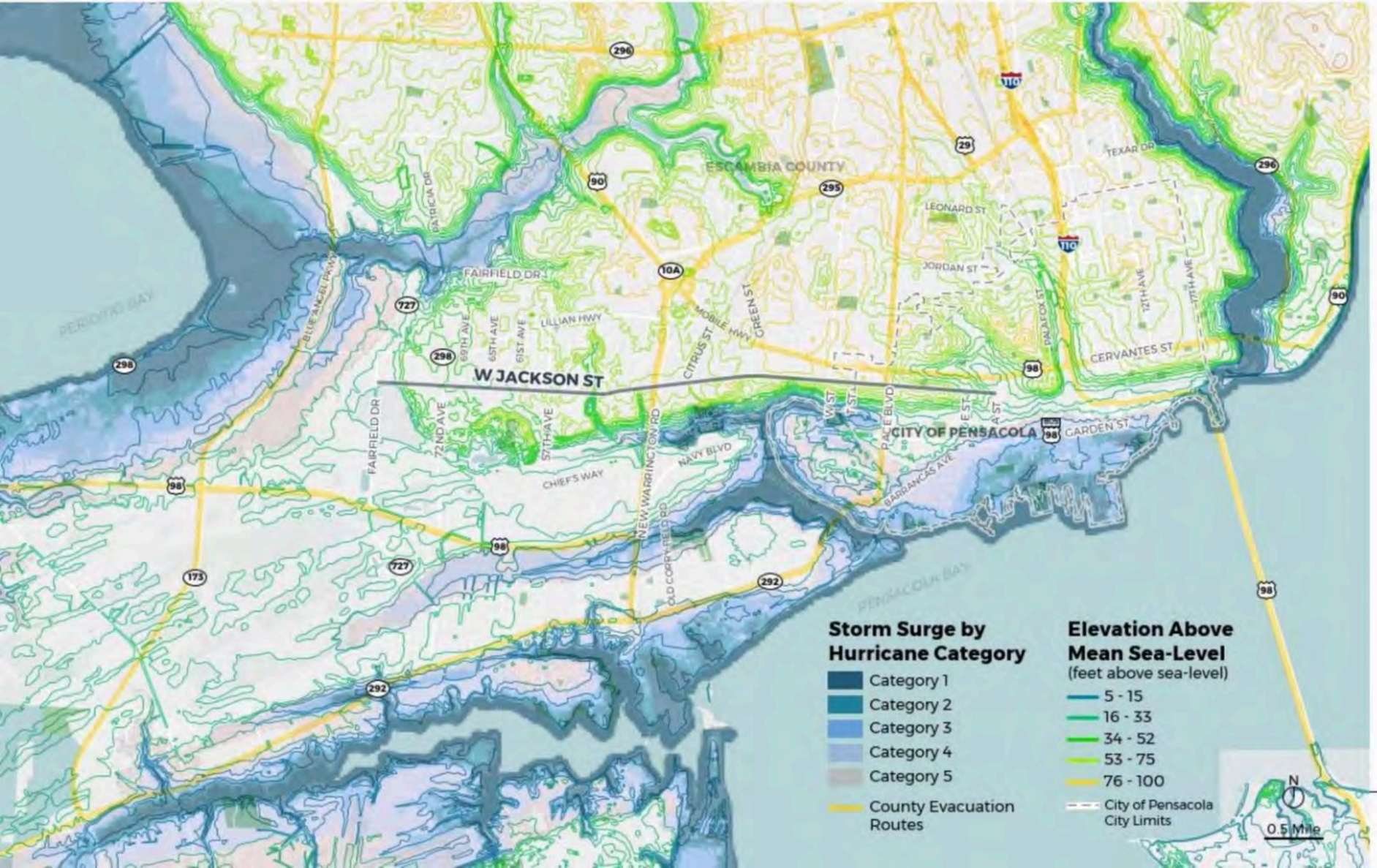
Gentrification is defined by the Urban Displacement Project as:

"a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in – as well as demographic change – not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents."

Risk factors that may increase displacement:

1. Jackson Street Improvements
2. Market-induced pressures
3. Climate Change-induced pressures

Climate Change-Induced Displacement



Climate Change impacts will influence property values. Over time, the impacts will result in some properties more valuable and others less valuable, thereby displacing people.

On the Jackson Street corridor, influencing factors are:

- Regional current/future flood risk
- Elevation of the corridor

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Climate Change-Induced Displacement

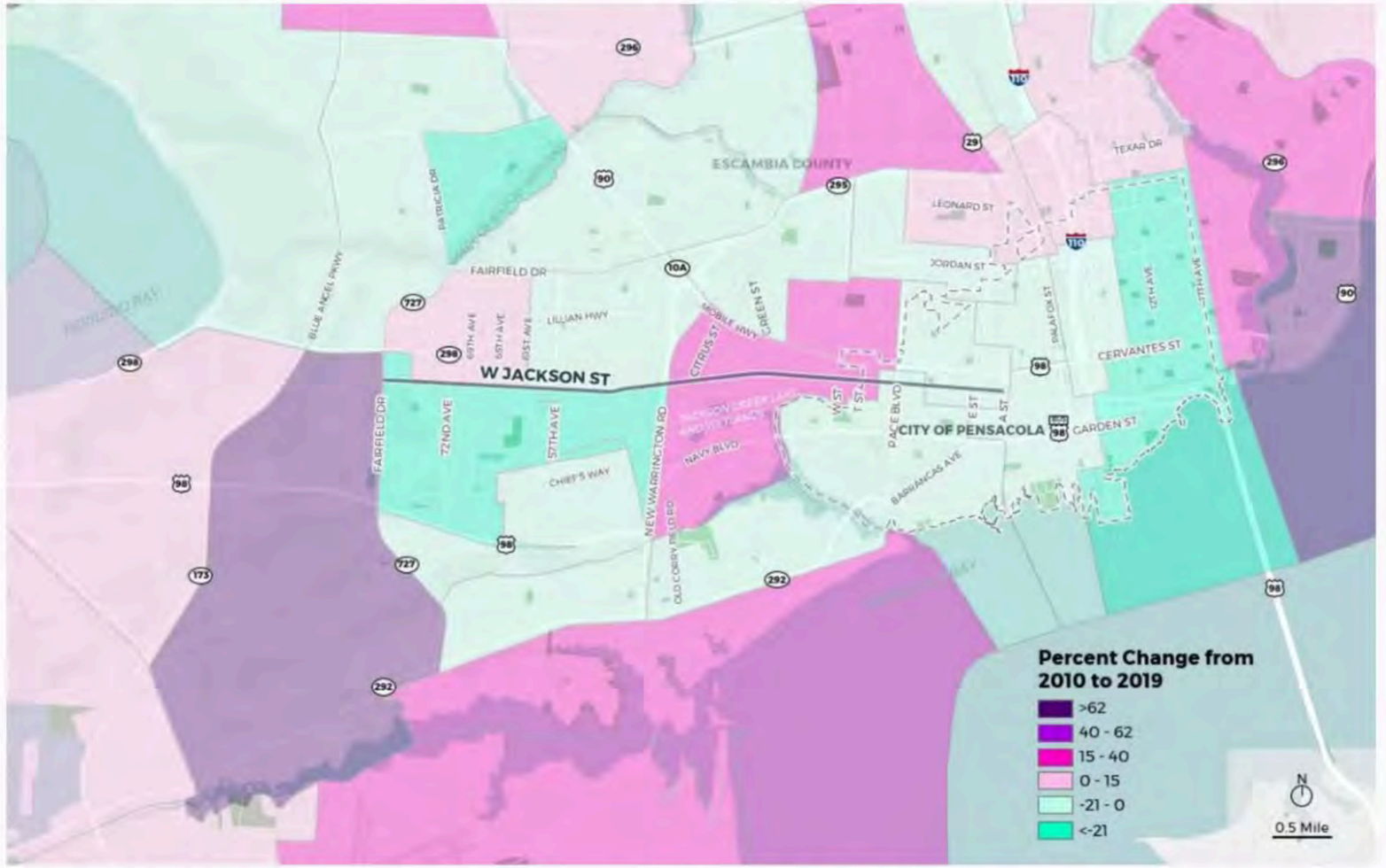
Gentrification/displacement risk in the eastern area of the corridor, where:

- Rents are up,
- Incomes are up, and
- The percentage of minority residents is down

This could be due to:

- Natural demographic changes
- New renters paying more than long-term residents
- New wealthier, non-minority residents moving in, leading to displacement

Climate change risk may exacerbate these changes.



Percentage change in minority population from 2010 to 2019

Sensitivity to Displacement/Gentrification

Mitigation using Policy

Mitigating displacement: Some of the below programs already exist through CRAs / state

- Build and preserve affordable housing
- Community land trusts
- Homeownership programs and housing advocates
- Property tax relief and rent subsidies

Mitigating cultural change / lost history:

- Creation of cultural acknowledgements
- Funding for art spaces, community spaces, or historic preservation

Mitigation using Proactive Efforts

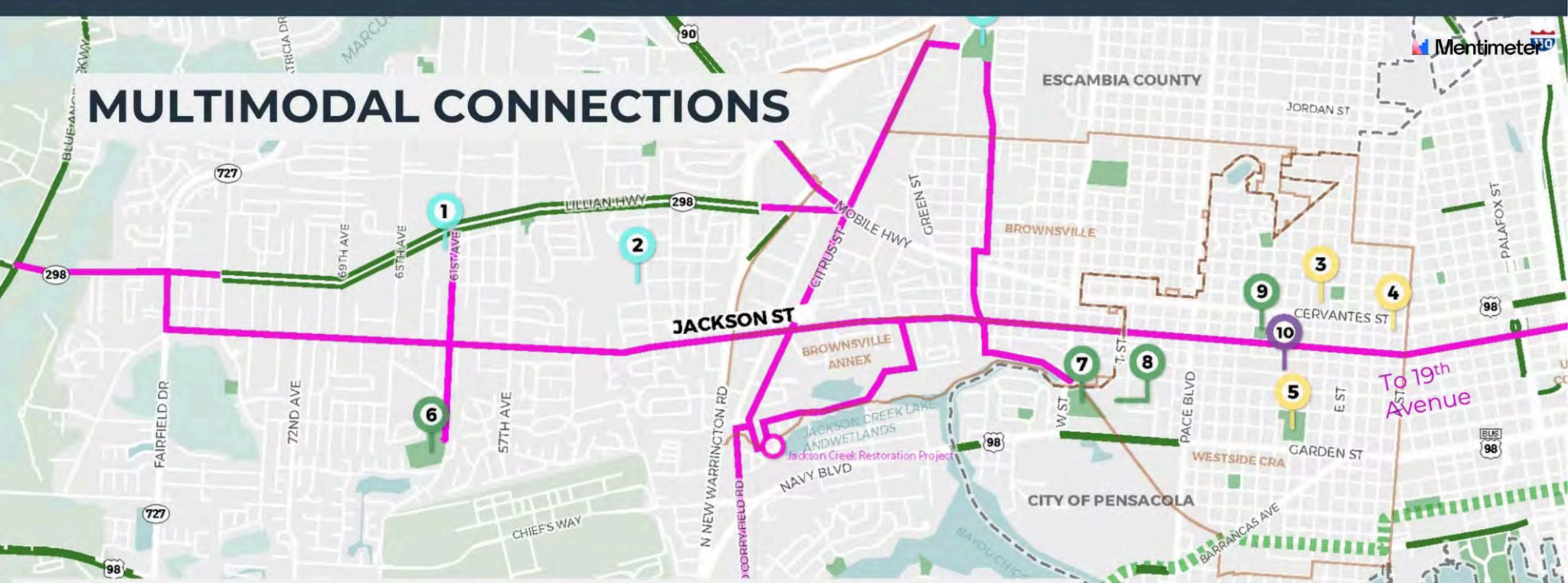
Implementing affordable housing construction for City & County CRAs:

1) Partner with faith-based not-for-profit development partners
2) Identify and engage Florida-active affordable multi-family housing developers

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3. Increase Access to Parks, Open Spaces

MULTIMODAL CONNECTIONS



76% would like near-by access to more open spaces like parks, public plazas

SCHOOLS
1 | MYRTLE GROVE ELEMENTARY SCHOOL
2 | WEST PENSACOLA ELEMENTARY SCHOOL
11 | OAKCREST ELEMENTARY SCHOOL

COMMUNITY CENTERS
3 | ATTUCKS COURT
4 | HEAD START COMMUNITY ACTION PROGRAM PENSACOLA
5 | THEOPHILIS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY

PARKS & NATURAL AREAS
6 | MYRTLE GROVE BALL FIELDS
7 | BILL GREGORY PARK
8 | WILDLIFE SANCTUARY OF NW FLORIDA
9 | TERRY WAYNE EAST PARK

HISTORIC
10 | ST. JOHNS CEMETERY

Multimodal Connections
- Bike Lane
- Proposed Bike Lanes
- Proposed Florida Greenways
- Park and Open Space
- City of Pensacola City Limits
- Proposed Projects/ Connections

N

0.5 Mile

Public Spaces along Jackson Street

- Allocate urban public spaces along the corridor using setbacks at intersections.

- Coordinate with City, County Park & Recreation Depts to evaluate potential to carve out active spaces within existing sports fields.

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Interactive Workshop

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Recommendation: Implement safety and traffic calming measures at intersections and throughout the entire corridor

Consider that unintended consequences when using unproven measures.

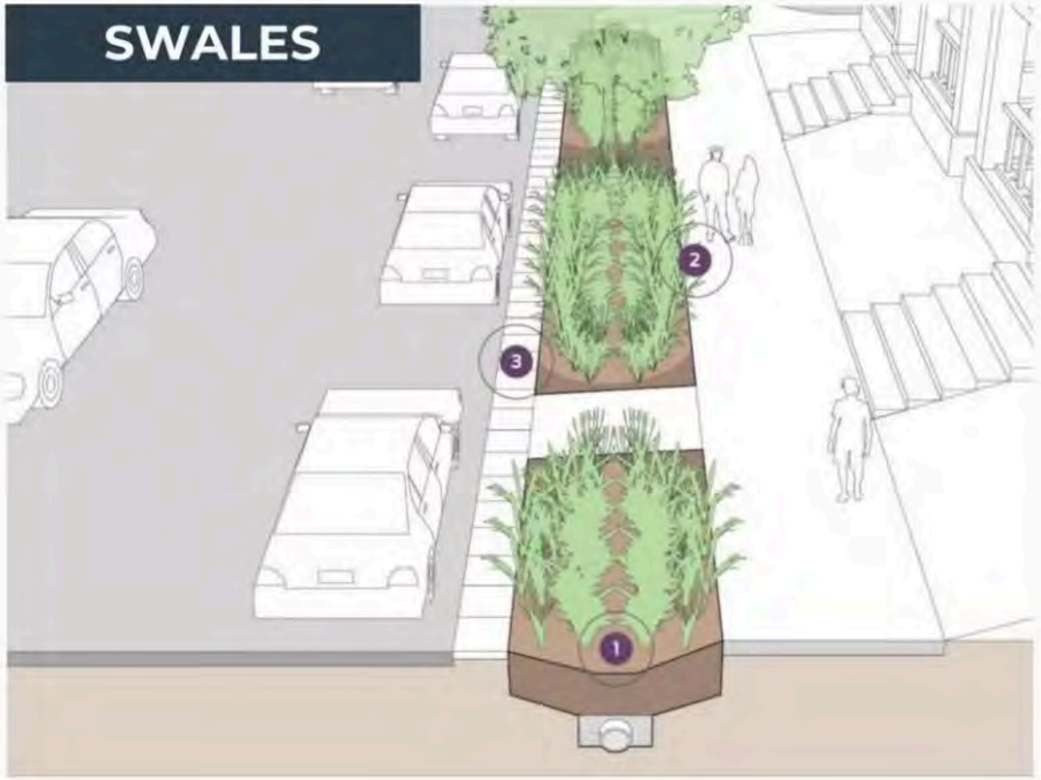
For example, enforcement is an ineffective countermeasure but negatively impacts communities of color

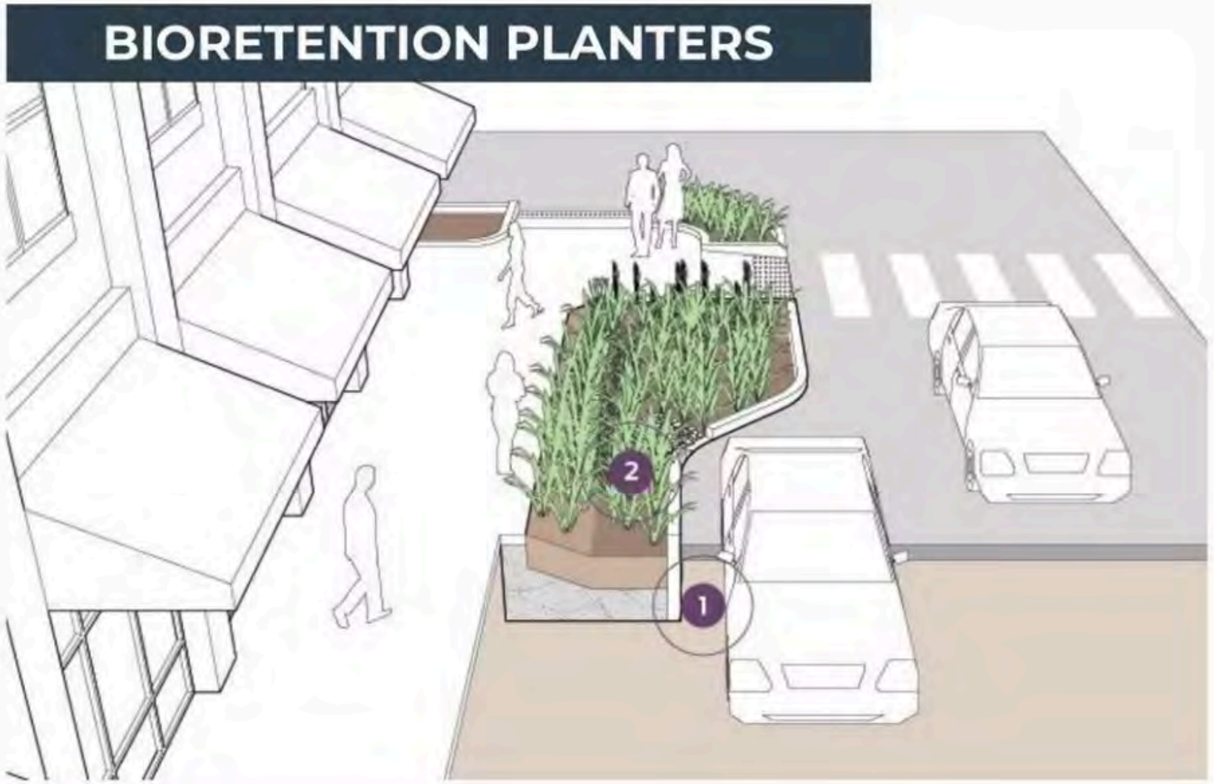
The recommendations presented are based on proven countermeasures for safety & provide co-benefits.

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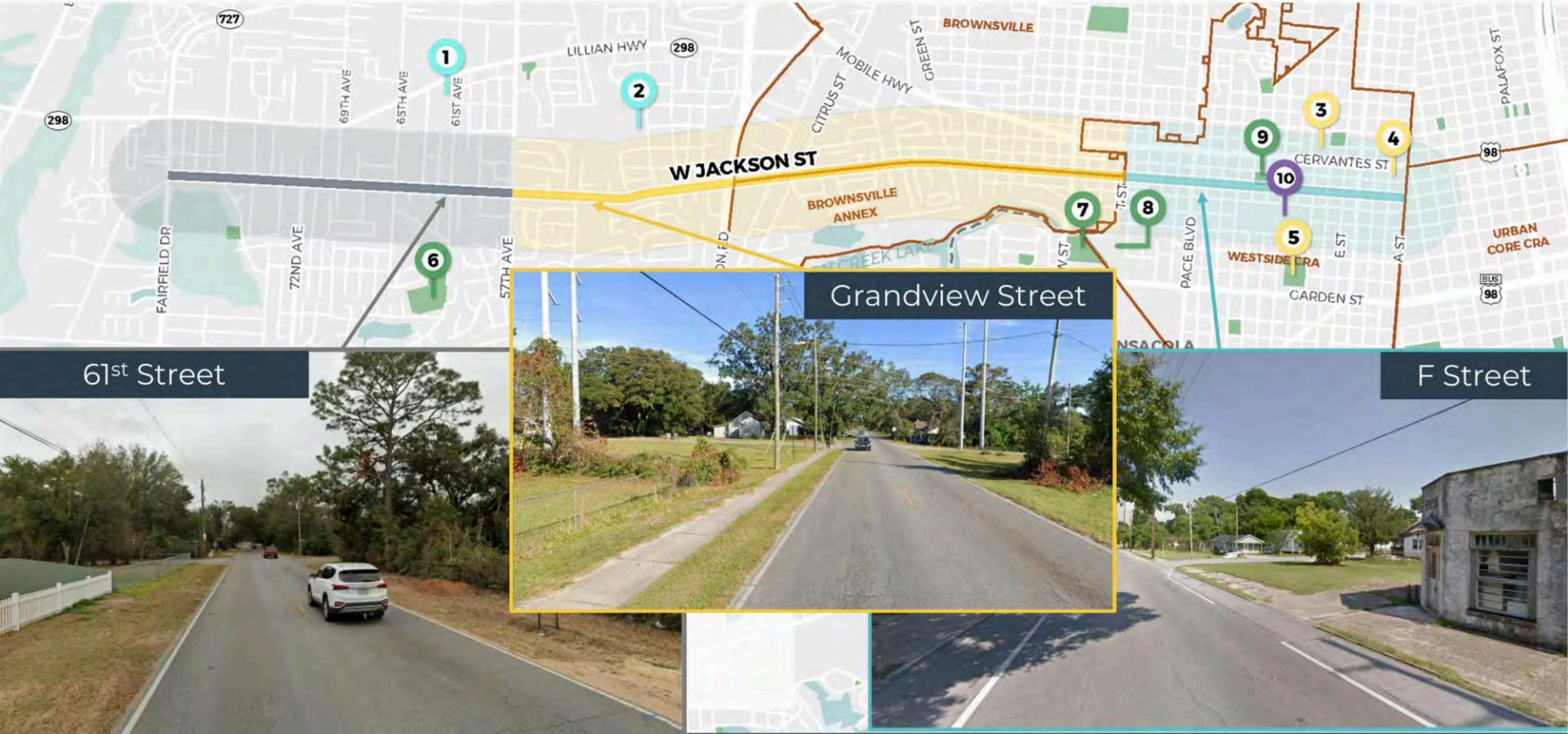
Street improvements will provide co-benefits

1. Increases stormwater quality
2. Provides buffer between vehicle and people walking, biking
3. Provides shade
4. Provides habitat for native plants and trees





Before- After Simulations



F Street
Option A



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F Street
Option B



F Street
Option (C)



What do you think?



Option A

- Love it! ☐
- Neutral ☐
- Dislike ☐



Option B

- Love it! ☐
- Neutral ☐
- Dislike ☐

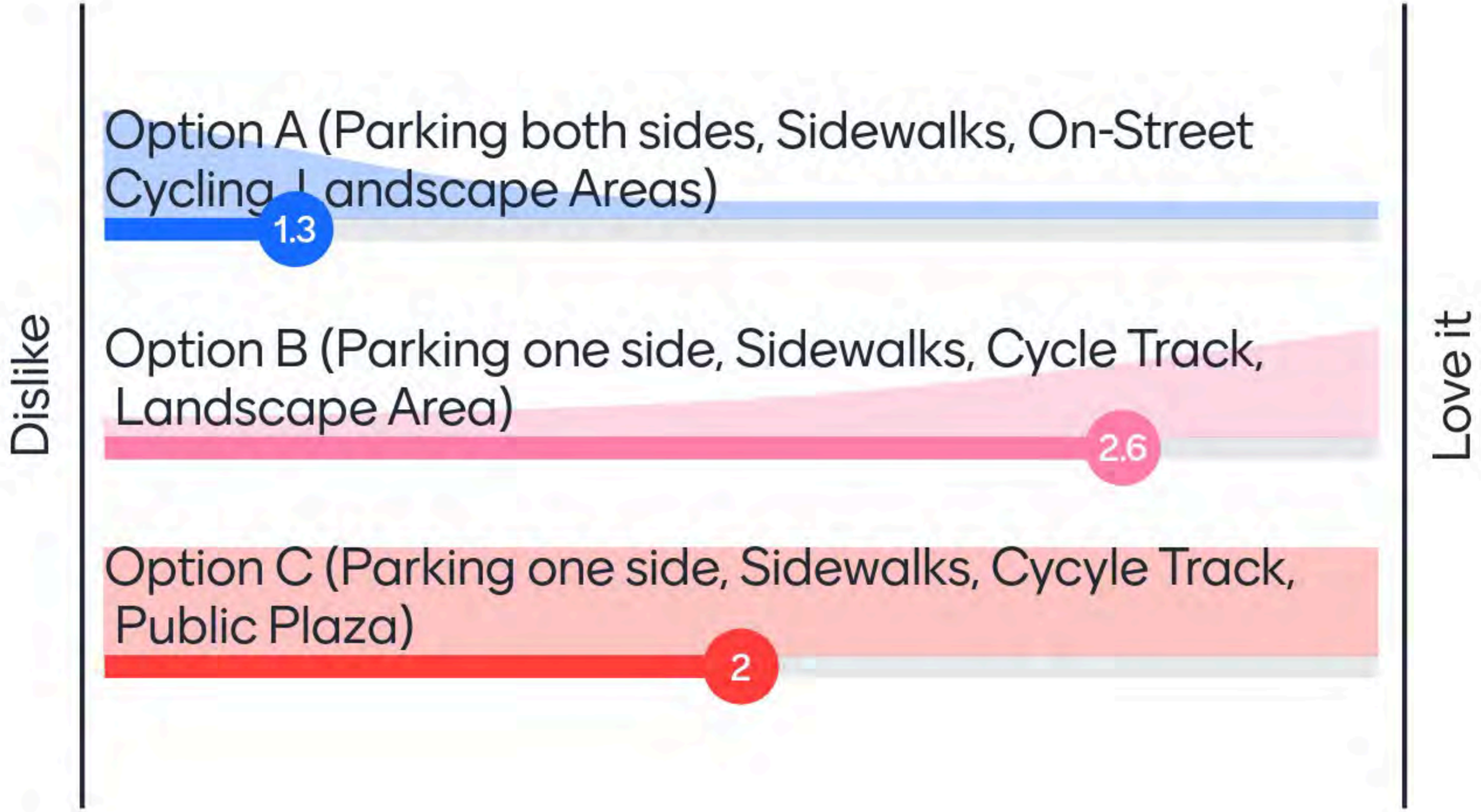


Option C

- Love it! ☐
- Neutral ☐
- Dislike ☐

What do you think about the F Street Options?

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12

Grandview Street
Option A



Grandview Street

Option B



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What do you think?



Option A

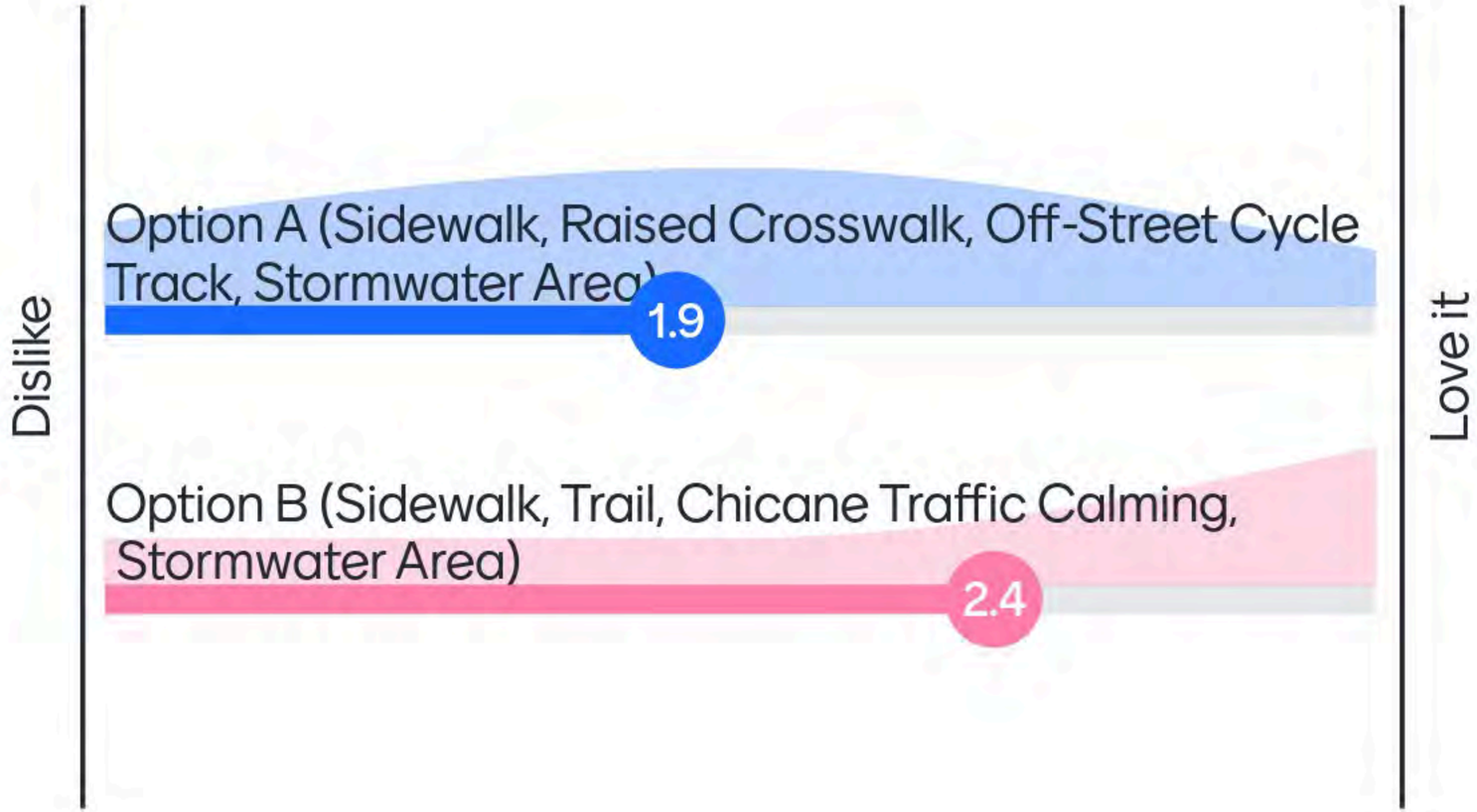


Option B

Love it!	☐	Love it!	☐
Neutral	☐	Neutral	☐
Dislike	☐	Dislike	☐

What do you think about the Grandview Street Options?

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61st Street
Option A



61st Street
Option B



61st Street
Option (C)



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What do you think?



Option A

Love it! ☐

Neutral ☐

Dislike ☐



Option B

Love it! ☐

Neutral ☐

Dislike ☐



Option C

Love it! ☐

Neutral ☐

Dislike ☐

What do you think about the 61st Street Options?



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Major Intersection Improvement Options

1. Roundabout
2. Geometric/Signal improvements
3. Do Nothing

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Option A: Two-lane Roundabout





- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

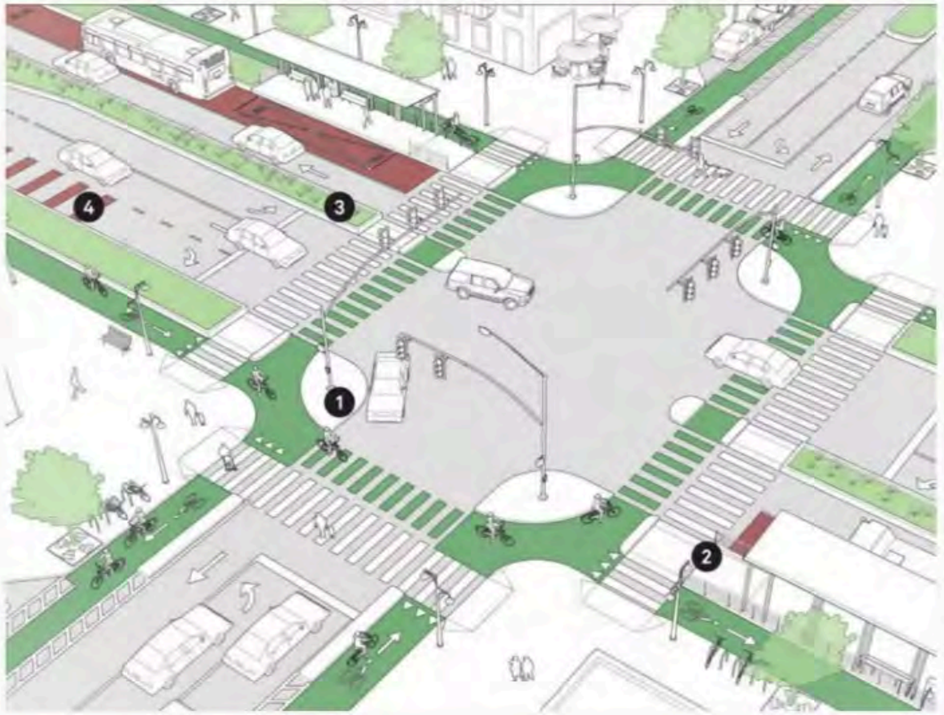
BENEFITS

SAFETY: ★★★ COST EFFECTIVE: ★☆☆ TRAFFIC OPERATIONS: ★★★ CO-BENEFITS: ★★★

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Option B: Signal & Geometric Improvements





- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads
- Increases safety of intersection without completely rebuilding

BENEFITS

SAFETY: ★★☆ **COST EFFECTIVE:** ★★☆ **TRAFFIC OPERATIONS:** ★★☆ **CO-BENEFITS:** ★★☆

Option C: Do Nothing





- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

BENEFITS

SAFETY: ★☆☆ **COST EFFECTIVE:** ★★★ **TRAFFIC OPERATIONS:** ★★☆ **CO-BENEFITS:** ★☆☆

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What do you think?



Option A : 2-lane roundabout

Love it! ☐

Neutral ☐

Dislike ☐



Option B : Signal/geometric improvements

Love it! ☐

Neutral ☐

Dislike ☐



Option C : Do nothing

Love it! ☐

Neutral ☐

Dislike ☐

What do you think about the Major Intersection Improvement Options?

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Minor Intersection Improvement Options

1. Compact roundabout
2. Crosswalk enhancements
3. 4-Way Stop

Mentimeter

Option A: Compact Roundabout



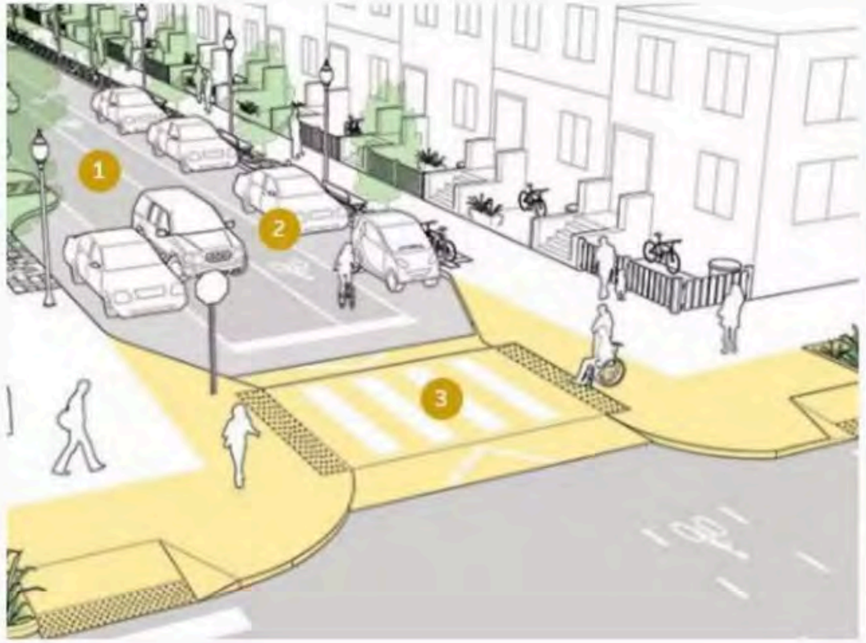
- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

BENEFITS

SAFETY: ★★★ **COST EFFECTIVE:** ★☆☆ **TRAFFIC OPERATIONS:** ★★★ **CO-BENEFITS:** ★★★

Mentimeter

Option B: Crosswalk Enhancements





- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

BENEFITS

SAFETY: ★★★ **COST EFFECTIVE:** ★★☆ **TRAFFIC OPERATIONS:** ★★☆ **CO-BENEFITS:** ★☆☆

Option C: 4-Way Stop Control



- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of traffic volumes

BENEFITS

SAFETY: ★★★ **COST EFFECTIVE:** ★★★ **TRAFFIC OPERATIONS:** ★☆☆ **CO-BENEFITS:** ★☆☆

Mentimeter

What do you think?



Option A : Compact Roundabout

Love it! ☐

Neutral ☐

Dislike ☐



Option B : Crosswalk enhancements

Love it! ☐

Neutral ☐

Dislike ☐



Option C : 4-way stop control

Love it! ☐

Neutral ☐

Dislike ☐

What do you think about the Minor Intersection Improvement Options?

Mentimeter



12

Mentimeter

Segment Improvements Options

1. Mid-block crossings refuge islands
2. Rectangular rapid-flashing beacons (RRFB)
3. Chicanes

Mentimeter

Segment treatments

» Mid-block crossing with refuge island





- Improves safety by increasing car yielding to crossing pedestrians
- Acts as street calming, reducing vehicle speeds
- Co-benefits for placemaking and stormwater-management

BENEFITS

SAFETY: ★★★ **COST EFFECTIVE:** ★★☆ **TRAFFIC OPERATIONS:** ★★★ **CO-BENEFITS:** ★★☆

Mentimeter

Segment treatments

» Rectangular Rapid-Flashing Beacons (RRFB)





- Increases driver awareness at crosswalks
- Safe and improves yielding rate for cars
- Does not slow traffic overall

BENEFITS

SAFETY: ★★★ **COST EFFECTIVE:** ★★☆ **TRAFFIC OPERATIONS:** ★★★ **CO-BENEFITS:** ★☆☆

Mentimeter

Segment treatments

Chicanes





- Acts as street calming, reducing vehicle speeds
- Co-benefits for stormwater management, trees, or other amenities

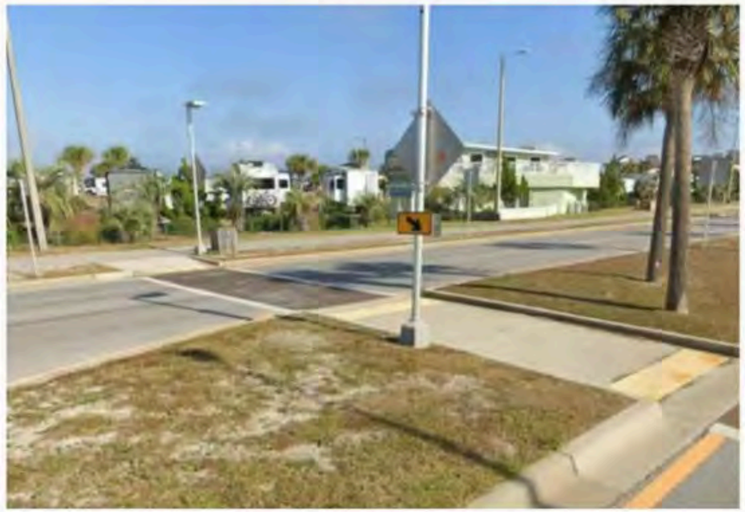
BENEFITS

SAFETY: ★★☆ **COST EFFECTIVE:** ★☆☆ **TRAFFIC OPERATIONS:** ★★☆ **CO-BENEFITS:** ★★☆

Mentimeter

What do you think?

Mid-block crossing with refuge island



Love it! ☐

Neutral ☐

Dislike ☐

Rectangular Rapid Flashing Beacon (RRFB)



Love it! ☐

Neutral ☐

Dislike ☐

Chicanes



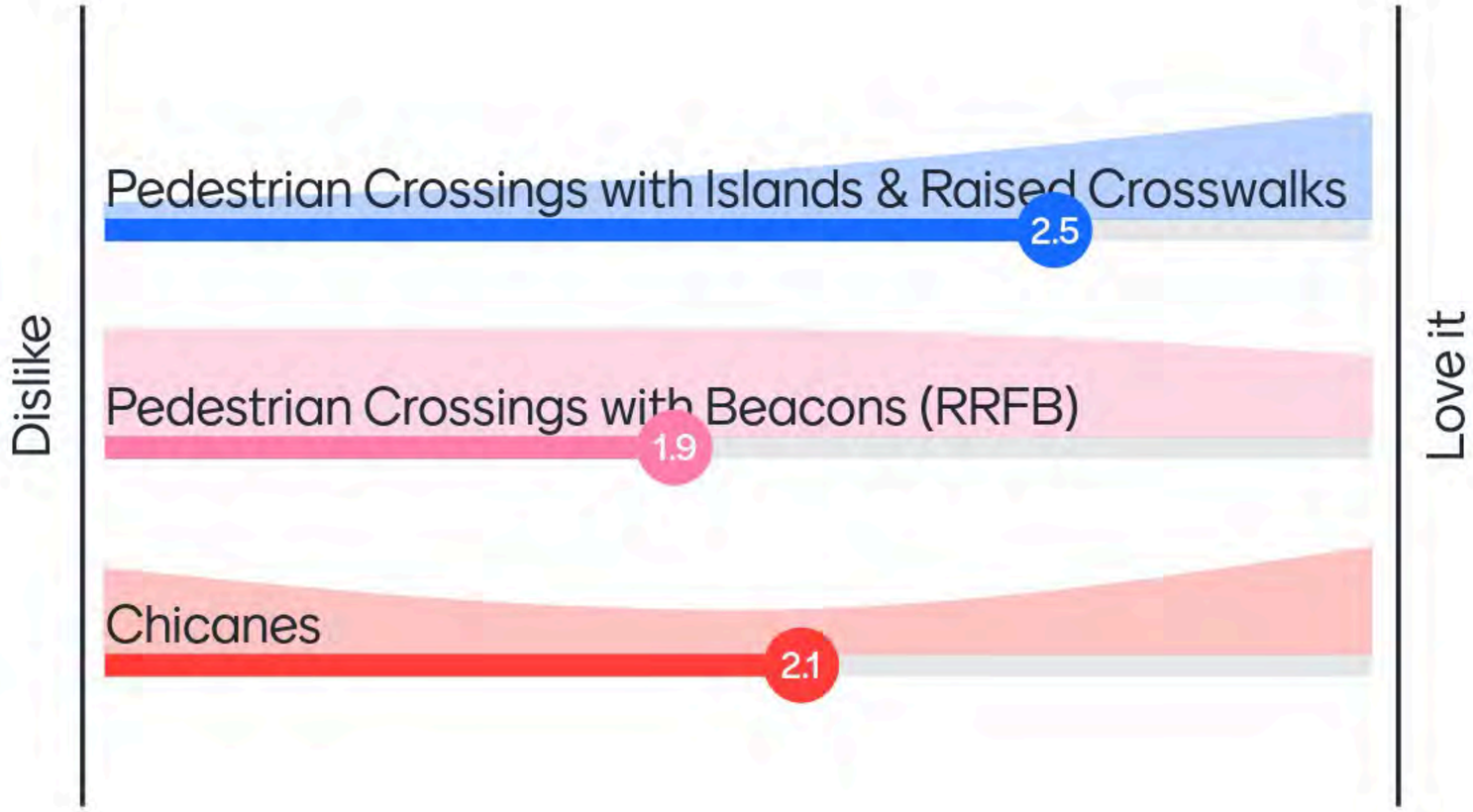
Love it! ☐

Neutral ☐

Dislike ☐

What do you think about the Segment improvement Options?

Mentimeter



12

Mentimeter

Thank you

D5: Community Meeting #2 Pamphlets

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Best Medium Low

Before



Option A



Option B



Before and After Simulations

F Street

Before



✓ Best – Medium × Low

Option C



Before and After Simulations

Grandview Street

✓ Best – Medium × Low

Before



Option A



Option B



Before and After Simulations

61st Street

Best – Medium × Low

Before



Option A



Option B



Before and After Simulations

61st Street

Best Medium Low

Before



Option C



Best Medium Low

Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

✓ Best – Medium × Low

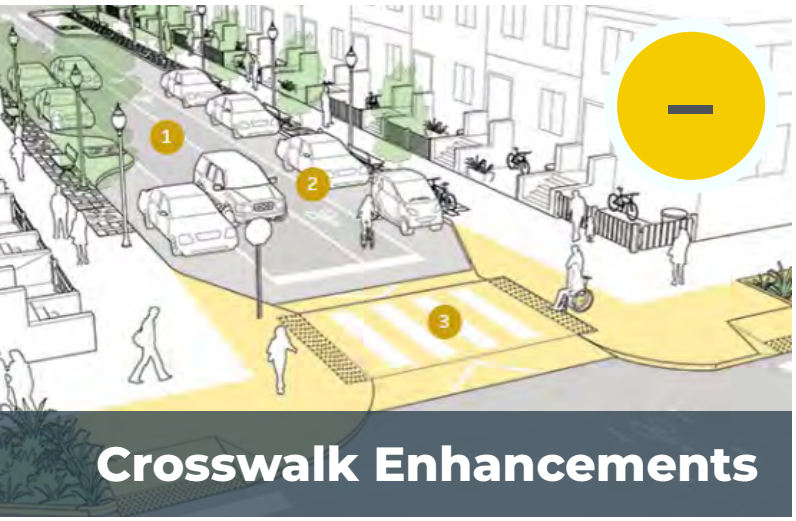
Minor Intersection Treatment Options



Compact Roundabout

» Safer intersection for all users
» Improves traffic operations
» School buses and trucks can access
» Acts as a community or neighborhood gateway
» Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★



Crosswalk Enhancements

» Provides safer crossings by increasing visibility of person crossing to vehicle driver
» Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆



4-Way Stop Control

» Safe type of intersection for drivers, pedestrians, and cyclists
» Very inexpensive to install
» All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

✓ Best – Medium × Low

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

No Plans are Feasible!!

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



PERVIOUS PAVERS ?



~ 3500' OF THE WEST END OF JACKSON STREET DRAINS THROUGH TURTLE SWAMP AND HAS NEGATIVE FLOODING IMPACTS DOWN GRADIENT IN BAYOU MARCUS BRANCH B BASIN & TRIBUTARY. THERE WERE 50+ HOMES REPORT

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FLOODING IN APRIL 2014 FLOOD EVENT. UNFORTANELY ESCAMBIA DID NOT TRACK FLOODING VS. WIND DAMAGE FROM HURRICANE SALLY, BUT SIMILAR FLOODING IN THE SAME NEIGHBORHOODS OCCURRED (WIND ROSE, CARRACRES WEST, PERDIDO PARK (TO THE SOUTH), LA FAIR ESTATES

Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Chris Curb

TECHNICAL ADVISOR

FloodDefenders.org
cacurb@gmail.com
facebook.com/groups/fdpanhandle
850.777.9115

Major Intersection Treatment Options



Option A: Two-Lane Roundabout

» Safer intersection for all users
» Improves traffic operations
» Acts as a community or neighborhood gateway
» Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

» Increase safety of intersection without completely rebuilding
» Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option C: Do Nothing

» Traffic operations are relatively good today
» Maintaining existing infrastructure does not incur any capital cost for construction
» Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

Minor Intersection Treatment Options

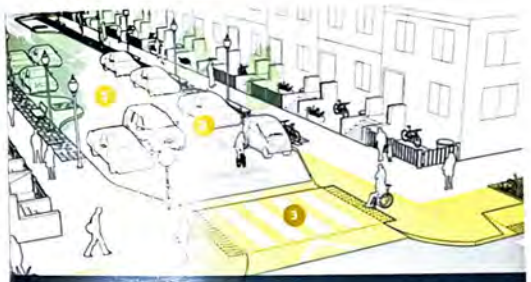


Compact Roundabout

» Safer intersection for all users
» Improves traffic operations
» School buses and trucks can access
» Acts as a community or neighborhood gateway
» Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

» Provides safer crossings by increasing visibility of person crossing to vehicle driver
» Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



4-Way Stop Control

» Safe type of intersection for drivers, pedestrians, and cyclists
» Very inexpensive to install
» All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

WHAT WILL BE THE DRAINAGE PLAN; SPECIFICALLY EXISTING FLOODING AND DOWNGRADIENT FLOODING IMPACTS?

MYRTLE GROVE SCHOOLS (BOTH) HAVE FLOODING; THE FIX REQUIRES DOWNGRADIENT DRAINAGE PROJECTS.

ONE PROJECT ESC HAS BEEN DEVELOPING AND THE NORTH SIDE HAS NOT EVEN BEEN CONSIDERED.

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HOWEVER, I DO HAVE CONCEPTS FOR YOUR DRAINAGE ENGINEERS CONSIDERATION CALL ME!

CHRIS CURB
850-777-9115

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians
» Acts as street calming, reducing vehicle speeds
» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks
» Safe and improves yielding rate for cars
» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike

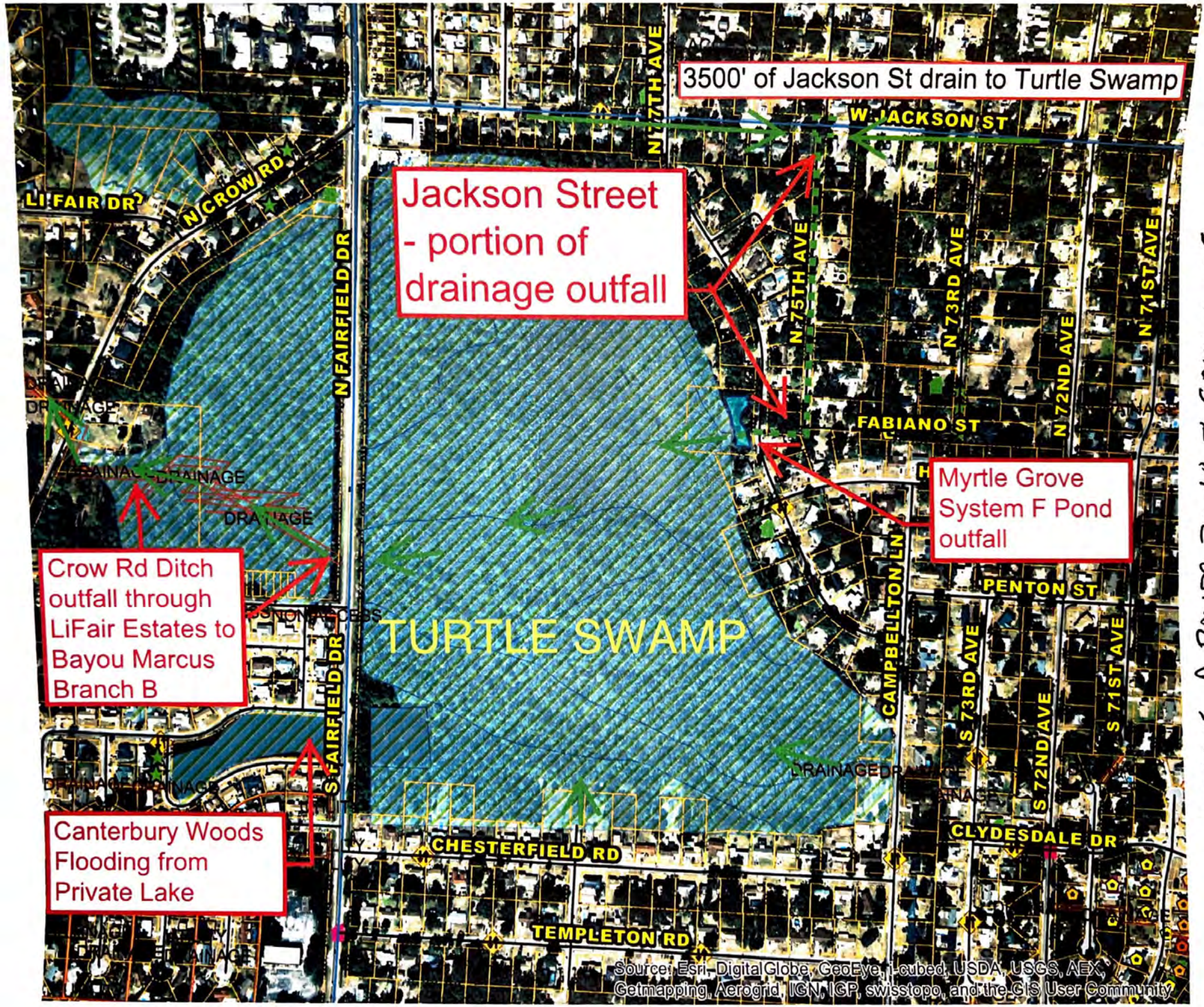


Chicanes

» Acts as street calming, reducing vehicle speeds
» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



I HAVE A POWER POINT I GAVE TO ESCAMBIA

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☒ Love it! ☒ Neutral ☒ Dislike



Option C may be a good one as well but its not an accurate depiction.

Option A is not feasible. A dedicated bike lane is needed.

NOT RECORDED

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Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? Love it! Neutral Dislike



Before and After Simulations

61st Street

Before

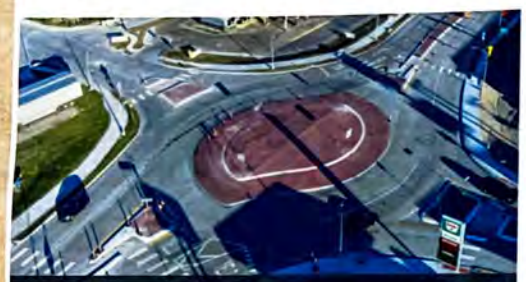


Option C

What do you think? Love it! Neutral Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- » Safer intersection for all users
- » Improves traffic operations
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ■ Dislike



Option B: Signal & Geometric Improvements

- » Increase safety of intersection without completely rebuilding
- » Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★☆☆

What do you think? ■ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- » Traffic operations are relatively good today
- » Maintaining existing infrastructure does not incur any capital cost for construction
- » Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ■ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- » Safer intersection for all users
- » Improves traffic operations
- » School buses and trucks can access
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ■ Dislike



Crosswalk Enhancements

- » Provides safer crossings by increasing visibility of person crossing to vehicle driver
- » Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ■ Neutral ☐ Dislike



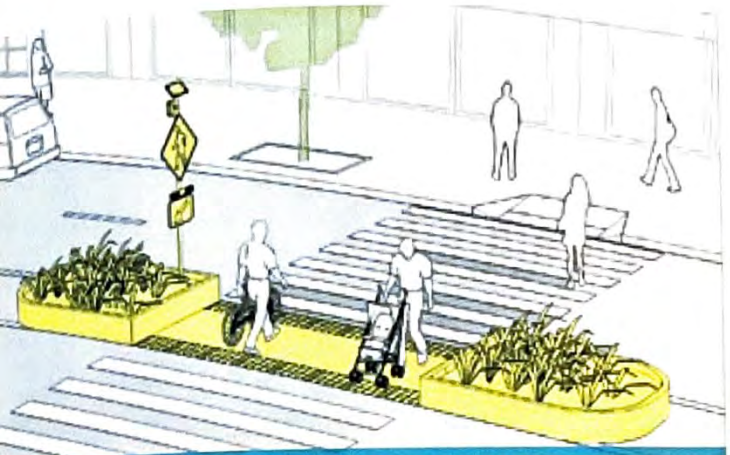
4-Way Stop Control

- » Safe type of intersection for drivers, pedestrians, and cyclists
- » Very inexpensive to install
- » All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ■ Love it! ☐ Neutral ☐ Dislik

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☒ Love it! ☒ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



These proposals do not address the amount of runoff from heavy rain & hurricanes. These 'pretty' planters are not enough.

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Before and After Simulations

Grandview Street

Before







Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes NOT

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike

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Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians
» Acts as street calming, reducing vehicle speeds
» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks
» Safe and improves yielding rate for cars
» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds
» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options

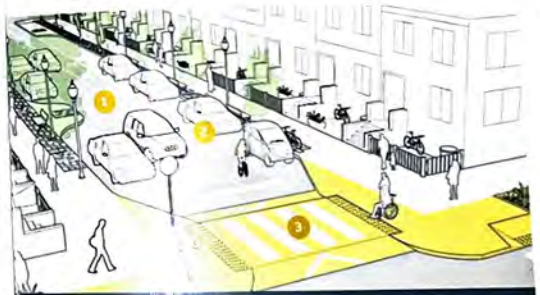


Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☒ Dislike

TREES:
As long as they ARE there to STAY!

There's some downtown (Project improvement) they are removing.

Maintenance: swales

How ARE they going to be maintained?
Grass getting cut.?

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We have NO maintenance AS FAR AS grass cutting, MEDIANS kept cut throughout county.

There's A Sidewalk on Belview going towards mobile Hwy (Greatly Continued) but you cannot SEE it for All the weeds AND children have to walk to school
Belview Middle
Belview Elementary

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians
» Acts as street calming, reducing vehicle speeds
» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks
» Safe and improves yielding rate for cars
» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds
» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike

REIMAGINE JACKSON STREET

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Your Input Matters!

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Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Climate Change — several factors — side walks Drainage

Segment 3 Home

Segment 2 H.P. Shop.

Swales Bioretention/ planters,

1) safe, accessible mobility Opportunities

2) Celebrate the weather.

Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before







Before and After Simulations

61st Street

Before





Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☒ Neutral ☒ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☒ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEF
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dis

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Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

REIMAGINE JACKSON STREET

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F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



* With Bike Track

Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Community Input - Oliver

Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Maybe @ Fairfield Intersection



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



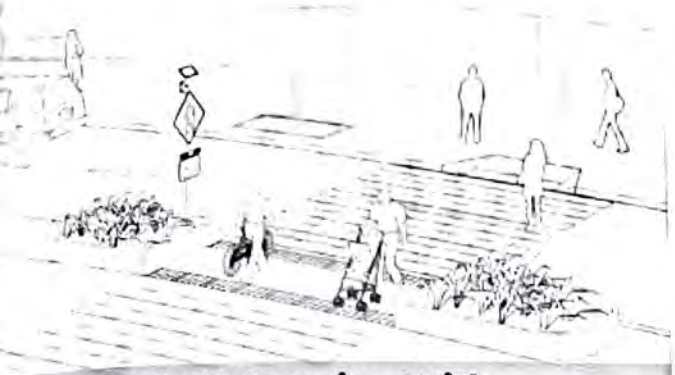
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



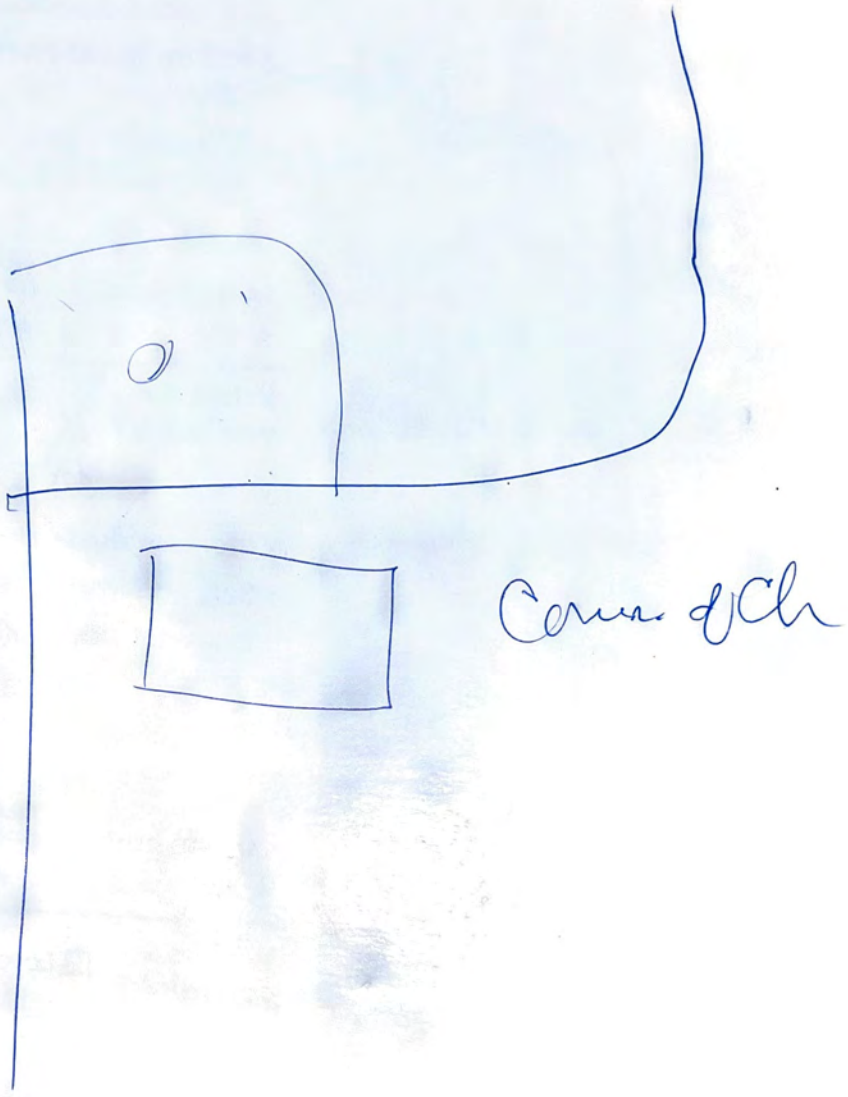
Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike


Corr. d'Ch

REIMAGINE JACKSON STREET

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Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



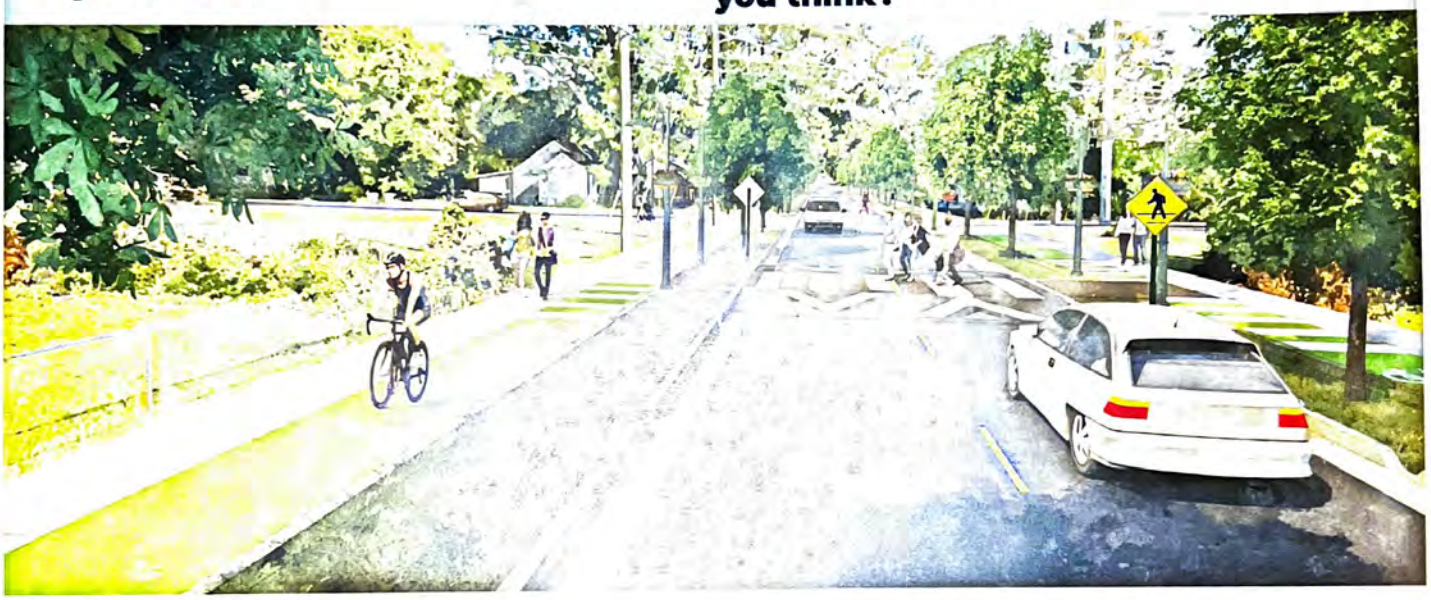
Grandview Street

Before



Option A

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A **What do you think?** ☐ Love it! ☑ Neutral ☐ Dislike



Option B **What do you think?** ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before

No Stop Sign



Option C **What do you think?** ☐ Love it! ☐ Neutral ☑ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike

Only @ specific intersections.



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

Minor Intersection Treatment Options

Looks okay — not sure

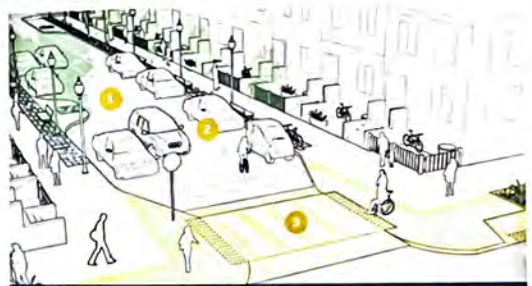


Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☑ Dislike

Not effective. People don't stop.

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater manageme trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEF
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dis

REIMAGINE JACKSON STREET

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Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

» Safer intersection for all users
» Improves traffic operations
» Acts as a community or neighborhood gateway
» Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

» Increase safety of intersection without completely rebuilding
» Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

» Traffic operations are relatively good today
» Maintaining existing infrastructure does not incur any capital cost for construction
» Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

Minor Intersection Treatment Options



Compact Roundabout

» Safer intersection for all users
» Improves traffic operations
» School buses and trucks can access
» Acts as a community or neighborhood gateway
» Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

» Provides safer crossings by increasing visibility of person crossing to vehicle driver
» Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



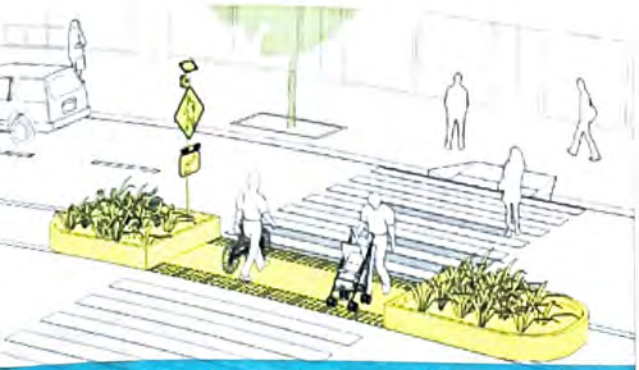
4-Way Stop Control

» Safe type of intersection for drivers, pedestrians, and cyclists
» Very inexpensive to install
» All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

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F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Option B

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



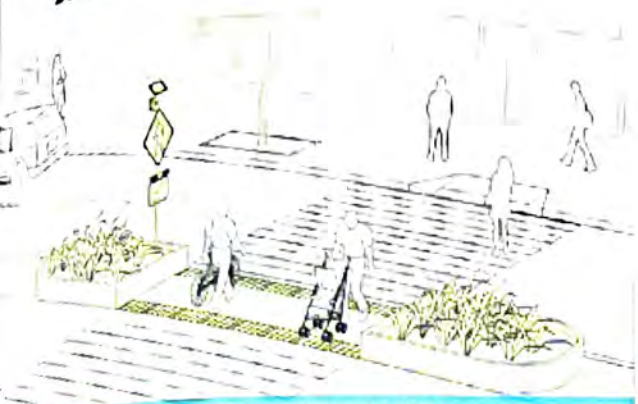
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☑ Neutral ☑ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Option B

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

61st Street

Before



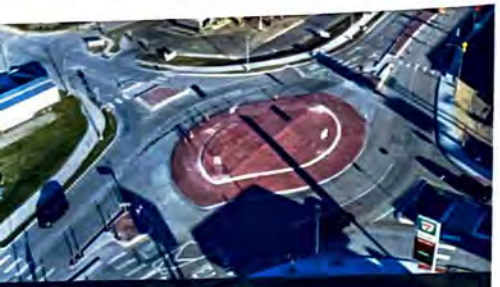
Option C

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



To stop sign
if not, not!

Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

Minor Intersection Treatment Options

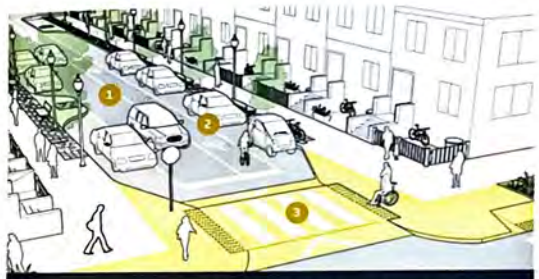


Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



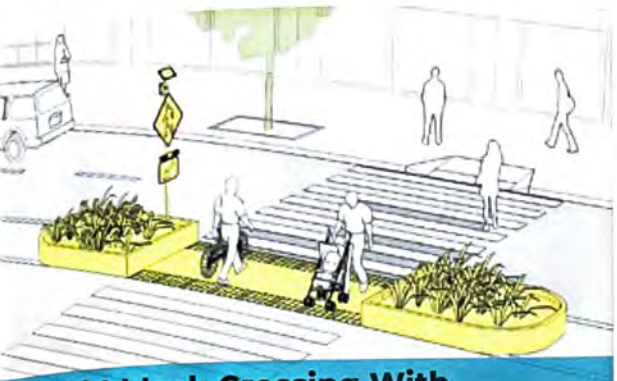
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike

12

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

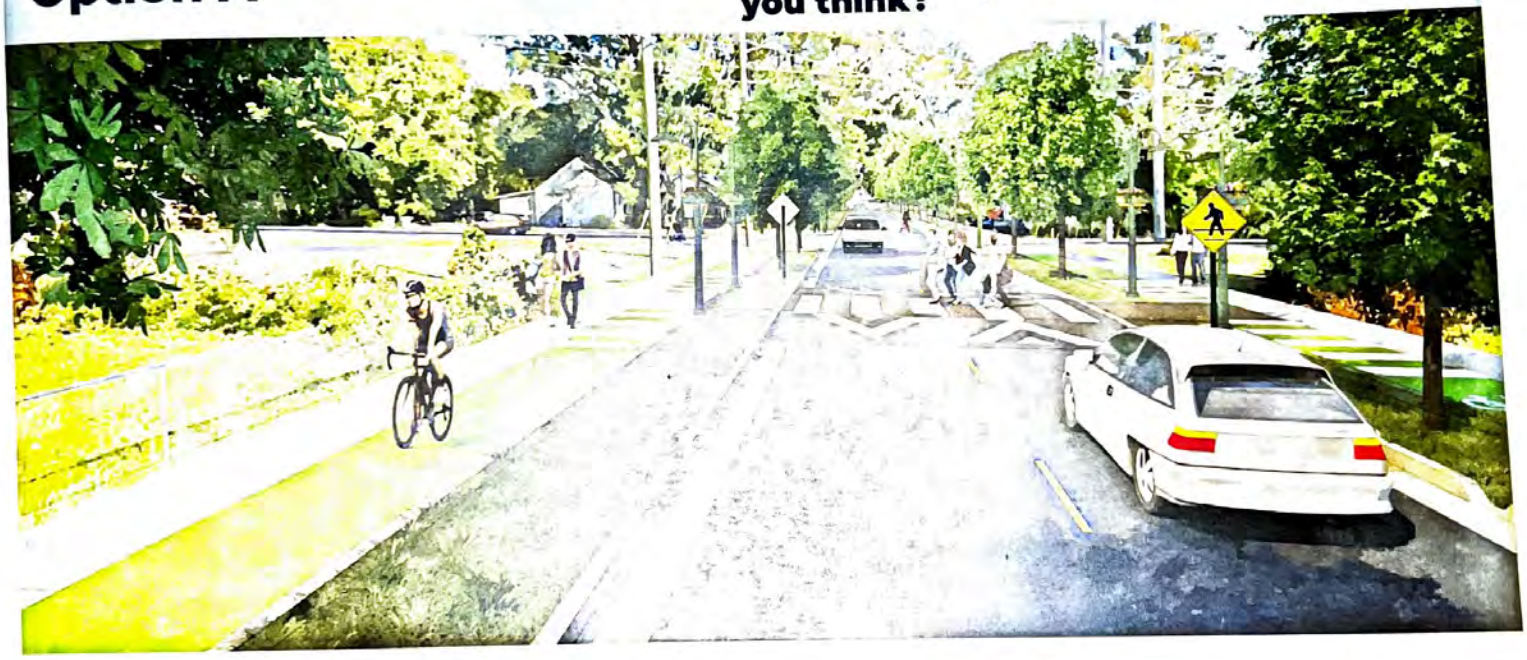
Grandview Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option A B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike

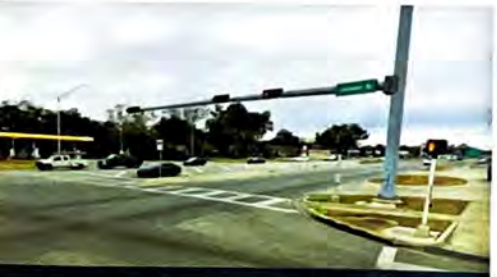


Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

B

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

R.M.

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral Dislike



Before and After Simulations

61st Street

Before







Before and After Simulations

61st Street

Before





Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

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Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

61st Street

Before







Before and After Simulations

61st Street

Before





Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



CrossWalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



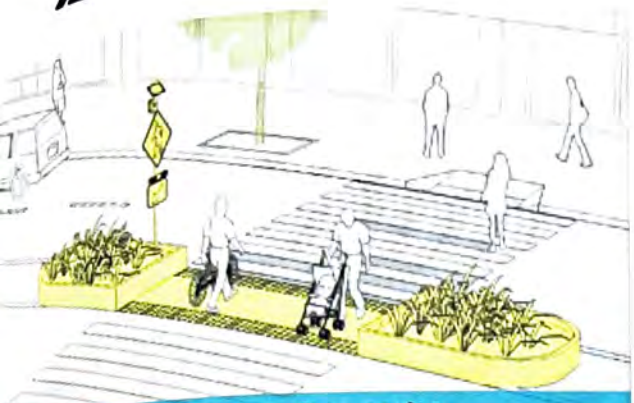
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

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Before and After Simulations

F Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- » Safer intersection for all users
- » Improves traffic operations
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B: Signal & Geometric Improvements

- » Increase safety of intersection without completely rebuilding
- » Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- » Traffic operations are relatively good today
- » Maintaining existing infrastructure does not incur any capital cost for construction
- » Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- » Safer intersection for all users
- » Improves traffic operations
- » School buses and trucks can access
- » Acts as a community or neighborhood gateway
- » Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- » Provides safer crossings by increasing visibility of person crossing to vehicle driver
- » Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



4-Way Stop Control

- » Safe type of intersection for drivers, pedestrians, and cyclists
- » Very inexpensive to install
- » All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

REIMAGINE JACKSON STREET

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F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

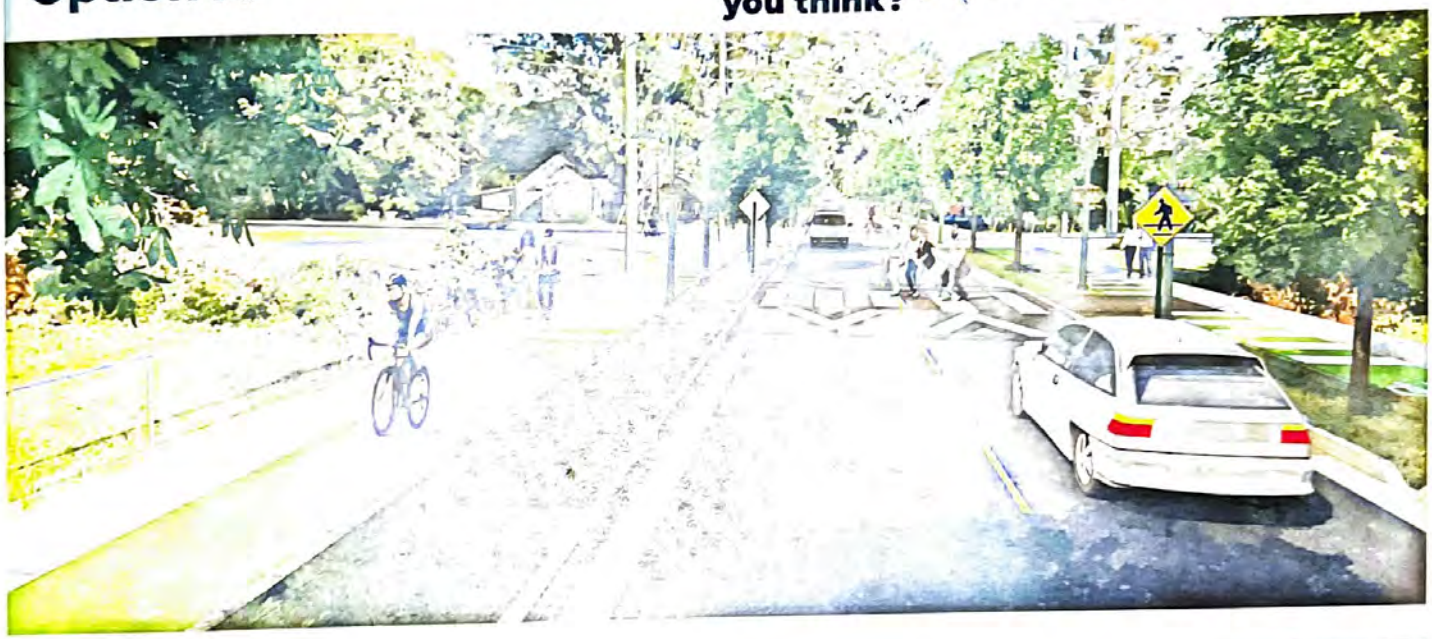
Grandview Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options

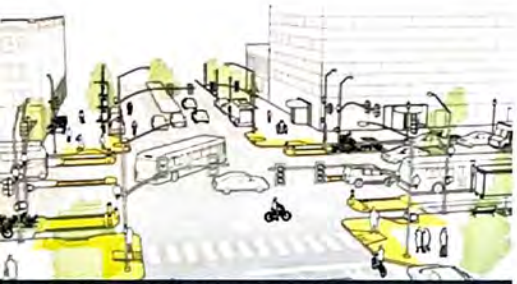


Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



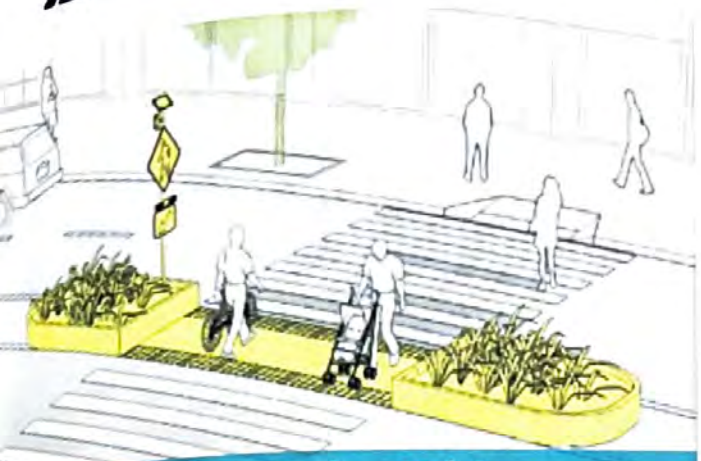
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

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F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

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F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



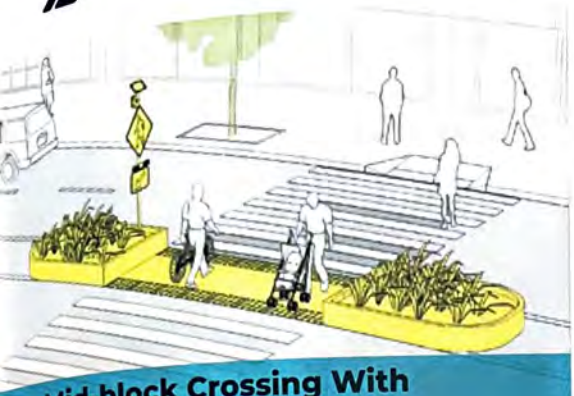
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

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Option A

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option B

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



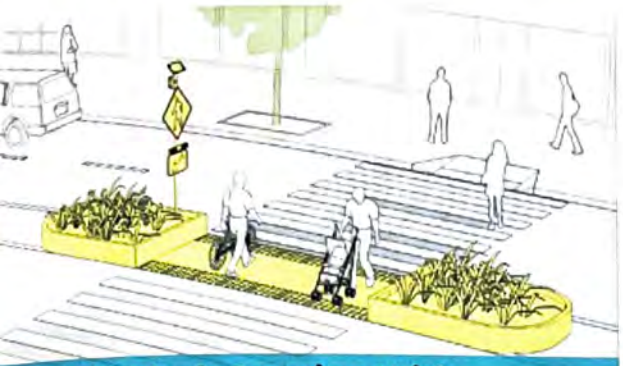
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☑ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☑ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☑ Neutral ☐ Dislike

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Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before







Before and After Simulations

61st Street

Before





Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



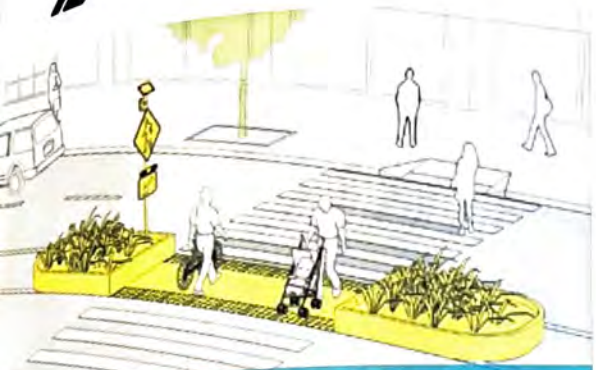
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

REIMAGINE JACKSON STREET

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COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

Grandview Street

Before







Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike



4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☒ Dislike

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Favorite ↓

Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

- Safer intersection for all users
- Improves traffic operations
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

- Increase safety of intersection without completely rebuilding
- Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

- Traffic operations are relatively good today
- Maintaining existing infrastructure does not incur any capital cost for construction
- Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options



Compact Roundabout

- Safer intersection for all users
- Improves traffic operations
- School buses and trucks can access
- Acts as a community or neighborhood gateway
- Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

- Provides safer crossings by increasing visibility of person crossing to vehicle driver
- Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



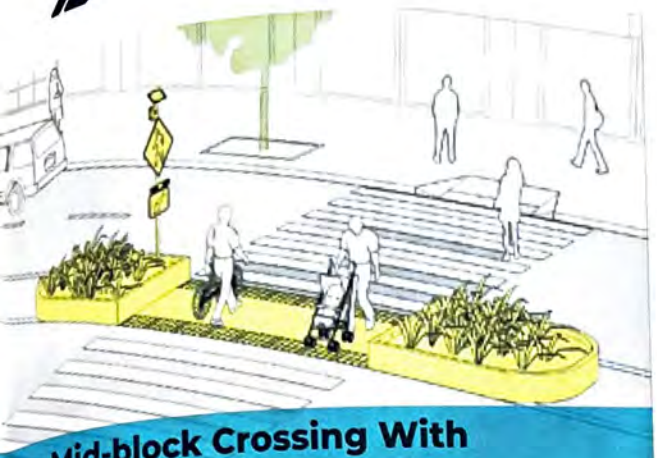
4-Way Stop Control

- Safe type of intersection for drivers, pedestrians, and cyclists
- Very inexpensive to install
- All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☒ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☒ Neutral ☐ Dislike

D6: Community Meeting #2 Zoom Chat

17:38:19 From Barbara D'Amico to Everyone:

I hope we will start pretty close to starting time.

17:39:38 From Krissy Smith to Everyone:

Sounds weird on my end

17:39:47 From Rachel Johnson to Everyone:

i cant hear

17:39:53 From Krissy Smith to Everyone:

Now it is frozen

17:40:41 From Barbara D'Amico to Everyone:

Reboot your computer if you continue to have technical difficulties.

17:41:36 From CIndy Lukehart to Everyone:

can you share that menti slide again.

17:41:44 From CIndy Lukehart to Everyone:

that was too quick to take action online

17:42:04 From Steff Hedenkamp (WSP) to Everyone:

Here is the link for the Menti

17:42:31 From Steff Hedenkamp (WSP) to Everyone:

https://www.menti.com/dvg9otiqvi

17:43:05 From CIndy Lukehart to Everyone:

Thank you

17:43:55 From Steff Hedenkamp (WSP) to Everyone:

Join the Menti platform during this presentation for interaction:

17:43:57 From Steff Hedenkamp (WSP) to Everyone:

https://www.menti.com/dvg9otiqvi

17:44:14 From CIndy Lukehart to Everyone:

watching the slides . Thank you

17:44:26 From Steff Hedenkamp (WSP) to Everyone:

Or go to www.menti.com and type in 3941 3134

17:47:18 From Steff Hedenkamp (WSP) to Everyone:

When you go to the Menti Platform, you can click NEXT beneath the slide image to advance and catch up with the live presentation that is being shown in our physical meeting auditorium. Thank you!

17:48:22 From Steff Hedenkamp (WSP) to Everyone:

www.ReimagineJacksonStreet.com

17:48:55 From Rachel Johnson to Everyone:

I have rebooted still cannot hear and the audio on the phone is sporadic

17:49:45 From Steff Hedenkamp (WSP) to Everyone:

Rachel, I am so sorry to hear of the audio difficulties that you are experiencing.

17:49:59 From Krissy Smith to Everyone:

Just reading the slides because the audio is so poor

17:50:00 From Barbara D'Amico to Everyone:

Make sure audio is turned on in your computer

17:50:55 From Barbara D'Amico to Everyone:

Perhaps the speaker would move the mic a tad away from face

17:51:20 From CIndy Lukehart to Everyone:

the echo of the room is the challenge.

17:51:30 From Steff Hedenkamp (WSP) to Everyone:

Cindy, you are exactly right.

17:51:34 From CIndy Lukehart to Everyone:

they are simply narrating what you see on the screen of the slides

17:51:45 From Barbara D'Amico to Everyone:

Yes good point

17:51:48 From CIndy Lukehart to Everyone:

no different content

17:54:48 From Steff Hedenkamp (WSP) to Everyone:

https://www.facebook.com/ReimagineJacksonStreet

17:55:21 From Steff Hedenkamp (WSP) to Everyone:

The goal of the Reimagine Jackson Street effort is to develop an implementable master plan for the unique and historic corridor. The City of Pensacola, Escambia County, and their Community

Redevelopment Agencies are looking to make improvements that will complement the existing communities and address safety, mobility, and sustainable, long-term economic redevelopment.

17:56:26 From Steff Hedenkamp (WSP) to Everyone:

Jay is talking about where most of the crashes occur along the Jackson Street Corridor, which are largely related to speed.

17:56:53 From Steff Hedenkamp (WSP) to Everyone:

Speed makes it more difficult on many levels ...

17:59:08 From Barbara D'Amico to Everyone:

Where can we see/understand the short term plans for sidewalks for the west side of Jackson?

17:59:37 From CIndy Lukehart to Everyone:

I do not think that they have planned that out yet

17:59:56 From Barbara D'Amico to Everyone:

We need immediate lighted crosswalks.

18:00:53 From Barbara D'Amico to Everyone:

We need a short term emergency plan that complements the this long term plan.

18:01:16 From Jennifer Pangborn (WSP) to Everyone:

Barbara we can ask about the sidewalks from the County.

18:01:25 From CIndy Lukehart to Everyone:

There is not the funding planned for any of this yet as I seeit

18:01:57 From Steff Hedenkamp (WSP) to Everyone:

GREAT comments, and please know that we are logging them to share with the team.

18:02:34 From CIndy Lukehart to Everyone:

double spend for sidewalks? What is the investigation on the drainage for ANY of this to be put in place

18:02:51 From CIndy Lukehart to Everyone:

flooding will destroy anything put in …. now or later

18:03:16 From CIndy Lukehart to Everyone:

if the sewers can't handle the improvement ….the improvements will be destroyed

18:03:26 From Barbara D'Amico to Everyone:

Commissioner Underhill noted in the first meeting for Imagine Jackson that he had designated funds for Jackson. Most importantly he declared that he would like to see those funds used before his term ends.

18:05:16 From Sydney Schabel to Everyone:

are curb protected intersections being considered to accompany bike paths? intersections are by far the scariest part of cycling and easily the main reason I end up on the sidewalk intruding on pedestrian space

18:13:57 From Barbara D'Amico to Everyone:

Loud and clear

18:14:25 From Barbara D'Amico to Everyone:

very clear on line

18:14:29 From Barbara D'Amico to Everyone:

Thank you

18:14:40 From CIndy Lukehart to Everyone:

I like the ZOOM as you can control the room easier than in person

18:14:42 From CIndy Lukehart to Everyone:

LOL

18:16:02 From CIndy Lukehart to Everyone:

Councilman May is working diligently with the affordable housing CIVICON had an affordable housing speaker too. Those things ARE in the works as well

18:17:44 From CIndy Lukehart to Everyone:

LOL

Councilman May IS in touch with those entities I saw him speak at another event packed house on that topic

18:19:01 From Barbara D'Amico to Everyone:

Affordable housing needs mobility. Many individuals who need affordable housing also need consistent bus routes and safe passage to work.

18:21:06 From CIndy Lukehart to Everyone:

exactly what I said. I saw the drainage as an issue based on what I have seen in other communities I spent 20 years in with these same issues

18:21:21 From Jennifer Pangborn (WSP) to Everyone:

That was similar to your comment too right Cindy?

18:21:26 From CIndy Lukehart to Everyone:

the infrastructure has to be in place before the beautification

18:21:38 From CIndy Lukehart to Everyone:

yes Jennifer

18:21:56 From Jennifer Pangborn (WSP) to Everyone:

Great, making sure we have it double documented.

18:21:58 From CIndy Lukehart to Everyone:

that seems to be missing piece that needs to be looked at

18:22:12 From Barbara D'Amico to Everyone:

Please repeat question of participant.

18:22:16 From Rachel Johnson to Everyone:

Yes Cindy and sewer no need to do sidewalks if we are going to tear them up later to do all the stuff underneath. Need a comprehensive plan

18:22:50 From Barbara D'Amico to Everyone:

Moderator needs to restate question from audience.

18:22:52 From CIndy Lukehart to Everyone:

St Petersburg FL went through this and the infrastructure was not looked at first. Became a big problem "after the project"

18:23:26 From CIndy Lukehart to Everyone:

I do not see the infrastructure in the plan ….. yet

18:27:05 From CIndy Lukehart to Everyone:

drainaige should be first. City planners know this if they are any good at their job

18:34:59 From Steff Hedenkamp (WSP) to Everyone:

This is the slide on the Menti platform for you to provide your feedback … https://www.menti.com/dvg9otiqvi/34

18:35:34 From Steff Hedenkamp (WSP) to Everyone:

This is Option A for F Street

18:36:05 From Steff Hedenkamp (WSP) to Everyone:

And now here is Option B for F Street: https://www.menti.com/dvg9otiqvi/35

18:36:31 From Steff Hedenkamp (WSP) to Everyone:

And here is Option C for F Street: https://www.menti.com/dvg9otiqvi/36

18:36:58 From Steff Hedenkamp (WSP) to Everyone:

Please vote for your favorite here: https://www.menti.com/dvg9otiqvi/37

18:37:36 From Barbara D'Amico to Everyone:

What comes to mind as I listen to this presentation is the thought that we are seeing the proverbial horse before the cart. What we need to see now is what we can do immediately and with the thought of cost and minimizing the impact to long term drainage is to make safety our priority now… now! Cars are killing us on Jackson and particular those of us who live, travel on Jackson from New Warrington to Fairfield. I would like to see raised crosswalks with pedistrians able to generate the blinking lights as they cross.

18:39:38 From Laura Potts to Everyone:

I don't know how to vote on the slide link? Clicking only enlarges the slide

18:39:52 From CIndy Lukehart to Everyone:

it is not seen where the drainage in infrastructure IS in this plan

18:40:05 From Jennifer Pangborn (WSP) to Everyone:

That is helpful Barbara. Raised crosswalks and traffic lights for pedestrians crossing Jackson.

18:40:48 From Jennifer Pangborn (WSP) to Everyone:

Cindy, I will verify, however, drainage is not necessarily shown as it would be underground. I will unmute and verify with Jay and Catherine in a second.

18:41:07 From Jennifer Pangborn (WSP) to Everyone:

Laura, if you go to the next slide from where the check boxes were shown you can vote on the scales.

18:41:09 From David Jones to Everyone:

the drainage is hidden under the swales as per earlier slides

18:42:51 From CIndy Lukehart to Everyone:

as long as it IS in the plan before the beautification

18:44:27 From Steff Hedenkamp (WSP) to Everyone:

Option A for Grandview Street: https://www.menti.com/dvg9otiqvi/39

18:44:47 From Steff Hedenkamp (WSP) to Everyone:

Option B for Grandview Street: https://www.menti.com/dvg9otiqvi/40

18:45:08 From Steff Hedenkamp (WSP) to Everyone:

Here you can vote for your favorite option: https://www.menti.com/dvg9otiqvi/42

18:45:26 From Rachel Johnson to Everyone:

Option A doesn't have the sidewalk lighting?

18:46:08 From Rachel Johnson to Everyone:

Grandview street doesn't have sidewalk lighting?

18:46:27 From Jennifer Pangborn (WSP) to Everyone:

I think I see lighting in both, just near the midblock crossing in the graphic.

18:47:19 From Steff Hedenkamp (WSP) to Everyone:

Option A for 61st Street: https://www.menti.com/dvg9otiqvi/43

18:47:47 From Steff Hedenkamp (WSP) to Everyone:

Option B for 61st Street: https://www.menti.com/dvg9otiqvi/44

18:49:07 From Steff Hedenkamp (WSP) to Everyone:

Option C for 61st Street: https://www.menti.com/dvg9otiqvi/45

18:49:25 From Steff Hedenkamp (WSP) to Everyone:

Where to vote for 61st Street: https://www.menti.com/dvg9otiqvi/47

18:49:57 From Steff Hedenkamp (WSP) to Everyone:

Option A: Two-lane Roundabout: https://www.menti.com/dvg9otiqvi/49

18:50:54 From Rachel Johnson to Everyone:

where will the roundabout go?

18:51:05 From Steff Hedenkamp (WSP) to Everyone:

Option B: Signal & Geometric Improvements: https://www.menti.com/dvg9otiqvi/50

18:51:46 From Jennifer Pangborn (WSP) to Everyone:

These are just options for major intersections. No specific locations have been determined at this time. Jay and Catherine wanted to get ideas on what options people liked and didn't like or were neutral.

18:51:55 From Steff Hedenkamp (WSP) to Everyone:

Option C: Do nothing https://www.menti.com/dvg9otiqvi/51

18:52:12 From Steff Hedenkamp (WSP) to Everyone:

What do you think? https://www.menti.com/dvg9otiqvi/53

18:53:44 From David Jones to Everyone:

roundabouts take up a lot of extra space

18:54:46 From Steff Hedenkamp (WSP) to Everyone:

Minor intersection Improvement Options: Option A: Compact Roundabout https://www.menti.com/dvg9otiqvi/55

18:55:10 From Steff Hedenkamp (WSP) to Everyone:

Minor intersection Improvement Options: Option B: https://www.menti.com/dvg9otiqvi/56

18:56:11 From Steff Hedenkamp (WSP) to Everyone:

Minor intersection Improvement Options: Option C: 4-Way Stop Control: https://www.menti.com/dvg9otiqvi/57

18:56:27 From Steff Hedenkamp (WSP) to Everyone:

What do you think? https://www.menti.com/dvg9otiqvi/59

18:59:15 From CIndy Lukehart to Everyone:

Round abouts are better. I have seen A LOT of confusion at a 4 way stop near a school nad it is a nightmare as who goes first

18:59:26 From Barbara D'Amico to Everyone:

What was the question from the audience?

18:59:43 From Jennifer Pangborn (WSP) to Everyone:

A question about safety at roundabouts.

18:59:51 From Barbara D'Amico to Everyone:

Thanks

19:00:19 From CIndy Lukehart to Everyone:

safety of ANY crossroad EVERYONE LOOKS and double looks

19:01:00 From CIndy Lukehart to Everyone:

in s roundabout just keep driving the pattern and you are less likely to have a collision

19:01:12 From Steff Hedenkamp (WSP) to Everyone:

Segment Improvements Options: Option A: Mid-block crossings refuge islands: https://www.menti.com/dvg9otiqvi/61

19:01:50 From Steff Hedenkamp (WSP) to Everyone:

Segment Improvements Options: Option B: Rectangular Rapid-Flashing Beacons: https://www.menti.com/dvg9otiqvi/62

19:01:52 From Barbara D'Amico to Everyone:

These beacons are what we need now!

19:02:15 From Jennifer Pangborn (WSP) to Everyone:

Thanks Barbara! I figured that is what you were hoping to see.

19:02:18 From Steff Hedenkamp (WSP) to Everyone:

Segment Improvements Options: Option C: Segment Treatments: https://www.menti.com/dvg9otiqvi/63

19:02:34 From Steff Hedenkamp (WSP) to Everyone:

What do you think? https://www.menti.com/dvg9otiqvi/65

19:05:16 From Barbara D'Amico to Everyone:

My question is what can we do now to slow traffic down on Jackson now?

19:06:51 From Steff Hedenkamp (WSP) to Everyone:

Please be sure to visit the project website and get signed-up for updates, if you are not already: https://myescambia.com/open-government/projects/reimagine-jackson-street

19:07:08 From Barbara D'Amico to Everyone:

Beacons, walkways, lighted

19:08:10 From Barbara D'Amico to Everyone:

What about Mr. Underhill's statement about funds he had? Please speak to that for immediate safety issues

19:08:36 From Barbara D'Amico to Everyone:

Please respond to my question

19:08:58 From Barbara D'Amico to Everyone:

Commissioner Underhill spoke at last meeting

Appendix E:
Engagement Tools

E1: Earned Media

pensacola news journal

PENSACOLA

How would you build a better West Jackson Street? Pensacola wants to hear from you



Emma Kennedy
Pensacola News Journal

Published 6:00 a.m. CT March 18, 2022

A long talked about and pivotal project to Pensacola's west side is inching closer to reality with a public comment period starting on how to transform a three-mile stretch of West Jackson Street.

The West Jackson Master Plan is a joint city and county effort to improve infrastructure and experience — especially for non-vehicle traffic — along the corridor, which acts as a major thoroughfare from A Street to Fairfield Drive.

The area has been eyed for revitalization for years but because it crosses both city and county lines and would need major buy-in financially, it has taken a while to come to fruition. Though there still isn't a cost estimate or funding allocated, a public workshop next week is the first step to get citizen input that will help craft the designs.

Once designs are finalized at the end of this year, a cost estimate would be drafted and a search for funding would begin.

"It's much less important to focus on (funding) right now than what is right for the neighborhoods adjacent to Jackson and set in stone that this is what we're going to do," Escambia County Commissioner Doug Underhill said. "It ties downtown with the traditional west side and there's an enormous amount of opportunity there."

Revitalizing neighborhoods like Brownsville and Myrtle Grove has been a priority for years, and already there are projects like an Emerald Coast Utilities Authority investment in converting much of Brownsville from septic to sewer and a large-scale West Cervantes Street safety project underway to kickstart that effort.

Road diet: Pensacola looking to implement a road diet for Palafox Street in North Hill

Transforming West Cervantes: Brownsville sewer conversion project could help transform West Cervantes corridor

In the city especially, there's been an emphasis on public works projects that promote non-vehicle transportation and the idea of complete streets, usually done using elements like widening sidewalks and reducing travel lanes.

The West Cervantes project — which was jumpstarted after a woman and child were killed while crossing a section of the street in 2018 — is an example of the type of work under consideration. That project involved adding crosswalks, reducing speed and reducing vehicle lanes.

City Council member Delarian Wiggins, whose district includes a large swath of the West Jackson Street area, said he's open to hearing what citizens prioritize in the area — whether that be beautification, undergrounding utilities, or traffic calming measures, for example — and going from there.

"It will have a huge impact — for one, it adds a beautification to the community, and two, with the public input, it also allows the community to talk about what they want to see in their area and have a say in what's being put there," he said. "My biggest thing is it's a gateway coming into the city and into Brownsville in the county, so I want the aesthetics to look really nice."

A public survey is already accessible online at reimaginejacksonstreet.com and will be open until April 13. The public meeting and workshop will be held Tuesday, March 22, from 5:30 to 7 p.m. at the Brownsville Community Center at 3200 W. De Soto St.

Planning experts will present research and analysis of the area as well as possible options for improving the street. Breakout sessions focused on safety and mobility, economic development and environmental sustainability will follow.

Emma Kennedy can be reached at ekennedy@pnj.com or 850-480-6979.

Rick's Blog

I'm your huckleberry





ESCAMBIA COUNTY

Reimagine Jackson Street [podcast]

RICK OUTZEN MARCH 16, 2022



A public meeting and workshop will be held on Tuesday, March 22 to gather public input and ideas to develop a Master Plan for the future improvement of West Jackson Street, between A Street and Fairfield Drive. The planning effort is a joint project of Escambia County and the City of Pensacola, as well as their Community Redevelopment Agencies (CRA's).

The workshop will be from 5:30 p.m. to 7 p.m. at the Brownsville Community Center, located at 3200 West DeSoto Street in Pensacola. Planning experts will first present research and analysis of the corridor, as well as possible scenarios and options for improving the street.

The presentation will be followed by three breakout sessions focused on safety and mobility, economic development, and environmental sustainability. The feedback and ideas received during the workshop will be used to develop a vision for the Jackson Street Master Plan.

Escambia County Commissioner Doug Underhill, who sponsored the project on the county side, said the project was a way to connect West Side neighborhoods to each other and improve infrastructure.

"The mission of my office has been to address the core infrastructure in the Core of the District. Jackson Street ties Myrtle Grove, Warrington and Brownsville together into what we all love as the West Side. It is time to update it to the way we live today with the infrastructure needed to support our way of life into the future," said Underhill.

Pensacola City Councilman Delarian Wiggins, whose district encompasses the West Jackson Street area, said the project will help to bring the west side community together.

"The Jackson Street Master Plan is a great project that will help calm traffic on Jackson Street for thee miles. However, the most important thing about this project is involving the community.

If you are unable to attend the meeting but would like to provide feedback, you are invited to complete an online survey at www.ReimagineJacksonStreet.com or email your comments to ideas@ReimagineJacksonStreet.com.

Jackson Street is a unique and historic street that traverses a diverse and predominantly residential community. The street connects downtown Pensacola and the western portion of Escambia County. Growth, a lack of adequate sidewalks, crosswalks, and other road infrastructure make safety a major concern for drivers, pedestrians, and bicyclists.

This meeting is part of the process to develop a feasible transportation and redevelopment plan that represents the community's needs and desires.

Information about this and future meetings, along with ways to participate, can be found at ReimagineJacksonStreet.com and on Facebook @ReimagineJacksonStreet.com.

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← Pep Talk [podcast] ECAT bus stop closed temporarily →



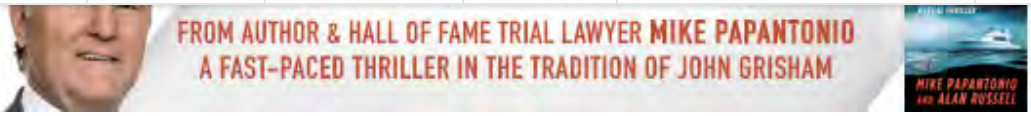
Rick Outzen says:
March 16, 2022 at 1:52 pm

Actually, CJ, the city limits along West Jackson Street stretch to about T Street, four blocks west of North Pace Boulevard and three blocks shy of W Street.

CJ Lewis says:
March 16, 2022 at 11:50 am

All of West Jackson Street is in Escambia County so the simple solution would be for the county to pay for all of it. Years ago, some people who lived on West Jackson Street between North Pace Boulevard and North "W" Street became regulars at city council meetings complaining of their lack of city services and asking the city to do certain things. The council members never asked them where they actually lived but I figured out that they lived outside of the city limit. I was at one's home once and politely suggested that they might get more "love" from the city if they were in the city. No way. They didn't want to have to pay the many extra city taxes and fees. A good approach now would be to make improvements on that one block stretch contingent on extending the city limit west to North "W" Street. It's at least worth a try.

Comments are closed.



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inweekly



Reimagine Jackson Street



By Tom St. Myer

A master plan for the revitalization of historic West Jackson Street is in the development stages after the community offered its input during a public meeting on Tuesday, March 22, in the Brownsville Community Center. Reimagine Jackson Street is a planning effort between Escambia County and the City of Pensacola, along with their community redevelopment agencies.

West Jackson Street traverses a diverse and predominantly residential community between A Street and Fairfield Drive. The street connects downtown Pensacola and the western portion of Escambia County.

Growth, a lack of adequate sidewalks, crosswalks and other road infrastructure make safety a concern for drivers, pedestrians and bicyclists on the roughly 5.5-mile corridor. Neighbors touched on those topics and cited drainage and lighting issues among other concerns during the meeting.

“We know that there are some safety issues there,” said Travis Peterson, consultant engagement specialist for Reimagine Jackson Street. “There’s traffic data that shows that there have been some pretty severe accidents. We know that there are parts of the Jackson Street Corridor from A Street to West Fairfield that don’t have sidewalks, that have poor lighting.”

Escambia County Commissioner Doug Underhill sponsored the project for the county and committed $1 million in discretionary funds to revitalize the street. Underhill said Jackson Street ties Myrtle Grove, Warrington and Brownsville together, and the goals of the project include connecting the west side neighborhoods and improving their infrastructure.

“These neighborhoods deserve complete streets with sidewalks just like new neighborhoods get,” Underhill said.

Fellow County Commissioner Lumon May credited Underhill for his leadership with the project. May is partnering with Underhill to move the project forward, along with Pensacola City Councilman Delarian Wiggins, whose district encompasses the West Jackson Street area.

“It’s the western gate to city of Pensacola,” May said. “It’s one of the most historic neighborhoods in all of Escambia. It’s a great place to live, a great neighborhood.”

For the commissioner, the public meeting was important because the county commission isn’t interested in only hearing from the consultants who think that they know what a neighborhood wants. May told Inweekly publisher Rick Outzen on WCOA the day before the meeting, “I want the residents to say and decide what’s good for their neighborhood, whether it be walking lanes, bike trails or whether it be increase capacity for motorists.”

The District 3 commissioner continued, “We don’t know until we hear from the citizens. And so we want to reimagine Jackson Street. Cervantes and Jackson streets are the entry point to downtown Pensacola and the rest of the city. And so I’m excited about coming up with a plan that works for everyone.”

When asked what they enjoy about the area, neighbors cited its diversity first and foremost, followed by well-kept yards, proximity to schools, beautiful trees and growth.

“It’s a kind of a diverse section of the city and the county, not just the street state, but also kind of culturally,” Peterson said. “You’ve got all sorts of restaurants and churches from different nationalities. So it’s a unique place, and we hope this project will enhance and support those neighborhoods and businesses in the area.”

Peterson said residents and business owners alike describe Jackson as a “street with a lot of potential.” He envisions revitalizing the neighborhood through measures that complement its diversity and better showcase its assets.

WSP USA Senior Project Manager Catherine Prince is overseeing Reimagine Jackson Street and shared the objectives during the public meeting. Project objectives include preserving existing diverse communities, reestablishing vibrant communities by increasing connectivity, creating safe and accessible mobility opportunities and integrating utility infrastructure improvements.

To preserve its diversity, organizers plan to increase access to natural resources and activate community gathering spaces such as parks.

Plans to increase connectivity include providing safe, alternative transportation access, enhancing multiple mobility options and supporting aging-in place and housing affordability. Organizers plan to

invest in areas for walking and biking and investing in local destinations such as shops, schools and churches.

Investing in healthy infrastructure that provides long-term co-benefits and enhancing the natural environment top the list for creating safe and accessible mobility opportunities. Infrastructure improvements include leveraging opportunities to invest in new utility infrastructure, upgrade existing infrastructure and install underground utilities.

“There are some opportunities for some economic development, and by that, I mean smaller entrepreneurs or family-type mom-and-pop grocery stores or convenience stores,” Peterson said. “Some of the things we’ve heard from the community is they’d like a few more parks or places for people to gather.”

He continued, “The overall goal of the project is to make Jackson Street a safer place for people to walk and ride their bicycle and to also make it a place that’s inviting for and sort of enhancing the kind of unique culture of this pretty diverse part of the city of Pensacola and Escambia County.”

The public meeting served as the focal point of the discovery phase as organizers collected data from the community in preparation for development. Organizers will continue to seek input through Wednesday, April 13, via an online survey at reimaginejacksonstreet.com.

Project vision solutions and alternatives will be the focus for the development phase that is scheduled to last through May. Another public meeting is scheduled for Tuesday, May 24, to gather public feedback on the projects.

The implementation phase will follow from June-October and will include an implementation plan, conceptual design, cost estimate and

funding strategies.

Organizers promise to seek the input of the community throughout the project. Their efforts include traveling throughout the city with pop-up banners that provide project details and taking steps to ensure everyone's voice is heard, no matter the language. Peterson pointed out, "We've got our surveys; we've got our flyers; we've got our website all in English, Spanish and Vietnamese."

Every effort is being made to hear from all segments of the community that live, work and travel along Jackson Street.

"If you drive that corridor, you'll see restaurants and churches and businesses that are Hispanic, that are Vietnamese, that are white and African American," Peterson said. "For Pensacola and Escambia County, personally, I think it's probably one of the more diverse stretches of our community, and it is important because we want to make sure that everybody that lives there, that works there, that goes to school there is able to participate.

To learn more, visit myescambia.com/open-government/projects/reimagine-jackson-street.

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Author: admin

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Tags: City of Pensacola, Escambia County,

Rick's Blog

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Pensacola, Escambia County officials looks to improve West Jackson Street

by John Rupolo
Tuesday, March 15th 2022

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Courtesy Reimagine Jackson Street

PENSACOLA, Fla. -- City and county officials want to get the public's input on five miles of road improvements that're in the works for West Jackson Street.

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LIVE

WEAR

Escambia County Commissioner Doug Underhill says that before he leaves office in May, he wants the project started to improve the five mile stretch of West Jackson.

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LIVE

"What we need on Jackson Street is a street that's not just safe for cars but is safe for pedestrians," Underhill said.

In many spots on the road there are no sidewalks for pedestrians. Part of the master plan might include calls for the construction of new sidewalks.

"For people to be safe they need to walk and they need to be able to walk at night," Underhill said.

When it rains it pours in many spots on West Jackson. Officials want drainage installed for flooding. After Tuesday's rains, we noticed lots of flooded spots on West Jackson.

"In order to do this properly, we're going to have to manage our stormwater that's the part that happens underground," Underhill said. "It's kind of expensive."

Residents say West Jackson needs more street lights. This could mean installing new ones that are lower to the street, rather than up to 50 feet above the roadway.

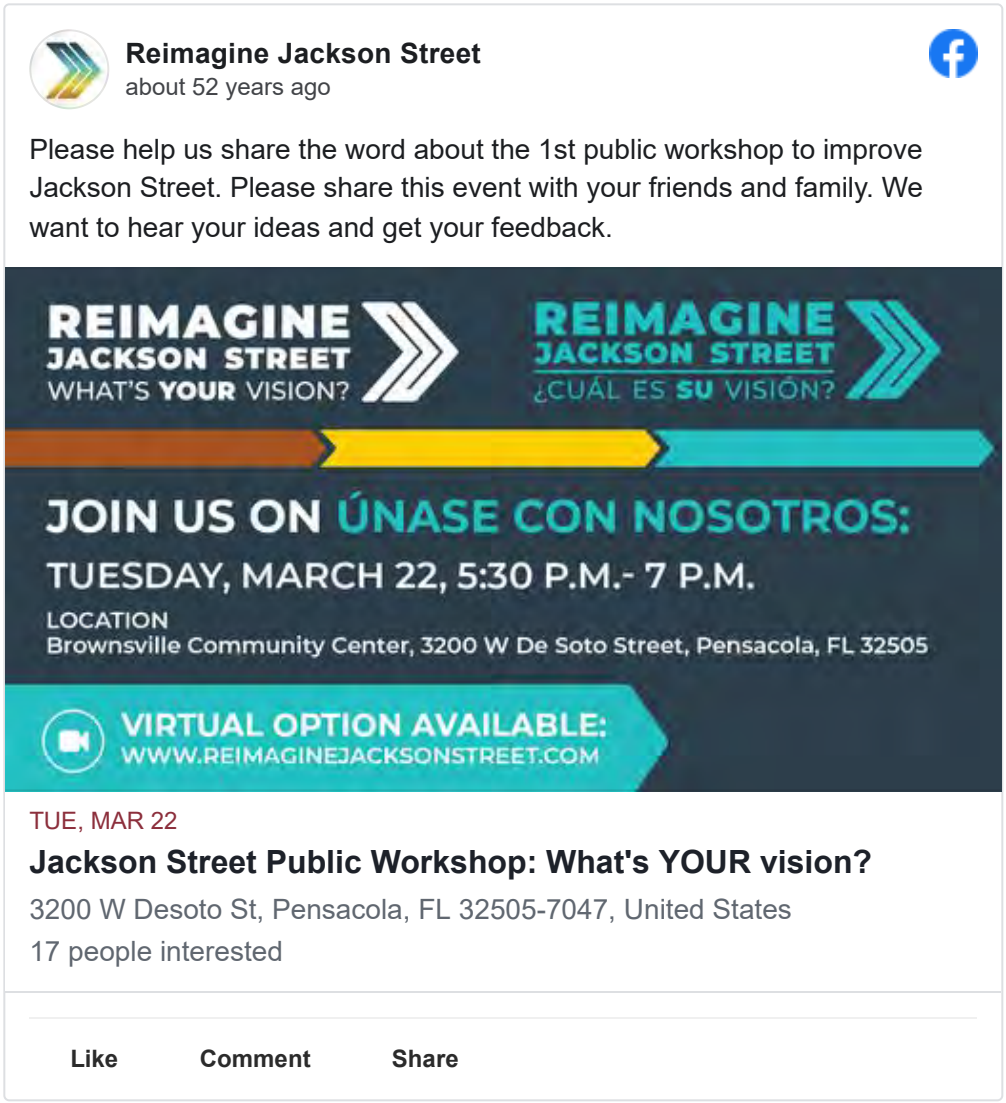
"And as a result, you have a bright spot then a dark spot between the next bright spot," Underhill said.

Nearby businesses like Blue Angels Music are lobbying for more improvements.

ıg run," Nan De 62° 77° 80° er said.

LIVE

Your public input is wanted at next week's first public meeting about improvements on West Jackson.



That public meeting is scheduled for next Tuesday at the Brownsville Community Center. It starts at 5:30 p.m. There will also be a virtual, online option available as well.

MORE TO EXPLORE

1 dead, 8 hospitalized in crash on I-10 east in Escambia County

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1 transported after crash on Olive Road in Escambia County

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La ciudad y el condado organizarán un taller público sobre los planes para Jackson Street ~ City and County to host public workshop on plans for Jackson Street

By **La Costa Latina** - March 17, 2022

La ciudad y el condado organizarán un taller público sobre los planes para Jackson Street

ENGLISH

Se llevará a cabo una reunión pública y un taller el martes 22 de marzo para recopilar opiniones e ideas del público para desarrollar un Plan Maestro para la futura mejora de West Jackson Street, entre A Street y Fairfield Drive. El esfuerzo de planificación es un proyecto conjunto del Condado de Escambia y la Ciudad de Pensacola, así como sus Agencias de Reurbanización Comunitaria.

El taller será de 5:30 p.m. a 7:00 p.m. en el Centro Comunitario de Brownsville, ubicado en el 3200 W. De Soto St. en Pensacola. Los expertos en planificación presentarán la investigación y el análisis del corredor primero, así como los posibles escenarios y opciones para mejorar la calle.

City and County to host public workshop on plans for Jackson Street



A public meeting and workshop will be held on Tuesday, March 22 to gather public input and ideas to develop a Master Plan for the future improvement of West Jackson Street, between A Street and Fairfield Drive. The planning effort is a joint project of Escambia County and the City of Pensacola, as well as their Community Redevelopment Agencies.

The workshop will be from 5:30-7 p.m. at the Brownsville Community Center, located at 3200 W. De Soto St. in Pensacola. Planning experts will first present research and analysis of the corridor, as well as possible scenarios and options for improving the street.

La presentación será seguida por tres sesiones de trabajo centradas en la seguridad y la movilidad, el desarrollo económico y la sostenibilidad ambiental. Los comentarios e ideas recibidos durante el taller se utilizarán para desarrollar una visión para el Plan Maestro de Jackson Street.

Esta reunión es parte del proceso para desarrollar un plan viable de transporte y redesarrollo que represente las necesidades y los deseos de la comunidad.

También se invita a los miembros del público a dar su opinión de una de las siguientes maneras:

Complete una encuesta en línea en ReimagineJacksonStreet.com o comentarios por correo electrónico a ideas@ReimagineJacksonStreet.com.

Puede encontrar información sobre esta y futuras reuniones, junto con maneras de participar, en ReimagineJacksonStreet.comy en Facebook @ReimagineJacksonStreet.

The presentation will be followed by three breakout sessions focused on safety and mobility, economic development and environmental sustainability. The feedback and ideas received during the workshop will be used to develop a vision for the Jackson Street Master Plan.

This meeting is part of the process to develop a feasible transportation and redevelopment plan that represents the community's needs and desires. Members of the public are also invited to provide input in one of the following ways:

Complete an online survey at ReimagineJacksonStreet.com or email comments to ideas@ReimagineJacksonStreet.com.

Information about this and future meetings, along with ways to participate, can be found at ReimagineJacksonStreet.com and on Facebook @ReimagineJacksonStreet.

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pensacola news journal

PENSACOLA

Hundreds shared their hopes for a 'reimagined' Jackson Street. See the results

Pensacola News Journal/USA TODAY NETWORK

Published 6:01 a.m. CT May 24, 2022

Designers have taken feedback from hundreds of surveys and incorporated them into a plan to "reimagine" West Jackson Street.

The Jackson Street plan, dubbed Reimagine Jackson Street, is intended to improve safety along Jackson Street and make the roadway more pedestrian-friendly, while also enhancing existing neighborhoods and businesses in the area.

The project launched with a public meeting in March including a multi-lingual survey that garnered over 300 responses.

In a pair of public meetings today, citizens will have the chance to come back to the table and share their response to the initial plans and concepts for the roadway improvement project.

The view from the street Citizens want a more walkable Jackson Street with better drainage. Do you agree?

From March: How would you build a better West Jackson Street? Pensacola wants to hear from you

The community is invited to the second public meeting for the Jackson Street Master Plan on Tuesday 5:30-7 p.m. at the Brownsville Community Center, located at 3200 W. De Soto St. in Pensacola. The public may also register to attend virtually via Zoom.

This second public meeting will be an opportunity for residents to comment on the specific proposals for the corridor. Project lead, Catherine Prince, said the community's input during the first meeting was vital for guiding the design team's proposed improvements and hoped to continue that dialogue at the second meeting, and that she was looking forward to sharing concepts and renderings developed using citizen input.

In addition to the public meeting, the City of Pensacola Community Redevelopment Agency and the Escambia County Board of County Commissioners will hold a joint workshop at 3 p.m. Tuesday to discuss conceptual options for the Reimagine Jackson Street project based on preliminary public input and data analysis.

The workshop will be held at Pensacola City Hall in the Hagler-Mason Conference room, located at 222 W. Main St. The workshop agenda will be available on the City of Pensacola website. This meeting is also open to the public.

"We think it's important for the West Side," Mayor Grover Robinson said of the project during a regular press conference Monday morning. "It's certainly important for the improvements that have been made to Palafox that we look at what's going on in continuing to make Jackson a safe pedestrian and bike street."

To view the presentation from the first public meeting held on March 22, 2022, visit the Escambia County YouTube page. To view results from the survey that was sent out in March, click here.

Information about this and future meetings, along with ways to participate, can be found at ReimagineJacksonStreet.com and on Facebook @ReimagineJacksonStreet.

Rick's Blog

I'm your huckleberry





POLITICS

Reimagine Jackson Street, Part 2 [podcast]

RICK OUTZEN MAY 18, 2022



The community is invited to the second public meeting for the Jackson Street Master Plan on Tuesday, May 24 from 5:30-7 p.m. at the Brownsville Community Center, located at 3200 W. De Soto St. in Pensacola. The public may also register to attend virtually via Zoom.

The meeting will provide an opportunity for residents and businesses to review and provide input on the concepts and proposed improvements for West Jackson Street between A

inweekly



Since 2005, this award-winning blog has offered insights into the news and politics of Northwest Florida.



RECENT COMMENTS

Street and Fairfield Drive. The goal of the project is to improve safety along Jackson Street and make the roadway more pedestrian-friendly, while also enhancing existing neighborhoods and businesses in the area.

The planning effort is a joint project of Escambia County and the City of Pensacola, as well as their Community Redevelopment Agencies.

In addition to the public meeting, the City of Pensacola Community Redevelopment Agency and the Escambia County Board of County Commissioners will hold a joint workshop on Tuesday, May 24 at 3 p.m., to discuss conceptual options for the Reimagine Jackson Street project based on preliminary public input and data analysis. The workshop will be held at Pensacola City Hall in the Hagler-Mason Conference room, located at 222 W. Main St. The workshop agenda will be available on the City of Pensacola website. This meeting is also open to the public.

The Jackson Street plan, dubbed Reimagine Jackson Street, launched with a public meeting in March and a multi-lingual survey that garnered over 300 responses.

Project lead Catherine Prince was my guest on WCOA this morning:

Reimagine Jackson Street Part 2

by Rick's Podcasts

0:00 | 7:24



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Rick Outzen on Presser Notes: Another Summer of Scooters?

Bill on Presser Notes: Another Summer of Scooters?

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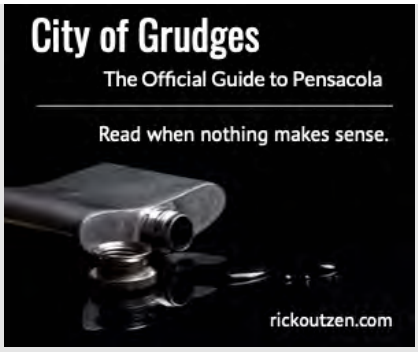




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Segunda reunión pública sobre futuros planes para West Jackson Street el 24 de mayo ~ Second Public Meeting on Future Plans for West Jackson Street May 24

By **La Costa Latina** - May 20, 2022

Segunda reunión pública sobre futuros planes para West Jackson Street el 24 de mayo

ENGLISH

PENSACOLA, Fla. – Se invita a la comunidad a la segunda reunión pública del Plan Maestro de Jackson Street el martes 24 de mayo de 5:30 p.m. a 7:00 p.m. en el Centro Comunitario de Brownsville, ubicado en el 3200 W. De Soto St. en Pensacola. El público también puede registrarse para asistir virtualmente a través de Zoom.

La reunión brindará una oportunidad para que los residentes y las empresas revisen y proporcionen información sobre los conceptos y las mejoras propuestas para West Jackson Street entre A Street y Fairfield Drive. El objetivo del proyecto es mejorar la seguridad a lo largo de West Jackson Street y hacer que la calzada sea más amigable para los peatones, al vez que mejoran los vecindarios y negocios existentes en el área.

Second Public Meeting on Future Plans for West Jackson Street May 24



PENSACOLA, Fla. – The community is invited to the second public meeting for the Jackson Street Master Plan on Tuesday, May 24 from 5:30-7 p.m. at the Brownsville Community Center, located at 3200 W. De Soto St. in Pensacola. The public may also register to attend virtually via Zoom.

The meeting will provide an opportunity for residents and businesses to review and provide input on the concepts and proposed improvements for West Jackson Street between A Street and Fairfield Drive. The goal of the project is to improve safety along West Jackson Street and make the roadway more pedestrian-friendly, while also enhancing existing neighborhoods and businesses in the area.

El esfuerzo de planificación es un proyecto conjunto del Condado de Escambia y la Ciudad de Pensacola, así como sus Agencias de Reurbanización Comunitaria.

Además de la reunión pública, la Junta de Comisionados del Condado de Escambia y la Agencia de Reurbanización Comunitaria de la Ciudad de Pensacola realizarán un taller conjunto el martes 24 de mayo a las 3:00 p.m. para conceptuar opciones para el projecto Reimagine Jackson basado en el aporte del público y el análisis de los datos. El taller se llevará a cabo en el Ayuntamiento de Pensacola en la sala de conferencias Hagler-Mason, ubicada en el 222 W. Main St. La agenda del taller estará disponible en el sitio web de la Ciudad de Pensacola. Esta reunión también está abierta al público.

El plan de Jackson Street, denominado Reimagine Jackson Street, se lanzó con una reunión pública en marzo y una encuesta multilingüe que obtuvo más de 300 respuestas.

A partir de los comentarios iniciales, los diseñadores trabajaron para crear una lista de opciones y mejoras para West Jackson Street. Esta segunda reunión pública será una oportunidad para que los residentes comenten sobre las propuestas específicas para el corredor. La encargada del proyecto, Catherine Prince, dijo que el aporte de la comunidad durante la primera reunión fue vital para guiar las mejoras propuestas por

The planning effort is a joint project of Escambia County and the City of Pensacola, as well as their Community Redevelopment Agencies.

In addition to the public meeting, the Escambia County Board of County Commissioners and the City of Pensacola Community Redevelopment Agency will hold a joint workshop on Tuesday, May 24 at 3 p.m., to discuss conceptual options for the Reimagine Jackson Street project based on preliminary public input and data analysis. The workshop will be held at Pensacola City Hall in the Hagler-Mason Conference room, located at 222 W. Main St. The workshop agenda will be available on the City of Pensacola website. This meeting is also open to the public.

The Jackson Street plan, dubbed Reimagine Jackson Street, launched with a public meeting in March and a multi-lingual survey that garnered over 300 responses.

From the initial feedback, the designers worked to create a list of options and improvements for West Jackson Street. This second public meeting will be an opportunity for residents to comment on the specific proposals for the corridor. Project lead, Catherine Prince, said the community's input during the first meeting was vital for guiding the design team's proposed improvements and hoped to

el equipo de diseño y esperaba continuar ese diálogo en la segunda reunión.

La presentación de la primera reunión pública celebrada el 22 de marzo de 2022 y los resultados de la encuesta están disponibles en ReimagineJacksonStreet.com.

continue that dialogue at the second meeting.

The presentation from the first public meeting held on March 22, 2022 and the results from the survey are available at ReimagineJacksonStreet.com.

Facebook Comments

La Costa Latina

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E2: Web Advertisement

Escambia County
FLORIDA



Español tiếng Việt

Watch The First Public Workshop Presentation

Click here to view the slides from the public meeting

Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA), are partnering to determine a Vision for West Jackson Street.

The goal of the effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable, long-term economic redevelopment.

TAKE THE SURVEY

Deadline is Wednesday, April 13

English version of survey
Versión en español de la encuesta
Khảo sát phiên bản tiếng Việt

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SIGN UP FOR UPDATES

Reimagine Jackson Street. What's YOUR Vision?

Email

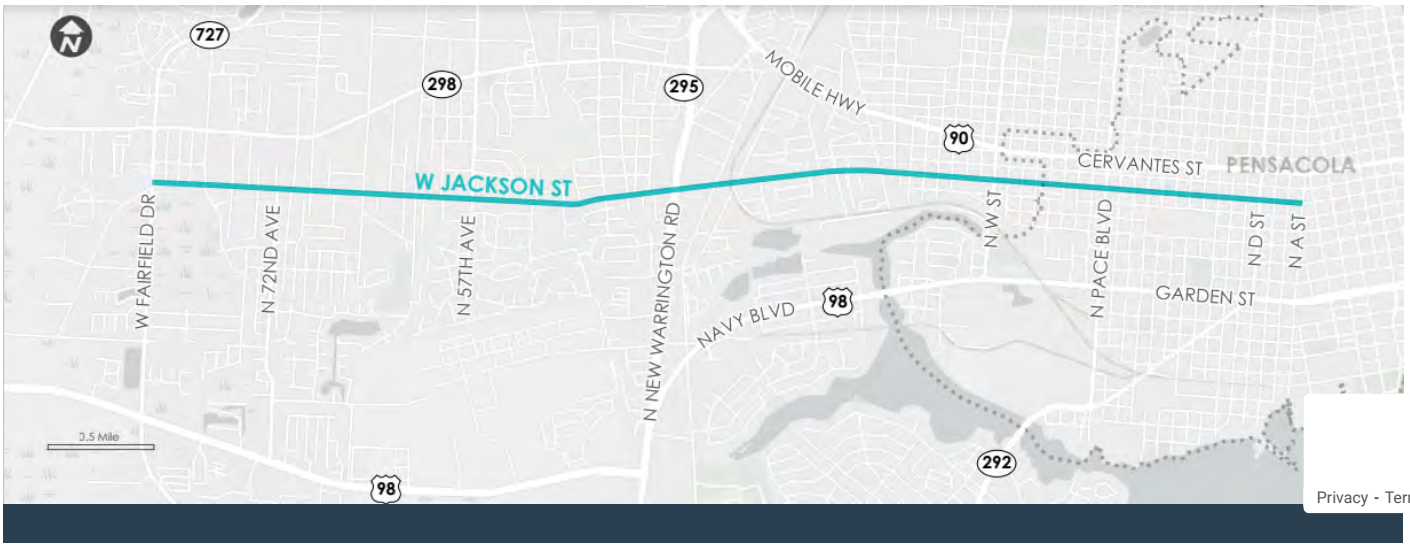
First Name

Last Name

By submitting this form, you are consenting to receive public involvement from: Reimagine Jackson Street, http://www.abc-communications.net. You can revoke your consent to receive emails at any time by using the SafeUnsubscribe® link, found at the bottom of every email. Emails are serviced by Constant Contact.

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THE PROJECT LIMITS RUN ALONG WEST JACKSON STREET, BETWEEN A STREET AND FAIRFIELD DRIVE.



PROJECT PURPOSE

Jackson Street is a unique and historic street that traverses a diverse and predominantly residential community. The street connects downtown Pensacola and the western portion of Escambia County.

The City of Pensacola is growing, and more families are choosing to live along Jackson Street. This growth, combined with a lack of adequate sidewalks and crosswalks and other road infrastructure, makes safety a major concern for drivers, pedestrians, and bicyclists.

The Master Plan will include the community's needs and desires and lead to a feasible transportation and redevelopment plan.



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BE INVOLVED IN DEVELOPING THE COMMUNITY VISION (PHASE 1)

Your feedback is critical to developing a successful plan to improve the Jackson Street corridor.

JAN-MAR

- 1st Public Workshop
- Collect Existing Conditions

2022

APR-MAY

- Public Survey
- 2nd Public Workshop

2022

JUN-OCT

- Implementation Plan
- Conceptual Design, Cost Estimate

2022

Privacy - Terms

Escambia County FLORIDA



Español tiếng Việt

2ND PUBLIC WORKSHOP

Tuesday, May 24

5:30pm - 7:00pm

Brownsville Community Center

3200 W De Soto St

Register for the Virtual Meeting

Images from the 1st Public Workshop - Click to Enlarge



Thank you for providing your input and vision for Jackson Street. Our tea design experts heard your ideas at the 1st Public Workshop and through survey.

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Come see the results of your feedback and let us know what you think. With your help, we can develop an implementable Master Plan for Jackson Street that addresses the community's needs and desires.

To see the survey results or view the presentation at the 1st Public Workshop, click on the links below.

View the Jackson Street Survey Results

Watch The First Public Workshop Presentation

View the Slides from the 1st Public Meeting

Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA), are partnering to determine a Vision for West Jackson Street.

The goal of the effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable, long-term economic redevelopment.

SIGN UP FOR UPDATES

Reimagine Jackson Street. What's YOUR Vision?

Email

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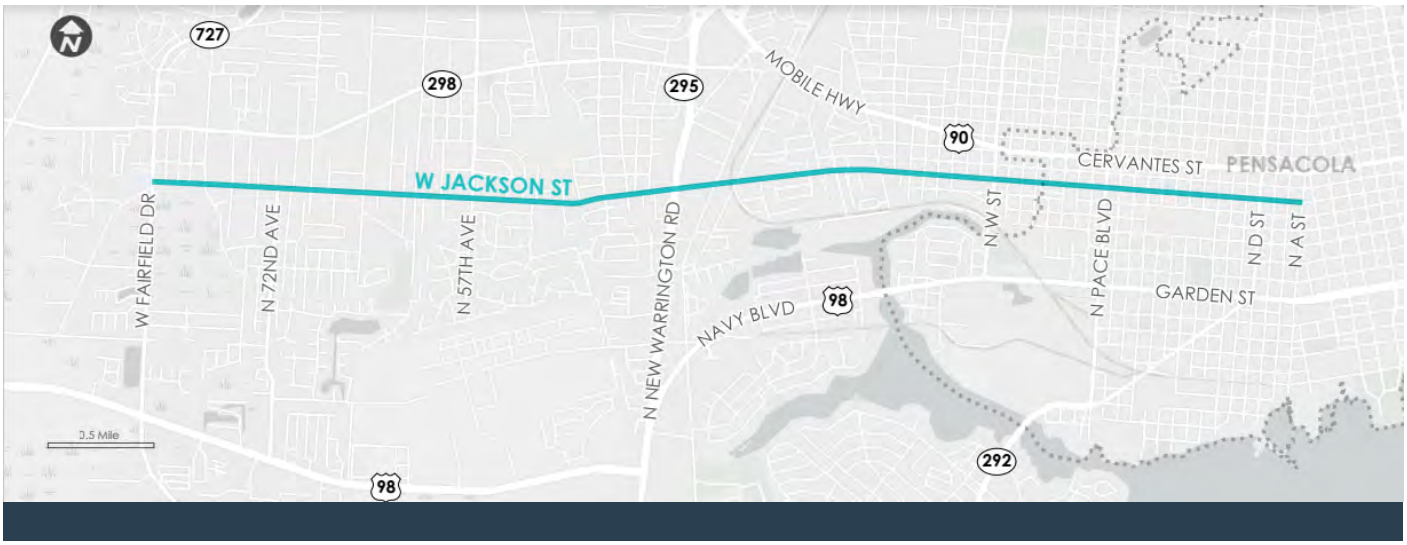
First Name

Last Name

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The Master Plan will include the community's needs and desires and lead to a feasible transportation and redevelopment plan.



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BE INVOLVED IN DEVELOPING THE COMMUNITY VISION (PHASE 1)

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JAN-MAR

- 1st Public Workshop
- Collect Existing Conditions

2022

APR-MAY

- Public Survey
- 2nd Public Workshop

2022

JUN-OCT

- Implementation Plan
- Conceptual Design, Cost Estimate

2022

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E3: Facebook Advertisement

Ad preview

Reimagine Jackson Street created an **event**.
Sponsored ·



TUE, MAR 22

Jackson Street Public Workshop: What's YOUR vision?

3200 W Desoto St, Pensacola, FL 32505-7047, United States
8 Went · 17 Interested

2

Like Comment Share

Write a comment...

Press Enter to post.

Reimagine Jackson Street
May 18 ·

Unable to attend the Reimagine Jackson Street Second Public Workshop? Register to attend virtually.

REGISTER: https://wspusa.zoom.us/.../tZIlc-2sqDMvHNzvuexc...

The workshop, which will be held in-person from 5:30 to 7 p.m. Tuesday, May 24, at Brownsville Community Center, 3200 West De Soto St, Pensacola, will allow those in attendance to see how public feedback from the first public workshop and survey were incorporated into potential design concepts for the Reimagine Jackson Street Master Plan.

Attendees will also be able to provide their thoughts on various options that will help designers continue to create an implementable Master Plan that addresses the community's needs and desires.

For more information, visit reimaginejacksonstreet.com.



E4: Emails

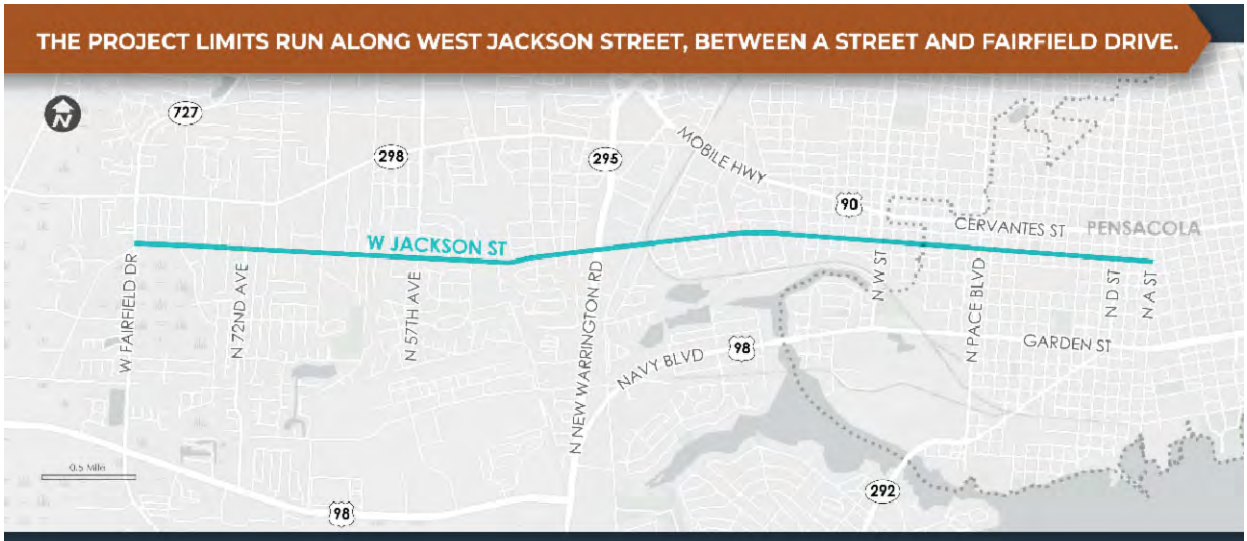
From: Reimagine Jackson Street <ideas@reimaginejacksonstreet.com>
Sent: Friday, February 25, 2022 2:08 PM
To:
Subject: Reimagine Jackson Street: What's YOUR Vision?



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Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA) are partnering to determine a Vision for West Jackson Street. The goal of the effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term economic redevelopment.



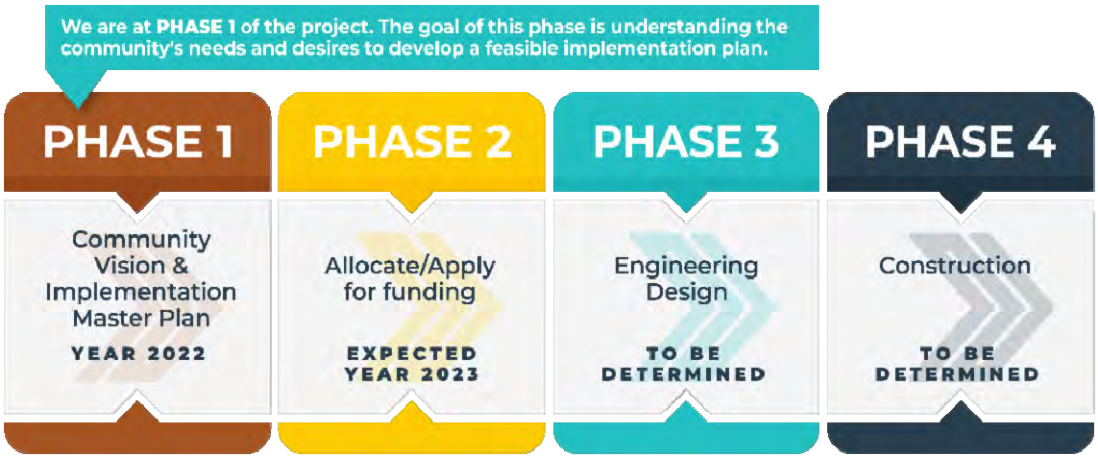
PROJECT PURPOSE

Jackson Street is a unique and historic street that traverses a diverse and predominantly residential community. The street connects downtown Pensacola and the western portion of Escambia County.

The City of Pensacola is growing, and more families are choosing to live along Jackson Street. This growth, combined with a lack of adequate sidewalks and crosswalks and other road infrastructure, makes safety a major concern for drivers, pedestrians, and bicyclists.

The outcome of this project is to incorporate the community's needs and desires into a feasible implementation plan. The plan will include transportation and redevelopment improvements.

PROJECT PHASES





To sign up for project updates, visit www.ReimagineJacksonStreet.com

EMAIL | Ideas@ReimagineJacksonStreet.com
FACEBOOK | @ReimagineJacksonStreet
TRAVIS PETERSON | CONSULTANT ENGAGEMENT SPECIALIST | (850) 434-2963
TERRI MALONE | ESCAMBIA COUNTY PROJECT MANAGER | (850) 595-3425

From: Reimagine Jackson Street <ideas@reimaginejacksonstreet.com>
Sent: Thursday, March 3, 2022 2:41 PM
To:
Subject: Reimagine Jackson Street: Share YOUR Vision

REIMAGINE
JACKSON STREET
WHAT'S YOUR VISION?

Be involved in developing the community vision for improving the Jackson Street corridor.

Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA) are partnering to determine a vision for West Jackson Street, and invite you to share your feedback.

The goal of this effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable, long-term economic redevelopment.

JOIN US AND SHARE YOUR VISION:

1st Public Workshop
Tuesday | March 22, 5:30pm-7pm

Brownsville Community Center
3200 W De Soto St | Pensacola, FL 32505
Please enter through the back of the Community Center.

Your feedback is critical to developing a successful improvement plan.

PROJECT PURPOSE

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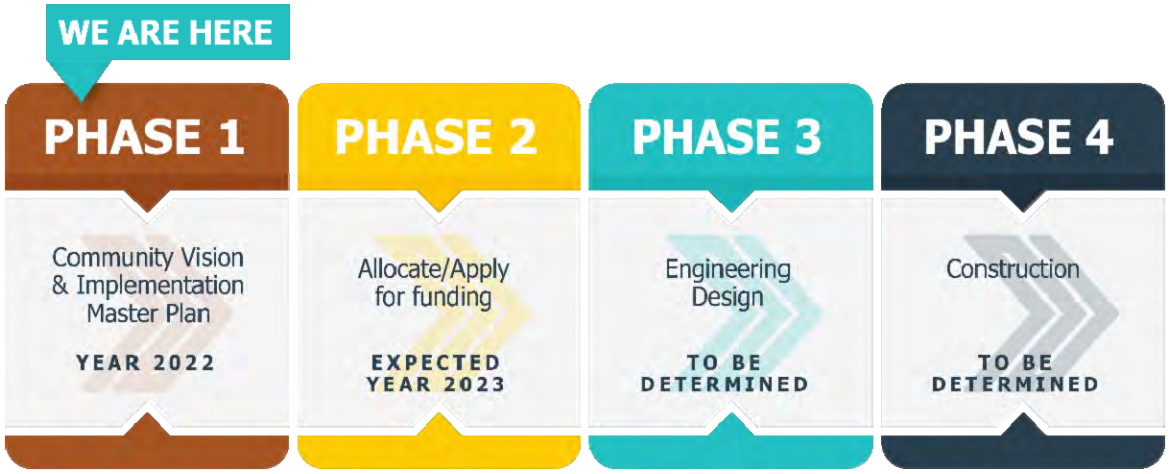


The City of Pensacola is growing, and more families are choosing to live along Jackson Street. This growth, combined with a lack of adequate sidewalks and

crosswalks and other road infrastructure, makes safety a major concern for drivers, pedestrians, and bicyclists.

The Reimagine Jackson Street Master Plan will include the community's needs and desires and lead to a feasible transportation and redevelopment plan.

PROJECT PHASES



We are currently at PHASE 1 of the project. The goals of this phase are to gather community inputs, collect data on existing conditions, and then implement this vital feedback and information into a Master Plan.



WHAT'S **YOUR** VISION?

Share your vision for the West Jackson Street corridor by joining us on March 22 at the Community Public Workshop. You can also learn more about the Reimagine Jackson Street Project and stay informed by clicking these links:

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FACEBOOK | @ReimagineJacksonStreet
TRAVIS PETERSON | Consultant Engaement Specialist | (850) 434-2963
TERRI MALONE | Escambia County Project Manager | (850) 595-3425

Reimagine Jackson Street | 3363 Park Place, Pensacola, FL 32505

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Constant Contact

Try email marketing for free today!

From: Reimagine Jackson Street <ideas@reimaginejacksonstreet.com>
Sent: Tuesday, March 8, 2022 4:25 PM
To:
Subject: Reimagine Jackson Street: Share YOUR Vision!



PURPOSE OF THE PROJECT
PROPÓSITO DEL PROYECTO

The goal of the Jackson Street Master Plan is to get community input and develop an implementable plan.
El objectivo del plan maestro de Jackson Street es obtener el apoyo de la comunidad y desarrollar un plan implementable.



TAKE THE SURVEY!! TOME LA ENCUESTA

Please visit the project website for additional information:
*Visite el sitio web para obtener la traducción en español.
www. ReimagineJacksonStreet.com | Email: Ideas@ReimagineJacksonStreet.com

WE WANT TO HEAR YOUR IDEAS
QUEREMOS ESCUCHAR SUS IDEAS

We need your input to create a vision for the future of West Jackson Street that complements the existing communities and addresses safety, mobility, and sustainable long-term economic redevelopment.

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Reimagine Jackson Street | 3363 Park Place, Pensacola, FL 32505

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From: Reimagine Jackson Street <ideas@reimaginejacksonstreet.com>
Sent: Friday, March 11, 2022 9:30 AM
To:
Subject: Reimagine Jackson Street: What's YOUR Vision?



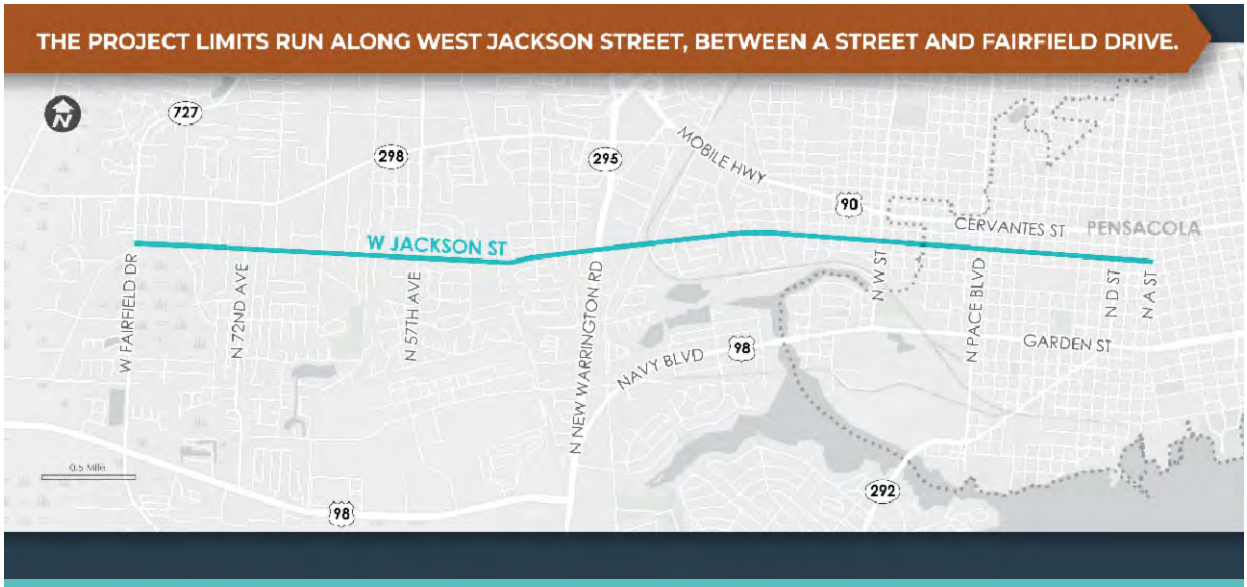
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Please join us for our 1st Public Workshop on Tuesday, March 22 at 5:30 p.m. at the Brownsville Community Center to share your ideas!

Jackson Escambia County, the City of Pensacola, and their Community Redevelopment Agencies (CRA) are partnering to determine a Vision for West Jackson Street. The goal of the effort is to develop an implementable master plan for the corridor. Proposed improvements will complement the existing communities and address safety, mobility, and sustainable long-term economic redevelopment.

To learn more visit www.ReimagineJacksonStreet.com.



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Constant Contact
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From: Reimagine Jackson Street <ideas@reimaginejacksonstreet.com>
Sent: Monday, March 14, 2022 2:01 PM
To:
Subject: You are invited to the Jackson Street Public Workshop





Please visit the project website for additional information:
*Visite el sitio web para obtener la traducción en español.
www. ReimagineJacksonStreet.com | Email: Ideas@ReimagineJacksonStreet.com

We need your input to create a vision for the future of West Jackson Street that complements the existing communities and addresses safety, mobility, and sustainable long-term economic redevelopment.

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TERRI MALONE | Escambia County Project Manager | (850) 595-3425

From: Reimagine Jackson Street <ideas@reimaginejacksonstreet.com>
Sent: Wednesday, March 16, 2022 1:39 PM
To:
Subject: You are invited to the Jackson Street Public Workshop



Monday, March 21
Quick Serve Convenience
5703 W Jackson St
12 p.m.- 2 p.m.

Tuesday, March 22
Saigon Market
604 N Pace Blvd
11:30 a.m. - 1:30 p.m.

Tuesday, March 22
Lucky Penny
2900 W Jackson St.
2 a.m. - 4 p.m.

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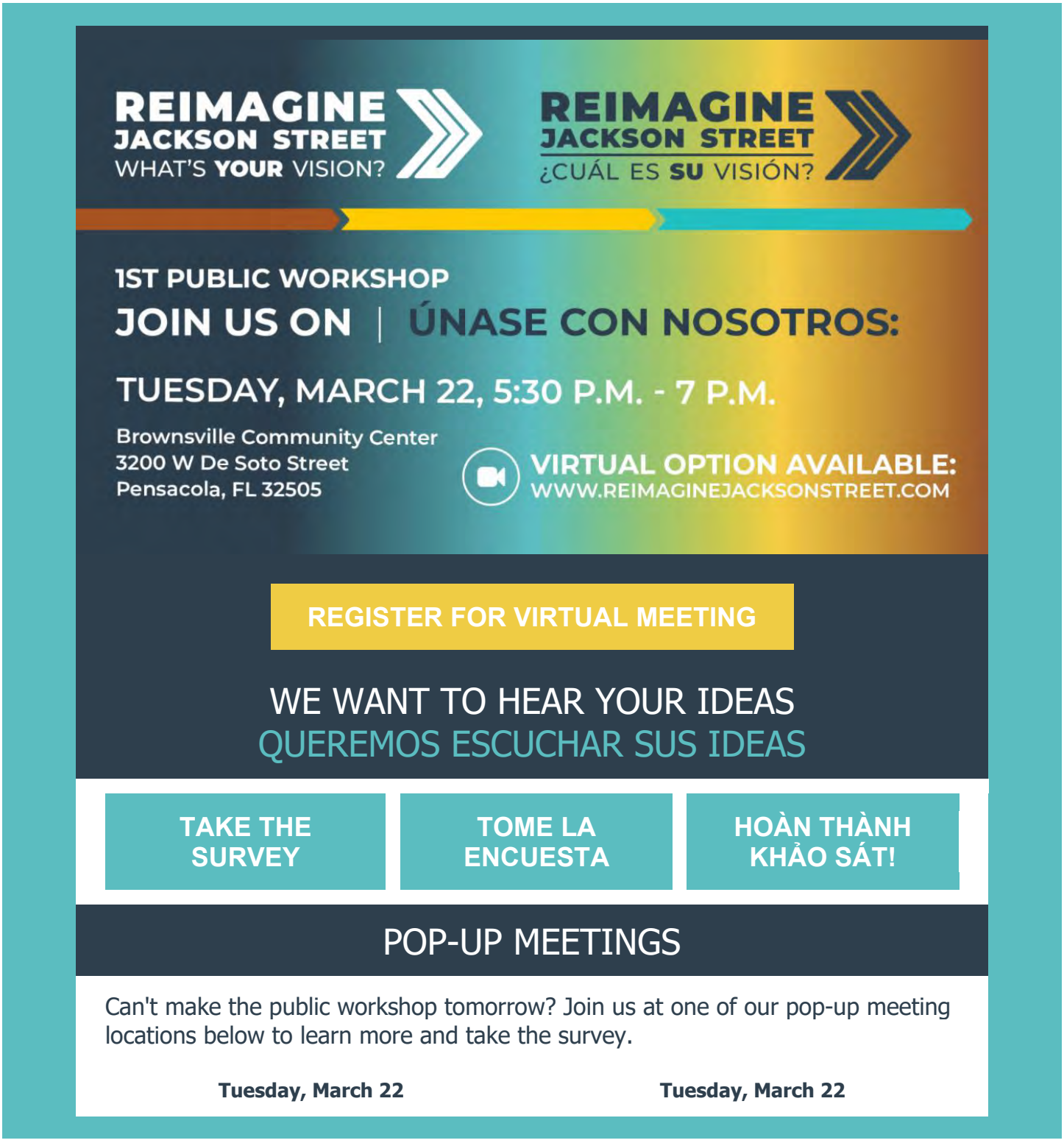
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From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Monday, March 21, 2022 4:12 PM
To:
Subject: You are invited to the Jackson Street Public Workshop March 22



Saigon Market
604 N Pace Blvd
11:30 a.m. - 1:30 p.m.

Lucky Penny
2900 W Jackson St.
2 p.m. - 4 p.m.

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From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Tuesday, March 22, 2022 2:46 PM
To:
Subject: The Jackson Street Public Workshop is Tonight!





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TRAVIS PETERSON | Consultant Engaement Specialist | (850) 434-2963
TERRI MALONE | Escambia County Project Manager | (850) 595-3425

FASES DEL PROYECTO

ESTAMOS AQUI

FASE 1	FASE 2	FASE 3	FASE 4
Visión de la comunidad & Implementación del Plan Maestro	Asignación/ Solicitar financiación	Ingeniería Diseño	Construcción
AÑO 2022	AÑO PREVISTO 2023	AÚN NO DETERMINADO	AÚN NO DETERMINADO

FASE 1: PARTICIPE EN EL DESARROLLO DE LA VISIÓN PARA LA COMUNIDAD

ENERO-MARZO 2022	ABRIL-MAYO 2022	JUNIO-OCTUBRE 2022
▶ 1er Taller Público ▶ Collecciónar condiciones exsistentes	▶ Encuesta Pública ▶ 2do Taller Público	▶ Implementación del plan ▶ Diseño conceptual, Estimado del Costo

ÚNASE CON NOSOTROS Y **COMPARTA SU VISIÓN:**

▶ **Primer Taller Público**
Martes | 22 de Marzo
5:30pm-7pm

▶ **Segundo Taller Público**
Martes | 24 de Mayo
5:30pm-7pm
(Fecha y horario puede cambiar)

Brownsville Community Center
3200 W De Soto St | Pensacola, FL 32505
Ingrese por la parte posterior del centro comunitario.

Sus comentarios son fundamentales para desarrollar un plan exitoso para mejorar el corredor de Jackson Street.

Escanee para completar la encuesta de comentarios sobre el proyecto y regístrese para recibir actualizaciones.

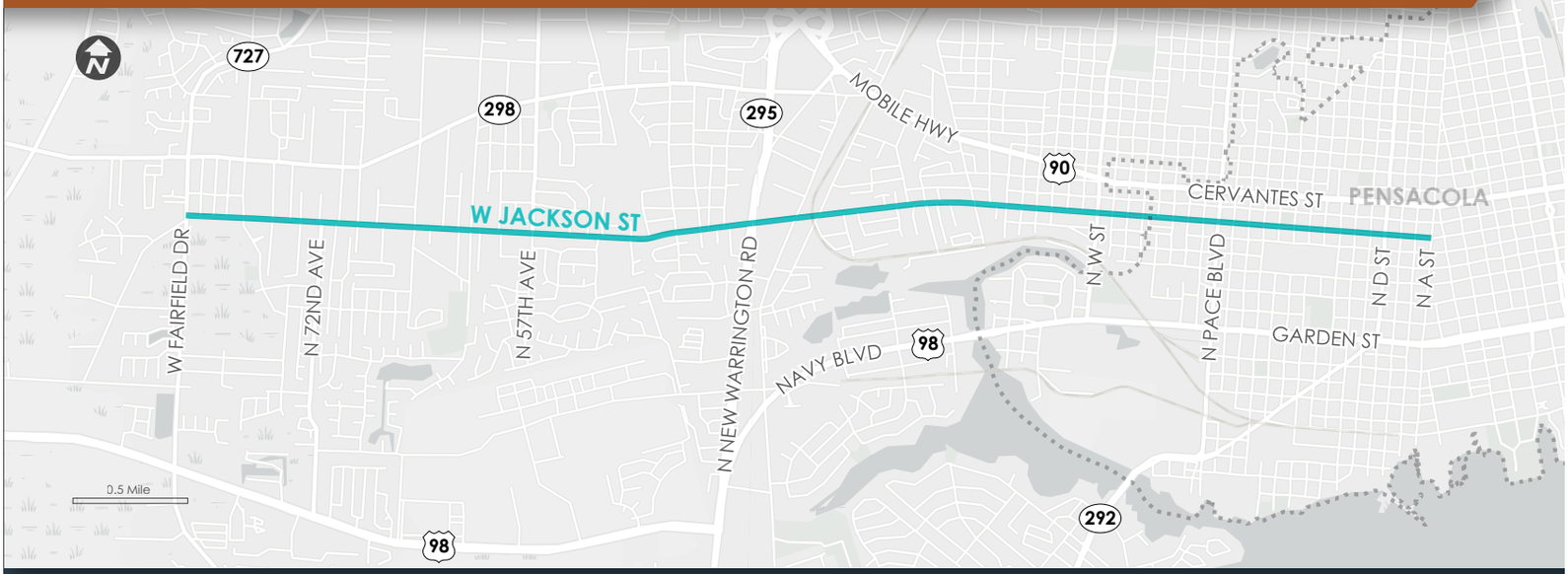
Ideas@ReimagineJacksonStreet.com
@ReimagineJacksonStreet
Travis Peterson, Consultant Engagement Specialist, (850) 434-2963
Terri Malone, Escambia County Project Manager, (850) 595-3425

www.ReimagineJacksonStreet.com

TƯƠNG LAI CỦA JACKSON STREET BẠN THẤY SAO?

Quân Ẻscambia, Thành Phố Pensacolấ, và Community Redevelopment Agencies (CRẤ), dạng hợp tác để phát triển phía Tây của con đường Jackson Street. Mục tiêu của dự án này là quy hoạch hóa con đường. Các cải tiến sẽ giúp cộng đồng về vấn đề An Ninh Khu Vực, Dễ dàng di chuyển, và giúp tái phát triển kinh tế lâu dai-bếnh vùng.

DỰ ÁN PHÁT TRIỂN ĐƯỜNG JACKSON STREET, GIỮA A STREET VÁ FAIRFIELD DRIVE



TRỌNG TÂM CỦA DỰ ÁN:

Đường Jackson là 1 con đường có bề dày lịch sự độc đáo, có nhiều cộng đồng dân cư đang sống. Chưa đầy con phố nối tiếp trung tâm Pensacolấ vá quân Ẻscambia.

Thành Phố Pensacolấ đắng càng ngày càng phát triển, vẫn gây càng có nhiều gia đình sống trên con đường này. Với nhiếp đó tăng trưởng này, cần thiết phải củng cố Vỉa Hè và Lối Đi, cũng có Cơ Sở Hạ Tầng và tang đó An Toàn dễ dàng cho Người Đi Đó, Xe Đạp và Lượng Xe qua lại.

Quy Hoạch tổng thể kết hợp các nhu cầu và mong muốn của cộng đồng, dẫn đến kế hoạch phát triển hơn về giao thông.

DỰ ÁN PHÁT TRIỂN

WE ARE HERE

VÒNG 1	VÒNG 2	VÒNG 3	VÒNG 4
Tâm Nhỉnh & Kế Hoạch Tổng Triển Khai	Allocate/Apply for funding	Engineering Design	Construction
YEAR 2022	DỰ ĐOÁN YEAR 2023	ĐƯỢC XÁC ĐỊNH	ĐƯỢC XÁC ĐỊNH

VÒNG 1: HỢP TÁC ĐỂ PHÁT TRIỂN CHO TƯƠNG LAI

THÁNG 1-3 2022	THÁNG 4-5 2002	THÁNG 6-10 2022
▶ Hội Thảo Công Khai lần 1 ▶ Thu Nhập Dữ Liệu đang có	▶ Khảo Sát ▶ Hội Thảo Công Khai lần 2	▶ Thực Hiện Kế Hoạch ▶ Cuộc Tình và Thiết Kế ý tưởng cho dự án

HÃY THAM GIA VỚI CHÚNG TÔI VÀ CHIA SẺ TẦM NHÌN CỦA BẠN

▶ Hội thảo công khai đầu tiên
Thứ ba | 22 tháng 3
5:30 chiều - 7 giờ tối

▶ Hội thảo công khai lần thứ hai
Thứ ba | 24 của tháng 5
5:30 chiều - 7 giờ tối

Brownsville Community Center
3200 W De Soto St | Pensacola, FL 32505
Đi vào phía sau của trung tâm cộng đồng.

Phản hồi của bạn là rất quan trọng để phát triển một kế hoạch thành công để cải thiện hành lang Jackson Street.

Quét để hoàn thành khảo sát phản hồi dự án và đăng ký nhận bản cập nhật.

Ideas@ReimagineJacksonStreet.com
@ReimagineJacksonStreet
Travis Peterson, Consultant Engagement Specialist, (850) 434-2963
Terri Malone, Escambia County Project Manager, (850) 595-3425

www.ReimagineJacksonStreet.com

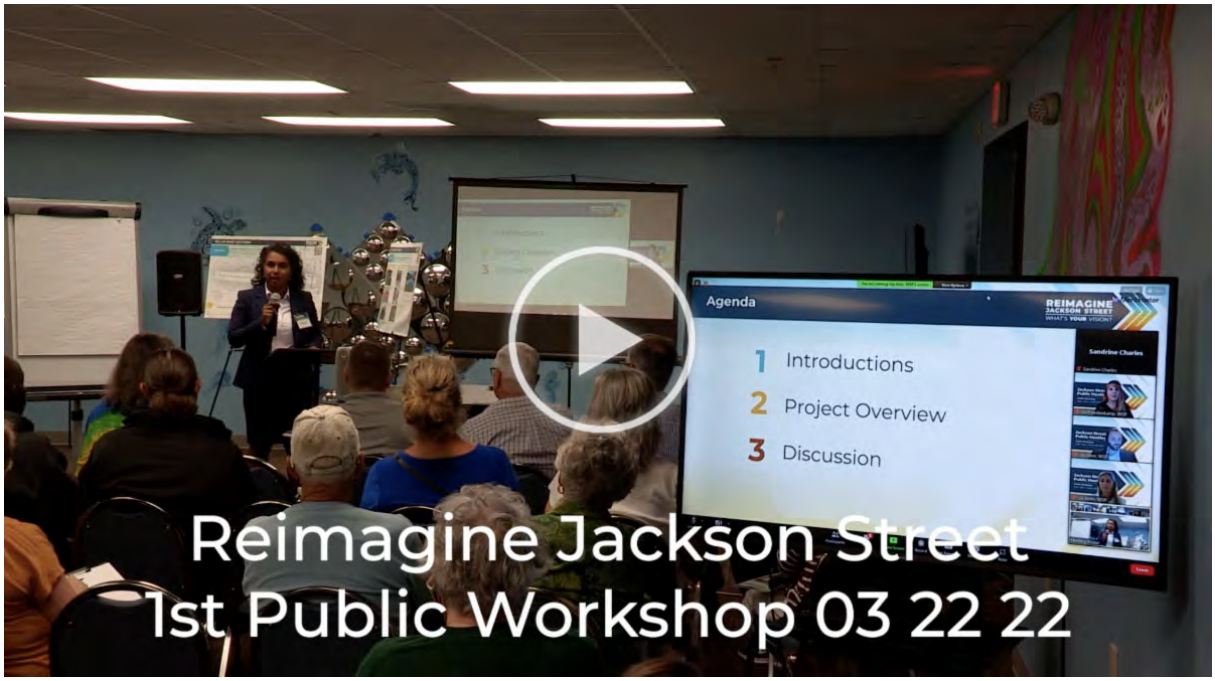
From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Thursday, March 31, 2022 12:23 PM
To:
Subject: View the 1st Public Workshop Presentation held on March 22

REIMAGINE JACKSON STREET WHAT'S YOUR VISION?

REIMAGINE JACKSON STREET ¿CUÁL ES SU VISIÓN?

1st Public Workshop

Was held on MARCH 22
Brownsville Community Center
3200 W De Soto Street, Pensacola







VIEW PRESENTATION

VIEW SLIDES

WE WANT YOUR FEEDBACK

We need your input to create a vision for the future of West Jackson Street that complements the existing communities and addresses safety, mobility, and sustainable long-term economic redevelopment. Please take our brief survey.

TAKE THE SURVEY

TOME LA ENCUESTA

HOÀN THÀNH KHẢO SÁT!

PROJECT LIMITS



The goal of the Jackson Street Master Plan is to get community input and develop an implementable plan.
El objectivo del plan maestro de Jackson Street es obtener el apoyo de la comunidad y desarrollar un plan implementable.

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Reimagine Jackson Street | 3363 Park Place, Pensacola, FL 32505

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Sent by ideas@reimaginejacksonstreet.com powered by

Constant Contact
Try email marketing for free today!

From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Tuesday, April 5, 2022 2:15 PM
To:
Subject: Only 9 days left to take the survey!



WE WANT YOUR FEEDBACK !!

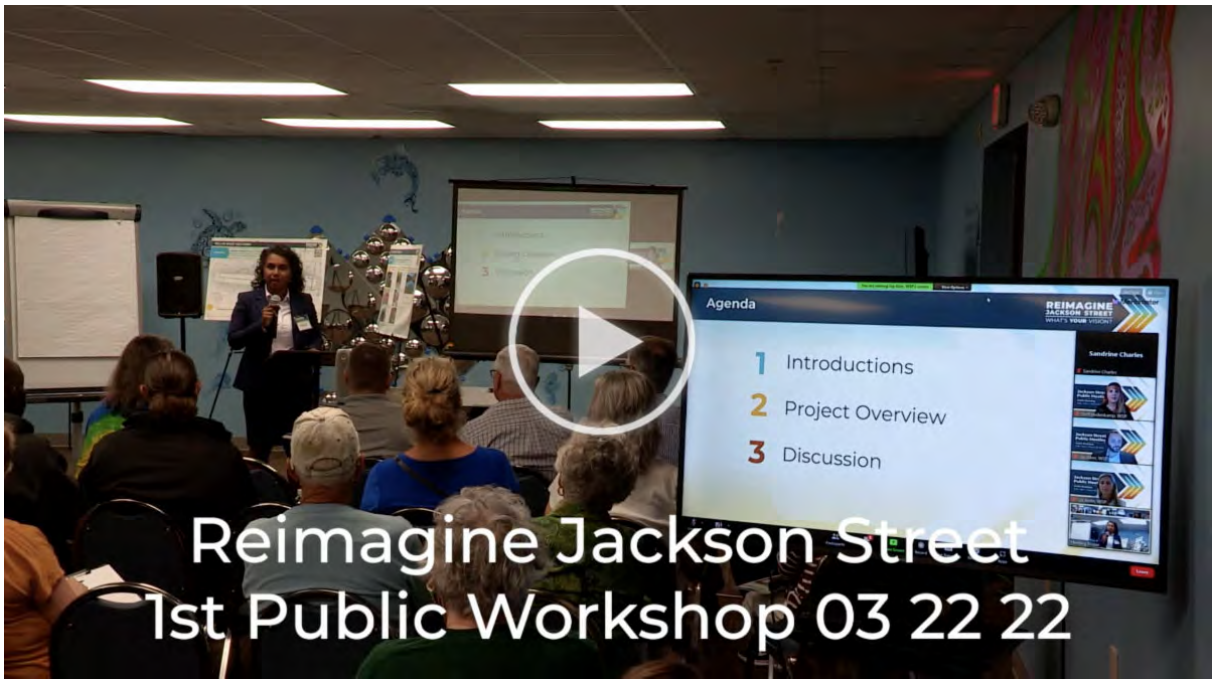
Reimagine Jackson Street Survey Closes Wednesday, April 13

TAKE THE SURVEY	TOME LA ENCUESTA	HOÀN THÀNH KHẢO SÁT!

Please take our brief survey and share it with your neighbors, friends, and fellow community members.

We need your input to create a vision for the future of West Jackson Street that complements the existing communities and addresses safety, mobility, and sustainable long-term economic redevelopment.

Our team of design experts is committed to developing a Master Plan for Jackson Street that represents the community's needs and desires.







VIEW PRESENTATION

VIEW SLIDES

PROJECT LIMITS



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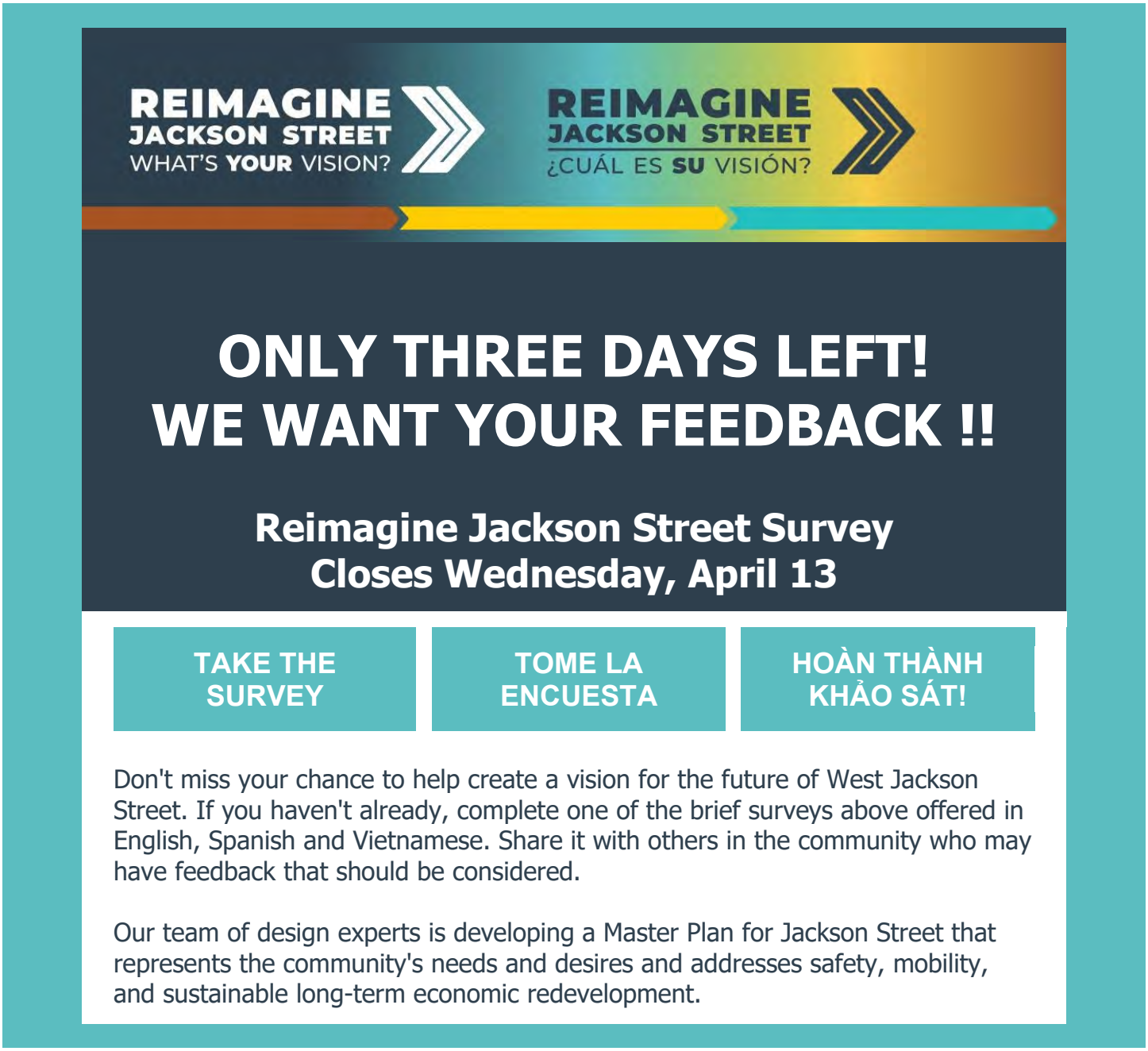
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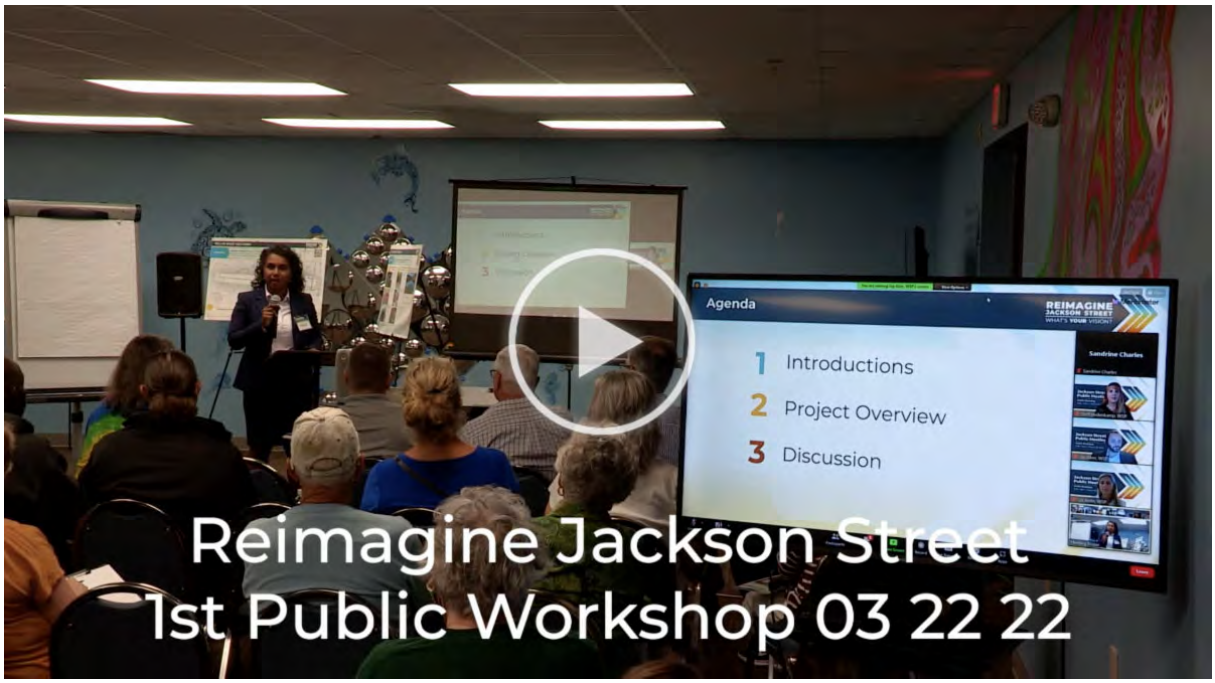
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TERRI MALONE | Escambia County Project Manager | (850) 595-3425

From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Monday, April 11, 2022 1:27 PM
To:
Subject: Only 3 days left to take the survey!









VIEW PRESENTATION

VIEW SLIDES

PROJECT LIMITS



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Sent by ideas@reimaginejacksonstreet.com powered by

From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Wednesday, April 13, 2022 3:40 PM
To:
Subject: This is the last day to take the survey!



THIS IS IT!!

THE LAST DAY TO TAKE THE SURVEY!

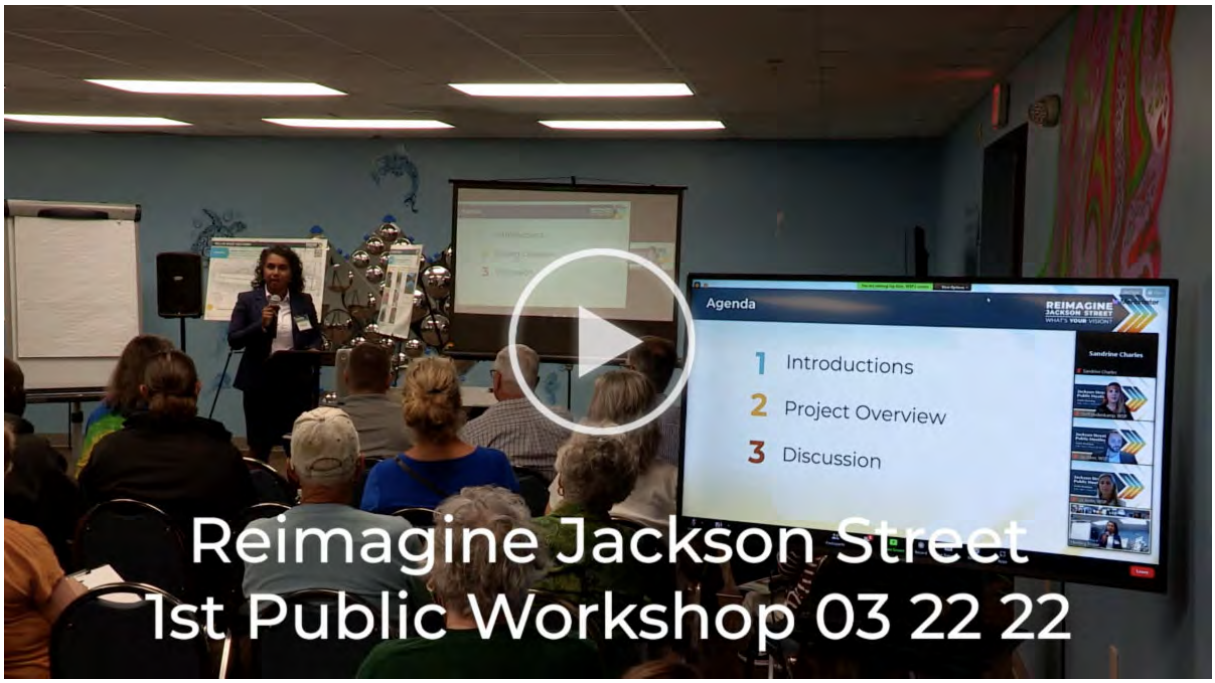
Reimagine Jackson Street Survey Closes Wednesday, April 13

TAKE THE SURVEY | **TOME LA ENCUESTA** | **HOÀN THÀNH KHẢO SÁT!**

We know you've seen emails from us before so help spread the word and share or forward this opportunity with your friends, family, and coworkers. Don't let them miss their chance to help create a vision for the future of West Jackson Street.

The survey is offered in English, Spanish and Vietnamese. Simply click on one of the yellow buttons above.

Our team of design experts is using the feedback from these surveys to develop a Master Plan for Jackson Street that represents the community's needs and desires and addresses safety, mobility, and sustainable long-term economic redevelopment.







VIEW PRESENTATION

VIEW SLIDES

PROJECT LIMITS



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Sent by ideas@reimaginejacksonstreet.com powered by

From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Tuesday, May 10, 2022 3:38 PM
To:
Subject: You Spoke. We Listened. Come See the Results



CHECK OUT YOUR VISION FOR JACKSON STREET

Reimagine Jackson Street
2nd Public Workshop
Tuesday, May 24, 5:30pm-7pm

Brownsville Community Center
3200 W De Soto St | Pensacola, FL 32505

Thank you for providing your input and vision for Jackson Street. Our team of design experts heard your ideas at the 1st Public Workshop and through the survey.

Come see the results of your feedback and let us know what you think. With your help, we can develop an implementable Master Plan for Jackson Street that addresses the community's needs and desires.

To see the survey results or view the presentation at the 1st Public Workshop, click on the links below.

SEE SURVEY RESULTS

VIEW PRESENTATION

PROJECT LIMITS



The goal of the Jackson Street Master Plan is to get community input and develop an implementable plan.
El objectivo del plan maestro de Jackson Street es obtener el apoyo de la comunidad y desarrollar un plan implementable.

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From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Friday, May 13, 2022 2:13 PM
To:
Subject: Check Out Your Plan for Jackson Street



Virtual Workshop Registration

YOU SPOKE. WE LISTENED. SEE YOUR PLAN FOR JACKSON STREET

Reimagine Jackson Street
2nd Public Workshop
Tuesday, May 24, 5:30pm-7pm
Brownsville Community Center
3200 West De Soto Street, Pensacola.

We look forward to hearing your feedback at the in-person public workshop Tuesday, May 24 at the Brownsville Community Center. With your help, we can develop an implementable Master Plan for Jackson Street that addresses the community's needs and desires. If you can't attend in person, join us virtually. To register for the virtual presentation, click the link above.

To see the survey results or view the presentation at the 1st Public Workshop, click on the links below.

SEE SURVEY RESULTS **VIEW PRESENTATION**

PROJECT LIMITS



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From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Tuesday, May 17, 2022 1:02 PM
To:
Subject: View the Survey Results for the West Jackson Street Survey

REIMAGINE JACKSON STREET WHAT'S YOUR VISION?
REIMAGINE JACKSON STREET ¿CUÁL ES SU VISIÓN?
TƯƠNG LAI CỦA JACKSON STREET BẠN THẤY SAO?

COME SEE WHAT YOU TOLD US

Reimagine Jackson Street
2nd Public Meeting

Tuesday, May 24, 5:30pm-7pm

Brownsville Community Center
3200 West De Soto Street, Pensacola.





Virtual Public Meeting Registration

We look forward to hearing your feedback at the in-person public meeting Tuesday, May 24 at the Brownsville Community Center.

With your help, we can develop an implementable Master Plan for Jackson Street that addresses the community's needs and desires. If you can't attend in person, join us virtually. To register for the virtual presentation, click the link above.

To see the survey results or view the presentation at the 1st Public Workshop, click on the links below.

SEE SURVEY RESULTS **VIEW PRESENTATION**

PROJECT LIMITS

THE PROJECT LIMITS RUN ALONG WEST JACKSON STREET, BETWEEN A STREET AND FAIRFIELD DRIVE.
LOS LIMITES DEL POYECTO CORREN POR EL WEST JACKSON STREET ENTRE LA CALLE A Y FAIRFIELD DRIVE.



The goal of the Jackson Street Master Plan is to get community input and develop an implementable plan.
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From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Thursday, May 19, 2022 2:28 PM
To:
Subject: What will you learn at the 2nd Public Meeting?

REIMAGINE JACKSON STREET WHAT'S YOUR VISION?
REIMAGINE JACKSON STREET ¿CUÁL ES SU VISIÓN?
TƯƠNG LAI CỦA JACKSON STREET BẠN THẤY SAO?

2nd Public Meeting

Tuesday, May 24, 5:30pm-7pm

Brownsville Community Center
3200 West De Soto Street, Pensacola.

Virtual Registration

WHAT WILL YOU LEARN?



Reimagine Jackson Street Project Lead Catherine Prince recently joined Rick Outzen on his podcast, *Real News with Rick Outzen*, to discuss the project, feedback from the first public meeting, and what the community will learn at the upcoming public meeting. Click on the link below to hear what the public can expect at Tuesday's meeting.

LISTEN TO PODCAST





The 1st Public Workshop was a big success! Our team is looking forward to sharing what we learned and hearing your feedback at the 2nd in-person public meeting Tuesday, May 24 at the Brownsville Community Center.

With your help, we can develop an implementable Master Plan for Jackson Street that addresses the community's needs and desires. If you can't attend in person, join us virtually. To register for the virtual presentation, click the link above.

To see the survey results or view the presentation at the 1st Public Workshop, click on the links below.

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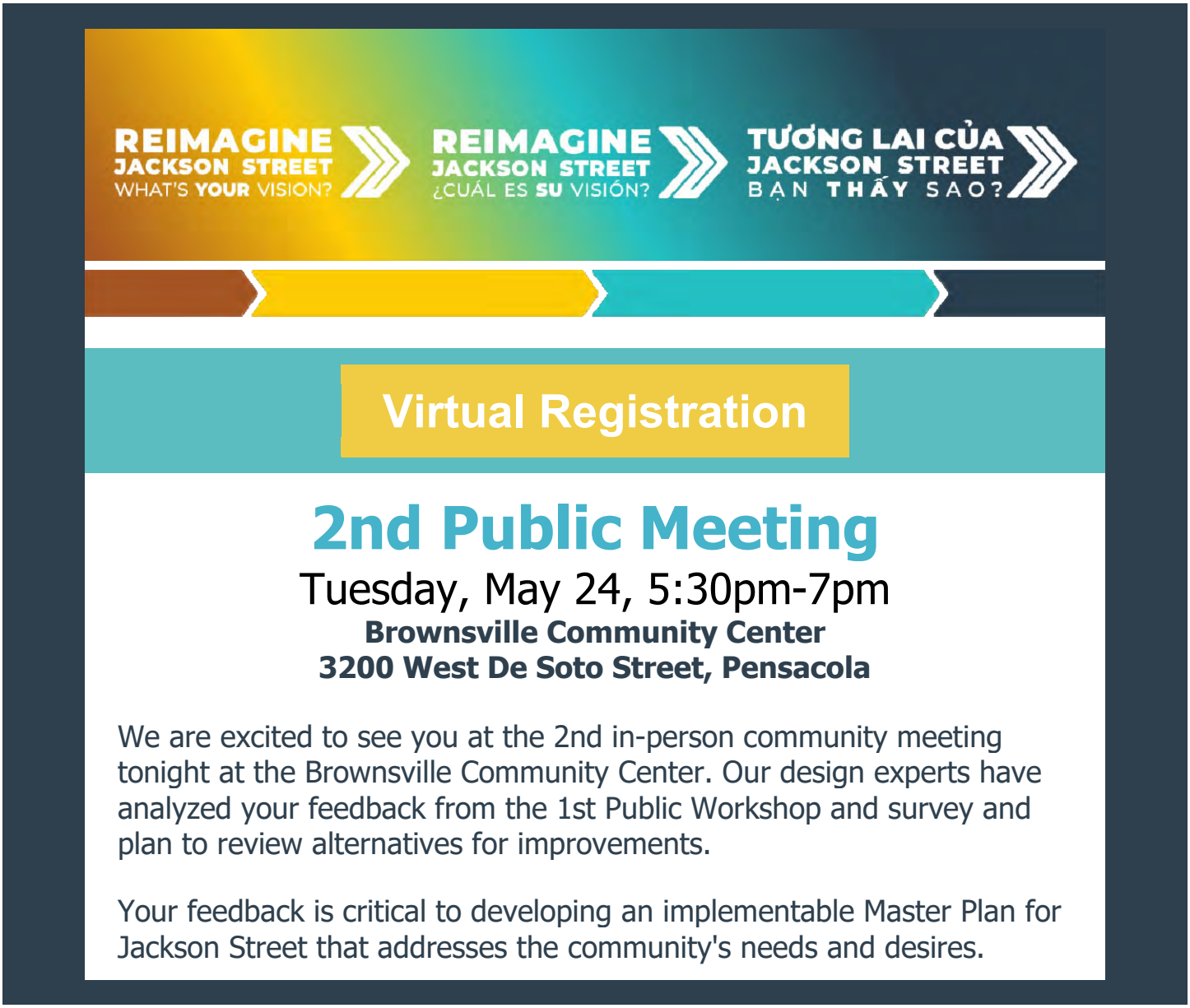
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TERRI MALONE | Escambia County Project Manager | (850) 595-3425

From: Reimagine Jackson Street. What's Your Vision? <ideas@reimaginejacksonstreet.com>
Sent: Tuesday, May 24, 2022 12:19 PM
To:
Subject: Join us Tonight to Reimagine Jackson Street!







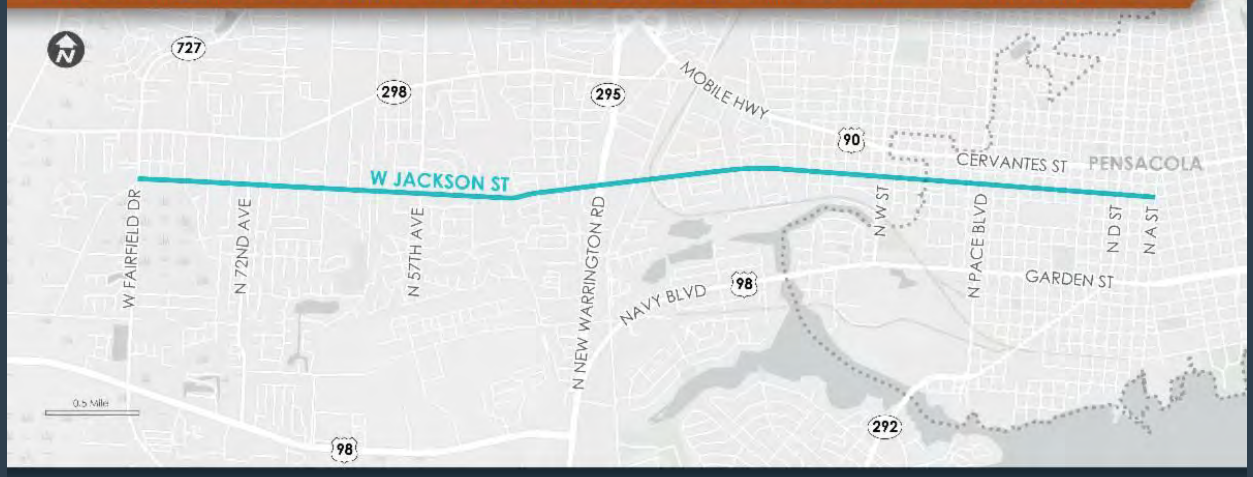
SEE SURVEY RESULTS

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Appendix F:
Leadership Workshop Materials

F1: Leadership Workshop Presentation

REIMAGINE Jackson Street

Leadership Workshop

5/24/2022

Today's Agenda

1. Introductions

2. Project Overview and What We Heard from the Community.

3. Public Meeting Discussion Preview

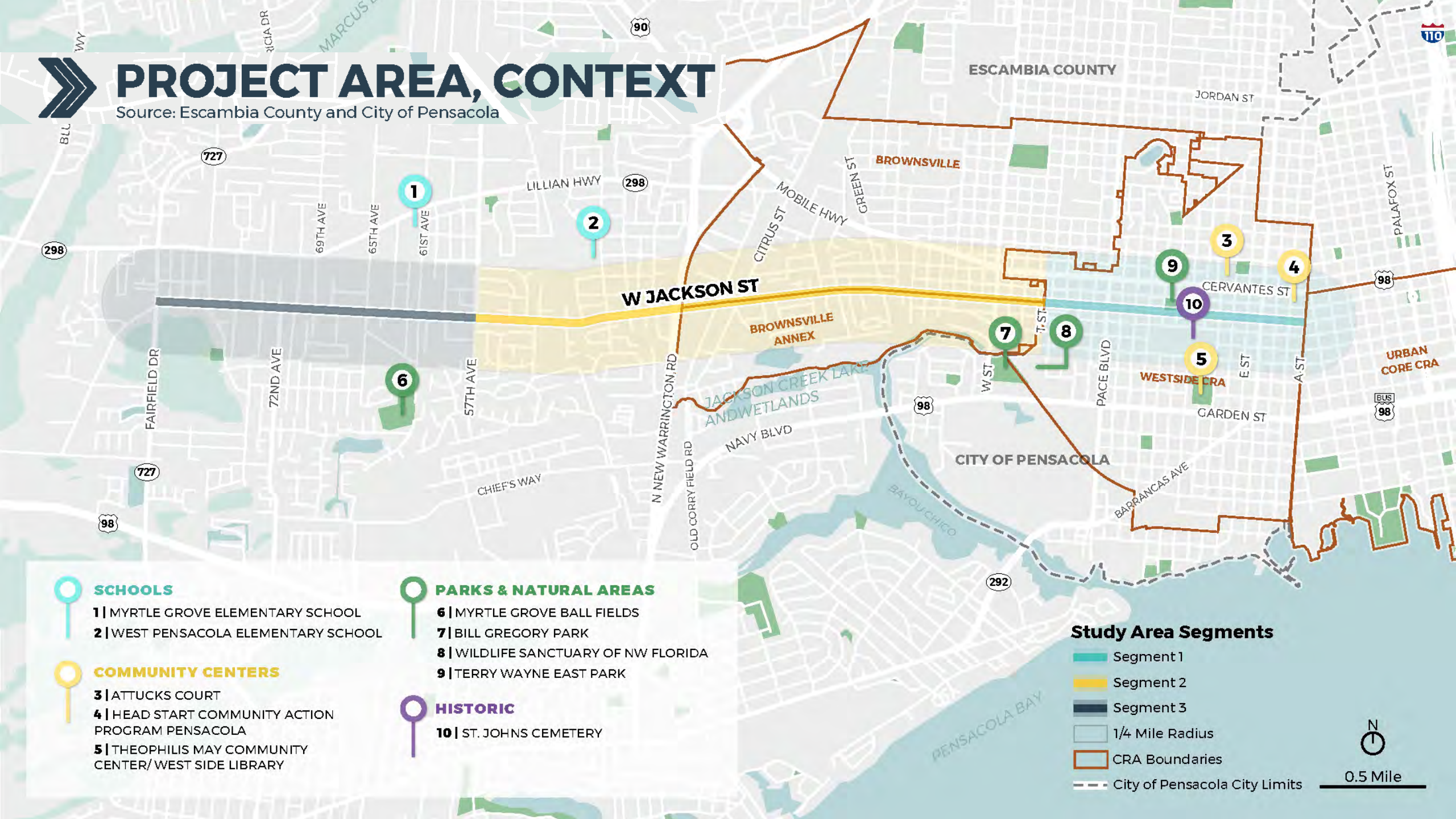
4. Interactive Workshop
   A. State of Safety
   B. State of the Market

Meeting Goal. WHAT IS YOUR VISION?

Listen to you

PROJECT AREA, CONTEXT

Source: Escambia County and City of Pensacola



SCHOOLS

1 | MYRTLE GROVE ELEMENTARY SCHOOL

2 | WEST PENSACOLA ELEMENTARY SCHOOL

COMMUNITY CENTERS

3 | ATTUCKS COURT

4 | HEAD START COMMUNITY ACTION PROGRAM PENSACOLA

5 | THEOPHILIS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY

PARKS & NATURAL AREAS

6 | MYRTLE GROVE BALL FIELDS

7 | BILL GREGORY PARK

8 | WILDLIFE SANCTUARY OF NW FLORIDA

9 | TERRY WAYNE EAST PARK

HISTORIC

10 | ST. JOHNS CEMETERY

Study Area Segments

- Segment 1
- Segment 2
- Segment 3
- 1/4 Mile Radius
- CRA Boundaries
- City of Pensacola City Limits

N

0.5 Mile

Draft **Vision Statement**

In 10 years, Jackson Street will be an **east-west gateway** between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have an **internationally diverse community fabric** with enhanced transportation and upgraded utility infrastructure. It will have **vibrant community nodes** that include local businesses, community gathering places, and recreational spaces. **People of all ages and abilities** can safely and conveniently walk or bike or ride on this street.

-Jackson Street Stakeholders

(City, County Leadership, Community Representatives)

REIMAGINE JACKSON STREET

GOAL:

Develop an inclusive vision,
an implementable master plan
based on community input.

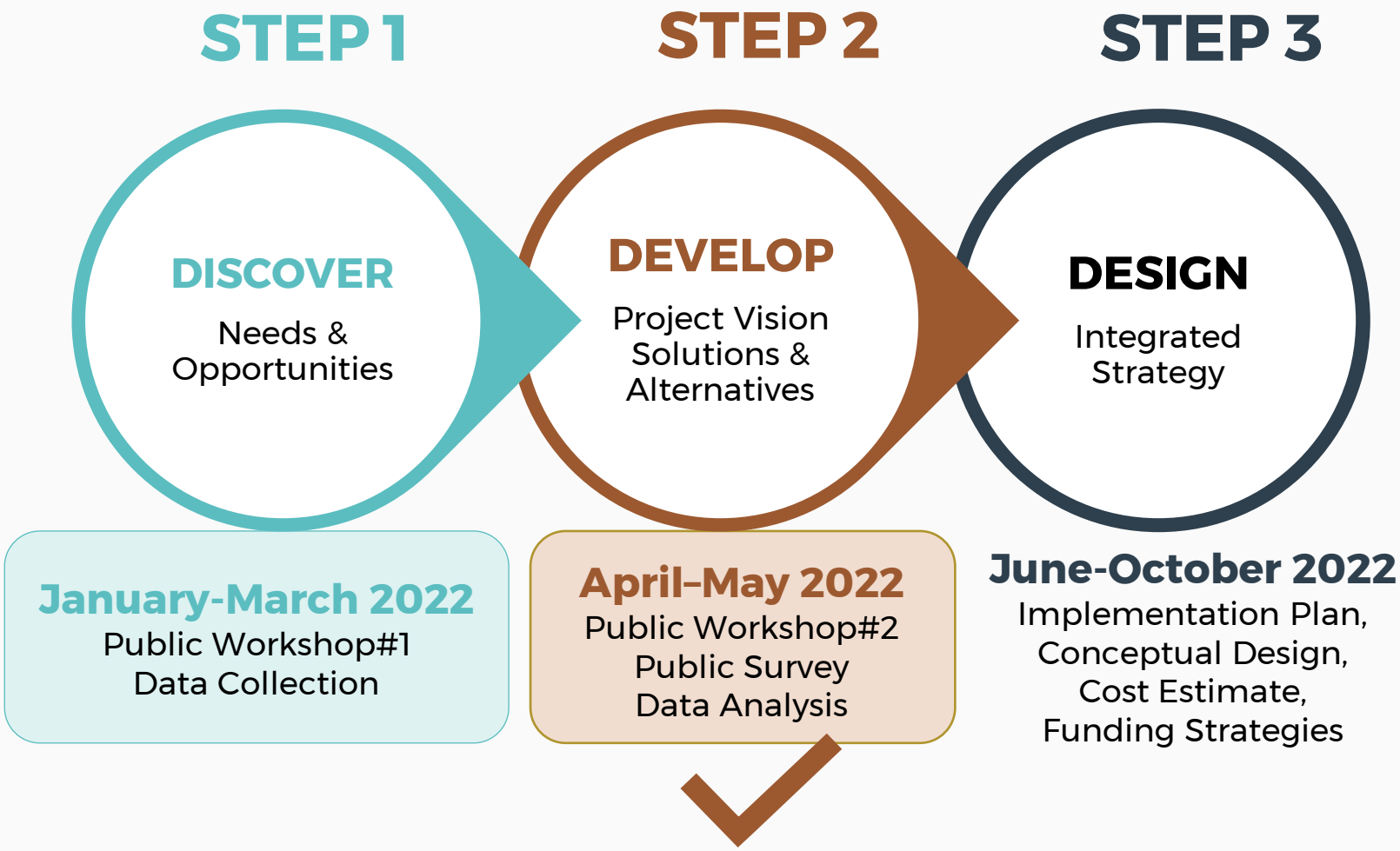
GUIDING VALUE:

Capture diverse views
by
providing opportunities
for varied voices to be heard.

Jackson Street Project Phases

Community Vision & Implementation Master Plan	Allocate/Apply for Funding	Engineering Design	Construction
Phase 1 Year 2022	**Phase 2** Estimated Year 2023	To be determined	To be determined

Steps for Master Planning



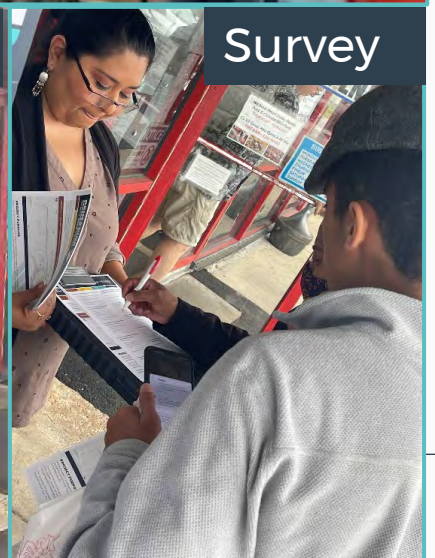
Community Engagement so far





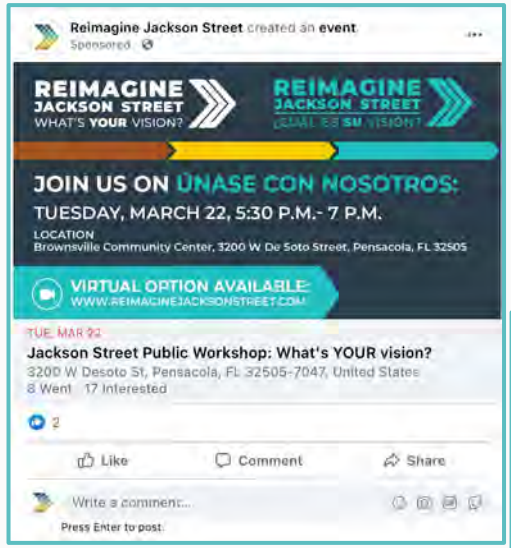


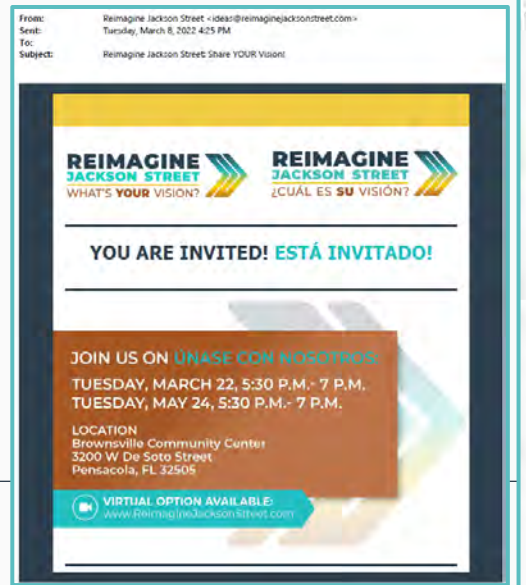


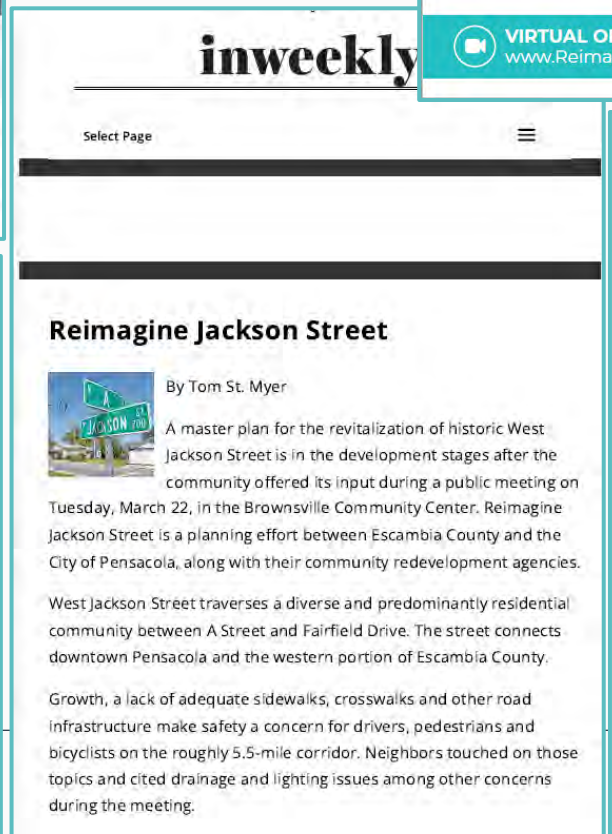


Communication Methods

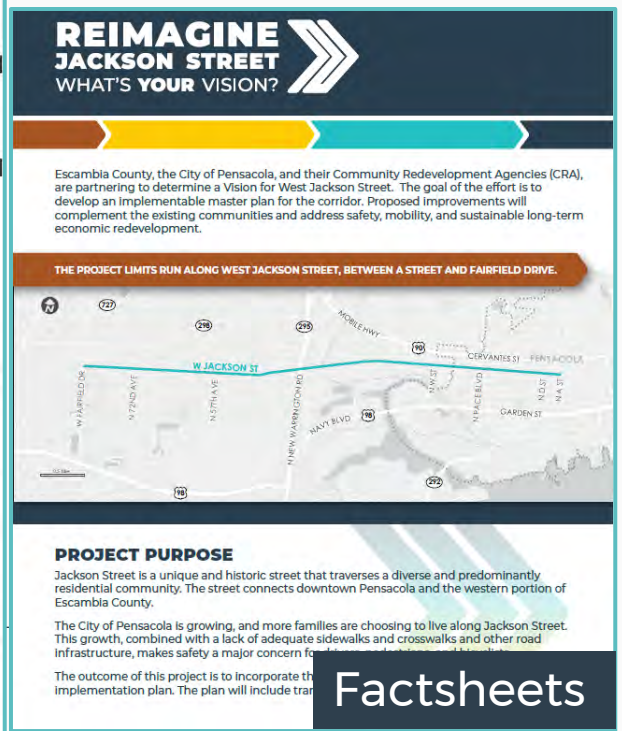
- Postcards
- Social Media
- E-mails
- Earned Media









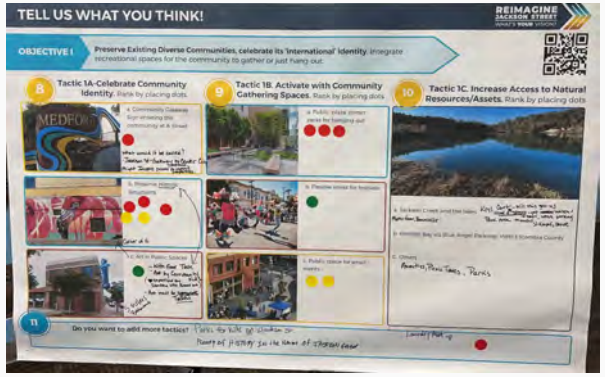


Factsheets

List of Community's Needs and Desires Collected on Various Forums

Public Workshop #1

Over 60 people in-person, 20 online



Survey

300 people responded online,
30 people at pop-ups



Full Survey response is on www.ReimagineJacksonStreet.com

Preview of Today's Public Workshop

- Community Top Three Priorities
- Preferred Tactics on Addressing the Priorities
- Workshop with a Menu of Safety Improvement

Community's Top Priorities were:

1. Safe, Accessible Mobility Opportunities
2. Celebrate, Preserve Community Identity
3. Increase Access to Parks and Open Spaces

1. Safe, Accessible Mobility Opportunities

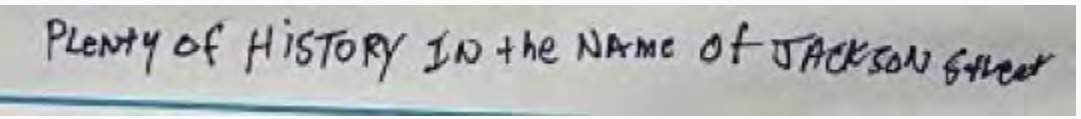




Separated walking and biking facilities (with green stormwater co-benefits)
Safe crossings, with ADA improvements

2. Celebrate, Preserve Community Identity



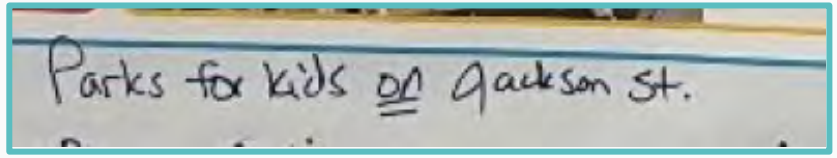






- **Preserve Historic Structures**
- **‘Tasteful’ Art in Community Space**

3. Increase Access to Parks and Open Spaces



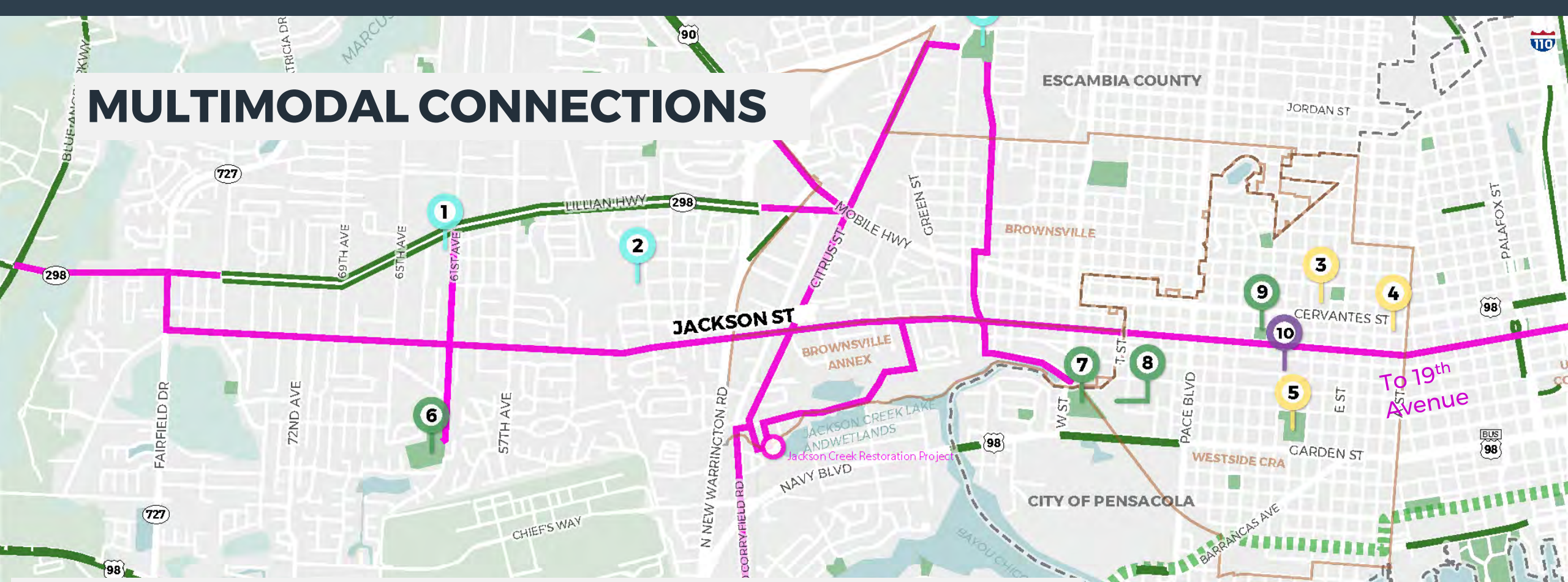






- **Carve out park and outdoor spaces**
- **Provide access to Jackson Creek, Perdido Bay, Downtown**

MULTIMODAL CONNECTIONS



76% would like near-by access to more open spaces like parks, public plazas

SCHOOLS
1 | MYRTLE GROVE ELEMENTARY SCHOOL
2 | WEST PENSACOLA ELEMENTARY SCHOOL
11 | OAKCREST ELEMENTARY SCHOOL

COMMUNITY CENTERS
3 | ATTUCKS COURT
4 | HEAD START COMMUNITY ACTION PROGRAM PENSACOLA
5 | THEOPHILIS MAY COMMUNITY CENTER/ WEST SIDE LIBRARY

PARKS & NATURAL AREAS
6 | MYRTLE GROVE BALL FIELDS
7 | BILL GREGORY PARK
8 | WILDLIFE SANCTUARY OF NW FLORIDA
9 | TERRY WAYNE EAST PARK

HISTORIC
10 | ST. JOHNS CEMETERY

Multimodal Connections
- Bike Lane
- Proposed Bike Lanes
- Proposed Florida Greenways
- Park and Open Space
- City of Pensacola City Limits
- Proposed Projects/ Connections

N

0.5 Mile

Interactive workshop using before- after simulations



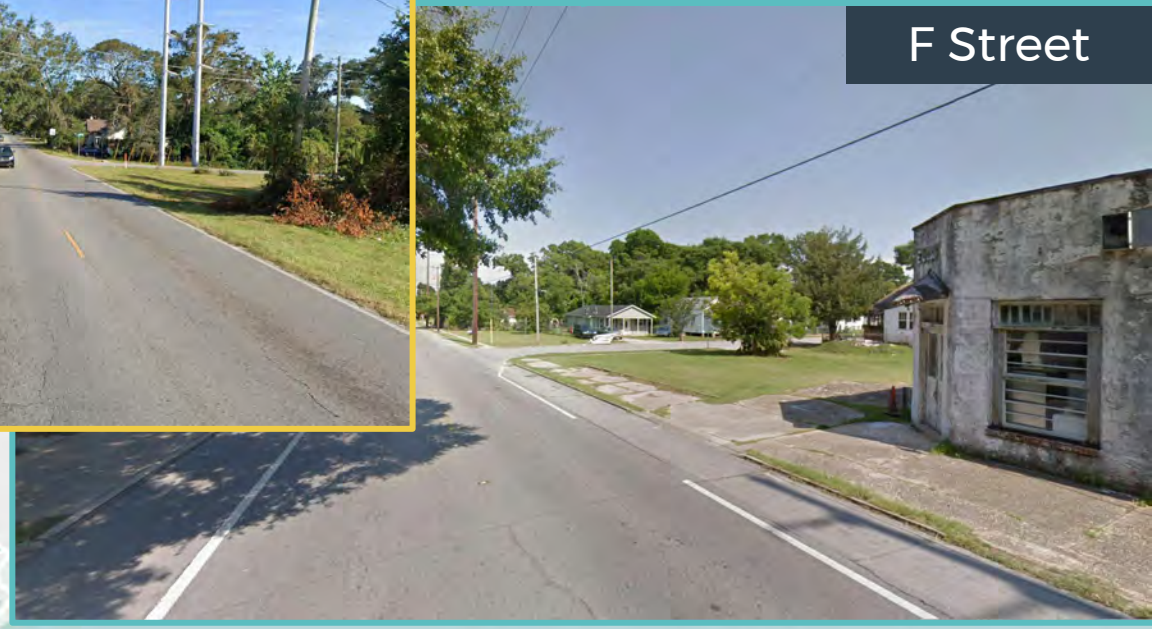
61st Street



Grandview Street



F Street



What do you think? Options for F Street



Option A

Love it! ☐

Neutral ☐

Dislike ☐



Option B

Love it! ☐

Neutral ☐

Dislike ☐



Option C

Love it! ☐

Neutral ☐

Dislike ☐

What do you think? Options for Grandview Street



Option A



Option B

Love it!	☐
Neutral	☐
Dislike	☐

Love it!	☐
Neutral	☐
Dislike	☐

What do you think? Options for 61st Street



Option A

- Love it! ☐
- Neutral ☐
- Dislike ☐



Option B

- Love it! ☐
- Neutral ☐
- Dislike ☐



Option C

- Love it! ☐
- Neutral ☐
- Dislike ☐

What do you think? Major Intersection Options



Option A : 2-lane roundabout

- Love it! ☐
- Neutral ☐
- Dislike ☐



Option B : Signal/geometric improvements

- Love it! ☐
- Neutral ☐
- Dislike ☐



Option C : Do nothing

- Love it! ☐
- Neutral ☐
- Dislike ☐

What do you think? Minor Intersection Options



Option A : Compact Roundabout

Love it! ☐

Neutral ☐

Dislike ☐



Option B : Crosswalk enhancements

Love it! ☐

Neutral ☐

Dislike ☐



Option C : 4-way stop control

Love it! ☐

Neutral ☐

Dislike ☐

What do you think? Segment Options

Mid-block crossing with refuge island



Love it! ☐

Neutral ☐

Dislike ☐

Rectangular Rapid Flashing Beacon (RRFB)



Love it! ☐

Neutral ☐

Dislike ☐

Chicanes



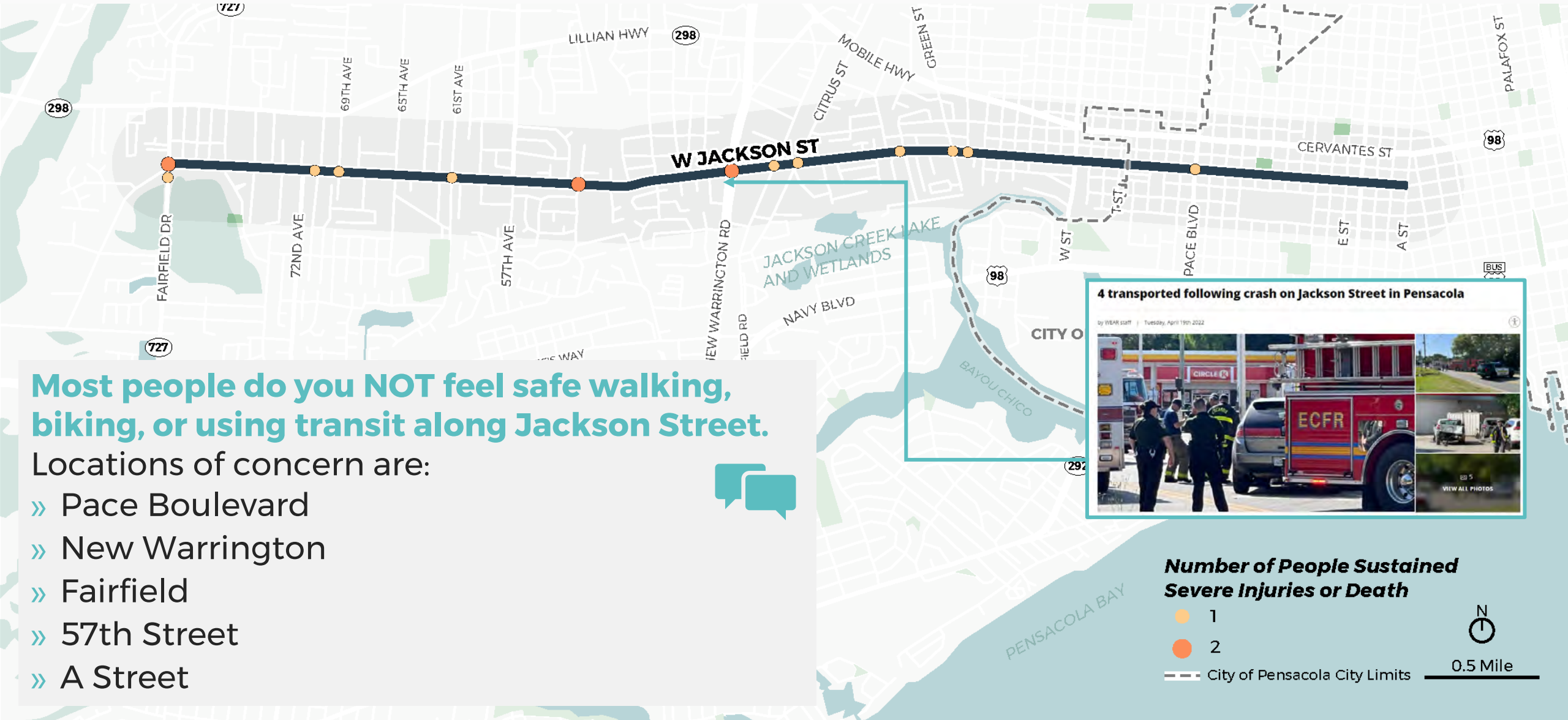
Love it! ☐

Neutral ☐

Dislike ☐

CURRENT STATE OF ROAD SAFETY

Current State of Safety



Most people do you NOT feel safe walking, biking, or using transit along Jackson Street.

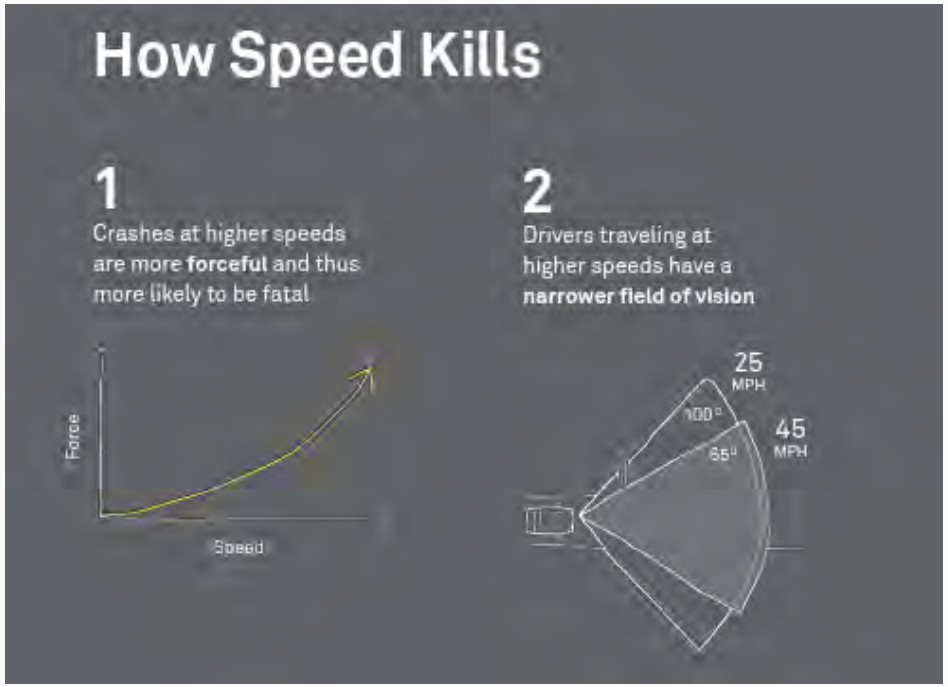
Locations of concern are:

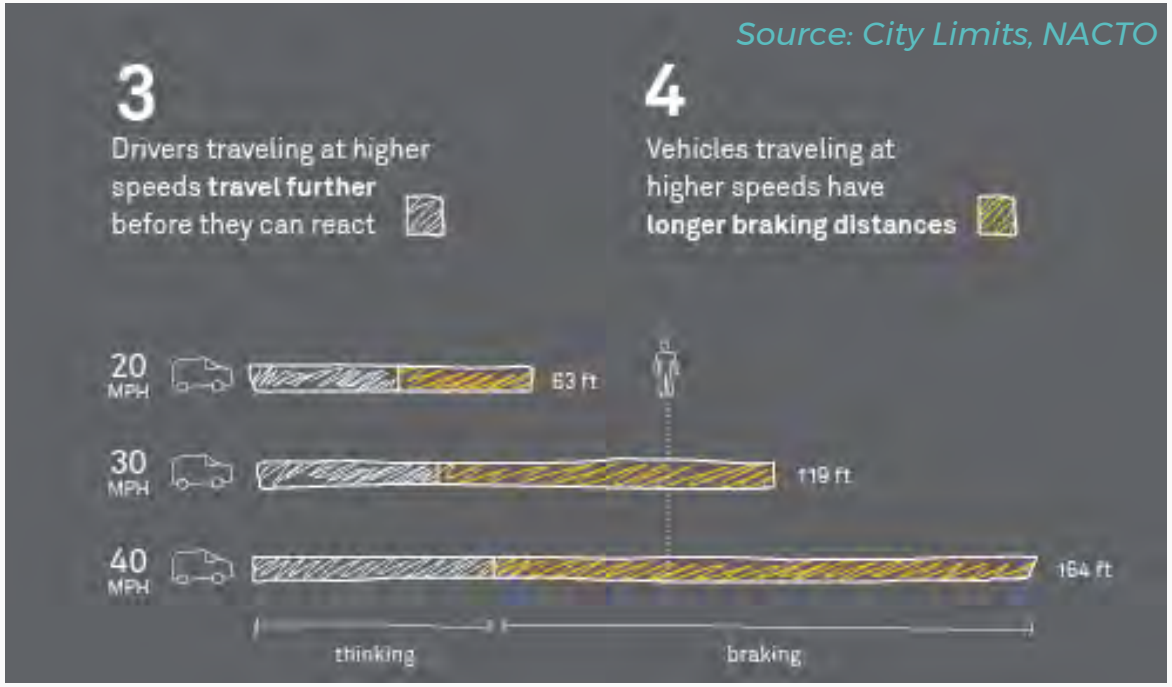
- Pace Boulevard
- New Warrington
- Fairfield
- 57th Street
- A Street

Challenge #1: Operating Speed & Posted Speed Limit

Most drivers travelled 10 to 20mph over posted speed limit

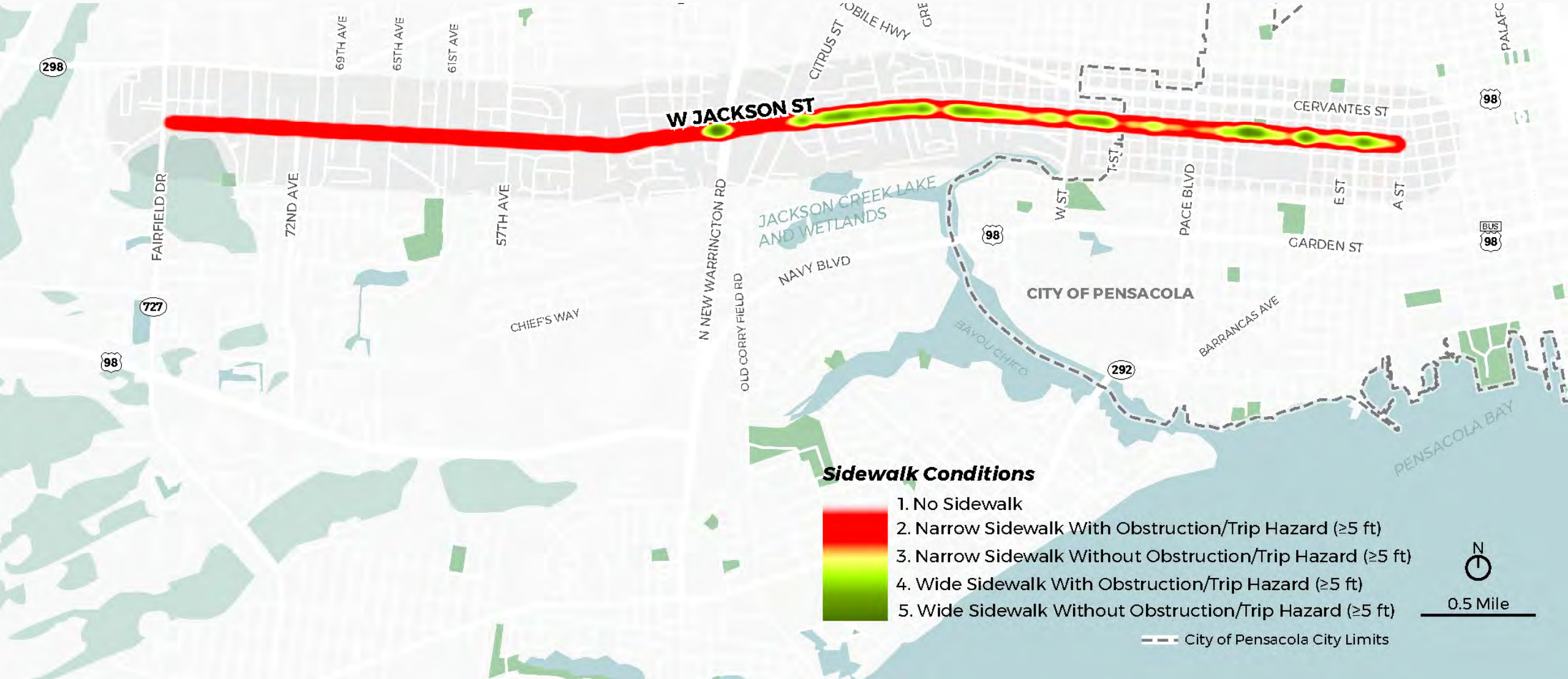
Residents recognize speed is an issue



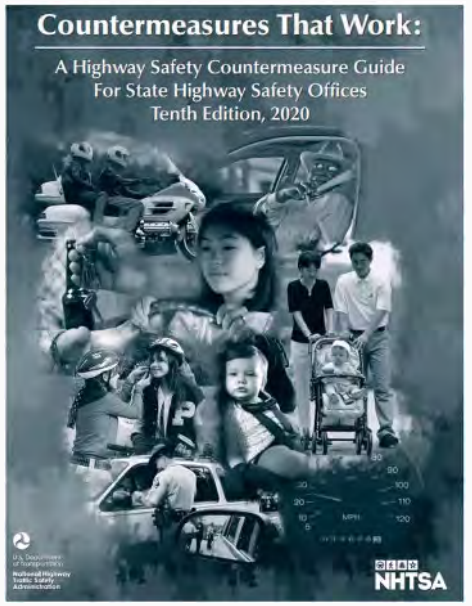


Challenge #2: Lack of sidewalks, safe crossings, dedicated bike facilities

57% would like dedicated bike facilities



Recommendations are based on Proven Countermeasures for Safety



Sources:

Countermeasures That Work, NHTSA, US DOT
https://www.nhtsa.gov/

National Association of City Transportation Officials (NACTO)
https://nacto.org/

Crash Modification Factors Clearinghouse
https://www.cmfclearinghouse.org/







Traffic Recommendations

Traffic operations are unlikely to be significantly impacted with future growth. Also, impact of potential one-way along Cervantes St showed minimal to no impact.

Jackson Street can remain a 2-lane road for foreseeable future. But, **address vehicle speed, people's safety, community livability.**

Implement safety and traffic calming measures

1. **Throughout Corridor**
   - » Reduce posted speed limit

2. **At intersections**
   - » Fairfield Drive, New Warrington Road, Old Corry Field Road, 57th Ave, and 65th Ave.

Discussion

1. Are we missing any other consideration before moving into concept design?

2. Keys stakeholder partnerships, Funding are critical to project success. Are there other potential hurdles to realizing full reconstruction?

STATE OF THE MARKET

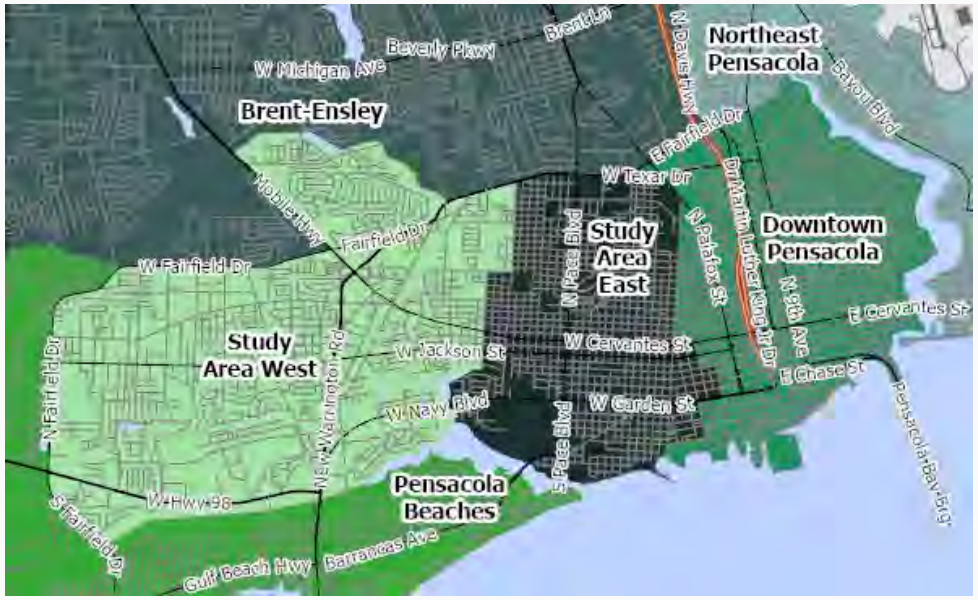
Market Analysis

Unintended Consequences-Gentrification

Funding Strategies

Market Analysis

- Our historical analysis (1980-2021) of the Escambia/Santa Rosa Region shows:
  - Rapid growth in hotel/hospitality
  - Moderate growth for retail and residential
  - Little or no growth for office and industrial
- Most of the new demand in the region has been absorbed by suburban growth in Brent and Ensley
- Study Area East has seen disinvestment for decades, with only a few small-scale apartment buildings built since 2000
- Study Area West has seen retail and hotel growth two areas: Mobile Hwy near West Fairfield Dr and New Warrington Rd near Navy Blvd



Study Area Boundaries

Study Area East

Market Projections

Incremental

Category	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Residential	0 to 100 Units	0 to 100 Units	0 to 100 Units	0 to 100 Units
Retail	0 to 10,000 SF	60,000 to 80,000 SF	60,000 to 90,000 SF	70,000 to 110,000 SF
Industrial	0 to 10,000 SF	0 to 10,000 SF	0 to 10,000 SF	0 to 10,000 SF
Office	0 to 10,000 SF	0 to 60,000 SF	0 to 60,000 SF	0 to 70,000 SF
Hospitality	0 to 100 Rooms	0 to 100 Rooms	0 to 100 Rooms	0 to 100 Rooms

Cumulative

Category	To 2026	To 2031	To 2036	To 2041
Residential	0 to 100 Units	0 to 200 Units	0 to 300 Units	0 to 400 Units
Retail	0 to 10,000 SF	60,000 to 90,000 SF	120,000 to 180,000 SF	190,000 to 290,000 SF
Industrial	0 to 10,000 SF	0 to 20,000 SF	0 to 30,000 SF	0 to 40,000 SF
Office	0 to 10,000 SF	0 to 70,000 SF	0 to 130,000 SF	0 to 200,000 SF
Hospitality	0 to 100 Rooms	0 to 200 Rooms	0 to 300 Rooms	0 to 400 Rooms

Study Area West

Market Projections

Incremental

Category	2022 to 2026	2027 to 2031	2032 to 2036	2037 to 2041
Residential	0 to 100 Units	100 to 200 Units	200 to 300 Units	200 to 300 Units
Retail	0 to 40,000 SF	170,000 to 230,000 SF	190,000 to 270,000 SF	210,000 to 310,000 SF
Industrial	0 to 10,000 SF	0 to 10,000 SF	0 to 10,000 SF	0 to 10,000 SF
Office	0 to 10,000 SF	0 to 10,000 SF	0 to 10,000 SF	0 to 20,000 SF
Hospitality	200 to 300 Rooms	400 to 600 Rooms	500 to 700 Rooms	600 to 1,000 Rooms

Cumulative

Category	To 2026	To 2031	To 2036	To 2041
Residential	0 to 100 Units	100 to 300 Units	300 to 600 Units	500 to 900 Units
Retail	0 to 40,000 SF	170,000 to 270,000 SF	360,000 to 540,000 SF	570,000 to 850,000 SF
Industrial	0 to 10,000 SF	0 to 20,000 SF	0 to 30,000 SF	0 to 40,000 SF
Office	0 to 10,000 SF	0 to 20,000 SF	0 to 30,000 SF	0 to 50,000 SF
Hospitality	200 to 300 Rooms	600 to 900 Rooms	1,100 to 1,600 Rooms	1,700 to 2,600 Rooms

Market Recommendations

1. **Retail:** Approx. 250,000 sq ft over 10 years (about 3 Targets)
2. **Hotels:** Approximately 1,500 new rooms over 10 years (about 7 Hilton Garden Inns)
3. **Apartments:** Approximately 1,000 new units *(about 5 buildings at 3-4 stories each)*

Do not plan for any significant new office towers or industrial/warehouse developments

While we do not see rapid redevelopment and new buildings happening yet, we see two major risk factors:

1) Proximity to Downtown
2) Higher Elevation



Discussion

1. Did we miss any other considerations?
2. What are the partnerships, such as faith-based organizations, that you see as crucial for project success?
3. What are the financial instruments or options for project funding that you can support?

Vulnerability for Unintended Consequences

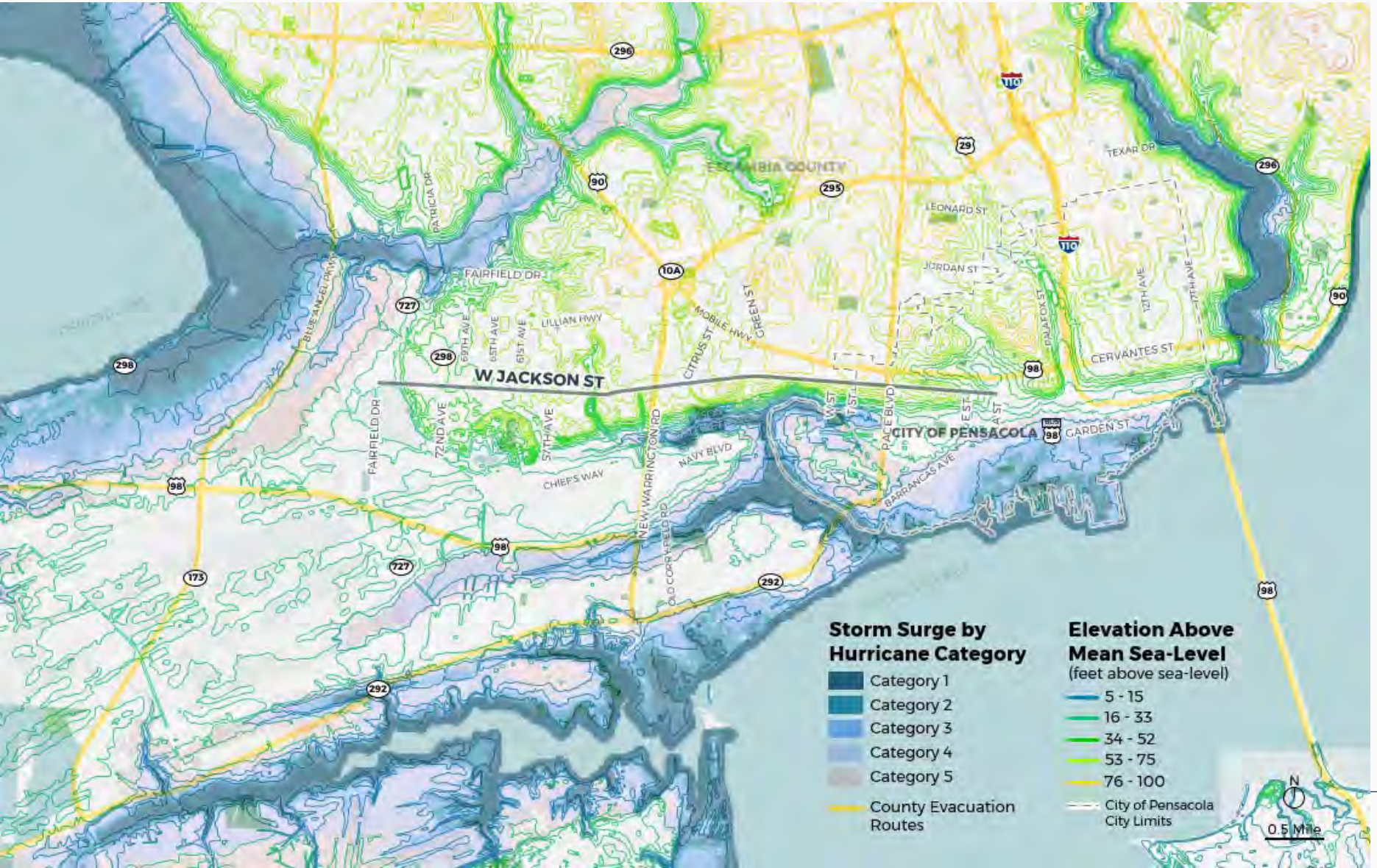
Gentrification is defined by the Urban Displacement Project as:

“a process of neighborhood change that includes economic change in a historically disinvested neighborhood —by means of real estate investment and new higher-income residents moving in – as well as demographic change – not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents.”

Risk factors that may increase displacement:

1. Jackson Street Improvements
2. Market-induced pressures
3. Climate Change-induced pressures

Climate Change-Induced Displacement



Climate Change impacts will influence property values. Over time, the impacts will result in some properties more valuable and others less valuable, thereby displacing people.

On the Jackson Street corridor, influencing factors are:

- Regional current/future flood risk
- Elevation of the corridor

Climate Change-Induced Displacement

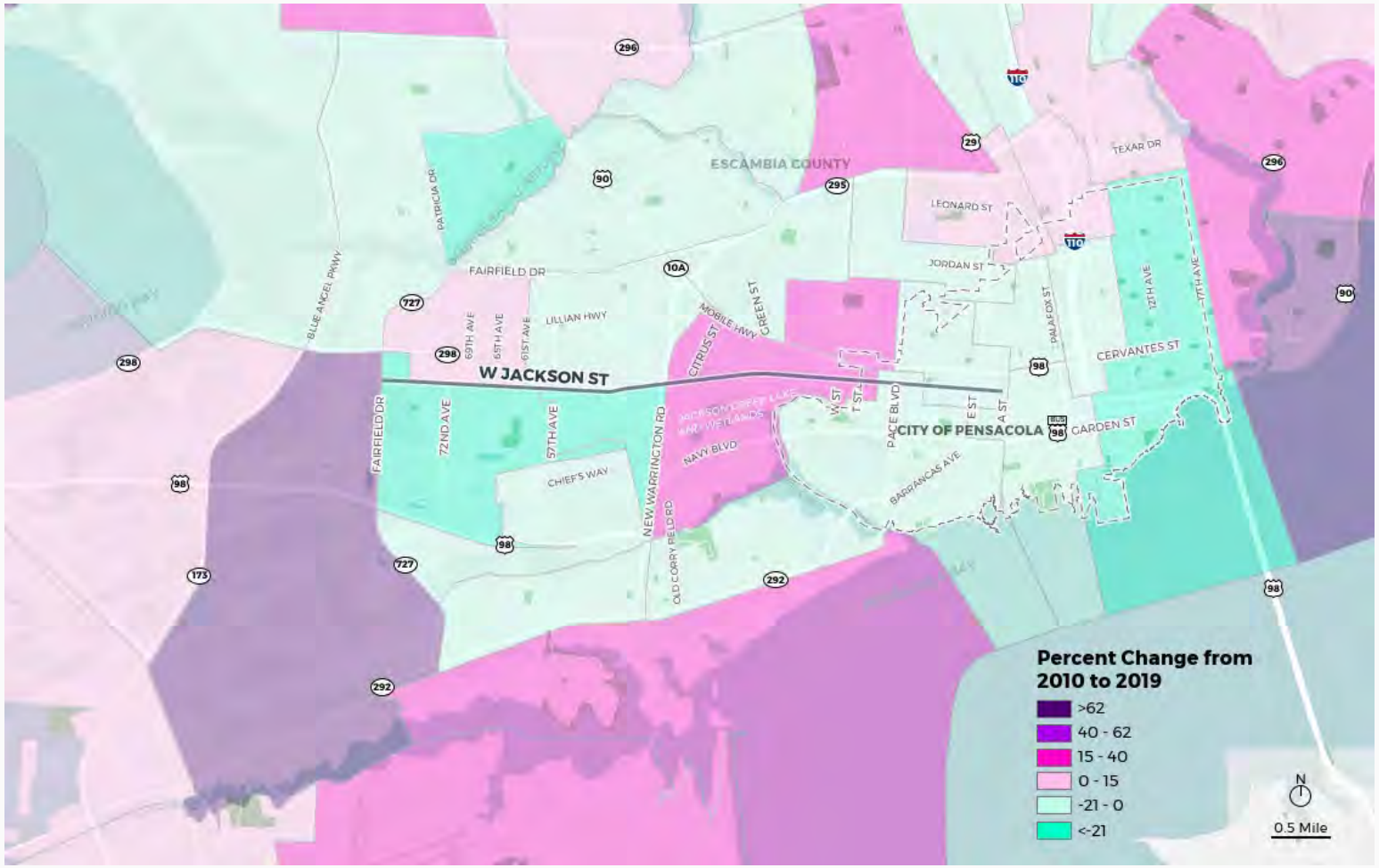
Gentrification/displacement risk in the eastern area of the corridor, where:

- Rents are up,
- Incomes are up, and
- The percentage of minority residents is down

This could be due to:

- Natural demographic changes
- New renters paying more than long-term residents
- New wealthier/non-minority residents moving in, leading to displacement

Climate change risk may exacerbate these changes.



Percentage change in minority population from 2010 to 2019

Sensitivity to Displacement/ Gentrification

Mitigation using Policy

1. **Mitigating displacement:**

Some of the below programs already exist through CRAs / state

- Build and preserve affordable housing
- Community land trusts
- Homeownership programs and housing advocates
- Property tax relief and rent subsidies

1. **Mitigating cultural change / lost history:**
   - Creation of cultural acknowledgements
   - Funding for art spaces, community spaces, or historic preservation

Mitigation using Proactive Efforts

Implementing affordable housing construction for City & County CRAs:

1) Partner with faith-based not-for-profit development partners;
2) Identify and engage Florida-active affordable multi-family housing developers;

A two-prong approach for site selection:

- Vacant single-family lots along Jackson/298A that could lend themselves to a Pensacola Habitat for Humanity model
- Approx.14 sites may lend themselves to multi-family housing and proximate to 10 faith-based institutions along the corridor

Discussion

1. Did we miss any other considerations?
2. What are the partnerships, such as faith-based organizations, that you see as crucial for project success?
3. What are the financial instruments or options for project funding that you can support?

Financial Planning

Identify Community's Funding Needs

Capital Plan

- Agencywide capital plan for 20-year forecast period
- Project-specific capital plan using estimated cost, schedule

Operating Plan

- Systemwide O&M costs, revenue assumptions for 20-year forecast period
- Project-specific estimated operating and maintenance cost

Economic Conditions, Risk Analysis

- Historical data, forecasts of local economic and demographic changes
- Identify primary risks and uncertainties around assumptions, present mitigation

Government Funding

FEDERAL GRANTS

- Bipartisan Infrastructure Law (BIL)
- US Department of Transportation (INFRA, RAISE)
- FEMA (BRIC, HMGP)
- Other new BIL programs, such as STORM Act Resilience Revolving Loan Fund (forthcoming)

FLORIDA STATE GRANTS

- FDOT (TAP, others), FDEO (CDBG Funds)
- FDEP (Resilient Florida), EPA

LOCAL FUNDS

- Resilience Authorities or local non-profits
- Local Bonds
- City General Funds
- Tax Increment District/ Tax Incremental Financing
- Tax Overlay Districts

+

Match Funding

PARTNERSHIPS

- Private-Public Partnerships (P3)
- Private Organizations like the Rockefeller Foundation
- Green Banks
- Business Improvement District

OTHER MATCH SOURCES

- FDEO CDBG-MIT
- ARPA categories

Government Grant Funding

	PROJECT SCOPING	DESIGN	CONSTRUCTION	OPERATIONS & MAINTENANCE
Bipartisan Infrastructure Law	●	●	●	●
USDOT: Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	●	●	●	
USDOT: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (New)	●	●	●	
USDOT: Transit-Oriented Development Pilot Program	●	●		
USDOT: Safe Streets and Roads for All (SS4A) Grant Program (New)	●	●	●	
USDOT: Reconnecting Communities Pilot Program (New)	●	●		
USDOT: Strengthening Mobility and Revolutionizing Transportation (SMART) (New)			●	●
USDOT: National Culvert Removal, Replacement & Restoration Grant (New)			●	●
USDOT: Healthy Streets Program (New)	●	●	●	●
DHS/FEMA: Safeguarding Tomorrow through Ongoing Risk Mitigation (STORM) Act (New)	●	●	●	
DHS/FEMA: Building Resilient Infrastructure and Communities (BRIC)	●	●	●	
FEMA (HMGP)	●	●	●	
FDOT (TAP, others)	●	●	●	●
FDEO (CDBG Funds)	●	●	●	●
FDEP (Resilient Florida)	●	●	●	

Discussion

1. Did we miss any other considerations?
2. What are the partnerships, such as faith-based organizations, that you see as crucial for project success?
3. What are the financial instruments or options for project funding that you can support?

Next Steps

Next Steps

1. **Coordinate with City and County Departments**
2. **Develop a Conceptual Plan**
3. **Recommendations**
   - » Design and construction phasing plan
   - » Supporting policy, initiatives
   - » Financial planning including targeting most appropriate grants

Present Concept Plan and Recommendations in October 2022 to County Commission and City Council.

Thank you

Please join us for the public workshop. Today at 5:30 pm, Brownsville Community Center

F2: Pamphlets

REIMAGINE JACKSON STREET

WHAT'S YOUR VISION?

Your Input Matters!

COMMUNITY MEETING #2

May 24, 2022

Before and After Simulations

F Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

F Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



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Before and After Simulations

Grandview Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option A

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Before and After Simulations

61st Street

Before



Option C

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Major Intersection Treatment Options



Option A: Two-Lane Roundabout

» Safer intersection for all users

» Improves traffic operations

» Acts as a community or neighborhood gateway

» Expensive to implement but lower lifecycle cost

SAFETY	COST EFFECTIVE	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option B: Signal & Geometric Improvements

» Increase safety of intersection without completely rebuilding

» Examples of geometric improvements include pedestrian refuge islands, curb extensions, closing road access, and realigning roads

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★★☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Option C: Do Nothing

» Traffic operations are relatively good today

» Maintaining existing infrastructure does not incur any capital cost for construction

» Corridor safety and multimodal mobility would not change

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★☆☆	★★★	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

Minor Intersection Treatment Options

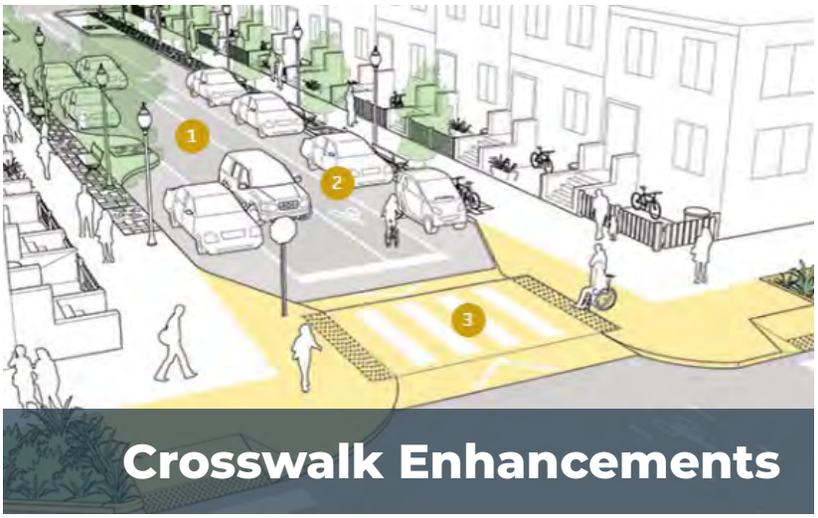


Compact Roundabout

» Safer intersection for all users
» Improves traffic operations
» School buses and trucks can access
» Acts as a community or neighborhood gateway
» Expensive to implement but lower lifecycle cost

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★☆☆	★★★	★★★

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Crosswalk Enhancements

» Provides safer crossings by increasing visibility of person crossing to vehicle driver
» Slows vehicle speed as it acts like a speed hump

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



4-Way Stop Control

» Safe type of intersection for drivers, pedestrians, and cyclists
» Very inexpensive to install
» All drivers must stop at intersection regardless of other traffic volumes

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★★	★☆☆	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

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Segment Treatments



Mid-block Crossing With Refuge Island

» Improves safety by increasing car yielding to crossing pedestrians

» Acts as street calming, reducing vehicle speeds

» Co-benefits for placemaking and stormwater-management

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Rectangular Rapid-Flashing Beacons (RRFB)

» Increase driver awareness at crosswalks

» Safe and improves yielding rate for cars

» Does not slow traffic overall

SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★★	★★☆	★★★	★☆☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike



Chicanes

» Acts as street calming, reducing vehicle speeds

» Co-benefits for stormwater management, trees, or other amenities

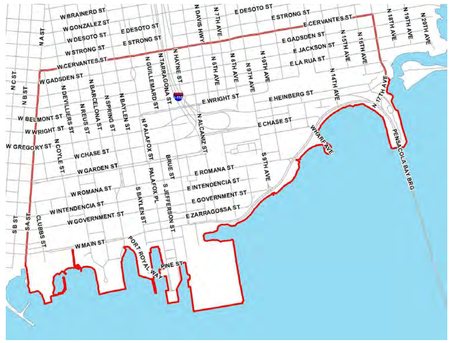
SAFETY	COST	TRAFFIC OPERATIONS	CO-BENEFITS
★★☆	★☆☆	★★☆	★★☆

What do you think? ☐ Love it! ☐ Neutral ☐ Dislike

G: Adjacent Projects



INNER CITY CRA



URBAN CORE CRA

SITE CONSTRUCTION DOCUMENTS

FOR

A STREET REVITALIZATION

PHASE I - GARDEN TO CERVANTES

PHASE II - MAIN TO GARDEN (BID ALTERNATE 1)



ESCAMBIA COUNTY SEC. 28 T2S R30W & SEC. 42 T2S R30W

VICINITY MAP

N.T.S

GOVERNING STANDARDS & SPECIFICATIONS (WHERE APPLICABLE):
CITY OF PENSACOLA DESIGN STANDARDS CURRENT EDITION, FLORIDA DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS CURRENT EDITION, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION CURRENT EDITION.

PREPARED FOR
CITY OF PENSACOLA

CRA

PENSACOLA
FLORIDA'S FIRST & FUTURE

MAYOR GROVER ROBINSON IV

CITY COUNCIL MEMBERS

DISTRICT 1 JENNIFER BRAHIER
DISTRICT 2 SHERRI F. MYERS
DISTRICT 3 CASEY JONES
DISTRICT 4 JARED MOORE (PRESIDENT)
DISTRICT 5 TENIADE BROUGHTON
DISTRICT 6 ANN HILL (VICE-PRESIDENT)
DISTRICT 7 DELARIAN WIGGINS

COMMUNITY REDEVELOPMENT AGENCY

HELEN GIBSON (CRA ADMINISTRATOR)
VICTORIA D'ANGELO (ASSISTANT CRA ADMINISTRATOR)

CRA MEMBERS

DELARIAN WIGGINS (CHAIRPERSON)
JENNIFER BRAHIER
ANN HILL
CASEY JONES
JARED MOORE
SHERRI F. MYERS
TENIADE BROUGHTON (VICE-CHAIRPERSON)

(850) 436-5670

222 WEST MAIN STREET
PENSACOLA, FLORIDA 32502

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

January 2022

Final Plans

Index of Sheets

Sheet #	Sheet Title	Issued Date	Rev.	Revised Date
C0.00	Cover Sheet	2022/01/25	-	----/--/--
C0.01	General Notes	2022/01/25	-	----/--/--
C0.02	General Notes	2022/01/25	-	----/--/--
1 of 6	Topographic Survey	2022/01/25	-	----/--/--
2 of 6	Topographic Survey	2022/01/25	-	----/--/--
3 of 6	Topographic Survey	2022/01/25	-	----/--/--
4 of 6	Topographic Survey	2022/01/25	-	----/--/--
5 of 6	Topographic Survey	2022/01/25	-	----/--/--
6 of 6	Topographic Survey	2022/01/25	-	----/--/--
C2.01	Sidewalk Plan	2022/01/25	-	----/--/--
C2.02	Sidewalk Plan	2022/01/25	-	----/--/--
C2.03	Sidewalk Plan	2022/01/25	-	----/--/--
C2.04	Sidewalk Plan	2022/01/25	-	----/--/--
C2.05	Sidewalk Plan	2022/01/25	-	----/--/--
C2.06	Sidewalk Plan	2022/01/25	-	----/--/--
C8.01	Construction Details	2022/01/25	-	----/--/--
C8.02	Construction Details	2022/01/25	-	----/--/--
C8.03	Construction Details	2022/01/25	-	----/--/--
C8.11	Construction Details	2022/01/25	-	----/--/--
C8.12	Construction Details	2022/01/25	-	----/--/--
C8.13	Construction Details	2022/01/25	-	----/--/--
C9.01	Stormwater Pollution Prevention Plan	2022/01/25	-	----/--/--
C9.02	Stormwater Pollution Prevention Plan	2022/01/25	-	----/--/--
T1.01	Traffic Control Plan	2022/01/25	-	----/--/--
T1.02	Traffic Control Plan	2022/01/25	-	----/--/--
T2.01	Traffic Control Plan	2022/01/25	-	----/--/--
S2.01	Signing and Pavement Markings Plan	2022/01/25	-	----/--/--
S2.02	Signing and Pavement Markings Plan	2022/01/25	-	----/--/--
S2.03	Signing and Pavement Markings Plan	2022/01/25	-	----/--/--
S2.04	Signing and Pavement Markings Plan	2022/01/25	-	----/--/--
S2.05	Signing and Pavement Markings Plan	2022/01/25	-	----/--/--
S2.06	Signing and Pavement Markings Plan	2022/01/25	-	----/--/--
L2.01	Landscape Plan	2022/01/25	-	----/--/--
L2.02	Landscape Plan	2022/01/25	-	----/--/--
L2.03	Landscape Plan	2022/01/25	-	----/--/--
L2.04	Landscape Plan	2022/01/25	-	----/--/--
L2.05	Landscape Plan	2022/01/25	-	----/--/--
L2.06	Landscape Plan	2022/01/25	-	----/--/--
L2.07	Landscape & Irrigation Notes	2022/01/25	-	----/--/--
L2.08	Landscape & Irrigation Notes	2022/01/25	-	----/--/--
E0.01	Legend, Specs, and General Notes	2022/01/25	-	----/--/--
E0.02	Legend, Specs, and General Notes	2022/01/25	-	----/--/--
E0.03	Lighting Details	2022/01/25	-	----/--/--
E0.04	Panel Schedules	2022/01/25	-	----/--/--
E0.05	Panel Enclosure Detail	2022/01/25	-	----/--/--
E1.01	Lighting Plan	2022/01/25	-	----/--/--
E1.02	Lighting Plan	2022/01/25	-	----/--/--
E1.03	Lighting Plan	2022/01/25	-	----/--/--
E1.04	Lighting Plan	2022/01/25	-	----/--/--
E1.05	Lighting Plan	2022/01/25	-	----/--/--
E1.06	Lighting Plan	2022/01/25	-	----/--/--

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION - 100077589

ENGINEER OF RECORD
MICHAEL E. REID
LICENSE
No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Michael E. Reid on the date adjacent to the seal using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

DRAWN BY:	HIL
DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C0.00

User: LAZ05528
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GENERAL NOTES:

1. ALL SITE WORK MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF PENSACOLA STANDARD SPECIFICATIONS, UNLESS NOTED OTHERWISE IN THE CONSTRUCTION DOCUMENTS.

2. CONTRACTOR SHALL ADHERE TO RULES CONCERNING SAFETY OF THE CITY OF PENSACOLA, AND OTHER AUTHORITIES HAVING JURISDICTION.

3. THE CONTRACTOR IS REQUIRED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING.

4. AT THE PRE-CONSTRUCTION MEETING THE CONTRACTOR SHALL DESIGNATE A REPRESENTATIVE WHO SHALL BE CAPABLE OF BEING REACHED 24 HOURS A DAY, 7 DAYS A WEEK.

5. HORIZONTAL AND VERTICAL CONTROL HAS BEEN PROVIDED FOR THE CONTRACTOR PER THE SURVEY INFORMATION PROVIDED ON THE SHEETS INCLUDED IN THIS SET. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE SURVEY CONTROLS THROUGHOUT THE DURATION OF CONSTRUCTION AND/OR SETTING ADDITIONAL CONTROLS IF REQUIRED DUE TO MEANS AND METHODS FOR CONSTRUCTION OF THE IMPROVEMENTS.

6. CONTRACTOR IS TO NOTIFY CITY OF PENSACOLA AND ENGINEER OF RECORD 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

7. NO DEVIATIONS OR REVISIONS FROM THESE PLANS BY THE CONTRACTOR SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE CITY OF PENSACOLA.

8. EROSION AND SEDIMENTATION CONTROLS WILL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR AT ALL TIMES AS PER CITY AND STATE AGENCY REQUIREMENTS.

9. THE CONTRACTOR SHALL ARRANGE WITH THE CITY AN INSPECTION OF THE EROSION AND SEDIMENT CONTROL DEVICES PRIOR TO CONSTRUCTION, UNDERGROUND DRAINAGE STRUCTURES PRIOR TO BURIAL, AND THE FINAL INSPECTION OF THE ENTIRE PROJECT UPON COMPLETION.

10. THE CONTRACTOR SHALL TAKE WHATEVER STEPS NECESSARY TO PREVENT AND CONTROL EROSION AND SEDIMENTATION. MEASURES FOR EROSION CONTROL DEPICTED IN THE PLANS ARE MINIMUM SUGGESTIONS ONLY AND DO NOT RELIEVE THE CONTRACTOR OF ANY RESPONSIBILITY TO PREVENT AND CONTROL EROSION AND SEDIMENTATION. THESE CONTROLS SHALL BE ADDED TO OR REINFORCED AS CONDITIONS DICTATE.

11. CLEAR AND GRUB ONLY AS NECESSARY TO COMPLETE NEW CONSTRUCTION.

12. BURNING SHALL NOT BE PERMITTED ONSITE OR WITHIN CITY LIMITS.

13. SEDIMENT SHALL BE RETAINED ON THE SITE OF DEVELOPMENT. REMOVE SEDIMENT AT APPROPRIATE TIME AND PRIOR TO THE END OF CONSTRUCTION.

14. EROSION SHALL BE CONTROLLED BY THE USE OF A HAY BALE BARRIER/SILT FENCE AS SHOWN ON PLANS OR BY WHATEVER MEANS NECESSARY AND SHALL BE SET UP PRIOR TO COMMENCING CONSTRUCTION. THE EROSION CONTROL BARRIER SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF THE PROJECT, THE SITE SHALL BE CLEANED OF SILT, STABILIZATION OF ALL DISTURBED AREAS SHALL BE ACCOMPLISHED, AND THE PERVIOUS AREA IS TO BE RECONFIGURED TO DESIGN CROSS-SECTIONS, AND SODDED OR PLANTED AND MULCHED.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING MATERIAL DOES NOT SPILL, LEAK, OR FALL FROM TRUCKS HAULING MATERIAL TO OR AWAY FROM SITE, INCLUDING MATERIAL FALLING FROM TIRES. SHOULD THE STATE OR COUNTY REQUIRE SWEEPING AND CLEANING OF ROADWAYS DUE TO THE ABOVE, THE SAME SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ANY FINES DUE TO THE ABOVE.

16. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING, ALL CRITICAL AREAS SUBJECT TO EROSION (I.E. STEEP SLOPES AND ROADWAY EMBANKMENTS) WILL RECEIVE A TEMPORARY SEEDING IN COMBINATION WITH STRAW MULCH OR A SUITABLE EQUIVALENT, AT A THICKNESS OF TWO (2) TO FOUR (4) INCHES MIXED WITH THE TOP TWO (2) INCHES OF SOIL.

17. SHOULD THE CONTROL OF DUST AT THE SITE BE NECESSARY, THE SITE WILL BE SPRINKLED UNTIL THE SURFACE IS WET, TEMPORARY VEGETATION COVER SHALL BE ESTABLISHED OR MULCH SHALL BE APPLIED IN ACCORDANCE WITH STANDARDS FOR EROSION CONTROL.

18. ALL SOIL WASHED, DROPPED, SPILLED OR TRACKED OUTSIDE THE LIMITS OF DISTURBANCE OR ONTO PUBLIC RIGHT-OF-WAY WILL BE REMOVED IMMEDIATELY.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY EROSION OR SEDIMENTATION THAT MAY OCCUR BELOW STORMWATER OUTFALLS OR OFF SITE AS A RESULT OF CONSTRUCTION OF THE PROJECT.

20. ALL SOIL STOCKPILES ARE TO BE TEMPORARILY STABILIZED IN ACCORDANCE WITH SOIL EROSION AND SEDIMENT CONTROL NOTE NUMBER 16 (ABOVE).

21. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORM WATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.

22. ALL SEDIMENTATION STRUCTURES SHALL BE INSPECTED AND MAINTAINED REGULARLY.

23. CONTRACTOR SHALL NOTIFY SUNSHINE 811 TWO (2) FULL BUSINESS DAYS IN ADVANCE PRIOR TO DIGGING WITHIN R/W; 1-800-432-4770.

24. CONTRACTOR TO COORDINATE WITH LOCAL UTILITY COMPANIES FOR REMOVAL AND RELOCATION OF EXISTING UTILITY POLES, AERIAL LINES, WATER LINES, GAS LINES, AND OTHER UTILITIES AS NECESSARY.

25. THESE DRAWINGS REPRESENT KNOWN STRUCTURES AND UTILITIES LOCATED IN THE PROJECT AREA. THE CONTRACTOR IS CAUTIONED THAT OTHER STRUCTURES AND UTILITIES, ABOVE OR BELOW GROUND, MAY BE ENCOUNTERED DURING THE COURSE OF THE PROJECT. THE CONTRACTOR SHOULD NOTIFY THE PROJECT ENGINEER IMMEDIATELY UPON ENCOUNTERING ANY UNEXPECTED STRUCTURE, UTILITY LINE, OR OTHER UNUSUAL CONDITION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION AND DEPTH OF EXISTING UTILITIES AND TO DETERMINE IF OTHER UTILITIES WILL BE ENCOUNTERED DURING THE COURSE OF THE WORK AND TAKE WHATEVER STEPS NECESSARY TO PROVIDE FOR THEIR PROTECTION.

26. FAILURE OF THE PLANS TO SHOW THE EXISTENCE OF ANY UNDERGROUND UTILITY, STRUCTURES, ETC., SHALL NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY OF LOCATING, PRESERVING AND PROTECTING SAID UTILITY OR STRUCTURE.

27. ADEQUATE PROVISIONS SHALL BE MADE FOR FLOW OF SEWERS, DRAINS, AND WATER COURSES ENCOUNTERED DURING CONSTRUCTION.

28. THE CONTRACTOR SHALL COMPLY WITH ANY TESTING REQUIRED BY THE LOCAL GOVERNING AGENCY IN ADDITION TO THE TESTING REQUIREMENTS OUTLINED IN THE CONSTRUCTION DOCUMENTS. TESTING SHALL BE PAID FOR BY THE CONTRACTOR AND THE CITY SHALL APPROVE OF TESTING LAB CHOSEN. CONTRACTOR SHALL COORDINATE AND ASSIST TESTING LABORATORIES WITH TESTING. ANY NECESSARY RE-TESTING SHALL BE PAID FOR BY THE CONTRACTOR.

29. ALL DEMOLITION MATERIALS AND EXCESS SOIL MATERIAL EXCAVATED AND NOT USED AS FILL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF OFF-SITE IN A LEGAL AND RESPONSIBLE MANNER BY THE CONTRACTOR. CONCRETE AND ANY OTHER DEBRIS SHALL BE REMOVED AND HAULED OFF THE SAME DAY.

30. CONTRACTOR SHALL COMPLETE ALL WORK INDICATED IN CONSTRUCTION DOCUMENTS USING HAND LABOR IF NECESSARY OR APPROPRIATE.

31. CONTRACTOR SHALL PIN SOD ON ALL SLOPES 3 TO 1 OR GREATER.

32. THE CONTRACTOR SHALL NOTIFY THE OWNER OF ANY CONFLICTS BETWEEN VENDOR DRAWINGS, EXISTING CONDITIONS, AND THE CONSTRUCTION DOCUMENTS.

33. STAGING AREA AND EQUIPMENT STORAGE SHALL BE APPROVED BY OWNER PRIOR TO USE.

34. WHERE SOD IS BEING INSTALLED, TOPSOIL SHALL BE USED AS A BASE AT LEAST SIX INCHES DEEP.

35. IF THE QUANTITY OF EXISTING STOCKPILED OR EXCAVATED TOPSOIL IS INADEQUATE FOR PLANTING, SUFFICIENT ADDITIONAL TOPSOIL SHALL BE IMPORTED TO THE SITE BY THE CONTRACTOR. TOPSOIL FURNISHED SHALL BE A NATURAL, FERTILE, FRIABLE, LOAMY SOIL, POSSESSING CHARACTERISTICS OF REPRESENTATIVE OF PRODUCTIVE SOILS IN THE VICINITY. TOPSOIL SHALL BE OBTAINED FROM NATURALLY WELL-DRAINED AREAS. TOPSOIL SHALL BE WITHOUT ADMIXTURE OF SUBSOIL AND FREE FROM JOHNSON GRASS (SORGHUM HALAPENSE), NUT GRASS (CYPRUS ROTUNDAS), AND OBJECTIONABLE WEEDS AND TOXIC SUBSTANCES. IT SHALL BE FREE OF DEBRIS, TRASH, STUMPS, ROCKS, AND NOXIOUS WEEDS, AND SHOULD GIVE EVIDENCE OF BEING ABLE TO SUPPORT HEALTHY PLANT GROWTH.

36. THE pH OF THE TOPSOIL ONSITE AND ANY IMPORTED TOPSOIL SHALL BE DETERMINED. IF THE pH IS BELOW 5.0, SUFFICIENT LIME SHALL BE ADDED TO PROVIDE A pH BETWEEN 5.5 AND 6.5. THE LIME SHALL BE THOROUGHLY INCORPORATED INTO THE TOP THREE OR FOUR INCHES OF THE SOIL. LIME AND FERTILIZER MAY BE APPLIED IN ONE OPERATION.

37. AFTER THE SITE HAS BEEN BROUGHT TO PROPER GRADE FOR PLACEMENT OF TOPSOIL AND IMMEDIATELY PRIOR TO DUMPING AND SPREADING THE TOPSOIL, THE SUBGRADE SHALL BE LOOSENED BY DISKING OR SCARIFYING TO A DEPTH OF 2 INCHES TO ENSURE BONDING OF THE TOPSOIL AND SODDING.

38. TOPSOIL SHALL NOT BE PLACED WHILE IN A MUDDY CONDITION, WHEN THE SUBGRADE IS EXCESSIVELY WET, OR IN A CONDITION THAT MAY OTHERWISE BE DETRIMENTAL TO PROPER GRADING OR PROPOSED SODDING.

39. THE TOPSOIL SHALL BE UNIFORMLY DISTRIBUTED TO A MINIMUM COMPACTED DEPTH OF SIX INCHES AND COMPACTED ENOUGH TO ENSURE GOOD CONTACT WITH THE UNDERLYING SOIL AND TO OBTAIN A LEVEL SEED BED FOR THE ESTABLISHMENT AND MAINTENANCE OF TURF. AVOID UNDUE COMPACTION.

40. ANY IRREGULARITIES IN THE SURFACE, RESULTING FROM TOP-SOILING OR OTHER OPERATIONS, SHALL BE CORRECTED IN ORDER TO PREVENT THE FORMATION OF DEPRESSIONS OR WATER POCKETS.

41. ALL WORK SHALL BE CONFINED TO WITHIN THE CITY R/W OR PROPERTY LIMITS. SIDEWALK FORMWORK SHALL BE PLACED AT THE R/W LINE OR AWAY FROM THE R/W OR STRUCTURES AS SPECIFICALLY DIRECTED IN THE PLANS.

42. CONTRACTOR TO PROVIDE TEMPORARY PROTECTION OF TREES TO REMAIN. FOR ANY TREE SHOWN TO REMAIN THAT IS DAMAGED BY THE CONTRACTOR'S FORCES, THE CONTRACTOR SHALL PAY THE CITY OF PENSACOLA THE SUM OF $150.00 DOLLARS PER INCH DIAMETER OF TREE THAT IS DAMAGED. OFF R/W TREES SHALL BE PROTECTED.

43. TRENCHING AND GRADING AROUND TREES WHICH ARE TO REMAIN SHALL BE AWAY FROM THE TREE IN A MANNER TO CAUSE NO DAMAGE TO THE TREE.

44. ALL TREES, SHRUBS, PLANTS AND ASSOCIATED LANDSCAPE INFRASTRUCTURE IN PUBLIC R/W SHALL BE REMOVED ONLY AS NECESSARY AND REPLACED TO THE SATISFACTION OF THE CITY.

45. CONTRACTOR SHALL COORDINATE WITH THE CITY PRIOR TO THE REMOVAL OF ANY TREES.

46. CONTRACTOR SHALL COORDINATE HIS WORK AND COOPERATE WITH OTHER CONTRACTORS WORKING AROUND THE PROJECT AREA.

47. SHOULD CONTRACTOR ELECT TO USE ONSITE EXCAVATION AS FILL, HE IS CAUTIONED NO ADDITIONAL TIME OR COST WILL BE ALLOWED SHOULD MATERIAL BECOME WET AND UNWORKABLE. IF NECESSARY, CONTRACTOR WILL BE REQUIRED TO BRING IN OFFSITE FILL MATERIAL MEETING TECHNICAL SPECIFICATIONS AT HIS OWN EXPENSE.

48. THE CONTRACTOR SHALL FLUSH AND CLEAN ALL EXISTING AND NEW STORMWATER PIPES AND STRUCTURES IMPACTED BY THE PROJECT AT END OF CONSTRUCTION AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED.

49. WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT, EXISTING PAVEMENT SHALL BE SAWCUT FOR A STRAIGHT EDGE AND CLEAN JOINT. FOR CURVED CONCRETE CURB THE SAWCUTS SHALL BE AS UNIFORMLY CUT AS A CURVE AS IS PRACTICAL GIVEN THE EQUIPMENT TO BE USED.

50. WHERE NEW CURB JOINS EXISTING CURB, STYLE SHALL MATCH UNLESS OTHERWISE NOTED.

51. ANY DEVIATIONS FROM THE APPROVED PLANS WILL REQUIRE APPROVAL FROM BOTH THE ENGINEER OF RECORD AND THE CITY OF PENSACOLA.

52. ALL CURB AND GUTTER, SIDEWALKS, AND HANDICAP RAMPS SHALL BE A MINIMUM OF 3,000PSI CONCRETE AT 28 DAYS WITH FIBERMESH. ALL DRIVEWWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF PENSACOLA DRIVEWAY CONSTRUCTION DETAIL INCLUDED IN THE PLANS.

53. EXPEDITIOUS CLEANUP OF OFF-SITE TRACKING OF DIRT AND SEDIMENT SHALL BE REQUIRED.

54. NO SITE WORK ACTIVITIES SHALL TAKE PLACE WITHOUT CITY SITE REVIEW/APPROVAL OF PROPOSED EROSION CONTROL MEASURES, AND ADVANCED NOTIFICATION OF THE REQUESTED INSPECTION IS REQUIRED.

55. THE CONTRACTOR SHALL PROVIDE CONTINUED MAINTENANCE OF TRAFFIC TO PUBLIC/PRIVATE PROPERTY IN A SAFE AND FEASIBLE MANNER IN AREAS IMPACTED BY THE PROJECT CONSTRUCTION UNTIL ALL SUCH ACCESS CAN BE RESTORED PERMANENTLY. ALL MAINTENANCE OF TRAFFIC PLANS MUST BE SUBMITTED TO THE CITY FOR APPROVAL A MINIMUM OF FIVE (5) CALENDAR DAYS PRIOR TO IMPLEMENTING ANY PROPOSED MEASURES AND COORDINATION WITH IMPACTED RESIDENTS AND/OR PROPERTY OWNERS (OR OWNER REPRESENTATIVES) MAY BE REQUIRED OF THE CONTRACTOR AS PART OF THE MAINTENANCE OF TRAFFIC PLAN. ALL COST FOR SUCH REVISED MAINTENANCE OF TRAFFIC PLANS AND MEASURES SHALL BE COVERED/INCLUDED IN THE CONTRACTORS BID. SEE ADDITIONAL MOT INFORMATION IN THE PLANS.

56. THE CONTRACTOR SHALL PLACE AND MAINTAIN ADEQUATE BARRICADES, CONSTRUCTION SIGNS, FLASHING LIGHTS, AND GUARDS DURING PROGRESS OF CONSTRUCTION WORK AND UNTIL IT IS SAFE FOR BOTH PEDESTRIAN AND VEHICULAR TRAFFIC.

57. THE CONTRACTOR SHALL NOT BLOCK OR OBSTRUCT ANY ROADS OR DRIVES WITHOUT FIRST RECEIVING PERMISSION FROM THE CITY OF PENSACOLA TO DO SO.

58. PROPERTY OBSTRUCTIONS WHICH ARE TO REMAIN IN PLACE, SUCH AS SEWER, DRAINS, WATER OR GAS PIPES, ELECTRICAL, CONDUITS, POLES, ETC., ARE TO BE CAREFULLY PROTECTED AND ARE NOT TO BE DISPLACED UNLESS NOTED ON PLANS.

59. CONTRACTOR SHALL CLEANUP ENTIRE SITE INCLUDING STAGING AREAS AT LEAST TWO TIMES PER WEEK. THIS SHALL INCLUDE LOCATING TRASH/SCRAP RECEPTACLES AT APPROPRIATE LOCATIONS AROUND THE SITE. CONTRACTOR SHALL PICK UP ALL ROCKS, METAL, PIPE, NAILS, NUTS, BOLTS, BOARDS, PAPER, TRASH, ETC., AT LEAST TWICE A WEEK AT NO ADDITIONAL COST TO THE CITY.

60. CONTRACTOR SHALL RESTORE ALL STAGING AREAS TO AS GOOD AS OR BETTER CONDITION THAN EXISTED PRIOR TO CONSTRUCTION. THIS INCLUDES IRRIGATION AND SOD REPLACEMENT IF NECESSARY. ANY DISTURBED AREAS THAT WILL BE LEFT EXPOSED MORE THAN 20 DAYS, AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, WILL IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PREVENTS THE ESTABLISHMENT OF A TEMPORARY COVER, THE DISTURBED AREAS WILL BE MULCHED WITH STRAW, OR EQUIVALENT MATERIAL, AT A RATE OF TWO (2) TONS PER ACRE.

61. ANY STEEP SLOPES RECEIVING PIPE OR STRUCTURE INSTALLATION WILL BE BACK FILLED AND STABILIZED DAILY, AS THE INSTALLATION PROCEEDS (I.E. SLOPES GREATER THAN 3:1).

62. ANY AREAS USED FOR FOR THE CONTRACTOR'S STAGING, INCLUDING BUT NOT LIMITED TO, TEMPORARY STORAGE OF STOCKPILED MATERIALS (E.G. CRUSHED STONE, QUARRY PROCESS STONE, SELECT FILL, EXCAVATED MATERIALS, ETC.) SHALL BE ENTIRELY PROTECTED BY A SILT FENCE ALONG THE LOW ELEVATION SIDE TO CONTROL SEDIMENT RUNOFF.

63. ALL ITEMS OF PRIVATE PROPERTY LOCATED WITHIN THE CITY R/W SHALL BE PROTECTED AND/OR RELOCATED TO THE CITY'S SATISFACTION AS PART OF THE PROJECT. SUCH ITEMS SHALL INCLUDE, BUT NOT BE LIMITED TO, IRRIGATION SYSTEMS, MAIL BOXES, SIGNS, LANDSCAPE, PLANTER BEDS/BOXES, YARD DRAINS, ETC., AND SHALL BE COORDINATED AND ADDRESSED IN A TIMELY AND PROFESSIONAL MANNER. ITEMS REQUIRING REPLACEMENT SHALL BE OF EQUAL OR BETTER QUALITY.

64. THE LOCATION OF THE CONTRACTOR'S MATERIAL AND EQUIPMENT LAY-DOWN AREA SHALL BE APPROVED BY THE CITY PRIOR TO SECURING SUCH ARRANGEMENTS, AS DIRECTLY RELATED TO THE PROJECT. THE LAY-DOWN AREA SHALL BE COMPLETELY SECURED UTILIZING TEMPORARY 6' CHAIN-LINK CONSTRUCTION FENCING WITH LOCKED GATES AND PROPER EROSION CONTROL BARRIER, AS NECESSARY, AND SHALL BE KEPT IN A NEAT AND UNIFORM MANNER AT ALL TIMES, AS DETERMINED BY THE CITY. ONLY MATERIALS AND EQUIPMENT DIRECTLY REQUIRED TO FACILITATE THE CURRENT PROGRESS OF THE PROJECT CONSTRUCTION SHALL BE STORED IN THE LAY-DOWN AREA AT ANY GIVEN TIME AND ALL OTHER MATERIALS AND EQUIPMENT SHALL BE IMMEDIATELY REMOVED AT THE REQUEST OF THE CITY. CONTRACTOR IS RESPONSIBLE FOR LAY-DOWN AREAS.

65. CONTRACTOR SHALL PROVIDE BOTH ROUGH AND FINISHED GRADING THAT IS NECESSARY TO PROVIDE PROPER AND UNIFORM SLOPES BACK AWAY FROM ROADWAY INFRASTRUCTURE (PAVEMENT, CURB, SIDEWALKS DRIVEWAYS, STORM STRUCTURES, ETC.) TO THE RIGHT-OF-WAY LINE WITH MAXIMUM SLOPES NOT EXCEEDING 4:1 (H/V). IN THE EVENT THAT AN ACCEPTABLE SLOPE CANNOT BE ACHIEVED WITHIN THE RIGHT-OF-WAY LIMITS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING PERMISSION FROM ADJACENT PROPERTY OWNERS TO CARRY THE SLOPE BACK ONTO PRIVATE PROPERTY SUFFICIENT TO MEET THE SLOPE REQUIREMENT. ALL PROPOSED BACK SLOPES AND EARTHWORK ASSOCIATED WITH CONSTRUCTION IN THE RIGHT-OF-WAY OR ON PRIVATE PROPERTY SHALL BE INCLUDED IN CONTRACTOR'S BID AND SHALL BE APPROVED BY THE CITY.

66. SIDEWALKS AND ADJACENT PLANTED AREAS SHALL BE CONSTRUCTED TO SLOPE AWAY FROM THE R/W AND TO THE STREET. MAXIMUM CROSS SLOPE OF ALL SIDEWALKS SHALL NOT EXCEED 0.02. MAXIMUM SLOPES OF HANDICAP RAMPS SHALL NOT EXCEED 1 IN 12 OR AS DIRECTED BY THE ADA HANDICAP RAMP DETAILS IN THESE PLANS.

67. THE CONTRACTOR'S PROPOSED SCHEDULE OF WORK FOR BOTH STANDARD (M-F, 7AM-4PM) AND NON-STANDARD HOURS SHALL BE REVIEWED AND APPROVED BY THE CITY AND SUBMITTED FOR REVIEW IN WRITING A MINIMUM OF SEVEN (7) CALENDAR DAYS PRIOR TO COMMENCEMENT OF THE PROPOSED WORK. THE CITY RESERVES THE RIGHT TO DENY WORK ON ANY PROPOSED DAY IF CERTAIN PUBLIC EVENTS, ENVIRONMENTAL CONDITIONS, NEIGHBORHOOD CIRCUMSTANCES, ETC., REQUIRE SUCH ACTION. THE CONTRACTOR SHALL ACKNOWLEDGE ULTIMATE RESPONSIBILITY OF THE JOB SITE DURING CONSTRUCTION (24 HRS/DAY) FOR THE ENTIRE DURATION OF THE PROJECT, REGARDLESS OF APPROVED WORK SCHEDULES AND HOURS OF OPERATION.

68. THE CONTRACTOR SHALL SUBMIT A POST-CONSTRUCTION CERTIFICATION AND REPRODUCIBLE RECORD DRAWINGS TO THE CITY PRIOR TO INSPECTION AND ACCEPTANCE. THE RECORD DRAWINGS SHALL BE PREPARED AND CERTIFIED BY A FLORIDA PROFESSIONAL SURVEYOR.

69. CONTRACTOR WILL BE REQUIRED TO OBTAIN AN ELECTRIC PERMIT FOR THE PROJECT FROM THE CITY OF PENSACOLA. CONTRACTOR SHALL ABIDE BY ANY CONDITIONS OF THE CITY'S APPROVAL.

70. ALL WORK ASSOCIATED WITH COORDINATION WITH UTILITIES REGARDING LIGHTING FOUNDATION INSTALLATION SHALL BE INCLUDED IN THE COST OF THE LIGHTING FOUNDATION.

71. ALL WORK ASSOCIATED WITH WORKING AROUND EXISTING VALVES, MANHOLES OR VAULTS SHALL BE INCLUDED IN THE COST OF THE SIDEWALK OR HANDICAP RAMP. THE GOAL IS TO TIE TO THE VALVE, MANHOLE OR VAULT ELEVATION WHERE POSSIBLE UNLESS NOTED DIFFERENTLY ON THE PLANS. SOME VAULTS ARE SPECIFICALLY CALLED FOR THE COMMUNICATION COMPANY TO ADJUST DUE TO THE CURRENT CONDITION OR SLOPE OF THE VAULT. IF THE EXISTING SURFACE AROUND THE VAULT, MANHOLE OR VALVE IS IN POOR CONDITION, THE CONCRETE WILL BE REMOVED AND REPLACED. ALL COSTS SHALL BE INCLUDED IN THE COST OF THE SIDEWALK OR HANDICAP RAMP.

72. ALL SAW CUTTING REQUIRED TO COMPLETE THE PROJECT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED ITEM.

73. CONTRACTOR TO REFER TO THE TOPOGRAPHIC SURVEY SHEETS 1-6 FOR BENCHMARKS AND SURVEY CONTROL POINTS WHEN LAYING OUT THE SIDEWALKS AND LANDSCAPING.

48 HOURS BEFORE YOU DIG
STOP
CALL SUNSHINE 1-800-432-4770
AVOID DAMAGE TO UNDERGROUND FACILITIES

NUMBER	REVISIONS	DATE	APPROVED

A STREET REVITALIZATION

GENERAL NOTES

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CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. REID
LICENSE
No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Michael E. Reid on the date adjacent to the seal using a digital signature. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

DRAWN BY:	HIL
DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C0.01

User: LAZO6628
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GENERAL HARDSCAPE NOTES:

1. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL GUIDELINES AND BUILDING CODES.

2. THE CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION.

3. THE CONSTRUCTION SITE SHALL BE LEFT CLEAN AND FREE FROM DEBRIS AT THE END OF EACH WORK DAY.

4. THE CONTRACTOR SHALL APPLY FOR, OBTAIN, AND PAY FOR ALL REQUIRED PERMITS, UNLESS OTHERWISE SPECIFIED. PERMITS SHALL BE POSTED ACCORDING TO LOCAL, STATE, AND FEDERAL REGULATIONS.

5. ALL WORK, MATERIAL AND EQUIPMENT UTILIZED SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, SPECIFICATIONS, AND/OR APPROVED SHOP DRAWINGS.

6. ALL WORK FOR THIS PROJECT SHALL CONFORM TO STANDARDS PUBLISHED BY RECOGNIZED PROFESSIONAL AND INDUSTRY ORGANIZATIONS, AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FDOT STANDARD SPECIFICATIONS. WHERE CONFLICTS EXIST, THE MORE STRINGENT STANDARDS AND SPECIFICATIONS SHALL APPLY.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE SITE AND BECOMING FAMILIAR WITH ALL EXISTING CONDITIONS AFFECTING THE WORK PRIOR TO BIDDING.

8. THE CONTRACTOR SHALL SUBMIT UNIT PRICES FOR ALL LINE ITEMS IN THEIR BID.

9. THE CONTRACTOR SHALL SEEK CLARIFICATION PRIOR TO BIDDING FROM THE OWNER'S REPRESENTATIVE AND CITY ENGINEER FOR ANY DISCREPANCIES BETWEEN THE HARDSCAPE, LANDSCAPE, CIVIL, AND ANY OTHER DRAWINGS. IN THE EVENT OF CONFLICTS, THE MOST STRINGENT REQUIREMENTS SHALL APPLY.

10. THE CONTRACTOR SHALL SEEK CLARIFICATION PRIOR TO BIDDING ON ANY QUESTIONS CONCERNING CONDITIONS, DRAWINGS, DIMENSIONS, DETAILS, AND SPECIFICATIONS THAT WILL AFFECT SUBMISSION OF A COMPLETE AND ACCURATE BID. SUBMISSION OF QUESTIONS SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE INSTRUCTIONS TO BIDDERS.

11. THE CONTRACTOR SHALL OBTAIN PRIOR WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE AND CITY ENGINEER FOR ANY DEVIATION FROM THE CONTRACT DOCUMENTS.

12. ALL REQUESTS FOR INFORMATION CLARIFICATION, DEVIATION, OR SUBSTITUTION FOR ITEMS IN THE CONTRACT DOCUMENTS SHALL BE MADE IN WRITING THROUGH THE OWNER'S REPRESENTATIVE. THE OWNER'S REPRESENTATIVE SHALL HAVE SEVEN (7) WORKING DAYS IN WHICH TO RESPOND.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND MAINTAINING ALL CONSTRUCTION AREAS FREE OF DEBRIS AND HAZARDOUS MATERIALS THROUGHOUT THE CONSTRUCTION PROCESS.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND/OR REPLACEMENT OF ANY ITEMS/AREAS DAMAGED DURING THE CONSTRUCTION PROCESS.

15. THE CONTRACTOR SHALL LAY OUT AND VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO THE START OF CONSTRUCTION AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE OWNER'S REPRESENTATIVE. CONSTRUCTION SHALL NOT BEGIN UNTIL THE LAYOUT HAS BEEN APPROVED BY THE OWNER'S REPRESENTATIVE.

16. DIMENSIONS SHALL NOT BE SCALED FROM THE CONTRACT DOCUMENTS. WRITTEN DIMENSIONS SHOWN ON THE PLANS SHALL RULE. IN THE CASE OF AMBIGUITY THE CONTRACTOR SHALL REQUEST IN WRITING A CLARIFICATION OF DIMENSIONS FROM THE OWNER'S REPRESENTATIVE.

17. QUANTITIES SHOWN ON SCHEDULES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL VERIFY ALL QUANTITIES. WHERE THERE IS A DISCREPANCY BETWEEN THE QUANTITY SHOWN ON THE SCHEDULE AND THE QUANTITY OF ITEMS SHOWN ON THE PLANS, CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE IN WRITING FOR CLARIFICATION.

18. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO THE START OF FABRICATION AND/OR PURCHASE FOR ALL APPLICABLE ITEMS. THE CONTRACTOR SHALL SUBMIT FIVE (5) SETS OF SHOP DRAWINGS TO THE OWNER'S REPRESENTATIVE. THE OWNER'S REPRESENTATIVE SHALL HAVE SEVEN (7) WORKING DAYS IN WHICH TO RESPOND.

19. PRIOR TO MOBILIZATION AND COMMENCEMENT OF WORK, THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH CITY OFFICIALS, THE CIVIL ENGINEER, AND THE LANDSCAPE ARCHITECT.

20. ALL BOARDING AND ALIGHTING PADS SHALL MEET ADA REQUIREMENTS. CONTRACTOR TO COORDINATE WITH ECAT.

SPECIAL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY POLE BRACING OR RELOCATION AS REQUIRED. CONTRACTOR'S BID SHALL REFLECT ANY COST(S) FOR SUCH. (TYP. ENTIRE PROJECT).

2. IN CERTAIN LOCATIONS WHERE THE SIDWEALK WILL BE PLACED AGAINST OR ADJACENT TO EXISTING FENCES OR BUILDING FACES OR AT OR ADJACENT TO THE EXISTING R/W LINE EVERY EFFORT HAS BEEN MADE IN THE PLANS TO NOTE AND DIRECT OFFSET DISTANCES AT THESE LOCATIONS TO PROPERTY PLACE AND REMOVE FORM WORK IF USED. THE CONTRACTOR IS ADVISED TO TAKE PRECAUTIONS WHEN WORKING UP AGAINST EXISTING BUILDINGS, WALLS, FENCES, AND OTHER OBSTRUCTIONS TO MAINTAIN THEM IN THE EXISTING CONDITION PRIOR TO THE COMMENCEMENT OF WORK. THE CONTRACTOR MAY PHOTOGRAPH OR VIDEO CURRENT CONDITIONS PRIOR TO COMMENCEMENT OF WORK AS A RECORD OF PRIOR CONDITIONS.

3. CONTRACTOR SHALL NOTE THAT CURB RETURN TYPES LABELED ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL BE REQUIRED TO ADD OR ELIMINATE CURB AS REQUIRED TO CONSTRUCT AN ADA COMPLIANT HANDICAP RAMP. ANY NECESSARY CURBS ARE INCLUDED IN THE COST OF THE HANDICAP RAMPS.

4. CONTRACTOR SHALL NOTE THAT THE PROJECT IS A LUMP SUM PROJECT BUT SEPARATE COSTS FOR EACH BID ITEM ARE REQUIRED TO BE SUBMITTED IN THE BID. IMPROVEMENTS HAVE BEEN MADE SINCE THE PROJECT SURVEY WAS OBTAINED. AFTERWARDS, SOME DRIVEWAYS OR HANDICAP RAMPS MAY BE ELIMINATED FROM THE CONTRACT IF DEEMED APPROPRIATE BY THE CITY/CRA AND ENGINEER.

PAY ITEM NOTES:

1. CONTRACTOR IS TO INCLUDE ANY COSTS FOR TEMPORARY MEASURES AND SUPPORT TO ACCESS SITE IN THE COST FOR MOBILIZATION IN HIS BID. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING FACILITIES TO THE SATISFACTION OF THE CITY AT NO ADDITIONAL COST.

2. CONTRACTOR IS TO INCLUDE COST OF WATER FOR PLANT ESTABLISHMENT AND MAINTENANCE OF LANDSCAPING AND GRASSING IN THE UNIT PRICE FOR LANDSCAPING.

3. PROTECTION OF EXISTING ELECTRICAL POLE(S), IF REQUIRED, WILL BE INCLUDED IN THE COST FOR DEMOLITION.

4. COST FOR ANY IMPORTED TOPSOIL OR AMENDMENTS TO EXISTING TOPSOIL ON SITE SHALL BE INCLUDED IN THE COST FOR SODDING/LANDSCAPING.

5. COST FOR METAL FLUME CAPS SHALL BE INCLUDED IN COST OF SIDEWALK.

STRIPING NOTES:

1. STRIPING SHALL BE THERMOPLASTIC AND CONFORM TO THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, JULY 2019 EDTION.

2. EXISTING STRIPING WHICH CONFLICTS WITH THE PROPOSED STRIPING PLAN SHALL BE REMOVED. THE USE OF BLACK PAINT TO HIDE EXISTING STRIPING IS NOT ALLOWABLE.

3. WHERE PROPOSED CENTERLINE STRIPING IS SHOWN ON SIDE STREETS, THE STRIPING SHALL MATCH EXISTING LOCATION AT THE TIE-IN POINT.

A Street

from Main Street to Cervantes Street
Escambia County

Utility Owners

Company	Contact Person	Contact Number	Email Address
AT&T *(SDT)*	Steve Hamer	(813) 888-8300 ext. 201	shamer@sdt-1.com
AT&T Florida	Tim Edgar	(850) 293 3780	te1810@att.com
CenturyLink / Level 3 *(formerly Level 3 Communications)*	Jimmy Young	(352) 303 2430	james.young2@lumen.com
Cox Southeast	Troy Young	(850) 232-5044	troy.young@cox.com
Emerald Coast Utilities Authority *(ECUA)*	David Liechty	(850) 969 6631	david.liechty@ecua.fl.gov
Escambia County School District	Brian Johnson	(850) 469-6226	bjohnson@escambia.k12.fl.us
Gulf Power Company *(Distribution)*	Chad Swails	(850) 429-2446	chad.swails@nexteraenergy.com
Pensacola Energy	Diane Moore	(850) 474-5319	dmoore@cityofpensacola.com
Pensacola, City of	Ryan Novota	(850) 435-1755	rnovota@cityofpensacola.com
Uniti Fiber *(formerly Southern Light)*	Kyle Hill	(850) 544-1400	james.hill@uniti.com
Verizon Business *(MCI)*	Thomas Broyles	(850) 475 7465	thomas.broyles@verizon.com
Windstream *(formerly Earthlink Business)*	Mike Pickle	(407) 835-0341	douglas.pickle@windstream.com

A STREET - PROJECT NETWORK CONTROL

CONTROL POINT	NORTHING	EASTING	STATION	OFFSET
NO. 20013	521340.22	1109103.62	10+31.71	28.32' R
NO. 20012	521633.44	1109121.57	13+25.45	24.23' R
NO. 20011	522031.03	1109103.02	17+20.53	24.08' L
NO. 20010	522486.90	1109183.48	21+81.15	21.96' R
NO. 20009	522842.91	1109215.38	25+38.55	27.06' R
NO. 20008	523430.58	1109207.51	31+23.97	24.86' L
NO. 20007	523946.92	1109302.95	36+46.02	31.58' R
NO. 20006	524371.54	1109267.37	40+66.78	35.74' L
NO. 20005	524880.82	1109364.26	45+81.89	22.68' R
NO. 20004	525197.69	1109386.20	48+99.51	20.78' R
NO. 20003	525559.31	1109414.44	52+62.23	21.82' R
NO. 20002	525930.00	1109392.80	56+30.26	27.56' L
NO. 20001	526270.58	1109471.17	59+75.76	25.05' R
NO. 20000	526623.79	1109442.48	63+25.82	30.06' L

48 HOURS
BEFORE YOU DIG
STOP
CALL SUNSHINE
1-800-432-4770
AVOID DAMAGE TO
UNDERGROUND FACILITIES

NUMBER | REVISIONS | DATE | APPROVED BY

A STREET REVITALIZATION

GENERAL NOTES

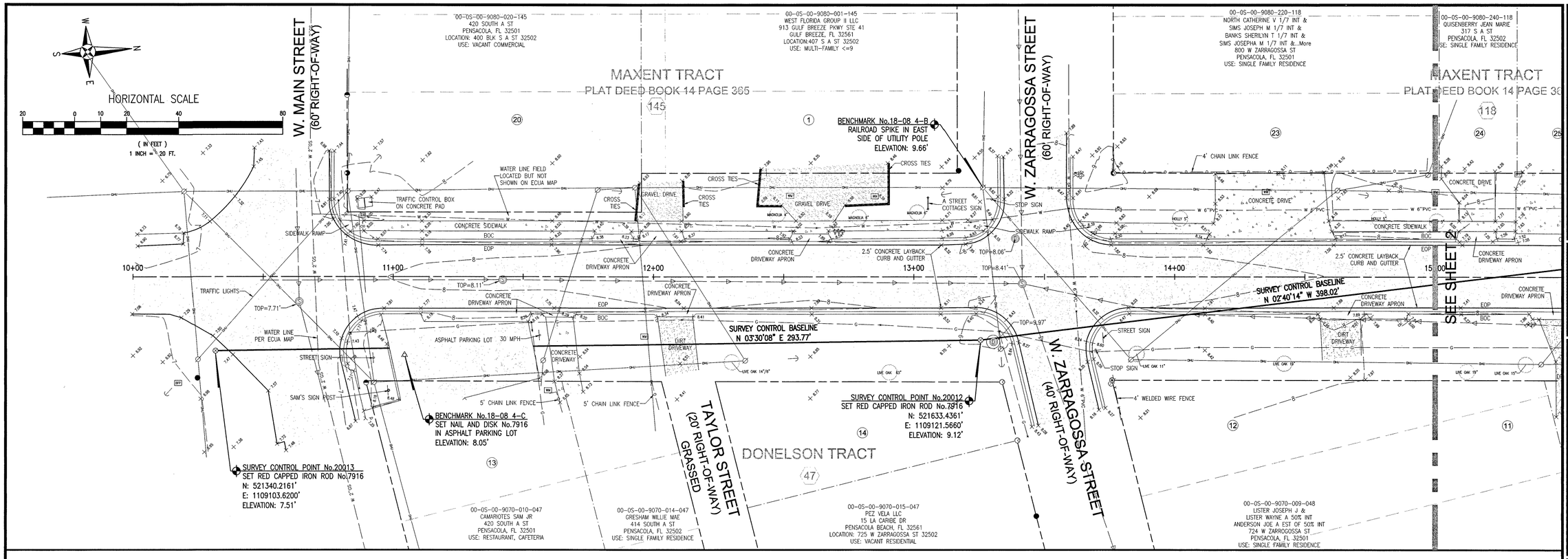
ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. REID LICENSE No. 50542 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Michael E. Reid on the date adjacent to the seal using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

DRAWN BY: HIL
DESIGNED BY: DMH
CHECKED BY: JWM
APPROVED BY: MER
PROJECT NUMBER 100077589
DRAWING NUMBER C0.02

User: LAZ06528
P:\City of Pensacola Projects\A Street Revitalization 100060299\7. Final Design\Plan Sheets\C0.XX General Sheets.dwg 01/14/2022 09:28:52 AM



GENERAL NOTES:

1. NORTH AND THE SURVEY DATUM SHOWN HEREON IS REFERENCED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, FLORIDA NORTH ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83) AND WAS DERIVED UTILIZING A GLOBAL POSITIONING SYSTEM (GPS) TOPCON HIPER II GEODETIC DUAL FREQUENCY RECEIVER. THE RECEIVER WAS USED IN A REAL-TIME KINEMATIC (RTK) MODE UTILIZING TRANSPORT OF RTCM VIA INTERNET PROTOCOL (NTRIP) THROUGH THE FLORIDA DEPARTMENT OF TRANSPORTATION, A COOPERATIVE NETWORK WITH THE NATIONAL GEODETIC SURVEY'S NATIONAL CORS (CONTINUOUSLY OPERATING REFERENCE STATION) NETWORK; COPY OF MAP OF PENSACOLA FLA., PUBLISHED BY THOS. C. WATSON & CO., COPYRIGHTED IN 1906 AS RECORDED IN DEED BOOK 126, AT PAGE 400 OF THE PUBLIC RECORDS OF ESCAMBIA, COUNTY, FLORIDA; MAP OF THE CITY OF PENSACOLA, FLORIDA, WITHIN CITY LIMITS AS ESTABLISHED IN 1821 BY ANDREW JACKSON, DRAWN IN 1947 BY OLIVER J. SEMMES JR. CITY ENGINEER, REVISED BY ROBERT D. HINSON PROFESSIONAL ENGINEER AND LAND SURVEYOR, 1975, COPYRIGHTED BY ROBERT D. HINSON IN 1976; COPY OF PLAT RECORDED IN COPY OF JUNCTION OF WESTHILL AS RECORDED IN PLAT BOOK 19, PAGE 55 OF THE PUBLIC RECORDS OF ESCAMBIA COUNTY, FLORIDA; DEEDS OF RECORD AND EXISTING FIELD MONUMENTATION.
2. ELEVATIONS AS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE REFERENCED TO THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) VERTICAL CONTROL NETWORK BENCH MARK NUMBER H 163 HAVING A PUBLISHED ELEVATION OF 10.94 FEET.
3. IT IS THE OPINION OF THE UNDERSIGNED SURVEYOR & MAPPER THAT SOME OF THE AREAS OF LAND SHOWN HEREON ARE PARTIALLY LOCATED IN FLOOD ZONE "AE", SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, BASED ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP FOR SANTA ROSA COUNTY, FLORIDA, COMMUNITY PANEL NUMBER 12033C0390G, EFFECTIVE DATE OF SEPTEMPER 29, 2006.
4. GRAPHIC SYMBOLISM FOR FEATURES SUCH AS MONUMENTATION, FENCES, TREES, TREE LINES, UTILITIES ETCETERA MAY BE EXAGGERATED IN SIZE FOR CLARITY PURPOSES. DIMENSIONS TO EXAGGERATED FEATURES WILL SUPERSEDE SCALED MEASUREMENTS.
5. THIS IS A TOPOGRAPHIC SURVEY TO LOCATE UTILITIES AND ADJACENT EXISTING IMPROVEMENTS IN THE RIGHTS-OF-WAY OF THE AFFECTED ROADS. THIS IS NOT A BOUNDARY SURVEY.
6. NO TITLE SEARCH WAS PERFORMED BY NOR PROVIDED TO THIS FIRM FOR THE SUBJECT PROPERTY. THERE MAY BE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, RIGHTS-OF-WAY, BUILDING SETBACKS, RESTRICTIVE COVENANTS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.
7. VISIBLE UTILITIES WITHIN THE SURVEY LIMITS ARE AS SHOWN HERON. SUBSURFACE UTILITY LINES WERE LOCATED AND ARE SHOWN AS PER THE RESPECTIVE UTILITY COMPANY'S SPOTTING (PAINTED SPOTS AND FLAGGED LINES). THE FOLLOWING SUNSHINE ONE CALL TICKET WAS ISSUED FOR THIS PROJECT: 122805623
8. MEASUREMENTS AS SHOWN HEREON WERE MADE TO UNITED STATES STANDARDS AND ARE EXPRESSED IN DECIMAL OF FEET.
9. THE STRUCTURE DIMENSIONS DO NOT INCLUDE THE EAVE OVERHANG OR FOUNDATION FOOTINGS.
10. THIS SURVEY DOES NOT REPRESENT NOR GUARANTEE OWNERSHIP.
11. VISIBLE IMPROVEMENTS ARE AS SHOWN HEREON.

LEGEND:

⊗	SET ½" CAPPED IRON ROD No.7916
▲	SET NAIL AND DISK No.7916
⊕	FOUND 2" AXLE (UNNUMBERED)
⊙	FOUND ½" ORANGE CAPPED IRON ROD No.5939
⊕	FOUND ½" CAPPED IRON ROD (ILLEGIBLE)
⊙	FOUND ⅝" CAPPED IRON ROD No.5863
⊙	FOUND ½" CAPPED IRON ROD No.475
⊙	FOUND ½" CAPPED IRON ROD No.2892
⊙	FOUND ½" CAPPED IRON ROD No.3286
⊙	FOUND ½" CAPPED IRON ROD No.4812
⊙	FOUND ½" CAPPED IRON ROD No.4882
⊙	FOUND ½" CAPPED IRON ROD No.6112
⊙	FOUND ½" CAPPED IRON ROD No.6499
⊙	FOUND ½" CAPPED IRON ROD No.6550
⊙	FOUND ½" CAPPED IRON ROD No.6679
⊙	FOUND ½" CAPPED IRON ROD No.6832
⊙	FOUND ½" CAPPED IRON ROD No.6861
⊙	FOUND ½" CAPPED IRON ROD No.6993
⊙	FOUND ½" CAPPED IRON ROD No.7073
⊙	FOUND ½" CAPPED IRON ROD No.7092
⊙	FOUND ½" CAPPED IRON ROD No.7107
⊙	FOUND ½" CAPPED IRON ROD No.7174
⊙	FOUND ½" CAPPED IRON ROD No.7277
⊙	FOUND ½" CAPPED IRON ROD No.7612
⊙	FOUND ½" CAPPED IRON ROD No.7483
⊙	FOUND ½" CAPPED IRON ROD No.3578
⊙	FOUND ½" CAPPED IRON ROD No.1748
⊙	FOUND ½" CAPPED IRON ROD No.5863
⊙	FOUND ½" CAPPED IRON ROD No.5903
⊙	FOUND ½" CAPPED IRON ROD No.7916
⊙	FOUND ½" CAPPED IRON ROD No.7919
○	FOUND ½" IRON PIPE (UNNUMBERED)
◎	FOUND 1" IRON PIPE (UNNUMBERED)
◉	FOUND ¾" IRON PIPE (UNNUMBERED)
◕	FOUND ¾" IRON PIPE (UNNUMBERED, DISTURBED)
⊙	FOUND 2" IRON PIPE (UNNUMBERED)
◐	FOUND ⅝" IRON ROD (UNNUMBERED)
●	FOUND ½" IRON ROD (UNNUMBERED)
◐	FOUND 1" IRON ROD (UNNUMBERED)
△	FOUND NAIL (UNNUMBERED)
⚠	FOUND NAIL AND DISK No.7612
⚠	FOUND NAIL AND DISK No.6679
⊡	FOUND 4"x4" CONCRETE MONUMENT (UNNUMBERED)
⊡	FOUND 4"x4" CONCRETE MONUMENT WITH BRASS DISK No.7217
⊠	FOUND 4"x4" CONCRETE MONUMENT WITH BRASS DISK No.7174
■	FOUND 4"x4" CONCRETE MONUMENT WITH FLAT BAR (UNNUMBERED)
⊠	FOUND 4"x4" CONCRETE MONUMENT WITH BRASS DISK No.7277
⊙	FOUND PUNCH HOLE
X	FOUND 'X' CUT IN CONCRETE
⊖	FOUND RAIL ROAD SPIKE
●	DENOTES BOLLARD
⚘	DENOTES MAILBOX
⊸	DENOTES SINGLE SUPPORT SIGN
BFP	DENOTES BACKFLOW PREVENTER
FH	DENOTES FIRE HYDRANT
IV	DENOTES IRRIGATION VALVE
MW	DENOTES MONITORING WELL
WM	DENOTES WATER METER
WV	DENOTES WATER VALVE
FOC	DENOTES BURIED FIBER OPTIC CABLE MARKER
GAS	DENOTES BURIED GAS LINE MARKER
TEL	DENOTED BURIED TELEPHONE LINE MARKER
E	DENOTES ELECTRICAL BOX
TP	DENOTES TELEPHONE PEDESTAL
TS	DENOTES TRAFFIC SIGNAL VAULT
GM	DENOTES GAS METER
GV	DENOTES GAS VALVE
⟵	DENOTES GUY ANCHOR
☼	DENOTES WOOD LIGHT POLE
☼	DENOTES METAL LIGHT POLE
⌀	DENOTES WOOD UTILITY POLE
∅	DENOTES CONCRETE UTILITY POLE
S	DENOTES SEWER MANHOLE
D	DENOTES STORMWATER MANHOLE
T	DENOTES TELEPHONE MANHOLE
?	DENOTES UNKNOWN MANHOLE TYPE
⋈	DENOTES SEWER VALVE
✖	DENOTES UTILITY SPOT SHOT
	DENOTES TREE STUMP
	DENOTES TREE (TYPE AND SIZE NOTED)
6.00 ×	DENOTES SPOT ELEVATION
100	DENOTES CONTOUR LINE (1' INTERVALS)
O O O	DENOTES CHAIN LINK FENCE
// // // // //	DENOTES WOOD PANEL FENCE
X X X	DENOTES WIRE FENCE
OHU	DENOTES OVERHEAD UTILITY LINES
W	DENOTES WATER LINE
G	DENOTES GAS LINE
BE	DENOTES BURIED ELECTRIC LINE
BT	DENOTES BURIED TELEPHONE LINE
FOC	DENOTES BURIED FIBER OPTIC LINE
FM FM FM	DENOTES FORCE MAIN
	DENOTES GRAVITY SEWER LINE PER ECUA MAP
BM	DENOTES BENCHMARK
CI	DENITES CAST IRON
(D)	DENOTES DEED INFORMATION
DI	DENOTES DUCTILE IRON
ECUA	DENOTES EMERALD COAST UTILITIES AUTHORITY
EOP	DENOTES EDGE OF PAVEMENT
(F)	DENOTES FIELD INFORMATION
FM	DENOTES FORCE MAIN
No.	DENOTES NUMBER
(P)	DENOTES PLAT INFORMATION
PVC	DENOTES POLYVINYL CHLORIDE

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE SURVEY SHOWN HERON WAS MADE UNDER MY RESPONSIBLE CHARGE AND MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.050, 5J-17.051 AND 5J-17.052 FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027 FLORIDA STATUTES TO THE BEST OF MY KNOWLEDGE AND BELIEF.

BY: MARK A. NORRIS
FLORIDA REGISTRATION No. 6211

JULY 16, 2018
DATE

REBOL-BATTLE & ASSOCIATES
Civil Engineers and Surveyors
2301 N. Ninth Avenue, Suite 300
Pensacola, Florida 32503
(850) 438-0446 FAX (850) 438-0448
EB 00036897 LB 7916

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

'A' STREET REVITALIZATION PLANNING AND DESIGN SERVICES

PENSACOLA, FLORIDA
A PORTION OF
SECTION: 28,42,44 TOWNSHIP: 2 SOUTH RANGE: 30 WEST
COUNTY: ESCAMBIA STATE: FLORIDA

NO.	DATE	APPR.	REVISION/ACTION TAKEN

PROJECT NO: 2018.014
DRAWN BY: CBD
CHK'D BY: MAN
SCALE: 1" = 20'
F.B.: 18-08
PG.: 1-40
DATE: 5-15-2018

TOPOGRAPHIC SURVEY

PREPARED FOR: ATKINS NORTH AMERICA, INC.
REQUESTED BY: MATTHEW A TAYLOR, P.E.

1 OF 6

P:\2018\2018.014 ATKINS SIDEWALK\SURVEY\2018.014 A STREET ROUTE SURVEY.DWG

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HORIZONTAL SCALE

20 0 10 20 40 80

(IN FEET)
1 INCH = 20 FT.

SURVEY CONTROL POINT No.20011
SET RED CAPPED IRON ROD No.7916
N: 522031.0258'
E: 1109103.0200'
ELEVATION: 6.99'

BENCHMARK No.18-08 4-A
FOUND NAIL AND DISK
No.7174 IN ASPHALT ROAD
ELEVATION: 6.76'

BENCHMARK No.18-08 3-B
SET HEX HEAD BOLT IN
EAST SIDE UTILITY POLE
ELEVATION: 12.53'

BENCHMARK No.18-08 3-C
FOUND NAIL AND DISK
No.7174 IN ASPHALT ROAD
ELEVATION: 8.44'

SURVEY CONTROL POINT No.20010
SET RED CAPPED IRON ROD No.7916
N: 522486.8987'
E: 1109183.4820'
ELEVATION: 9.21'

SURVEY CONTROL POINT No.20009
SET RED CAPPED IRON ROD No.7916
N: 522842.9055'
E: 1109215.3790'
ELEVATION: 10.47'

SURVEY CONTROL BASELINE
N 10°00'35" E 462.92'

SURVEY CONTROL BASELINE
N 05°07'11" E 357.43'

SEE SHEET 3

SEE ABOVE

SEE BELOW

W. GOVERNMENT STREET
(60' RIGHT-OF-WAY)

W. GOVERNMENT STREET
(58' RIGHT-OF-WAY)

W. INTENDENCIA STREET
(60' RIGHT-OF-WAY)

W. INTENDENCIA STREET
(37.33' RIGHT-OF-WAY)

FORT STREET
(20' RIGHT-OF-WAY)
DIRT DRIVE

INERARITY STREET
(38' RIGHT-OF-WAY)
GRASSED

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365
118

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365
116

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365
117

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365
89

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365
88

DONELSON TRACT
48

00-0S-00-9080-240-118
QUISENBERRY JEAN MARIE
317 S A ST
PENSACOLA, FL 32502
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-010-118
INNOVATIVE TRANSPORT & LOGISTICS SOLUTIONS LLC
1902 W GREGORY ST
PENSACOLA, FL 32502
LOCATION: 315 S A ST 32502
USE: OFFICE, 1 STORY

00-0S-00-9080-018-116
PHIPPS HENRY L &
PHIPPS PATRICIA A
804 W GOVERNMENT ST
PENSACOLA, FL 32502
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-024-116
BRADLEY GEORGE J III
BRADLEY-MCBETH ANNA E
HICKS RUSSELL T. More
13108 LAKE GENEVA WAY
GULFPORT, MS 39503
LOCATION: 213 S A ST 32502
USE: VACANT COMMERCIAL

00-0S-00-9080-025-116
UPSIDE HOLDINGS LLC
PO BOX 12507
PENSACOLA, FL 32507
LOCATION: 200 BLK S A ST 32502
USE: VACANT COMMERCIAL

00-0S-00-9080-026-116
GULF DOC LLC
4012 N 9TH AVE
PENSACOLA, FL 32503
LOCATION: 209 S A ST 32502
USE: VACANT COMMERCIAL

00-0S-00-9080-001-116
GULF DOC LLC
4012 N 9TH AVE
PENSACOLA, FL 32503
LOCATION: 201 S A ST 32502
USE: OFFICE, 1 STORY

00-0S-00-9080-030-089
A STREET PROPERTIES OF
NORTHWEST FLORIDA INC
PO BOX 12725
PENSACOLA, FL 32591
LOCATION: 175 S A ST 32502
USE: PROFESSIONAL BLDG

00-0S-00-9080-010-089
DEEPWATER BEND LLC
PO BOX 13273
PENSACOLA, FL 32591
LOCATION: 801 W ROMANA ST 32502
USE: OFFICE, 1 STORY

00-0S-00-9070-017-048
D12 CAPITAL INC
5101 N 12TH AVE STE A
PENSACOLA, FL 32504
LOCATION: 705 W GOVERNMENT ST 32502
USE: AUTO REPAIR

00-0S-00-9080-009-117
COX JIMMY R & CONNIE P
690 CEDAR TREE RD
CANTONMENT, FL 32533
LOCATION: 200 BLK S A ST 32502
USE: VACANT COMMERCIAL

00-0S-00-9080-007-117
COX JIMMY R & CONNIE P
690 CEDAR TREE RD
CANTONMENT, FL 32533
LOCATION: 220 S A ST 32502
USE: VACANT COMMERCIAL

00-0S-00-9080-006-088
D12 CAPITAL INC
SUITE A
5101 N 12TH AVE
PENSACOLA, FL 32504
LOCATION: 716 W INTENDENCIA 32502
USE: VACANT RESIDENTIAL

00-0S-00-9080-020-117
MALDEN DORETHA
705 W INTENDENCIA ST
PENSACOLA, FL 32501
LOCATION: 200 S A ST 32502
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-007-088
D12 CAPITAL INC
STE A
5101 N 12TH AVE
PENSACOLA, FL 32504
LOCATION: 150 S A ST 32502
USE: VACANT RESIDENTIAL

00-0S-00-9080-003-088
TABERNACLE BAPTIST
PO BOX 2856
PENSACOLA, FL 32513-2856
LOCATION: 101 S A ST 32502
USE: CHURCH

00-0S-00-9080-002-088
DEEPWATER BEND LLC
PO BOX 13273
PENSACOLA, FL 32591
LOCATION: 705 W ROMANA ST 32502
USE: OFFICE, 1 STORY

REBOL-BATTLE & ASSOCIATES
Civil Engineers and Surveyors
2301 N. Ninth Avenue, Suite 300
Pensacola, Florida 32503
Telephone (850) 477-1600 Fax (850) 438-0448
EB 00026957 LB 7916

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A PORTION OF
SECTION:28,42,44 TOWNSHIP: 2 SOUTH RANGE: 30 WEST STATE: FLORIDA
COUNTY: ESCAMBIA

NO.	DATE	APPR.	REVISION/ACTION TAKEN

PROJECT NO: 2018.014
DRAWN BY: CBD
CHK'D BY: MAN
SCALE: 1" = 20'
F.B.: 18-08
PG.: 1-40
DATE: 5-15-2018

TOPOGRAPHIC SURVEY

PREPARED FOR: ATKINS NORTH AMERICA, INC.
REQUESTED BY: MATTHEW A TAYLOR, P.E.

2 OF 6

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P:\2018\2018.014 ATKINS SIDEWALKS\SURVEY\2018.014 A STREET ROUTE SURVEY.DWG

HORIZONTAL SCALE
20 0 10 20 40 80
(IN FEET)
1 INCH = 20 FT.

BENCHMARK No.18-08 3-B
SET HEX HEAD BOLT IN EAST SIDE UTILITY POLE
ELEVATION: 12.53'

SURVEY CONTROL POINT No.20009
SET RED CAPPED IRON ROD No.7916
N: 522842.9055'
E: 1109215.3790'
ELEVATION: 10.47'

SURVEY CONTROL POINT No.20008
SET RED CAPPED IRON ROD No.7916
N: 523430.5774'
E: 1109207.5140'
ELEVATION: 11.91'

BENCHMARK No.18-08 3-A
SET HEX HEAD BOLT IN EAST SIDE UTILITY POLE
ELEVATION: 12.48'

SURVEY CONTROL BASELINE
N 00°46'00" W 587.72'

SURVEY CONTROL BASELINE
N 10°28'19" E 525.09'

W. ROMANA STREET (60' RIGHT-OF-WAY)

W. ROMANA STREET (45' RIGHT-OF-WAY)

W. GARDEN STREET (100' RIGHT-OF-WAY)

W. GARDEN STREET (150' RIGHT-OF-WAY)

HILARY STREET (60' UNIMPROVED RIGHT-OF-WAY)

CHIPLEY STREET 30' ABANDONED RIGHT-OF-WAY

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365

00-0S-00-9080-001-086
RAE R &
RAE ELAINE H TRUSTEES
FOR RAE ELAINE H TRUST 50% INT &
RAE R &...More
200 PARADISE LN
CRESCENT CITY, FL 32112
LOCATION: 55 S A ST 32502
USE: REPAIR SERVICE

00-0S-00-9080-011-059
BUSBEE LIMITED PARTNERSHIP
PO BOX 158
GULF BREEZE, FL 32561
LOCATION: 1 S A ST 32502
USE: OFFICE, MULTI-STORY

00-0S-00-9080-002-088
EPWATER BEND LLC
PO BOX 13273
NSACOLA, FL 32591
705 W ROMANA ST 32502
E: OFFICE, 1 STORY

00-0S-00-9080-010-058
JAMES NAN GREENHUT 1/3 INT
GREENHUT DUDLEY H 1/3 INT
GREENHUT MOLLY GAIL 1/3 INT
PO BOX 12603
PENSACOLA, FL 32591-2603
LOCATION: 23 S A ST 32502
USE: REPAIR SERVICE

00-0S-00-9080-001-057
SOUTHERN BELL TELEPHONE & TELEGRAPH CO
PO BOX 7207
BEDMINSTER, NJ 07921
LOCATION: 605 W GARDEN ST 32502
USE: OFFICE, MULTI-STORY

00-0S-00-9080-001-059
DONN SCOTT & ASSOCIATES PA
3007 GREYSTONE DR
MILTON, FL 32571
LOCATION: 801 W GARDEN ST 32502
USE: OFFICE, 1 STORY

00-0S-00-9080-022-054
VO FRANCIS PHUC
VO LYNN LAM
657 WEST MINTON DR
TEMPE, AZ 85282
LOCATION: 800 W GARDEN ST 32502
USE: STORE, 1 STORY

00-0S-00-9080-002-054
DIOCESE OF PENSACOLA TALLAHASSEE
WACK WILLIAM A BISHOP
11 N B ST
PENSACOLA, FL 32502
LOCATION: 19 N A ST 32502
USE: PARKING LOTS

00-0S-00-9080-007-058
BLAU KRAB INC
725 W GARDEN ST
PENSACOLA, FL 32502
USE: AUTO SALES

00-0S-00-9080-010-008
CORPORATION 426
PO BOX 630
PENSACOLA, FL 32591-0630
LOCATION: 746 W GARDEN ST 32502
USE: AUTO SALES

SEE SHEET 2
SEE BELOW
SEE ABOVE
SEE SHEET 4

P:\2018\2018.014 ATKINS SIDEWALKS\SURVEY\2018.014 A STREET ROUTE SURVEY.DWG

REBOL-BATTLE & ASSOCIATES
Civil Engineers and Surveyors
2301 N. Ninth Avenue, Suite 300
Pensacola, Florida 32503
Telephone: 850.433.1541 Fax: 850.438.0448
EB 0000657 LB 7916

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

'A' STREET REVITALIZATION PLANNING AND DESIGN SERVICES

PENSACOLA, FLORIDA
A PORTION OF
SECTION: 28,42,44 TOWNSHIP: 2 SOUTH RANGE: 30 WEST STATE: FLORIDA
COUNTY: ESCAMBIA

NO.	DATE	APPR.	REVISION/ACTION TAKEN

PROJECT NO: 2018.014
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TOPOGRAPHIC SURVEY

PREPARED FOR: ATKINS NORTH AMERICA, INC.
REQUESTED BY: MATTHEW A TAYLOR, P.E.

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00-0S-00-9080-001-054
CORNERSTONE ABUNDANT LIFE CHURCH INC
PO BOX 2102
PENSACOLA, FL 32513
LOCATION: 813 W CHASE ST 32502
USE: CHURCH

00-0S-00-9080-080-013
NOVOTA PROPERTIES LLC
411 W DESOTO STREET
PENSACOLA, FL 32501
LOCATION: 109 N A ST UNIT B 32502
USE: OFFICE, 1 STORY

00-0S-00-9080-060-013
ALEXAKOS DEBRA L COOEY
ARREDONDO LISA
111 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-040-013
COMMUNITY ENTERPRISE INVESTMENTS INC
302 N BARCELONA ST
PENSACOLA, FL 32501
LOCATION: 113 N A ST 32502
USE: MULTI-FAMILY <=9

00-0S-00-90
COMMUNITY ENTERPRI
302 N BAR
PENSACOLA
LOCATION: 701 W G
USE: MULTI-

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365

HORIZONTAL SCALE
20 0 10 20 40 80
(IN FEET)
1 INCH = 20 FT.

BENCHMARK No.18-08 4-D
FOUND COTTON GIN SPIKE IN
EAST SIDE OF UTILITY POLE
ELEVATION: 15.15'

SURVEY CONTROL POINT
SET RED CAPPED IRON RO
N:
E: 110
ELEVAT

W. CHASE STREET
(70' RIGHT-OF-WAY)

SURVEY CONTROL BASELINE
N 04°47'22" W 426.11'

SURVEY CONTROL POINT No.20007
SET RED CAPPED IRON ROD No.7916
N: 523946.9175'
E: 1109302.9510'
ELEVATION: 14.71'

W. CHASE STREET
(58' RIGHT-OF-WAY)

00-0S-00-9080-300-007
HOWARD HARRETT T
19 E LLOYD ST
PENSACOLA, FL 32501
LOCATION: 714 W CHASE ST 32502
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-190-007
POLAR ICE CREAM CO
C/O BORDEN DAIRY
7572 US HIGHWAY 49
HATTIESBURG, MS 39402
LOCATION: 639 W GREGORY ST 32502
USE: PARKING LOTS

BENCHMARK
FOUND 60d
SIDE 'O
EL

SEE SHEET 3

SEE BELOW

SEE ABOVE

SEE SHEET 5

00-0S-00-9080-040-013
ENTERPRISE INVESTMENTS INC
N BARCELONA ST
SACOLA, FL 32501
N: 113 N A ST 32502
MULTI-FAMILY <=9

00-0S-00-9080-010-013
COMMUNITY ENTERPRISE INVESTMENTS INC
302 N BARCELONA ST
PENSACOLA, FL 32501
LOCATION: 701 W GREGORY ST 32502
USE: MULTI-FAMILY <=9

00-0S-00-9080-230-015
FOUNTAIN KEVIN L & SABRENA A
700 W GREGORY ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-260-015
MOUNT LILLY BAPTIST OF THE
CITY OF PENSACOLA FLORIDA
209 N A ST
PENSACOLA, FL 32501
USE: CHURCH

00-0S-00-9080-280-015
SCHUCK JASON N &
SCHUCK TARA L
215 NORTH A ST
PENSACOLA, FL 32502-3605
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-290-015
[illegible]
219 NORTH A ST
PENSACOLA, FL 32502
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-011-015
STUTTS CARRIE B &
WATSON CASSANDRA STUTTS &
STUTTS WILLIE
221 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-010-015
NGUYEN VUI V & KY T QUACH
225 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-012-015
PARKER LAVONDA M
229 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

SURVEY CONTROL POINT No.20006
SET RED CAPPED IRON ROD No.7916
N: 524371.5443'
E: 1109267.3730'
ELEVATION: 21.01'

W. GREGORY STREET
(71.5' RIGHT-OF-WAY)

SURVEY CONTROL BASELINE
N 10°46'18" E 518.41'

MAXENT TRACT
PLAT DEED BOOK 14 PAGE 365

BENCHMARK No.18-08 4-E
FOUND 60d NAIL IN NORTH
SIDE OF UTILITY POLE
ELEVATION: 20.89'

W. GREGORY STREET
(66' RIGHT-OF-WAY)

BELMONT TRACT

00-0S-00-9010-220-083
DAVIS JOANN
650 W GREGORY ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-180-083
BISHOP, BETTY J
212 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-163-083
COMMUNITY REDEVELOPMENT AGENCY OF THE
CITY OF PENSACOLA FLORIDA
PO BOX 12521
PENSACOLA, FL 32521
LOCATION: 216 N A ST 32502
USE: VACANT RESIDENTIAL

00-0S-00-9010-165-083
WILLIAMS RONDA FAYE
TUCKER STEPHANIE A ST
215 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-161-083
[illegible] CONTRACTOR
[illegible] FERRY 32502 OR
PENSACOLA, FL 32502
LOCATION: 222 N A ST 32502
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-160-083
HILL MATTIE L SR &
HILL MATTIE L JR
1701 W FRANKLIN ST
PENSACOLA, FL 32501
LOCATION: 1701 W FRANKLIN ST
PENSACOLA, FL 32501
USE: VACANT RESIDENTIAL

00-0S-00-9080-190-007
POLAR ICE CREAM CO
C/O BORDEN DAIRY
7572 US HIGHWAY 49
HATTIESBURG, MS 39402
LOCATION: 639 W GREGORY ST 32502
USE: PARKING LOTS

P:\2018\2018.014 ATKINS SIDEWALKS\SURVEY\2018.014 A STREET ROUTE SURVEY.DWG

REBOL-BATTLE & ASSOCIATES
Civil Engineers and Surveyors
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EB 0000965? LB 7916

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PENSACOLA, FLORIDA
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4 OF 6

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00-0S-00-9080-010-015
NGUYEN VUI V & KY T QUACH
225 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9080-012-015
PARKER LAVONDA M
229 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-011-001
THOMAS ALFREDIA V &
CUNNINGHAM OLIVET D
4304 W 59TH PL
LOS ANGELES, CA 90043-3425
LOCATION: 305 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-010-001
ROYE LISA
5111 YORK CT
CAPE CORAL, FL 33904
LOCATION: 315 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-092-001
MARSHALL NORAH & EMMA
1001 E TEXAR DR
PENSACOLA, FL 32503
LOCATION: 317 N A ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-091-001
MCCASKILL HAMBY EST OF
C/O HAMBY MCCASKILL JR
610 NORTH F ST
PENSACOLA, FL 32501
LOCATION: 309 BLK N A ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-090-001
TISDALE SYLVIA E
6250 COLLEGE PKWY
PENSACOLA, FL 32504
LOCATION: 325 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-013-001
JOHNSON MARY
HOUSTON PRUDIE
301 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-012-001
KING BURNETTE L & MARCELLA
TRUSTEES OF THE LES &
MARCELLA TRUST
9339 SCENIC HWY
PENSACOLA, FL 32514
LOCATION: 401 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

HORIZONTAL SCALE
20 0 10 20 40 80
(IN FEET)
1 INCH = 20 FT.

W. WRIGHT STREET (72.5' RIGHT-OF-WAY)

W. BELMONT STREET (55' RIGHT-OF-WAY)

W. WRIGHT STREET (45' RIGHT-OF-WAY)

WEST KING TRACT 1

BELMONT TRACT 82

WATER LINES PER ECUA MAP

4' WELDED WIRE FENCE

0.7' WIDE BLOCK WALL

4' CHAIN LINK FENCE

SEE SHEET 4

SURVEY CONTROL BASELINE
N 03°57'36" E 317.63'

SURVEY CONTROL POINT No.20005
SET RED CAPPED IRON ROD No.7916
N: 524880.8230'
E: 1109364.2630'
ELEVATION: 23.08'

BENCHMARK No.18-08 5-A
FOUND COTTON GIN SPIKE
IN WEST SIDE UTILITY POLE
ELEVATION: 23.83'

SURVEY CONTROL POINT No.20004
BENCHMARK No.18-08 5B
SET NAIL AND DISK No.7916
N: 525197.6931'
E: 1109386.1980'
ELEVATION: 29.69'

00-0S-00-9010-041-082
BENBOE DANIEL L II 1/2 INT
WEBSTER PHILLIPS ZOYA 1/2 INT
PO BOX 12681
PENSACOLA, FL 32591
LOCATION: 600 BLK W WRIGHT ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9010-082
EVAN JOSHUA &
SCOTT CRYSTAL S
627 W BELMONT ST
PENSACOLA, FL 32501
LOCATION: 310 N A ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9010-003-082
TROTT CRYSTAL S
627 W BLEMONT ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-005-079
SUMNER PATRICIA ELLIS
210 LEFFERTS PL
BROOKLYN, NY 11238-2909
LOCATION: 624 W BELMONT ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-013-002
EMMANUEL BAPTIST CHURCH TRUSTEES
701 W LA RUA ST
PENSACOLA, FL 32501
USE: CHURCH

W. LA RUA STREET (55' RIGHT-OF-WAY)

WEST KING TRACT 2

WEST KING TRACT 3

SEE ABOVE

SEE SHEET 6

SURVEY CONTROL BASELINE
N 04°27'55" E 362.72'

SURVEY CONTROL BASELINE
N 03°20'28" W 371.32'

SET BENCHMARK No.18-08 5-C
SET HEX HEAD BOLT IN EAST
SIDE UTILITY POLE
ELEVATION: 32.86'

SURVEY CONTROL POINT No.20003
SET RED CAPPED IRON ROD No.7916
N: 525559.3141'
E: 1109414.4380'
ELEVATION: 31.49'

W. LA RUA STREET (50' RIGHT-OF-WAY)

BELMONT TRACT 79

BELMONT TRACT 78

00-0S-00-9010-006-079
PERRY BEVERLY JEAN
622 W BELMONT ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-007-079
MOORER ROBERT L &
BEVERLY JOANN
414 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-009-079
HICKS KIMBERLY
420 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-010-079
CROOM JEANETTE
627 W LA RUA ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-017-078
EMMANUEL BAPTIST CHURCH TRUSTEES
701 W LA RUA ST
PENSACOLA, FL 32501
LOCATION: 622 W LA RUA ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-210-003
EMMANUEL BAPTIST CHURCH
701 W LARUA ST
PENSACOLA, FL 32501
LOCATION: 700 BLK W LA RUA ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-190-003
EMANUEL BAPTIST CHURCH
701 W LARUA ST
PENSACOLA, FL 32501
LOCATION: 500 BLK N A ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-170-003
ROBINSON SYDNEY MKAY
511 N A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-121-003
PATE PATRICK L
515 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-019-078
SANDERS JOHN E
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-018
TIMMONS FAMILY PROPERTIES LLC
GULF BREEZE, FL 32561
LOCATION: 510 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

P:\2018\2018.014 ATKINS SIDEWALKS\SURVEY\2018.014 A STREET ROUTE SURVEY.DWG

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'A' STREET REVITALIZATION PLANNING AND DESIGN SERVICES

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5 OF 6

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00-0S-00-9060-170-003
ROBINSON SYDNEY MKAY
511 N A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-121-003
PATE PATRICK L
515 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-140-003
RAWLS LONNIE L
6515 N BLUE ANGEL PKWY
PENSACOLA, FL 32526-8010
LOCATION: 517 N A ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-130-003
GOGGANS SHANDRA S
GOGGANS LARRY J &
GOGGANS RHONDA RICE
2031 BRENDA AVE
PENSACOLA, FL 32506
LOCATION: 707 W JACKSON ST 32501
USE: SINGLE FAMILY RESIDENCE

WEST KING TRACT
3

SURVEY CONTROL POINT No.20002
SET RED CAPPED IRON ROD No.7916
N: 525930.0038'
E: 1109392.7970'
ELEVATION: 31.67'

W. JACKSON STREET
(55' RIGHT-OF-WAY)

00-0S-00-9060-021-004
COLBY & COLBY INC
9146 MOROSE DR
PENSACOLA, FL 32506
LOCATION: 700 W JACKSON ST 32501
USE: STORE, 1 STORY

00-0S-00-9060-020-004
MCDOWELL CHARLES
611 NORTH A ST
PENSACOLA, FL 32501
USE: VACANT RESIDENTIAL

00-0S-00-9060-019-004
MCDOWELL CHARLES
611 NORTH A ST
PENSACOLA, FL 32501
USE: MOBILE HOME

00-0S-00-9060-017-004
HARVEY VALEDIA K
764 NORTH A ST
PENSACOLA, FL 32501
LOCATION: 613 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

HORIZONTAL SCALE
20 0 10 20 40 80
(IN FEET)
1 INCH = 20 FT.

00-0S-00-9060-016-004
HORNE CHARLES SR
1164 CAPITAL BLVD
PENSACOLA, FL 32505
LOCATION: 615 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

WEST KING TRACT
4

00-0S-00-9060-014-004
THOMAS T J &
THOMAS CARRIE &
THOMAS TATYANA
8520 MACK ST
PENSACOLA, FL 32514
LOCATION: 619 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9060-013-004
GROMAN STANLEY A TRUSTEE FOR
2005 GROMAN STANLEY A &
GROMAN MARCI L REVOCABLE TRUST 60% INT
PINEDA NECTALY 40% INT
25 CHIPMAN LN # G
SANDY CREEK, NY 13145
LOCATION: 621 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

W. GADSDEN STREET
(55' RIGHT-OF-WAY)

SEE SHEET 5

SEE BELOW

SURVEY CONTROL BASELINE
N 12°57'35" E 349.48'

BENCHMARK No.18-08 5-D
SET HEX HEAD BOLT IN
WEST SIDE UTILITY POLE
ELEVATION: 32.70'

W. JACKSON STREET
(50' RIGHT-OF-WAY)

00-0S-00-9010-023-078
WYNN MARTI C 6/8 INT
BRYE CAMMIE 1/8 INT
FREEMAN SHARRON WYNN 1/8 INT
1006 STILLBROOK RD
PENSACOLA, FL 32514
LOCATION: 617 W JACKSON ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9011-016-075
FREEMAN DOROTHY J 1/3 INT
FREEMAN DOROTHY ANN 1/3 INT
JAMES BEVERLY ANN 1/3 INT
JAMES JERALD 1/3 INT
1858 BROYHILL LN
PENSACOLA, FL 32526
LOCATION: 616 W JACKSON ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9011-017-075
FREEMAN DOROTHY J 1/3 INT
FREEMAN BEVERLY ANN 1/3 INT
JAMES JERALD 1/3 INT
1858 BROYHILL LN
PENSACOLA, FL 32526
LOCATION: 606 N A ST 32501
USE: VACANT RESIDENTIAL

RESUBDIVISION OF BLOCK 75
OF THE WEST KING TRACT
PLAT BOOK 2, PAGE 38

75

SURVEY CONTROL POINT No.20001
SET RED CAPPED IRON ROD No.7916
N: 526270.5781'
E: 1109471.1720'
ELEVATION: 28.64'

BENCHMARK No.18-08 5-E
FOUND COTTON GIN SPIKE
IN WEST SIDE UTILITY POLE
ELEVATION: 24.92'

00-0S-00-9011-023-075
WILLIAMS CHARLES
9 GREENWOOD CT
NEWNAN, GA 30265
LOCATION: 618 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

BELMONT TRACT
74

00-0S-00-9060-022-005
GLEATON ERIC
102 E NINE MILE RD
PENSACOLA, FL 32534
LOCATION: 701 N A ST 32501
USE: VACANT COMMERCIAL

00-0S-00-9060-020-005
GLEATON ERIC
102 E NINE MILE RD
PENSACOLA, FL 32534
LOCATION: 705 N A ST 32501
USE: VACANT COMMERCIAL

00-0S-00-9060-018-005
GLEATON ERIC
102 E NINE MILE RD
PENSACOLA, FL 32534
LOCATION: 721 N A ST 32501
USE: VACANT COMMERCIAL

00-0S-00-9060-016-005
GLEATON ERIC
102 E NINE MILE RD
PENSACOLA, FL 32534
LOCATION: 743 N A ST 32501
USE: VACANT COMMERCIAL

00-0S-00-9060-013-005
T L C PROPERTIES INC
1401 N TARRAGONA ST
PENSACOLA, FL 32501
LOCATION: 700 BLK W CERVANTES ST 32501
USE: VACANT COMMERCIAL

WEST KING TRACT
5

SURVEY CONTROL POINT No.20000
SET RED CAPPED IRON ROD No.7916
N: 526623.7933'
E: 1109442.4760'
ELEVATION: 30.14'

W. CERVANTES STREET
(55' RIGHT-OF-WAY)

BENCHMARK No.18-08 5-F
EASTERNMOST BASE BOLT IN
TRAFFIC SIGNAL POLE
ELEVATION: 30.76'

SURVEY CONTROL BASELINE
N 04°38'41" W 354.38'

W. GADSDEN STREET
(50' RIGHT-OF-WAY)

W. CERVANTES STREET
(50' RIGHT-OF-WAY)

00-0S-00-9010-001-074
EXCELSIOR LODGE #43 PHA TRUSTEES
704 NORTH A ST
PENSACOLA, FL 32501
LOCATION: 701 N COYLE ST 32501
USE: VACANT RESIDENTIAL

00-0S-00-9010-005-074
EXCELSIOR LODGE NO 43 F A & M
704 NORTH A ST
PENSACOLA, FL 32501
USE: CLUB, LODGE, HALL

00-0S-00-9010-009-074
HARVEY VALEDIA K
764 NORTH A ST
PENSACOLA, FL 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-007-074
KNOTT CURTIS L
KNOTT KARYN R
2222 OLD MCGEHEE RD
MONTGOMERY, AL 36105
LOCATION: 742 N A ST 32501
USE: SINGLE FAMILY RESIDENCE

00-0S-00-9010-011-074
APATEL KISHORBHAI P
14710 INNERARITY POINT RD
PENSACOLA, FL 32507
LOCATION: 601 W CERVANTES ST 32501
USE: STORE, 1 STORY

P:\2018\2018.014 ATKINS SIDEWALKS\SURVEY\2018.014 A STREET ROUTE SURVEY.DWG

REBOL-BATTLE & ASSOCIATES
Civil Engineers and Surveyors
2301 N. Ninth Avenue, Suite 300
Pensacola, Florida 32503
Telephone 850.432.6400 Fax 850.438.0448
EB 0008667 LB 7918

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

'A' STREET REVITALIZATION PLANNING AND DESIGN SERVICES

PENSACOLA, FLORIDA
A PORTION OF
SECTION: 28,42,44 TOWNSHIP: 2 SOUTH RANGE: 30 WEST
COUNTY: ESCAMBIA STATE: FLORIDA

NO.	DATE	APPR.	REVISION/ACTION TAKEN

PROJECT NO: 2018.014
DRAWN BY: CBD
CHK'D BY: MAN
SCALE: 1" = 20'
F.B.: 18-08
PG.: 1-40
DATE: 5-15-2018

TOPOGRAPHIC SURVEY

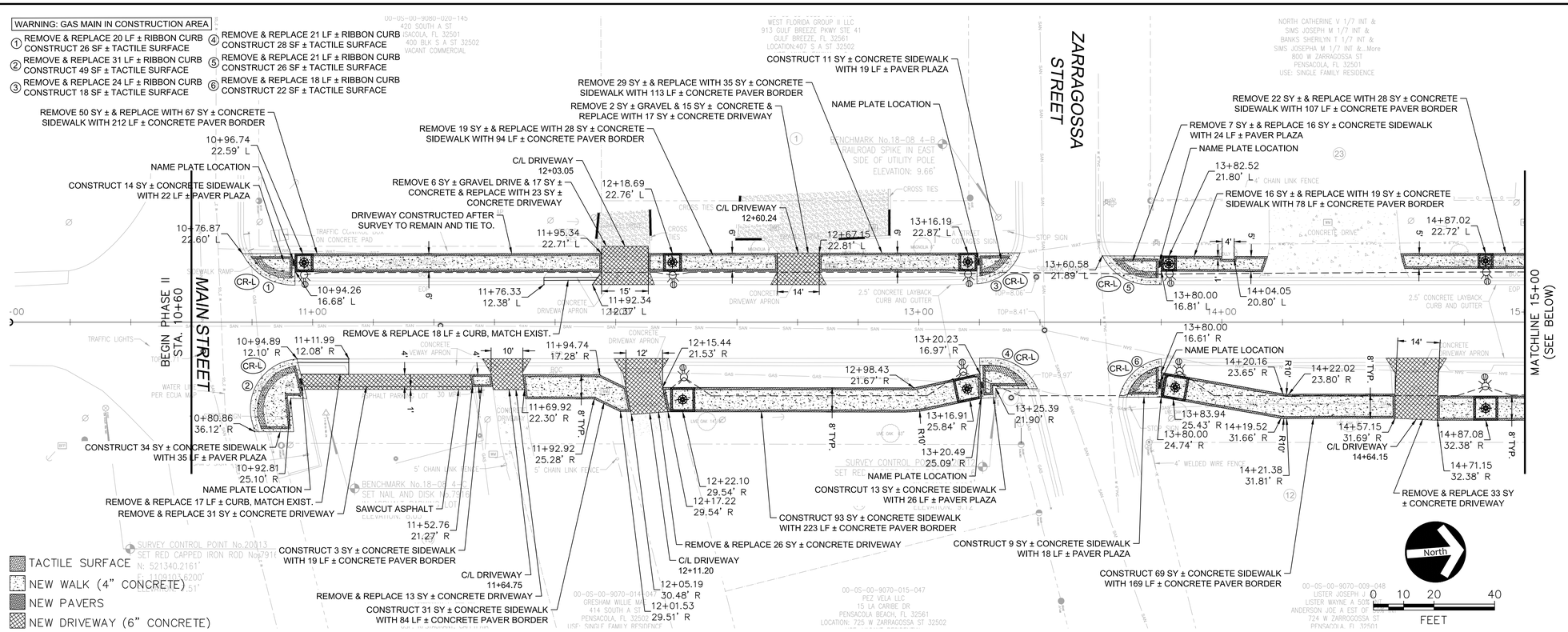
PREPARED FOR: ATKINS NORTH AMERICA, INC.
REQUESTED BY: MATTHEW A TAYLOR, P.E.

6 OF 6

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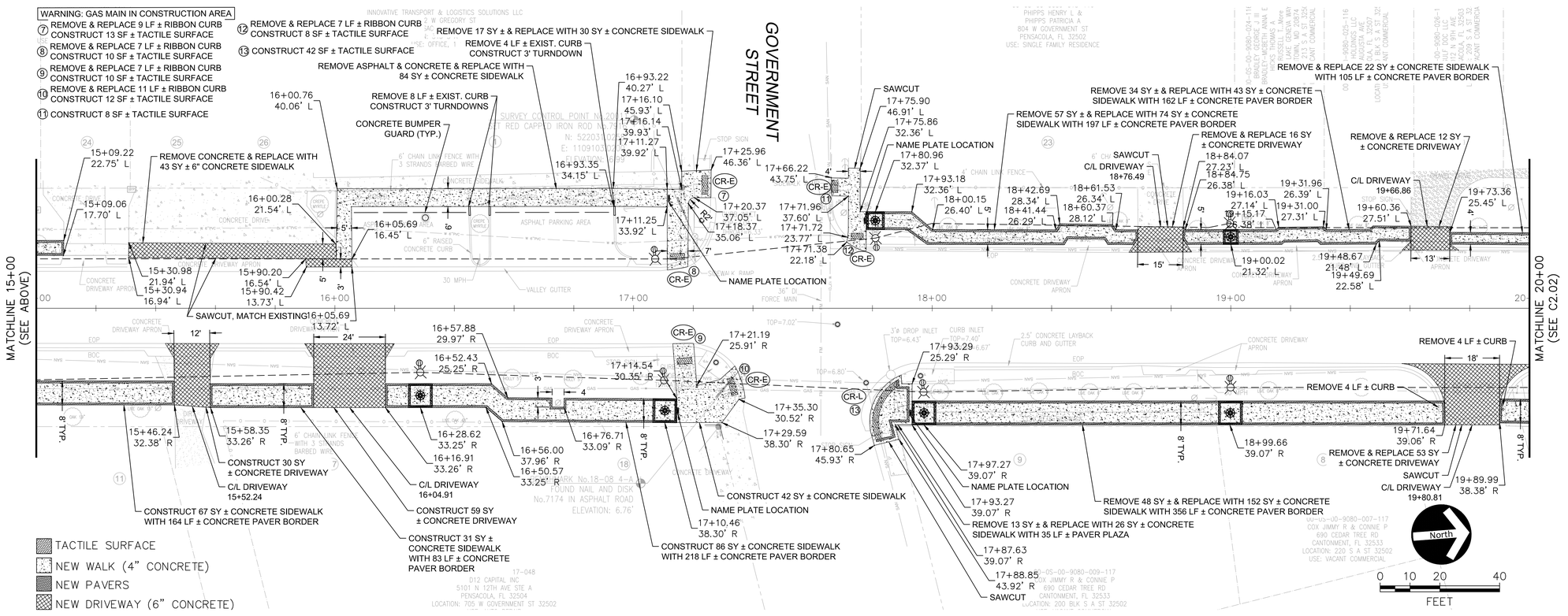
WARNING: GAS MAIN IN CONSTRUCTION AREA

① REMOVE & REPLACE 20 LF ± RIBBON CURB CONSTRUCT 26 SF ± TACTILE SURFACE
② REMOVE & REPLACE 31 LF ± RIBBON CURB CONSTRUCT 49 SF ± TACTILE SURFACE
③ REMOVE & REPLACE 24 LF ± RIBBON CURB CONSTRUCT 18 SF ± TACTILE SURFACE
④ REMOVE & REPLACE 21 LF ± RIBBON CURB CONSTRUCT 28 SF ± TACTILE SURFACE
⑤ REMOVE & REPLACE 21 LF ± RIBBON CURB CONSTRUCT 26 SF ± TACTILE SURFACE
⑥ REMOVE & REPLACE 18 LF ± RIBBON CURB CONSTRUCT 22 SF ± TACTILE SURFACE



WARNING: GAS MAIN IN CONSTRUCTION AREA

⑦ REMOVE & REPLACE 9 LF ± RIBBON CURB CONSTRUCT 13 SF ± TACTILE SURFACE
⑧ REMOVE & REPLACE 7 LF ± RIBBON CURB CONSTRUCT 10 SF ± TACTILE SURFACE
⑨ REMOVE & REPLACE 7 LF ± RIBBON CURB CONSTRUCT 10 SF ± TACTILE SURFACE
⑩ REMOVE & REPLACE 11 LF ± RIBBON CURB CONSTRUCT 12 SF ± TACTILE SURFACE
⑪ CONSTRUCT 8 SF ± TACTILE SURFACE
⑫ REMOVE & REPLACE 7 LF ± RIBBON CURB CONSTRUCT 8 SF ± TACTILE SURFACE
⑬ CONSTRUCT 42 SF ± TACTILE SURFACE



A STREET REVITALIZATION

SIDEWALK PLAN

NUMBER	REVISIONS	DATE	APPROVED BY

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. RIGGINS
LICENSE No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Michael E. Riggins, PE using a digital signature and date adjacent to the seal using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

DRAWN BY:	HIL
DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C2.01

User: LXZ06528
P:\City of Pensacola Projects\A Street Revitalization 100060299\7. Final Design\Plan Sheets\C2.XX Sidewalk Plans.dwg 01/14/2022 09:29:27 AM

WARNING: GAS MAIN IN CONSTRUCTION AREA

CONSTRUCT 10 SY ± CONCRETE SIDEWALK WITH 20 LF ± PAVER PLAZA

NAME PLATE LOCATION

INTENDENCIA STREET

21+25.79 36.50' L

21+17.24 39.74' L

REMOVE 39 SY ± & REPLACE WITH 55 SY ± CONCRETE SIDEWALK WITH 173 LF ± CONCRETE PAVER BORDER

REMOVE & REPLACE 22 SY ± CONCRETE DRIVEWAY

C/L DRIVEWAY 20+34.93

20+22.96 27.41' L

20+23.00 25.44' L

R44'

R5'

24'

20+78.05 21.45' L

21+34.02 42.59' L

21+03.31 14.65' L

21+12.93 31.84' L

21+25.67 23.05' L

21+26.92 22.05' L

SEE ISLAND DETAIL ON SHEET C8.13

21+58.53 40.45' L

21+70.89 44.95' L

SAWCUT

21+75.82 40.45' L

NAME PLATE LOCATION

21+80.27 40.45' L

REMOVE 84 SY ± & REPLACE WITH 121 SY ± CONCRETE SIDEWALK WITH 251 LF ± CONCRETE PAVER BORDER

22+87.62 40.45' L

21+70.79 32.45' L

21+75.82 32.45' L

22+52.27 32.45' L

22+80.05 35.54' L

22+55.71 35.42' L

22+79.16 14.52' L

21+86.03 14.48' L

SEE ISLAND DETAIL ON SHEET C8.13

23+47.36 35.62' L

REMOVE 108 ± & REPLACE WITH 170 SY ± CONCRETE SIDEWALK WITH 414 LF ± CONCRETE PAVER BORDER

24+02.82 40.38' L

24+98.88 36.06' L

24+63.18 32.32' L

CONSTRUCT 5 SY ± CONCRETE PATH

23+45.90 14.58' L

24+99.15 14.45' L

MATCHLINE 20+00 (SEE C2.01)

MATCHLINE 25+00 (SEE BELOW)

SEE ISLAND DETAIL ON SHEET C8.13

20+93.31 14.17' R

21+26.01 19.77' R

21+96.03 14.13' R

23+35.84 14.13' R

24+75.84 13.91' R

21+27.64 31.05' R

21+70.37 32.95' R

23+75.19 31.11' R

24+93.33 39.03' R

REMOVE & REPLACE 6 SY ± CONCRETE PATH

20+09.99 38.63' R

20+58.31 39.06' R

C/L DRIVEWAY 20+51.81

REMOVE & REPLACE 32 SY ± CONCRETE DRIVEWAY

REMOVE 33 SY ± & REPLACE WITH 50 SY ± CONCRETE SIDEWALK WITH 126 LF ± CONCRETE PAVER BORDER

REMOVE 39 SY ± & REPLACE WITH 62 SY ± CONCRETE SIDEWALK WITH 153 LF ± CONCRETE PAVER BORDER

21+20.46 39.06' R

NAME PLATE LOCATION

REMOVE & REPLACE 18 SY ± CONCRETE SIDEWALK WITH 35 LF ± PAVER PLAZA

21+35.94 39.06' R

21+37.42 44.50' R

SAWCUT

21+79.38 37.95' R

NAME PLATE LOCATION

21+75.35 37.95' R

SAW CUT AND TIE TO EXISTING ELEVATION

ADJUST EXIST. WATER VALVE MATCH GRADE

21+60.74 37.96' R

CONSTRUCT 137 SY ± CONCRETE SIDEWALK WITH 285 LF ± CONCRETE PAVER BORDER

DRIVEWAY CONSTRUCTED AFTER SURVEY TO REMAIN AND TIE TO.

22+85.04 37.88' R

23+11.31 37.86' R

23+23.31 39.14' R

SAWCUT

REMOVE & REPLACE 29 SY ± CONCRETE DRIVEWAY

C/L DRIVEWAY 23+17.31

SAWCUT

24+03.05 39.09' R

SAWCUT

SUBMIT SHOP DRAWING FOR FLUME CONSTRUCTION. CONSTRUCT SIMILAR TO EXIST.

REMOVE 27 SY ± & REPLACE WITH 45 SY ± CONCRETE SIDEWALK WITH 115 LF ± CONCRETE PAVER BORDER

REMOVE 63 SY ± & REPLACE WITH 103 SY ± CONCRETE SIDEWALK WITH 245 LF ± CONCRETE PAVER BORDER

TACTILE SURFACE

NEW WALK (4" CONCRETE)

NEW PAVERS

NEW DRIVEWAY (6" CONCRETE)

North

0 10 20 40

FEET

(14) REMOVE & REPLACE 22 LF ± RIBBON CURB CONSTRUCT 29 SF ± TACTILE SURFACE

(15) REMOVE & REPLACE 22 LF ± RIBBON CURB CONSTRUCT 27 SF ± TACTILE SURFACE

(16) REMOVE & REPLACE 8 LF ± RIBBON CURB CONSTRUCT 12 SF ± TACTILE SURFACE

(17) REMOVE & REPLACE 5 LF ± RIBBON CURB CONSTRUCT 6 SF ± TACTILE SURFACE

(18) REMOVE & REPLACE 5 LF ± RIBBON CURB CONSTRUCT 6 SF ± TACTILE SURFACE

(19) REMOVE & REPLACE 5 LF ± RIBBON CURB CONSTRUCT 6 SF ± TACTILE SURFACE

BENCHMARK No.18-0 SET HEX HEAD E EAST SIDE UTILITY ELEVATION:

BENCHMARK No.18-08 3-C SET NAIL AND DISK IN ASPHALT ELEVATION: 9.74

SURVEY CONTROL POINT No.10010 SET RED CAPPED IRON ROD No.7916 ELEVATION: 9.21'

WARNING: GAS MAIN IN CONSTRUCTION AREA

25+08.40 40.28' L

REMOVE 24 SY ± & REPLACE WITH 51 SY ± CONCRETE SIDEWALK WITH 42 LF ± PAVER PLAZA

REMOVE & REPLACE 5 SY ± CONCRETE SIDEWALK

SAWCUT

25+21.21 53.37' L

25+21.42 44.76' L

25+73.17 50.44' L

SAWCUT

REMOVE & REPLACE 2 SY ± CONCRETE SIDEWALK

REMOVE 15 SY ± & REPLACE WITH 38 SY ± CONCRETE SIDEWALK WITH 37 LF ± PAVER PLAZA

25+58.55 45.35' L

25+34.01 44.71' L

ROMANA STREET

25+77.10 39.94' L

25+81.20 39.92' L

REMOVE 37 SY ± & REPLACE WITH 66 SY ± CONCRETE SIDEWALK WITH 179 LF ± CONCRETE PAVER BORDER

26+52.86 35.68' L

26+81.74 40.04' L

26+89.43 40.05' L

REMOVE 90 SY ± & REPLACE WITH 178 SY ± CONCRETE SIDEWALK WITH 420 LF ± CONCRETE PAVER BORDER

27+85.01 40.14' L

28+10.80 32.16' L

28+79.12 39.50' L

REMOVE 20 SY ± & REPLACE WITH 43 SY ± CONCRETE SIDEWALK WITH 110 LF ± CONCRETE PAVER BORDER

REMOVE ASPHALT & REPLACE WITH 53 SY ± CONCRETE DRIVEWAY

28+83.12 39.44' L

REMOVE & REPLACE 58 SY ± CONCRETE DRIVEWAY

C/L DRIVEWAY 28+96.59

29+10.06 38.01' L

C/L DRIVEWAY 29+70.18

29+86.18 39.28' L

29+58.19 38.22' L

29+82.18 39.28' L

SEE ISLAND DETAIL ON SHEET C8.13

25+12.40 32.28' L

NAME PLATE LOCATION

25+77.28 19.58' L

NAME PLATE LOCATION

26+00.71 14.81' L

SEE ISLAND DETAIL ON SHEET C8.13

26+41.71 14.81' L

SEE ISLAND DETAIL ON SHEET C8.13

REMOVE 10 LF ± EXIST. CURB

27+14.81 14.73' L

SEE ISLAND DETAIL ON SHEET C8.13

CONSTRUCT 5 SY ± CONCRETE PATH

28+67.81 15.08' L

SEE ISLAND DETAIL ON SHEET C8.13

29+91.63 31.26' L

MATCHLINE 25+00 (SEE ABOVE)

MATCHLINE 30+00 (SEE C2.02)

25+25.30 31.01' R

25+12.40 19.54' R

NAME PLATE LOCATION

25+16.23 31.01' R

25+27.36 17.98' R

25+91.92 33.97' R

25+95.95 25.97' R

NAME PLATE LOCATION

25+91.98 18.48' R

24'

REMOVE ASPHALT & REPLACE WITH 2 SY ± CONCRETE

22.17' R

26+36.90 33.93' R

26+41.93 38.94' R

SEE ISLAND DETAIL ON SHEET C8.13

27+23.92 20.34' R

27+42.70 14.03' R

CONSTRUCT 4 SY ± CONCRETE PATH

SEE ISLAND DETAIL ON SHEET C8.13

28+50.70 13.75' R

REMOVE 18 LF ± EXIST. CURB

25+34.97 39.00' R

25+50.69 42.78' R

25+42.41 48.18' R

25+18.29 39.01' R

SAWCUT TIE TO EXIST.

26+32.23 33.93' R

SAWCUT

C/L DRIVEWAY 26+20.23

SAWCUT

REMOVE ASPHALT & REPLACE WITH 44 SY ± CONCRETE DRIVEWAY

REMOVE 13 LF ± EXIST. CURB

CONSTRUCT 14 SY ± CONCRETE SIDEWALK WITH 46 LF ± CONCRETE PAVER BORDER

CONSTRUCT 32 SY ± CONCRETE SIDEWALK WITH 37 LF ± PAVER PLAZA

25+85.63 41.67' R

25+83.64 33.98' R

25+75.64 41.67' R

REMOVE 23 SY ± & REPLACE WITH 46 SY ± CONCRETE SIDEWALK WITH 41 LF ± PAVER PLAZA

REMOVE & REPLACE 3 SY ± CONCRETE SIDEWALK

REMOVE 7 SY ± & REPLACE WITH 11 SY ± CONCRETE SIDEWALK WITH 38 LF ± CONCRETE PAVER BORDER

26+89.62 38.92' R

CONST. 98 LF ± FDOT TYPE D CURB

REMOVE ASPHALT & REPLACE WITH 73 SY ± CONCRETE PAVEMENT

27+24.69 38.90' R

REMOVE & REPLACE 14 LF ± DROP CURB, MATCH EXIST.

27+15.24 30.24' R

27+84.99 38.87' R

27+91.70 30.87' R

REMOVE 131 SY ± & REPLACE WITH 255 SY ± CONCRETE SIDEWALK WITH 589 LF ± CONCRETE PAVER BORDER

28+81.42 38.85' R

29+19.20 38.83' R

29+40.01 38.86' R

29+90.80 38.79' R

29+97.18 38.78' R

REMOVE 40 SY ± & REPLACE WITH 50 SY ± CONCRETE SIDEWALK WITH 126 LF ± CONCRETE PAVER BORDER

(20) REMOVE & REPLACE 37 LF ± RIBBON CURB CONSTRUCT 61 SF ± TACTILE SURFACE

(21) REMOVE & REPLACE 36 LF ± RIBBON CURB CONSTRUCT 59 SF ± TACTILE SURFACE

(22) REMOVE & REPLACE 36 LF ± RIBBON CURB CONSTRUCT 58 SF ± TACTILE SURFACE

(23) REMOVE & REPLACE 32 LF ± RIBBON CURB CONSTRUCT 51 SF ± TACTILE SURFACE

TACTILE SURFACE

NEW WALK (4" CONCRETE)

NEW PAVERS

NEW DRIVEWAY (6" CONCRETE)

North

0 10 20 40

FEET

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

SIDEWALK PLAN

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL W. MERRITT
LICENSE No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Michael W. Merritt, PE using a Digital Signature and date adjacent to the seal using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

DRAWN BY:	HIL
DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C2.02

User: LXZ06528
P:\City of Pensacola Projects\A Street Revitalization 100060299\7. Final Design\Plan Sheets\C2.XX Sidewalk Plans.dwg 01/14/2022 09:29:44 AM

A STREET REVITALIZATION

SIDEWALK PLAN

WARNING: GAS MAIN IN CONSTRUCTION AREA

REMOVE 16 SY ± & REPLACE WITH 20 SY ± CONCRETE SIDEWALK WITH 76 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 113 SY ± CONCRETE DRIVEWAY
REMOVE & REPLACE 9 SY ± CONCRETE SIDEWALK WITH 38 LF ± CONCRETE PAVER BORDER
NAME PLATE LOCATION
SAWCUT
REMOVE & REPLACE 99 SY ± CONCRETE DRIVEWAY
MATCH GRADE TO EXIST. MANHOLE
30+02.65 34.76' L
30+09.87 39.24' L
C/L DRIVEWAY 30+33.47
SAWCUT
30+58.40 40.17' L
31+11.18 40.20' L
SAWCUT TIE TO EXIST.
31+10.96 34.65' L
31+22.72 19.46' L
GARDEN STREET (US 98)
MATCHLINE 30+00 (SEE C2.02)
END PHASE II STA. 31+40
BEGIN PHASE I STA. 32+00
REMOVE & REPLACE 48 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 30+07.08
SAWCUT
30+16.98 38.77' R
30+50.73 38.67' R
30+49.62 30.68' R
30+16.96 32.83' R
30+52.30 30.30' R
NAME PLATE LOCATION
SAWCUT TIE TO EXIST.
30+77.33 31.57' R
30+53.41 38.30' R
REMOVE 60 SY ± & REPLACE WITH 54 SY ± CONCRETE SIDEWALK WITH 135 LF ± CONCRETE PAVER BORDER
TACTILE SURFACE
NEW WALK (4" CONCRETE)
NEW PAVERS
NEW DRIVEWAY (6" CONCRETE)

WARNING: GAS MAIN IN CONSTRUCTION AREA

REMOVE 3 SY ± & REPLACE WITH 6 SY ± CONCRETE SIDEWALK WITH 26 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 65 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 32+59.14
REMOVE 7 SY ± & REPLACE WITH 13 SY ± CONCRETE SIDEWALK WITH 43 LF ± CONCRETE PAVER BORDER
REMOVE 38 SY ± & REPLACE WITH 77 SY ± CONCRETE SIDEWALK WITH 191 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 69 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 33+02.98
REMOVE 75 SY ± & REPLACE WITH 163 SY ± CONCRETE SIDEWALK WITH 345 LF ± CONCRETE PAVER BORDER
SUBMIT SHOP DRAWING FOR FLUME CONSTRUCTION. CONSTRUCT SIMILAR TO EXIST.
REMOVE 12 SY ± & REPLACE WITH 27 SY ± CONCRETE SIDEWALK WITH 65 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 55 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 34+15.10
32+41.38 41.11' L
32+38.32 41.11' L
32+73.37 41.04' L
33+17.97 40.94' L
33+56.30 38.05' L
33+33.34 40.91' L
33+36.60 38.09' L
33+58.70 40.86' L
8' TYP.
34+02.69 40.76' L
34+27.52 40.21' L
34+39.42 40.19' L
NAME PLATE LOCATION
33+59.97 30.04' L
33+62.37 32.85' L
33+33.61 30.10' L
33+30.35 32.92' L
34+47.94 23.99' L
34+52.94 24.02' L
CONTRACTOR SHALL COORDINATE WITH ECAT PRIOR TO CONSTRUCTION OF BOARDING AND ALIGHTING PAD. CONSTRUCT 5 SY 4" CONCRETE.
MATCHLINE 35+00 (SEE BELOW)
32+54.12 33.42' R
32+56.42 38.43' R
32+51.90 43.71' R
NAME PLATE LOCATION
REMOVE 31 SY ± & REPLACE WITH 56 SY ± CONCRETE SIDEWALK WITH 209 LF ± CONCRETE PAVER BORDER
SAWCUT
33+38.90 38.58' R
33+68.09 38.66' R
C/L DRIVEWAY 33+59.09
REMOVE & REPLACE 74 SY ± CONCRETE DRIVEWAY
34+07.48 30.75' R
34+07.47 33.75' R
34+39.37 38.81' R
REMOVE 68 SY ± & REPLACE WITH 160 SY ± CONCRETE SIDEWALK WITH 389 LF ± CONCRETE PAVER BORDER
REMOVE 18 SY EXIST. ASPHALT
TACTILE SURFACE
NEW WALK (4" CONCRETE)
NEW PAVERS
NEW DRIVEWAY (6" CONCRETE)
North
0 10 20 40
FEET

WARNING: GAS MAIN IN CONSTRUCTION AREA

24 REMOVE & REPLACE 5 LF ± RIBBON CURB CONSTRUCT 8 SF ± TACTILE SURFACE
25 REMOVE & REPLACE 5 LF ± RIBBON CURB CONSTRUCT 6 SF ± TACTILE SURFACE
26 REMOVE & REPLACE 5 LF ± RIBBON CURB CONSTRUCT 6 SF ± TACTILE SURFACE
27 REMOVE & REPLACE 8 LF ± RIBBON CURB CONSTRUCT 12 SF ± TACTILE SURFACE
28 REMOVE & REPLACE 8 LF ± RIBBON CURB CONSTRUCT 12 SF ± TACTILE SURFACE
29 REMOVE & REPLACE 5 LF ± RIBBON CURB CONSTRUCT 6 SF ± TACTILE SURFACE
30 CONSTRUCT 6 SF ± TACTILE SURFACE
31 REMOVE & REPLACE 8 LF ± RIBBON CURB CONSTRUCT 12 SF ± TACTILE SURFACE

REMOVE 41 SY ± & REPLACE WITH 78 SY ± CONCRETE SIDEWALK WITH 117 LF ± CONCRETE PAVER BORDER
REMOVE 55 SY ± & REPLACE WITH 111 SY ± CONCRETE SIDEWALK WITH 274 LF ± CONCRETE PAVER BORDER
CONSTRUCT 3 SY ± CONCRETE PATH
REMOVE 24 SY ± & REPLACE WITH 35 SY ± CONCRETE SIDEWALK WITH 125 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 17 SY ± CONCRETE SIDEWALK WITH 62 LF ± CONCRETE PAVER BORDER
35+28.24 35.00' L
35+28.24 32.00' L
35+37.77 39.98' L
SAWCUT
35+91.46 31.86' L
36+25.97 39.79' L
36+29.93 50.78' L
36+30.97 45.29' L
36+49.47 39.74' L
36+30.95 35.09' L
NAME PLATE LOCATION
REMOVE & REPLACE 6 SY ± CONCRETE PATH
36+89.84 45.16' L
36+89.81 40.16' L
36+73.69 40.15' L
SAWCUT
36+99.57 40.05' L
37+03.57 40.17' L
36+94.52 32.16' L
NAME PLATE LOCATION
SEE ISLAND DETAIL ON SHEET C8.13
37+13.01 17.03' L
C/L DRIVEWAY 37+59.18
37+67.19 40.18' L
37+98.23 40.19' L
38+06.80 35.19' L
38+15.07 38.19' L
38+12.76 40.19' L
38+10.93 35.16' L
38+26.24 38.19' L
38+27.52 39.70' L
38+27.73 30.19' L
38+29.92 30.20' L
38+31.21 31.70' L
38+04.23 32.19' L
38+16.68 30.19' L
SEE ISLAND DETAIL ON SHEET C8.13
37+98.73 16.99' L
38+94.70 39.71' L
38+83.01 39.71' L
38+84.73 16.91' L
C/L DRIVEWAY 38+99.70
39+04.70 39.72' L
39+19.44 33.72' L
39+22.11 36.02' L
39+31.29 36.01' L
39+33.93 33.72' L
REMOVE & REPLACE 22 SY ± CONCRETE DRIVEWAY
REMOVE & REPLACE 26 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 39+67.82
39+73.82 39.74' L
39+97.79 39.74' L
39+80.91 33.74' L
39+78.57 35.76' L
MATCHLINE 40+00 (SEE C2.04)
36+08.71 18.07' R
36+03.71 18.06' R
36+22.50 30.12' R
36+21.58 31.20' R
NAME PLATE LOCATION
36+34.43 30.15' R
SAWCUT
36+99.57 30.67' R
37+13.19 11.66' R
SEE ISLAND DETAIL ON SHEET C8.13
38+14.11 11.81' R
REMOVE AND REPLACE 16 LF CURB, MATCH EXIST
REMOVE 28 SY EXIST. CONCRETE
C/L DRIVEWAY 35+60.00
REMOVE & REPLACE 38 SY ± CONCRETE DRIVEWAY
35+53.00 39.06' R
35+38.22 39.02' R
36+25.26 39.21' R
36+26.18 38.13' R
SAWCUT
36+37.87 44.37' R
36+38.37 49.37' R
36+56.81 38.20' R
REMOVE 51 SY ± & REPLACE WITH 94 SY ± CONCRETE SIDEWALK WITH 141 LF ± CONCRETE PAVER BORDER
CONTRACTOR SHALL COORDINATE WITH ECAT PRIOR TO CONSTRUCTION OF BOARDING AND ALIGHTING PAD. CONSTRUCT 7 SY 4" CONCRETE (5'x8' MIN.)
CHASE STREET
36+78.66 38.95' R
36+84.16 38.82' R
36+85.55 44.66' R
SAWCUT
36+86.31 50.14' R
REMOVE 65 SY ± & REPLACE WITH 116 SY ± CONCRETE SIDEWALK WITH 219 LF ± CONCRETE PAVER BORDER
37+03.57 38.67' R
C/L DRIVEWAY 37+97.05
REMOVE & REPLACE 27 SY ± CONCRETE DRIVEWAY
37+88.05 38.66' R
38+02.06 38.64' R
38+82.44 38.58' R
SAWCUT
REMOVE 73 SY ± & REPLACE WITH 98 SY ± CONCRETE SIDEWALK WITH 234 LF ± CONCRETE PAVER BORDER
39+46.39 39.27' R
39+90.84 39.26' R
C/L DRIVEWAY 39+29.24
REMOVE & REPLACE 90 SY ± CONCRETE DRIVEWAY
TACTILE SURFACE
NEW WALK (4" CONCRETE)
NEW PAVERS
NEW DRIVEWAY (6" CONCRETE)
North
0 10 20 40
FEET

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

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MICHAEL E. RIVERS
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PROJECT NUMBER	100077589
DRAWING NUMBER	C2.03

NUMBER	REVISIONS	DATE	APPROVED BY

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WARNING: GAS MAIN IN CONSTRUCTION AREA

32 REMOVE & REPLACE 37 LF ± RIBBON CURB
CONSTRUCT 62 SF ± TACTILE SURFACE

33 REMOVE & REPLACE 35 LF ± RIBBON CURB
CONSTRUCT 22 SF ± TACTILE SURFACE

34 CONSTRUCT 17 SF ± TACTILE SURFACE

35 REMOVE & REPLACE 25 LF ± RIBBON CURB
CONSTRUCT 41 SF ± TACTILE SURFACE

36 REMOVE & REPLACE 30 LF ± RIBBON CURB
CONSTRUCT 48 SF ± TACTILE SURFACE

MATCHLINE 40+00
(SEE C2.03)

MATCHLINE 45+00
(SEE BELOW)

REMOVE & REPLACE 5 SY ± CONCRETE SIDEWALK
REMOVE 17 SY ± & REPLACE WITH 48 SY ± CONCRETE SIDEWALK WITH 40 LF ± PAVER PLAZA
REMOVE 29 SY ± & REPLACE WITH 43 SY ± CONCRETE SIDEWALK WITH 138 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 22 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 40+05.79
40+72.01 39.76' L
40+10.79 33.75' L
10'
40+75.02 33.76' L
NAME PLATE LOCATION
SAWCUT
40+85.44 54.77' L
40+85.50 49.77' L
40+96.63 44.74' L
41+44.32 54.95' L
41+44.79 49.73' L
41+44.79 44.95' L
41+32.39 44.96' L
41+49.78 39.45' L
41+52.28 39.45' L
41+49.78 27.43' L
41+81.35 23.50' L
41+86.35 23.50' L
* CONTRACTOR SHALL COORDINATE WITH ECAT PRIOR TO CONSTRUCTION OF BOARDING AND ALIGHTING PAD. CONSTRUCT 6 SY 4" CONCRETE.
REMOVE & REPLACE 6 SY ± CONCRETE SIDEWALK
REMOVE 16 SY ± & REPLACE WITH 37 SY ± CONCRETE SIDEWALK WITH 46 LF ± PAVER PLAZA
REMOVE 34 SY ± & REPLACE WITH 42 SY ± CONCRETE SIDEWALK WITH 159 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 22 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 42+30.68
42+35.68 39.38' L
42+59.97 39.36' L
REMOVE 27 SY ± & REPLACE WITH 33 SY ± CONCRETE SIDEWALK WITH 126 LF ± CONCRETE PAVER BORDER
REMOVE 15 SY ± & REPLACE WITH 18 SY ± CONCRETE SIDEWALK WITH 73 LF ± CONCRETE PAVER BORDER
REMOVE 18 SY ± & REPLACE WITH 24 SY ± CONCRETE SIDEWALK WITH 96 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 41 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 43+04.83
43+14.83 39.31' L
43+38.46 39.68' L
REMOVE & REPLACE 22 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 43+63.11
43+68.11 39.63' L
43+44.84 39.66' L
43+38.45 39.30' L
REMOVE 6 SY ± & REPLACE WITH 7 SY ± CONCRETE SIDEWALK WITH 34 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 27 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 44+79.73
REMOVE 27 SY ± & REPLACE WITH 34 SY ± CONCRETE SIDEWALK WITH 131 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 27 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 44+06.68
44+43.85 39.53' L
44+12.65 39.58' L
44+73.47 39.55' L
43+75.15 16.64' L
SEE ISLAND DETAIL ON SHEET C8.13
REMOVE 185 SY EXIST. CONCRETE
NAME PLATE LOCATION
40+79.67 17.58' R
40+75.68 39.19' R
40+84.89 39.23' R
40+98.51 42.50' R
40+99.54 47.54' R
REMOVE 84 SY ± & REPLACE WITH 119 SY ± CONCRETE SIDEWALK WITH 280 LF ± CONCRETE PAVER BORDER
REMOVE 26 SY ± & REPLACE WITH 41 SY ± CONCRETE SIDEWALK WITH 40 LF ± PAVER PLAZA
REMOVE & REPLACE 7 SY ± CONCRETE SIDEWALK
SAWCUT
41+49.35 19.56' R
41+37.37 46.66' R
41+44.58 49.96' R
41+46.78 54.57' R
41+53.36 37.74' R
41+49.36 39.24' R
41+43.72 39.24' R
REMOVE 90 SY ± & REPLACE WITH 175 SY ± CONCRETE SIDEWALK WITH 407 LF ± CONCRETE PAVER BORDER
REMOVE 7 SY ± & REPLACE WITH 24 SY ± CONCRETE SIDEWALK WITH 34 LF ± PAVER PLAZA
REMOVE & REPLACE 5 SY ± CONCRETE SIDEWALK
SAWCUT
GREGORY STREET
42+59.05 37.70' R
SEE ISLAND DETAIL ON SHEET C8.13
43+85.12 11.93' R
REMOVE & REPLACE 26 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 43+51.12
43+56.12 37.68' R
43+42.12 37.69' R
43+73.79 32.69' R
43+70.31 29.68' R
43+85.90 32.69' R
43+89.38 29.68' R
44+35.16 29.67' R
44+38.67 32.70' R
REMOVE 89 SY ± & REPLACE WITH 163 SY ± CONCRETE SIDEWALK WITH 387 LF ± CONCRETE PAVER BORDER
44+64.01 29.66' R
44+48.17 37.67' R
44+44.17 29.67' R
44+40.66 32.70' R
8' TYP.
0 10 20 40
FEET

TACTILE SURFACE
NEW WALK (4" CONCRETE)
NEW PAVERS
NEW DRIVEWAY (6" CONCRETE)

WARNING: GAS MAIN IN CONSTRUCTION AREA

37 REMOVE & REPLACE 5 LF ± RIBBON CURB
CONSTRUCT 6 SF ± TACTILE SURFACE

38 REMOVE & REPLACE 5 LF ± RIBBON CURB
CONSTRUCT 6 SF ± TACTILE SURFACE

39 REMOVE & REPLACE 24 LF ± RIBBON CURB
CONSTRUCT 31 SF ± TACTILE SURFACE

40 REMOVE & REPLACE 21 LF ± RIBBON CURB
CONSTRUCT 27 SF ± TACTILE SURFACE

41 REMOVE & REPLACE 25 LF ± RIBBON CURB
CONSTRUCT 37 SF ± TACTILE SURFACE

42 REMOVE & REPLACE 33 LF ± RIBBON CURB
CONSTRUCT 15 SF ± TACTILE SURFACE

43 CONSTRUCT 15 SF ± TACTILE SURFACE

44 REMOVE & REPLACE 32 LF ± RIBBON CURB
CONSTRUCT 52 SF ± TACTILE SURFACE

45 REMOVE & REPLACE 29 LF ± RIBBON CURB
CONSTRUCT 14 SF ± TACTILE SURFACE

46 CONSTRUCT 15 SF ± TACTILE SURFACE

47 REMOVE & REPLACE 32 LF ± RIBBON CURB
CONSTRUCT 50 SF ± TACTILE SURFACE

MATCHLINE 45+00
(SEE ABOVE)

MATCHLINE 50+00
(SEE C2.05)

REMOVE & REPLACE 27 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 45+05.56
45+11.99 39.60' L
45+32.65 39.66' L
REMOVE 25 SY ± & REPLACE WITH 33 SY ± CONCRETE SIDEWALK WITH 54 LF ± CONCRETE PAVER BORDER
NAME PLATE LOCATION
45+44.89 35.12' L
45+82.14 41.22' L
45+57.38 39.72' L
45+44.91 34.68' L
45+37.21 34.67' L
13'
45+20.48 16.80' L
SEE ISLAND DETAIL ON SHEET C8.13
NAME PLATE LOCATION
45+30.25 18.67' R
45+25.25 18.67' R
45+38.97 16.50' R
REMOVE 12 SY ± & REPLACE WITH 19 SY ± CONCRETE SIDEWALK WITH 27 LF ± PAVER PLAZA
*SEE NOTE AT STA 41+81
45+37.35 37.64' R
45+41.35 37.64' R
REMOVE & REPLACE 3 SY ± CONCRETE SIDEWALK
SAWCUT
WRIGHT STREET
REMOVE 4 SY ± & REPLACE WITH 16 SY ± CONCRETE SIDEWALK WITH 23 LF ± PAVER PLAZA
NAME PLATE LOCATION
45+94.55 41.23' L
45+99.42 41.23' L
46+14.63 37.22' L
46+16.29 39.16' L
46+18.34 34.19' L
46+02.20 32.21' L
46+04.06 37.21' L
46+16.93 32.22' L
46+23.33 23.23' L
REMOVE 38 SY ± & REPLACE WITH 51 SY ± CONCRETE SIDEWALK WITH 194 LF ± CONCRETE PAVER BORDER
REMOVE & REPLACE 23 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 46+64.28
46+52.13 39.22' L
46+52.14 39.80' L
46+69.28 39.80' L
46+90.97 39.85' L
46+39.33 23.21' L
SEE ISLAND DETAIL ON SHEET C8.13
46+87.71 16.47' L
REMOVE 107 SY ± & REPLACE WITH 134 SY ± CONCRETE SIDEWALK WITH 497 LF ± CONCRETE PAVER BORDER
47+46.75 40.02' L
47+46.75 39.62' L
CONSTRUCT 5 SY ± CONCRETE PATH
47+60.70 34.62' L
47+89.53 39.62' L
47+45.53 35.27' L
47+45.57 34.62' L
SEE ISLAND DETAIL ON SHEET C8.13
REMOVE & REPLACE 2 SY ± CONCRETE SIDEWALK
REMOVE 20 SY ± & REPLACE WITH 41 SY ± CONCRETE SIDEWALK WITH 35 LF ± PAVER PLAZA
NAME PLATE LOCATION
48+88.02 39.69' L
49+11.56 34.72' L
48+83.71 16.48' L
SAWCUT
49+19.11 48.60' L
49+19.07 44.72' L
49+29.61 44.72' L
49+51.25 44.65' L
REMOVE & REPLACE 3 SY ± CONCRETE SIDEWALK
REMOVE 21 SY ± & REPLACE WITH 38 SY ± CONCRETE SIDEWALK WITH 36 LF ± PAVER PLAZA
SAWCUT
49+67.64 39.65' L
NAME PLATE LOCATION
49+76.65 39.66' L
49+63.01 45.91' L
49+72.65 31.66' L
8' TYP.
NAME PLATE LOCATION
45+08.39 12.14' R
46+05.04 26.13' R
45+98.19 34.14' R
46+19.34 26.13' R
46+25.12 31.13' R
46+22.14 39.13' R
CONSTRUCT 4 SY ± CONCRETE PATH
46+59.03 31.13' R
47+26.11 31.11' R
47+28.83 27.93' R
47+97.46 18.74' R
47+89.61 27.92' R
48+23.15 18.74' R
48+31.58 26.02' R
48+73.75 12.05' R
48+92.36 28.54' R
SEE ISLAND DETAIL ON SHEET C8.13
SEE ISLAND DETAIL ON SHEET C8.13
49+97.66 12.31' R
45+52.00 37.64' R
45+50.75 42.65' R
45+77.22 39.14' R
45+81.35 45.42' R
46+16.37 34.14' R
46+08.72 34.13' R
REMOVE 49 SY ± & REPLACE WITH 97 SY ± CONCRETE SIDEWALK WITH 233 LF ± CONCRETE PAVER BORDER
45+91.04 39.13' R
45+88.54 39.14' R
REMOVE 8 SY ± & REPLACE WITH 21 SY ± CONCRETE SIDEWALK WITH 26 LF ± PAVER PLAZA
REMOVE & REPLACE 4 SY ± CONCRETE SIDEWALK
SAWCUT
REMOVE & REPLACE 27 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 47+00.11
47+05.10 39.62' R
47+29.79 39.11' R
47+32.51 35.93' R
49+91.20 39.12' R
REMOVE & REPLACE 28 SY ± CONCRETE DRIVEWAY
C/L DRIVEWAY 47+52.69
47+57.69 39.62' R
REMOVE 19 SY ± & REPLACE WITH 39 SY ± CONCRETE SIDEWALK WITH 101 LF ± CONCRETE PAVER BORDER
REMOVE 58 SY ± & REPLACE WITH 126 SY ± CONCRETE SIDEWALK WITH 298 LF ± CONCRETE PAVER BORDER
NAME PLATE LOCATION
47+98.31 30.06' R
48+01.16 26.75' R
48+20.19 26.75' R
48+28.61 34.03' R
48+50.82 36.55' R
48+44.91 34.02' R
48+88.36 36.54' R
REMOVE 25 SY ± & REPLACE WITH 41 SY ± CONCRETE SIDEWALK WITH 36 LF ± PAVER PLAZA
REMOVE & REPLACE 6 SY ± CONCRETE SIDEWALK
SAWCUT
BELMONT STREET
49+12.24 38.68' R
49+05.79 46.02' R
49+06.67 49.72' R
REMOVE 16 SY ± & REPLACE WITH 32 SY ± CONCRETE SIDEWALK WITH 36 LF ± PAVER PLAZA
REMOVE & REPLACE 6 SY ± CONCRETE SIDEWALK
SWCUT
49+55.57 31.17' R
49+71.57 39.17' R
NAME PLATE LOCATION
49+48.40 44.25' R
49+51.26 53.85' R
0 10 20 40
FEET

TACTILE SURFACE
NEW WALK (4" CONCRETE)
NEW PAVERS
NEW DRIVEWAY (6" CONCRETE)

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. RUSSELL
LICENSE No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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DRAWING NUMBER	C2.04

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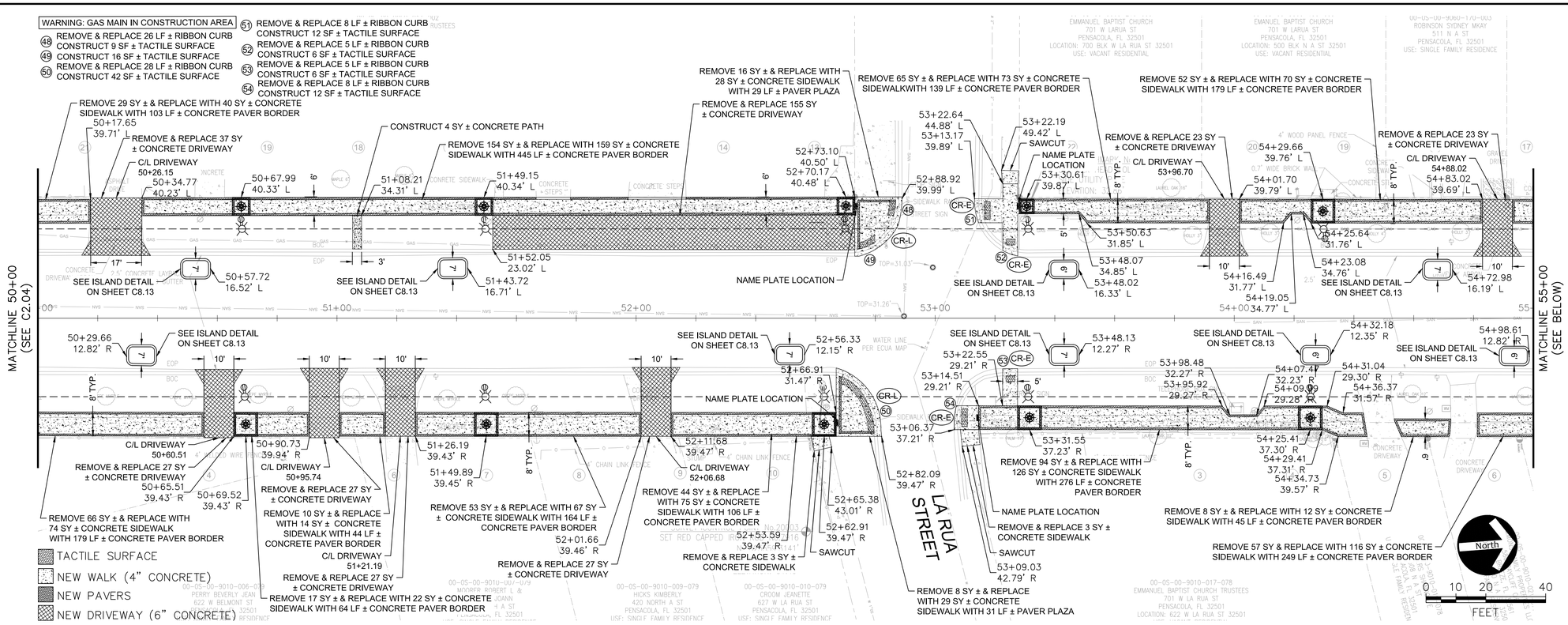
A STREET REVITALIZATION

SIDEWALK PLAN

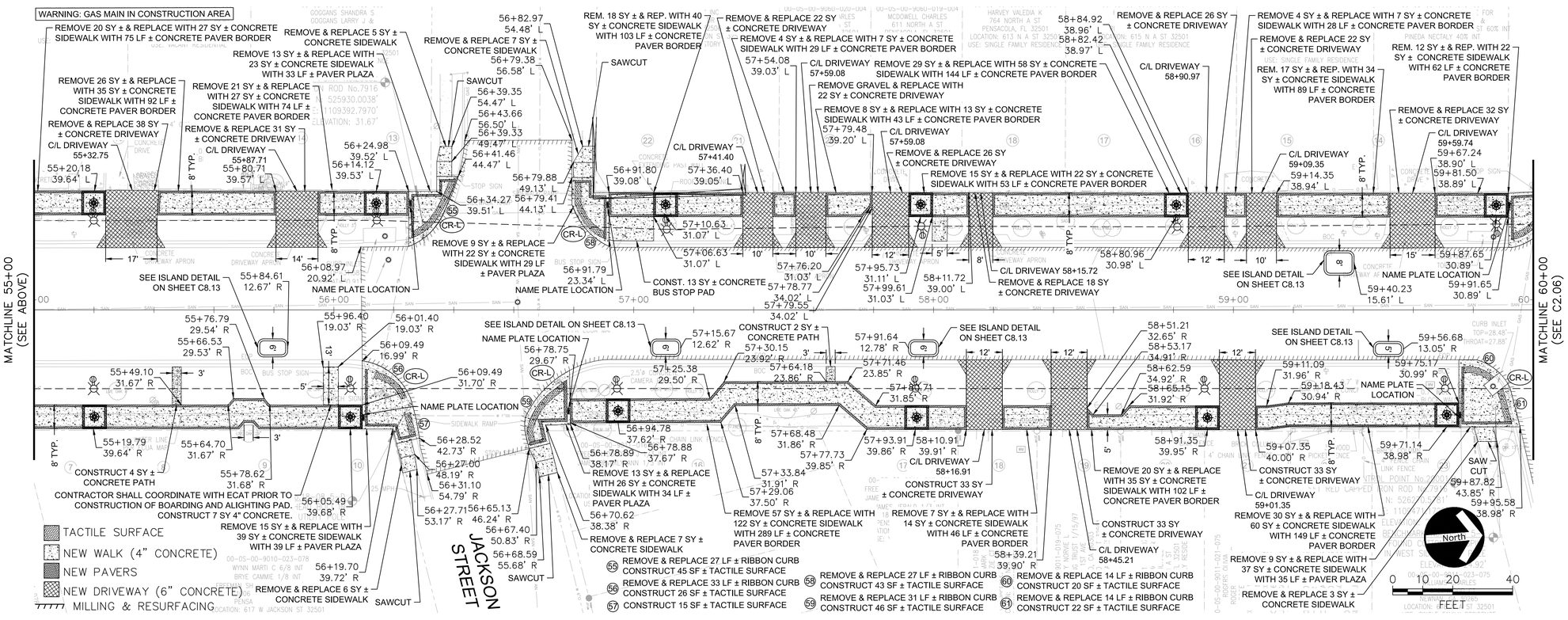
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WARNING: GAS MAIN IN CONSTRUCTION AREA

(48) REMOVE & REPLACE 26 LF ± RIBBON CURB
CONSTRUCT 9 SF ± TACTILE SURFACE
(49) CONSTRUCT 16 SF ± TACTILE SURFACE
(50) REMOVE & REPLACE 28 LF ± RIBBON CURB
CONSTRUCT 42 SF ± TACTILE SURFACE
(51) REMOVE & REPLACE 8 LF ± RIBBON CURB
CONSTRUCT 12 SF ± TACTILE SURFACE
(52) REMOVE & REPLACE 5 LF ± RIBBON CURB
CONSTRUCT 6 SF ± TACTILE SURFACE
(53) REMOVE & REPLACE 5 LF ± RIBBON CURB
CONSTRUCT 6 SF ± TACTILE SURFACE
(54) REMOVE & REPLACE 8 LF ± RIBBON CURB
CONSTRUCT 12 SF ± TACTILE SURFACE



WARNING: GAS MAIN IN CONSTRUCTION AREA



(55) REMOVE & REPLACE 27 LF ± RIBBON CURB
CONSTRUCT 45 SF ± TACTILE SURFACE
(56) REMOVE & REPLACE 33 LF ± RIBBON CURB
CONSTRUCT 26 SF ± TACTILE SURFACE
(57) CONSTRUCT 15 SF ± TACTILE SURFACE
(58) REMOVE & REPLACE 27 LF ± RIBBON CURB
CONSTRUCT 43 SF ± TACTILE SURFACE
(59) REMOVE & REPLACE 31 LF ± RIBBON CURB
CONSTRUCT 46 SF ± TACTILE SURFACE
(60) REMOVE & REPLACE 14 LF ± RIBBON CURB
CONSTRUCT 20 SF ± TACTILE SURFACE
(61) REMOVE & REPLACE 14 LF ± RIBBON CURB
CONSTRUCT 22 SF ± TACTILE SURFACE

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A STREET REVITALIZATION

SIDEWALK PLANS

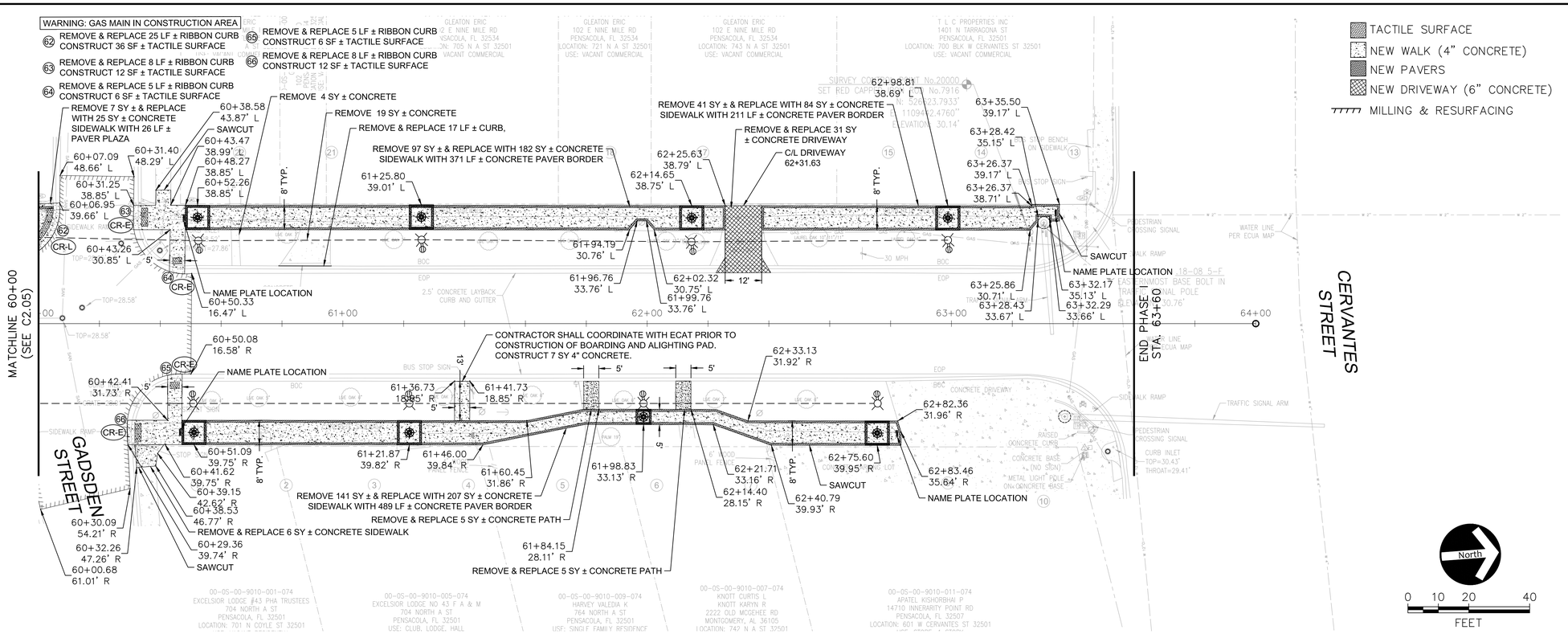
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A STREET REVITALIZATION

SIDEWALK PLANS

NUMBER	REVISIONS	DATE	APPROVED BY

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PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
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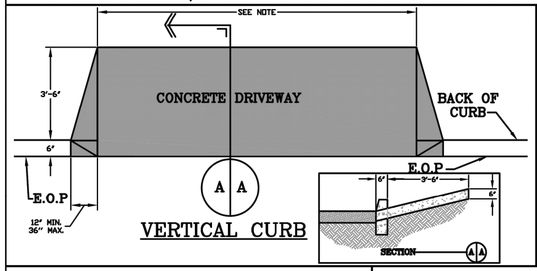
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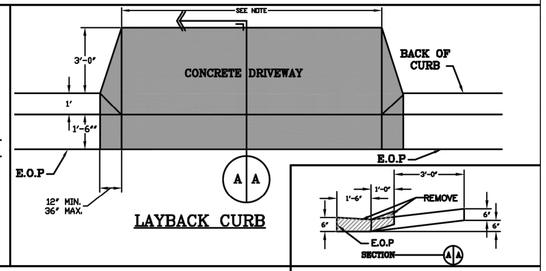
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PROJECT NUMBER	100077589
DRAWING NUMBER	C2.06

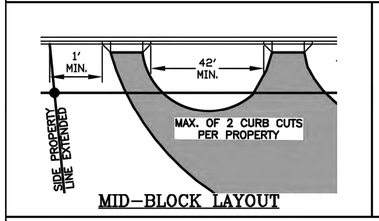
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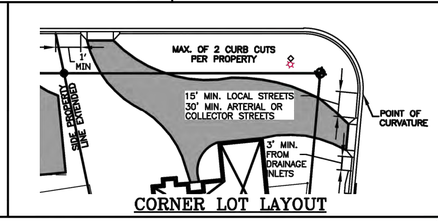
NOTICE OF LAND CONTROL ORDINANCE

CITY ORDINANCE REQUIRES THAT EVERY BUILDER MUST PREVENT LAND EROSION BY CONTROLLING SEDIMENTATION AND RUNOFF ON EVERY CONSTRUCTION PROJECT, MEANS WHICH SHALL BE THE RESPONSIBILITY OF THE BUILDER. IT IS RECOMMENDED THAT LOT CLEARING BE DONE IN STAGES, AS NO LOT SHOULD BE COMPLETELY CLEARED UNTIL SOIL STABILIZATION IS COMPLETE. DRIVEWAY SHALL BE INSTALLED IN SUCH A MANNER AS TO NEITHER CREATE A STANDING WATER ISSUE, CREATE AN EROSION ISSUE, NOR DIRECT STORMWATER ONTO PRIVATE PROPERTY. INSTALLATION OF DRIVEWAY SHALL ALLOW FOR STORMWATER TO FLOW ALONG SAME COURSE AS PRE-CONSTRUCTION CONDITIONS. FOR FURTHER INFORMATION, CONTACT THE BUILDING INSPECTION DEPARTMENT 436-5600.









NOTES:
1. 3000 PSI CONCRETE WITH 1 LB. FIBER REINFORCEMENT PER CU. YD.
2. EXPANSION JOINTS AS REQUIRED.
3. EDGED WITH 1/8" RADIUS AND BROOM FINISH.

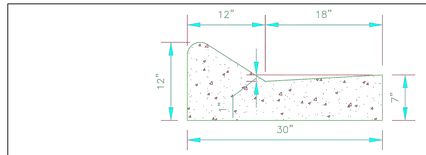
	MIN.	MAX.
[ ] RESIDENTIAL: 12'-0" (SINGLE DRIVEWAY)		24'-0"
[ ] RESIDENTIAL: 20'-0" (JOINT-USE DRIVEWAY)		24'-0"
[ ] RESIDENTIAL: 24'-0" (MULTI-FAMILY)		40'-0"
[ ] COMMERICAL: 12'-0"		40'-0"

CITY OF PENSACOLA, FLORIDA
DEPARTMENT OF PUBLIC WORKS AND FACILITIES
ENGINEERING AND CONSTRUCTION SERVICES DIVISION

REV. 11/06/15 (CBJ)

PENSACOLA
THE UPSIDE of FLORIDA

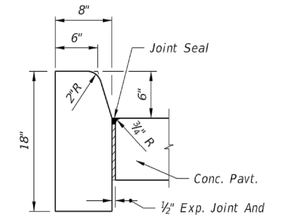
1 / C8.01 — CITY OF PENSACOLA DRIVEWAY DETAIL — N.T.S.



TYPE 'B' CURB & GUTTER
(FOR CURB MACHINE)

NOTE:
1. ALL CURB TO HAVE DUMMY JOINT AT 10' ON CENTER. MIN. DEPTH OF JOINT TO BE 2".
2. EXPANSION JOINTS ARE TO BE 60' ON CENTER. TYPICAL FOR ALL CURB.

2 / C8.01 — CITY OF PENSACOLA TYPE "B" CURB & GUTTER DETAIL — N.T.S.



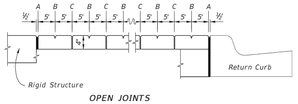
TYPE D

Note: For use adjacent to concrete or flexible pavement, concrete shown. Expansion joint, preformed joint filler and joint seal are required between curbs and concrete pavement only, see Sheet 2.

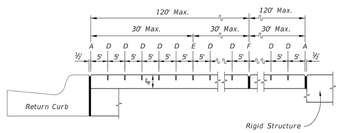
3 / C8.01 — FDOT - INDEX 520-001 TYPE "D" CURB & GUTTER DETAIL — N.T.S.

GENERAL NOTES:

1. Construct sidewalks in accordance with Specification 522. Use 6" concrete for Sidewalks and Curb Ramps Located within Curb Returns (See Plan View). Install all other concrete with thickness as shown, unless otherwise detailed in the Plans.
2. Include detectable warnings on sidewalk curb ramps in accordance with Index 522-002.
3. For Driveways see Index 522-003.
4. Bond breaker material can be any impermeable coated or sheet membrane or preformed material having a thickness of not less than 6 mils and not more than ½".
5. Construct sidewalks with Edge Beam through the limits of any surface mounted Pedestrian/Bicycle Railing or Pipe Guiderail shown in the plans. (See RAILING DETAIL)



OPEN JOINTS

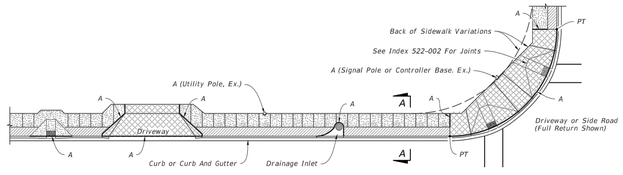


SAWED JOINTS

LONGITUDINAL SECTION

LEGEND:
A- ½" Expansion Joints (Preformed Joint Filler) between the sidewalk and; driveways, sidewalk-intersections, and all other fixed objects (e.g. drainage inlets and utility poles).
B- ⅛" Dummy Joints, Tooled
C- ⅛" Formed Open Joints
D- 3/16" Saw Cut Joints, 1½" Deep (within 96 hours) Max. 5' Centers
E- 3/16" Saw Cut Joints, 1½" Deep (within 12 hours) Max. 30' Centers Joint(s) Required When Length Exceeds 30'
F- ½" Expansion Joint When Run Of Sidewalk Exceeds 120'. Intermediate locations when called for in the plans or at locations as directed by the Engineer.
G- Cold Joint With Bond Breaker, Tooled

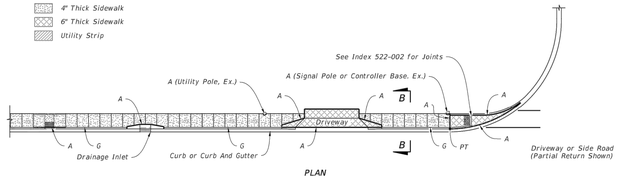
SIDEWALK JOINTS



PLAN

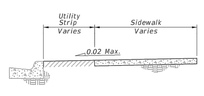
SIDEWALK WITH UTILITY STRIP

LEGEND:
4" Thick Sidewalk
6" Thick Sidewalk
Utility Strip

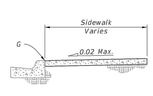


PLAN

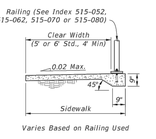
SIDEWALK WITHOUT UTILITY STRIP



SECTION A-A



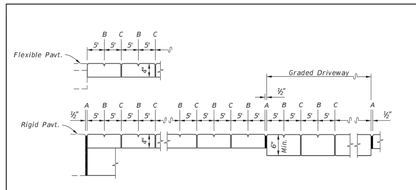
SECTION B-B



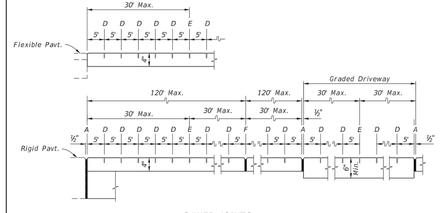
RAILING DETAIL

GENERAL NOTES AND CONCRETE SIDEWALK ON CURBED ROADWAYS

LAST REVISION	DESCRIPTION:			
11/01/18		FY 2021-22 STANDARD PLANS	CONCRETE SIDEWALK	INDEX 522-001 / SHEET 1 of 2



OPEN JOINTS

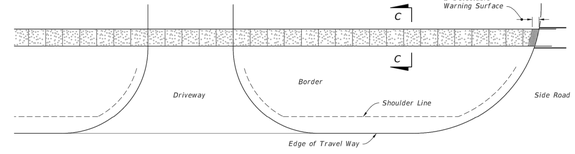


SAWED JOINTS

LONGITUDINAL SECTION

LEGEND:
A- ½" Expansion Joints (Preformed Joint Filler) between the sidewalk and driveways, sidewalk-intersections, and all other fixed objects (e.g. drainage inlets and utility poles).
B- ⅛" Dummy Joints, Tooled
C- ⅛" Formed Open Joints
D- 3/16" Saw Cut Joints, 1½" Deep (within 96 hours) Max. 5' Centers
E- 3/16" Saw Cut Joints, 1½" Deep (within 12 hours) Max. 30' Centers Joint(s) Required When Length Exceeds 30'
F- ½" Expansion Joint When Run Of Sidewalk Exceeds 120'. Intermediate locations when called for in the plans or at locations as directed by the Engineer.

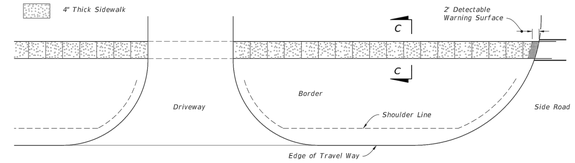
SIDEWALK JOINTS



PLAN

CONTINUOUS SIDEWALK

LEGEND:
4" Thick Sidewalk



PLAN

DISCONTINUOUS SIDEWALK



SECTION C-C

CONCRETE SIDEWALK ON FLUSH SHOULDER ROADWAYS

LAST REVISION	DESCRIPTION:			
11/01/18		FY 2021-22 STANDARD PLANS	CONCRETE SIDEWALK	INDEX 522-001 / SHEET 2 of 2

A STREET REVITALIZATION

CONSTRUCTION DETAILS

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. REID LICENSE No. 50542 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Michael E. Reid on the date adjacent to the seal using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

DRAWN BY:	HIL
DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C8.01

APPROVED BY | DATE | REVISIONS | NUMBER

User: LAZO6528
P:\City of Pensacola Projects\A Street Revitalization 100060299\7. Final Design\Plan Sheets\C8.XX Construction Details.dwg 01/14/2022 09:30:57 AM

GENERAL NOTES:

1. Cross Slopes and Grades:

   A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.

   B. Landings must have cross-slopes less than or equal to 0.02 in any direction.

   C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.

   D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.

2. Curb, Curb and Gutter and/or Sidewalk:

   A. Refer to Index 522-001 for concrete thickness and sidewalk details.

   B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.

3. Curb Ramp Alpha-Identification:

   A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.

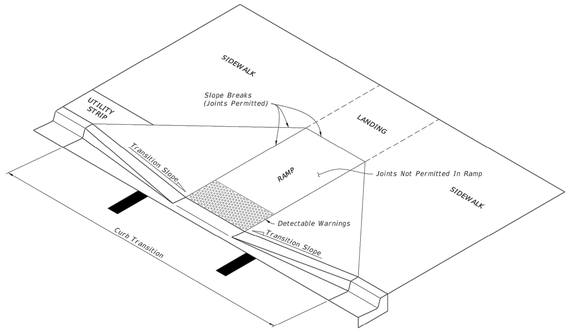
   B. Alpha-identifications CR-I and CR-J are intentionally omitted.

4. Detectable Warnings:

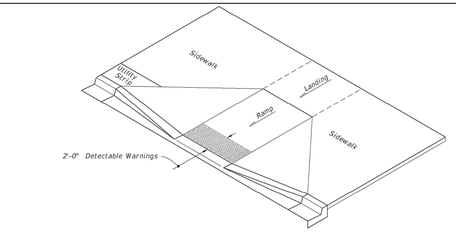
   A. Install detectable warnings in accordance with Specification 527.

   B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.

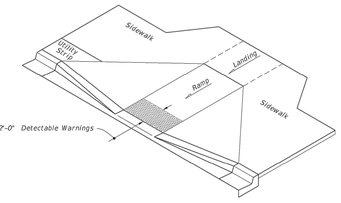
   C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.



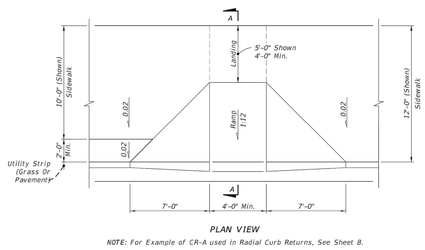
CURB RAMP NOMENCLATURE



ISOMETRIC VIEW



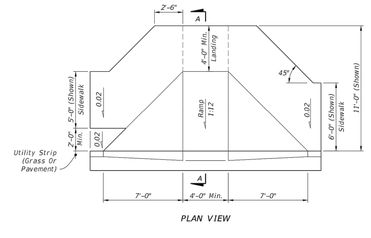
ISOMETRIC VIEW



PLAN VIEW

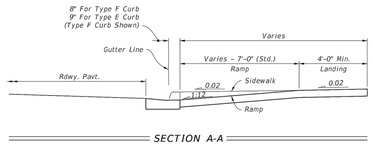
NOTE: For Example of CR-A used in Radial Curb Returns, See Sheet 8.

CR-A



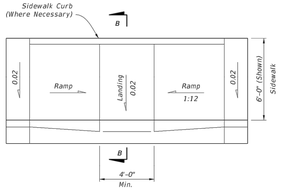
PLAN VIEW

CR-B



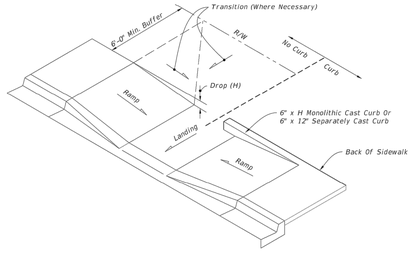
SECTION A-A

SIDEWALK CURB RAMPS CR-A AND CR-B

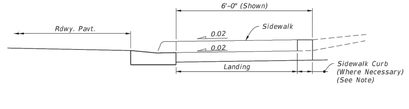


PLAN VIEW

CR-C

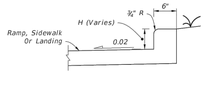


CONSTRUCTION OF SIDEWALK CURB IN CUT SECTIONS

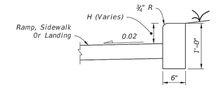


NOTE: For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details.

SECTION B-B



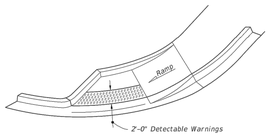
MONOLITHIC CAST CURB



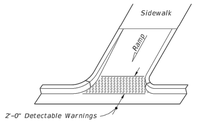
SEPARATELY CAST CURB

SIDEWALK CURB OPTIONS

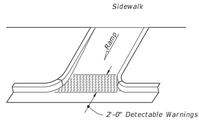
SIDEWALK CURB RAMPS CR-C AND SIDEWALK CURB



ISOMETRIC VIEW

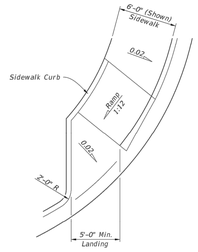


OPTION A



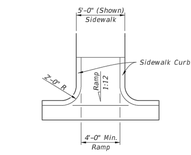
OPTION B

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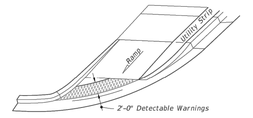
PLAN VIEW

CR-D

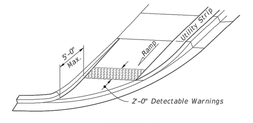


PLAN VIEW

CR-E

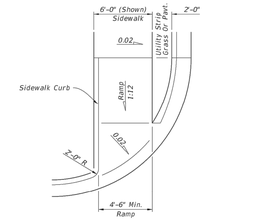


OPTION A



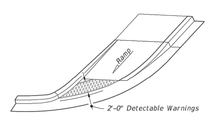
OPTION B

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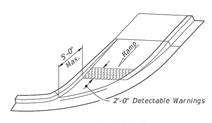


PLAN VIEW

CR-F

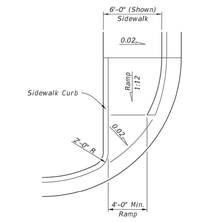


OPTION A



OPTION B

ISOMETRIC VIEW



PLAN VIEW

CR-G

SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

CONSTRUCTION DETAILS

ATKINS
2065 AIRPORT BLVD. SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

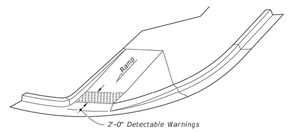
ENGINEER OF RECORD

MICHAEL E. REID LICENSE No. 50542 STATE OF FLORIDA PROFESSIONAL ENGINEER

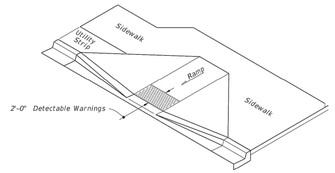
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DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C8.02

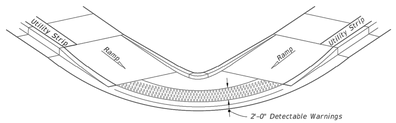
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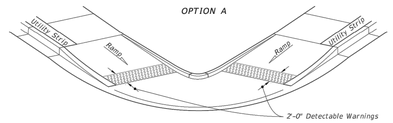
ISOMETRIC VIEW



ISOMETRIC VIEW

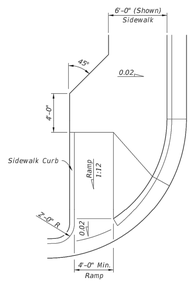


OPTION A



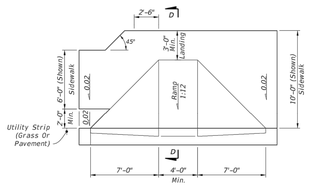
OPTION B

ISOMETRIC VIEW



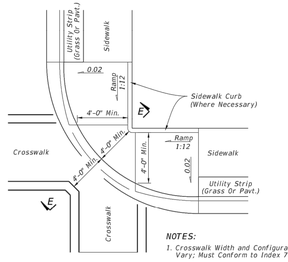
PLAN VIEW

CR-H



PLAN VIEW

CR-K

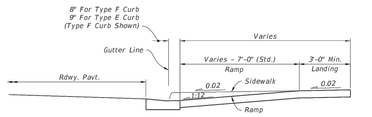


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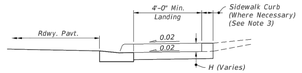
1. Crosswalk Width and Configuration Vary; Must Conform to Index 711-001.
2. 15' Radius Curve Shown for CR-L.
3. For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details, on Sheet 3.

PLAN VIEW

CR-L



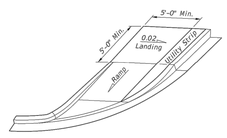
SECTION D-D

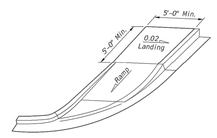


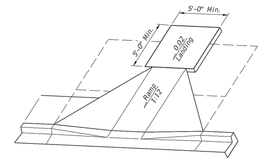
SECTION E-E

SIDEWALK CURB RAMPS CR-H, CR-K & CR-L

LAST REVISION	DESCRIPTION:	FDOT			
11/01/20		FY 2021-22 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 5 of 7

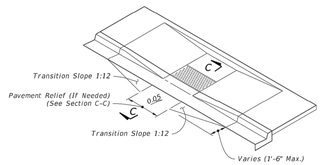






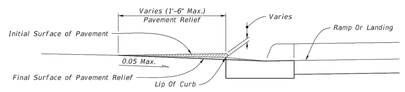
LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS

(See CR-F, CR-G & CR-K Respectively For Detectable Warning Details/Options)



ISOMETRIC VIEW

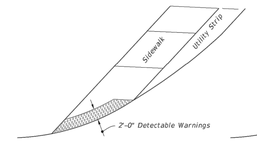
(CR-C Shown, Other Similar)



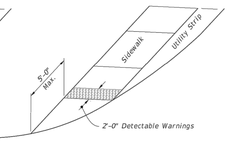
NOTE: Remove Elevated Pavement By Spading And Rolling, Smooth Milling, or Grinding.

SECTION C-C

PAVEMENT RELIEF DETAILS



OPTION A



OPTION B

DETECTABLE WARNING ON FLUSH SHOULDER SIDEWALKS

CURB RAMPS WITHOUT SIDEWALKS AND FLUSH SHOULDER SIDEWALKS

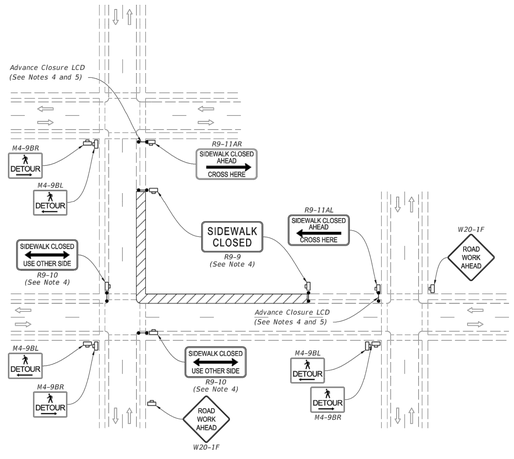
LAST REVISION	DESCRIPTION:	FDOT			
11/01/20		FY 2021-22 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 6 of 7

NOTES:

1. Cover or deactivate pedestrian traffic signal display(s) controlling closed crosswalks.
2. Place pedestrian LCDs across the full width of the closed sidewalk.
3. For post mounted signs located near or adjacent to a sidewalk, maintain a minimum 7' clearance from the bottom of the sign panel to the surface of the sidewalk.
4. "Sidewalk Closed" signs (R9-XX) may be mounted on pedestrian LCDs in accordance with the manufacturer's instructions.
5. Omit the Advance Closure LCD if it blocks access to other pedestrian facilities (e.g., transit stops, residences, or business entrances).

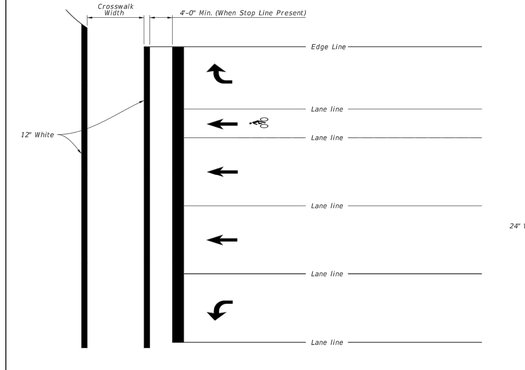
SYMBOLS:

- Work Area
- D Work Zone Sign
- Lane Identification and Direction of Traffic
- Pedestrian Longitudinal Channelizing Device (LCD)

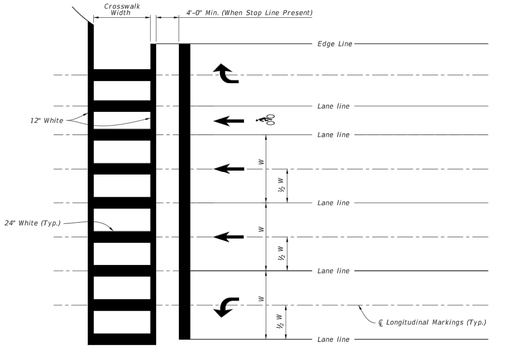


PEDESTRIAN DETOUR

LAST REVISION	DESCRIPTION:	FDOT			
11/01/20		FY 2021-22 STANDARD PLANS	SIDEWALK CLOSURE	INDEX 102-660	SHEET 1 of 2



STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

LAST REVISION	DESCRIPTION:	FDOT			
02/05/21	Added railroad pavement marking details.	FY 2021-22 STANDARD PLANS	PAVEMENT MARKINGS	INDEX 711-001	SHEET 10 of 14

NUMBER	REVISIONS	DATE	APPROVED

A STREET REVITALIZATION

CONSTRUCTION DETAILS

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

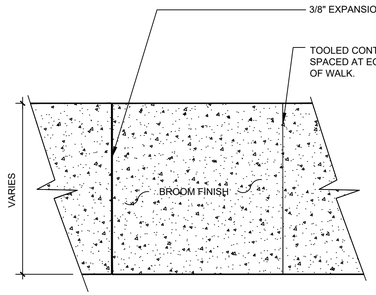
ENGINEER OF RECORD

MICHAEL E. REID LICENSE No. 50542 STATE OF FLORIDA PROFESSIONAL ENGINEER

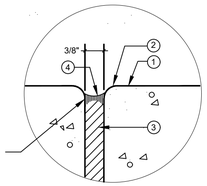
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DRAWING NUMBER	C8.03

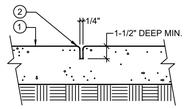
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NOTE: EXPANSION JOINT SHALL NOT EXCEED 40' O.C. OR AS OTHERWISE SPECIFIED ON PLANS.

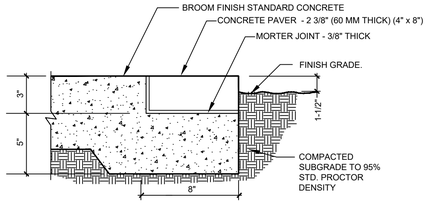


ENLARGEMENT OF TYPICAL CAULKED JOINT

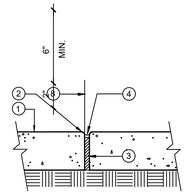


TOOLED CONTROL JOINT

ALL SCORING JOINTS SHALL BE CREATED W/ PRECISENESS TO ENSURE CLEAN, STRAIGHT JOINTS AS SHOWN ON PLANS. SCORE LINES SHALL BE CHALK LINED FOR APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO SCORING.



PAVING SECTION



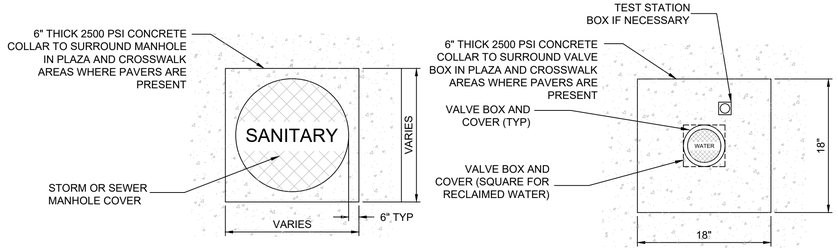
EXPANSION JOINT:
(NON-VEHICULAR CONCRETE MAX. 40' O.C.)

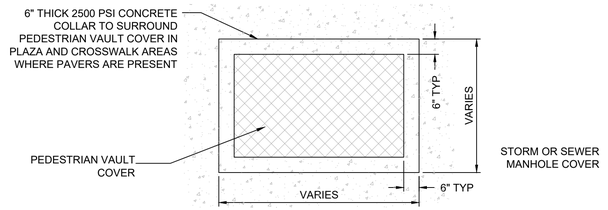
5'-10' WIDE PAVING EXPANSION JOINT SECTION

NOTES:

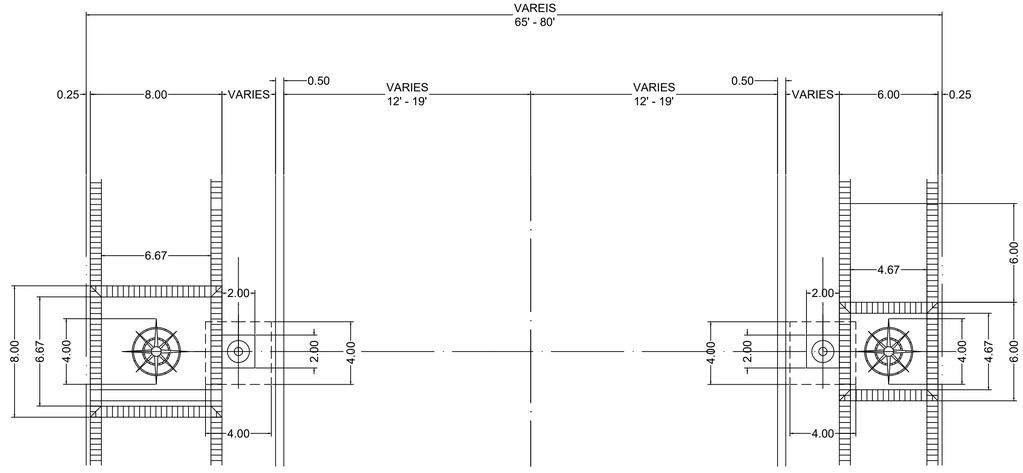
1. CONCRETE PAVING
2. 1/2" TOOLED RADIUS EDGE.
3. PREMOLDED EXPANSION JOINT SEALER PER SPECIFICATIONS.
4. MASTIC SEALANT, COLOR TO MATCH ADJACENT PAVING.
5. CURB OR WALL FACE WHERE EDGE CONDITION EXISTS

1 / C8.11 PAVING DETAILS N.T.S.

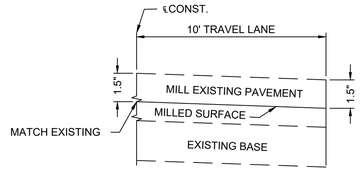




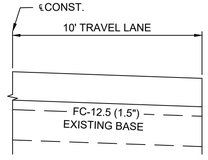
2 / C8.11 CONCRETE COLLARS N.T.S.



3 / C8.11 TYPICAL SECTION A STREET N.T.S.
65-80 FT. R/W - 24-38 FT. PAVEMENTWIDTH



MILLING DETAIL HALF SECTION (NTS)



RESURFACING DETAIL HALF SECTION (NTS)

MILLING AND RESURFACING
STA 56+08.97 TO STA. 60+50.33

MILL EXIST. ASPHALT PAVEMENT (1 $\frac{1}{2}$" AVG)
RESURFACE W/ FRICTION COURSE
FC - 12.5 (TRAFFIC B) (1 $\frac{1}{2}$") (PG 76-22)

SPECIAL PRODUCT NOTES:

1) SEE SIDEWALK PLAN SHEETS FOR APPLICATION LOCATIONS.
2) USE SOLOMON COLORS, INC. COMPASS ROSE NARROW REUSABLE URETHANE STENCIL, PRODUCT NUMBER CD-1000. OR APPROVED EQUAL.
3) STENCILS ARE REUSABLE, ORDER QUANTITY OF STENCIL TEMPLATES NECESSARY TO COMPLETE ALL LOCATIONS AS WORK PROCEEDS.
4) AT COMPLETION OF PROJECT, STENCILS WILL BE PROPERTY OF THE CITY.

NOTES:

1) SIDEWALK WIDTH VARIES FROM 4' - 8'. SEE PLAN SHEETS FOR DIMENSIONS AND LOCATIONS.
2) DO NOT USE THE "COMPASS ROSE" EMBOSSED PLAQUE WHERE SIDEWALK WIDTH IS LESS THAN 5'.
3) THE RIGHT-OF-WAY AND PAVEMENT WIDTHS INDICATED IN THE TYPICAL SECTION VARY, AND THE SIDEWALK WIDTHS AND CONDITIONS ALSO VARY BASED ON THE AMOUNT OF SPACE AVAILABLE FOR WIDER WALKWAYS. THE SECTION DETAILS SHOW THE STANDARD LOCATION AND VARIATION OF THE "COMPASS ROSE" EMBOSSED PLAQUE.
4) FORMWORK SHALL BE PLACED AND APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO CONCRETE WORK.

APPROVED BY | DATE | REVISIONS | NUMBER

A STREET REVITALIZATION

CONSTRUCTION DETAILS

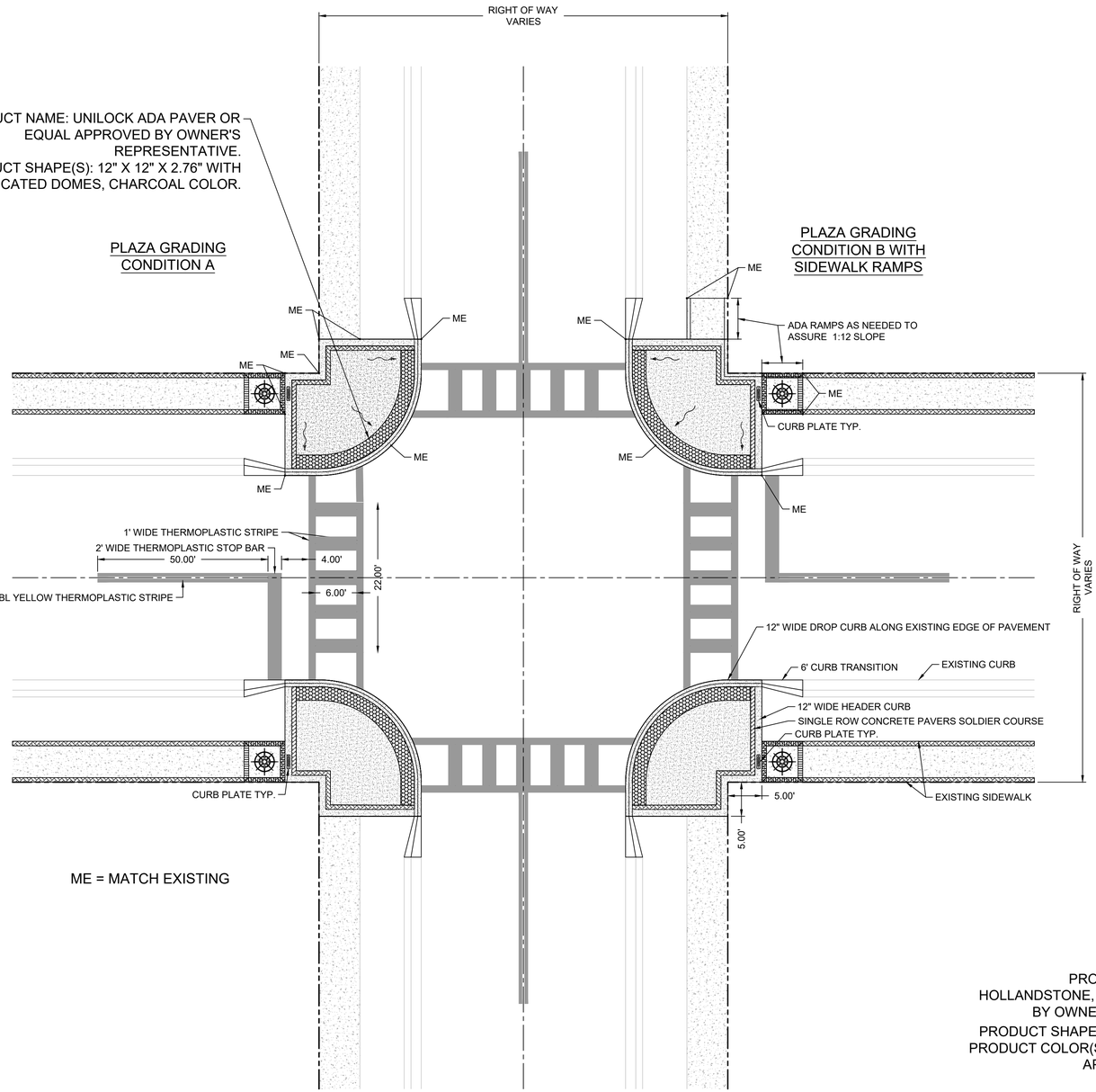
ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

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MICHAEL E. REID LICENSE No. 50542 STATE OF FLORIDA PROFESSIONAL ENGINEER

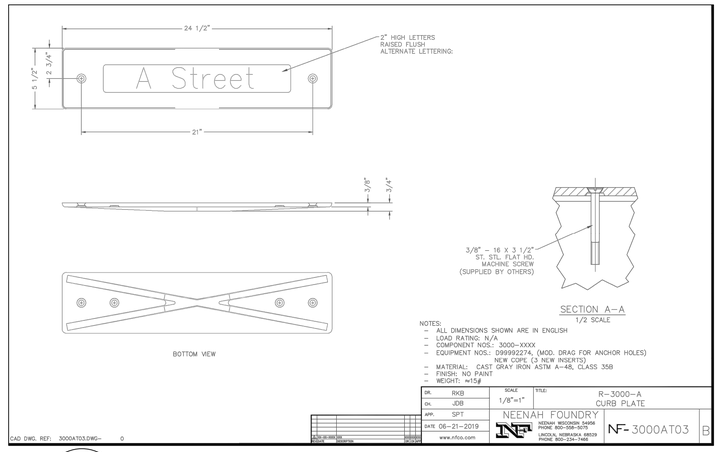
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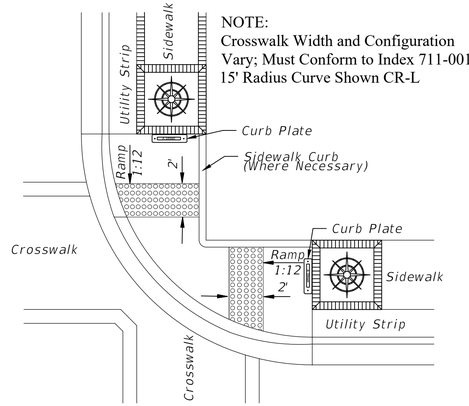
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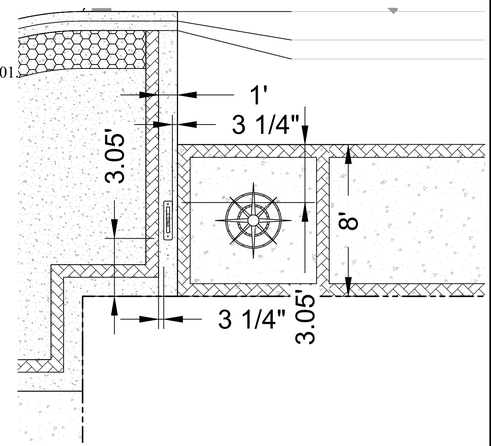
1 / C8.12 TYPICAL SIDEWALK PLAZA AND INTERSECTION LAYOUT
1"=10'



2 / C8.12 CURB PLATE
NOTE: CONSTRUCT CURB PLATE FLUSH WITH SIDEWALK SURFACE NTS

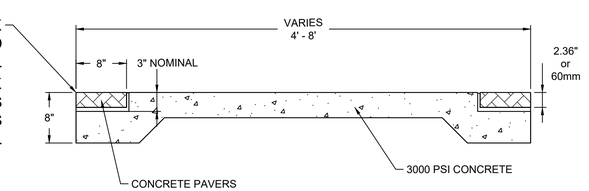


3 / C8.12 PLAN VIEW CURB RAMP CR-L
FDOT INDEX 522-002: SHEET 5 OF 8 OPTION B NTS



4 / C8.12 CURB PLATE LOCATION
NTS

PRODUCT NAME: UNILOCK HOLLANDSTONE, OR EQUAL APPROVED BY OWNER'S REPRESENTATIVE.
PRODUCT SHAPE(S): 4" X 8" X 2 3/8" BRICK
PRODUCT COLOR(S): RUSTIC RED, OR AS APPROVED BY OWNER'S REPRESENTATIVE.



5 / C8.12 SIDEWALK SOLDIER COURSE
NTS

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

CONSTRUCTION DETAILS

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

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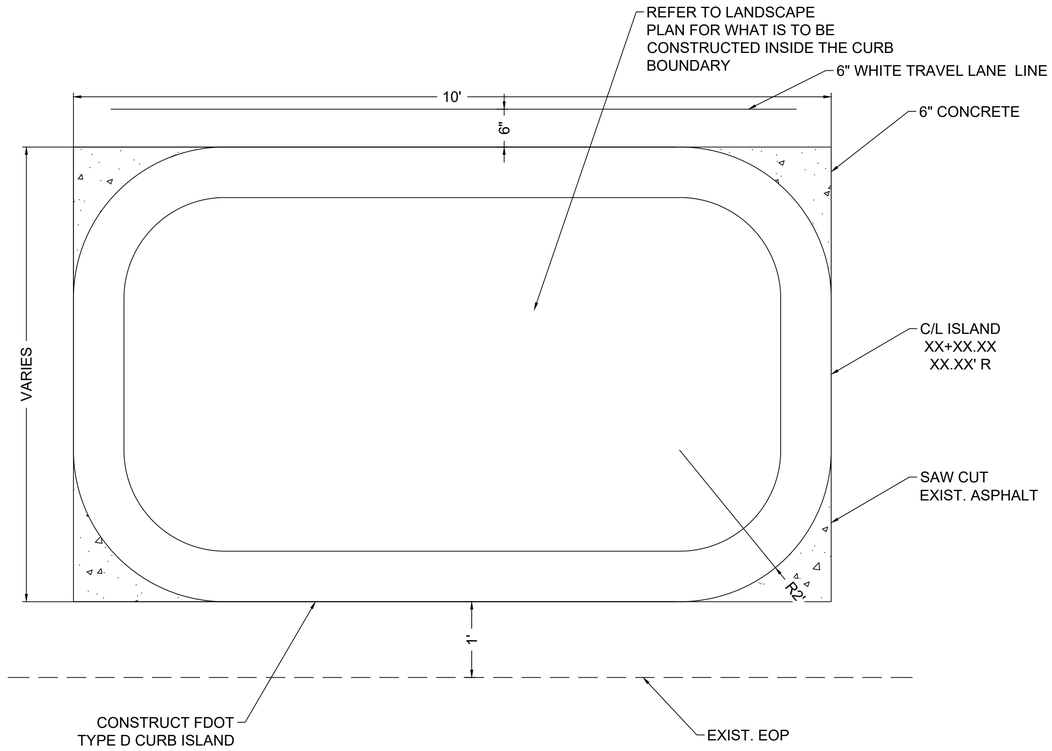
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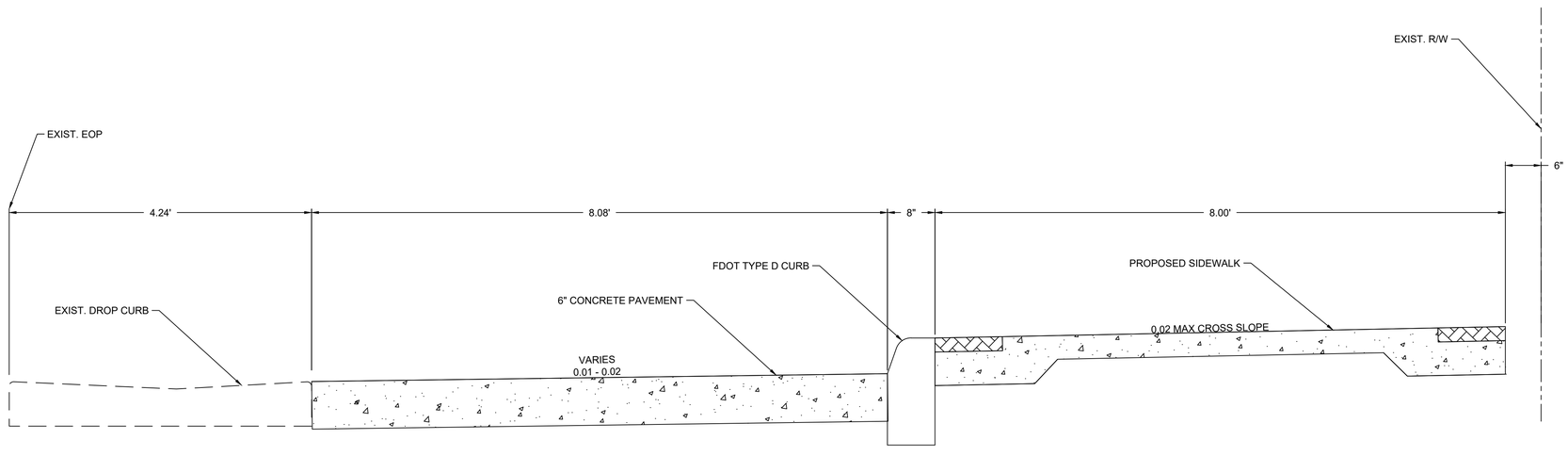
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NOTES:

1) ISLANDS SHALL BE IRRIGATED, IRRIGATION LINES CAN EITHER BE DIRECTIONAL BORED UNDER CURB OR CUT OUT AND REPLACED ONCE IRRIGATION LINE IS COMPLETE. CONTRACTOR SHALL INCLUDE THE COST OF REPLACEMENT OF THE CUT OUT SECTION WITH 3000 PSI CONCRETE TO MATCH EXISTING ELEVATIONS ON EITHER SIDE OF THE CUT OUT SECTION.
2) CONTRACTOR SHALL REMOVE ASPHALT, BASE AND SUBBASE FOR ALL ISLANDS. SEE LANDSCAPE PLANS FOR TYPE AND DEPTH OF SOIL TO BE PLACED IN ISLANDS.



1 / C8.13 ISLAND DETAIL 1" = 1'



2 / C8.13 TYPICAL SECTION - STREET PARKING
NE CORNER OF ROMANA STREET
PHASE II
1"=1'

A STREET REVITALIZATION

CONSTRUCTION DETAILS

NUMBER | REVISIONS | DATE | APPROVED BY

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2065 AIRPORT BLVD. SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

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SITE DESCRIPTION

A STREET REVITALIZATION
PENSACOLA, FLORIDA

CITY OF PENSACOLA
180 GOVERNMENTAL CENTER
PENSACOLA, FL 32521
(850)-435-1755
CONTACT: MR. DERRIK OWENS, P.E.

ESCAMBIA COUNTY, FLORIDA
ESCAMBIA COUNTY ATLAS SECTIONS CA096, CA097, & CA098

DESCRIPTION:

SOIL DISTURBING ACTIVITIES WILL INCLUDE:
CLEARING AND GRUBBING, EARTHWORK, GRADING, SIDEWALK CONSTRUCTION, AND LANDSCAPING.

SOILS:
SEE SOIL BORING REPORT AND SOILS SURVEY FOR SOILS DATA

SITE MAPS:
* SEE ATTACHED CONSTRUCTION PLANS FOR PRE & POST DEVELOPMENT GRADES, AREAS OF SOILS, DISTURBANCE, LOCATION OF SURFACE WATERS, WETLANDS, PROTECTED AREAS, MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS AND STORM WATER DISCHARGE POINTS.

SITE AREA: 1. TOTAL AREA TO BE DISTURBED =
PHASE I - 2.8 ACRES (APPROX.)
PHASE II - 1.4 ACRES (APPROX.)
TOTAL - 4.2 ACRES (APPROX.)

NAME OF RECEIVING WATERS: N/A

CONTROLS

THIS PLAN UTILIZES BEST MANAGEMENT PRACTICES TO CONTROL EROSION AND SEDIMENTATION CAUSED BY STORMWATER RUNOFF. IT IS THE CONTRACTORS RESPONSIBILITY TO INSTALL AND MAINTAIN CONTROLS PER PLAN AS WELL AS ENSURING THE PLAN IS PROVIDING THE PROPER PROTECTION AS REQUIRED BY FEDERAL, STATE AND LOCAL LAWS. REFER TO "CONTRACTORS RESPONSIBILITY" FOR A VERBAL DESCRIPTION OF THE CONTROLS THAT MAY BE IMPLEMENTED.

GENERAL

THE CONTRACTOR SHALL AT A MINIMUM IMPLEMENT THE CONTRACTOR'S REQUIREMENTS OUTLINED HEREON AND THOSE MEASURES SHOWN ON THE SWPPP SITE PLAN. IN ADDITION THE CONTRACTOR SHALL UNDERTAKE ADDITIONAL MEASURES REQUIRED TO BE IN COMPLIANCE WITH APPLICABLE PERMIT CONDITIONS AND STATE WATER QUALITY STANDARDS. DEPENDING ON THE NATURE OF MATERIALS AND METHODS OF CONSTRUCTION THE CONTRACTOR MAY BE REQUIRED TO IMPLEMENT SEDIMENTATION CONTROL MEASURES NOT SPECIFICALLY LISTED OR SHOWN HEREON AT NO COST TO THE OWNER.

SEQUENCE OF MAJOR ACTIVITIES:

THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

1. INSTALL EROSION AND SEDIMENTATION CONTROLS ACCORDING TO THE CONTRACT DOCUMENTS.
2. CONSTRUCT SITE IMPROVEMENTS.
3. INSTALL ADDITIONAL EROSION AND SEDIMENTATION CONTROLS AS MAY BE WARRANTED TO CONTROL ADVERSE ENVIRONMENTAL IMPACTS AND TO MEET APPLICABLE PERMIT REQUIREMENTS.
4. MAINTAIN EROSION AND SEDIMENTATION CONTROLS AND REPAIR ERODED AREAS THROUGHOUT CONSTRUCTION UNTIL THE SITE IS STABILIZED AND ACCEPTED BY THE OWNER.

PERMITS:

1. CONTRACTOR SHALL OBTAIN A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FOR CONSTRUCTION ACTIVITIES AND SHALL ABIDE BY NPDES PERMIT CONDITIONS. CONTRACTOR MAY UTILIZE THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) INCLUDED IN THESE PLANS OR PROVIDE HIS OWN SWPPP FOR NPDES PERMITTING.
2. PROJECT QUALIFIED FOR A PERMIT EXEMPTION FROM THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT (NWFWMD). CONTRACTOR SHALL ABIDE BY THE CONDITIONS OF THE EXEMPTION.
3. COST FOR OBTAINING AN NPDES PERMITS AND FOR ABIDING BY ALL PERMIT CONDITIONS SHALL BE BORNE BY THE CONTRACTOR.
4. 4. CONTRACTOR SHALL PROVIDE A COPY OF HIS NPDES PERMIT NOI TO THE CITY OF PENSACOLA OFFICE OF THE CITY ENGINEER.

TIMING OF CONTROLS/MEASURES

AS INDICATED IN THE SEQUENCE OF MAJOR ACTIVITIES, THE SILT FENCES AND HAY BALES, WILL BE CONSTRUCTED PRIOR TO CLEARING OR GRADING OF ANY OTHER PORTIONS OF THE SITE. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. ONCE CONSTRUCTION ACTIVITY CEASES PERMANENTLY IN AN AREA, THAT AREA WILL BE STABILIZED PERMANENTLY IN ACCORDANCE WITH THE PLANS. AFTER THE ENTIRE SITE IS STABILIZED, THE ACCUMULATED SEDIMENT WILL BE REMOVED FROM ANY SEDIMENT TRAPS, THE RETENTION POND BOTTOM WILL BE CONTOURED TO TO FINAL ELEVATION, AND THE SITE STABILIZED IN ACCORDANCE WITH THE EROSION & SEDIMENTATION CONTROL PLAN.

CONTROLS

IT IS THE CONTRACTORS RESPONSIBILITY TO IMPLEMENT THE EROSION AND SEDIMENTATION CONTROLS AS SHOWN ON THE SITE PLAN. IT IS ALSO THE CONTRACTORS RESPONSIBILITY TO ENSURE THESE CONTROLS ARE PROPERLY INSTALLED, MAINTAINED AND FUNCTIONING PROPERLY TO PREVENT TURBID OR POLLUTED WATER FROM LEAVING THE PROJECT SITE. THE CONTRACTOR WILL ADJUST THE EROSION AND SEDIMENTATION CONTROLS SHOWN ON THE SITE PLAN AND ADD ADDITIONAL CONTROL MEASURES, AS REQUIRED,TO ENSURE THE SITE MEETS ALL FEDERAL, STATE AND LOCAL EROSION AND SEDIMENTATION CONTROL REQUIREMENTS AT NO ADDITIONAL COST TO THE OWNER. THE FOLLOWING BEST MANAGEMENT PRACTICES WILL BE IMPLEMENTED BY THE CONTRACTOR AS REQUIRED BY THE EROSION AND SEDIMENTATION CONTROL PLAN AND AS REQUIRED TO MEET THE EROSION AND SEDIMENTATION REQUIREMENTS IMPOSED ON THE PROJECT SITE BY THE REGULATORY AGENCIES.

EROSION AND SEDIMENT CONTROLS STABILIZATION PRACTICES

11. HAY BALE BARRIER: HAY BALE BARRIERS CAN BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
    - 11.A. WHERE THE MAXIMUM SLOPE BEHIND THE BARRIER IS 33 PERCENT.
    - 11.B. IN MINOR SWALES OR DITCH LINES WHERE THE MAXIMUM CONTRIBUTING DRAINAGE AREA IS NO GREATER THAN 2 ACRES.
    - 11.C. WHERE EFFECTIVENESS IS REQUIRED FOR LESS THAN 3 MONTHS.
    - 11.D. EVERY EFFORT SHOULD BE MADE TO LIMIT THE USE OF STRAW BALE BARRIERS CONSTRUCTED IN LIVE STREAMS OR IN SWALES WHERE THERE IS THE POSSIBILITY OF A WASHOUT. IF NECESSARY, MEASURES SHALL BE TAKEN TO PROPERLY ANCHOR BALES TO INSURE AGAINST WASHOUT.
12. FILTER FABRIC BARRIER: FILTER FABRIC BARRIERS CAN BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
    - 12.A. WHERE THE MAXIMUM SLOPE BEHIND THE BARRIER IS 33 PERCENT.
    - 12.B. IN MINOR SWALES OR DITCH LINES WHERE THE MAXIMUM CONTRIBUTING DRAINAGE AREA IS NO GREATER THAN 2 ACRES.
13. BRUSH BARRIER WITH FILTER FABRIC: BRUSH BARRIER MAY BE USED BELOW DISTURBED AREAS SUBJECT TO SHEET AND RILL EROSION WHERE ENOUGH RESIDUE MATERIAL IS AVAILABLE ON SITE. USE OF BRUSH BARRIER MUST RECEIVE SEPARATE APPROVAL FROM THE OWNER.
14. LEVEL SPREADER: A LEVEL SPREADER MAY BE USED WHERE SEDIMENT-FREE STORM RUNOFF IS INTERCEPTED AND DIVERTED AWAY FROM THE GRADED AREAS ONTO UNDISTURBED STABILIZED AREAS. THIS PRACTICE APPLIES ONLY IN THOSE SITUATIONS WHERE THE SPREADER CAN BE CONSTRUCTED ON UNDISTURBED SOIL AND THE AREA BELOW THE LEVEL LIP IS STABILIZED. THE WATER SHOULD NOT BE ALLOWED TO RECONCENTRATE AFTER RELEASE.
15. STOCKPILING MATERIAL: NO EXCAVATED MATERIAL SHALL BE STOCKPILED IN SUCH A MANNER AS TO DIRECT RUNOFF DIRECTLY OFF THE PROJECT SITE INTO ANY ADJACENT WATER BODY OR STORM WATER COLLECTION FACILITY.
16. EXPOSED AREA LIMITATION: THE SURFACE AREA OF OPEN, RAW ERODIBLE SOIL EXPOSED BY CLEARING AND GRUBBING OPERATIONS OR EXCAVATION AND FILLING OPERATIONS SHALL NOT EXCEED 20 ACRES. THIS REQUIREMENT MAY BE WAIVED FOR LARGE PROJECTS WITH AN EROSION CONTROL PLAN WHICH DEMONSTRATES THAT OPENING OF ADDITIONAL AREAS WILL NOT SIGNIFICANTLY AFFECT OFF-SITE DEPOSIT OF SEDIMENTS.
17. DROP INLET PROTECTION: PROVIDE SEDIMENT CONTROL MEASURES AS APPROPRIATE DURING CONSTRUCTION INCLUDING BUT NOT LIMITED TO STRAW BALE DROP INLET SEDIMENT FILTERS AND/OR PRE-MANUFACTURED INLET INSERTS (ULTRA-TECH ULTRA-GRATEGUARD GRATE COVER, ULTRA-TECH ULTRA-DRAINGUARD CATCH BASIN INSERT, OR EQUIVALENT) AT ALL EXISTING OR INSTALLED DROP INLET BOXES WHERE THE TOP OF BOX IS NOT AT LEAST 10" ABOVE THE NEAREST ADJACENT UNFINISHED GRADE.
18. CURB INLET PROTECTION: PROVIDE SEDIMENT CONTROL MEASURES AS APPROPRIATE DURING CONSTRUCTION INCLUDING BUT NOT LIMITED TO STRAW BALE CURB INLET SEDIMENT FILTERS AND/OR PRE-MANUFACTURED INLET INSERTS (ULTRA-TECH ULTRA-CURBGUARD, ULTRA-TECH ULTRA-GUTTERGUARD, OR EQUIVALENT) AT ALL EXISTING OR INSTALLED CURB INLETS.
19. TEMPORARY SEEDING: AREAS OPENED BY CONSTRUCTION OPERATIONS AND THAT ARE NOT ANTICIPATED TO BE RE-EXCAVATED OR DRESSED AND RECEIVE FINAL GRASSING TREATMENT WITHIN 20 DAYS SHALL BE SEEDED WITH A QUICK GROWING GRASS OR SIMILAR SPECIES WHICH WILL PROVIDE AN EARLY COVER DURING THE SEASON IN WHICH IT IS PLANTED AND WILL NOT LATER COMPETE WITH THE PERMANENT GRASSING.
20. TEMPORARY SEEDING AND MULCHING: SLOPES STEEPER THAN 6:1 THAT FALL WITHIN THE CATEGORY ESTABLISHED IN PARAGRAPH 8 ABOVE SHALL ADDITIONALLY RECEIVE MULCHING OF APPROXIMATELY 2 INCHES LOOSE MEASURE OF MULCH MATERIAL CUT INTO THE SOIL OF THE SEEDED AREA ADEQUATE TO PREVENT MOVEMENT OF SEED AND MULCH.
21. TEMPORARY GRASSING: THE SEEDED OR SEEDED AND MULCHED AREA(S) SHALL BE ROLLED AND WATERED OR HYDROMULCHED OR OTHER SUITABLE METHODS IF REQUIRED TO ASSURE OPTIMUM GROWING CONDITIONS FOR THE ESTABLISHMENT OF A GOOD GRASS COVER. TEMPORARY GRASSING SHALL BE THE SAME MIX & AMOUNT REQUIRED FOR PERMANENT GRASSING IN THE CONTRACT SPECIFICATIONS.
22. TEMPORARY REGRASSING: IF, AFTER 30 DAYS FROM SEEDING, THE TEMPORARY GRASSED AREAS HAVE NOT ATTAINED A MINIMUM OF 75 PERCENT GOOD GRASS COVER, THE AREA WILL BE REWORKED AND ADDITIONAL SEED APPLIED SUFFICIENT TO ESTABLISH THE DESIRED VEGETATIVE COVER.
23. MAINTENANCE: ALL FEATURES OF THE PROJECT DESIGNED AND CONSTRUCTED TO PREVENT EROSION AND SEDIMENT SHALL BE MAINTAINED DURING THE LIFE OF THE CONSTRUCTION SO AS TO FUNCTION AS THEY WERE ORIGINALLY DESIGNED AND CONSTRUCTED.
24. PERMANENT EROSION CONTROL: THE EROSION CONTROL FACILITIES OF THE PROJECT SHOULD BE DESIGNED TO MINIMIZE THE IMPACT ON THE OFFSITE FACILITIES.
25. PERMANENT SEEDING: ALL AREAS WHICH HAVE BEEN DISTURBED BY CONSTRUCTION WILL, AS A MINIMUM, BE SEEDED. THE SEEDING MIX MUST PROVIDE BOTH LONG-TERM VEGETATION AND RAPID GROWTH SEASONAL VEGETATION. SLOPES STEEPER THAN 4:1 SHALL BE SODDED.
26. REFER TO OTHER NOTES AND/OR DETAILS FOR MORE RESTRICTIVE GRASSING/SODDING REQUIREMENTS.

STRUCTURAL PRACTICES

1. THE FOLLOWING MEASURES MAY BE USED EARLY IN THE PROJECT AS APPROPRIATE.
2. TEMPORARY DIVERSION DIKE: TEMPORARY DIVERSION DIKES MAY BE USED TO DIVERT RUNOFF THROUGH A SEDIMENT-TRAPPING FACILITY.
3. TEMPORARY SEDIMENT TRAP: A SEDIMENT TRAP SHALL BE INSTALLED IN A DRAINAGE WAY AT A STORM DRAIN INLET OR AT OTHER POINTS OF DISCHARGE FROM A DISTURBED AREA. THE FOLLOWING SEDIMENT TRAPS MAY BE CONSTRUCTED EITHER INDEPENDENTLY OR IN CONJUNCTION WITH A TEMPORARY DIVERSION DIKE:
   - 3.A. BLOCK & GRAVEL SEDIMENT FILTER - THIS PROTECTION IS APPLICABLE WHERE HEAVY FLOWS AND/OR WHERE AN OVERFLOW CAPACITY IS NECESSARY TO PREVENT EXCESSIVE PONDING AROUND THE STRUCTURE.
   - 3.B. GRAVEL SEDIMENT TRAP - THIS PROTECTION IS APPLICABLE WHERE HEAVY CONCENTRATED FLOWS ARE EXPECTED, BUT NOT WHERE PONDING AROUND THE STRUCTURE MIGHT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES & UNPROTECTED AREAS.
   - 3.C. DROP INLET SEDIMENT TRAP - THIS PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (S < 5%) AND WHERE SHEET OR OVERLAND FLOWS (Q < 0.5 CFS) ARE TYPICAL. THIS METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS SUCH AS IN STREET OR HIGHWAY MEDIANS.
4. OUTLET PROTECTION: REQUIRED AT THE OUTLETS OF ALL PIPES AND PAVED CHANNEL SECTIONS WHERE THE FLOW COULD CAUSE EROSION & SEDIMENT PROBLEM TO THE RECEIVING WATER BODY. SILT FENCE & HAY BALES ARE TO BE INSTALLED IMMEDIATELY DOWNSTREAM OF THE DISCHARGE STRUCTURE AS SHOWN ON THE OUTLET PROTECTION DETAIL.
5. SEDIMENT BASIN: WILL BE CONSTRUCTED AT THE COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH 10 OR MORE DISTURBED ACRES AT ONE TIME, THE PROPOSED STORM WATER PONDS (OR TEMPORARY PONDS) WILL BE CONSTRUCTED FOR USE AS SEDIMENT BASINS. THESE SEDIMENT BASINS MUST PROVIDE A MINIMUM OF 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED UNTIL FINAL STABILIZATION OF THE SITE.
   - 5.A. THE 3,600 CUBIC FEET OF STORAGE AREA PER ACRE DRAINED DOES NOT APPLY TO FLOWS FROM OFFSITE AREAS AND FLOWS FROM ONSITE AREAS THAT ARE EITHER UNDISTURBED OR HAVE UNDERGONE FINAL STABILIZATION WHERE SUCH FLOWS ARE DIVERTED AROUND BOTH THE DISTURBED AREA AND THE SEDIMENT BASIN. ANY TEMPORARY SEDIMENT BASINS CONSTRUCTED MUST BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATIONS FOR STRUCTURAL FILL. ALL SEDIMENT COLLECTED IN PERMANENT OR TEMPORARY SEDIMENT TRAPS MUST BE REMOVED UPON FINAL STABILIZATION.

OTHER CONTROLS

WASTE DISPOSAL

LAND CLEARING/EXCAVATION MATERIALS

EXCESS SOIL AND OTHER LAND CLEARING MATERIALS SHALL BE DISPOSED OF IN LAWFULLY PERMITTED OFF SITE FACILITIES. THE OWNER MAY PROVIDE ONSITE UPLAND LOCATION(S) FOR TEMPORARY OR PERMANENT DISPOSAL OF SOIL OR LAND CLEARING DEBRIS.

WASTE MATERIALS

CONTRACTOR SHALL BE RESPONSIBLE FOR STORING AND ULTIMATE DISPOSAL OF ALL WASTE MATERIALS IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL LAWS, RULES, CODES, AND REGULATIONS.

ALL WASTE MATERIALS EXCEPT LAND CLEARING DEBRIS SHALL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL CONTAINER. THE CONTAINER WILL MEET ALL LOCAL AND STATE SOLID WASTE MANAGEMENT REGULATIONS. THE CONTAINER WILL BE EMPTIED AS NEEDED AND THE TRASH WILL BE HAULED TO A STATE APPROVED LANDFILL. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED AT THE CONSTRUCTION SITE BY THE CONSTRUCTION SUPERINTENDENT. THE INDIVIDUAL WHO MANAGES THE DAY-TO-DAY SITE OPERATIONS WILL BE RESPONSIBLE FOR SEEING THAT THESE PROCEDURES ARE FOLLOWED.

HAZARDOUS WASTE

ANY AND ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES AND THE SITE SUPERINTENDENT. THE INDIVIDUAL WHO MANAGES DAY-TO-DAY SITE OPERATIONS WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED.

SANITARY WASTE

ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS AS NEEDED TO PREVENT POSSIBLE SPILLAGE. THE WASTE WILL BE COLLECTED AND DEPOSED OF IN ACCORDANCE WITH STATE AND LOCAL WASTE DISPOSAL REGULATIONS FOR SANITARY SEWER OR SEPTIC SYSTEMS.

OFFSITE VEHICLE TRACKING

A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS.

INVENT. FOR POLLUTION PREVENTION PLAN

THE MATERIALS OR SUBSTANCES LISTED BELOW ARE EXPECTED TO BE PRESENT ONSITE DURING CONSTRUCTION:

☒ CONCRETE	☒ FERTILIZERS	☒ WOOD
☒ ASPHALT	☒ PETROLEUM BASED PRODUCTS	☒ MASONRY BLOCKS
☒ TAR	☒ CLEANING SOLVENTS	☒ ROOFING MATERIALS
☒ DETERGENTS	☒ PAINTS	☒ METAL STUDS
☒ TRANSFORMERS	☒ LIGHTING EQUIPMENT	☐ _____

SPILL PREVENTION

MATERIAL MANAGEMENT PRACTICES

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

GOOD HOUSEKEEPING

THE FOLLOWING GOOD HOUSEKEEPING PRACTICES WILL BE FOLLOWED ONSITE DURING THE CONSTRUCTION PROJECT.

* AN EFFORT WILL BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB.

* ALL MATERIALS STORED ONSITE WILL BE STORED IN A NEAT, ORDERLY MANNER IN THEIR APPROPRIATE CONTAINERS AND, IF POSSIBLE, UNDER A ROOF OR OTHER ENCLOSURE.

* PRODUCTS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THE ORIGINAL MANUFACTURER'S LABEL.

* SUBSTANCES WILL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER.

* WHENEVER POSSIBLE, ALL OF A PRODUCT WILL BE USED UP BEFORE DISPOSING OF
THE CONTAINER.

* MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL WILL BE FOLLOWED.

* THE SITE SUPERINTENDENT WILL INSPECT DAILY TO ENSURE MATERIALS ONSITE RECEIVE PROPER USE AND DISPOSAL.

HAZARDOUS PRODUCTS

THESE PRACTICES ARE USED TO REDUCE THE RISKS ASSOCIATED WITH HAZARDOUS MATERIALS.

* PRODUCTS WILL BE KEPT IN ORIGINAL CONTAINERS UNLESS THEY ARE NOT RESEALABLE.

* ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED; THEY CONTAIN IMPORTANT PRODUCT INFORMATION.

* IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S OR LOCAL AND STATE RECOMMENDED METHODS FOR PROPER DISPOSAL WILL BE FOLLOWED.

PRODUCT SPECIFIC PRACTICES
THE FOLLOWING PRODUCT SPECIFIC PRACTICES WILL BE FOLLOWED ONSITE:

PETROLEUM PRODUCTS

ALL ONSITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM BASED PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

FERTILIZERS

FERTILIZERS USED WILL BE APPLIED ONLY IN THE MINIMUM AMOUNTS RECOMMENDED. ONCE APPLIED, FERTILIZER WILL BE WORKED INTO THE SOIL TO LIMIT EXPOSURE TO STORM WATER. STORAGE WILL BE IN A COVERED AREA. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER WILL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.

PAINTS

USE MANUFACTURES SPECIFICATIONS AND RECOMMENDATIONS FOR STORAGE AND DISPOSAL OF PAINT PRODUCTS.

CONCRETE TRUCKS

SHALL NOT BE CLEANED OR DISCHARGE SPOILED OR UNUSED CONCRETE ONSITE UNLESS OTHERWISE COORDINATED WITH THE OWNER

FUELING/LUBRICATION/MAINTENANCE OF VEHICLES AND EQUIPMENT

FUEL SHALL NOT BE STORED ONSITE. ALL FUEL, LUBRICANTS, AND RELATED SUBSTANCES SHALL BE PROVIDED VIA FUEL/LUBRICATION TRUCK. ONLY REQUIRED FUELING AND NORMAL MINOR LUBRICATION AND MAINTENANCE WILL OCCUR ONSITE.

SPILL CONTROL PRACTICES

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

MANUFACTURERS' RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED ON SITE AND SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATION OF THE INFORMATION AND CLEANUP SUPPLIES.

MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT IN THE MATERIAL STORAGE AREA ONSITE. EQUIPMENT AND MATERIALS WILL INCLUDE BUT NOT BE LIMITED TO BROOMS, DUST PANS, MOPS, RAGS, GLOVES, GOGGLES, LIQUID ABSORBENT (i.e. KITTY LITTER OR EQUAL), SAND, SAWDUST, AND PLASTIC AND METAL TRASH CONTAINERS SPECIFICALLY FOR THIS PURPOSE.

ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.

THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

SPILL OF TOXIC OR HAZARDOUS MATERIAL WILL BE REPORTED TO THE APPROPRIATE STATE OR LOCAL GOVERNMENT AGENCY, REGARDLESS OF THE SIZE OF THE SPILL.

THE SPILL PREVENTION PLAN WILL BE ADJUSTED TO INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL FROM REOCCURRING AND HOW TO CLEAN UP THE SPILL IF THERE IS ANOTHER ONE. A DESCRIPTION OF THE SPILL, WHAT CAUSED IT, AND THE CLEANUP MEASURES WILL ALSO BE INCLUDED.

THE SITE SUPERINTENDENT RESPONSIBLE FOR THE DAY-TO-DAY SITE OPERATIONS WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. HE/SHE WILL DESIGNATE AT LEAST ONE OTHER SITE PERSONNEL WHO WILL RECEIVE SPILL PREVENTION AND CLEANUP TRAINING. THESE INDIVIDUALS WILL EACH BECOME RESPONSIBLE FOR A PARTICULAR PHASE OF PREVENTION AND CLEANUP. THE NAMES OF RESPONSIBLE SPILL PERSONNEL WILL BE POSTED IN THE MATERIAL STORAGE AREA AND IF APPLICABLE, IN THE OFFICE TRAILER ONSITE.

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

SWPPP

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. REID
LICENSE
No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

This item has been electronically signed and sealed by Michael E. Reid on the date adjacent to the seal using a SHA authentication code.
Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

DRAWN BY:	HIL
DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C9.01

User: LAZ06528
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STORMWATER POLLUTION PREVENTION PLAN CONTRACTOR'S REQUIREMENTS

MAINTENANCE/INSPECTION PROCEDURES

EROSION AND SEDIMENT CONTROL INSPECTION AND MAINTENANCE PRACTICES

THE FOLLOWING ARE INSPECTION AND MAINTENANCE PRACTICES THAT WILL BE USED TO MAINTAIN EROSION AND SEDIMENT CONTROLS.

* NO MORE THAN 20 ACRES OF THE SITE WILL BE DENUDED AT ONE TIME WITHOUT WRITTEN PERMISSION FROM THE OWNER.

* ALL CONTROL MEASURES WILL BE INSPECTED BY THE SUPERINTENDENT, THE PERSON RESPONSIBLE FOR THE DAY TO DAY SITE OPERATION OR SOMEONE APPOINTED BY THE SUPERINTENDENT, AT LEAST ONCE A WEEK AND FOLLOWING ANY STORM EVENT OF 0.50 INCH OR GREATER.

* THE SUPERINTENDENT AND ANY OTHER PERSON APPOINTED TO PERFORM NPDES INSPECTIONS SHALL BE A CERTIFIED INSPECTOR PURSUANT TO NPDES REGULATIONS

* ALL TURBIDITY CONTROL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER; IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS OF REPORT.

* BUILT UP SEDIMENT WILL BE REMOVED FROM SILT BARRIERS WHEN IT HAS REACHED ONE-FOURTH THE HEIGHT OF THE BARRIER.

* SILT BARRIERS WILL BE INSPECTED FOR DEPTH OF SEDIMENT, TEARS, TO SEE IF THE FABRIC IS SECURELY ATTACHED TO THE FENCE POSTS, AND TO SEE THAT THE FENCE POSTS ARE FIRMLY IN THE GROUND.

* THE SEDIMENT BASINS WILL BE INSPECTED FOR THE DEPTH OF SEDIMENT, AND BUILT UP SEDIMENT WILL BE REMOVED WHEN IT REACHES 10 PERCENT OF THE DESIGN CAPACITY OR AT THE END OF THE JOB, WHICHEVER COMES FIRST.

* DIVERSION DIKES/SWALES WILL BE INSPECTED AND ANY BREACHES PROMPTLY REPAIRED.

* TEMPORARY AND PERMANENT SEEDING AND PLANTING WILL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND HEALTHY GROWTH.

* A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION. A COPY OF THE REPORT FORM TO BE COMPLETED BY THE INSPECTOR IS AVAILABLE FROM THE ENGINEER. THE REPORTS WILL BE KEPT ON SITE DURING CONSTRUCTION AND AVAILABLE UPON REQUEST TO THE OWNER, ENGINEER OR ANY FEDERAL, STATE OR LOCAL AGENCY APPROVING SEDIMENT AND EROSION PLANS, OR STORM WATER MANAGEMENT PLANS. THE REPORTS SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED AND THE NOTICE OF TERMINATION IS SUBMITTED. THE REPORTS SHALL IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE.

* PERSONNEL SELECTED FOR INSPECTION AND MAINTENANCE RESPONSIBILITIES WILL RECEIVE TRAINING FROM THE SITE SUPERINTENDENT. THEY WILL BE TRAINED IN ALL THE INSPECTION AND MAINTENANCE PRACTICES NECESSARY FOR KEEPING THE EROSION AND SEDIMENT CONTROLS USED ONSITE IN GOOD WORKING ORDER.

NON-STORM WATER DISCHARGES
IT IS EXPECTED THAT THE FOLLOWING NON-STORM WATER DISCHARGES WILL OCCUR FROM THE SITE DURING THE CONSTRUCTION PERIOD:

* UNCONTAMINATED GROUNDWATER (FROM DEWATERING EXCAVATION). ALL NON-STORM WATER DISCHARGES WILL BE DIRECTED TO THE SEDIMENT BASIN PRIOR TO DISCHARGE.

POLLUTION PREVENTION PLAN CERTIFICATION

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

SIGNED:_____

MIKE E. REID, P.E.

DATED:_____

CERTIFICATION OF COMPLIANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS

IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL LAWS RELATED TO STORM WATER MANAGEMENT AND EROSION AND SEDIMENTATION CONTROLS, THE FOLLOWING PERMITS HAVE BEEN OBTAINED.

FDEP ERP STORMWATER PERMIT #: N/A

CITY OF PENSACOLA BUILDING PERMIT ISSUED XX/XX/XX

FDEP DREDGE & FILL PERMIT #: N/A

U.S. ARMY CORPS OF ENGINEERS #: N/A

NPDES (SITE CONSTRUCTION ACTIVITIES) #:BY CONTRACTOR

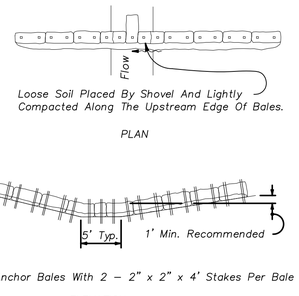
CONTRACTOR'S CERTIFICATION

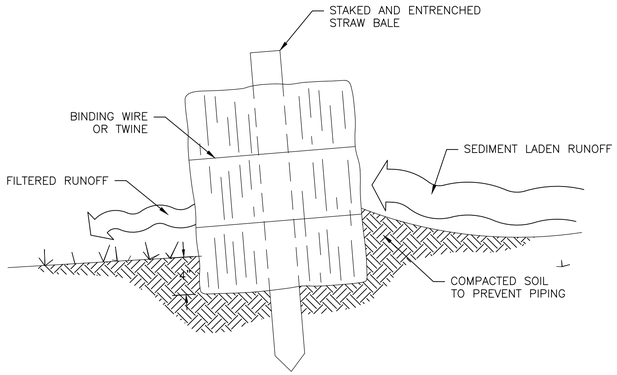
CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNED:_____

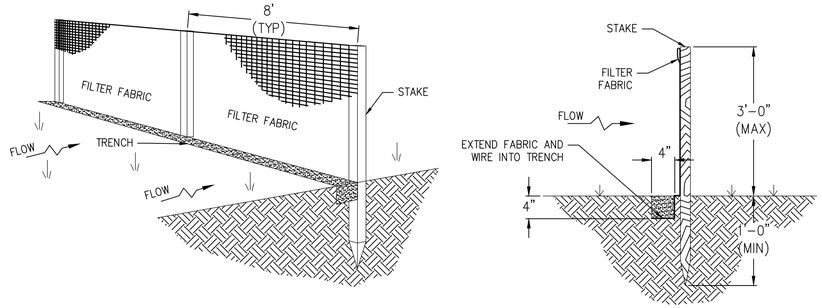
CONTRACTOR

DATED:_____





TYPE 1 HAY BALE BARRIER FOR UNPAVED DITCH



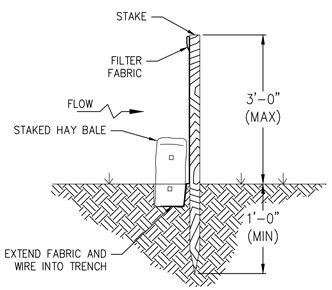
NOTES:
1. SET THE POSTS AND EXCAVATE A 4"x4" TRENCH UPSLOPE ALONG THE LINE OF POSTS.
2. STAPLE WIRE FENCING TO THE POSTS.
3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.
4. BACKFILL AND COMPACT THE EXCAVATED SOIL.
5. ALTERNATIVELY, EXCAVATE 4"X4" TRENCH, INSTALL PRE-ASSEMBLED SILT FENCE/POST AND BACKFILL TRENCH.

SILT FENCE
NTS

SHEET FLOW APPLICATION: SILT FENCE

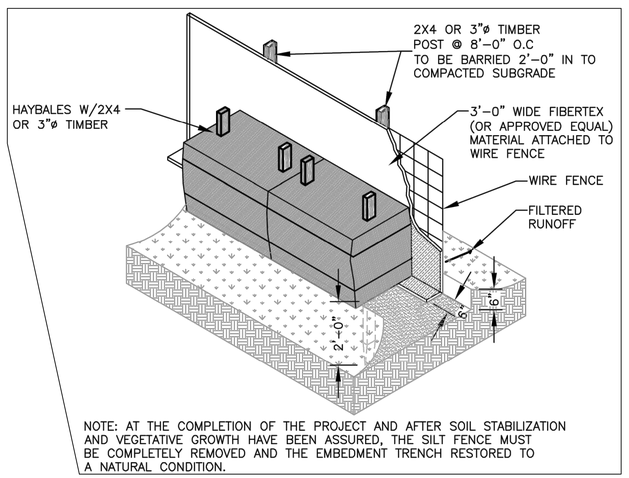
GENERAL NOTES

1. THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES. HIGHER FENCES MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE.
2. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED AS DESCRIBED IN ITEM NO. 8 BELOW.
3. POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 12 INCHES. WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET.
4. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
5. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG, TIE WIRES, OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES AND SHALL NOT EXTEND MORE THEN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
6. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8 INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
7. WHEN EXTRA STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF ITEM NO. 6 APPLYING.
8. WHEN ATTACHING TWO SILT FENCES TOGETHER, PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE. ROTATE BOTH POSTS AT LEAST 180 DEGREES ON A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FILTER FABRIC. DRIVE BOTH POSTS INTO THE GROUND AND BURY THE FLAP.
9. THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE FILTER FABRIC.
10. THE MOST EFFECTIVE APPLICATION CONSISTS OF A DOUBLE ROW OF SILT FENCES SPACED A MINIMUM OF 3 FEET APART. THE 3-FOOT SEPARATION IS SO THAT IF THE FIRST ROW COLLAPSES, IT WILL NOT FALL ON THE SECOND ROW. WIRE OR SYNTHETIC MESH MAY BE USED TO REINFORCE THE FIRST ROW.
11. WHEN USED TO CONTROL SEDIMENTS FROM A STEEP SLOPE, SILT FENCES SHOULD BE PLACED AWAY FROM THE TOE OF THE SLOPE FOR INCREASED HOLDING CAPACITY.
12. SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
13. CONTRACTOR MAY SUBSTITUTE SILT FENCE WITH STRAW BALE IN LIEU OF DOUBLE SILT FENCE
14. CONTRACTOR MAY SUBSTITUTE SYNTHETIC BALES FOR STRAW BALES.



NOTE: CONTRACTOR MAY SUBSTITUTE SYNTHETIC BALES FOR STRAW BALES

SILT FENCE W/ STRAW BALE
NTS



NOTE: AT THE COMPLETION OF THE PROJECT AND AFTER SOIL STABILIZATION AND VEGETATIVE GROWTH HAVE BEEN ASSURED, THE SILT FENCE MUST BE COMPLETELY REMOVED AND THE EMBEDMENT TRENCH RESTORED TO A NATURAL CONDITION.

EROSION CONTROL DETAIL
NTS

APPROVED BY | DATE | REVISIONS | NUMBER

A STREET REVITALIZATION

SWPPP

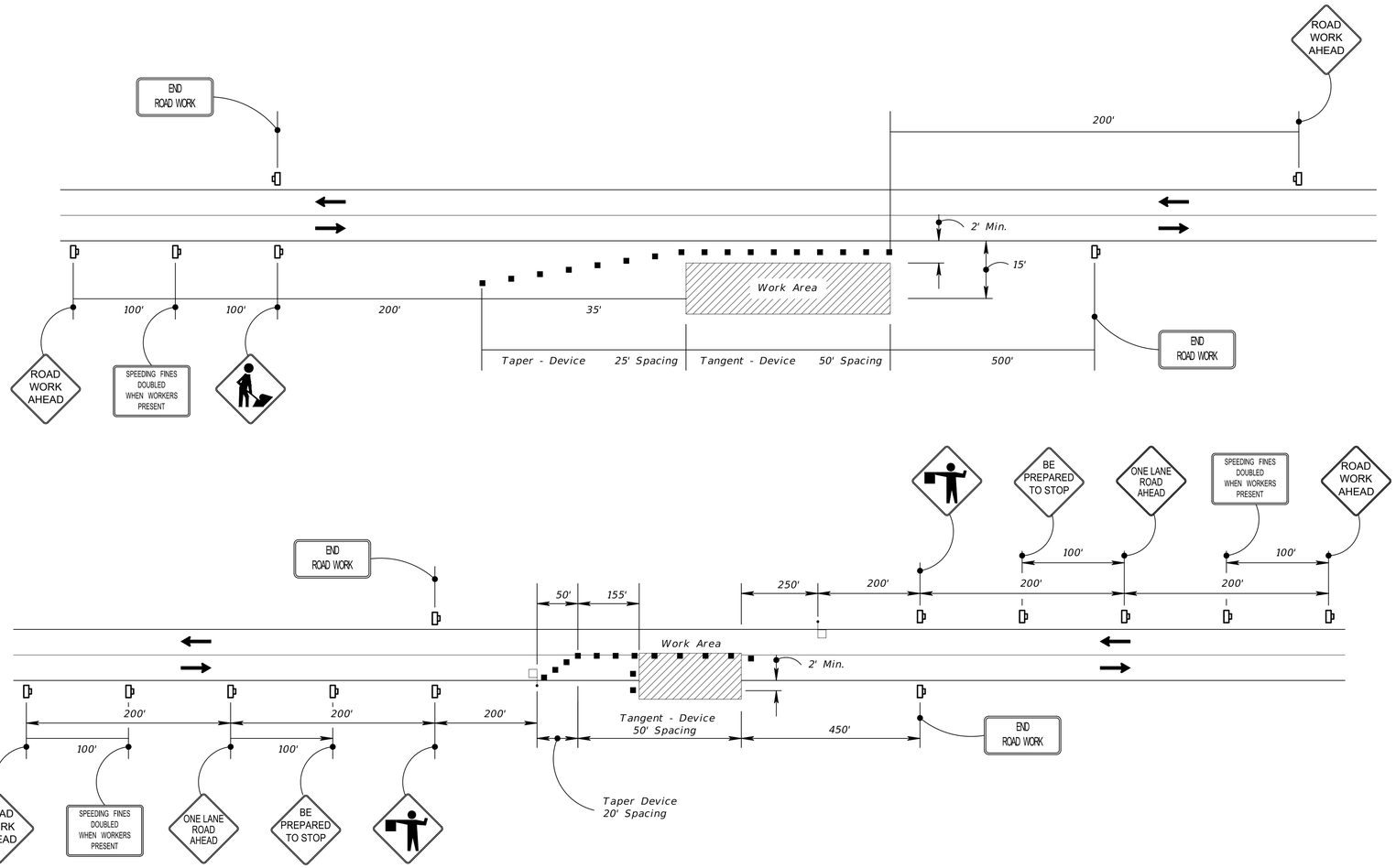
ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. REID
LICENSE No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	C9.02

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LEGEND

- FLAGGER
- WORK AREA
- WORK ZONE SIGN
- CHANNELIZING DEVICE
- LANE IDENTIFICATION + DIRECTION OF TRAFFIC

TRAFFIC CONTROL PLAN GENERAL NOTES

1) VEHICULAR AND PEDESTRIAN TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH FDOT 2019 DESIGN STANDARDS, INDEX 102-600.
2) CONTRACTOR SHALL NOTIFY LOCAL LAW ENFORCEMENT AGENCIES AND FIRE STATIONS 48 HOURS IN ADVANCE OF LANE CLOSURES AND MAJOR TRAFFIC PATTERN CHANGES.
3) CONFLICTING OR MISLEADING PAVEMENT MARKINGS SHALL BE REMOVED AT THE START OF EACH NEW PHASE OF CONSTRUCTION. ALL EXISTING PAVEMENT MARKINGS OUTSIDE THE LIMITS OF CONSTRUCTION WHICH ARE ALTERED SHALL BE REPLACED UPON COMPLETION OF THE PROJECT.
4) ARROWS DENOTE DIRECTION OF TRAFFIC FLOW ONLY AND DO NOT REFLECT PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
5) THE CONTRACTOR SHALL MAINTAIN SAFE PEDESTRIAN ACCESS TO SIDEWALKS AT ALL TIMES.
6) INSTALLATION AND USE OF ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL CONFORM TO FDOT DESIGN STANDARD INDEX 102-600.
7) TRAFFIC SHALL BE MAINTAINED AT POSTED SPEED LIMIT UNLESS OTHERWISE SHOWN IN PLANS.

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DATE
REVISIONS
NUMBER

A STREET REVITALIZATION

TRAFFIC CONTROL PLAN

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

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MICHAEL E. REID LICENSE No. 50542 STATE OF FLORIDA PROFESSIONAL ENGINEER

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APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	**T1.01**

User: LAZO6528
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PHASE 1 NOTES

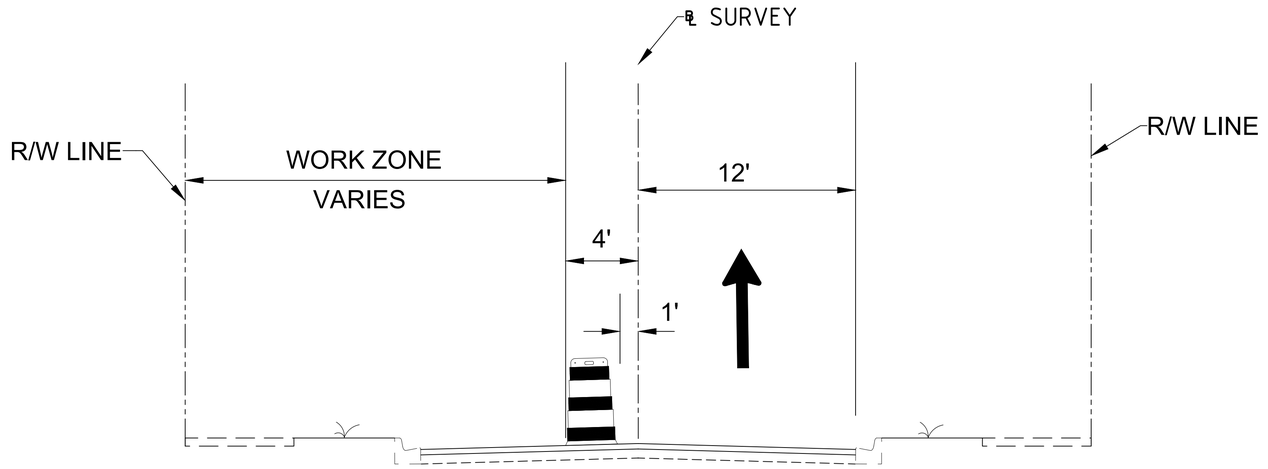
1) INSTALL ADVANCE WARNING AND WORK ZONE SIGNS PER FDOT STANDARD PLANS MAINTENANCE OF TRAFFIC INDICES. INSTALL EROSION CONTROL DEVICES AS REQUIRED BY THE EROSION CONTROL PLANS.
2) CLOSE THE LEFT SIDE OF THE ROADWAY AND SIDEWALK, DIVERT TRAFFIC TO DETOUR ADJACENT STREET, OR USE FLAGGER WHEN APPROPRIATE.
3) REMOVE CONFLICTING PAVEMENT MARKINGS AND PROVIDE TEMPORARY PAVEMENT MARKINGS FOR PHASE 1 ALIGNMENT.
4) CONSTRUCT SIDEWALK, DRIVEWAYS, STREET LIGHTS, AND LANDSCAPE AS SHOWN IN THE SIDEWALK AND LANDSCAPE PLANS.
5) MAINTAIN PEDESTRIAN TRAFFIC ON EXISTING SIDEWALK ON OPPOSITE SIDE OF THE STREET. DURING TEMPORARY SIDEWALK CLOSURES, MAINTAIN PEDESTRIAN ACCESS PER FDOT STANDARD PLANS INDEX 102-660.
6) MAINTAIN ACCESS TO SIDE STREETS, RESIDENTIAL, AND COMMERCIAL DRIVEWAYS. NO DRIVEWAY ACCESS UNTIL AFTER CONCRETE HAS SUFFICIENTLY CURED FOR TRAFFIC.
7) CONTRACTOR SHALL BE ALLOWED TO CLEAR & GRUB ONE BLOCK AT A TIME. COMPLETE THE NEW CONSTRUCTION ON THE BLOCK PRIOR TO MOVING TO THE NEXT BLOCK, ESPECIALLY THE SIDEWALK AND DRIVEWAYS. MINOR LANDSCAPE WILL BE ALLOWED TO OCCUR WHILE THE NEXT BLOCK IS UNDER CLEAR AND GRUBBING.

PHASE 2 NOTES

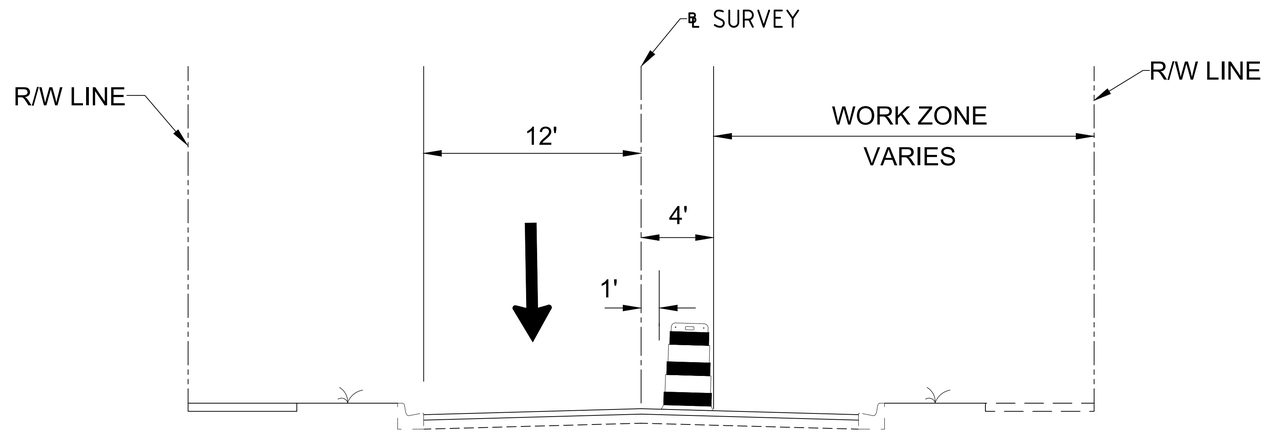
1) ADJUST ADVANCE WARNING, WORK ZONE SIGNS, AND EROSION CONTROL DEVICES FOR PHASE 2 CONSTRUCTION.
2) CLOSE THE RIGHT SIDE OF THE ROADWAY AND SIDEWALK. DIVERT TRAFFIC TO DETOUR ADJACENT STREET, OR USE FLAGGER WHEN APPROPRIATE.
3) REMOVE CONFLICTING PAVEMENT MARKINGS AND PROVIDE TEMPORARY PAVEMENT MARKINGS FOR PHASE 2 ALIGNMENT.
4) CONSTRUCT SIDEWALK, DRIVEWAYS, STREET LIGHTS, AND LANDSCAPE AS SHOWN IN THE SIDEWALK AND LANDSCAPE PLANS.
5) MAINTAIN PEDESTRIAN TRAFFIC ON EXISTING SIDEWALK ON OPPOSITE SIDE OF THE STREET. DURING TEMPORARY SIDEWALK CLOSURES, MAINTAIN PEDESTRIAN ACCESS PER FDOT STANDARD PLANS INDEX 102-660.
6) MAINTAIN ACCESS TO SIDE STREETS, RESIDENTIAL, AND COMMERCIAL DRIVEWAYS. NO DRIVEWAY ACCESS UNTIL AFTER CONCRETE HAS SUFFICIENTLY CURED FOR TRAFFIC.
7) CONTRACTOR SHALL BE ALLOWED TO CLEAR & GRUB ONE BLOCK AT A TIME. COMPLETE THE NEW CONSTRUCTION ON THE BLOCK PRIOR TO MOVING TO THE NEXT BLOCK, ESPECIALLY THE SIDEWALK AND DRIVEWAYS. MINOR LANDSCAPE WILL BE ALLOWED TO OCCUR WHILE THE NEXT BLOCK IS UNDER CLEAR AND GRUBBING.

PHASE 3 NOTES

1) SHIFT TRAFFIC TO ULTIMATE ALIGNMENT.



TYPICAL SECTION - PHASE 1



TYPICAL SECTION - PHASE 2

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

TRAFFIC CONTROL PLAN

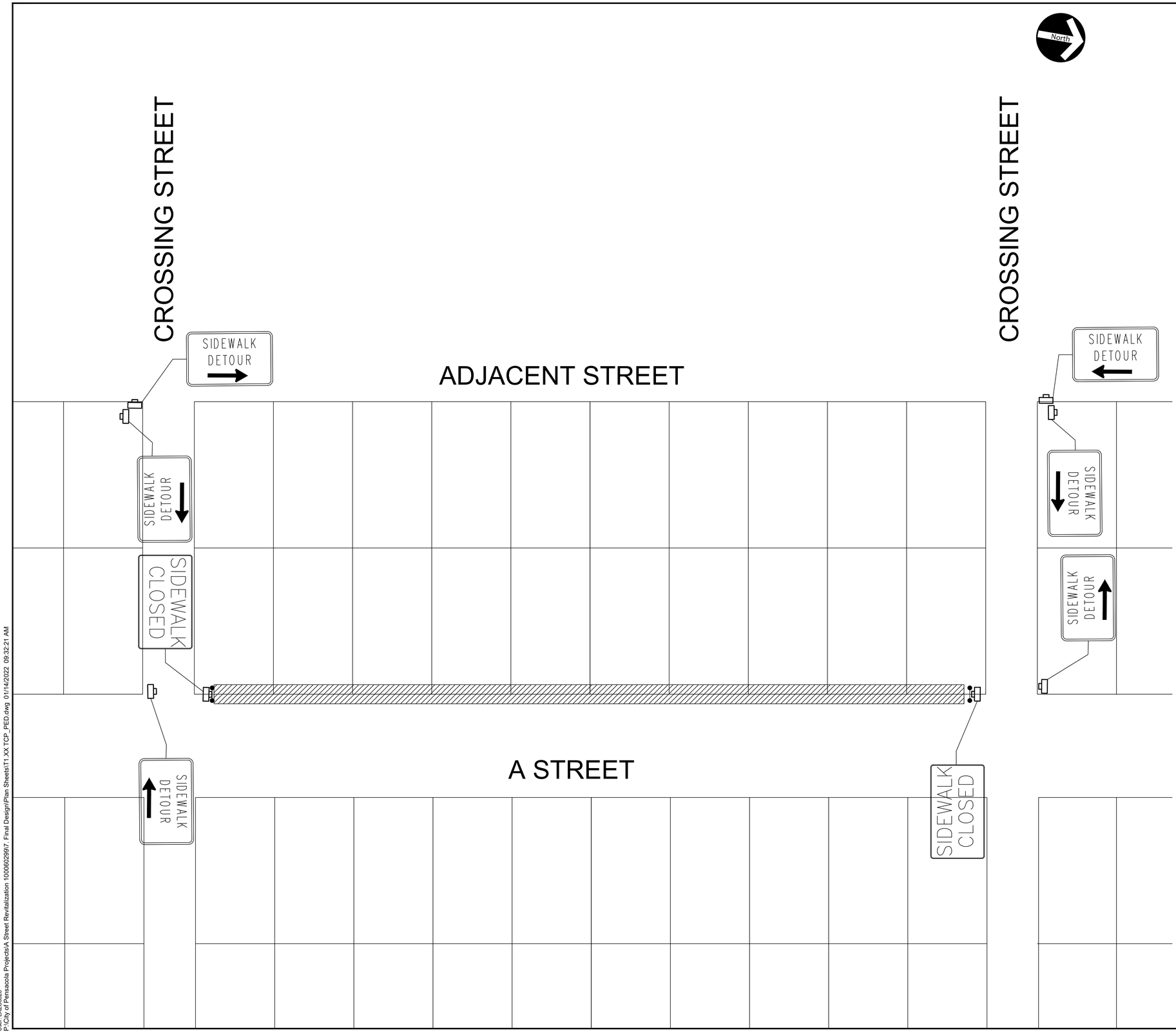
ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. REID
LICENSE
No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	T1.02

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MOT NOTES

1) WORK SHALL ONLY BE DONE ON ONE SIDE OF THE ROAD AT A TIME.
2) WORK SHALL BE DONE ONE BLOCK AT A TIME.
3) PEDESTRIANS SHALL CROSS A STREET WHERE FEASIBLE FIRST FOR DETOUR. IF NO SIDEWALK PRESENT, PROCEED DOWN CROSS STREET TO ADJACENT STREET WHERE THERE IS SIDEWALK.

LEGEND

WORK AREA

WORK ZONE SIGN

PEDESTRIAN LONGITUDINAL CHANNELING DEVICE (LCD) WITH MOUNTED WORK ZONE OR SEPARATE WORK ZONE SIGN

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

TRAFFIC CONTROL PLAN

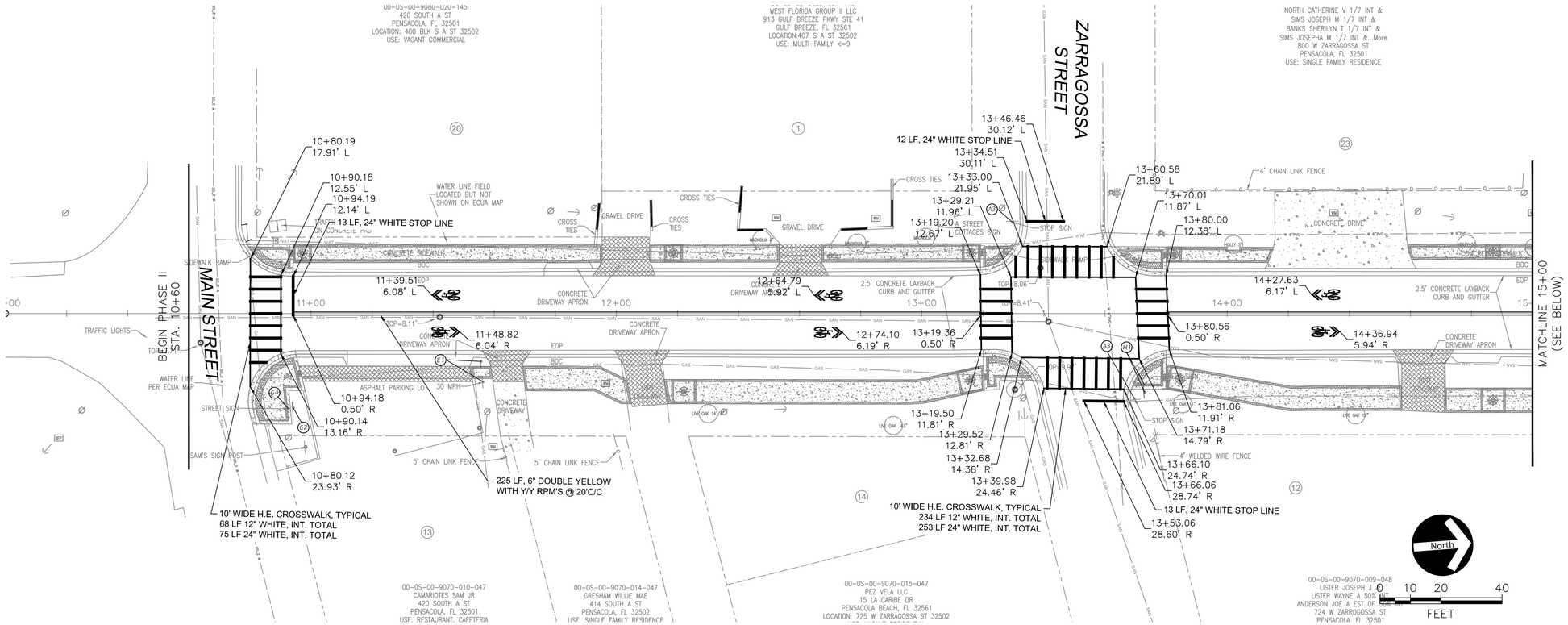
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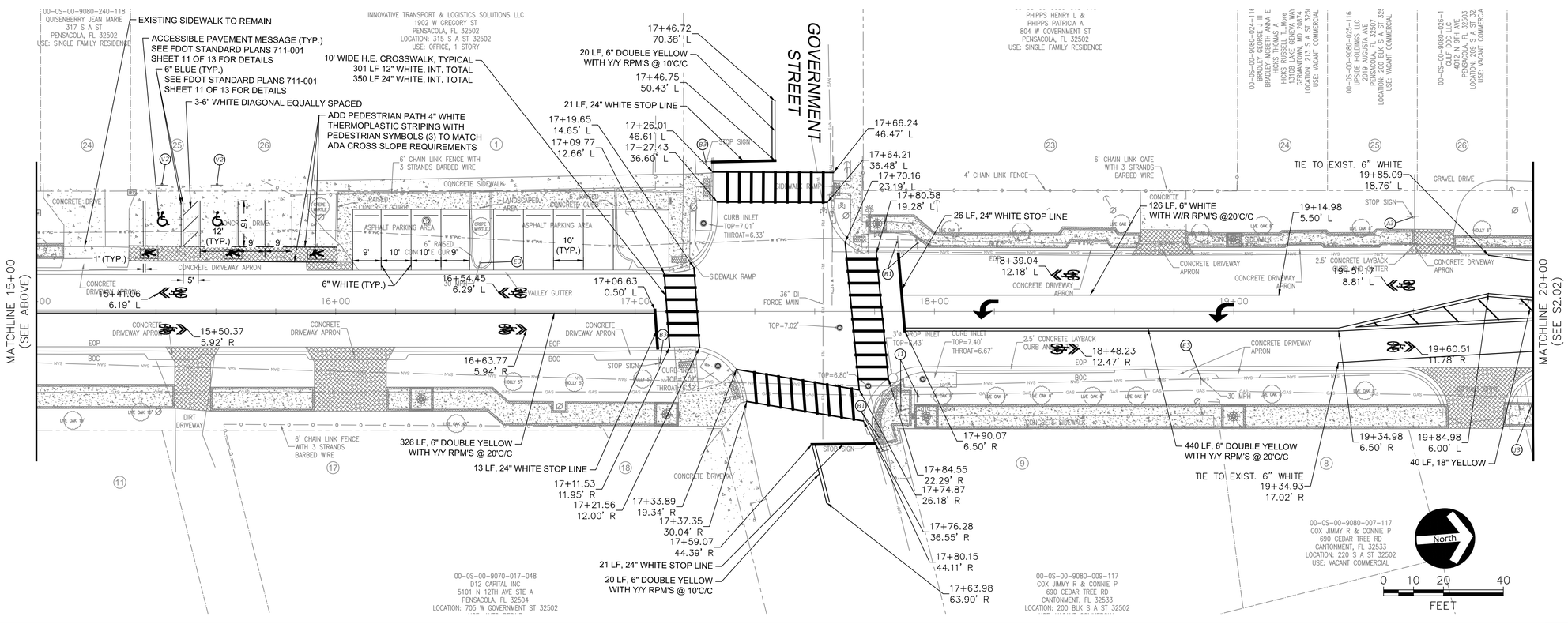
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PROJECT NUMBER	100077589
DRAWING NUMBER	T2.01

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SIGNING AND PAVEMENT MARKING PLAN

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PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. HALL
LICENSE No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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DRAWING NUMBER	S2.01

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GULF DOC LLC
4012 N 9TH AVE
PENSACOLA, FL 32503
LOCATION: 201 S A ST 32502
USE: OFFICE, 1 STORY

A STREET PROPERTIES OF
NORTHWEST FLORIDA INC
PO BOX 12725
PENSACOLA, FL 32591
LOCATION: 175 S A ST 32502
USE: PROFESSIONAL BLDG

DEEPWATER BEND LLC
PO BOX 13273
PENSACOLA, FL 32591
LOCATION: 801 W ROMANA ST 32502
USE: OFFICE, 1 STORY

INTENDENCIA STREET

12 LF, 24" WHITE STOP LINE

ON-STREET PARKING
6" WHITE, TYP.
160 LF, LOC. TOTAL

ON-STREET PARKING
6" WHITE, TYP.
164 LF, LOC. TOTAL

ON-STREET PARKING
6" WHITE, TYP.
272 LF, LOC. TOTAL

339 LF, 6" DOUBLE YELLOW
WITH Y/Y RPM'S @ 20'C/C

ON-STREET PARKING
6" WHITE, TYP.
209 LF, LOC. TOTAL

ON-STREET PARKING
6" WHITE, TYP.
75 LF, LOC. TOTAL

ON-STREET PARKING
6" WHITE, TYP.
239 LF, LOC. TOTAL

10' WIDE H.E. CROSSWALK
272 LF, 12" WHITE, INT. TOTAL
310 LF, 24" WHITE, INT. TOTAL

11 LF, 24" WHITE STOP LINE

MATCHLINE 20+00
(SEE S2.01)

MATCHLINE 25+00
(SEE BELOW)

00-05-00-9080-020-117
MALDEN DORETHA
705 W INTENDENCIA ST
PENSACOLA, FL 32501
LOCATION: 200 S A ST 32502

00-05-00-9080-006-088
D12 CAPITAL INC
SUITE A
5101 N 12TH AVE
PENSACOLA, FL 32504
LOCATION: 150 S A ST 32502

00-05-00-9080-007-088
D12 CAPITAL INC
STE A
5101 N 12TH AVE
PENSACOLA, FL 32504
LOCATION: 150 S A ST 32502

00-05-00-9080-003-088
TABERNACLE BAPTIST
PO BOX 2856
PENSACOLA, FL 32513-2856
LOCATION: 101 S A ST 32502

00-05-00-9080-002-088
DEEPWATER BEND LLC
PO BOX 13273
PENSACOLA, FL 32591
LOCATION: 705 W ROMANA ST 32502

North
0 10 20 40
FEET

ROMANA STREET

20 LF, 24" WHITE STOP LINE

ON-STREET PARKING
6" WHITE, TYP.
86 LF, LOC. TOTAL

ON-STREET PARKING
6" WHITE, TYP.
390 LF, LOC. TOTAL

18.5 LF, 24" WHITE STOP LINE

OFF-STREET PARKING
6" WHITE, TYP.
32 LF, LOC. TOTAL

ON-STREET PARKING
6" WHITE, TYP.
178.5 LF, LOC. TOTAL

25 LF, 18" YELLOW

125 LF, 6" WHITE
WITH W/R RPM'S @20'C/C

10' WIDE H.E. CROSSWALK
271 LF, 12" WHITE, INT. TOTAL
260 LF, 24" WHITE, INT. TOTAL

MATCHLINE 25+00
(SEE ABOVE)

MATCHLINE 30+00
(SEE S2.03)

RAE R &
RAE ELAINE H TRUSTEES
FOR RAE ELAINE H TRUST 50% INT &
RAE R &...More
200 PARADISE LN
CRESCENT CITY, FL 32112
LOCATION: 55 S A ST 32502
USE: REPAIR SERVICE

BUSBEE LIMITED PARTNERSHIP
PO BOX 158
GULF BREEZE, FL 32561
LOCATION: 1 S A ST 32502
USE: OFFICE, MULTI-STORY

00-05-00-9080-010-058
JAMES NAN GREENHUT 1/3 INT
GREENHUT DUDLEY H 1/3 INT
GREENHUT MOLLY GAIL 1/3 INT
PO BOX 12603
PENSACOLA, FL 32591-2603
LOCATION: 23 S A ST 32502

00-05-00-9080-001-057
SOUTHERN BELL TELEPHONE & TELEGRAPH CO
PO BOX 7207
BEDMINSTER, NJ 07921
LOCATION: 605 W GARDEN ST 32502

North
0 10 20 40
FEET

A STREET REVITALIZATION

SIGNING AND PAVEMENT MARKING PLAN

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

ENGINEER OF RECORD
MICHAEL E. REID
LICENSE
No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

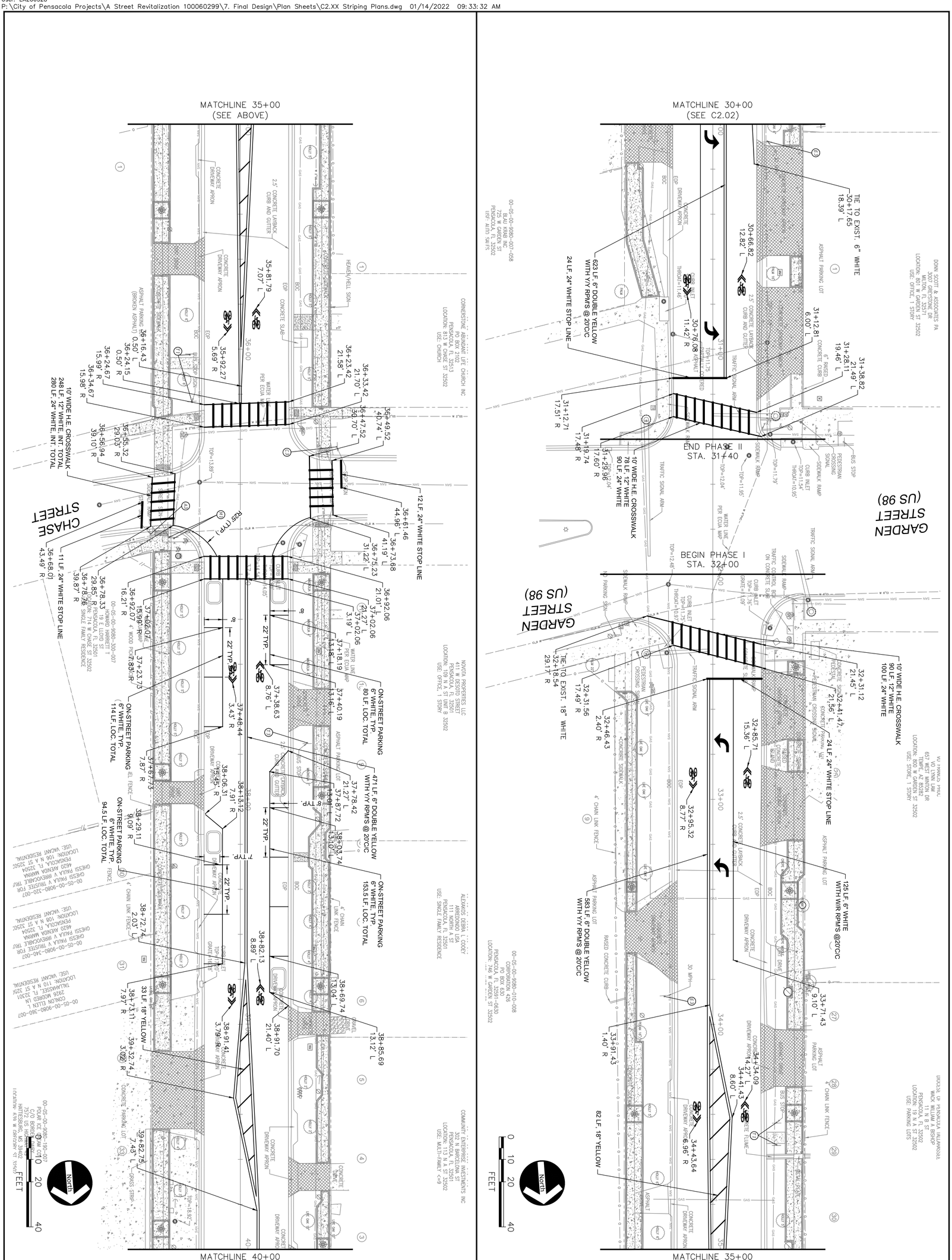
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APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	S2.02

NUMBER	REVISIONS	DATE	APPROVED BY

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PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
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A STREET REVITALIZATION

SIGNING AND PAVEMENT MARKING PLAN

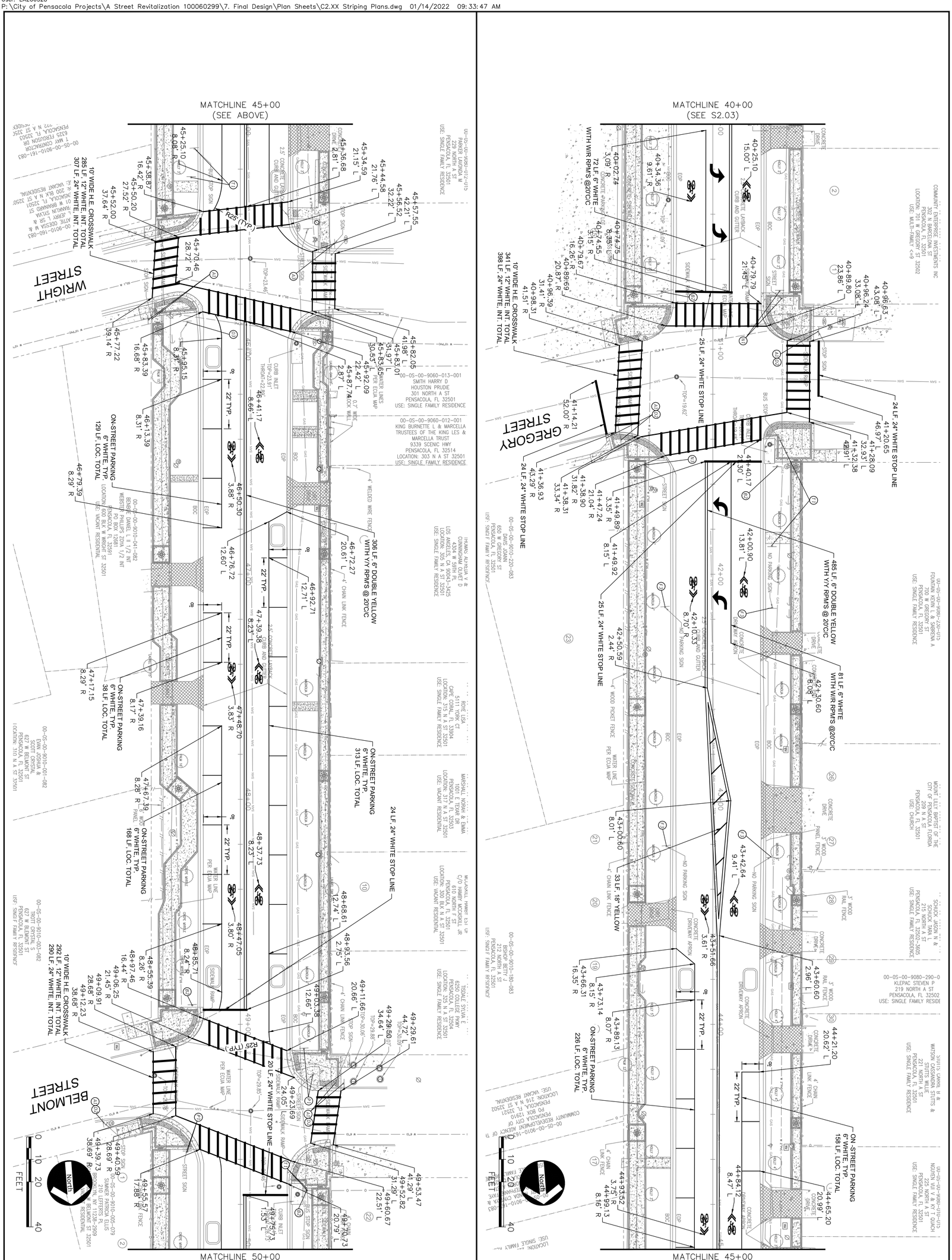
NUMBER	REVISIONS	DATE	APPROVED BY

ENGINEER OF RECORD
JAMES W. MCCLELLAN
LICENSE No. 56042
STATE OF FLORIDA

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CHECKED BY: JWM
APPROVED BY: MER

PROJECT NUMBER 100077589
DRAWING NUMBER S2.03

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A STREET REVITALIZATION

SIGNING AND PAVEMENT MARKING PLAN

NUMBER	REVISIONS	DATE	APPROVED BY

ENGINEER OF RECORD
JAMES W. HILL
LICENSE
No. 56042
STATE OF FLORIDA

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CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	S2.04

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ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

NUMBER	REVISIONS	DATE	APPROVED BY

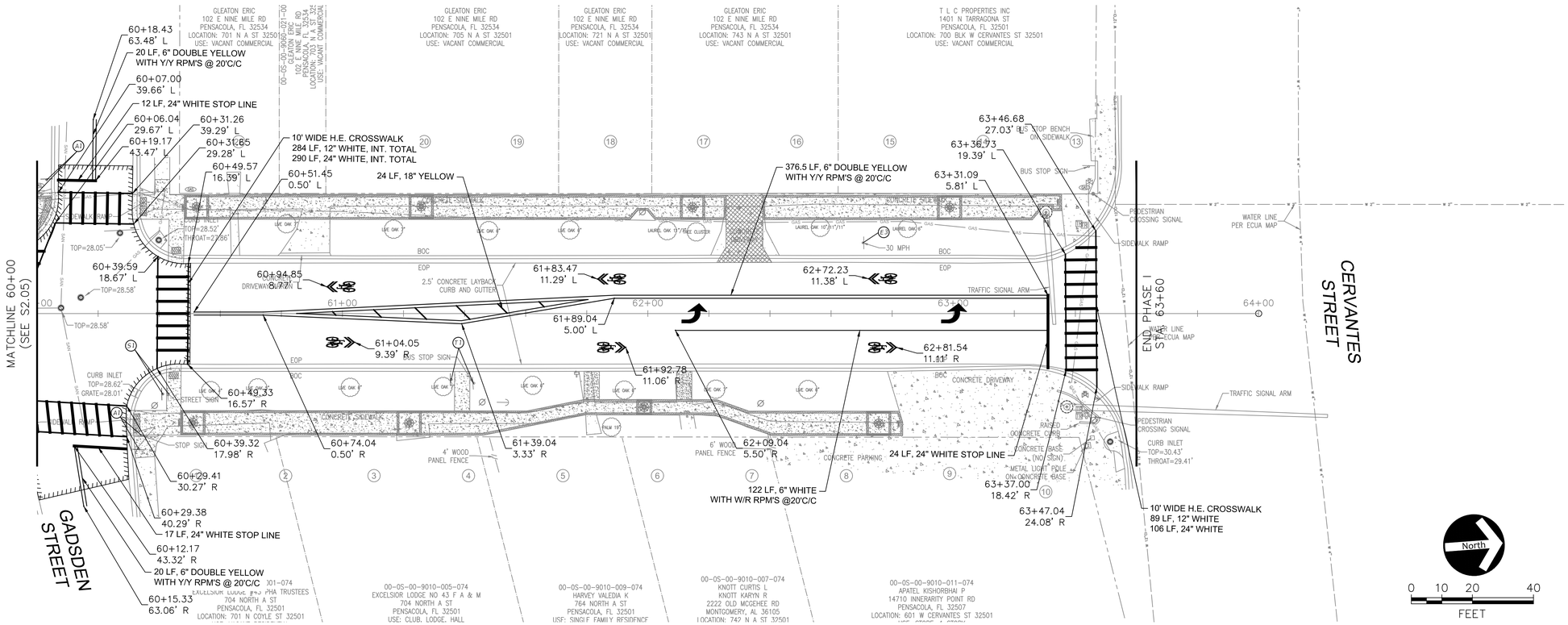
A STREET REVITALIZATION
SIGNING AND PAVEMENT MARKING PLAN

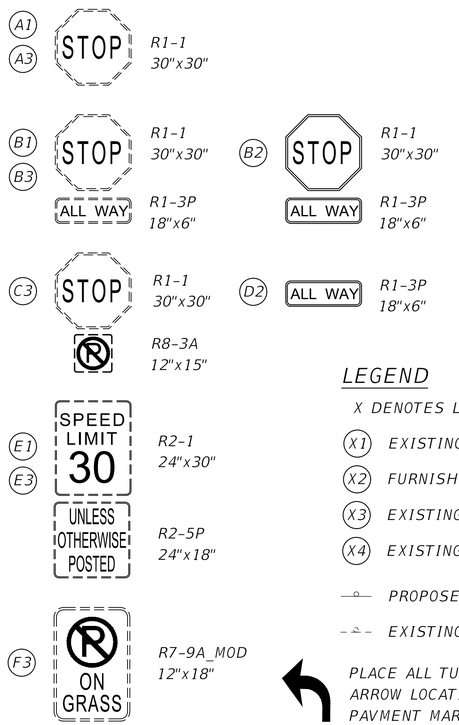
ENGINEER OF RECORD
MICHAEL E. ROLL LICENSE No. 50542 STATE OF FLORIDA PROFESSIONAL ENGINEER

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DRAWN BY:	HIL
DESIGNED BY:	DMH
CHECKED BY:	JWM
APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	S2.05

User: LAZ06528
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LEGEND

X DENOTES LETTER

- (X1) EXISTING SIGN TO BE RELOCATED.
- (X2) FURNISH & INSTALL NEW SIGN PANEL(S).
- (X3) EXISTING SIGN TO REMAIN.
- (X4) EXISTING SIGN TO BE REMOVED.
- PROPOSED SIGN LOCATION
- EXISTING SIGN LOCATION

PLACE ALL TURN ARROWS AT EXISTING TURN ARROW LOCATIONS TO AVOID CONFLICTING PAVMENT MARKINGS.

PED PATH TAPE DETAIL

6'x3'-2"

SPECIAL PRODUCT NOTES:

1. SEE SIGNING & PAVEMENT MARKING PLAN, SHEET S2.01 FOR APPLICATION LOCATIONS.
2. USE SEALCOATING.COM PREFORMED THERMOPLASTIC (6'x3'-2"), 90 MIL (WHITE), SKU #4279. OR APPROVED EQUAL. TOLL FREE (US) 888-838-7325
3. USE OF THERMOPLASTIC PRIMER ON ASPHALT AND CONCRETE SURFACES CAN GREATLY ASSIST WITH ADHESION.
4. IF APPLYING TO CONCRETE SURFACES THERMOPLASTIC EPOXY IS REQUIRED.

NOTE:
COORDINATE V2 SIGN LOCATION PLACEMENT WITH OWNER

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A STREET REVITALIZATION

SIGNING AND PAVEMENT MARKING PLAN

ATKINS
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PHONE NO. 850.478.9844
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ENGINEER OF RECORD
MICHAEL E. RATZ
LICENSE No. 50542
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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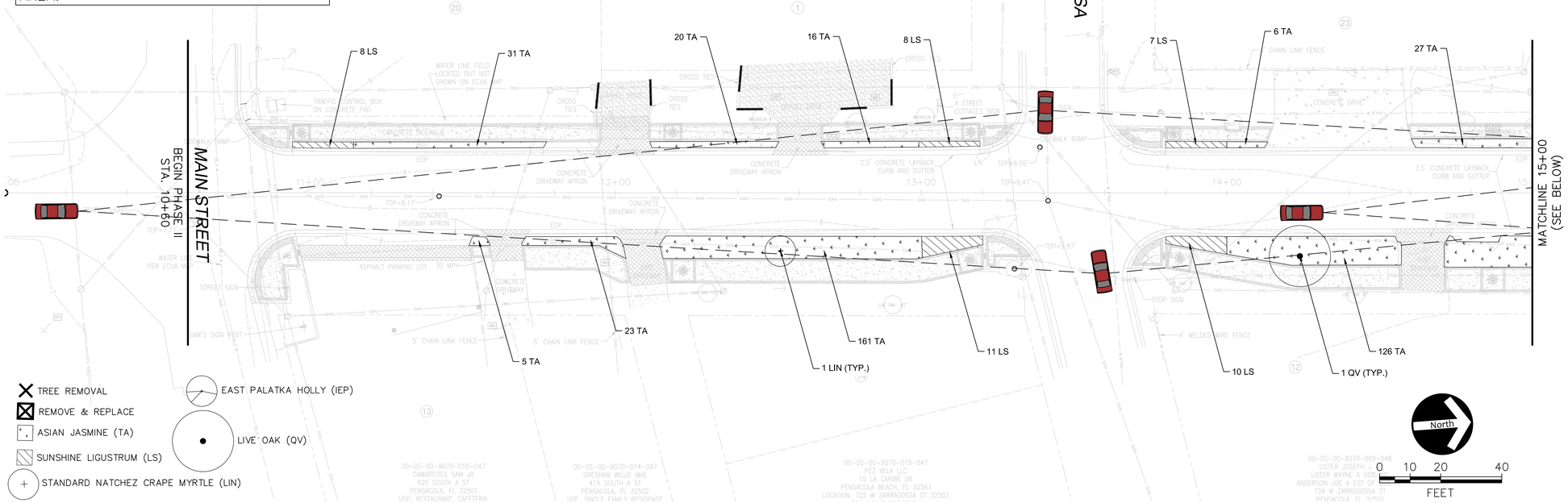
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DESIGNED BY:	DMH
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APPROVED BY:	MER
PROJECT NUMBER	100077589
DRAWING NUMBER	S2.06

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PRIOR TO INSTALLATION, FINAL LOCATION FOR ALL TREES SHALL BE ADJUSTED IN THE FIELD IN CONJUNCTION WITH THE OWNER'S REPRESENTATIVE TO AVOID CONFLICTS WITH UTILITIES, SIGNAGE, EXISTING TREES THAT REMAIN, AND PAVEMENT.

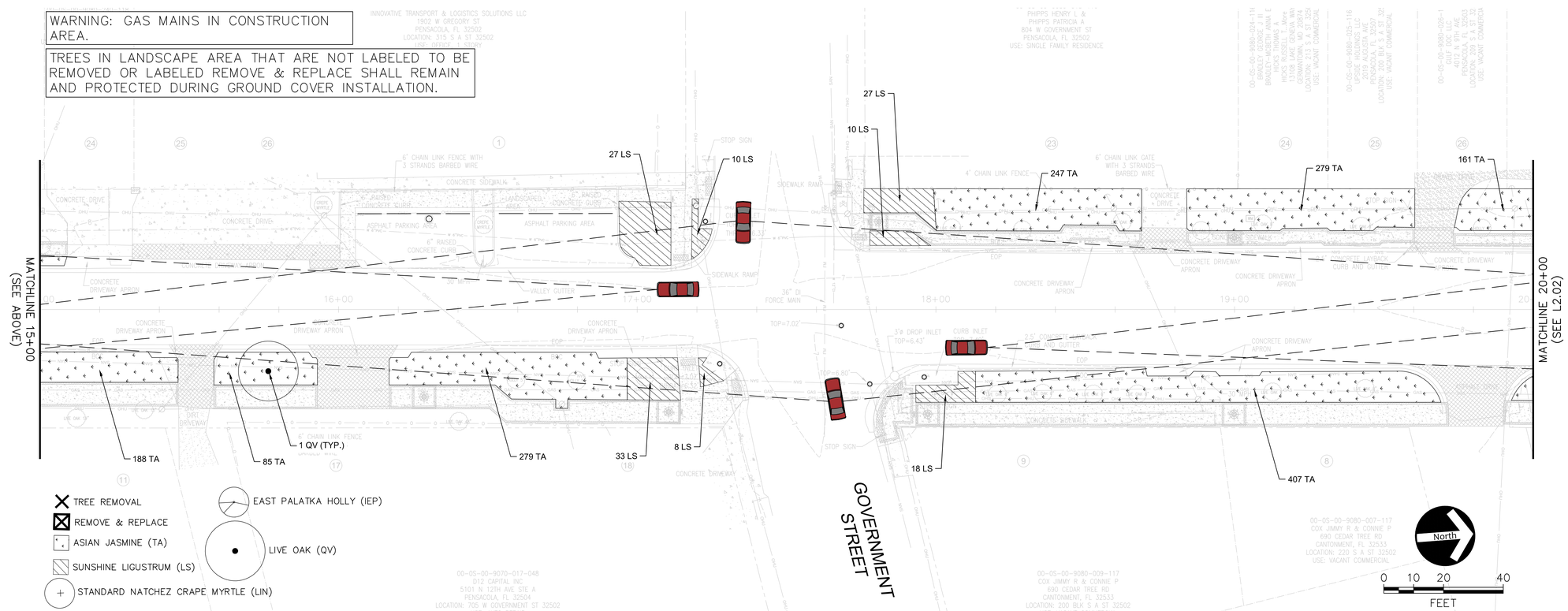
TREES IN LANDSCAPE AREA THAT ARE NOT LABELED TO BE REMOVED OR LABELED REMOVE & REPLACE SHALL REMAIN AND PROTECTED DURING GROUND COVER INSTALLATION.

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LANDSCAPE PLAN

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2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

LANDSCAPE ARCHITECT OF RECORD
SUSAN LYNN PREIL LICENSED No 0001707 STATE OF FLORIDA LANDSCAPE ARCHITECT
SUSAN PREIL
FL LA NO. 0001707

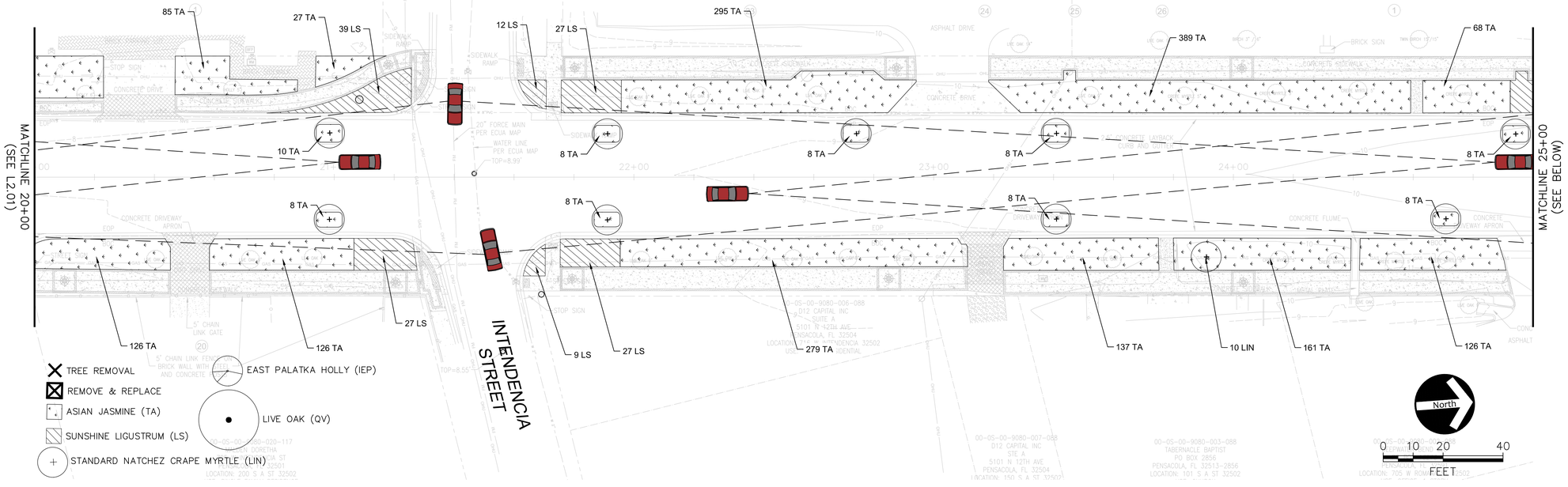
DRAWN BY:	HIL
DESIGNED BY:	LAR
CHECKED BY:	JWM
APPROVED BY:	SLP
PROJECT NUMBER	100077589
DRAWING NUMBER	L2.01

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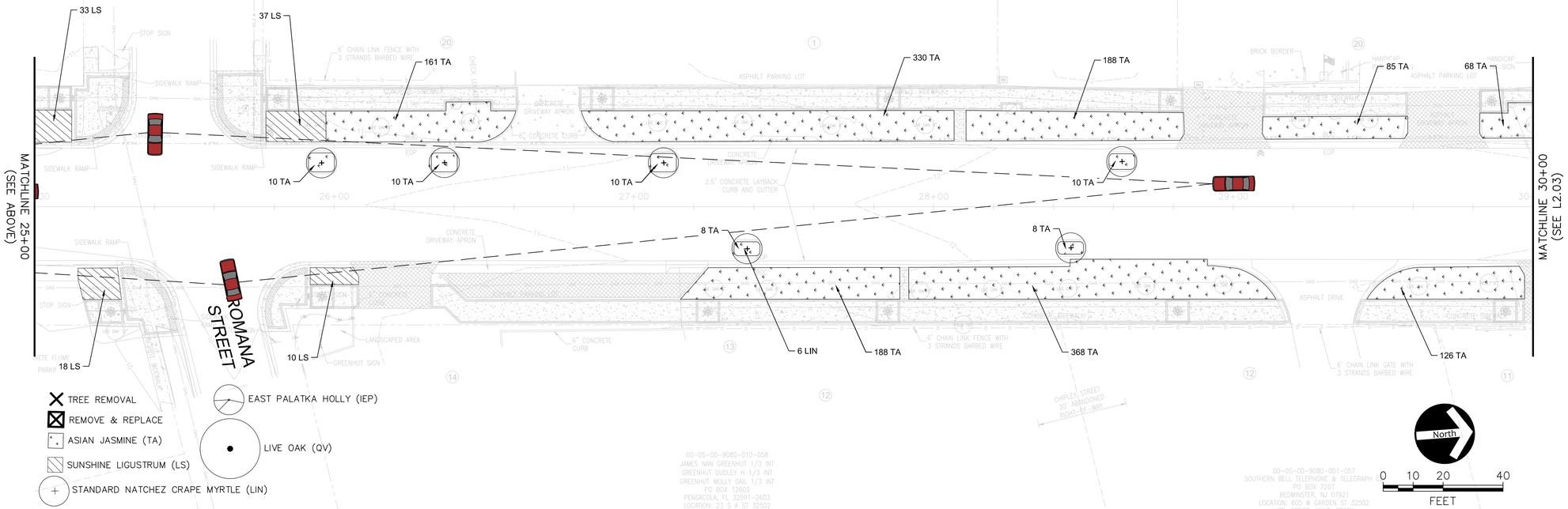
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PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
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LANDSCAPE ARCHITECT OF RECORD

SUSAN LYNN PREIL LICENSE No 0001707 STATE OF FLORIDA LANDSCAPE ARCHITECT

SUSAN PREIL
FL LA NO. 0001707

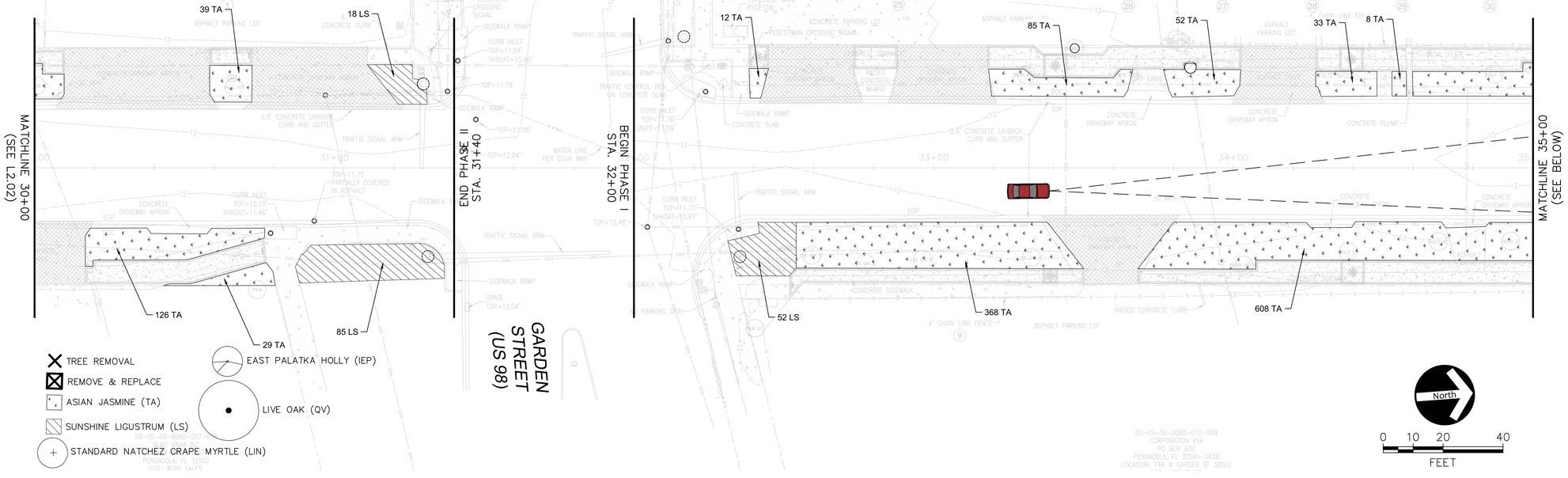
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PROJECT NUMBER	100077589
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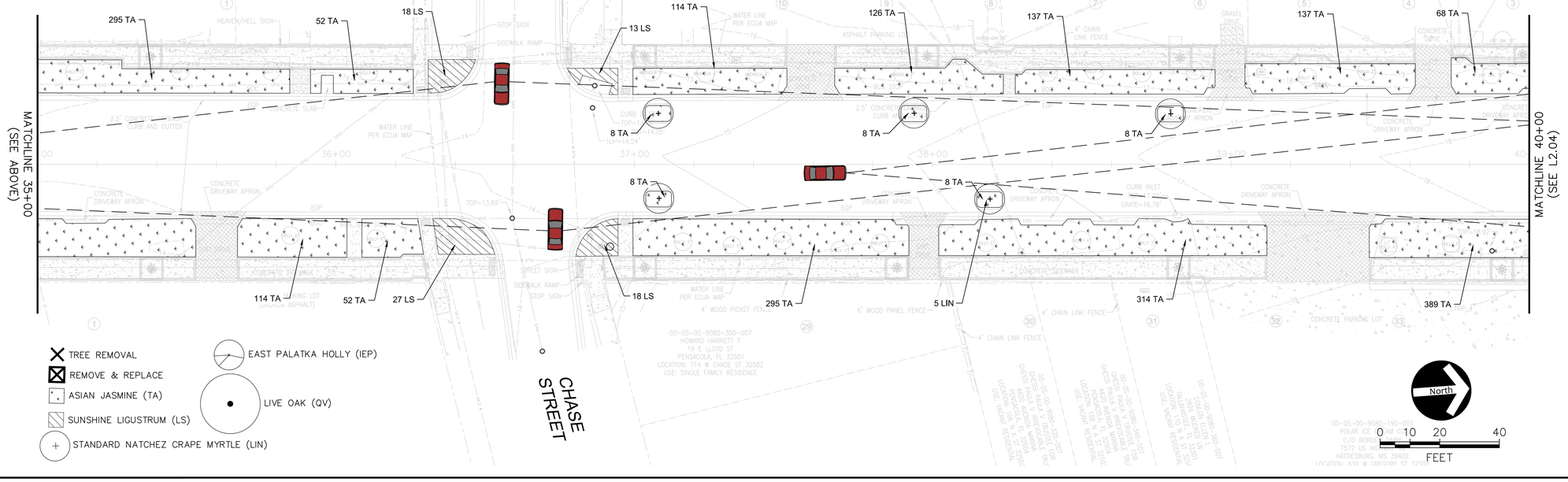
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PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
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LANDSCAPE ARCHITECT OF RECORD

SUSAN LYNN PREIL
LICENSED
No 0001707
STATE OF FLORIDA
LANDSCAPE ARCHITECT

SUSAN PREIL
FL LA NO. 0001707

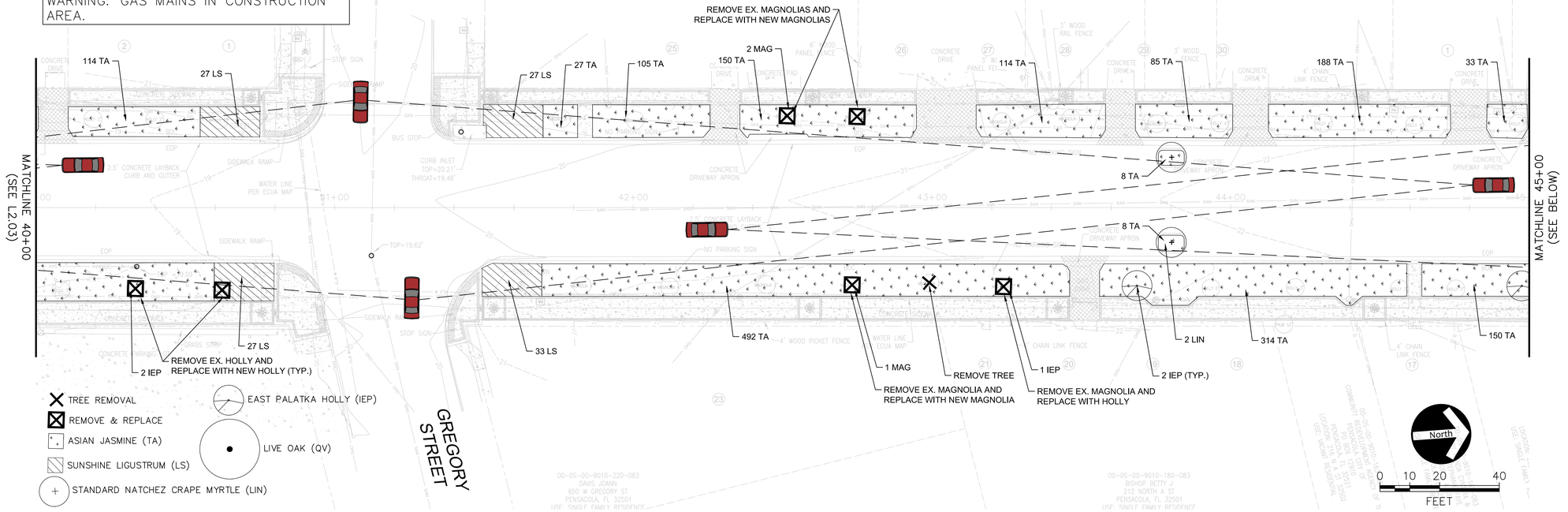
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DESIGNED BY:	LAR
CHECKED BY:	JWM
APPROVED BY:	SLP
PROJECT NUMBER	100077589
DRAWING NUMBER	L2.03

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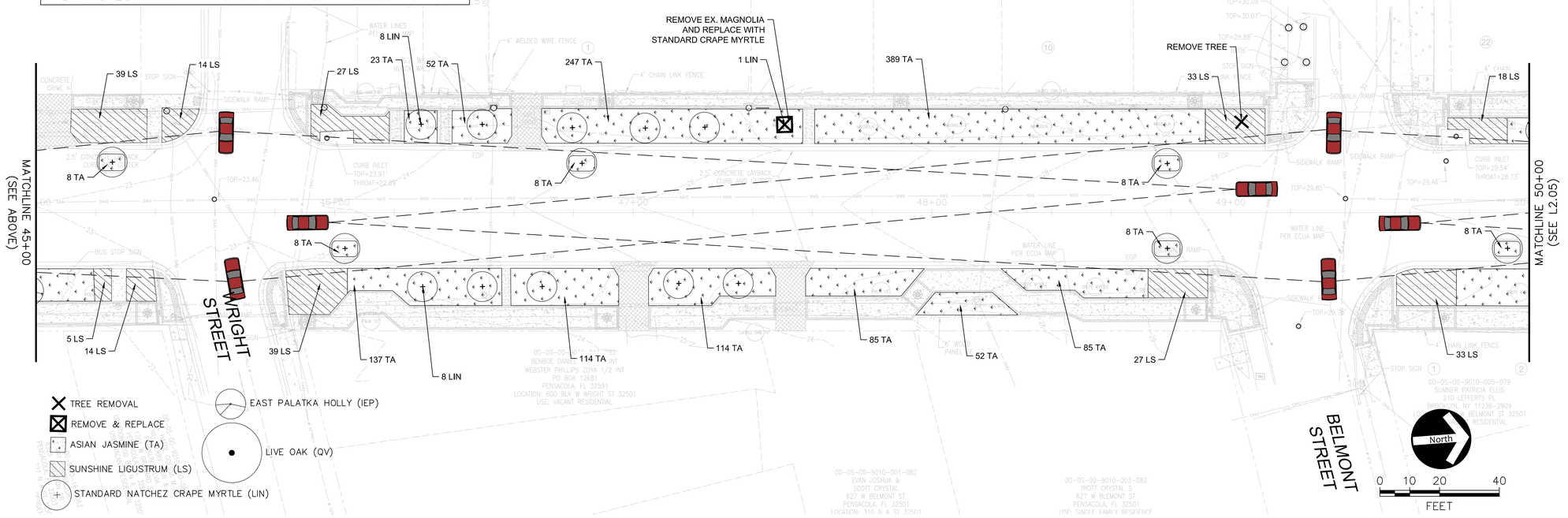
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SUSAN LYNN PREIL LICENSE No 0001707 STATE OF FLORIDA LANDSCAPE ARCHITECT

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FL LA NO. 0001707

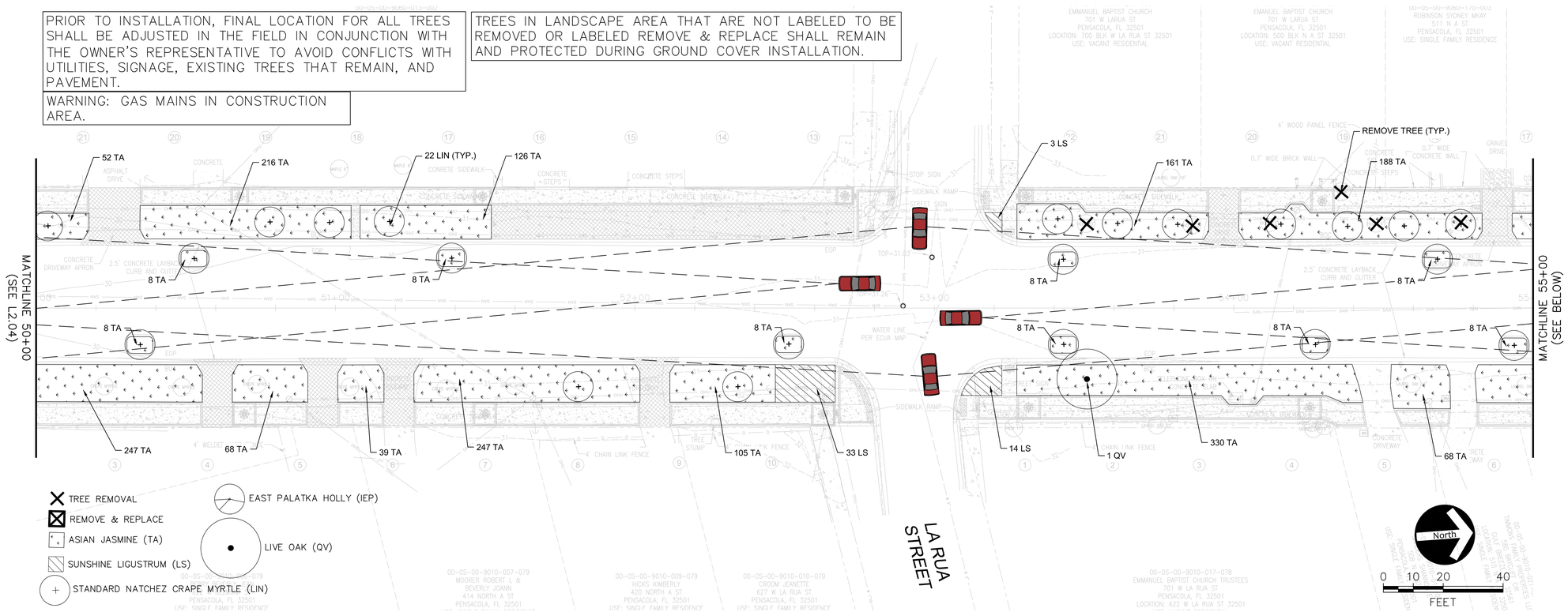
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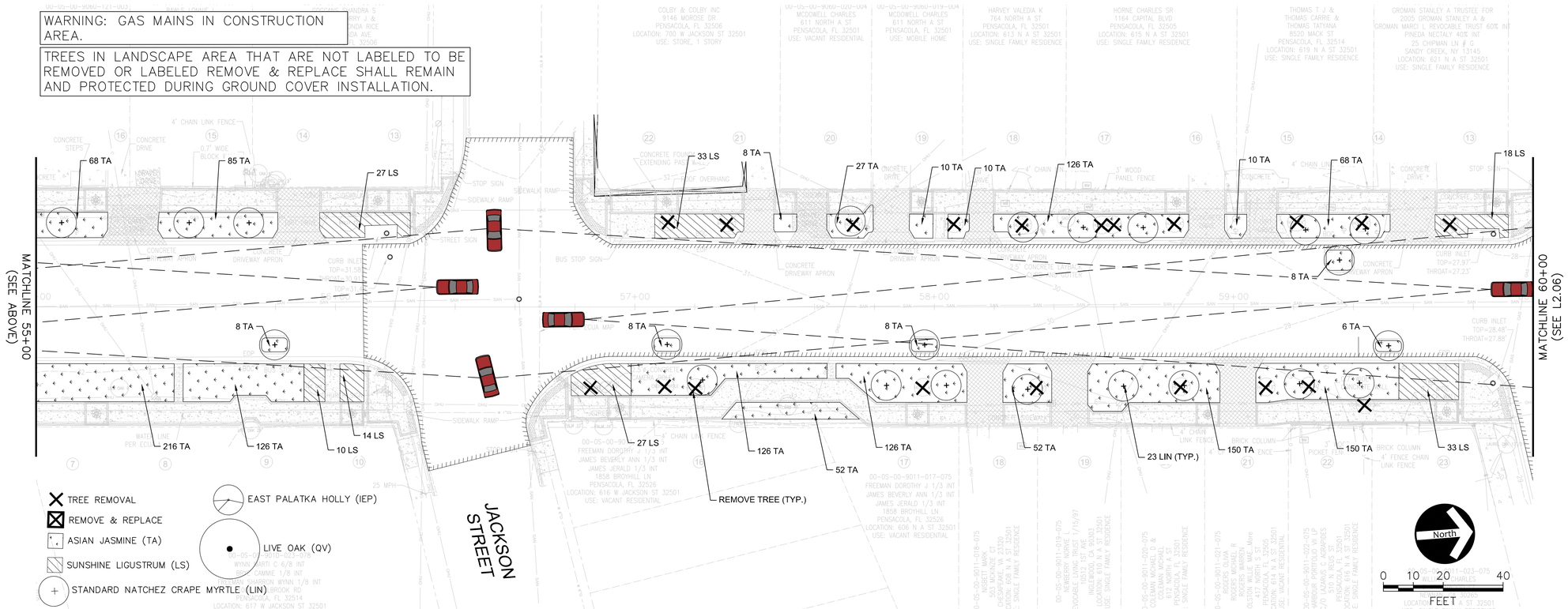
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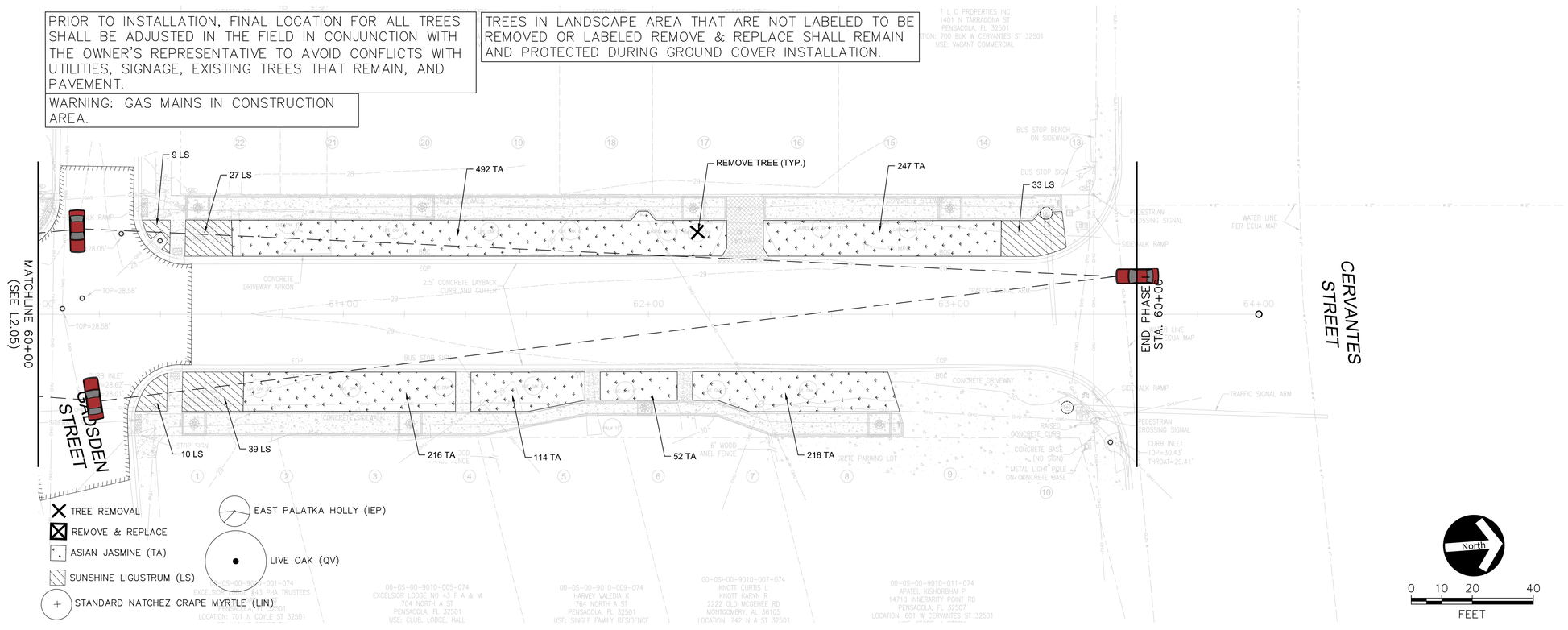
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DRAWN BY:	HIL
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CHECKED BY:	JWM
APPROVED BY:	SLP
PROJECT NUMBER	100077589
DRAWING NUMBER	L2.06

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GENERAL NOTES

1. All construction shall be in accordance with the plans and written specifications. No substitutions shall be made without prior written approval by the owner's representative.

2. Written dimensions shall take precedence over scaled dimensions. The Contractor shall verify and be responsible for all dimensions and conditions on the job. The owner's representative shall be notified of any variation from the dimensions and conditions shown on the plans.

3. The Establishment Period for watering and maintenance by the Contractor shall be 365 days. The Contractor shall request an Establishment Period Inspection at the end of the 365 day Establishment Period. A representative from the CRA/City of Pensacola who is responsible for maintenance shall be in attendance at the establishment period inspection.

4. Landscape materials shall be adjusted in the field to avoid conflicts with any (proposed or existing to remain) utility structures, drainage structures, ditches, under drains, ditch blocks, storm water management facilities, paving, drainage discharge paths, signage, overhead and underground utilities, lighting and their appurtenances. The Contractor shall not install the proposed improvements if a conflict exists. Any costs to remove and/or repair work installed that has not been approved by the owner's representative shall be at the Contractor's expense.

5. The Contractor shall not bring any hazardous materials onto the project site. Should the Contractor require such for performing contracted work, the Contractor shall request, in writing, permission from the owner's representative in advance. The Contractor shall provide the owner's representative with a copy of the Material Safety Data Sheet (MSDS) for each hazardous material proposed for use. The owner's representative shall coordinate with the CRA/City prior to issuing written approval to the Contractor. Because State Law does not treat petroleum products that are properly containerized and intended for equipment use as a hazardous material, such products do not need a MSDS submittal. Any known or suspected hazardous material found on the project by the Contractor shall be immediately reported to the owner's representative, who shall direct the Contractor to protect the area of known or suspected contamination from further access. The owner's representative is to notify the CRA/City of the discovery. The CRA/City will arrange for investigation, identification and remediation of the hazardous material. The Contractor shall not return to the area of contamination until approval is provided by the owner's representative.

6. Landscape improvements shall be installed by the Contractor per the latest edition of FDOT Maintenance Supplemental Specification 580, and any Planting Specifications provided with the construction documents.

7. The Contractor shall insure that, prior to moving on site, all equipment which last operated in areas known to be infested with noxious weeds is free of soil, seeds, vegetative matter, or other debris that could contain or hold seeds.

8. Quantities on Landscape Plan are minimum only. Contractor is responsible for their own quantity take-off, and shall provide all plant material required to fill plant bed area at spacing shown on plant schedule.

9. Any existing concrete and base material in proposed planting area shall be removed completely and disposed of off site. Appropriate top soil and amendments shall be imported for optimal plant growth to replace removed material.

10. All erosion control methods shall be in accordance with the Civil Plans.

11. Planting for all plant material and staking for all trees shall be in accordance with the latest edition of FDOT Standard Plans 580-001.

12. Due to the large quantities of landscape material on this project, multiple nurseries can be utilized to supply the materials as long as they match in type, form and proposed delivery conditions.

PLANTING BED PREPARATION

1. All planting areas shall be stripped of all existing vegetation unless otherwise noted on the plans.

2. All planting areas shall then be treated with a pre-emergent herbicide to assure that weeds will be controlled prior to planting. Herbicide instructions shall be followed as to treatment dilution, mix, application, and time periods between applications as applicable to assure weeds are eliminated from the planting beds prior to commencing planting. Herbicide treatment shall be in accordance with guidelines provided by the FDOT for chemical control.

3. All soil amendments shall be added to the planting areas and thoroughly incorporated into the soil prior to commencing final grading and installation.

UTILITY NOTES

1. The location(s) of the utilities shown on the plans should be considered approximate only.

2. The Contractor shall notify all utilities two (2) business days prior to demolition and/or excavation. Call "Sunshine State One Call System" 1-800-432-4770 (or Call 811) so that underground utilities may be field located.

3. A Utility Representative shall be present if landscaping requires any excavation of greater than 36 inches depth within 15' of underground utilities.

4. The Contractor shall coordinate with the utility companies during construction. No Utility is to be relocated. Planting shall be adjusted horizontally, at the direction of the owner's representative, to negate any Utility conflicts.

IRRIGATION NOTES

1. Permanent irrigation shall be installed for all landscape shown on the plans. The contractor shall utilize Rain Bird components The irrigation coverage is to be comprised of spray heads and bubblers. Utilize spray pop-up, not on a riser, in median beds 5' and wider with head-to-head coverage. A lockable cabinet controller(s) shall be provided by the contractor and its location determined in conjunction with the owner's representative prior to installation. Water supply shall be by well(s) installed by the contractor. Location and number of wells shall be determined by the contractor. It is suggested to obtain power at the lighting service locations. All permitting is the responsibility of the contractor.

2. The irrigation system shall be designed and installed as a design-build portion of the work performed by the contractor. The system must be designed/zoned so that all irrigation can occur between the hours of 1:00 a.m. and 7:00 a.m.

3. The contractor shall furnish the owner's representative with shop drawings and schematic design plans indicating full coverage of irrigated areas. The shop drawings must include proposed sleeving locations/sizes. All trees shall have 2 bubblers that are placed on bubbler-only zones that are separate from the other irrigation zones. Installation shall not commence until the shop drawings are approved by the owner's representative.

4. Permanent sleeves shall be installed by the contractor as necessary. The contractor is responsible for installation of all borings and casings, as needed. The contractor is responsible, at their expense, to repair any and all damage caused to any roadway or any/all other areas, or utilities as a result of the borings or any other irrigation work.

5. The installer shall be expected to make irrigation system field adjustments on the site as needed, in order to maintain complete and accurate irrigation coverage, and to maintain the intent of the design. The final locations for all major equipment (as applicable), including controllers, valves, wells, supply connections, mainlines, meters, etc. shall be determined in the field, staked out by the contractor using their drawings as a guide, and then approved by the owner's representative prior to installation.

6. Over flow onto structures and paved surfaces is not allowed to occur.

7. All work shall be done in accordance with prevailing codes and regulations. It shall be the responsibility of the installer to verify and conform to the particular codes for this location. The installer shall obtain all necessary permits (including those for bores, and any water line taps, if necessary), utility locates, and inspections.

8. All work shall be closely coordinated with that of other trades in order to avoid conflicts. The installation shall be coordinated with all new and existing improvements, and with the actual installed bed limits, and plant locations.

9. All material and labor necessary to provide a complete, fully operational, and guaranteed system shall be considered part of the work, whether or not they are specifically indicated in the submitted documents. This shall include conformance with the requirements and recommendations of the various manufacturers of the equipment, and with applicable training and certification of installation personnel.

10. Metallic locator/warning tape shall be buried above all wiring and piping.

11. Valve boxes shall be tamper-resistant type.

12. All irrigation shall be of the proper size and type for the location and plant material. All equipment shall be installed with adequate and uniform clearances from all paving, curbs, sidewalks, walls, and other obstacles, so that damage to equipment does not occur during normal landscape maintenance operations. All irrigation shall be adjusted to obtain optimal coverage of plant material.

13. Controller(s) shall be hooked up by a licensed electrician.

14. The controller(s) shall be equipped with a properly located and installed rain/freeze shutoff sensor device that complies with Florida law. The sensor(s) shall be located in such a manner so that they are unobstructed, and directly exposed to natural rainfall and sunlight from all directions, but not to runoff water from swales or other surfaces.

15. The minimum supply requirements for the system shall be determined by the contractor and stated on the design-build plans and shop drawings.

16. The installer shall be expected to be familiar with all requirements for the work, and to conduct the work in a clean, safe, and workmanlike manner. The owner reserves the right to act to protect their property and the other personnel at work there, and to make emergency repairs or take corrective action if the installer does not fulfill their obligations in a timely manner. The owner further reserves the right to back-charge the installer to cover such expenses, to the extent allowed under applicable law.

17. The installer shall coordinate with the owner's representative for provision of electric service requirements.

18. If there are any existing irrigated areas to remain, on or off-site, that are adjacent to the new construction, they must remain undisturbed and fully functional. Any disruption by the contractor to the existing irrigation coverage must be corrected by the contractor at their expense.

19. Contractor shall pay for and fix any disturbances made to existing landscape or construction when performing directional bores.

20. The landscape contractor shall supply the owner's representative with detailed and properly scaled irrigation as-built drawings in ACAD format (2016 version or later) within 30 days of project acceptance. The as-builts must include all system components and their sizes.

21. Irrigation system is to be design build. Contractor to submit schematics to the City for review and approval. All landscape items are to receive irrigation including islands. The number of ECUA connection points is based on the contractor's design. Any power requirements for the timers are intended to coincide with the lighting system power service points.

PLANTING NOTES

1. The landscape contractor shall be responsible for attending a pre-construction meeting during which installation specifications, installation requirements, schedules, and maintenance requirements will be discussed.

2. The landscape installation must be properly sequenced with other construction so that the landscape and irrigation is not damaged by other work/trades (and vice versa).

3. The contractor shall verify the existence of and stake all utilities prior to construction. Excavation of plant pits located within 5' of utilities shall be performed by hand. Any utility/plant material conflicts shall be brought to the attention of the owner's representative prior to installation or any field adjustments.

4. The contractor shall supply all plant materials in quantities sufficient to complete the plantings shown on all drawings. All plants shall meet size, container, and spacing specifications as shown in the plant schedule. The contractor shall guarantee plant health and survivability for one year from date of project acceptance by the owner's representative. Any material not meeting specifications or displaying poor health shall be replaced at contractor's expense within 2 weeks of notice.

5. All plant material shall be Florida No. 1 or better (unless otherwise noted) as set forth in "Grades and Standards for Nursery Plants", State of Florida, latest edition standards and designations. Notify the owner's representative a minimum of one week prior to plant delivery to schedule on-site inspection upon delivery. Installed plant material not meeting specifications shall be removed and replaced at contractor's expense. All plants must be brought to the site free of weeds. Additionally, the contractor shall provide the owner's representative with representative plant photos to approve for all plant materials prior to any plant delivery. Measuring sticks shall be shown in photos, as appropriate.

6. All plant materials indicated with a gallon size shall be container grown and within a container appropriate for the plant size. Root bound plants shall not be accepted. No substitutions shall be permitted without prior approval of the owner's representative.

7. The owner's representative reserves the right to make planting bed field changes to accommodate site conditions and to achieve the design intent. The landscape contractor shall flag all tree and bedline locations for approval by the owner's representative prior to any installation.

8. Bed preparation: Loosen soil to a minimum depth of four inches and remove all debris. Regrade the bed to its preplanting subgrade. Dig planting pits at 1.5 times the diameter of the pot. Fill plant pit with approved planting mix and compact so that the top of root ball will settle to the proper level relative to finish grade. Set plant and fill remainder of hole with planting mix. Fertilize each plant with the approved type and rate of fertilizer. Water in thoroughly. Reset any plants that settle too deep. Remove spoil soil and rake the bed to its finish grade. Cover all bed areas with the specified mulch depth. Remove all debris from the mulch. Water bed thoroughly. All pine straw shall be high grade from the 'improved slash' pine tree with a minimum needle length of eight inches.

9. The landscape contractor shall conduct representative soil analysis prior to the installation of any plant material. The landscape contractor shall notify the owner's representative of any improper soil condition (nutritional deficiencies, wetness, muck, debris, etc.) and shall recommend for approval, prior to installation, all soil amendments that may be necessary to promote healthy, vigorous plant growth.

10. The landscape contractor shall coordinate with all other trades (and plans), as necessary, in preparing planting areas, including final grade elevations.

11. All plant material must be planted immediately upon delivery to the site and watered in (by hand if the irrigation system is not functioning properly). Any plant material not installed within 6 hours of delivery to the site must be stored in an approved, protected holding area and shall be watered as necessary to maintain plant health and quality.

12. The landscape contractor shall notify the owner's representative a minimum of 48 hours prior to completion to schedule a final walk through. A final walk through shall not be performed if previous punch lists are not completed.

13. The landscape contractor shall be responsible for maintaining all plantings until final acceptance by the owner's representative. This maintenance includes keeping beds free of debris, weeds, diseases, and infestations. The landscape contractor shall also be responsible for providing sufficient water to the plants during this time.

14. The landscape contractor shall supply the owner's representative with as-built drawings in ACAD format (2016 version or later) within 30 days of project acceptance.

15. Refer to current FDOT Standard Specifications and Standard Plans, the Civil Plans, the General Notes, and the Specifications for additional requirements. Where conflicts exist, the more stringent standards and specifications shall apply.

16. The contractor shall add to the bid quantities for “sidewalk concrete placement” a six inch (6”) strip of sod to be placed at the back side of the sidewalks in cases where grass occurs outside the right-of-way. For the portion of the project within the A street right-of-way; there is no sod item in the landscape plant list, this sod quantity cost shall be bid as an added item to be bid along with and included with the adjacent sidewalk in instances where this condition occurs. The sod cost item can be omitted in conditions where the sidewalk is constructed adjacent to buildings, pavement, or other hard surfaces.

365-DAY ESTABLISHMENT PERIOD MAINTENANCE PLAN

The following operations shall be performed by the Contractor during the 365 Day Maintenance Period for all of the landscape and irrigation area installed per the plans. The Contractor shall assume responsibility for the proper maintenance, survival and condition of all landscape and irrigation items for a period of one year after the final acceptance of all installation work under the contract. At a minimum, maintenance shall occur weekly from April through October, and twice a month from November through March. The contractor shall include this 365-Day maintenance within their bid.

1. Fertilizer: During the establishment period, based on plant growth monitoring and soil analysis.

2. Weeding/Edging:
   Weeding - All planting areas shall remain weed free during the establishment period. Manual removal of weeds is preferable to control by herbicide.
   Edging - Mechanically edge all planting beds that are adjacent to paving.

3. Herbicides/Pesticides:
   a. All personnel involved in the chemical program are to receive proper training and follow the operating guidelines provided by FDOT for chemical control. Contact the local County Agricultural Extension Service for additional information regarding herbicides, pesticides and required licenses.
   b. Remove mechanically or by herbicide treatment all invasive exotic species found during the establishment period.
   c. Provide plant material insect and disease control inspections continually during the establishment period and treat as necessary.

4. Pruning: Prune all plants as necessary to maintain proper form, health and vigor during the establishment period.

5. Mulch:
   a. In all planting beds, pine straw mulch shall be maintained continually at a 3" settled depth.
   b. Replenish pine straw mulch (1.5 inches depth) one month before the end of the establishment period.

6. Irrigation: Maintain the irrigation system, and provide sufficient water to ensure plant material health during the establishment period.

7. Litter Pick-Up: During the establishment period, ensure litter pickup regularly.

8. Staking: Contractor shall maintain all tree staking for the duration of the establishment period. Contractor shall remove all aboveground tree staking upon final acceptance at the end of the establishment period.

9. 1-Year Option: Based upon the Contractor's maintenance performance during the 365 Day Establishment Period, the CRA/City may exercise a 1-Year Option for continued maintenance services by the Contractor.

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

LANDSCAPE PLAN

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.476.9844
CERTIFICATE OF AUTHORIZATION NO. 24

LANDSCAPE ARCHITECT OF RECORD

SUSAN LYNN PREIL
LICENSED
No 0001707
STATE OF FLORIDA
LANDSCAPE ARCHITECT

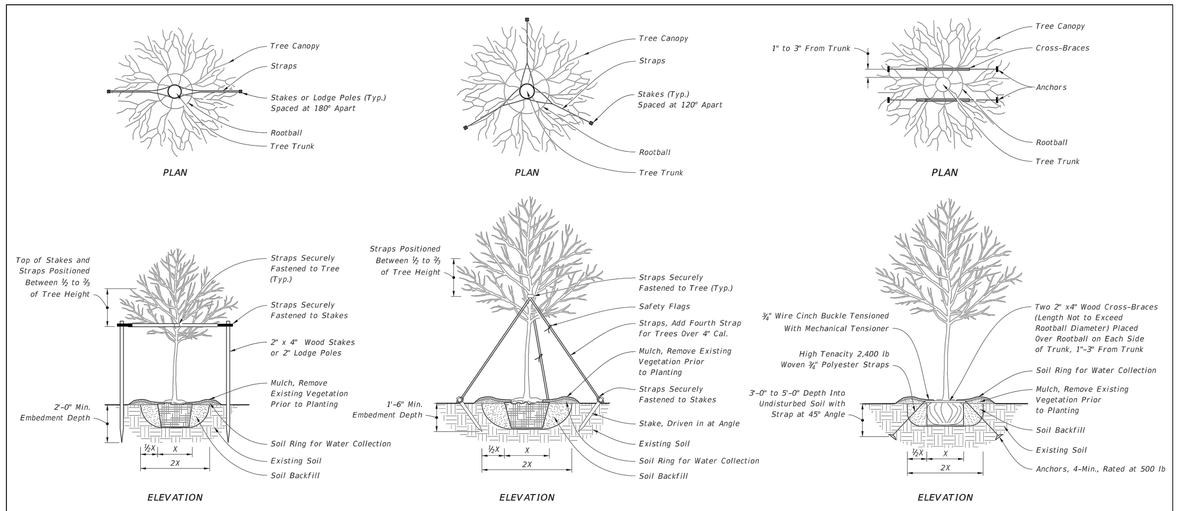
SUSAN PREIL
FL LA NO. 0001707

DRAWN BY:	HIL
DESIGNED BY:	LAR
CHECKED BY:	JWM
APPROVED BY:	SLP
PROJECT NUMBER	100077589
DRAWING NUMBER	**L2.07**

User: ROHR8911
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Plant Schedule

KEY	TOTAL QUANTITY	QUANTITY PHASE I	QUANTITY PHASE II	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENT
TREES							
IEP	5	5	0	ILEX X ATTENUATA 'EAST PALATKA'	EAST PALATKA HOLLY	45 GAL.	CONTAINER
LIN	86	69	17	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	100 GAL.	STANDARD, CONTAINER, LIMBED UP TO AN 8' HEIGHT CLEAR TRUNK
MAG	3	3	0	MAGNOLIA G. 'LITTLE GEM'	LITTLE GEM MAGNOLIA	30 GAL.	STANDARD, CONTAINER
QV	3	1	2	QUERCUS VIRGINIANA	LIVE OAK	65 GAL.	CONTAINER, LIMBED UP TO AN 8' HEIGHT CLEAR TRUNK
SHRUBS							
LS	1,340	821	519	LIGUSTRUM SINENSE 'SUNSHINE'	SUNSHINE LIGUSTRUM	3 GAL.	CONTAINER, 30" OC
GROUNDCOVERS							
TA	16,711	10,993	5,718	TRACHELOSPERMUM ASIATICUM	ASIAN JASMINE	1 GAL.	CONTAINER, 24" OC
35 TREES TO BE REMOVED AND DISPOSED OF OFF SITE, ALL TREE REMOVAL TO BE DONE IN PHASE I							
CENTIPEDE SOD (EREMOCHLOA OPHIUROIDES) TO REPAIR FROM BACK OF WALK TO EXISTING (± 2,400 SY SOD TOTAL) (1,435 SY SOD PHASE I, 965 SY SOD PHASE II)							
PLANTING SOIL - MIX 24" DEEP IN PLANTING ISLAND BEDS, MIX 4" DEEP IN BEDS BETWEEN THE BACK OF CURB AND NEW WALK. BACKFILLING TO 3" BELOW THE TOP OF CURB ELEVATION TO ALLOW ROOM FOR MULCH (+/- 940 CY) (1,055 CY TOTAL SOIL) (687 CY SOIL PHASE I, 368 CY SOIL PHASE II)							
MULCH - MIN. 3" LAYER OF PINESTRAW (+/- 8,496 SY TOTAL) (5,563 SY PINESTRAW PHASE I, 2,933 SY PINESTRAW PHASE II). TOPDRESS AFTER 1 YEAR TO A 3" TOTAL MULCH DEPTH OF PINESTRAW							
APPLY OSMOCOTE SLOW RELEASE FERTILIZER (OR APPROVED EQUAL) TO ALL PLANTINGS FOLLOWING INSTALLATION. APPLY AS DIRECTED AND AT RATES SPECIFIED BY MANUFACTURER.							



UNDER 2½" CALIPER TREE PLANTING

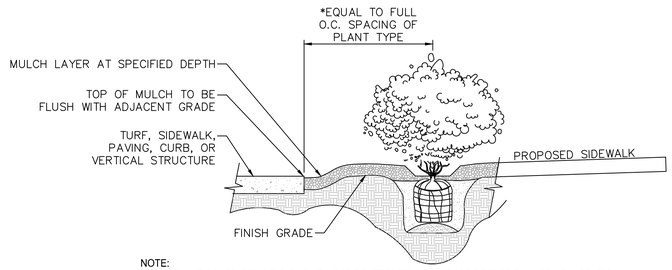
2½" TO 6" CALIPER TREE PLANTING

UNDER 4" CALIPER TREE PLANTING WITH UNDERGROUND BRACING

GENERAL NOTES:

1. Staking guidelines are based on standard horticultural requirements and are provided for plant establishment purposes only. Details not intended to apply when bracing is intended to address safety considerations. When bracing for safety, refer to Designer generated signed and sealed details. These guidelines are not intended to apply when the tree or palm is within falling distance of a roadway, pedestrian or bicycle route, under extreme wind loads, non-standard soil properties, non-standard plant dimensions, or when rootball is anticipated to be greater than 4 feet diameter and planted on 1:3 slope or steeper.
2. All dimensions 6" and less are exaggerated for illustrative purposes only. Dimensions shown for wood materials are nominal. Slopes shown are Vertical:Horizontal.
3. Remove plant containers prior to planting. Remove a minimum of the top 1/3 of burlap, fabric, or wire mesh for plants not grown in containers.
4. Allow no more than 1" of soil to cover the uppermost root on all trees. Set the top of rootball 1"-2" above finish grade after settling and set plumb to the horizon.
5. Backfill with loosened existing soil or as shown in the plans. Remove rocks, sticks, or other deleterious material greater than 1" in any direction prior to backfilling. Water and tamp to remove air pockets. Contact the Engineer prior to planting if existing soils contain excessive sand, clay, or other material not conducive to proper plant growth.
6. Construct soil rings at the outer edge of the planting pit with a height of 3" and gently sloping sides unless a permanent, subsurface or drip irrigation system is provided. Do not pile soil on top of rootball.
7. Construct a 3" deep layer of mulch placed 2" off the edge of the trunk flare, around the base of shrub, or solidly around ground cover. Never pile mulch against the tree trunk.
8. Install guying with minimum 1" wide nylon or polypropylene straps with a minimum 600 lb. break strength. Check straps monthly and adjust as required to eliminate girdling of tree. Locate all wood stakes beyond the edge of soil ring in existing soil and embed a minimum of 18" below finished grade unless otherwise specified. Alternate tree bracing and guying systems specified or approved by the Engineer may be used in lieu of the tree bracing and guying methods detailed on the Index.
9. Relocated Trees and Palms: Brace relocated trees and palms in accordance with the Contract Documents. Remove bracing at the conclusion of the contract or as directed by the Engineer. Bracing or straps must not damage or become embedded in the tree bark.
10. Use 2" x 2" minimum wood stakes unless otherwise shown in the Plans or directed by the Engineer. Use wood meeting #2 Common or better in accordance with the Standard Grading Rules for Southern Pine.
11. Drive stakes into existing, undisturbed soil. Localized compaction may be provided to prevent displacement of the stakes for previously disturbed existing soils that do not provide sufficient stability.

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2021-22 STANDARD PLANS	LANDSCAPE INSTALLATION	INDEX	SHEET
11/01/19						580-001	1 of 2



NOTE:
*I.E. IF PLANT SPACING IS 36" O.C., THEN THE CENTERLINE OF THE 1ST ROW OF PLANTS ADJACENT TO TURF, SIDEWALK, PAVING, CURB, OR A VERTICAL STRUCTURE SHALL BE SET 36" FROM THE EDGE OF THOSE ELEMENTS.

2 / L2.08 PLANT SPACING AT PERMETER OF BED DETAIL

NUMBER	REVISIONS	DATE	APPROVED BY

A STREET REVITALIZATION

LANDSCAPE PLAN

ATKINS
2065 AIRPORT BLVD., SUITE 400
PENSACOLA, FLORIDA 32504
PHONE NO. 850.478.9844
CERTIFICATE OF AUTHORIZATION NO. 24

LANDSCAPE ARCHITECT OF RECORD
SUSAN LYNN PREIL LICENSE No 0001707 STATE OF FLORIDA LANDSCAPE ARCHITECT
SUSAN PREIL
FL LA NO. 0001707

DRAWN BY:	HIL
DESIGNED BY:	LAR
CHECKED BY:	JWM
APPROVED BY:	SLP
PROJECT NUMBER	100077589
DRAWING NUMBER	L2.08

User: ROHR8911
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FLORIDA DEPARTMENT OF
Environmental Protection

Northwest District
160 W. Government Street, Suite 308
Pensacola, FL 32502

Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Shawn Hamilton
Secretary

January 31, 2022

Escambia County BOCC
c/o Brent Wipf
3363 W Park Pl.
Pensacola, Florida 32505, Escambia County
bawipf@co.escambia.fl.us

File No. 0400817-002-SFG/17, Escambia County

Dear Mr. Wipf:

On March 23, 2021, we received your notice of intent to use a General Permit (GP), pursuant to Rule 62-331.225, Florida Administrative Code (F.A.C.) to restore and enhance approximately 0.94 acres of unnamed wetlands and create approximately 5.76 acres of unnamed wetlands associated with Jackson Creek, a Class III Florida Waterbody. The activities include the removal of cul-de-sacs at Citrus Street and Beth Circle to allow for floodplain expansion, treatment and removal of invasive species, regrading of upland areas to expand the floodplain, regrading existing wetlands for the creation of two braided streams and a vernal pool, planting and seeding of native vegetation and installation of a litter trap and rock J-hooks downstream of an existing culvert. The proposed project presents no adverse environmental impacts. Because the authorized activities are solely restorative in nature, mitigation is not required.

The activities authorized by this permit are located on the eastern right of way of N. Old Corry Field Road and at the end of Citrus Street, Beth Circle, and Danbury Circle Pensacola, Florida 32506, Parcel IDs 37-2S-30-3400-005-002, 3400-006-002, 3400-007-002, 3400-008-002, 3400-016-002, 3400-017-002, 3400-018-002, 3400-019-002, 3400-020-002, 3400-021-002, 3400-022-002, 3400-028-0023400-029-002, 3400-030-002, 3400-031-002, and 3400-032-002, in Section 37, Township 2 South, Range 30 West in Escambia County, at 30° 24' 40.0269" North Latitude, 87° 16' 21.2917" West Longitude.

Your intent to use a general permit has been reviewed by Department staff for State 404 Program authorization. **Your project qualifies for authorization**. However, this letter does not relieve you from the responsibility of obtaining other federal, state, or local authorizations that may be required for the activity.

State 404 Program Review – Approved

Based on the forms, drawings, and documents **submitted** with your notice, it appears that the project meets the requirements for the General Permit under Rule 62-331.225, F.A.C. Any activities performed under a general permit are subject to general conditions required in Rule

62-331.201, F.A.C., the conditions of Rule 62-331.225, F.A.C. (attached), and any specific conditions, below. Any deviations from these conditions may subject the permittee to enforcement action and possible penalties. Please read each section carefully.

Please be advised that the construction phase of the GP must be completed by December 22, 2025. State 404 Program permits cannot be extended or renewed.

Specific Conditions

1. All required submittals, such as certifications, monitoring reports, notifications, etc., shall be submitted to the Florida Department of Environmental Protection, Northwest District Office, 160 W Government Street, Pensacola, Florida 32502-5794. All submittals shall include the project name and indicated permit number when referring to this project.

2. Those portions of the applicant's property that are in wetlands as defined in Chapter 62-340, F.A.C., and not subject to impacts authorized by this permit shall be left in their natural state. These areas shall not be used for parking, equipment storage, building supply storage or as a staging area. These areas shall not be filled or cleared without prior written consent from the Department in the form of an Environmental Resource Permit or a modification of this permit.

3. Access through wetlands that will require the use of equipment with tracks or with low ground pressure tires, will require the temporary placement of mats over the marsh, or the lifting of equipment over the wetland areas into the work sites and/or restoration of any incidental rutting.

4. . Outside the specific limits of construction authorized by this permit, any disturbance of or damage to wetlands shall be corrected by restoring pre-construction elevations as to maintain natural hydrology, drainage patterns, and planting vegetation of the same species, size, and density that exist in adjacent undisturbed wetland areas

5. There shall be no storage or stockpiling of tools, equipment, materials (e.g., lumber, pilings, riprap, and debris) within wetlands, along the shoreline within the littoral zone, or elsewhere within waters of the state unless specifically approved in this permit. Any and all construction debris shall be removed from wetlands/waters of the state within 14 days of completion of the work authorized by this permit.

Authority for review – Part IV of Chapter 373, Florida Statutes (F.S.), and Title 62, F.A.C.

Additional Information

Please retain this general permit. The activities may be inspected by authorized state personnel in the future to ensure compliance with appropriate statutes and administrative codes. If the activities are not in compliance, you may be subject to penalties under Chapter 373, F.S., and Chapter 18-14, F.A.C.

NOTICE OF RIGHTS

This action is final and effective on the date filed with the Clerk of the Department unless a petition for an administrative hearing is timely filed under Sections 120.569 and 120.57, F.S., before the deadline for filing a petition. On the filing of a timely and sufficient petition, this action will not be final and effective until further order of the Department. Because the administrative hearing process is designed to formulate final agency action, the subsequent order may modify or take a different position than this action.

Petition for Administrative Hearing
A person whose substantial interests are affected by the Department's action may petition for an administrative proceeding (hearing) under Sections 120.569 and 120.57, F.S. Pursuant to Rules 28-106.201 and 28-106.301, F.A.C., a petition for an administrative hearing must contain the following information:

(a) The name and address of each agency affected and each agency's file or identification number, if known;

(b) The name, address, any e-mail address, any facsimile number, and telephone number of the petitioner, if the petitioner is not represented by an attorney or a qualified representative; the name, address, and telephone number of the petitioner's representative, if any, which shall be the address for service purposes during the course of the proceeding; and an explanation of how the petitioner's substantial interests will be affected by the agency determination;

(c) A statement of when and how the petitioner received notice of the agency decision;

(d) A statement of all disputed issues of material fact. If there are none, the petition must so indicate;

(e) A concise statement of the ultimate facts alleged, including the specific facts that the petitioner contends warrant reversal or modification of the agency's proposed action;

(f) A statement of the specific rules or statutes that the petitioner contends require reversal or modification of the agency's proposed action, including an explanation of how the alleged facts relate to the specific rules or statutes; and

(g) A statement of the relief sought by the petitioner, stating precisely the action that the petitioner wishes the agency to take with respect to the agency's proposed action.

The petition must be filed (received by the Clerk) in the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida 32399-3000, or via electronic correspondence at Agency_Clerk@dep.state.fl.us. Also, a copy of the petition shall be mailed to the applicant at the address indicated above at the time of filing.

Time Period for Filing a Petition

In accordance with Rule 62-110.106(3), F.A.C., petitions for an administrative hearing by the applicant and persons entitled to written notice under Section 120.60(3), F.S., must be filed within 21 days of receipt of this written notice. Petitions filed by any persons other than the applicant, and other than those entitled to written notice under Section 120.60(3), F.S., must be filed within 21 days of publication of the notice or within 21 days of receipt of the written notice, whichever occurs first. You cannot justifiably rely on the finality of this decision unless notice of this decision and the right of substantially affected persons to challenge this decision has been duly published or otherwise provided to all persons substantially affected by the decision. While you are not required to publish notice of this action, you may elect to do so pursuant Rule 62- 110.106(10)(a).

The failure to file a petition within the appropriate time period shall constitute a waiver of that person's right to request an administrative determination (hearing) under Sections 120.569 and 120.57, F.S., or to intervene in this proceeding and participate as a party to it. Any subsequent intervention (in a proceeding initiated by another party) will be only at the discretion of the presiding officer upon the filing of a motion in compliance with Rule 28-106.205, F.A.C. If you do not publish notice of this action, this waiver will not apply to persons who have not received written notice of this action.

Extension of Time

Under Rule 62-110.106(4), F.A.C., a person whose substantial interests are affected by the Department's action may also request an extension of time to file a petition for an administrative hearing. The Department may, for good cause shown, grant the request for an extension of
time. Requests for extension of time must be filed with the Office of General Counsel of the Department at 3900 Commonwealth Boulevard, Mail Station 35, Tallahassee, Florida 32399-3000, or via electronic correspondence at Agency_Clerk@dep.state.fl.us, before the deadline for filing a petition for an administrative hearing. A timely request for extension of time shall toll the running of the time period for filing a petition until the request is acted upon.

Mediation

Mediation is not available in this proceeding.

FLAWAC Review

The applicant, or any party within the meaning of Section 373.114(1)(a) or 373.4275, F.S., may also seek appellate review of this order before the Land and Water Adjudicatory Commission under Section 373.114(1) or 373.4275, F.S. Requests for review before the Land and Water Adjudicatory Commission must be filed with the Secretary of the Commission and served on the Department within 20 days from the date when this order is filed with the Clerk of the Department.

Judicial Review

Once this decision becomes final, any party to this action has the right to seek judicial review pursuant to Section 120.68, F.S., by filing a Notice of Appeal pursuant to Florida Rules of Appellate Procedure 9.110 and 9.190 with the Clerk of the Department in the Office of General Counsel (Station #35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000) and by filing a copy of the Notice of Appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice must be filed within 30 days from the date this action is filed with the Clerk of the Department.

EXECUTION AND CLERKING
Executed in Pensacola, Florida.
STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION



Elizabeth Orr
Director

Enclosures:
Rule 62-331.225, F.A.C. - General Permit for Aquatic Habitat Restoration, Enhancement, and Creation Activities, 2 pages
General Conditions for All General Permits, Ch. 62-331.201, F.A.C., 8 pages
Project drawings, 22 pages
Certification of Compliance with State 404 Program General Permit, form 62-331.200(1)

CERTIFICATE OF SERVICE
The undersigned duly designated deputy clerk hereby certifies that this document and all attachments were sent on the filing date below to the following listed persons:

Agents, mike.warnke@volkert.com, malies.warren@volkert.com
Escambia County, jtkirsche@myescambia.com, bdbane@myescambia.com, terri_berry@myescambia.com, trday@myescambia.com,

FILING AND ACKNOWLEDGMENT

FILED, on this date, pursuant to Section 120.52, F. S., with the designated Department Clerk, receipt of which is hereby acknowledged.



Clerk

January 31, 2022
Date

62-331.225 General Permit for Aquatic Habitat Restoration, Enhancement, and Creation Activities.

(1) This general permit authorizes the following activities:

(a) Activities in state-assumed waters associated with the restoration, enhancement, and creation of non-tidal wetlands and riparian areas, the restoration and enhancement of streams and other open waters, provided those activities result in net increases in aquatic resource functions and services. To the extent that an activity requires a Section 404 permit, the activities authorized by this general permit, include, but are not limited to:

1. The removal of accumulated sediments;

2. The installation, removal, and maintenance of small water control structures, dikes, and berms, as well as dredging or filling to restore appropriate stream channel configurations after small water control structures, dikes, and berms, are removed;

3. The installation of current deflectors;

4. The enhancement, rehabilitation, or re-establishment of riffle and pool stream structure;

5. The placement of in-stream habitat structures;

6. Modifications of the stream bed and/or banks to enhance, rehabilitate, or re-establish stream meanders;

7. The removal of stream barriers, such as undersized culverts, fords, and grade control structures;

8. The backfilling of artificial channels;

9. The removal of existing drainage structures, such as drain tiles, and the filling, blocking, or reshaping of drainage ditches to restore wetland hydrology;

10. The installation of structures or fills necessary to restore or enhance wetland or stream hydrology;

11. The construction of open water areas;

12. Activities needed to reestablish vegetation, including plowing or discing for seed bed preparation and the planting of appropriate wetland species;

13. Re-establishment of submerged aquatic vegetation in areas where those plant communities previously existed;

14. Mechanized land clearing to remove non-native invasive, exotic, or nuisance vegetation;

15. Other related activities.

(b) Relocation of waters, including wetlands and streams, on the project site provided there are net increases in aquatic resource functions and services.

(2) This general permit does not authorize:

(a) The conversion of a stream or natural wetlands to another aquatic habitat type (*e.g.,* the conversion of a stream to wetland or vice versa) or uplands, except for the relocation of waters on the project site. Changes in wetland plant communities that occur when wetland hydrology is more fully restored during wetland rehabilitation activities are not considered a conversion to another aquatic habitat type.

(b) Stream channelization.

(c) Lake restoration projects proposing any type of in-lake disposal of dredged or fill

material.

(3) Authorized activities are subject to the following conditions:

(a) The aquatic habitat restoration, enhancement, or creation activity must be planned, designed, and implemented so that it results in aquatic habitat that resembles an ecological reference. An ecological reference may be based on the characteristics of an intact aquatic habitat or riparian area of the same type that exists in the region, or it may be based on a conceptual model developed from regional ecological knowledge of the target aquatic habitat type or riparian area.

(b) Only native plant species shall be planted at the site.

(c) Reporting. For those activities that do not require submittal of a notice of intent, the permittee must submit a report the to the Agency at least 30 days prior to commencing activities in state-assumed waters authorized by this general permit. The report shall include:

1. Information on baseline ecological conditions on the project site, such as a delineation of wetlands, streams, and/or other aquatic habitats; and

2. A copy of:

a. The binding stream enhancement or restoration agreement or wetland enhancement, restoration, or creation agreement, or a project description, including project plans and location map;

b. The Natural Resources Conservation (NRCS) or U.S. Department of Agriculture (USDA) Technical Service Provider documentation for the voluntary stream enhancement or restoration action or wetland restoration, enhancement, or creation action; or

c. The Surface Mining Control and Reclamation Act permit issued by Office of Surface Mining Reclamation and Enforcement or the applicable state agency.

(4) Compensatory mitigation is not required for activities authorized by this general permit since these activities must result in net increases in aquatic resource functions and services.

(5) The permittee must submit a notice of intent to use this general permit to the Agency prior to commencing any activity, except for the following activities:

(a) Activities conducted on non-Federal public lands and private lands, in accordance with the terms and conditions of a binding stream enhancement or restoration agreement or wetland enhancement, restoration, or creation agreement between the landowner and the U.S. Fish and Wildlife Service (FWS), NRCS, the Farm Service Agency (FSA), the National Marine Fisheries Service (NMFS), the National Ocean Service (NOS), the U.S. Forest Service (USFS), or their designated state cooperating agencies; or

(b) Voluntary stream or wetland restoration or enhancement action, or wetland creation action, documented by the NRCS or USDA Technical Service Provider pursuant to NRCS Field Office Technical Guide standards.

(6) This general permit can be used to authorize compensatory mitigation projects, including mitigation banks and in-lieu fee projects.

(7) If a site is to be reverted back to its documented prior condition, when the reversion will be conducted as described in paragraphs (a) through (c), below, the agreement or general permit shall contain language specifically stating the intent to revert at a later date. The reversion activities will require authorization through the use of the general permit in Rule 62-331.226, F.A.C., or a State 404 Program individual permit for activities associated with reversion but outside of the scope of the original permit.

(a) In accordance with the terms and conditions of a binding stream or wetland enhancement or restoration agreement, or a wetland creation agreement, between the landowner and the

FWS, NRCS, FSA, NMFS, NOS, USFS, or their designated state cooperating agencies; or

(b) As a component of voluntary wetland restoration, enhancement, and creation actions documented by the NRCS or USDA Technical Service Provider pursuant to NRCS Field Office Technical Guide standards.

(c) In state-assumed waters for reversion of wetlands that were restored, enhanced, or established on prior-converted cropland or on uplands, in accordance with a binding agreement between the landowner and NRCS, FSA, FWS, or state agencies (even though the restoration, enhancement, or creation activity did not require a Section 404 permit).

Editor notes: The effective date of the rule will be the effective date of assumption, which is the date identified by EPA as published in the Federal Register §373.4146, F.S.

Rulemaking Authority 373.026(7), 373.043, 373.118(1), 373.4131, 373.414(9), 373.4145, 373.4146(2), 403.805(1) FS. Law Implemented 373.118, 373.129, 373.136, 373.413, 373.4131, 373.414, 373.4145, 373.4146, 373.416, 373.422, 373.423, 373.429 FS. History–New 12-22-20

Conditions for General Permits – Rule 62-331.201, F.A.C.

(1) General permits shall be subject to the conditions in subsections (2) and (3), below, and the general conditions for all general permits in Rule 62-330.405, F.A.C., except subsections 62-330.405(7) and (10), F.A.C. The Agency may revise the general conditions in Rule 62-330.405, F.A.C. to include references to applicable rules under this Chapter, as necessary.

(2) When a project requires submittal of a notice of intent to use a general permit, the Agency shall impose specific conditions as necessary to assure that the activities will be conducted in compliance with this Chapter, and in a manner which minimizes adverse impacts upon the physical, chemical, and biological integrity of wetlands or other surface waters, such as mitigation, monitoring, reporting, or recordkeeping requirements and protection measures for listed species or historical resources.

(3) In addition, general permits under this Chapter are subject to the following conditions:

(a) Aquatic Life Movements. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing shall be designed and constructed to minimize adverse effects to aquatic life movements.

(b) Spawning Areas. Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

(c) Migratory Bird Breeding Areas. Activities in state-assumed waters that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

(d) Shellfish Beds. No activity may occur in areas of concentrated shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by general permits in Rule 62-331.211 or 62-331.244, F.A.C., or is a shellfish seeding or habitat restoration activity authorized by the general permit in Rule 62-331.225, F.A.C.

(e) Suitable Material. No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or fill must be free from toxic pollutants in toxic amounts as listed in section 307 of the CWA, which is incorporated by reference in subparagraph 62-331.053(3)(a)3., F.A.C., or state law.

(f) Water Supply Intakes. No activity may occur within 1000 feet of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent bank stabilization.

(g) Fills Within 100-year Floodplains. The activity shall comply with applicable FEMA-approved state or local floodplain management requirements.

(h) Single and Complete Project. The activity must be a single and complete project. The same general permit cannot be used more than once for the same single and complete project unless otherwise stated within the general permit. (See 404 Handbook, section 3.2.1).

(i) Wild and Scenic Rivers. No general permit activity may occur in a component of the National Wild and Scenic Rivers System, or in a river officially designated by Congress as a study river for possible inclusion in the System while the river is in an official study status, unless the appropriate federal agency with direct management responsibility for such river has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(j) Tribal Rights. No general permit activity may cause more than minimal adverse effects on tribal rights (including treaty rights, settlement rights, or rights reserved under state or federal law), protected tribal resources (including cultural or burial resources off reservation), tribal waters, or to tribal lands.

(k) Listed species. No activity is authorized under any general permit which is likely to directly or indirectly jeopardize the continued existence of an endangered or threatened species or a species proposed for such designation, or which will directly or indirectly destroy or adversely modify the critical habitat of such species. No activity is authorized under any general permit which may affect a listed species or critical habitat, unless the Agency has consulted with, or been provided technical assistance by the Florida Fish & Wildlife Conservation Commission, the U.S. Fish & Wildlife Service, and the National Marine Fisheries Service under their respective authorities and appropriate measures to address the effects of the proposed activity have been implemented or are required as a specific condition to the general permit.

(l) Migratory Birds and Bald and Golden Eagles. The permittee is responsible for ensuring their action complies with the Migratory Bird Treaty Act, 16 U.S.C. §§ 703 – 712 (2018), incorporated by reference herein (https://www.flrules.org/Gateway/reference.asp?No=Ref-12068), and the Bald and Golden Eagle Protection Act, 16 U.S.C. §§ 668 – 668(d) (2018), incorporated by reference herein (https://www.flrules.org/Gateway/reference.asp?No=Ref-12069). The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine applicable measures to reduce impacts to migratory birds or eagles, including whether incidental take permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

(m) Historic Properties. In cases where the Agency determines, based on information from SHPO, that the activity may have the potential to cause effects to properties listed, or eligible for listing, in the National Register of Historic Places, the activity is not authorized until a determination of “no effect” or “no adverse effect” is provided by SHPO.

(n) Manatees. In waters that are accessible to manatees, the permittee shall follow the "Standard Manatee Conditions for In-Water Work (2011)", incorporated by reference herein (https://www.flrules.org/Gateway/reference.asp?No=Ref-12070).

(o) Sea turtles, smalltooth sawfish, Gulf sturgeon, or shortnose sturgeon. In waters that are accessible to these species, the permittee shall follow the "Sea Turtle and Smalltooth Sawfish Construction Conditions" (March 23, 2006), incorporated by reference herein (https://www.flrules.org/Gateway/reference.asp?No=Ref-12071).

(p) Use of Multiple General Permits. The use of more than one general permit under this Chapter for a single and complete project is prohibited, except when specified within a specific general permit, or when the acreage loss of state-assumed waters authorized by the general permits does not exceed the acreage limit of the general permit with the highest specified acreage limit.

(q) Transfer of General Permit Verifications. If the permittee sells the property associated with the general permit verification, the permittee shall transfer the general permit verification to the new owner by submitting a completed Form 62-331.100(1) – "Transfer of State 404 Program General Permit Verification" (effective date), incorporated by reference in subsection 62-331.100(2), F.A.C., within 30 days of the sale, to the Agency that processed the original notice.

(r) Compliance Certification. Each permittee who receives a general permit verification letter under this Chapter must submit a completed Form 62-331.200(1) – "Certification of Compliance with a State 404 Program General Permit" (effective date), incorporated by reference in subsection 62-331.200(4), F.A.C., within 30 days of completion of the authorized activity, or the implementation of any required compensatory mitigation, whichever is later.

(s) Activities Affecting Structures or Work Built by the United States. If an activity also requires permission from the Corps pursuant to 33 U.S.C. § 408 because it will alter or temporarily or permanently occupy or use a Corps federally authorized Civil Works project, the prospective permittee is responsible for obtaining such permission separately from the Corps prior to commencing activities authorized by the general permit.

(t) If during the ground disturbing activities and construction work within the permit area, there are archaeological or cultural materials encountered which were not the subject of a previous cultural resources assessment survey or to which such impacts were not anticipated, including but not limited to pottery, modified shell, flora, fauna, human remains, ceramics, stone tools or metal implements, dugout canoes, evidence of structures or any other physical remains that could be associated with Native American cultures or early colonial or American settlement; the Permittee shall immediately stop all work and ground-disturbing activities within a 100-meter diameter of the discovery and notify the Agency within the same business day. The Agency shall then notify the State Historic Preservation Officer (SHPO) and the appropriate Tribal Historic Preservation Officer(s) (THPO(s)) or tribe when the interested tribe does not have a THPO, to assess the significance of the discovery and devise appropriate actions.

(u) Additional cultural resources assessments may be required of the permit area in the case of unanticipated discoveries or effects to historic properties as referenced in accordance with condition (t), above, and if deemed necessary by the SHPO, or THPO(s), Tribes, or Agency. Based on the circumstances of the discovery, equity to all parties, and considerations of the public interest, the Agency may modify, suspend, or revoke the permit in accordance with Rule 62-331.080, F.A.C. Such activity shall not resume without written authorization from the SHPO and THPO(s), or tribe when the interested tribe does not have a THPO, concerning potential effects to cultural resources or historic properties for finds under their jurisdiction, and from the Agency.

(v) In the event that unmarked human remains are identified, they shall be treated in accordance with Section 872.05, F.S. All work and ground-disturbing activities within a 100-meter diameter of the unmarked human remains shall immediately cease and the Permittee shall immediately notify the medical examiner, Agency, and State Archaeologist within the same business day. The Agency shall then notify the appropriate SHPO and THPO(s) and appropriate tribes and other appropriate consulting parties. Based on the circumstances of the discovery, equity to all parties, and considerations of the public interest, the Agency may modify, suspend, or revoke the permit in accordance with Rule 62-331.080, F.A.C. Such activity shall not resume without written authorization from the medical examiner, State Archaeologist, and from the Agency. Additionally, if the unmarked remains were identified on federal lands, or lands where the Archaeological Resources Protection Act, 16 U.S.C. §§ 470aa – 470mm (2018), incorporated by reference herein (https://www.flrules.org/Gateway/reference.asp?No=Ref-12072), or the Native American Graves Protection Repatriation 25 U.S.C. §§ 3001-3013 (2018), incorporated by reference herein (https://www.flrules.org/Gateway/reference.asp?No=Ref-12073), applies, such activity shall not resume without written authorization from the SHPO, the appropriate THPO(s), and the federal land manager.

(w) Noncompliance. The permittee shall timely notify the Agency of any expected or known actual noncompliance.

(x) Inspection and entry. The permittee shall allow the Agency, upon presentation of proper identification, at reasonable times to:
1. Enter upon the permittee's premises where a regulated activity is located or where records must be kept under the conditions of the permit,
2. Have access to and copy any records that must be kept under the conditions of the permit,
3. Inspect operations regulated or required under the permit, and
4. Sample or monitor, for the purposes of assuring permit compliance or as otherwise authorized by the Act, any substances or parameters at any location.

(y) The permittee shall comply with all conditions of the permit, even if that requires halting or reducing the permitted activity to maintain compliance. Any permit violation constitutes a violation of Part IV of Chapter 373, F.S., and this Chapter, as well as a violation of the CWA.

(z) The permittee shall take all reasonable steps to prevent any unauthorized dredging or filling in violation of this permit.

(aa) Upon Agency request, the permittee shall provide information necessary to determine compliance status, or whether cause exists for permit modification, revocation, or termination.

Rulemaking Authority 373.026(7), 373.043, 373.118(1), 373.4131, 373.414(9), 373.4145, 373.4146(2), 403.805(1) FS. Law Implemented 373.118, 373.129, 373.136, 373.413, 373.4131, 373.414, 373.4145, 373.4146, 373.416, 373.422, 373.423, 373.429 FS. History – New 12.22.2020.

62-330.405 General Conditions for All General Permits.
The following general permit conditions are binding upon the permittee and are enforceable under chapter 373, F.S. These conditions do not apply to the general permit for stormwater management systems under section 403.814(12), F.S

(1) The general permit is valid only for the specific activity indicated. Any deviation from the specified activity and the conditions for undertaking that activity shall constitute a violation of the permit and may subject the permittee to enforcement action and revocation of the permit under chapter 373, F.S

(2) The general permit does not eliminate the necessity to obtain any required federal, state, local and special district authorizations prior to the start of any construction, alteration, operation, maintenance, removal or abandonment authorized by this permit; and it does not authorize any violation of any other applicable federal, state, local, or special district laws (including, but not limited to, those governing the "take" of listed species).

(3) The general permit does not convey to the permittee or create in the permittee any property right, or any interest in real property, nor does it authorize any entrance upon or activities on property which is not owned or controlled by the permittee, or convey any rights or privileges other than those specified in the general permit.

(4) The general permit does not relieve the permittee from liability and penalties when the permitted activity causes harm or injury to: human health or welfare; animal, plant or aquatic life; or property. It does not allow the permittee to cause pollution that violates state water quality standards.

(5) Section 253.77, F.S., provides that a person may not commence any excavation, construction, or other activity involving the use of state-owned or other lands of the state, the title to which is vested in the Board of Trustees of the Internal Improvement Trust Fund without obtaining the required consent, lease, easement, or other form of authorization authorizing the proposed use. Therefore, the permittee is responsible for obtaining any necessary authorizations from the Board of Trustees prior to commencing activity on state-owned lands.

(6) The authorization to conduct activities under a general permit may be modified, suspended or revoked in accordance with chapter 120, F.S., and section 373.429, F.S.

(7) Not applicable.

(8) Upon reasonable notice to the permittee, Agency staff with proper identification shall have permission to enter, inspect, sample and test the permitted system to ensure conformity with the plans and specifications approved by the general permit.

(9) The permittee shall maintain any permitted project or activity in accordance with the plans submitted to the Agency and authorized in the general permit.

(10) Not applicable.

(11) Activities shall be conducted in a manner that does not cause or contribute to violations of state water quality standards. Performance-based erosion and sediment control best management practices shall be implemented and maintained immediately prior to, during, and after construction as needed to stabilize all disturbed areas, including other measures specified in the permit to prevent adverse impacts to the water resources and adjacent lands. Erosion and sediment control measures shall be installed and maintained in accordance with the *State of Florida Erosion and Sediment Control Designer and Reviewer Manual (Florida Department of Environmental Protection and Florida Department of Transportation, June 2007)*, available at https://www.flrules.org/Gateway/reference.asp?No=Ref-04227, and the *Florida Stormwater Erosion and Sedimentation Control Inspector's Manual (Florida Department of Environmental Protection, Nonpoint Source Management Section, Tallahassee, Florida, July 2008)*, available at http://publicfiles.dep.state.fl.us/DEAR/Stormwater_Training_Docs/erosion-inspectors-manual.pdf.

(12) Unless otherwise specified in the general permit, temporary vehicular access within wetlands during construction shall be performed using vehicles generating minimum ground pressure to minimize rutting and other environmental impacts. Within forested wetlands, the permittee shall choose alignments that minimize the destruction of mature wetland trees to the greatest extent practicable. When needed to prevent rutting or soil compaction, access vehicles shall be operated on wooden, composite, metal, or other non-earthen construction mats. In all cases, access in wetlands shall comply with the following:

(a) Access within forested wetlands shall not include the cutting or clearing of any native wetland tree having a diameter four inches or greater at breast height;

(b) The maximum width of the construction access area shall be limited to 15 feet;

(c) All mats shall be removed as soon as practicable after equipment has completed passage through, or work has been completed, at any location along the alignment of the project, but in no case longer than seven days after equipment has completed work or passage through that location; and

(d) Areas disturbed for access shall be restored to natural grades immediately after the maintenance or repair is completed.

(13) Barges or other work vessels used to conduct in-water activities shall be operated in a

manner that prevents unauthorized dredging, water quality violations, and damage to submerged aquatic communities.

(14) The construction, alteration, or use of the authorized project shall not adversely impede navigation or create a navigational hazard in the water body.

(15) Except where specifically authorized in the general permit, activities must not:

(a) Impound or obstruct existing water flow, cause adverse impacts to existing surface water storage and conveyance capabilities, or otherwise cause adverse water quantity or flooding impacts to receiving water and adjacent lands; or

(b) Cause an adverse impact to the maintenance of surface or ground water levels or surface water flows established pursuant to section 373.042, F.S., or a Works of the District established pursuant to section 373.086, F.S.

(16) If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, stone tools, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The permittee or other designee shall contact the Florida Department of State, Division of Historical Resources, Compliance Review Section (DHR), at (850)245-6333, as well as the appropriate permitting agency office. Project activities shall not resume without verbal or written authorization from the Division of Historical Resources. If unmarked human remains are encountered, all work shall stop immediately and the proper authorities notified in accordance with section 872.05, F.S.

(17) The activity must be capable, based on generally accepted engineering and scientific principles, of being performed and of functioning as proposed, and must comply with any applicable District special basin and geographic area criteria.

(18) The permittee shall comply with the following when performing work within waters accessible to federally- or state-listed aquatic species, such as manatees, marine turtles, smalltooth sawfish, and Gulf sturgeon:

(a) All vessels associated with the project shall operate at "Idle Speed/No Wake" at all times while in the work area and where the draft of the vessels provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.

(b) All deployed siltation or turbidity barriers shall be properly secured, monitored, and maintained to prevent entanglement or entrapment of listed species.

(c) All in-water activities, including vessel operation, must be shut down if a listed species comes within 50 feet of the work area. Activities shall not resume until the animal(s) has moved beyond a 50-foot radius of the in-water work, or until 30 minutes elapses since the last sighting

within 50 feet. Animals must not be herded away or harassed into leaving. All onsite project personnel are responsible for observing water-related activities for the presence of listed species.

(d) Any listed species that is killed or injured by work associated with activities performed shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1(888)404-3922 and ImperiledSpecies@myFWC.com.

(e) Whenever there is a spill or frac-out of drilling fluid into waters accessible to the above species during a directional drilling operation, the FWC shall be notified at ImperiledSpecies@myfwc.com with details of the event within 24 hours following detection of the spill or frac-out.

(19) The permittee shall hold and save the Agency harmless from any and all damages, claims, or liabilities which may arise by reason of the construction, alteration, operation, maintenance, removal, abandonment or use of any activity authorized by the general permit.

(20) The permittee shall immediately notify the Agency in writing of any submitted information that is discovered to be inaccurate.

Rulemaking Authority 373.026(7), 373.043, 373.118(1), 373.406(5), 373.4131, 373.414(9), 373.4145, 373.418, 403.805(1) FS. Law Implemented 373.044, 373.118(1), 373.129, 373.136, 373.406(5), 373.413, 373.4131, 373.414(9), 373.4145, 373.416, 373.422, 373.423, 373.429, 403.814(1) FS. History–New 10-3-95, Amended 10-1-07, Formerly 62-341.215, Amended 10-1-13, 6-1-18.

ESCAMBIA COUNTY
JACKSON CREEK
FLOODPLAIN EXPANSION
PROJECT

ESCAMBIA COUNTY, FLORIDA
VOLKERT PROJECT #753400.840

PERMIT DRAWINGS
JANUARY 2022 (REV.)

INDEX OF PLANS

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7-8	PLAN AND PROFILE - PROPOSED STREAM BRAID
9	CROSS-SECTION
10	TYPICAL SECTION - STREAM
11	TYPICAL SECTION - ROAD
12	VEGETATION PLAN
13	INVASIVE REMOVAL PLAN
14	CONSTRUCTION SEQUENCE / EROSION CONTROL PLAN
15-22	PROJECT DETAILS

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

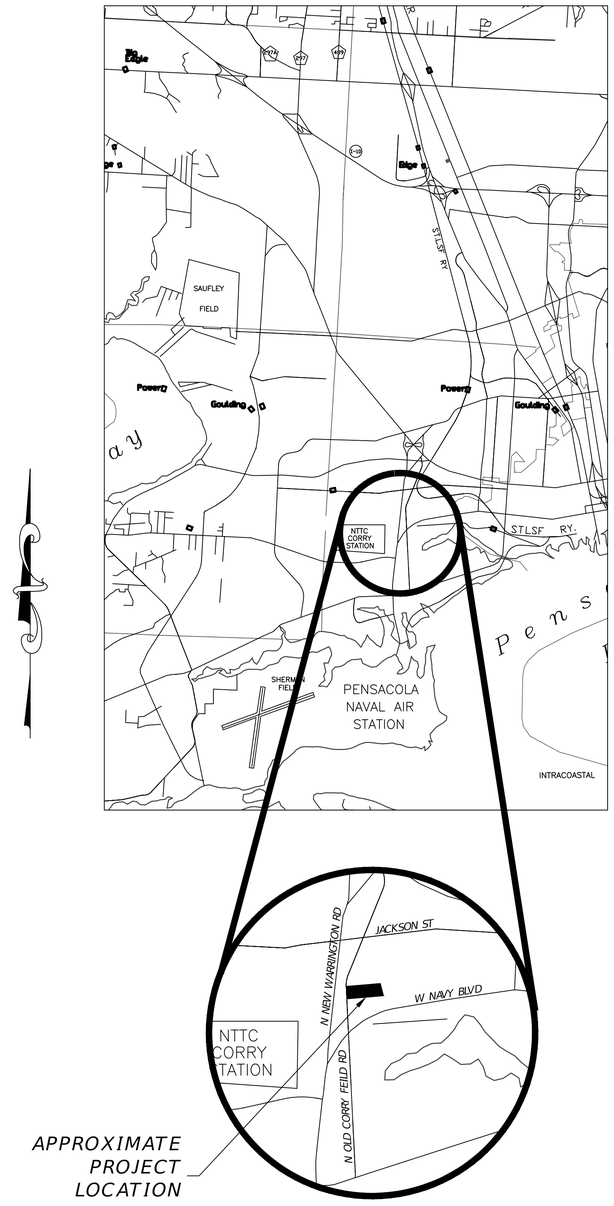
ANDREW E. JAMES LICENSE No.76777 STATE OF FLORIDA PROFESSIONAL ENGINEER

ON THE DATE ABOVE

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PLANS PREPARED BY:

VOLKERT
Engineers • Surveyors • Planners
6601 N. DAVIS HWY. SUITE 102
PENSACOLA, FL. 32504
Telephone (850) 477-7485
www.volkert.com



VICINITY MAP

NOT TO SCALE

PROJECT MANAGER: TERRI BERRY	
SECTION / TOWNSHIP / RANGE: 34 / 2S / 30W	*DISTRICT:* 4
PROJECT ENGINEER: ANDREW JAMES	*REG FLA ENG NO:* 76777
SIGNATURE:	*DATE:*

0 60 120 240 Feet

IDLEWOOD DR.

IDLEWOOD DR.

LAKEFIELD CIR.

DANBURY CIR.

BETH DR.

CITRUS ST.

N. OLD CORRY FIELD ROAD

WETLAND 3

DRAINAGE EASEMENT

CONCRETE ARMORING

RIPRAP

WATER'S EDGE

WETLAND 2

WETLAND 4

EXISTING CONCRETE HEADWALL

DITCH

WETLAND 1

WETLAND 4

EXISTING BERM

30' DRAINAGE EASEMENT

CONCRETE RETAINING WALL

WEST LAKE BREACH

EXISTING JACKSON CREEK

PROJECT SURVEY LIMITS

LEGEND

EXISTING WETLANDS

EXISITING ASPHALT

EXCOND.dwg

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE 07/06/2021

CHECKED BY: A. JAMES — DATE 07/06/2021

APPROVED BY: M. WARNKE — DATE

SCALE 1:60 — SHEET 2

ESCAMBIA COUNTY FLORIDA

VOLKERT

215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION

DESCRIPTION: EXISTING CONDITIONS

CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

0 70 140 280 Feet

IDLEWOOD DR.
LAKEFIELD DR.
DANBURY CIR.
IDLEWOOD DR.
BETH CIR.
CITRUS ST.
N OLD CHIMNEY BLUFF ROAD
WETLAND 3
REGRADING IN EXISTING WETLAND (0.31 ACRES)
WETLAND 2
CROSS-SECTION A (SEE SHEET 9)
A
FLOATING LITTER TRAP (NO IMPACTS)
BANKFUL
ROCK J HOOK
WATER'S EDGE
14" X 23" ERCP
14" X 23" ERCP
WETLAND 4
REGRADING IN EXISTING WETLAND (0.004 ACRES)
A
EXISTING CONCRETE AND RIPRAP
RIPRAP APRON
REGRADING IN OSW AND ROCK J-HOOKS (0.05 ACRES)
PROPOSED STREAM BRAID B
RIPRAP APRON
DITCH
REGRADING IN EXISTING OSW (0.013 ACRES)
LIMITS OF CONSTRUCTION
LIMITS OF FLOODPLAIN GRADING
PROPOSED STREAM BRAID A
REGRADING IN EXISTING WETLAND (0.25 ACRES)
WETLAND 1

NOTE:
SEE SHEET 12 FOR VEGETATION PLAN &
SHEETS 13 FOR INVASIVE REMOVAL PLAN.

LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING WETLANDS
- REGRADING IN EXISTING WETLANDS AND OSW
- WETLAND CREATION (1.64 ACRES)
- EXISITING ASPHALT
- PROPOSED ASPHALT
- SOD

SITE PLAN_2.dwg

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

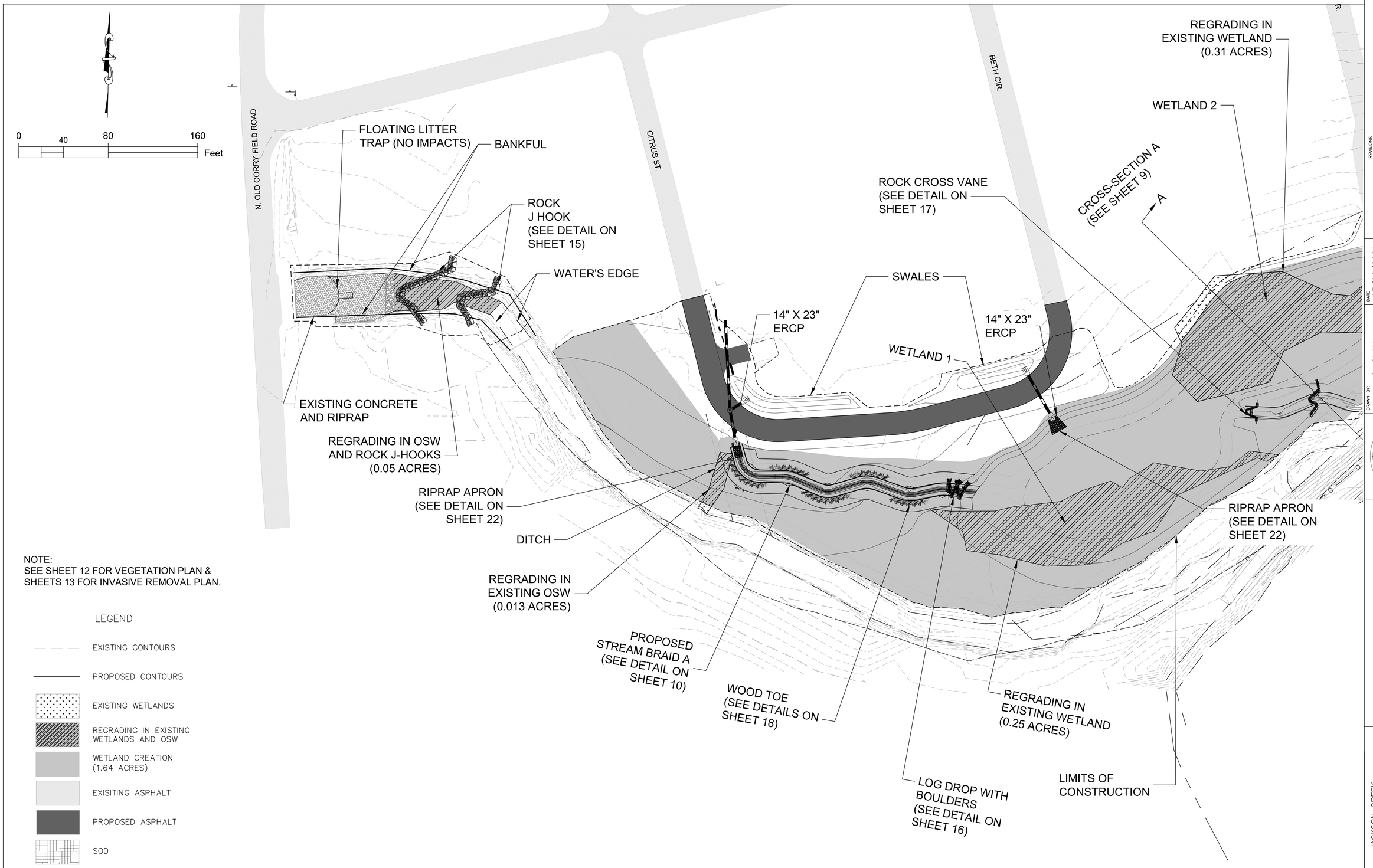
DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNIKE — DATE
SCALE 1:70 — SHEET 3

ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: SITE PLAN
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



NOTE:
SEE SHEET 12 FOR VEGETATION PLAN &
SHEETS 13 FOR INVASIVE REMOVAL PLAN.

LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING WETLANDS
- REGRADING IN EXISTING WETLANDS AND OSW
- WETLAND CREATION (1.64 ACRES)
- EXISITING ASPHALT
- PROPOSED ASPHALT
- SOD

SITE PLAN_2.dwg

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNKE — DATE
SCALE 1:40 — SHEET 4

ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: SITE PLAN – DETAIL A
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

0 40 80 160 Feet

IDLEWOOD DR.

DANBURY CIR.

LAKEFIELD CIR.

WETLAND 3

CROSS-SECTION A
(SEE SHEET 9)

A

REGRADING IN
EXISTING WETLAND
(0.31 ACRES)

WETLAND 2

LIMITS OF
CONSTRUCTION

WETLAND 4

REGRADING IN
EXISTING WETLAND
(0.004 ACRES)

PROPOSED
STREAM BRAID B
(SEE DETAIL ON
SHEET 22)

WETLAND 1

A

NOTE:
SEE SHEET 12 FOR VEGETATION PLAN &
SHEETS 13 FOR INVASIVE REMOVAL PLAN.

LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING WETLANDS
- REGRADING IN EXISTING WETLANDS AND OSW
- WETLAND CREATION (1.64 ACRES)
- EXISITING ASPHALT
- PROPOSED ASPHALT
- SOD

SITE PLAN_2.dwg

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
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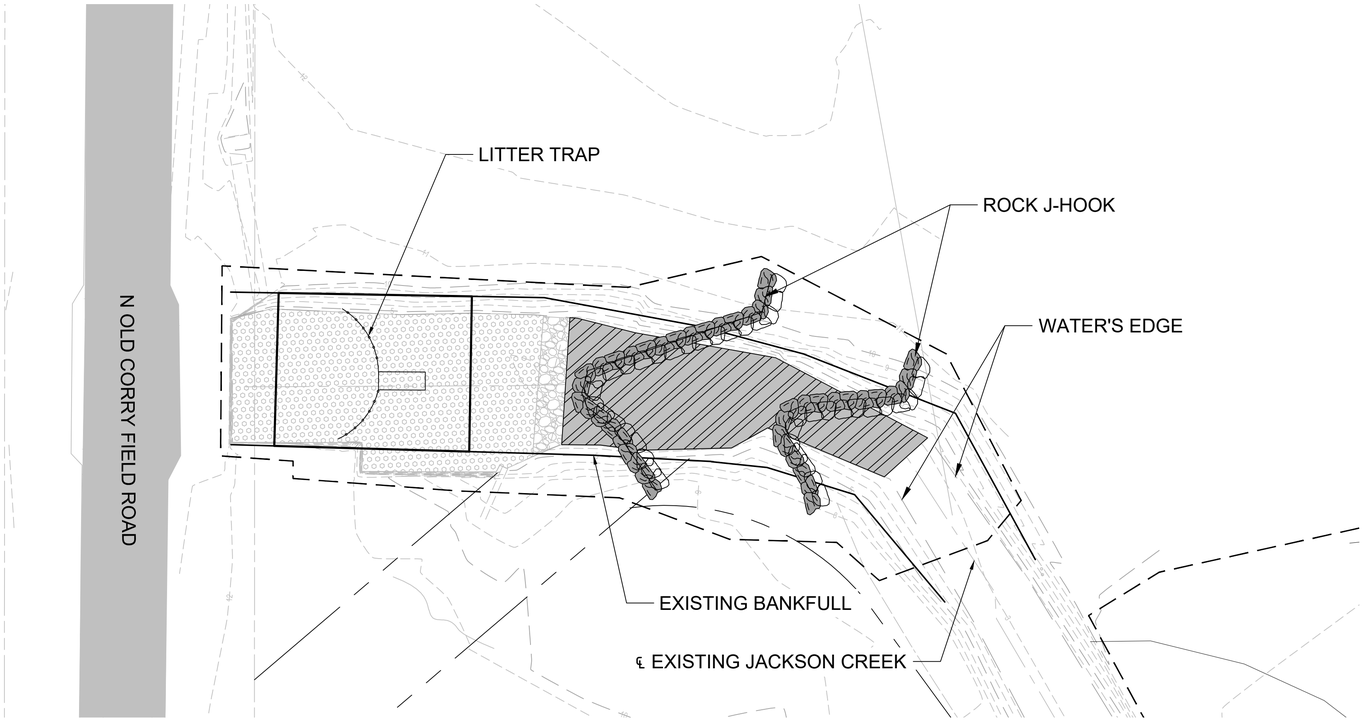
DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNKE — DATE
SCALE 1:40 — SHEET 5

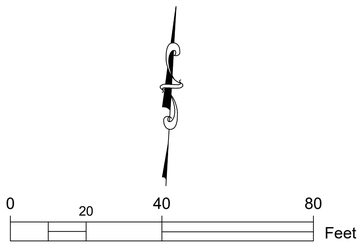
ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: SITE PLAN – DETAIL B
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.





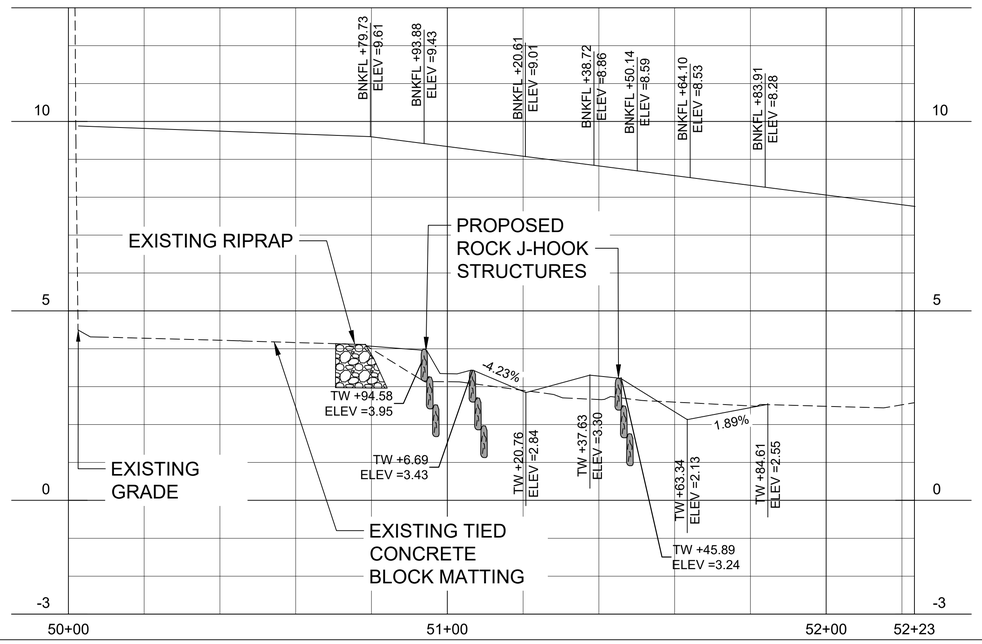
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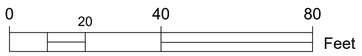
ROCK J–HOOK

REGRADING IN EXISTING WETLANDS AND OSW

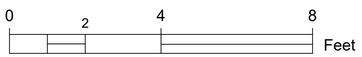
LITTER TRAP GENERAL NOTES:

1. LITTER TRAP SHALL BE LITTER GITTER, BANDALONG, OR EQUIVALENT.
2. MIN. DIMENSION OF TRAP SHALL BE 13' X 29'.
3. ALL METAL COMPONENTS SHALL BE T6061 AIRCRAFT GRADE ALUMINUM OR 316 STAINLESS STEEL.
4. BOOMS SHALL BE HDPE.





HORIZONTAL SCALE: 1" = 20'



VERTICAL SCALE: 1" = 2'

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE 07/06/2021

CHECKED BY: A. JAMES — DATE 07/06/2021

APPROVED BY: M. WARNKE — DATE

SCALE 1:20 — SHEET 6

ESCAMBIA COUNTY FLORIDA

VOLKERT

215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

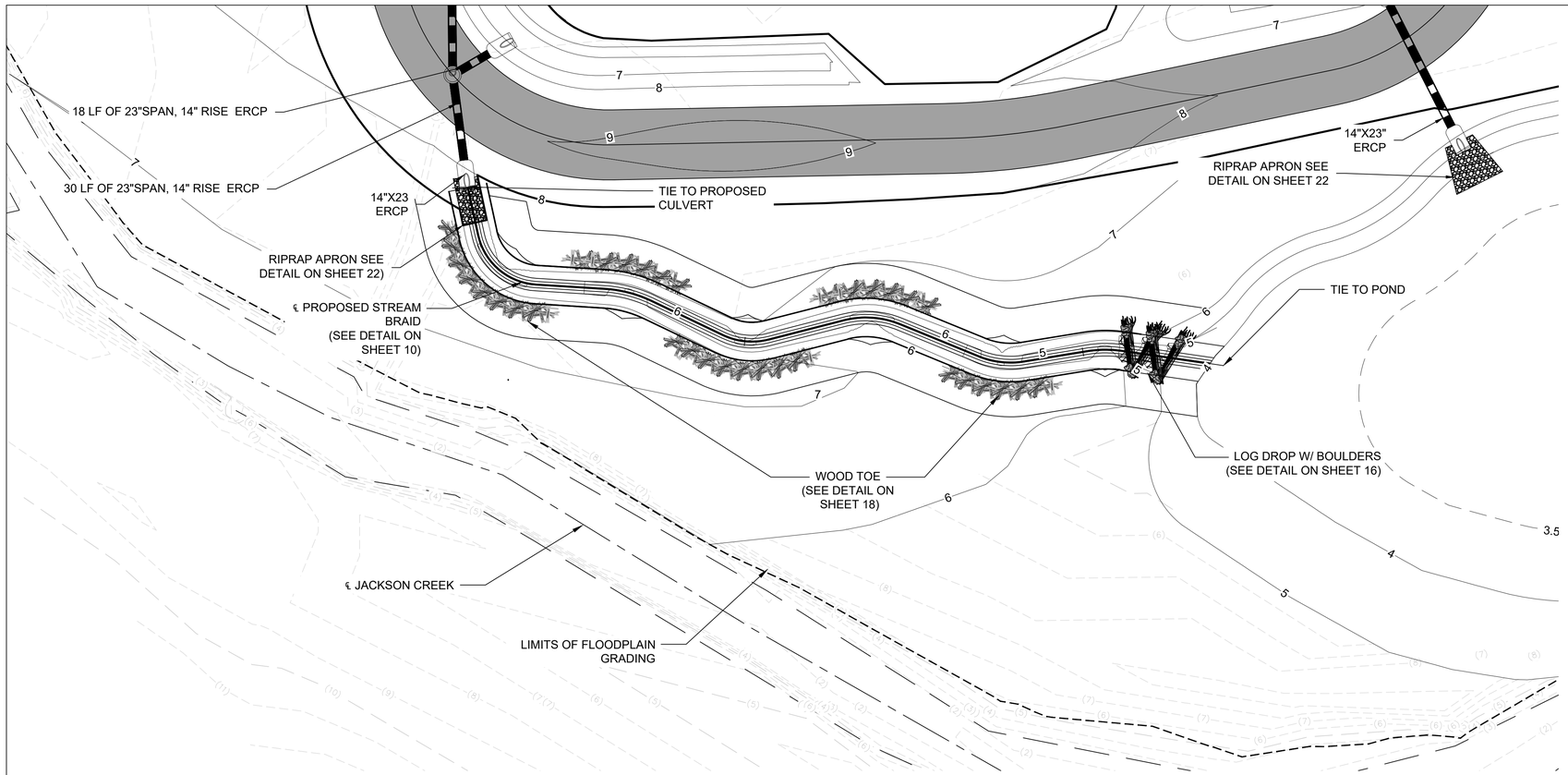
PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION

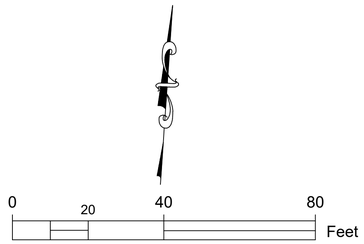
DESCRIPTION: PLAN AND PROFILE LITTER TRAP & J–HOOK

CLIENT: ESCAMBIA COUNTY, FLORIDA

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PP_JC.dwg





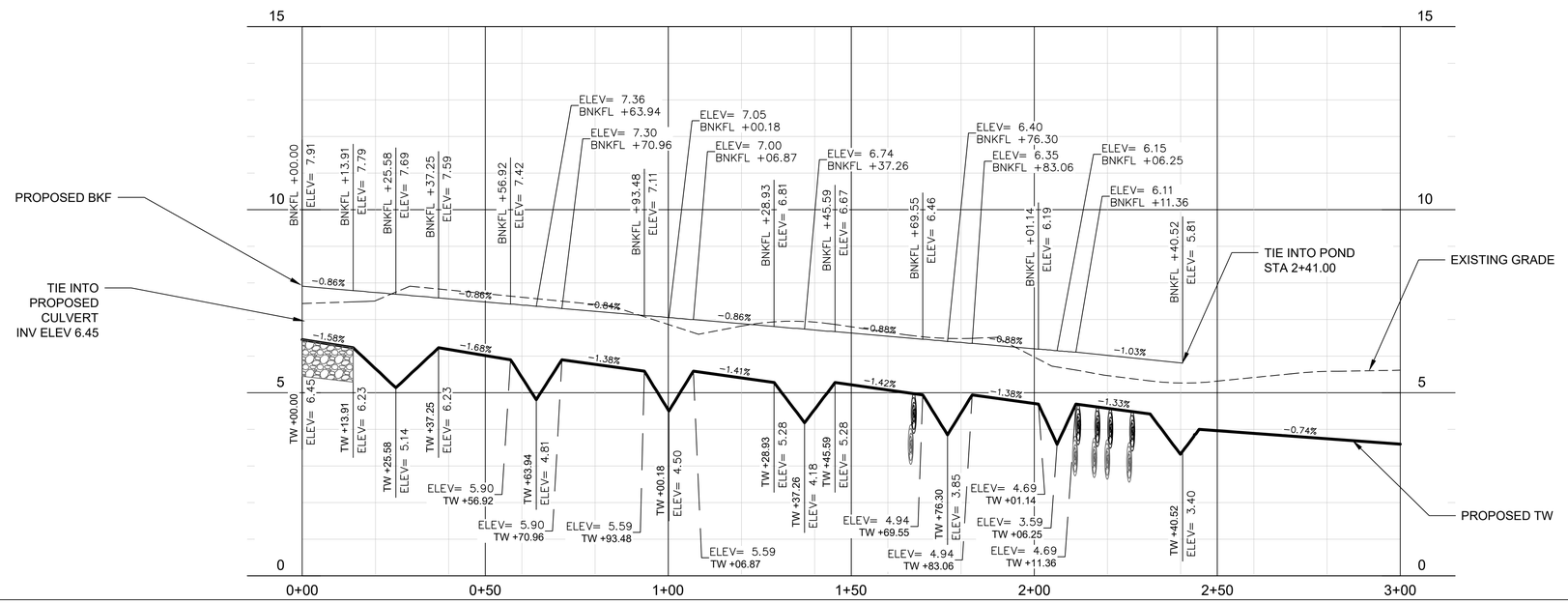
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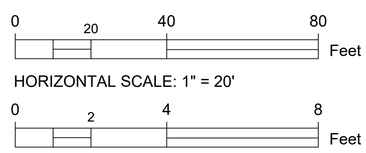
PROPOSED ASPHALT

LOG DROP WITH BOULDERS

WOOD TOE

JACKSON CREEK PROPOSED BRAID PROFILE
STA 0+00 - STA 2+41





HORIZONTAL SCALE: 1" = 20'

VERTICAL SCALE: 1" = 2'

REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE 07/06/2021
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APPROVED BY: M. WARNKE — DATE
SCALE 1:20 — SHEET 7

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: PLAN AND PROFILE STREAM BRAID A
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

PP_CREEK BRAID.dwg



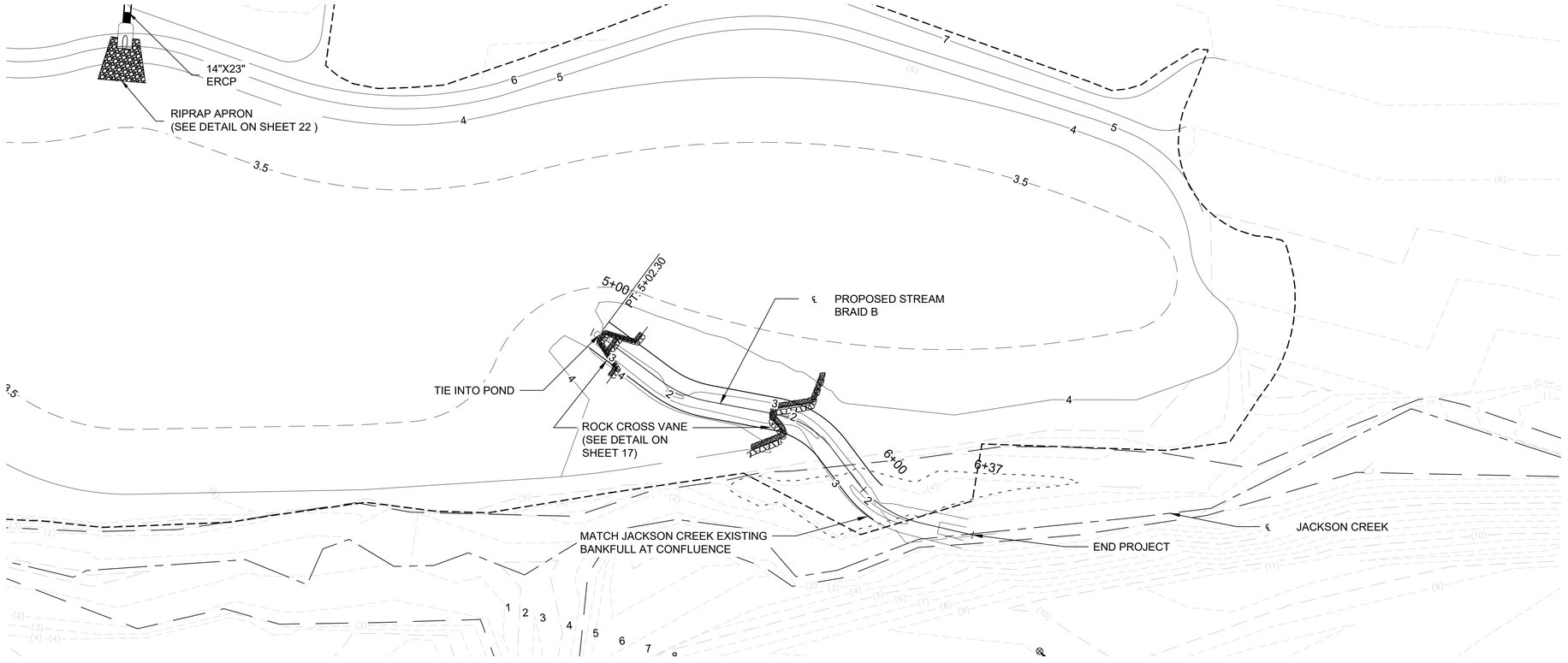
0 20 40 80 Feet

LEGEND

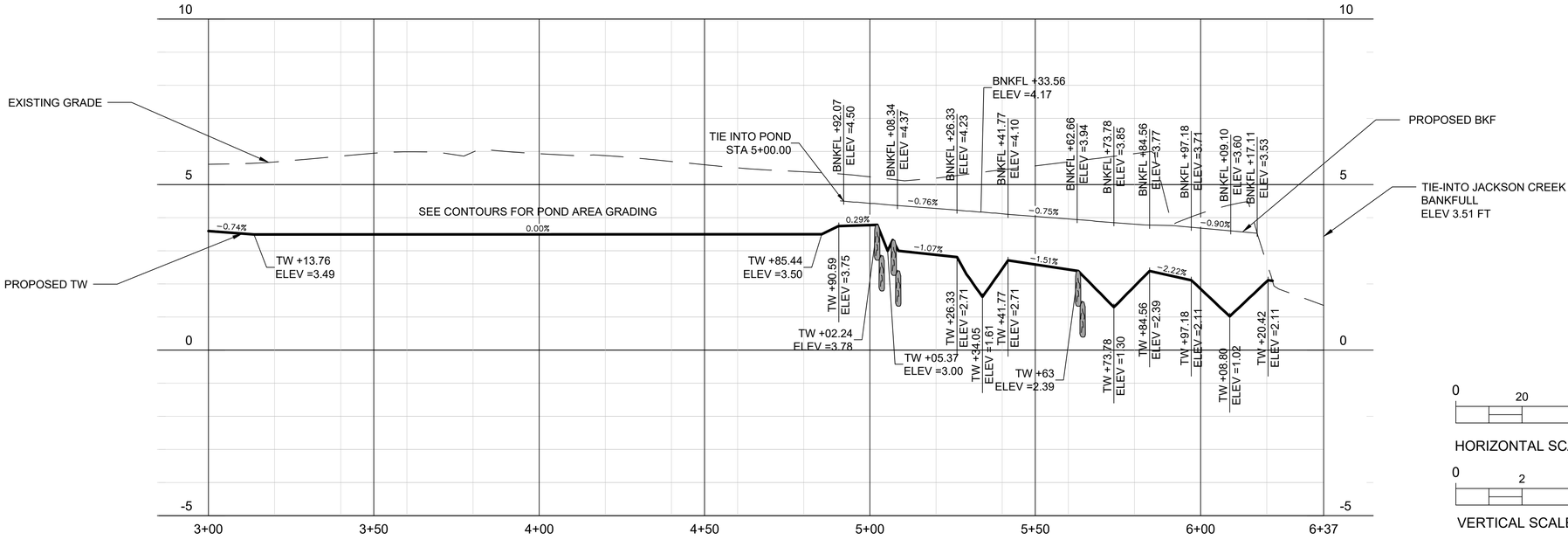
PROPOSED ASPHALT

ROCK J-HOOK

ROCK CROSS VANE



JACKSON CREEK PROPOSED BRAID PROFILE
STA 5+00 - STA 6+37



0 20 40 80 Feet

HORIZONTAL SCALE: 1" = 20'

0 2 4 8 Feet

VERTICAL SCALE: 1" = 2'

REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNKE — DATE
SCALE 1:20 — SHEET 8

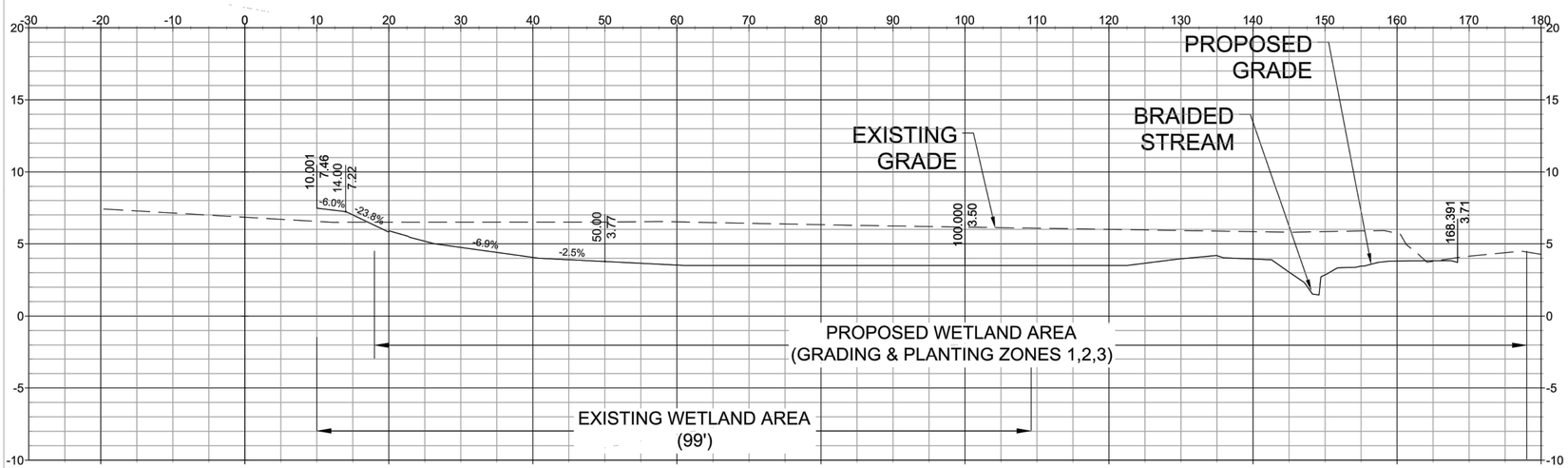
ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: PLAN AND PROFILE STREAM BRAID B
CLIENT: ESCAMBIA COUNTY, FLORIDA

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PP_CREEK BRAID.dwg



CROSS-SECTION A

WETLAND CUT VOLUME = 1370.96 CY

WETLAND FILL VOLUME = 41.90 CY

0 10 20 40 Feet

HORIZONTAL SCALE: 1" = 10'

0 5 10 20 Feet

VERTICAL SCALE: 1" = 5'

SEE PLAN SHEET 3

XSN.dwg

REVISIONS

REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN DATE 07/06/2021

CHECKED BY: A. JAMES DATE 07/06/2021

APPROVED BY: M. WARNKE DATE

SCALE 1:10 SHEET 9

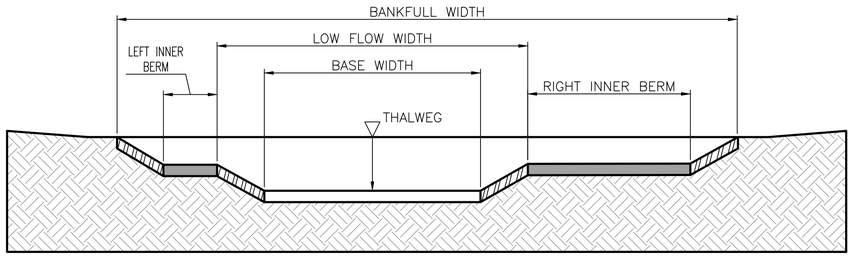
ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

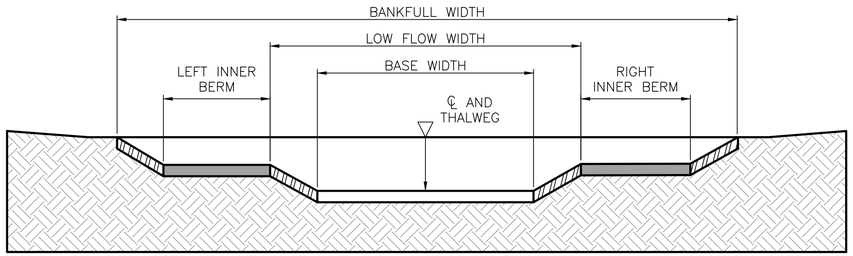
PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION

DESCRIPTION: CROSS SECTION

CLIENT: ESCAMBIA COUNTY, FLORIDA

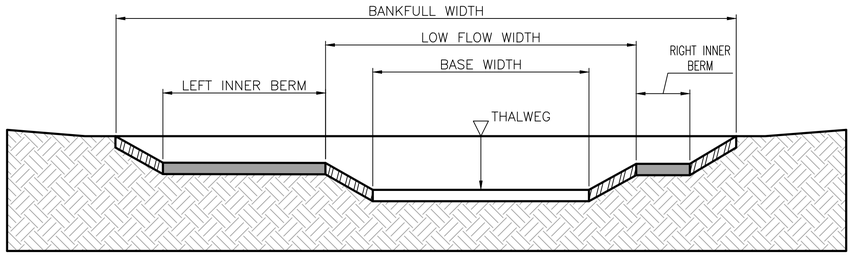


SECTION A–A
RIFFLE PT
NTS

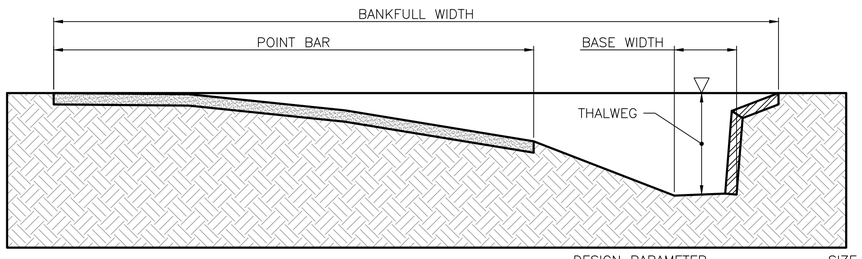


SECTION B–B
TYPICAL RIFFLE
NTS

DESIGN PARAMETER	SIZE (FT)
BANKFULL WIDTH	11 – 13
MAX DEPTH	1.3 – 1.5
BASE WIDTH	2.8
LOW FLOW DEPTH	0.8
LOW FLOW WIDTH	6.8



SECTION C–C
RIFFLE PC
NTS



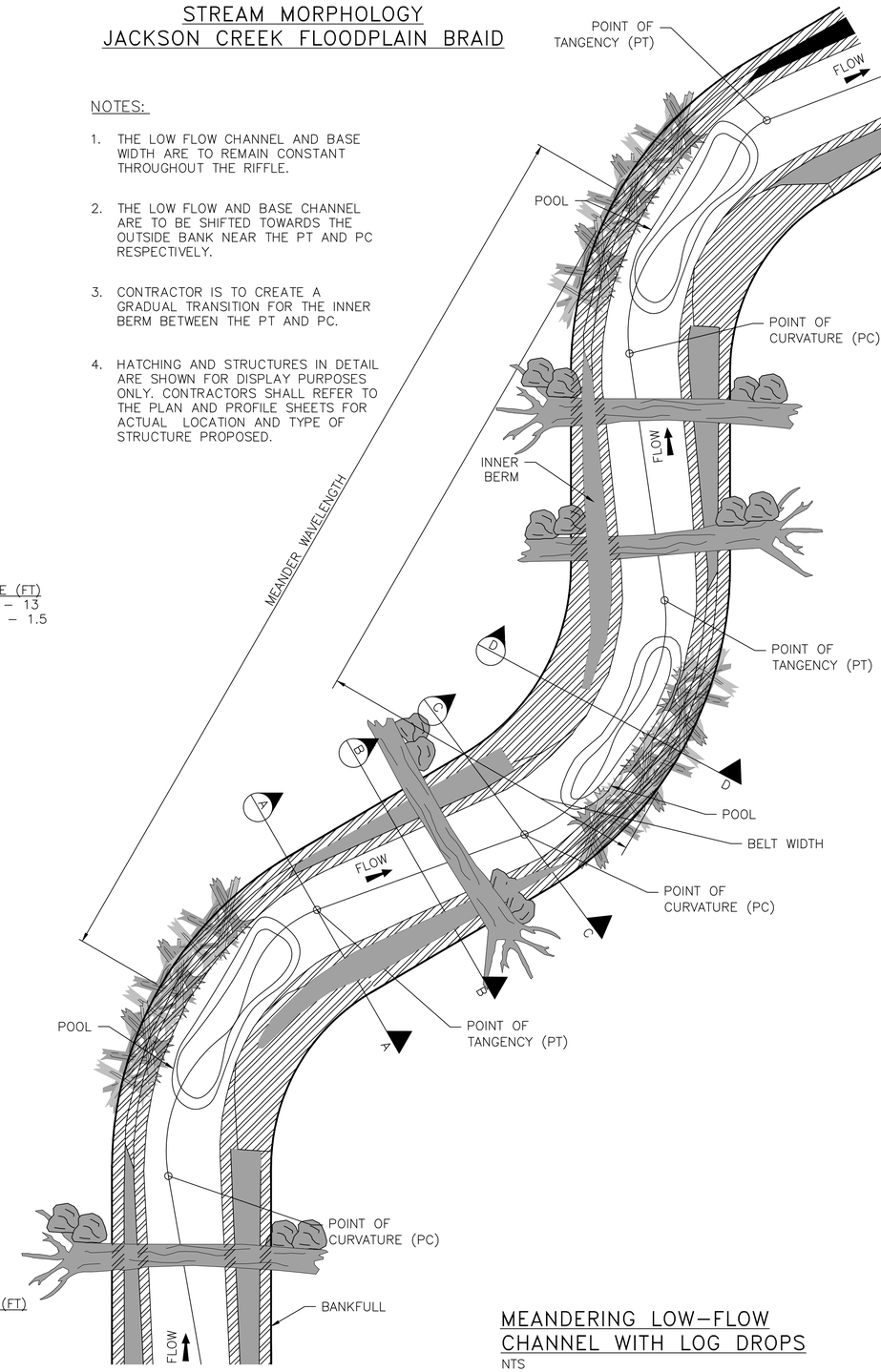
SECTION D–D
TYPICAL POOL MAX
NTS

DESIGN PARAMETER	SIZE (FT)
BANKFULL WIDTH	14.4
MAX DEPTH	2.3
BASE WIDTH	2.0
LOW FLOW DEPTH	1.2
LOW FLOW WIDTH	4.3

STREAM MORPHOLOGY
JACKSON CREEK FLOODPLAIN BRAID

NOTES:

1. THE LOW FLOW CHANNEL AND BASE WIDTH ARE TO REMAIN CONSTANT THROUGHOUT THE RIFFLE.
2. THE LOW FLOW AND BASE CHANNEL ARE TO BE SHIFTED TOWARDS THE OUTSIDE BANK NEAR THE PT AND PC RESPECTIVELY.
3. CONTRACTOR IS TO CREATE A GRADUAL TRANSITION FOR THE INNER BERM BETWEEN THE PT AND PC.
4. HATCHING AND STRUCTURES IN DETAIL ARE SHOWN FOR DISPLAY PURPOSES ONLY. CONTRACTORS SHALL REFER TO THE PLAN AND PROFILE SHEETS FOR ACTUAL LOCATION AND TYPE OF STRUCTURE PROPOSED.



MEANDERING LOW–FLOW CHANNEL WITH LOG DROPS
NTS

STREAM MORPHOLOGY TABLE

Parameter	Design Stream		
	Min	Median	Max
Stream name	Floodplain Braid		
Stream type	C5c		
Drainage area, DA (sq mi)	4.4		
Mean riffle depth, dbkf (ft)	1.0	0.9	0.9
Riffle width, Wbkf (ft)	9	11	12
Width-to-depth ratio, [Wbkf/dbkf]	11	12	13
Riffle cross-section area, Abkf (sq ft)	9	10	11
Max riffle depth, dmbkf (ft)	1.6	1.8	2.1
Max riffle depth ratio, [dmbkf/dbkf]	1.4	1.6	1.8
Mean pool depth, dbkfp (ft)	1.14	1.13	1.17
Mean pool depth ratio, [dbkfp/dbkf]	2.6	2.8	3.0
Pool width, Wbkfp (ft)	9	13.2	15.6
Pool width ratio, [Wbkfp/Wbkf]	1	1.2	1.3
Pool cross-section area, Abkfp (sq ft)	8	10.2	12
Pool area ratio, [Abkfp/Abkf]	1.2	1.4	1.6
Max pool depth, dmbkfp (ft)	2.70	2.55	2.66
Max pool depth ratio, [dmbkfp/dbkf]	2.7	2.8	2.9
Low bank height, LBH (ft)	1.6	2.16	2.73
Low bank height ratio, [LBH/dmbkf]	1	1.2	1.3
Width flood-prone area, Wfpa (ft)	72	90	108
Entrenchment ratio, ER [Wfpa/Wbkf]	4	5	6
Bankfull mean velocity, ubkf = Q/A (ft/s)	1.5	2.25	2.7
Bankfull discharge, Qbkf (cfs)	16.5	22.5	24.3
Meander length, Lm (ft)	45	82.5	120
Meander length ratio [Lm/Wbkf]	5	7.5	10
Radius of curvature, Rc (ft)	68	88	187
Radius of curvature ratio [Rc/Wbkf]	6	8	10
Belt width, Wblt (ft)	18	33	48
Meander width ratio [Wblt/Wbkf]	2	3	4
Pool length ratio [Lp/Wbkf]	2	2.2	2.4
Pool-to-pool spacing, p-p (ft)	27	44	60
Pool-to-pool spacing ratio, [p-p/Wbkf]	3	4	5
Stream length, SL (ft)	2152		
Valley length, VL (ft)	2082		
Valley slope, VS (ft/ft)	0.0013		
Average water surface slope, S (ft/ft)	0.0013		
Sinuosity, k = SL/VL (ft/ft)	1.03		
Riffle slope, Srif (ft/ft)	0.0007	0.002	0.004
Riffle slope ratio, [Srif/S]	0.5	1.5	3.1
Pool slope, Sp (ft/ft)	0	0.0001	0.00015
Pool slope ratio, [Sp/S]	0	0.07	0.1
Riffle length, Lrif (ft)	30	40	55
Riffle length ratio, [Lrif/Wbkf]	1.5	2	2.8
Bankfull wetted perimeter, WP (ft)	17.1	18	19.25
Bankfull hydraulic radius, R (ft)	1.25	1.4	1.44
Bankfull Mannings n (estimate)	0.025	0.025	0.025
Mannings bankfull discharge, Qbkf (cfs)	22	27	30
Bankfull shear stress (tau)	0.04	0.11	0.23

REVISIONS

REV	DESCRIPTION	DATE	APPROVED
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DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNKE — DATE
SCALE NTS — SHEET 10

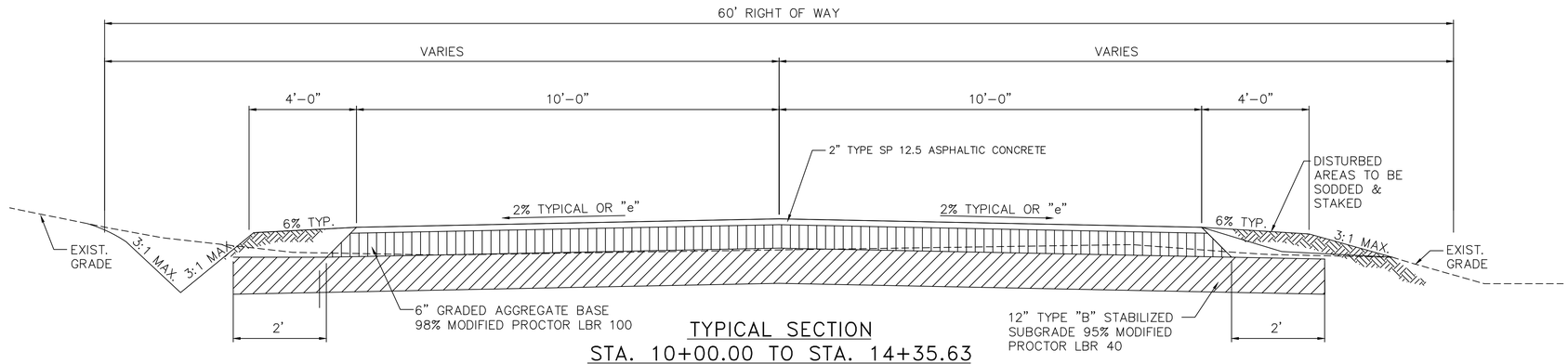
ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: TYPICAL SECTION – STREAM
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

TYP.dwg



TYPICAL SECTION

STA. 10+00.00 TO STA. 14+35.63

60' RIGHT OF WAY

N.T.S.

TYP.dwg

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
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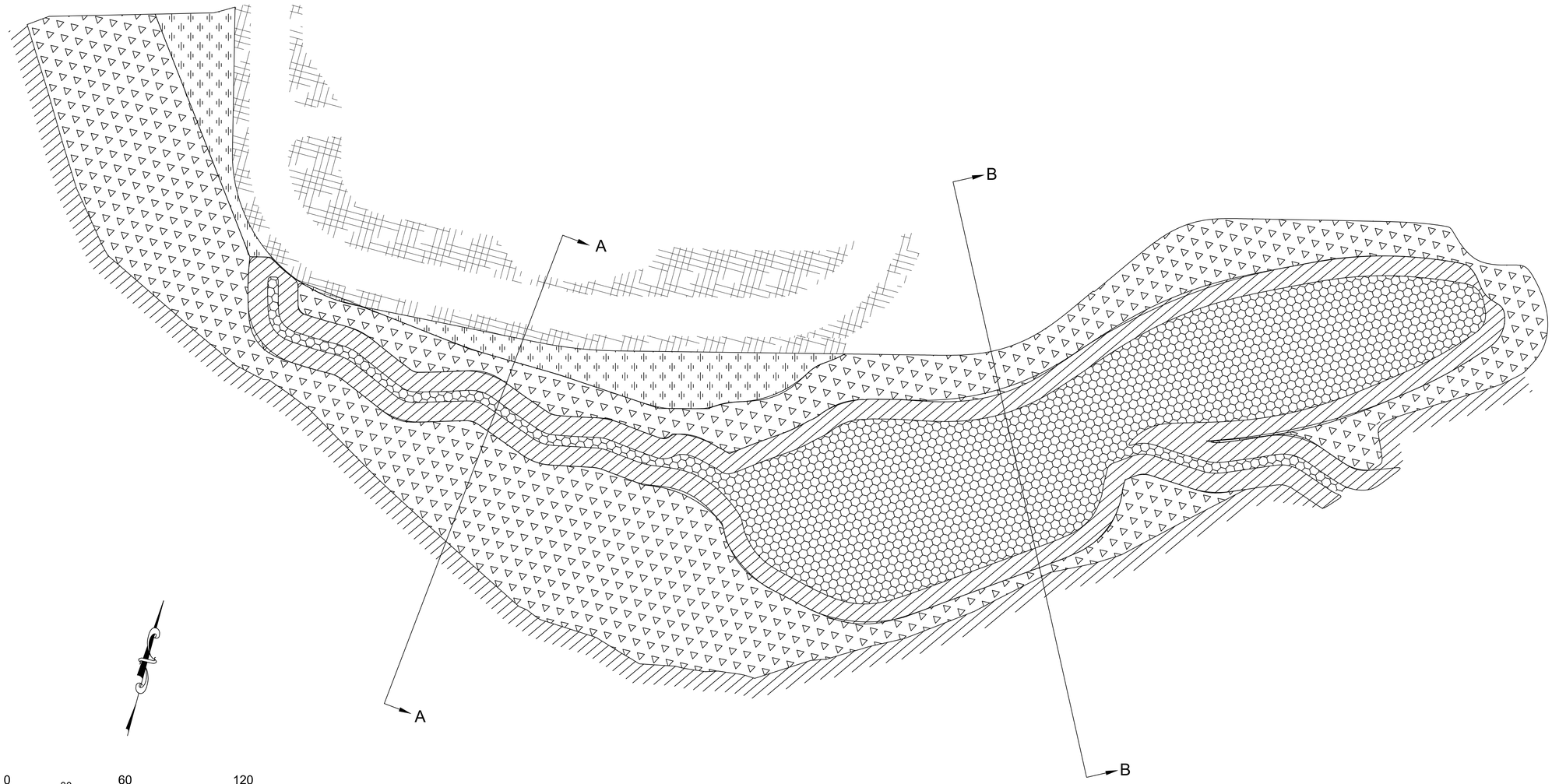
DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNKE — DATE
SCALE: NTS — SHEET 11

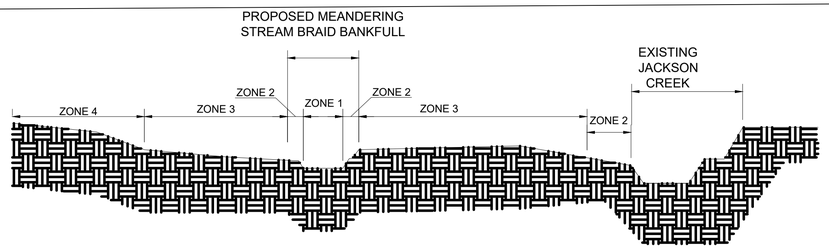
ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

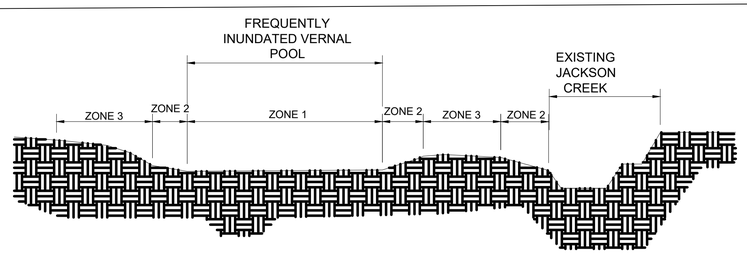
PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: TYPICAL SECTION – ROAD
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.





GENERAL CROSS SECTION A-A
JACKSON CREEK FLOODPLAIN



GENERAL CROSS SECTION B-B
JACKSON CREEK FLOODPLAIN

PLANTING ZONE LEGEND

- ZONE 1 (26,750 SF)
- ZONE 2 (25,849 SF)
- ZONE 3 (46,122 SF)
- ZONE 4 (6,176 SF)
- SOLID SODDING (10,505 SF)

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE: 07/06/2021
CHECKED BY: A. JAMES — DATE: 07/06/2021
APPROVED BY: M. WARNIKE — DATE:
SCALE: 1:30 — SHEET: 12

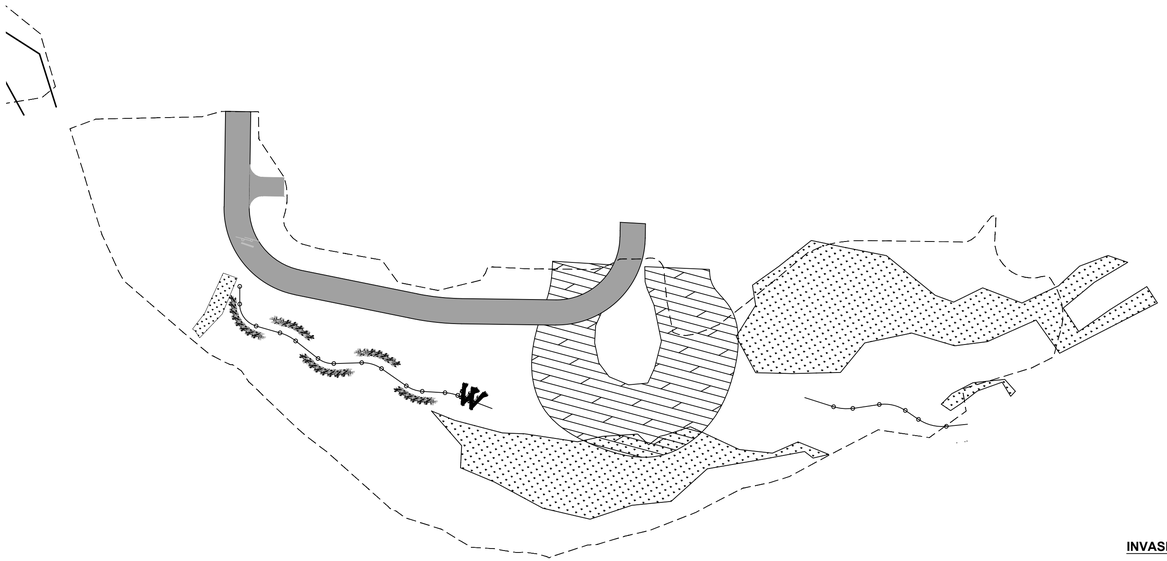
ESCAMBIA COUNTY • FLORIDA

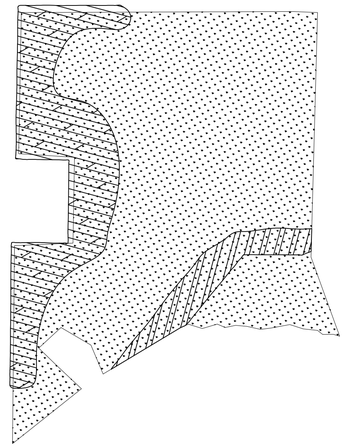
VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: VEGETATION PLAN
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Vegetation Plan.dwg





0 60 120 240 Feet

INVASIVE SPECIES REMOVAL NOTES

1. AREAS OF INVASIVE SPECIES SHOWN IN THIS PLAN ARE FOCUSED ON DENSE CLUSTERS OF IDENTIFIED SPECIES. ADDITIONAL SPECIES SUCH AS CHINESE PRIVET, CHINESE TALLOW, JAPANESE CLIMBING FERN, CATTAILS, ETC. MAY BE PRESENT AND AREAS OF INFESTATION ARE NOT LIMITED TO THOSE AREAS SHOWN. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SITE PRIOR TO BIDDING.
2. REMOVAL IS NOT LIMITED ONLY TO THOSE SPECIES OR AREAS IDENTIFIED. THE CONTRACTOR SHALL PERFORM INVASIVE SPECIES MANAGEMENT AND REMOVAL ACROSS THE ENTIRE PROJECT SITE FOR A PERIOD OF TWO YEARS FROM THE DATE OF SUBSTANTIAL COMPLETION.
3. RETREATMENT OF THE PROJECT AREA SHOULD BE ANTICIPATED BY THE CONTRACTOR. SEMI-ANNUAL (6 MONTH) MONITORING OF THE SITE WILL BE PERFORMED BY THE COUNTY OR THEIR CONSULTANT. INVASIVE SPECIES IDENTIFIED DURING MONITORING EVENTS SHALL BE TREATED AND/OR REMOVED WITHIN 90 DAYS OF NOTIFICATION.
4. INVASIVE SPECIES MANAGEMENT SHALL BE INCLUDED UNDER THE PROJECT MAINTENANCE BOND. FAILURE TO PERFORM RETREATMENT OF THE SITE AS NECESSARY FOR THE MANAGEMENT OF INVASIVE SPECIES AS DIRECTED DURING THE MAINTENANCE PERIOD WILL BE GROUNDS FOR CALLING A BOND.
5. A FINAL INVASIVE SPECIES MONITORING WILL BE COMPLETED 90 DAYS PRIOR TO THE CONCLUSION OF THE MAINTENANCE PERIOD. THE CONTRACTOR SHALL COMPLETE ACTIONS NOTED IN THAT REPORT PRIOR TO THE END OF THE MAINTENANCE PERIOD.

LEGEND

- WILD TARO
- AIR POTATO
- EXISTING WETLANDS

Vegetation Plan.dwg

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

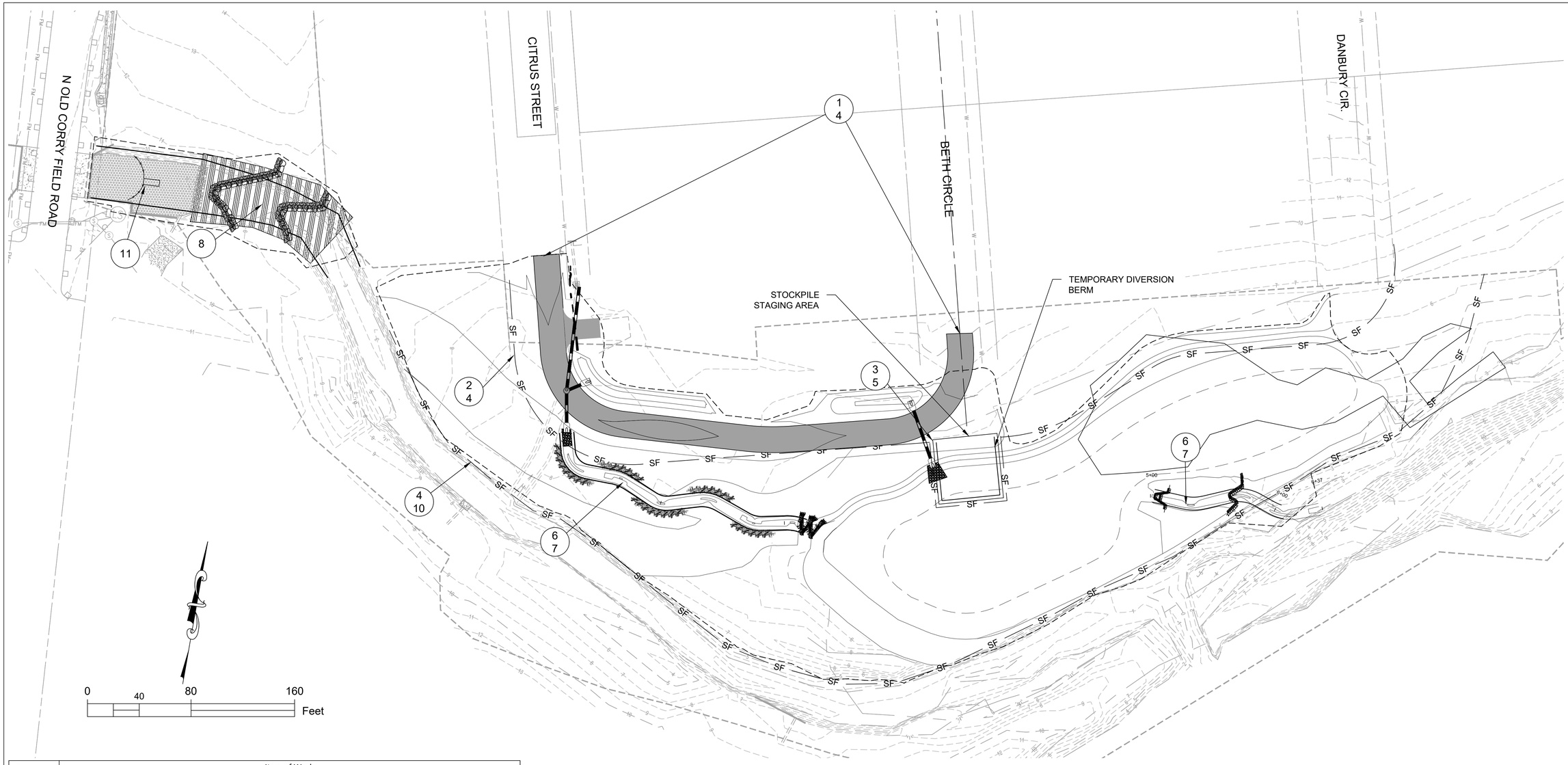
DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNIKE — DATE
SCALE 1:40 — SHEET 13

ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: INVASIVE REMOVAL PLAN
CLIENT: ESCAMBIA COUNTY, FLORIDA

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



Sequence Number	Item of Work Description
1	INSTALL STABILIZED CONSTRUCTION ENTRANCE AT CITRUS STREET AND DANBURY CIRCLE
2	INSTALL SILT FENCE, TREE PROTECTION, & EROSION CONTROL ALONG THE SOUTHERN ROW OF PROPOSED ROADWAY
3	CONSTRUCT STAGING AREA ALONG BETH CIRCLE CUL-DE-SAC, DEMO EXISTING CULS-DE-SAC AND CONSTRUCT ROADWAY IMPROVEMENTS FROM CITRUST STREET TO DANBURY CIRCLE
3A	INSTALL WATERLINE EXTENSION, PRESSURE TESTING AND BACTERIALOGICAL TESTING.
4	INSTALL FINAL VEGETATION FOR ROADWAY IMPROVEMENTS, INSTALL SILT FENCE ALONG JACKSON CREEK, AND REMOVE SILT FENCE ADJACENT TO ROADWAY IMPROVEMENTS.
5	RE-VEGETATE STOCKPILE AND STAGING AREAS, REMOVE CONSTRUCTION ENTRANCE AND STABILIZE TEMPORARY SITE ACCESS.
6	CONSTRUCT FLOODPLAIN AND CHANNEL BRAID, INCLUSIVE OF STRUCTURES, UTILIZING OFFLINE CONSTRUCTION.
7	INSTALL SEED, MULCH, AND COIR MATTING FROM. RE-VEGETATE STOCKPILE AND STAGING AREA WITHIN FLOODPLAIN.
8	CONSTRUCT J-HOOK STRUCTURES ALONG JACKSON CREEK, UTILIZING TEMPORARY BYPASS PUMPING AND INSTREAM WORK. WORK SHALL BE SEQUENCED TO OCCUR DURING PERIODS OF LOW-FLOW
9	CONSTRUCT BREECH REPAIR INCLUSIVE OF CLAY PLUG, SLOPE GRADING, TOPSOIL AND FINAL VEGETATION
10	REMOVE SILT FENCE AND OTHER REMAINING EROSION CONTROL ITEMS
11	INSTALL LITTER TRAP (ALTERNATE ITEM)
12	COMPLETE ANY REMAINING ITEMS OF WORK.

LEGEND

SF — SILT FENCE

TEMPORARY DIVERSION

CONST. SEQ.dwg

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE 07/06/2021

CHECKED BY: A. JAMES — DATE 07/06/2021

APPROVED BY: M. WARNKE — DATE

SCALE 1:40 — SHEET 14

ESCAMBIA COUNTY FLORIDA

VOLKERT

215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION

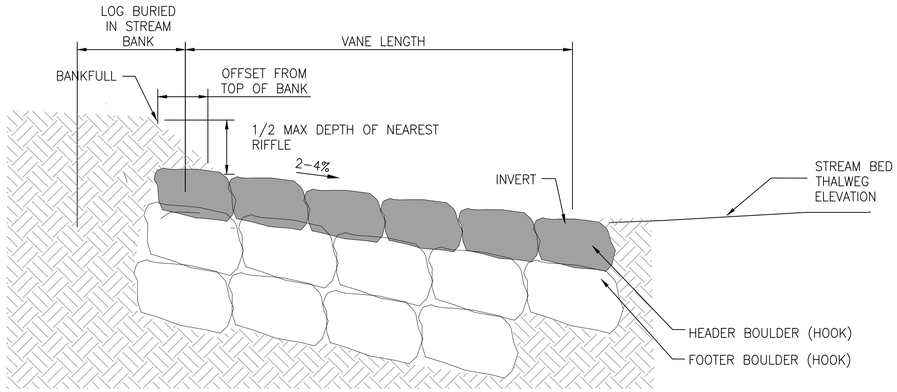
DESCRIPTION: CONSTRUCTION SEQUENCE – EROSION CONTROL PLAN

CLIENT: ESCAMBIA COUNTY, FLORIDA

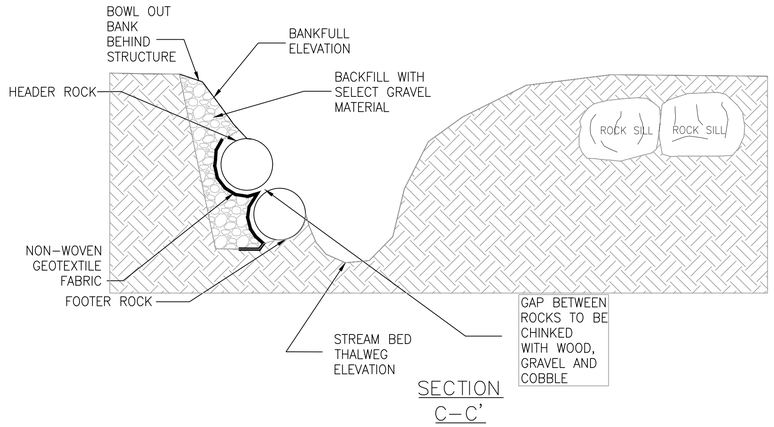
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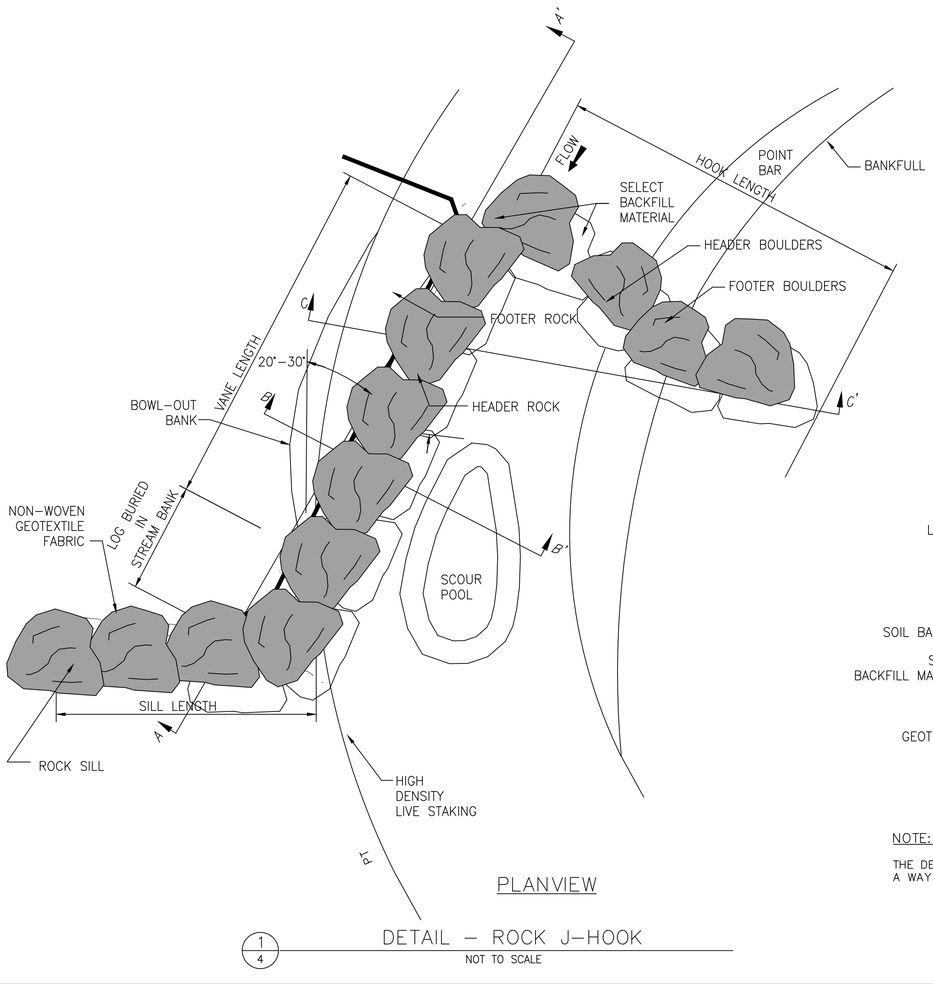
PLAN–SYMBOL



SECTION A–A'



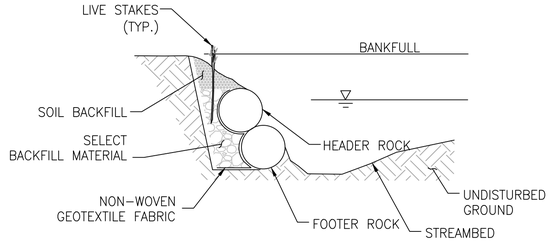
SECTION C–C'



PLANVIEW

1/4 DETAIL – ROCK J–HOOK

NOT TO SCALE



SECTION B–B'

NOTE:

THE DEPARTURE ANGLE SHOWN ABOVE IS DEPICTED IN SUCH A WAY TO EMPHASIZE DETAIL.

NOTES:

1. BOULDERS FOR THE J–HOOK STRUCTURE MUST BE A MINIMUM OF 1–2 TN BOULDER WITH A MIN. DIAMETER OF 2–3FT.
2. THE UPSTREAM AND DOWNSTREAM HEADER BOULDERS SHALL BE UNDERLAIN BY FOOTER BOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. HEADER BOULDERS ARE THE TOP MOST BOULDERS USED IN EACH STRUCTURE. HEADER BOULDERS FOR THIS STRUCTURE ARE ONLY VISIBLE BETWEEN THE INNER BERMS.
4. HEADER BOULDERS SHALL BE OFFSET SLIGHTLY UPSTREAM OF THE FOOTER BOULDERS. FOOTER BOULDERS SHALL BE INSTALLED BEFORE THE HEADER BOULDERS.
5. SET INVERTS AT ELEVATION SHOWN ON THE PLAN AND PROFILE SHEETS. INVERTS AND ELEVATIONS WILL BE PROVIDED TO THE CONTRACTOR AS A 2004 FORMAT DWG FILE. NO ELEVATIONS OF THE CONSTRUCTED RIFFLE ARMS MAY VARY FROM THE PLAN LOCATIONS WITHOUT DIRECTION FROM THE ENGINEER.
6. THE DROP IN ELEVATION ACROSS THE STRUCTURE SHALL NOT EXCEED 0.5 FT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. MINI–VANES WILL BE SPACED IN THE RIFFLE AS A FUNCTION OF THE RIFFLE LENGTH
8. THE MOST UPSTREAM RIFFLE MINI–VANE ARM SHALL BE PLACED SUCH THAT THE BANK TIE IN IS ON THE SAME SIDE AS THE NEXT UPSTREAM OUTSIDE BEND IN ORDER TO SERVE AS A VANE AND HELP DIRECT STREAM FLOW AWAY FROM THE PREVIOUS OUTSIDE BEND. LOCATION OF ALL RIFFLE VANE ARMS ARE SHOWN ON THE PLAN AND PROFILE SHEETS AND WILL BE PROVIDED TO THE CONTRACTOR AS A 2004 FORMAT DWG FILE AND LN3 FILE. NO ELEVATIONS OF THE CONSTRUCTED RIFFLE ARMS MAY VARY FROM THE PLAN LOCATIONS WITHOUT DIRECTION FROM THE ENGINEER.
9. THE MOST DOWNSTREAM MINI VANE ARM SHALL BE PLACED SUCH THAT THE HIGH POINT IS ON THE SAME SIDE AS THE NEXT DOWNSTREAM OUTSIDE BEND IN ORDER TO HELP DIRECT STREAM FLOW FROM THE NEXT OUTSIDE BEND.
10. THE VERTICAL SLOPE OF EACH MINI VANE ARM SHALL NOT EXCEED 10% UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE SLOPES WILL BE DICTATED BY THE WIDTH TO DEPTH RATIO OF THE REACH, TYPICAL RIFFLE INNER BERM CHANNEL, VERTICAL DROP OVER THE LOG AND LOG DIAMETER.
11. ALL GAPS/VOIDS LARGER THAN 2 INCHES BETWEEN THE HEADER AND FOOTER BOULDERS SHALL BE HANDED CHINKED WITH COBBLE AND GRAVEL ON THE UPSTREAM SIDE PRIOR TO PLACEMENT OF THE GEOTEXTILE. ALL CHINKING SHALL BE APPROVED BY THE ENGINEER BEFORE THE MINI–VANES ARE BACKFILLED.
12. THE UPSTREAM SIDE OF THE FIRST AND LAST MINI–VANE ARM REQUIRE A LAYER OF NON–WOVEN GEOTEXTILE FABRIC THAT SHALL BE PLACED AS SHOWN IN THE GEOTEXTILE PLACEMENT DETAIL THE ENTIRE LENGTH OF THE MINI–VANE.
13. BACKFILL VANES WITH SELECT BACKFILL MATERIAL AS SHOWN AND DEFINED IN THE CONSTRUCTED RIFFLE DETAIL BY REACH.
14. SELECT BACKFILL AND SOIL BACKFILL MATERIAL SHALL BE COMPACTED SUCH THAT FUTURE SETTLEMENT OF THE MATERIAL IS KEPT TO A MINIMUM.
15. THE SURFACE OF THIS STRUCTURE SHALL BE FINISHED TO A SMOOTH AND COMPACT SURFACE IN ACCORDANCE WITH THE LINES, GRADES, AND CROSS–SECTIONS OR ELEVATIONS SHOWN ON THE DRAWINGS. THE DEGREE OF FINISH FOR INVERT ELEVATIONS SHALL BE WITHIN 0.1 FT OF THE GRADES AND ELEVATIONS INDICATED, PROVIDED ANY HEIGHT DOES NOT EXCEED MAX. ALLOWABLE DROP OF 0.5 FT FOR THIS STRUCTURE.
16. RE–DRESSING OF CHANNEL AND BANKFULL BENCH/FLOODPLAIN WILL LIKELY BE REQUIRED FOLLOWING INSTALLATION OF IN–STREAM STRUCTURES AND SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
17. FOOTER DEPTH ON ALL STRUCTURES REQUIRING FOOTERS SHALL BE 6 TIMES GREATER THAN THE DROP BETWEEN THE STRUCTURE AND THE FOOTERED STRUCTURE DIRECTLY UPSTREAM.

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
1	MINOR REVISIONS PER D.E.P.	1.27.2022	M.C.W.

DRAWN BY: S. CHAN — DATE: 07/06/2021
CHECKED BY: A. JAMES — DATE: 07/06/2021
APPROVED BY: M. WARNKE — DATE:
SCALE: NTS — SHEET: 15

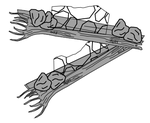
ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

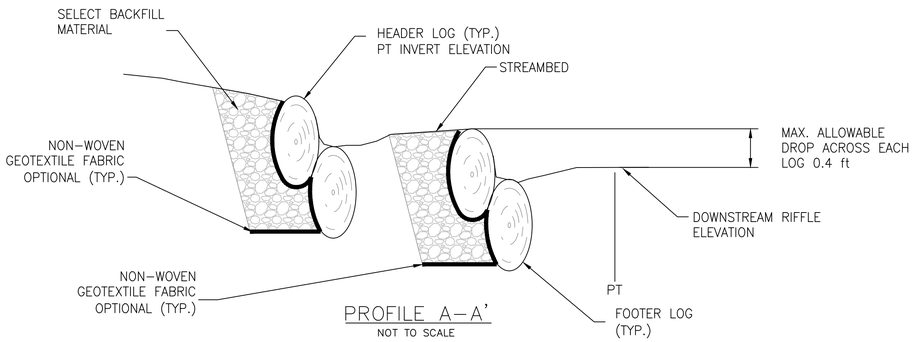
PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: PROJECT DETAILS
CLIENT: ESCAMBIA COUNTY, FLORIDA

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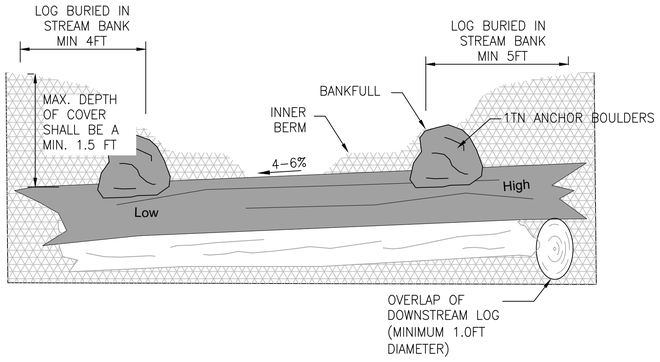
DET.dwg



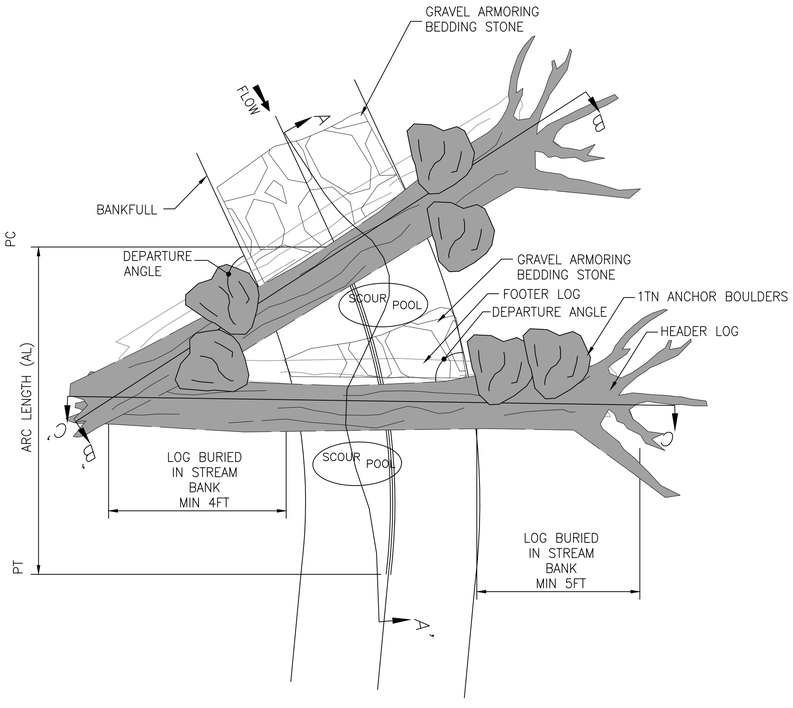
PLAN–SYMBOL



PROFILE A–A'
NOT TO SCALE



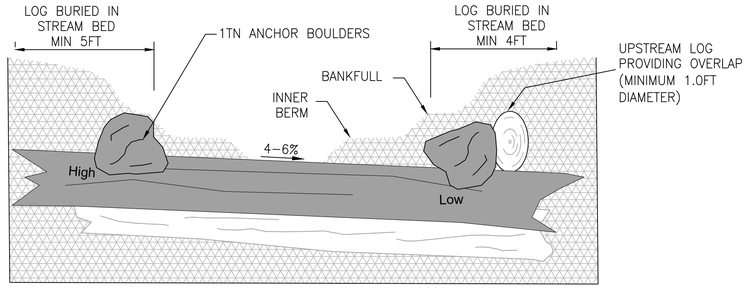
SECTION
B–B'



PLANVIEW

NOTE:

THE DEPARTURE ANGLE SHOWN ABOVE IS DEPICTED IN SUCH AWAY TO EMPHASIZE DETAIL.



SECTION
C–C'

2/7 DETAIL – LOG OR ROCK DROP WITH BOULDERS
NOT TO SCALE

NOTES:

1. BANKFULL WIDTHS OF THIS REACH WILL BE 12FT, WITH SLOPES THAT RANGE FROM OF 1.5% TO 4% AND WITH AVAILABLE COURSE SUBSTRATE.
2. THIS STRUCTURE REQUIRES LOGS THAT ARE SIGNIFICANTLY LONGER THAN THE BANKFULL WIDTH. THE MINIMUM LOG LENGTH FOR THIS STRUCTURE IS 2 TIMES THE REACH BANKFULL WIDTH OR 20FT
3. THE MIN. MAXIMUM DEPTH OF COVER IS 1.5 TIMES THE REACH BANKFULL MAXIMUM RIFFLE DEPTH OR 1.5 FT.
4. LOGS SHALL HAVE MINIMUM DIAMETER OF 18–IN.
5. ALL LOGS SHALL BE RELATIVELY STRAIGHT AND LIMBS SHALL BE TRIMMED FLUSH.
6. FOOTER LOGS ARE LOGS PLACED TO PROVIDE A FOUNDATION AND SCOUR PROTECTION FOR THE HEADER LOGS. FOOTER LOGS ARE ALSO REFERRED TO AS BACKER LOGS. THE HEADER LOG DOES NOT REST ON TOP OF THE FOOTER LOG.
7. THE UPSTREAM AND DOWNSTREAM HEADER LOGS SHALL BOTH BE UNDERLAIN BY FOOTER LOGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
8. HEADER LOGS ARE THE TOP MOST LOGS USED IN EACH LOG STRUCTURE. HEADER LOGS FOR THIS STRUCTURE ARE ONLY VISIBLE BETWEEN THE INNER BERMS.
9. HEADER LOGS SHALL BE OFFSET SLIGHTLY DOWNSTREAM OF THE FOOTER LOGS. HEADER LOG SHALL BE INSTALLED BEFORE THE FOOTER LOG AND THEN THE FOOTER LOG WILL BE PLACED UPSTREAM AND AGAINST THE LOWER HALF OF THE HEADER LOG.
10. SET INVERTS AT ELEVATION SHOWN ON THE CONSTRUCTION PLANS. NO ELEVATIONS OF THE LOG DROP STRUCTURE MAY VARY FROM THE PLAN LOCATIONS WITHOUT DIRECTION FROM THE ENGINEER.
11. THE DROP IN ELEVATION ACROSS THE STRUCTURE SHALL NOT EXCEED 0.6 FT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
12. ALL LOGS ARE PLACED SUCH THAT THEY OVERLAP THE NEXT DOWNSTREAM LOG; THEREFORE, IT IS RECOMMENDED THAT THIS STRUCTURE BE CONSTRUCTED FROM DOWNSTREAM TO UPSTREAM.
13. THE VERTICAL SLOPE OF EACH LOG SHALL NOT EXCEED 6% UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE SLOPES WILL BE DICTATED BY THE WIDTH TO DEPTH RATIO OF THE REACH, TYPICAL RIFFLE INNER BERM CHANNEL, AND VERTICAL DROP OVER THE LOG AND LOG DIAMETER.
14. IT IS LIKELY THAT EACH LOG WILL REQUIRE NOTCHING WHERE THEY OVERLAP IN ORDER TO NOT EXCEED THE MAXIMUM VERTICAL SLOPE SPECIFICATIONS AND SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION. THE CONTRACTOR SHOULD CHOOSE LOGS FROM THE SITE THAT CAN BE USED TO MEET THE SPECIFICATIONS OF THIS DETAIL
15. THE NOTCH DEPTH FOR ANY LOG SHALL NOT EXCEED HALF THE DIAMETER OF THE LOG BEING NOTCHED UNLESS OTHERWISE DIRECTED BY THE ENGINEER
16. ALL GAPS/VOIDS SHALL BE CHINKED WITH LIMBS AND/OR BRUSH, ON THE UPSTREAM SIDE PRIOR TO PLACEMENT OF THE GEOTEXTILE. ANY NOTCHED LOGS SHALL BE APPROVED BY THE DESIGN ENGINEER BEFORE THE LOGS ARE BACKFILLED.
17. ON THE UPSTREAM SIDE OF THE LOGS A LAYER OF WOVEN GEOTEXTILE FABRIC SHALL BE PLACED AS SHOWN IN THE GEOTEXTILE PLACEMENT DETAIL THE ENTIRE LENGTH OF THE LOG.
18. BACKFILL STRUCTURE WITH SELECT BACKFILL MATERIAL AS SHOWN AND DEFINED IN THE GEOTEXTILE PLACEMENT DETAIL.
19. SELECT BACKFILL AND SOIL BACKFILL MATERIAL SHALL BE COMPACTED SUCH THAT FUTURE SETTLEMENT OF THE MATERIAL IS KEPT TO A MINIMUM.
20. NAIL WOVEN GEOTEXTILE TO EDGE OF HEADER LOG AND BACKFILL AS SHOWN IN THE GEOTEXTILE PLACEMENT DETAIL.
21. THE SURFACE OF THIS STRUCTURE SHALL BE FINISHED TO A SMOOTH AND COMPACT SURFACE IN ACCORDANCE WITH THE LINES, GRADES, AND CROSS–SECTIONS OR ELEVATIONS SHOWN ON THE DRAWINGS. THE DEGREE OF FINISH FOR INVERT ELEVATIONS SHALL BE WITHIN 0.1 FT OF THE GRADES AND ELEVATIONS INDICATED, PROVIDED ANY HEIGHT DOES NOT EXCEED MAX. ALLOWABLE DROP OF 0.4 FT FOR THIS STRUCTURE.
22. RE–DRESSING OF CHANNEL AND BANKFULL BENCH/FLOODPLAIN WILL LIKELY BE REQUIRED FOLLOWING INSTALLATION OF IN–STREAM STRUCTURES AND SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
23. SEE THE PLANTING TABLE FOR DETAILS ON HIGH DENSITY LIVE STAKING.
24. THERE SHALL BE 6 1TN ACHOR BOULDERS INSTALLED IN THIS STRUCTURE TO HELP SECURE LOGS.

REVISIONS			
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DRAWN BY: S. CHAN — DATE 07/06/2021
CHECKED BY: A. JAMES — DATE 07/06/2021
APPROVED BY: M. WARNKE — DATE
SCALE NTS — SHEET 16

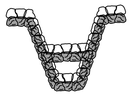
ESCAMBIA COUNTY FLORIDA

VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

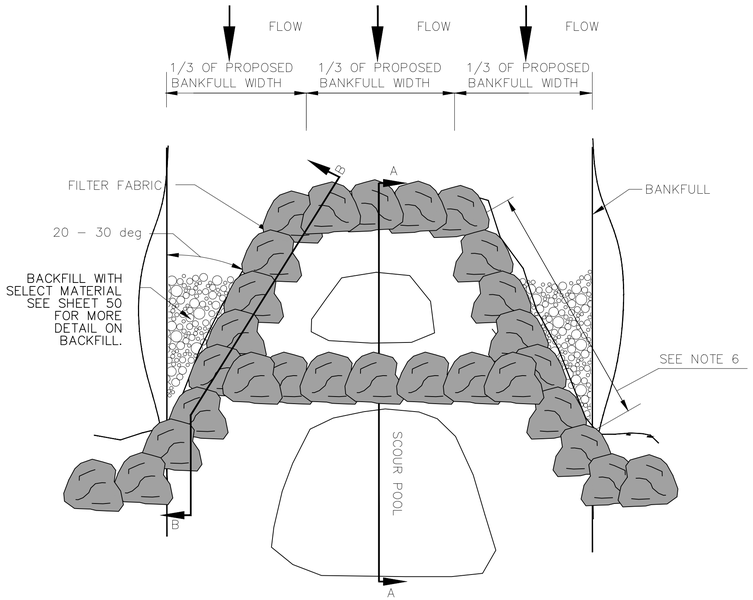
PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
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CLIENT: ESCAMBIA COUNTY, FLORIDA

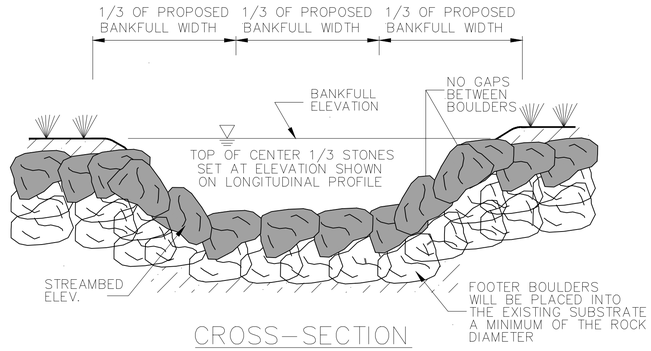
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DET.dwg

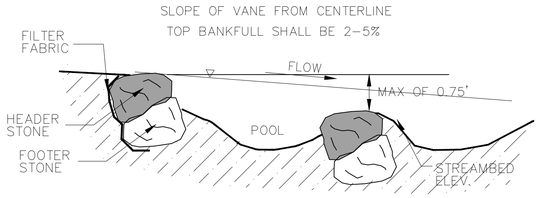


PLAN–SYMBOL

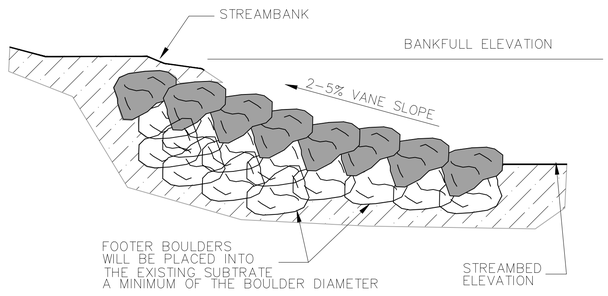




CROSS–SECTION



SECTION A–A



SECTION B–B

3/4 DETAIL – ROCK CROSS VANE

NOT TO SCALE

1. ALL STONES ARE TO BE STRUCTURE STONE.
2. GAPS BETWEEN BOULDERS SHALL BE MINIMIZED BY FITTING BOULDERS TOGETHER AND PLUGGING WITH STRUCTURE STONE CLASS A AND SELECT MATERIAL OR CHINKING STONE APPROVED BY DESIGN ENGINEER, AND LINING WITH FILTER FABRIC.
3. DIMENSIONS AND SLOPES MAY BE ADJUSTED TO FIT BY THE DESIGN ENGINEER.
4. CONTRACTOR WILL BE REQUIRED TO FIT BOULDERS TIGHTLY.
5. FOOTER BOULDERS AND VANE BOULDERS SHALL BE 1–2 TONS MINIMUM AND NATIVE STONE OR SHOT ROCK, CUBICAL OR RECTANGULAR IN NATURE.
6. SLOPE OF VANE FROM CENTERLINE TO THE TOP OF THE VANE ARM SHALL BE 2–5%.
7. THERE SHALL BE NO DROP GREATER THAN 0.75–FT.
8. THE ELEVATION OF EACH GRADE CONTROL STRUCTURE SHOULD BE EQUAL TO OR GREATER THAN THE ELEVATION OF THE TOP OF THE FOOTER ROCKS DIRECTLY UPSTREAM.
9. FOOTER DEPTH AT TIE–IN SHOULD BE AT LEAST AS DEEP AS FOOTERS AT INVERT.
10. FILTER FABRIC SHALL BE PLACED ON THE UPSTREAM SIDE OF THE STRUCTURE TO PREVENT WASHOUT OF SEDIMENT THROUGH BOULDER GAPS. FILTER FABRIC SHALL EXTEND FROM THE BOTTOM OF THE FOOTER BOULDER TO THE FINISHED GRADE ELEVATION AND SHALL BE PLACED THE ENTIRE LENGTH OF THE STRUCTURE.
11. FOOTER DEPTH ON ALL STRUCTURES REQUIRING FOOTERS SHALL BE 6 TIMES GREATER THAN THE DROP BETWEEN THE STRUCTURE AND THE FOOTERED STRUCTURE DIRECTLY UPSTREAM.

REVISIONS

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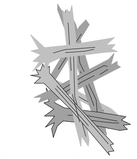
ESCAMBIA COUNTY FLORIDA

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215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

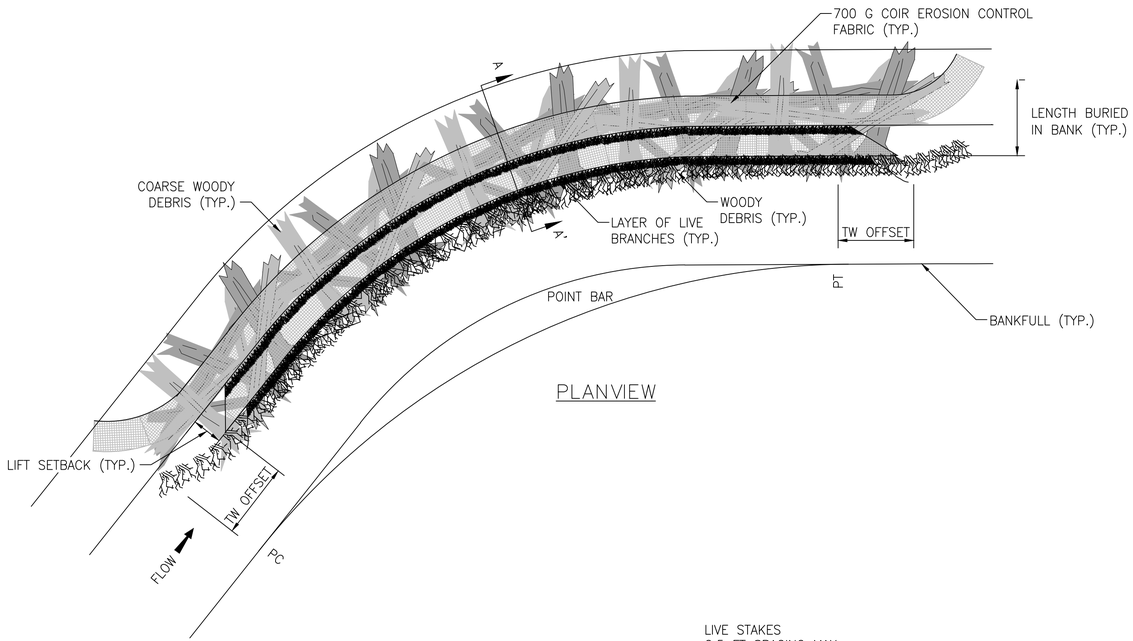
PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: PROJECT DETAILS
CLIENT: ESCAMBIA COUNTY, FLORIDA

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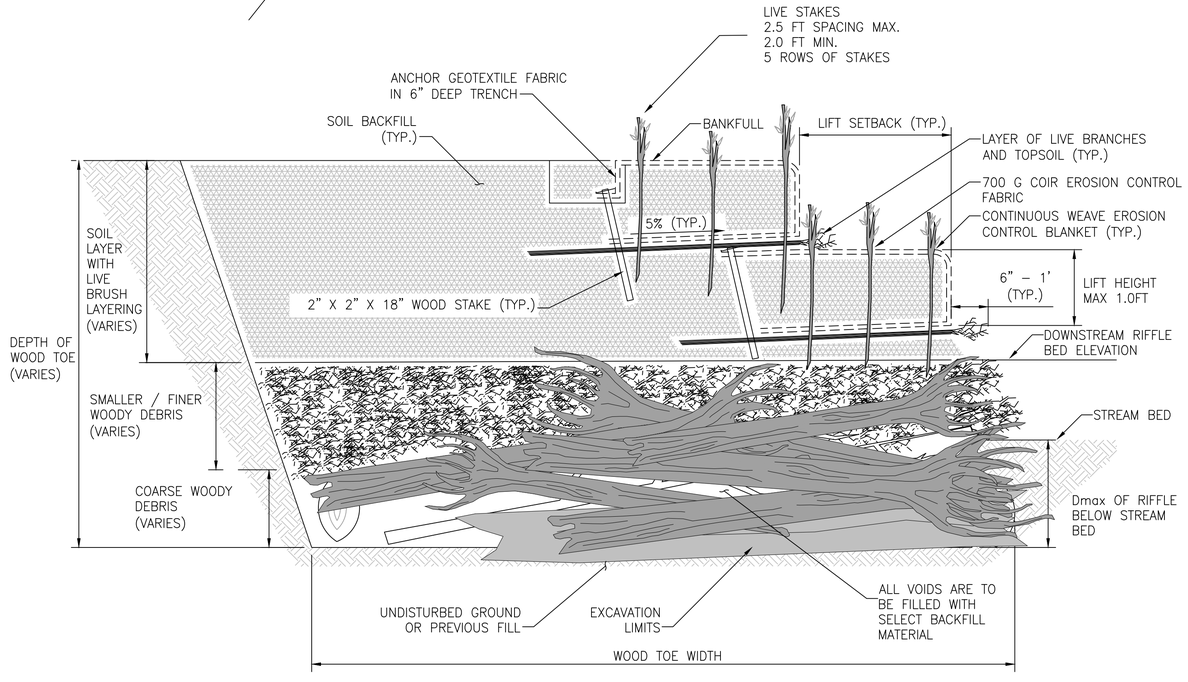
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PLAN–SYMBOL



PLANVIEW



SECTION A–A'

4/7 DETAIL – WOOD TOE
NOT TO SCALE

NOTES:

1. COARSE WOODY DEBRIS SHALL CONSIST OF LOGS, ROOTWADS, AND LARGE BRANCHES NOT SUITABLE FOR CONSTRUCTION OF LOG STRUCTURES. ALL MATERIALS ARE TO BE APPROVED BY THE ENGINEER. NO INVASIVE SPECIES WILL BE ALLOWED WITHIN THE WOOD TOE STRUCTURE.
2. COARSE WOODY DEBRIS SHALL BE CONSTRUCTED WITH THE LARGEST MATERIAL PLACED FIRST. NO LOGS SHALL BE PLACED PARALLEL TO THE FLOW OF WATER, UNLESS DIRECTED BY THE ENGINEER. LOGS SHALL BE PLACED IN A CROSSING PATTERN OR WEAVE SUCH THAT EACH LOG IS ANCHORED BY ANOTHER LOG.
3. SMALL/FINE WOODY DEBRIS SHALL CONSIST OF MEDIUM TO SMALL LIMBS, BRANCHES, BUSHES, AND/OR LOGS. INVASIVE SPECIES SHALL NOT BE USED.
4. SMALL/FINE WOODY DEBRIS SHALL BE PLACED ABOVE THE COARSE WOODY DEBRIS WITH THE LARGEST MATERIAL BEING PLACED FIRST AND THE SMALLEST MATERIAL PLACED LAST.
5. ALL WOODY DEBRIS SHALL BE COMPACTED WITH THE EXCAVATOR BUCKET IN ORDER TO REDUCE THE PRESENCE OF VOIDS IN THE SMALL/FINE WOODY DEBRIS LAYER.
6. THE HORIZONTAL LOCATIONS OF ALL WOODY DEBRIS ARE LOCATED ON CONSTRUCTION PLANS. NO LOCATIONS OF WOODY DEBRIS SHALL VARY FROM THE PLAN LOCATIONS WITHOUT DIRECTION FROM THE ENGINEER.
7. A 4" THICK, 8'–WIDE LAYER OF BEDDING STONE SHALL BE INSTALLED ABOVE THE HIGHEST ELEVATION OF THE WOODY DEBRIS BEFORE THE SOIL LIFTS ARE INSTALLED. BEDDING STONE FOR THIS PURPOSE SHALL BE A SUBSIDIARY OBLIGATION OF WOOD TOE.
8. THE SOIL BACKFILL USED FOR LIFTS AND TOPSOIL USED FOR LAYERING WITH THE LIVE BRANCHES SHALL BE FREE OF ANY LARGE ROOTS OR WOODY DEBRIS AND SHALL GENERALLY BE FREE FROM ANY GRAVEL OR COBBLE MATERIAL.
9. SOIL BACKFILL SHALL BE COMPACTED SUCH THAT FUTURE SETTLING WILL BE KEPT TO A MINIMUM; YET, NOT SUCH THAT THE UNDERLYING BRUSH IS DISPLACED OR DAMAGED.
10. THE TOP OF THE BACKFILL FOR THE FIRST LIFT SHALL BE SLOPED AT APPROXIMATELY 5% AWAY FROM THE STREAM.
11. PLACE A LAYER OF TOPSOIL AND LIVE BRANCHES ON TOP OF EACH SOIL LIFT SUCH THAT APPROXIMATELY 6 INCHES TO 1 FOOT OF EACH LIVE BRANCH WILL BE EXPOSED AND THE REMAINDER (2' TO 4') OF EACH LIVE BRANCH WILL BE COVERED BY THE NEXT SOIL LIFT.
12. LIVE BRANCHES SHALL BE OF THE SPECIES SPECIFIED FOR LIVE STAKES OR APPROVED BY THE ENGINEER AND SHALL EXCLUDE INVASIVE SPECIES.
13. PLACE A LAYER OF 6.5 FEET WIDE GEOCOIR DEKOWE 700 EROSION CONTROL BLANKET, OR EQUIVALENT, ON TOP OF THE TOPSOIL AND LIVE BRANCHES SUCH THAT 2.5 FEET OF THE BLANKET WILL BE BURIED BELOW THE NEXT SOIL LIFT. ALLOW THE REMAINING 4.0 FEET OF BLANKET TO HANG OVER THE PRECEDING SOIL LIFT OR COIR FIBER LOGS.
14. PLACE A LAYER OF 6.5 FEET WIDE NON–WOVEN COIR MATTING OVER THE EROSION CONTROL BLANKET TO THE SAME LIMITS.
15. SOIL CAN BE COMPACTED BY STAKING A PIECE OF 2 X 6 SAWN LUMBER EDGEWAYS UP TO THE LIFT HEIGHT SPECIFIED IN THE STRUCTURE TABLE AND SECURING WITH WOODEN STAKES TO PROVIDE A RIGID BACKSTOP FOR COMPACTING SOIL LIFT.
16. PLACE SOIL BACKFILL UP TO THE LIFT HEIGHT SPECIFIED OF NO GREATER THAN 1.0 FT BEING CAREFUL NOT TO PUSH/PULL OR TEAR THE FABRIC PREVIOUSLY PLACED.
17. THE TOP OF THE SOIL BACKFILL SHALL BE FLAT WITHIN THE LIFT SETBACK DISTANCE SPECIFIED IN THE STRUCTURE TABLE. BEYOND THE LIFT SETBACK DISTANCE, THE SOIL BACKFILL SHALL BE SLOPED AT AN APPROXIMATE 5% SLOPE AWAY FROM THE STREAM.
18. TOP DRESS THE SOIL LIFT WITH TOPSOIL FROM THE FACE OF THE SOIL LIFT BACK INTO THE FLOODPLAIN AT LEAST 4FT.
19. REMOVE THE SAWN LUMBER AND WOODEN STAKES FROM THE FACE OF THE SOIL LIFT AND WRAP THE FACE AND TOP OF THE SOIL LIFT USING THE WOVEN AND NON–WOVEN COIR MATTING HANGING OVER THE PREVIOUS LIFT/COIR FIBER LOGS.
20. THE EROSION CONTROL FABRIC SHALL BE PULLED AS TIGHT AS POSSIBLE WITHOUT TEARING OR EXCESSIVELY DISTORTING THE FABRIC.
21. SECURE THE EROSION CONTROL AND NON–WOVEN MATTING IN PLACE BY STAKING THE END OF THE EROSION CONTROL FABRIC WITH WOODEN STAKES ON 1.5–FOOT CENTERS.
22. BEGIN CONSTRUCTION OF THE NEXT SOIL LIFT BY REPEATING THE PREVIOUS NOTES STARTING WITH NOTE 11.
23. THE OVERALL SLOPE CREATED BY THE LIVE BRUSH LAYERING SHALL MATCH THE PROPOSED CROSS SECTION SHAPE FOR THE OUTER BANK OF THE THE TYPICAL POOL CROSS–SECTION FOR EACH REACH.
24. THE 700G COIR BLANKETS AND GEOTEXTILE FABRIC USED FOR THE UPPER MOST SOIL LIFT WILL BE SECURED WITHIN A 6 INCH DEEP TRENCH AS SHOWN IN DETAIL.
25. THE SURFACE OF THIS STRUCTURE SHALL BE FINISHED TO A SMOOTH AND COMPACT SURFACE IN ACCORDANCE WITH THE LINES, GRADES, AND CROSS–SECTIONS OR ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS. THE DEGREE OF FINISH FOR ELEVATIONS SHALL BE WITHIN 0.1 FT OF THE GRADES AND ELEVATIONS INDICATED OR APPROVED BY THE ENGINEER.
26. RE–DRESSING OF CHANNEL AND BANKFULL BENCH/FLOODPLAIN WILL LIKELY BE REQUIRED FOLLOWING INSTALLATION OF IN–STREAM STRUCTURES AND SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
27. THE LOWER BANK STABILIZATION IS CRITICAL TO THE DESIGN INTENT OF THIS PROJECT. VARIANCE FROM WOOD TOE BANK STABILIZATION WILL NOT BE CONSIDERED, CONTRACTOR SHALL PLAN FOR OFFSITE HARVESTING OR SUPPLY OF WOOD OF DESIRED SPECIES. THERE WILL BE NO ADJUSTMENT MADE FOR INSUFFICIENT WOODY SPECIES FOUND ON SITE.

REVISIONS

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DRAWN BY: S. CHAN — DATE: 07/06/2021
CHECKED BY: A. JAMES — DATE: 07/06/2021
APPROVED BY: M. WARNIKE — DATE:
SCALE: NTS — SHEET: 18

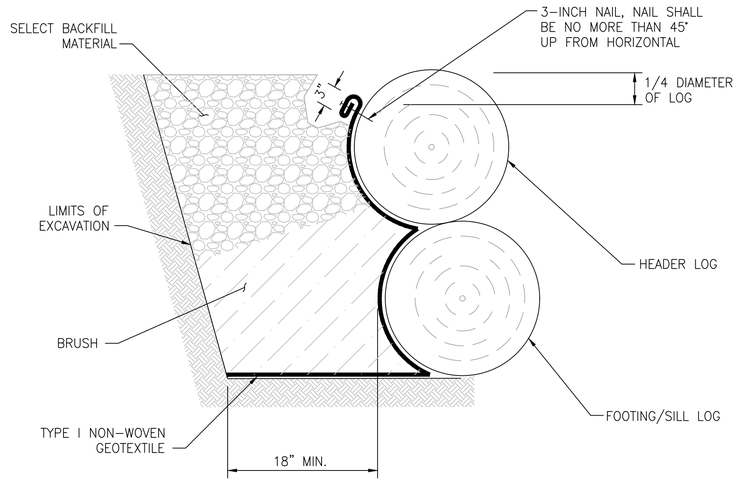
ESCAMBIA COUNTY FLORIDA

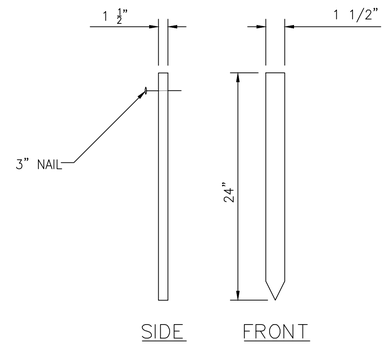
VOLKERT
215 FAIRPOINT DR. SUITE B, GULF BREEZE, FL 32561

PROJECT: JACKSON CREEK FLOODPLAIN EXPANSION
DESCRIPTION: PROJECT DETAILS
CLIENT: ESCAMBIA COUNTY, FLORIDA

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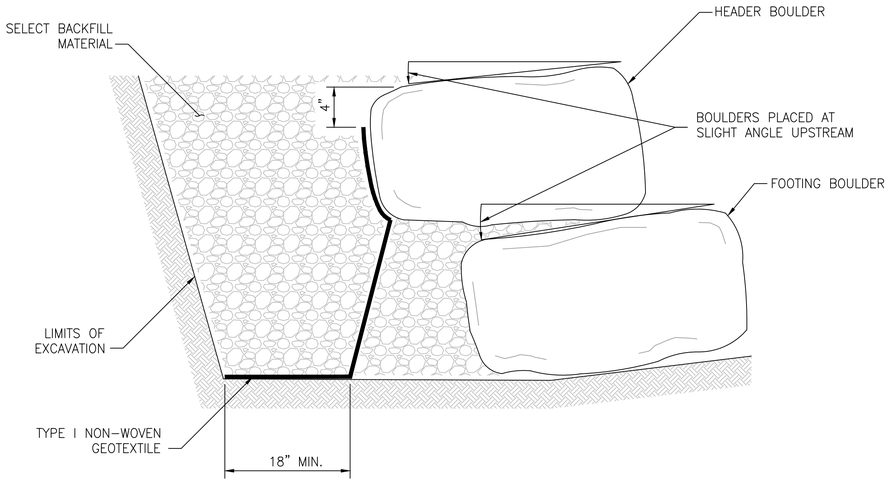




NOTES:

1. DEAD STAKES SHALL BE OF MINIMUM DIMENSIONS SHOWN AND SHALL BE GENERALLY FREE OF ANY KNOTS.
2. ALL DEAD STAKES SHALL BE RELATIVELY STRAIGHT AND WITHOUT ANY ROT OR WATER DAMAGE.
3. ONE 3–INCH NAIL SHALL BE DRIVEN THROUGH A PRE–DRILLED HOLE 1" TO 2" BELOW THE TOP OF THE DEAD STAKE.
4. THE PRE–DRILLED HOLE SHALL BE SMALL ENOUGH THAT THE NAIL MUST BE DRIVEN INTO THE STAKE, YET LARGE ENOUGH TO PREVENT SPLITTING OF THE STAKE WHILE DRIVING THE NAIL.
5. THE NAIL SHALL BE DRIVEN SUCH THAT AN EQUAL AMOUNT OF THE NAIL PROTRUDES THROUGH BOTH SIDES OF THE DEAD STAKE.
6. IN–LIEU OF PREDRILING HOLES THROUGH THE DEAD STAKES, A NEUMATIC NAIL–GUN MAY BE USED; HOWEVER, THE AIR PRESSURE MUST BE ADJUSTED SUCH THAT NO SPLITTING OF THE DEAD STAKE OCCURS.
7. ALL VARIATIONS FROM THE STAKING DETAIL MUST BE APPROVED BY THE ENGINEER.

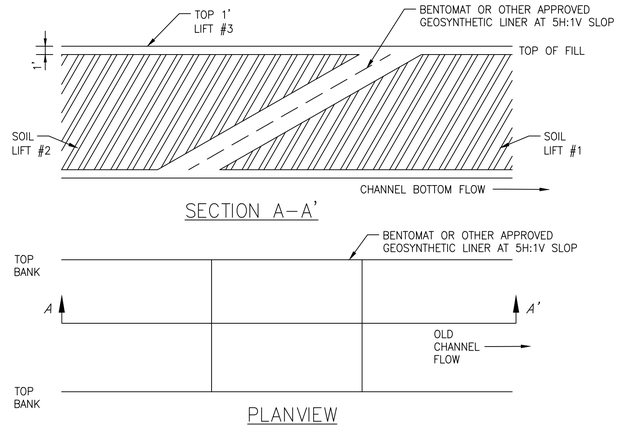
2 DETAIL – DEAD STAKE
NOT TO SCALE



NOTES:

1. NON–WOVEN GEOTEXTILE FABRIC SHALL EXTEND FROM THE BOTTOM OF THE FOOTER LOG/ROCK OR LIMITS OF EXCAVATION, WHICHEVER IS LOWER, UP TO 3/4 THE DIAMETER OF THE HEADER LOG OR 4 INCHES FROM THE TOP OF THE HEADER BOULDER UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. PRIOR TO SECURING THE NON–WOVEN GEOTEXTILE FABRIC TO HEADER LOGS, TWO 3–INCH FOLDS SHALL BE PLACED IN THE UPPER END OF THE FABRIC CREATING THREE LAYERS OF FABRIC FOR THE NAIL TO PENETRATE PRIOR TO REACHING THE LOG.
3. SECURE THE NON–WOVEN GEOTEXTILE TO THE HEADER LOG BY NAILING 3–INCH 10d GALVANIZED ROOFING NAILS OR APPROVED EQUIVALENT THE ENTIRE LENGTH OF THE LOG, 6–INCHES ON CENTER.
4. SELECT BACKFILL MATERIAL SHALL CONSIST OF 50 PERCENT CLASS 1 RIP–RAP, 30 PERCENT CLASS II RIP–RAP AND 20 PERCENT SOIL MATERIAL, UNLESS OTHERWISE SPECIFIED WITHIN A SPECIFIC DETAIL OR APPROVED BY THE ENGINEER.

DETAIL – GEOTEXTILE PLACEMENT AND SELECT BACKFILL
NOT TO SCALE



6/3 DETAIL – IMPERVIOUS PLUG
NOT TO SCALE

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REVISIONS

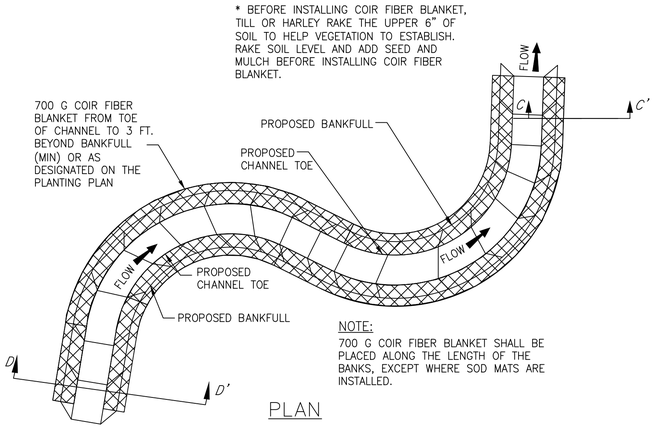
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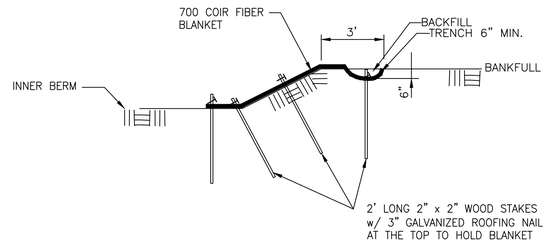
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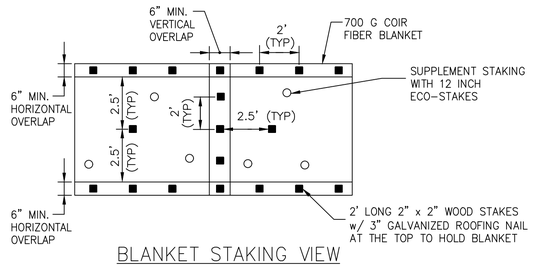
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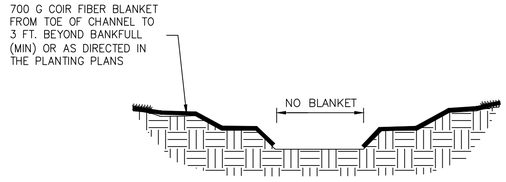
PLAN



SECTION C–C'



BLANKET STAKING VIEW



SECTION D–D'

NOTE:
ALL MATERIALS ARE TO BE APPROVED BY ENGINEER OR ENGINEER'S ONSITE CONSTRUCTION MANAGER.

NOTE:

SECURE BLANKET BY STAKING AND OVERLAPPING AT THE SEAMS WITH A SHINGLE–TYPE METHOD. ADDITIONAL STAKING SHALL BE APPLIED AT NO ADDITIONAL COST IF THE BLANKET SEPARATES FROM THE SOIL MORE THAN ONE INCH UNDER A REASONABLE PULL.

DETAIL – TYPICAL EROSION CONTROL BLANKET

NOT TO SCALE

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SCALE NTS — SHEET 20

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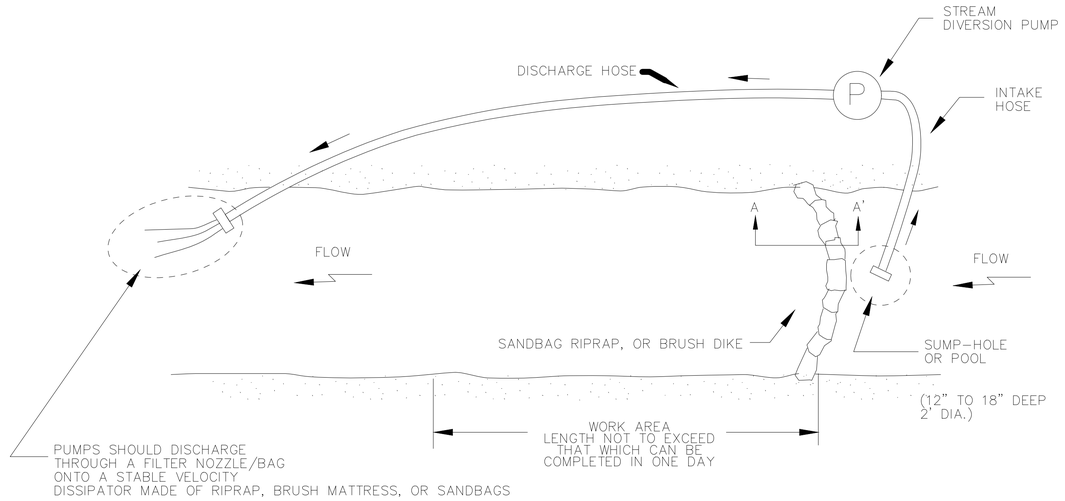
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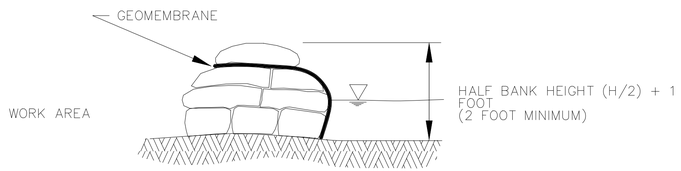
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PLAN VIEW



SECTION A–A'



NOTES:

1. DESCRIPTION: THE WORK SHALL CONSIST OF INSTALLING A PUMP–AROUND WHEN STREAM RESTORATION ACTIVITIES TAKE PLACE WITHIN THE EXISTING STREAM CHANNEL OR WHEN INSTALLING PROPOSED PIPELINES W/ ELEVATED GROUND WATER.
2. DEWATERING FOR PIPELINES MAY ALSO INCLUDE WELL POINTING.
3. THE CONTRACTOR SHOULD ONLY BEGIN WORK IN AN AREA WHICH CAN BE COMPLETED BY THE END OF THE DAY INCLUDING GRADING ADJACENT TO THE CHANNEL. AT THE END OF EACH WORK DAY, THE WORK AREA MUST BE STABILIZED AND THE PUMP REMOVED FROM THE CHANNEL. WORK SHOULD NOT BE CONDUCTED IN THE CHANNEL DURING RAIN EVENTS.
4. A SANDBAG OR RIPRAP DIKE SHOULD BE SITUATED AT THE UPSTREAM END OF THE WORK AREA, AND STREAM FLOW SHOULD BE PUMPED AROUND THE WORK AREA. A GEOMEMBRANE MATERIAL SHOULD BE PLACED ON THE UPSTREAM FACE OF THE DIKE TO SEAL AND CONTAIN STREAM FLOW.
5. THE PUMP SHOULD DISCHARGE ONTO A STABLE VELOCITY DISSIPATER MADE OF RIPRAP OR SANDBAGS.
6. THE HEIGHT OF THE DIKE SHOULD BE HALF CHANNEL BANK HEIGHT PLUS ONE FOOT (H/2 + 1) OR A 2–FOOT HEIGHT MINIMUM.
7. THE PUMP SHALL BE OF SUFFICIENT SIZE TO CONVEY NORMAL STREAM FLOW.
8. WORK SHOULD BE PERFORMED WHEN STREAM FLOWS ARE AT THEIR LOWEST.
9. IF HEAVY RAINS ARE ANTICIPATED, THE PUMP–AROUND AND DIKE SHALL BE REMOVED AND CHANNEL FLOW SHALL BE UNRESTRICTED. AT THIS TIME, IN–STREAM WORK SHOULD NOT CONTINUE UNTIL STREAM FLOW CAN BE HANDLED BY THE PUMP.
10. CONTRACTOR SHALL PROVIDE DEWATERING/DIVERSION PLAN FOR APPROVAL PRIOR TO INSTALLING A PUMP AROUND AND BEGINNING WORK ON THE ADJACENT AREA.
11. CONTRACTOR SHALL MAINTAIN NO MORE THAN 10 NTU ABOVE BACKGROUND DURING ALL INSTREAM WORK. UPON VISUAL TURBIDITY THE CONTRACTOR SHALL CEASE WORK AND REMEDY THE CAUSE. WORK SHALL NOT RESUME UNTIL THE CONTRACTOR CAN MAINTAIN ACCEPTABLE LEVELS OF TURBIDITY.

DETAIL – PUMP AROUND

NOT TO SCALE

DET.dwg

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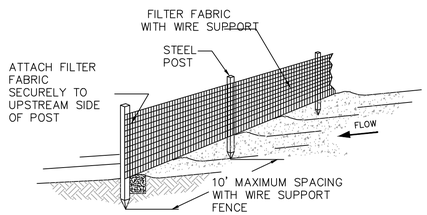
ESCAMBIA COUNTY FLORIDA

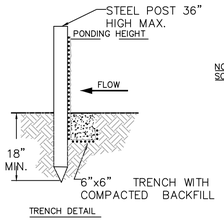
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SILT FENCE





TRENCH DETAIL

EROSION/SEDIMENTATION CONTROL NOTES

1. EROSION CONTROL MEASURES SHOWN ON THE PLANS SHOULD BE CONSIDERED THE MINIMUM NECESSARY MEASURES REQUIRED. THE CONTROL OF EROSION AND SEDIMENTATION IS THE CONTRACTORS RESPONSIBILITY AT ALL TIMES. WETLANDS, ADJACENT PROPERTIES, EXISTING AND PROPOSED DRAINAGE STRUCTURES MUST BE PROTECTED AT ALL TIMES. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION, AT NO TIME SHALL THERE BE ANY OFFSITE DISCHARGE WHICH VIOLATES THE WATER QUALITY STANDARDS OF THE FLORIDA ADMINISTRATIVE CODE.

2. ALL DISTURBED AND NON-STABILIZED AREAS SHALL BE WATERED REGULARLY TO PREVENT DUST.

3. THE CONTRACTOR SHALL INSTALL AND MAINTAIN SLOPE PROTECTION PER THE PLANS ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETED FINAL GRADES, AND ANY OTHER TIME AS NEEDED TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES TO ANY WETLANDS, WATER BODY OR ADJACENT PROPERTY. SLOPES 3:1 AND STEEPER SHALL BE STAKED WITH SOLID SOD OR COVERED AS DIRECTED WITH PERMANENT VEGETATION AS OUTLINED IN THE VEGETATION PLANS.

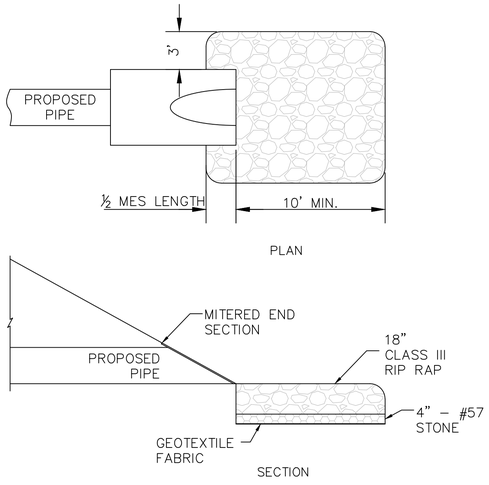
4. FLOATING TURBIDITY CURTAINS SHALL BE INSTALLED DOWN STREAM OF THE CONSTRUCTION AREA. FLOATING TURBIDITY CURTAINS ARE DESIGNED TO MINIMIZE THE TRANSPORT OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION AREA VIA THE ADJACENT WATERWAY. THE LOCATION OF THE TURBIDITY CURTAIN WILL NEED TO BE ADJUSTED BASED ON ON-SITE FIELD CONDITIONS. FLOATING TURBIDITY CURTAINS ARE NOT INTENDED TO BE PLACED ACROSS THE MAIN FLOW OF A SIGNIFICANT BODY OF MOVING WATER. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE FLOATING TURBIDITY CURTAINS THROUGHOUT THE DURING OF THE PROJECT.

5. THE CONSTRUCTOR IS RESPONSIBLE FOR REMOVING ALL EROSION CONTROLS MEASURES AT THE CONCLUSION OF THE PROJECT. COST ASSOCIATED WITH THE REMOVAL OF EROSION CONTROL MEASURES SHALL BE INCLUDED INCLUDED IN THE LUMP SUM COST OF THE EROSION CONTROL PLAN.

6. THE CONTRACTOR SHALL TAKE PROPER MEASURES TO ENSURE EXCAVATED MATERIALS STORED ON SITE ARE PROTECTED AGAINST EROSION AND SEDIMENTATION. THE CONTRACTOR SHALL REMOVE UNSALVAGEABLE MATERIAL FROM THE SITE IN A TIMELY MANNER AND DISPOSE OF IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS.

7. ON SITES > 1 ACRE: IF > 1 CONTIGUOUS ACRE IS DECLARED, A GROUND COVER SUFFICIENT TO PREVENT EROSION SHOULD BE PLANTED OR OTHERWISE STABILIZED WITHIN 10 WORKING DAYS ON THE PORTION OF THE SITE UPON WHICH FURTHER ACTIVE CONSTRUCTION WILL NOT BE UNDERTAKEN WITHIN 90 DAYS.

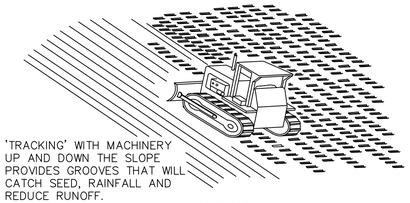
8. TO COMPLY WITH NPDES REQUIREMENTS, EROSION CONTROL MEASURES SHALL BE INSPECTED AFTER EACH ½" RAINFALL EVENT OR AT LEAST WEEKLY. THE CONTRACTOR SHALL DOCUMENT SUCH INSPECTIONS AND EROSION CONTROL MAINTENANCE EFFORTS. INSPECTION RECORDS SHALL BE PROVIDED TO THE NPDES PERMIT APPLICANT FOR PROPER REPORTING TO FDEP.



RIP RAP INSTALLATION DETAIL FOR MITERED END SECTION

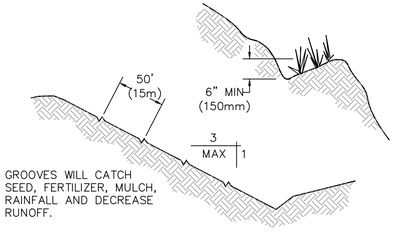
N.T.S.

SURFACE ROUGHENING



'TRACKING' WITH MACHINERY UP AND DOWN THE SLOPE PROVIDES GROOVES THAT WILL CATCH SEED, RAINFALL AND REDUCE RUNOFF.

TRACKING

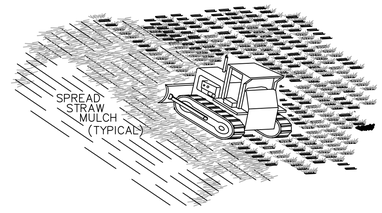


GROOVES WILL CATCH SEED, FERTILIZER, MULCH, RAINFALL AND DECREASE RUNOFF.

CONTOUR FURROWS

NOTE:
PERMANENT SEED MIX SHALL BE AN EVEN MIX OF WETLAND AND MEADOW FLOWERING FORB AND GRASS VARIETIES. PERMANENT SEED MIX SHALL NOT CONTAIN ANY NON-NATIVE SPECIES. DESIGN ENGINEER SHALL APPROVE FINAL SEED MIX CHOSEN BY CONTRACTOR PRIOR TO APPLICATION.

STRAW ANCHORING



'TRACKING' WITH MACHINERY ON SANDY SOIL PROVIDES ROUGHENING WITHOUT UNDUE COMPACTION.

NOTES:
1. ROUGHEN SLOPE WITH BULLDOZER

2. BROADCAST SEED AND FERTILIZER.

3. SPREAD STRAW MULCH 3" (76mm) THICK. (1 1/2 to 2 TONS PER ACRE)

4. PUNCH STRAW MULCH INTO SLOPE BY RUNNING BULLDOZER UP AND DOWN SLOPE.

TEMPORARY SEED OPTIONS

COMMON NAME	CASTING RATE (LB/AC)	PLANTING PERIOD
WINTER WHEAT	50	SEPT – FEB
RYE	50	SEPT – APRIL
RYE GRAIN	50	SEPT – APRIL
CRIMSON CLOVER	50	SEPT – APRIL
BROWN TOP MILLET	30	APRIL – SEPT

PERMANENT SEED MIX OPTIONS

SCIENTIFIC / COMMON NAME	WETLAND INDICATOR STATUS	LIGHT REQUIREMENTS
JUNCUS SP. / RUSHES	FACW	SUN
CAREX SP. / SEDGES	FACW	SUN
SCIRPUS SP. / RUSHES	FACW	SUN
PANICUM RIGIDULUM / RED-TOP PANICGRASS	FACW	SUN
SCHIZACHYRIUM SCOPARIUM /CAMPER LITTLE BLUE STEM	FACU	SUN
COREOPSIS LANCEOLATA / LANCE-LEAVED COREOPSIS	UPL	SUN
RUDBECKIA HIRTA / BLACK-EYED SUSAN	FACU	SUN
CHASMANTHIUM LATIFOLEUM / RIVER OATS	FAC-	PART SHADE / SHADE
DICHANTHELIUM CLANDESTINUM / DEER TONGUE	FACW	SUN / PART SHADE
HELENIUM AUTUMNALE / COMMON SNEEZEWEED	FACW	SUN
HELIANTHUS ANGUSTIFOLIUS / SWAMP SUNFLOWER	FAC+	SUN / PART SHADE
PARTHENIUM INTEGRIFOLIUM / WILD QUININE	NA	SUN / PART SHADE
PENSTEMON LAEVIGATUS / APPALACHIAN BEARDTONGUE	FAC	SUN / PART SHADE
TRIDENS FLAVUS / PURPLE TOP	FACU	SUN
MONARDA PUNCTATA / SPOTTED BEEBALM	FAC	SUN / PART SHADE
VERNONIA NOVEBORACENCIS / IRONWEED	FAC+	SUN / PART SHADE
AGROSTIS PERENNANS / UPLAND BENTGRASS	FACU	SUN / PART SHADE
BIDENS ARISTOSA / TICKSEED SUNFLOWER	FACW	SUN / PART SHADE
IRIS VIRGINICA / BLUE FLAG IRIS	OBL	SUN / PART SHADE
LOBELIA CARDINALIS / CARDINAL FLOWER	FACW+	SUN / PART SHADE
ASTER OBLONGIFOLIUS / AROMATIC ASTER	FACU	SUN / PART SHADE
HYPERICUM MUTILUM / ST JOHN'S WORT	FACW	SUN / PART SHADE
RUDBECKIA FULGIDA / ORANGE CONEFLOWER	FAC	SUN / PART SHADE
SALVIA COCCINEA / BLOOD SAGE	FACU	SUN / PART SHADE
POLYGONUM PENSYLVANICUM / SMARTWEED	FACW-	SUN / PART SHADE

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ESCAMBIA COUNTY FLORIDA

VOLKERT
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Certification of Compliance with a State 404 Program General Permit

Instructions: To be completed, executed, and submitted to the Agency within 30 days of completion of the authorized activity.

Permit No: Permittee's Name:

Permittee's Address:

Telephone Number:

Location of the Work:

Date Work Started: Date Work Completed:

PROPERTY IS INACCESSIBLE WITHOUT PRIOR NOTIFICATION: YES NO
TO SCHEDULE AN INSPECTION, PLEASE CONTACT AT

Description of the Work (e.g., bank stabilization, residential or commercial filling, docks, dredging, etc.):

Acreage or Square Feet of Impacts to state-assumed waters:

Describe Mitigation completed (if applicable):

Describe any Deviations from Permit (attach drawing(s) depicting the deviations):

I certify that all work, and mitigation (if applicable) was done in accordance with the limitations and conditions as described in the permit. Any deviations as described above are depicted on the attached drawing(s).

_____ _____
Signature of Permittee Date:

_____
Name and Title

Enclosures:
☐ Attached drawing(s) depicting deviations from the permit (if any)
☐ Other

In-house design sidewalk project $250k Pricing agreement (unfunded)

Lake Charlene Drainage relief system to Turtle Swamp. Sidewalks designed (unfunded)

Myrtle Grove Elementary School Outfall Project w/sidewalk $401k (funded)

Sidewalks are designed from Fairfield to 65th Street based on the existing topographic base file.

Legend:

- STREET_SIGNS
- STREET_SIGNS
- Ex. Storm_Structure
- Exist. Sdwks
- Ex. Storm_Conduit
- Surface Water Lines

PONDS

Maintenance Entity:

- Private Pond
- Public Pond
- WETLANDS, Palustrine

Feet

0 1,500

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID

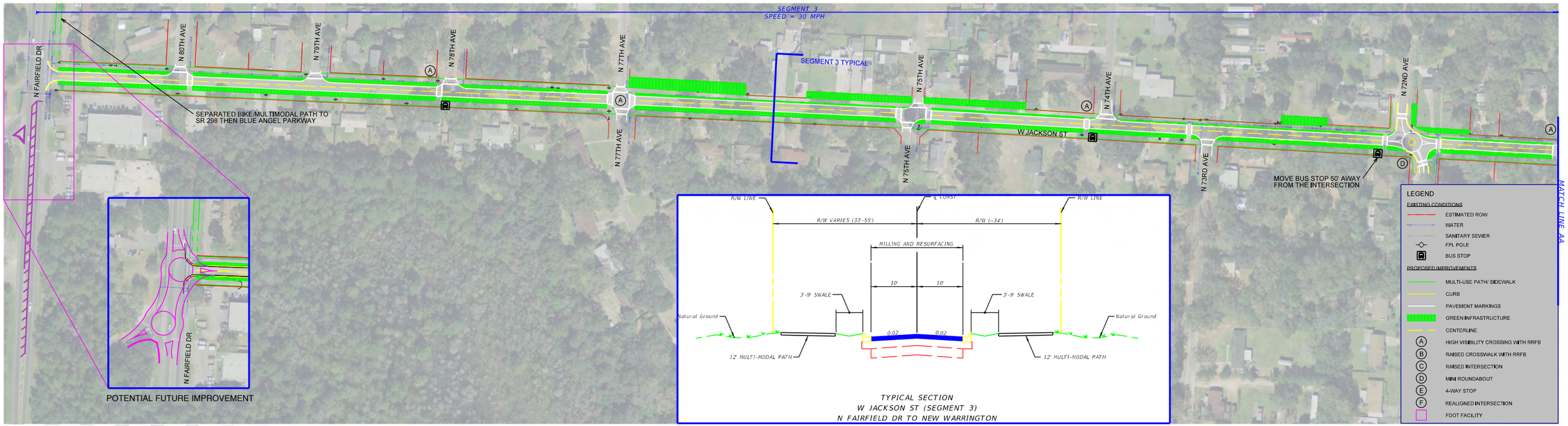
Appendix F. Preliminary Design, Cost Estimates

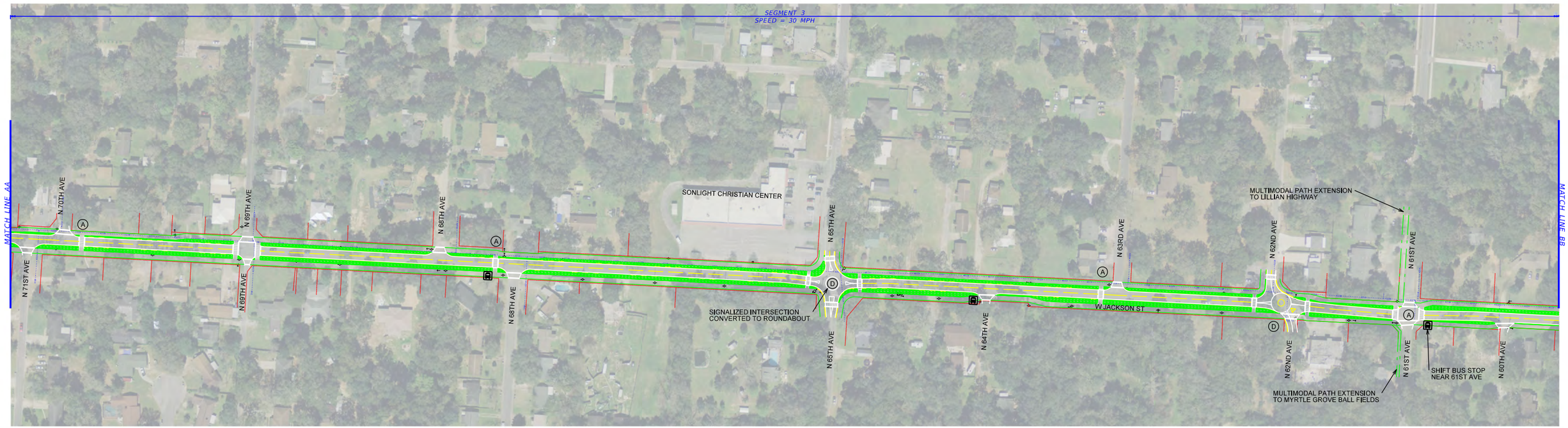
REIMAGINE JACKSON STREET

W JACKSON ST CONCEPT PLANS

W JACKSON ST FROM N FAIRFIELD DR TO EAST OF N 61ST ST

SHEET NO. 1



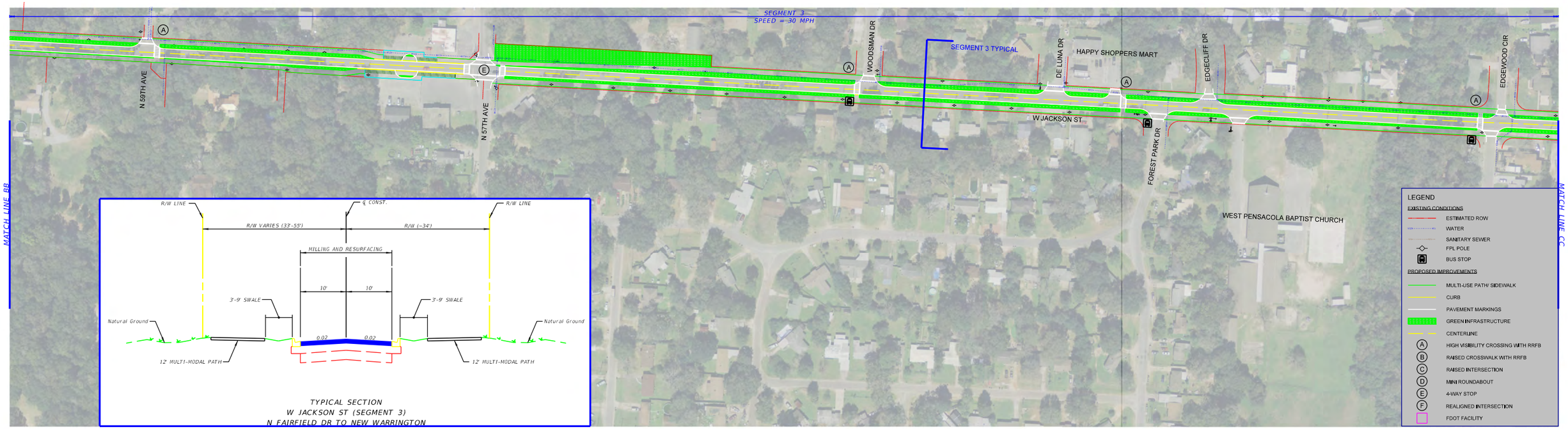


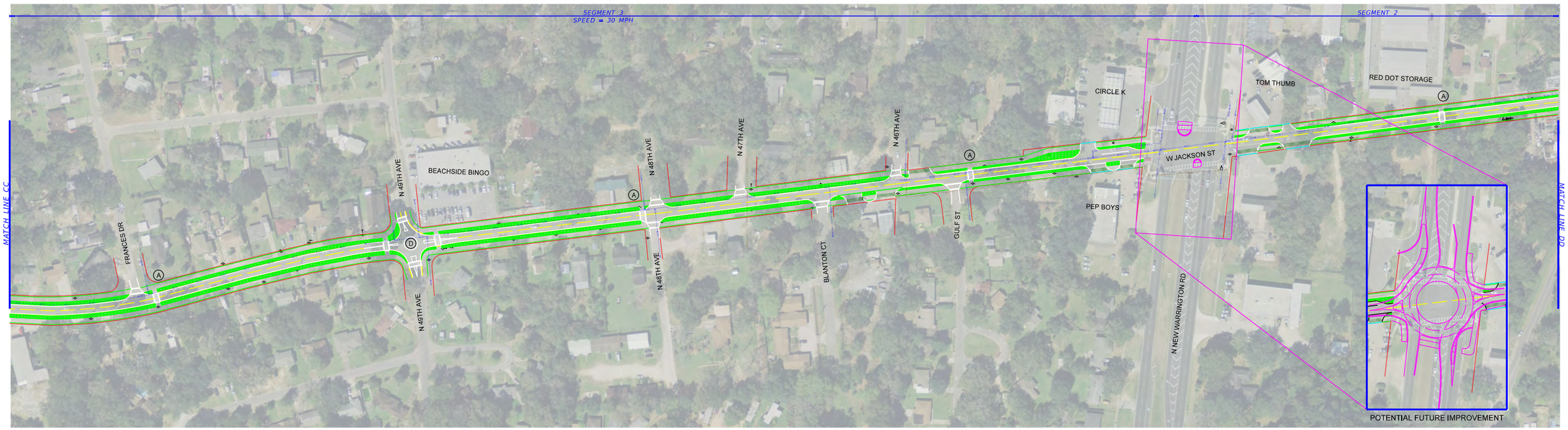
REIMAGINE JACKSON STREET

W JACKSON ST CONCEPT PLANS

W JACKSON ST FROM WEST OF N 59TH AVE TO EAST OF N NEW WARRINGTON RD

SHEET NO. 2

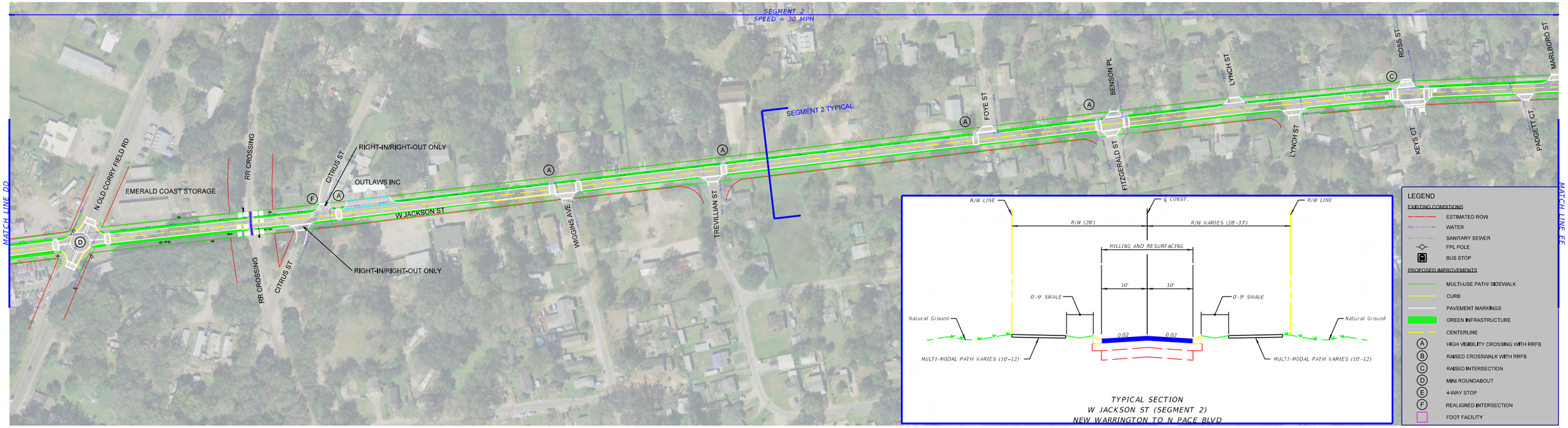


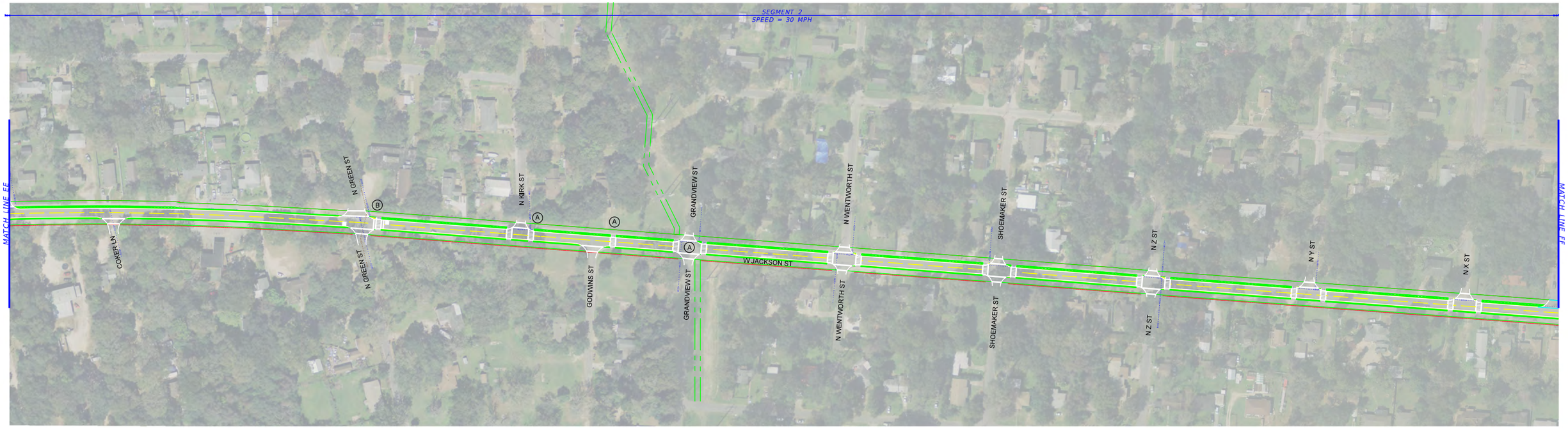


REIMAGINE JACKSON STREET

W JACKSON ST CONCEPT PLANS

W JACKSON ST FROM WEST OF N OLD CORRY FIELD RD TO EAST OF N X ST





REIMAGINE JACKSON STREET

W JACKSON ST CONCEPT PLANS

W JACKSON ST FROM N WEST ST TO N D ST

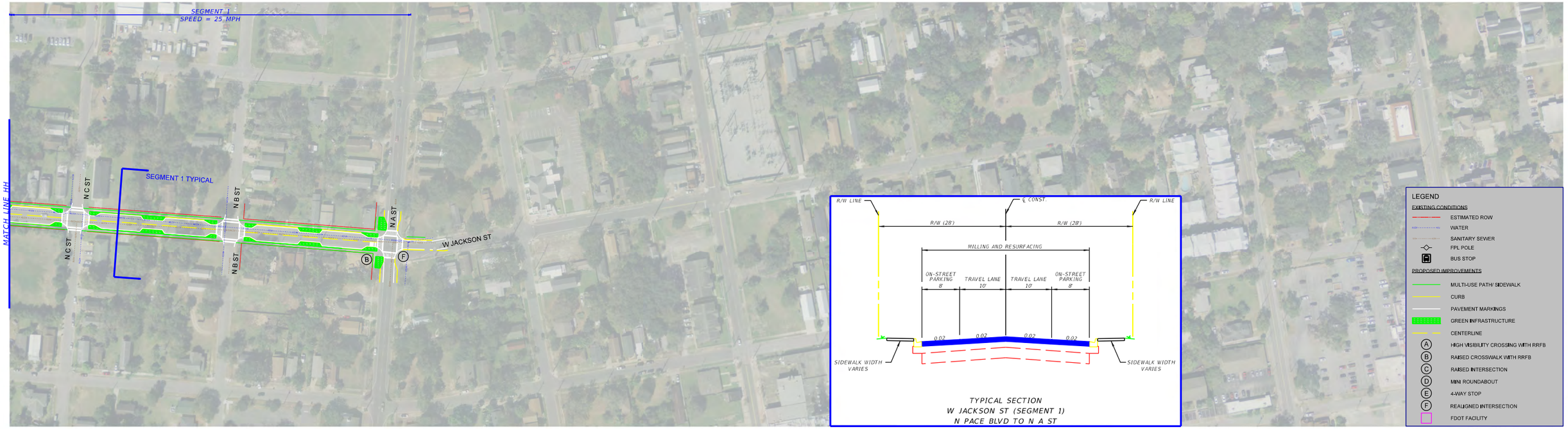
SHEET NO. 4



REIMAGINE JACKSON STREET

W JACKSON ST CONCEPT PLANS

W JACKSON ST FROM N C ST TO N A ST



TYPICAL SECTION
W JACKSON ST (SEGMENT 1)
N PACE BLVD TO N A ST

LEGEND

EXISTING CONDITIONS
- ESTIMATED ROW
- WATER
- SANITARY SEWER
- FPL POLE
- BUS STOP

PROPOSED IMPROVEMENTS
- MULTI-USE PATH/ SIDEWALK
- CURB
- PAVEMENT MARKINGS
- GREEN INFRASTRUCTURE
- CENTERLINE
- (A) HIGH VISIBILITY CROSSING WITH RRFB
- (B) RAISED CROSSWALK WITH RRFB
- (C) RAISED INTERSECTION
- (D) MINI ROUNDABOUT
- (E) 4-WAY STOP
- (F) REALIGNED INTERSECTION
- FDOT FACILITY

FPL UTILITY POLE CONFLICT MATRIX (1)

SIDE ON STREET	LOCATION	TYPE	NUMBER OF POLES	RELOCATE (Y/N)
NORTH	FAIRFIELD to 80th AVE	WOOD	1	Y
SOUTH	FAIRFIELD to 80th AVE	WOOD	2	Y
NORTH	79th AVE to 78th AVE	WOOD	2	Y
SOUTH	79th AVE to 78th AVE	WOOD	3	Y
NORTH	78th AVE to 77th AVE	WOOD	2	Y
SOUTH	78th AVE to 77th AVE	WOOD	2	Y
NORTH	77th AVE to 75th AVE	WOOD	1	Y
SOUTH	77th AVE to 75th AVE	WOOD	3	Y
NORTH	75th AVE to 74th AVE	WOOD	1	Y
SOUTH	75th AVE to 73rd AVE	WOOD	4	Y
NORTH	74th AVE to 72nd AVE	WOOD	3	Y
SOUTH	73rd AVE to 72th AVE	WOOD	4	Y
NORTH	72nd AVE to 70th AVE	WOOD	4	Y
SOUTH	71st AVE to 69th AVE	WOOD	3	Y
NORTH	70th AVE to 69th AVE	WOOD	1	Y
SOUTH	69th AVE to 68th AVE	WOOD	4	Y
NORTH	69th AVE to 68th AVE	WOOD	2	Y
SOUTH	68th AVE to 65th AVE	WOOD	4	Y
SOUTH	68th AVE to 65th AVE	CONCRETE	1	N
NORTH	68th AVE to 65th AVE	WOOD	1	Y
SOUTH	65th AVE to 64th AVE	WOOD	2	Y
NORTH	65th AVE to 63rd AVE	WOOD	2	Y
NORTH	65th AVE to 63rd AVE	CONCRETE	1	N
SOUTH	64th AVE to 62nd AVE	WOOD	3	Y
NORTH	63rd AVE to 62nd AVE	WOOD	2	Y
SOUTH	62nd AVE to 61st AVE	WOOD	3	Y
NORTH	62nd AVE to 61st AVE	WOOD	2	Y
SOUTH	59th AVE to 57th AVE	WOOD	2	Y
NORTH	61st AVE to 59th AVE	WOOD	1	Y
SOUTH	57th AVE to FORREST PARK DR	WOOD	11	Y
NORTH	59th AVE to 57th AVE	WOOD	3	Y
NORTH	57th AVE to WOODSMAN DR	WOOD	1	Y
NORTH	WOODMAN DR to DELUNA DR	WOOD	1	Y
NORTH	DELUNA DR to EDGECLIFF DR	WOOD	1	Y
NORTH	EDGECLIFF DR to EDGEWOOD CIRCLE	WOOD	3	Y
SOUTH	FORREST PARK DR to S EDGEWOOD CIRCLE	WOOD	5	Y
NORTH	S EDGEWOOD CIRCLE to FRANCIS DR	WOOD	2	Y
SOUTH	S EDGEWOOD CIRCLE to 49th AVE	WOOD	8	Y
NORTH	FRANCIS DR to 49th AVE	WOOD	2	Y
SOUTH	49th Ave to 48th Ave	WOOD	4	Y
NORTH	49th AVE to 48th AVE	WOOD	3	Y
SOUTH	48th AVE to BLANTON CT	WOOD	3	Y
NORTH	47th AVE to 46th AVE	WOOD	1	Y
SOUTH	BLANTON CT to GULF ST	WOOD	1	Y
NORTH	46th AVE to NEW HARRINGTON RD	WOOD	2	Y
NORTH	46th AVE to NEW HARRINGTON RD	CONCRETE	1	N

TOTAL FPL POLES TO BE RELOCATED: 327 91%

FPL UTILITY POLE CONFLICT MATRIX (2)

SIDE ON STREET	LOCATION	TYPE	NUMBER OF POLES	RELOCATE (Y/N)
SOUTH	GULFT ST to NEW HARRINGTON RD	WOOD	3	Y
NORTH	NEW HARRINGTON RD to N OLD CORRY FIELD RD	WOOD	3	Y
NORTH	NEW HARRINGTON RD to N OLD CORRY FIELD RD	CONCRETE	1	N
SOUTH	NEW HARRINGTON RD to N OLD CORRY FIELD RD	WOOD	6	Y
NORTH	N OLD CORRY FIELD RD to CITRUS ST	WOOD	1	Y
SOUTH	N OLD CORRY FIELD RD to CITRUS ST	WOOD	5	Y
NORTH	CITRUS ST to FOYE ST	WOOD	12	Y
SOUTH	CITRUS ST to WIGGINS AVE	WOOD	5	Y
NORTH	FOYE ST to BENSON PL	WOOD	1	Y
SOUTH	WIGGINS AVE to TREVILLIAN ST	WOOD	3	Y
SOUTH	TREVILLIAN ST to FITZGERALD ST	WOOD	7	Y
NORTH	BENSON PL to LYNCH ST	WOOD	3	Y
SOUTH	FITZGERALD ST to LYNCH ST	WOOD	2	Y
NORTH	LYNCH ST to ROSS ST	WOOD	4	Y
SOUTH	LYNCH ST to ROSS ST (KEYS CT)	WOOD	1	Y
NORTH	ROSS ST to MARLBORO ST	WOOD	1	Y
SOUTH	COKER LN to N GREEN ST	WOOD	1	Y
NORTH	MARLBORO ST to N GREEN ST	WOOD	3	Y
NORTH	N GREEN ST TO N KIRK ST	WOOD	0	N
SOUTH	N GREEN ST to GODWINS ST	WOOD	1	Y
NORTH	N KIRK ST to GRANDVIEW ST	WOOD	4	Y
NORTH	GRANDVIEW ST to N WENTWORTH ST	WOOD	3	Y
SOUTH	GRANDVIEW ST to N WENTWORTH ST	WOOD	2	Y
NORTH	N WENTWORTH ST to SHOEMAKER ST	WOOD	3	Y
NORTH	SHOEMAKER ST to N Z ST	WOOD	2	Y
SOUTH	SHOEMAKER ST to N Z ST	WOOD	1	Y
NORTH	N Z ST to N Y ST	WOOD	2	Y
NORTH	N Y ST to N X ST	WOOD	2	Y
NORTH	N X ST to N W ST	WOOD	2	Y
SOUTH	N Z ST to N W ST	WOOD	1	Y
NORTH	N W ST to N V ST	WOOD	1	Y
NORTH	N W ST to N V ST	CONCRETE	1	N
SOUTH	N W ST to N V ST	WOOD	4	Y
NORTH	N V ST to N U ST	WOOD	4	Y
NORTH	N U ST to N T ST	WOOD	3	Y
SOUTH	N U ST to N T ST	WOOD	2	Y
NORTH	N T ST to N S ST	WOOD	3	Y
NORTH	N S ST to N R ST	WOOD	2	Y
SOUTH	BOLAND PL to N R ST	WOOD	4	Y
NORTH	N R ST to N Q ST	WOOD	3	Y
SOUTH	N R ST to N Q ST	WOOD	3	Y
NORTH	N Q ST to N P ST	WOOD	1	Y
SOUTH	N Q ST to N P ST	WOOD	3	Y
NORTH	N P ST to N PACE BLVD	WOOD	1	Y
SOUTH	N P ST to N PACE BLVD	WOOD	2	Y
SOUTH	N P ST to N PACE BLVD	CONCRETE	2	N

FPL UTILITY POLE CONFLICT MATRIX (3)

SIDE ON STREET	LOCATION	TYPE	NUMBER OF POLES	RELOCATE (Y/N)
NORTH	N PACE BLVD to N N ST	WOOD	3	Y
NORTH	N PACE BLVD to N N ST	CONCRETE	1	N
SOUTH	N PACE BLVD to N N ST	WOOD	2	Y
SOUTH	N PACE BLVD to N N ST	CONCRETE	2	N
NORTH	N N ST to N M ST	WOOD	3	Y
SOUTH	N N ST to N M ST	WOOD	4	Y
SOUTH	N N ST to N M ST	CONCRETE	2	N
NORTH	N M ST to N L ST	WOOD	3	Y
SOUTH	N M ST to N L ST	WOOD	2	Y
SOUTH	N M ST to N L ST	CONCRETE	1	N
NORTH	N L ST to N K ST	WOOD	3	Y
SOUTH	N L ST to N K ST	WOOD	4	Y
SOUTH	N L ST to N K ST	CONCRETE	1	N
NORTH	N K ST to N J ST	WOOD	3	Y
SOUTH	N K ST to N J ST	WOOD	2	Y
SOUTH	N K ST to N J ST	CONCRETE	2	N
NORTH	N J ST to N I ST	WOOD	3	Y
SOUTH	N J ST to N I ST	WOOD	3	Y
SOUTH	N J ST to N I ST	CONCRETE	2	N
NORTH	N I ST to N H ST	WOOD	3	Y
SOUTH	N I ST to N H ST	WOOD	4	Y
SOUTH	N I ST to N H ST	CONCRETE	2	N
NORTH	N H ST to N G ST	WOOD	2	Y
SOUTH	N H ST to N G ST	WOOD	3	Y
SOUTH	N H ST to N G ST	CONCRETE	1	N
NORTH	N G ST to N F ST	WOOD	3	Y
SOUTH	N H ST to N G ST	WOOD	3	Y
SOUTH	N H ST to N G ST	CONCRETE	1	N
NORTH	N G ST to N F ST	WOOD	3	Y
SOUTH	N G ST to N F ST	WOOD	2	Y
SOUTH	N G ST to N F ST	CONCRETE	1	N
NORTH	N F ST to N E ST	WOOD	3	Y
SOUTH	N F ST to N E ST	WOOD	4	Y
SOUTH	N F ST to N E ST	CONCRETE	2	N
NORTH	N E ST to N D ST	WOOD	4	Y
SOUTH	N E ST to N D ST	WOOD	3	Y
SOUTH	N E ST to N D ST	CONCRETE	2	N
NORTH	N D ST to N C S	WOOD	4	Y
SOUTH	N D ST to N C ST	WOOD	2	Y
SOUTH	N D ST to N C ST	CONCRETE	2	N
NORTH	N C ST to N B ST	WOOD	2	Y
SOUTH	N C ST to N B ST	WOOD	4	Y
SOUTH	N C ST to N B ST	CONCRETE	2	N
NORTH	N B ST to N A ST	WOOD	4	Y
SOUTH	N B ST to N A ST	WOOD	3	Y
SOUTH	N B ST to N A ST	CONCRETE	1	Y

NOTES:

DESIGN CONTROLS

1. DESIGN VEHICLE: DL-23 (DELIVERY TRUCK)

2. DESIGN SPEED= POSTED SPEED=

   SEGMENT 1 (A to PACE)- 25 MPH

   SEGMENT 2 &3 (PACE TO FAIRFIELD)- 30 MPH

3. TRAVEL LANE WIDTH= 10 FT (CENTERLINE TO EOP)

4. CURB RETURN RADIUS= 25-FT (UNLESS OTHERWISE NOTED)

5. CROSSWALK WIDTH= 10-FT

6. JACKSON ST CURRENT AND FUTURE TRAFFIC AADT

STREET	FDOT STATION #	ANNUAL HISTORIC GROWTH RATE	YEAR 2022 AADT	PROJECTED YEAR 2042 AADT
JACKSON ST	4024	-1.04%	5,700	4,200
JACKSON ST	5124	-0.55%	4,700	4,100
JACKSON ST	5125	-1.71%	1,800	1,000
JACKSON ST	5140	-1.26%	4,100	2,900
JACKSON ST	5142	0.87%	12,300	14,100
JACKSON ST	5145	-1.05%	7,800	5,700

7. ALL N-S CROSSINGS ARE HIGH EMPHASIS PAVEMENT MARKINGS

8. DRIVEWAYS ENTRANCES MUST BE RECONCILED AT ENGINEERING PHASE

9. THE LOCATION OF MID-BLOCK CURB EXTENSIONS WILL BE CONFIRMED WITH THE ADJACENT PROPERTY OWNERS AND COORDINATED WITH EXISTING DRIVEWAY LOCATIONS USING RIGHT-OF-WAY SURVEY.

10 . TREE SPECIES, NEW TREE PLANTING LOCATIONS AND SOIL SPECIFICATIONS SHOULD BE DEVELOPED IN CONSULTATION DURING DESIGN STAGE WITH THE CITY & COUNTY ARBOTISTS. WITH THE CITY OF PENSACOLA, LANDSCAPING WILL BE IN ACCORDANCE WITH CITY OF PENSACOLA LAND DEVELOPMENT CODE SECTION 12-6. UTMOST CARE SHOULD BE TAKEN DURING DESIGN AND CONSTRUCTION TO PRESERVE EXISTING HERITAGE AND SIGNIFICANT LARGE TREES, PARTICULARL THOSE LISTED IN TREES INVENTORY.

Reimagining Jackson Street - Conceptual Estimate

Segment 1= 0.93 mi

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
101-1	MOBILIZATION	10	%	$ 267,782.29	$ 267,782.29	Price taken from FDOT (Cost-Per-Mile).
102-1	MAINTENANCE OF TRAFFIC	10	%	$ 267,782.29	$ 267,782.29	Price taken from FDOT (Cost-Per-Mile).
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	93	LF	$ 6.70	$ 623.10	Based on 100 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
704-18	INLET PROTECTION SYSTEM	0	EA	$ 53.00	$ -	Price taken from FDOT (Cost-Per-Mile).
107-1	LITTER REMOVAL	3.348	AC	$ 30.00	$ 100.44	3.6 Acres per mile, based on 30-ft width of Right-of-Way cleanup (15-ft per side). Price taken from FDOT (Cost-Per-Mile).
110-1-1	CLEARING & GRUBBING	3.348	AC	$ 23,000.00	$ 77,004.00	Based on 3.6 acres per mile on 20-ft width of cleanup. Taken from FDOT . Cost-Per-Mile.
110 -4-10	REMOVAL OF EXISTING CONCRETE	4857.6	SY	$ 34.00	$ 165,158.40	Assuming removal of 528 driveways (50 square yards per driveway) for proposed shared use path. Multipying by 17% (0.93/5.42) for Segment 1. Price taken from FDOT
110-7-1	MAILBOX, F&I, SINGLE	44.88	EA	$ 272.00	$ 12,207.36	264 mailboxes (50%) are to be replaced. Multiplied by 17% for Segment 1. Price taken from FDOT average unit cost.
120-1	REGULAR EXCAVATION	1939.98	CY	$ 7.54	$ 14,627.45	2086 cubic yards per mile, assuming (4' x 1 'x 5280')/27= 782 CY plus (shared use path ex = 5280' x .3333'x 20' = 1303.6 CY). Price taken from FDOT average unit cost.
160-4	TYPE B STABILIZATION	2182.71	SY	$ 5.90	$ 12,877.99	2347 square yards (4' x 5280'). 4' of max widening on both sides of road. Price taken from FDOT average unit cost.
258-704	OPTIONAL BASE, BASE GROUP 04	10911.69	SY	$ 17.00	$ 185,498.73	11,733 square yards per mile (20' x 5280'). 10' SUP on both sides. Price taken from FDOT (Cost-Per-Mile).
285-709	OPTIONAL BASE, BASE GROUP 09	10911.69	SY	$ 20.00	$ 218,233.80	11,733 square yards per mile (20' x 5280'). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	10911.69	SY	$ 2.70	$ 29,461.56	11,733 square yards per mile (20' x 5280'). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	119.04	TN	$ 120.00	$ 14,284.80	638 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
337-7-83	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	593.34	TN	$ 140.00	$ 83,067.60	129 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
425-1-351	INLETS, CURB, TYPE P-5	33.48	EA	$ 6,800.00	$ 227,664.00	Each (36) per mile. Price taken from FDOT average unit cost.
425-1-451	INLETS, CURB, TYPE J-5	9.3	EA	$ 12,000.00	$ 111,600.00	Each (10) per mile. Price taken from FDOT average unit cost.
425-1-521	INLETS, CURB, TYPE D	3.72	EA	$ 4,900.00	$ 18,228.00	Each (4) per mile. Price taken from FDOT average unit cost.
425-1-541	INLETS, CURB, TYPE C	0.93	EA	$ 6,200.00	$ 5,766.00	Each (1) per mile. Price taken from FDOT average unit cost.
425-2-41	MANHOLES, P-7	4.65	EA	$ 7,000.00	$ 32,550.00	Each (5) per mile. Price taken from FDOT average unit cost.
425-2-71	MANHOLES, J-7	0.93	EA	$ 10,000.00	$ 9,300.00	Each (1) per mile. Price taken from FDOT average unit cost.
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	513.36	LF	$ 130.00	$ 66,736.80	552 linear ft per mile. Price taken from FDOT average unit cost.
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	1.86	EA	$ 180.00	$ 334.80	Each (2) per mile. Price taken from FDOT average unit cost.
440-1-30	UNDERDRAIN, TYPE III	930	LF	$ 75.00	$ 69,750.00	1000 linear ft per mile. Price taken from FDOT average unit cost.
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM		LF	$ 68.28	$ -	Price taken from FDOT average unit cost.
519-78	BOLLARDS	30	EA	$ 1,330.00	$ 39,900.00	Assuming min. 1 bollard to be located between share use path @ every intersection. Price taken from FDOT average unit cost.
520-1-10	CONCRETE CURB & GUTTER TYPE, TYPE F	7,197	LF	$ 31.00	$ 223,099.25	Considered 7,197 linear ft for both sides of the road. Measured from design file. Price taken from FDOT (Cost-Per-Mile).
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1883.96	SY	$ 53.00	$ 99,849.88	4" CONCRETE sidewalk considered to be 1883.96 square yards both sides of road from N N St to N A St (4,238.91 linear ft). Price taken from FDOT (Cost-Per-Mile).
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	2168.76	SY	$ 75.00	$ 162,657.00	106 driveways per mile. 22 square yards each. Price taken from FDOT average unit cost.
527-2	DETECTABLE WARNINGS	1280	SF	$ 34.00	$ 43,520.00	Asumming pads to be 10' X 2' located in 8 crossings. Price taken from FDOT average unit cost.
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1180	LF	$ 30.00	$ 35,400.00	Price taken from FDOT (Cost-Per-Mile).
570-1-2	PERFORMANCE TURF, SOD	5,456	SY	$ 2.30	$ 12,549.51	5867 saure foot (assume 10' of sodding). Price taken from FDOT (Cost-Per-Mile).
630-2-11	CONDUIT, F&I, OPEN TRENCH	4910.4	LF	$ 14.00	$ 68,745.60	5280 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	465	LF	$ 28.00	$ 13,020.00	Price taken from FDOT (Cost-Per-Mile).
635-2-11	PULL & SPLUCE BOX, F&I, 13" X 24"	3.72	EA	$ 950.00	$ 3,534.00	Each (4) per mile. Price taken from FDOT (Cost-Per-Mile).
635-2-13	PULL & SPLUCE BOX, F&I, 30" X 60" OR 36"	0.93	EA	$ 4,000.00	$ 3,720.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	0.93	AS	$ 6,900.00	$ 6,417.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-2-1	ELECTRIC SERVICE WIRE, F&I	252	LF	$ 13.00	$ 3,276.00	Price taken from FDOT (Cost-Per-Mile).
654-2-22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, F&I - SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO BACK	12	AS	$ 11,810.00	$ 141,720.00	12 BEACONS LOCATED AT MIDBLOCK CROSSINGS. AVERAGE PRICE FROM ITEM AVG UNIT COST.
700-1-11	SINGLE POST SIGN, F&I GM,	20.46	AS	$ 440.00	$ 9,002.40	22 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-50	SINGLE POST SIGN, RELOCATE	1.86	AS	$ 260.00	$ 483.60	2 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-60	SINGLE POST SIGN, REMOVE	20.46	AS	$ 43.00	$ 879.78	22 per mile. Price taken from FDOT (Cost-Per-Mile).
706-1-3	RAISED PAVEMT MARK, TYPE B	245.52	EA	$ 3.80	$ 932.98	264 per mile. Assuming lanes will be separeted by double yellow, spaced @ every 40'. Price taken from FDOT (Cost-Per-Mile).
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	1.91	GM	$ 4,700.00	$ 8,977.00	10,081.45 linear ft for segment 1 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	3,954.14	LF	$ 3.10	$ 12,257.83	3,54.14 linear ft for segment 1 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	1,500	LF	$ 5.60	$ 8,400.00	Estimated 1,500 linear feet by assuming five 24" lines with in 20' lanes X 30 crosswalk at intersections. Price taken from FDOT (Cost-Per-Mile).
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	17,934	LF	$ 3.70	$ 66,356.24	19,284 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
715-61-342	LIGHT POLE CMPLT, STD, F&I, 40'MH, 12'ARM L	32.55	EA	$ 11,000.00	$ 358,050.00	35 per mile. Price taken from FDOT (Cost-Per-Mile).
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	0	EA	$ 57,656.93	$ -	Price taken from FDOT (Cost-Per-Mile).
999-25	Contingency	20	%		$ 535,564.58	

			$ 3,748,952.07
SUBCOMPONENTS			
	LANDSCAPING	5%	$ 187,447.60
	UTILITY RELOCATION	15%	$ 562,342.81
	ENGINEERING	25%	$ 937,238.02
			$ 5,400,000
With 3% Escalation (5 years)			**$ 6,300,000**

Reimagining Jackson Street - Conceptual Estimate

Segment 2= 2 mi

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
101-1	MOBILIZATION	10	%	$ 533,521.53	$ 533,521.53	Price taken from FDOT (Cost-Per-Mile).
102-1	MAINTENANCE OF TRAFFIC	10	%	$ 533,521.53	$ 533,521.53	Price taken from FDOT (Cost-Per-Mile).
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	200	LF	$ 6.70	$ 1,340.00	Based on 100 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
704-18	INLET PROTECTION SYSTEM	0	EA	$ 53.00	$ -	Price taken from FDOT (Cost-Per-Mile).
107-1	LITTER REMOVAL	7	AC	$ 30.00	$ 216.00	3.6 Acres per mile, based on 30-ft width of Right-of-Way cleanup (15-ft per side). Price taken from FDOT (Cost-Per-Mile).
110-1-1	CLEARING & GRUBBING	7	AC	$ 23,000.00	$ 165,600.00	Based on 3.6 acres per mile on 20-ft width of cleanup. Taken from FDOT . Cost-Per-Mile.
110 -4-10	REMOVAL OF EXISTING CONCRETE	3907	SY	$ 34.00	$ 132,844.80	Assuming removal of driveways (20 square yards per driveway) for proposed shared use path. Multipying by 37% (2/5.42) for Segment 2. Price taken from FDOT (Cost-Per-
110-7-1	MAILBOX, F&I, SINGLE	98	EA	$ 272.00	$ 26,568.96	264 mailboxes (50%) are to be replaced. Multiplied by 37% for Segment 2. Price taken from FDOT Historical Item Average Costs Estimate.
120-1	REGULAR EXCAVATION	4172	CY	$ 7.54	$ 31,456.88	2086 cubic yards per mile, assuming (4' x 1 'x 5280')/27= 782 CY plus (shared use path ex = 5280' x .3333'x 20' = 1303.6 CY). Price taken from FDOT Historical Item Average
120-6	EMBANKMENT		CY	$ 12.71	$ -	Price taken from FDOT Historical Item Average Costs Estimate.
160-4	TYPE B STABILIZATION	4694	SY	$ 5.90	$ 27,694.60	2347 square yards (4' x 5280'). 4' of max widening on both sides of road. Price taken from FDOT Historical Item Average Costs Estimate.
258-704	OPTIONAL BASE, BASE GROUP 04	23466	SY	$ 17.00	$ 398,922.00	11,733 square yards per mile (20' x 5280'). 10' SUP on both sides. Price taken from FDOT (Cost-Per-Mile).
285-709	OPTIONAL BASE, BASE GROUP 09	24731	SY	$ 20.00	$ 494,620.24	11,733 square yards per mile (20' x 5280') + Roundabouts. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	24731	SY	$ 2.70	$ 66,773.73	11,733 square yards per mile (20' x 5280') + Roundabouts. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	326	TN	$ 120.00	$ 39,120.00	638 tons per mile for 1 in. (2' wide of widening on both sides of road). Two 10' lanes. Also calculated 70 tons for reconstruction for round abouts with calculated area (sq yd)
337-7-83	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	1346	TN	$ 140.00	$ 188,440.00	129 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Also calculated 70 tons for reconstruction for round abouts with calculated area (sq yd)
350-30-13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	20	SY	$ 175.00	$ 3,435.25	20 squared yards calculated in design file. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-351	INLETS, CURB, TYPE P-5	72	EA	$ 6,800.00	$ 489,600.00	Each (36) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-451	INLETS, CURB, TYPE J-5	20	EA	$ 12,000.00	$ 240,000.00	Each (10) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-521	INLETS, CURB, TYPE D	8	EA	$ 4,900.00	$ 39,200.00	Each (4) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-541	INLETS, CURB, TYPE C	2	EA	$ 6,200.00	$ 12,400.00	Each (1) per milePrice taken from FDOT Historical Item Average Costs Estimate.
425-2-41	MANHOLES, P-7	10	EA	$ 7,000.00	$ 70,000.00	Each (5) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-2-71	MANHOLES, J-7	2	EA	$ 10,000.00	$ 20,000.00	Each (1) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	1104	LF	$ 130.00	$ 143,520.00	552 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	4	EA	$ 180.00	$ 720.00	Each (2) per mile. Price taken from FDOT average unit cost.
440-1-30	UNDERDRAIN, TYPE III	2000	LF	$ 75.00	$ 150,000.00	1000 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM		LF	$ 68.28	$ -	Price taken from FDOT average unit cost.
519-78	BOLLARDS	46	EA	$ 1,330.00	$ 61,180.00	Assuming min. 1 bollard to be located between share use path @ every intersection. Price taken from FDOT Historical Item Average Costs Estimate.
520-1-10	CONCRETE CURB & GUTTER TYPE, TYPE F	17186	LF	$ 31.00	$ 532,755.46	Considered 17,186 linear ft for both sides of the road. Measured from design file. Price taken from FDOT (Cost-Per-Mile).
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	4664	SY	$ 75.00	$ 349,800.00	106 driveways per mile. 22 square yards each. Price taken from FDOT average unit cost.
527-2	DETECTABLE WARNINGS	3460	SF	$ 34.00	$ 117,640.00	Asumming pads to be 10' X 2' located in 31 crossings. Price taken from FDOT Historical Item Average Costs Estimate.
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1180	LF	$ 30.00	$ 35,400.00	Price taken from FDOT (Cost-Per-Mile).
570-1-2	PERFORMANCE TURF, SOD	11734	SY	$ 2.30	$ 26,988.20	5867 square foot (assume 10' of sodding). Price taken from FDOT (Cost-Per-Mile).
630-2-11	CONDUIT, F&I, OPEN TRENCH	10560	LF	$ 14.00	$ 147,840.00	5280 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	1000	LF	$ 28.00	$ 28,000.00	Price taken from FDOT (Cost-Per-Mile).
632-7-1	SIGNAL CABLE-NEW OR RECO, FUR & INSTALL		PI	$ 7,600.00	$ -	Price taken from FDOT (Cost-Per-Mile).
633-4-1	SIGNALS COMMUNIC- TWISTED PAIR CABLE		LF	$ 6.10	$ -	Price taken from FDOT (Cost-Per-Mile).
635-2-11	PULL & SPLUCE BOX, F&I, 13" X 24"	8	EA	$ 950.00	$ 7,600.00	Each (4) per mile. Price taken from FDOT (Cost-Per-Mile).
635-2-13	PULL & SPLUCE BOX, F&I, 30" X 60" OR 36"	2	EA	$ 4,000.00	$ 8,000.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	2	AS	$ 6,900.00	$ 13,800.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-2-1	ELECTRIC SERVICE WIRE, F&I	252	LF	$ 13.00	$ 3,276.00	Price taken from FDOT (Cost-Per-Mile).
654-2-22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, F&I - SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO	24	AS	$ 11,810.00	$ 283,440.00	24 BEACONS LOCATED AT MIDBLOCK CROSSINGS. AVERAGE PRICE FROM ITEM AVG UNIT COST.
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL		EA	$ 1,900.00	$ -	Price taken from FDOT (Cost-Per-Mile).
665-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY		AS	$ 810.00	$ -	Price taken from FDOT (Cost-Per-Mile).
700-1-11	SINGLE POST SIGN, F&I GM,	44	AS	$ 440.00	$ 19,360.00	22 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-50	SINGLE POST SIGN, RELOCATE	4	AS	$ 260.00	$ 1,040.00	2 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-60	SINGLE POST SIGN, REMOVE	44	AS	$ 43.00	$ 1,892.00	22 per mile. Price taken from FDOT (Cost-Per-Mile).
706-1-3	RAISED PAVEMT MARK, TYPE B	528	EA	$ 3.80	$ 2,006.40	264 per mile. Assuming lanes will be separeted by double yellow, spaced @ every 40'. Price taken from FDOT (Cost-Per-Mile).
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2	GM	$ 4,700.00	$ 8,977.00	22,113.45 linear ft for segment 2 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	5860	LF	$ 3.10	$ 18,166.19	5,860.06 segment 2 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	2300	LF	$ 5.60	$ 12,880.00	Estimated 2300 linear feet by assuming five 24" lines with in 20' lanes X 46 crosswalk at intersection. Price taken from FDOT (Cost-Per-Mile).
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	38568	LF	$ 3.70	$ 142,701.60	19,284 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
715-61-342	LIGHT POLE CMPLT, STD, F&I, 40'MH, 12'ARM L	70	EA	$ 11,000.00	$ 770,000.00	35 per mile. Price taken from FDOT (Cost-Per-Mile).
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	0	EA	$ 57,656.93	$ -	Price taken from FDOT (Cost-Per-Mile).
999-25	Contingency	20	%		$ 1,067,043.06	

			$ 7,469,301.43
SUBCOMPONENTS			
	LANDSCAPING	5%	$ 373,465.07
	UTILITY RELOCATION	15%	$ 1,120,395.21
	ENGINEERING	25%	$ 1,867,325.36
			$ 10,800,000
With 3% Escalation (5 years)			**$ 12,500,000**

Reimagining Jackson Street - Conceptual Estimate

Segment 3= 2.49 mi

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
101-1	MOBILIZATION	10	%	$ 735,855.19	$ 735,855.19	Price taken from FDOT (Cost-Per-Mile).
102-1	MAINTENANCE OF TRAFFIC	10	%	$ 735,855.19	$ 735,855.19	Price taken from FDOT (Cost-Per-Mile).
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	249	LF	$ 6.70	$ 1,668.30	Based on 100 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
704-18	INLET PROTECTION SYSTEM		EA	$ 53.00	$ -	Price taken from FDOT (Cost-Per-Mile).
107-1	LITTER REMOVAL	8.964	AC	$ 30.00	$ 268.92	3.6 Acres per mile, based on 30-ft width of Right-of-Way cleanup (15-ft per side). Price taken from FDOT (Cost-Per-Mile).
110-1-1	CLEARING & GRUBBING	8.964	AC	$ 23,000.00	$ 206,172.00	Based on 3.6 acres per mile on 20-ft width of cleanup. Taken from FDOT . Cost-Per-Mile.
110 -4-10	REMOVAL OF EXISTING CONCRETE	4857.6	SY	$ 34.00	$ 165,158.40	Assuming removal of 528 driveways (50 square yards per driveway) for proposed shared use path. Multipying by 46% (2.49/5.42) for Segment 2.Price taken from FDOT (Cost-Per-Mile).
110-7-1	MAILBOX, F&I, SINGLE	121.44	EA	$ 272.00	$ 33,031.68	264 mailboxes (50%) are to be replaced. Multiplied 46% for Segment 3. Price taken from FDOT Historical Item Average Costs Estimate.
120-1	REGULAR EXCAVATION	5194	CY	$ 7.54	$ 39,163.82	2086 cubic yards per mile, assuming (4' x 1 'x 5280')/27= 782 CY plus (shared use path ex = 5280' x .3333'x 20' = 1303.6 CY). Price taken from FDOT Historical Item Average Costs Estimate.
120-6	EMBANKMENT		CY	$ 12.71	$ -	Price taken from FDOT Historical Item Average Costs Estimate.
160-4	TYPE B STABILIZATION	5844	SY	$ 5.90	$ 34,479.78	2347 square yards (4' x 5280'). 4' of max widening on both sides of road. Price taken from FDOT Historical Item Average Costs Estimate.
258-704	OPTIONAL BASE, BASE GROUP 04	29215	SY	$ 17.00	$ 496,657.89	11,733 square yards per mile (20' x 5280'). 10' SUP on both sides. Price taken from FDOT (Cost-Per-Mile).
285-709	OPTIONAL BASE, BASE GROUP 09	29791	SY	$ 20.00	$ 595,823.85	11,733 square yards per mile (20' x 5280') + Roudabout area. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	29791	SY	$ 2.70	$ 80,436.22	11,733 square yards per mile (20' x 5280') + Roundabout area. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	350.7	TN	$ 120.00	$ 42,086.40	128 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Also calculated 32 tons for reconstruction for round abouts with calculated area (sq yd) from design file (110 lb/ sq yd)
337-7-83	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	1620.6	TN	$ 140.00	$ 226,886.80	638 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
350-30-13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	177	SY	$ 175.00	$ 30,924.25	176.71 squared yards calculated in design file. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-351	INLETS, CURB, TYPE P-5	90	EA	$ 6,800.00	$ 609,552.00	Each (36) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-451	INLETS, CURB, TYPE J-5	25	EA	$ 12,000.00	$ 298,800.00	Each (10) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-521	INLETS, CURB, TYPE D	10	EA	$ 4,900.00	$ 48,804.00	Each (4) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-541	INLETS, CURB, TYPE C	2	EA	$ 6,200.00	$ 15,438.00	Each (1) per milePrice taken from FDOT Historical Item Average Costs Estimate.
425-2-41	MANHOLES, P-7	12	EA	$ 7,000.00	$ 87,150.00	Each (5) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-2-71	MANHOLES, J-7	2	EA	$ 10,000.00	$ 24,900.00	Each (1) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	1374.48	LF	$ 130.00	$ 178,682.40	552 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	5	EA	$ 180.00	$ 896.40	Each (2) per mile. Price taken from FDOT average unit cost.
440-1-30	UNDERDRAIN, TYPE III	2490	LF	$ 75.00	$ 186,750.00	1000 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM		LF	$ 68.28	$ -	Price taken from FDOT average unit cost.
519-78	BOLLARDS	40	EA	$ 1,330.00	$ 53,200.00	Assuming min. 1 bollard to be located between share use path @ every intersection. Price taken from FDOT Historical Item Average Costs Estimate.
520-1-10	CONCRETE CURB & GUTTER TYPE, TYPE F	22,501	LF	$ 31.00	$ 697,544.33	Considered 22,501 linear ft for both sides of the road. Measured from design file. Price taken from FDOT (Cost-Per-Mile).
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	5807	SY	$ 75.00	$ 435,501.00	106 driveways per mile. 22 square yards each. Price taken from FDOT average unit cost.
522-4	BUS SHELTER PAD	27	SY	$ 185.00	$ 4,933.33	Assuming pad had 8' X 5' dimensions. 9 total bus stations.
527-2	DETECTABLE WARNINGS	3240	SF	$ 34.00	$ 110,160.00	Asumming pads to be 10' X 2' located in 90 crossings. Price taken from FDOT Historical Item Average Costs Estimate.
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1180	LF	$ 30.00	$ 35,400.00	Price taken from FDOT (Cost-Per-Mile).
570-1-2	PERFORMANCE TURF, SOD	14,609	SY	$ 2.30	$ 33,600.31	5867 square foot (assume 10' of sodding). Price taken from FDOT (Cost-Per-Mile).
630-2-11	CONDUIT, F&I, OPEN TRENCH	13147.2	LF	$ 14.00	$ 184,060.80	5280 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	1245	LF	$ 28.00	$ 34,860.00	Price taken from FDOT (Cost-Per-Mile).
632-7-1	SIGNAL CABLE-NEW OR RECO, FUR & INSTALL		PI	$ 7,600.00	$ -	Price taken from FDOT (Cost-Per-Mile).
633-4-1	SIGNALS COMMUNIC- TWISTED PAIR CABLE		LF	$ 6.10	$ -	Price taken from FDOT (Cost-Per-Mile).
635-2-11	PULL & SPLUCE BOX, F&I, 13" X 24"	9.96	EA	$ 950.00	$ 9,462.00	Each (4) per mile. Price taken from FDOT (Cost-Per-Mile).
635-2-13	PULL & SPLUCE BOX, F&I, 30" X 60" OR 36"	2.49	EA	$ 4,000.00	$ 9,960.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	2.49	AS	$ 6,900.00	$ 17,181.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-2-1	ELECTRIC SERVICE WIRE, F&I	252	LF	$ 13.00	$ 3,276.00	Price taken from FDOT (Cost-Per-Mile).
654-2-22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, F&I - SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO	28	AS	$ 11,810.00	$ 330,680.00	28 BEACONS LOCATED AT MIDBLOCK CROSSINGS. AVERAGE PRICE FROM ITEM AVG UNIT COST.
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL		EA	$ 1,900.00	$ -	Price taken from FDOT (Cost-Per-Mile).
665-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY		AS	$ 810.00	$ -	Price taken from FDOT (Cost-Per-Mile).
700-1-11	SINGLE POST SIGN, F&I GM,	54.78	AS	$ 440.00	$ 24,103.20	22 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-50	SINGLE POST SIGN, RELOCATE	4.98	AS	$ 260.00	$ 1,294.80	2 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-60	SINGLE POST SIGN, REMOVE	54.78	AS	$ 43.00	$ 2,355.54	22 per mile. Price taken from FDOT (Cost-Per-Mile).
706-1-3	RAISED PAVEMT MARK, TYPE B	657.36	EA	$ 3.80	$ 2,497.97	264 per mile. Assuming lanes will be separeted by double yellow, spaced @ every 40'. Price taken from FDOT (Cost-Per-Mile).
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	5.57	GM	$ 4,700.00	$ 26,179.00	29,395.85 linear ft for segment 3 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	5,143.30	LF	$ 3.10	$ 15,944.23	5,143.30 segment 3 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	2,000	LF	$ 5.60	$ 11,200.00	Estimated 2300 linear feet by assuming five 24" lines with in 20' lanes X 40 crosswalk at intersection. Price taken from FDOT (Cost-Per-Mile).
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	48,017	LF	$ 3.70	$ 177,663.49	19,284 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
715-61-342	LIGHT POLE CMPLT, STD, F&I, 40'MH, 12'ARM L	87.15	EA	$ 11,000.00	$ 958,650.00	35 per mile. Price taken from FDOT (Cost-Per-Mile).
751-35-13	ARCHITECHTUAL, BUS SHELTER, F&I, 101-150 SF	9	EA	$ 77,000.00	$ 693,000.00	Price taken from FDOT Historical Item Average Costs Estimate.
751-35-43	ARCHITECHTUAL, BUS SHELTER, RELOCATE, 101-150 SF	2	EA	$ 20,000.00	$ 40,000.00	Price taken from FDOT Historical Item Average Costs Estimate.
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	0	EA	$ 57,656.93	$ -	Price taken from FDOT (Cost-Per-Mile).
920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	4037.76	SF	$ 10.43	$ 42,113.84	336 linear ft X 12' width. Price taken from FDOT (Cost-Per-Mile).
999-25	Contingency	20	%		$ 1,471,710.39	

			$ 10,301,972.71
SUBCOMPONENTS			
	LANDSCAPING	5%	$ 515,098.64
	UTILITY RELOCATION	15%	$ 1,545,295.91
	ENGINEERING	25%	$ 2,575,493.18
			$ 14,900,000
With 3% Escalation (5 years)			**$ 17,300,000**

Reimagining Jackson Street - Conceptual Estimate

Segment 1= 0.93 mi

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
101-1	MOBILIZATION	10	%	$ 267,782.29	$ 267,782.29	Price taken from FDOT (Cost-Per-Mile).
102-1	MAINTENANCE OF TRAFFIC	10	%	$ 267,782.29	$ 267,782.29	Price taken from FDOT (Cost-Per-Mile).
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	93	LF	$ 6.70	$ 623.10	Based on 100 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
704-18	INLET PROTECTION SYSTEM	0	EA	$ 53.00	$ -	Price taken from FDOT (Cost-Per-Mile).
107-1	LITTER REMOVAL	3.348	AC	$ 30.00	$ 100.44	3.6 Acres per mile, based on 30-ft width of Right-of-Way cleanup (15-ft per side). Price taken from FDOT (Cost-Per-Mile).
110-1-1	CLEARING & GRUBBING	3.348	AC	$ 23,000.00	$ 77,004.00	Based on 3.6 acres per mile on 20-ft width of cleanup. Taken from FDOT . Cost-Per-Mile.
110 -4-10	REMOVAL OF EXISTING CONCRETE	4857.6	SY	$ 34.00	$ 165,158.40	Assuming removal of 528 driveways (50 square yards per driveway) for proposed shared use path. Multipying by 17% (0.93/5.42) for Segment 1. Price taken from FDOT
110-7-1	MAILBOX, F&I, SINGLE	44.88	EA	$ 272.00	$ 12,207.36	264 mailboxes (50%) are to be replaced. Multiplied by 17% for Segment 1. Price taken from FDOT average unit cost.
120-1	REGULAR EXCAVATION	1939.98	CY	$ 7.54	$ 14,627.45	2086 cubic yards per mile, assuming (4' x 1 'x 5280')/27= 782 CY plus (shared use path ex = 5280' x .3333'x 20' = 1303.6 CY). Price taken from FDOT average unit cost.
160-4	TYPE B STABILIZATION	2182.71	SY	$ 5.90	$ 12,877.99	2347 square yards (4' x 5280'). 4' of max widening on both sides of road. Price taken from FDOT average unit cost.
258-704	OPTIONAL BASE, BASE GROUP 04	10911.69	SY	$ 17.00	$ 185,498.73	11,733 square yards per mile (20' x 5280'). 10' SUP on both sides. Price taken from FDOT (Cost-Per-Mile).
285-709	OPTIONAL BASE, BASE GROUP 09	10911.69	SY	$ 20.00	$ 218,233.80	11,733 square yards per mile (20' x 5280'). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	10911.69	SY	$ 2.70	$ 29,461.56	11,733 square yards per mile (20' x 5280'). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	119.04	TN	$ 120.00	$ 14,284.80	638 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
337-7-83	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	593.34	TN	$ 140.00	$ 83,067.60	129 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
425-1-351	INLETS, CURB, TYPE P-5	33.48	EA	$ 6,800.00	$ 227,664.00	Each (36) per mile. Price taken from FDOT average unit cost.
425-1-451	INLETS, CURB, TYPE J-5	9.3	EA	$ 12,000.00	$ 111,600.00	Each (10) per mile. Price taken from FDOT average unit cost.
425-1-521	INLETS, CURB, TYPE D	3.72	EA	$ 4,900.00	$ 18,228.00	Each (4) per mile. Price taken from FDOT average unit cost.
425-1-541	INLETS, CURB, TYPE C	0.93	EA	$ 6,200.00	$ 5,766.00	Each (1) per mile. Price taken from FDOT average unit cost.
425-2-41	MANHOLES, P-7	4.65	EA	$ 7,000.00	$ 32,550.00	Each (5) per mile. Price taken from FDOT average unit cost.
425-2-71	MANHOLES, J-7	0.93	EA	$ 10,000.00	$ 9,300.00	Each (1) per mile. Price taken from FDOT average unit cost.
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	513.36	LF	$ 130.00	$ 66,736.80	552 linear ft per mile. Price taken from FDOT average unit cost.
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	1.86	EA	$ 180.00	$ 334.80	Each (2) per mile. Price taken from FDOT average unit cost.
440-1-30	UNDERDRAIN, TYPE III	930	LF	$ 75.00	$ 69,750.00	1000 linear ft per mile. Price taken from FDOT average unit cost.
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM		LF	$ 68.28	$ -	Price taken from FDOT average unit cost.
519-78	BOLLARDS	30	EA	$ 1,330.00	$ 39,900.00	Assuming min. 1 bollard to be located between share use path @ every intersection. Price taken from FDOT average unit cost.
520-1-10	CONCRETE CURB & GUTTER TYPE, TYPE F	7,197	LF	$ 31.00	$ 223,099.25	Considered 7,197 linear ft for both sides of the road. Measured from design file. Price taken from FDOT (Cost-Per-Mile).
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1883.96	SY	$ 53.00	$ 99,849.88	4" CONCRETE sidewalk considered to be 1883.96 square yards both sides of road from N N St to N A St (4,238.91 linear ft). Price taken from FDOT (Cost-Per-Mile).
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	2168.76	SY	$ 75.00	$ 162,657.00	106 driveways per mile. 22 square yards each. Price taken from FDOT average unit cost.
527-2	DETECTABLE WARNINGS	1280	SF	$ 34.00	$ 43,520.00	Asumming pads to be 10' X 2' located in 8 crossings. Price taken from FDOT average unit cost.
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1180	LF	$ 30.00	$ 35,400.00	Price taken from FDOT (Cost-Per-Mile).
570-1-2	PERFORMANCE TURF, SOD	5,456	SY	$ 2.30	$ 12,549.51	5867 saure foot (assume 10' of sodding). Price taken from FDOT (Cost-Per-Mile).
630-2-11	CONDUIT, F&I, OPEN TRENCH	4910.4	LF	$ 14.00	$ 68,745.60	5280 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	465	LF	$ 28.00	$ 13,020.00	Price taken from FDOT (Cost-Per-Mile).
635-2-11	PULL & SPLUCE BOX, F&I, 13" X 24"	3.72	EA	$ 950.00	$ 3,534.00	Each (4) per mile. Price taken from FDOT (Cost-Per-Mile).
635-2-13	PULL & SPLUCE BOX, F&I, 30" X 60" OR 36"	0.93	EA	$ 4,000.00	$ 3,720.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	0.93	AS	$ 6,900.00	$ 6,417.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-2-1	ELECTRIC SERVICE WIRE, F&I	252	LF	$ 13.00	$ 3,276.00	Price taken from FDOT (Cost-Per-Mile).
654-2-22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, F&I - SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO BACK	12	AS	$ 11,810.00	$ 141,720.00	12 BEACONS LOCATED AT MIDBLOCK CROSSINGS. AVERAGE PRICE FROM ITEM AVG UNIT COST.
700-1-11	SINGLE POST SIGN, F&I GM,	20.46	AS	$ 440.00	$ 9,002.40	22 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-50	SINGLE POST SIGN, RELOCATE	1.86	AS	$ 260.00	$ 483.60	2 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-60	SINGLE POST SIGN, REMOVE	20.46	AS	$ 43.00	$ 879.78	22 per mile. Price taken from FDOT (Cost-Per-Mile).
706-1-3	RAISED PAVEMT MARK, TYPE B	245.52	EA	$ 3.80	$ 932.98	264 per mile. Assuming lanes will be separeted by double yellow, spaced @ every 40'. Price taken from FDOT (Cost-Per-Mile).
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	1.91	GM	$ 4,700.00	$ 8,977.00	10,081.45 linear ft for segment 1 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	3,954.14	LF	$ 3.10	$ 12,257.83	3,54.14 linear ft for segment 1 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	1,500	LF	$ 5.60	$ 8,400.00	Estimated 1,500 linear feet by assuming five 24" lines with in 20' lanes X 30 crosswalk at intersections. Price taken from FDOT (Cost-Per-Mile).
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	17,934	LF	$ 3.70	$ 66,356.24	19,284 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
715-61-342	LIGHT POLE CMPLT, STD, F&I, 40'MH, 12'ARM L	32.55	EA	$ 11,000.00	$ 358,050.00	35 per mile. Price taken from FDOT (Cost-Per-Mile).
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	0	EA	$ 57,656.93	$ -	Price taken from FDOT (Cost-Per-Mile).
999-25	Contingency	20	%		$ 535,564.58	

			$ 3,748,952.07
SUBCOMPONENTS			
	LANDSCAPING	5%	$ 187,447.60
	UTILITY RELOCATION	15%	$ 562,342.81
	ENGINEERING	25%	$ 937,238.02
			$ 5,400,000
With 3% Escalation (5 years)			**$ 6,300,000**

Reimagining Jackson Street - Conceptual Estimate

Segment 2= 2 mi

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
101-1	MOBILIZATION	10	%	$ 533,521.53	$ 533,521.53	Price taken from FDOT (Cost-Per-Mile).
102-1	MAINTENANCE OF TRAFFIC	10	%	$ 533,521.53	$ 533,521.53	Price taken from FDOT (Cost-Per-Mile).
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	200	LF	$ 6.70	$ 1,340.00	Based on 100 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
704-18	INLET PROTECTION SYSTEM	0	EA	$ 53.00	$ -	Price taken from FDOT (Cost-Per-Mile).
107-1	LITTER REMOVAL	7	AC	$ 30.00	$ 216.00	3.6 Acres per mile, based on 30-ft width of Right-of-Way cleanup (15-ft per side). Price taken from FDOT (Cost-Per-Mile).
110-1-1	CLEARING & GRUBBING	7	AC	$ 23,000.00	$ 165,600.00	Based on 3.6 acres per mile on 20-ft width of cleanup. Taken from FDOT . Cost-Per-Mile.
110 -4-10	REMOVAL OF EXISTING CONCRETE	3907	SY	$ 34.00	$ 132,844.80	Assuming removal of driveways (20 square yards per driveway) for proposed shared use path. Multipying by 37% (2/5.42) for Segment 2. Price taken from FDOT (Cost-Per-
110-7-1	MAILBOX, F&I, SINGLE	98	EA	$ 272.00	$ 26,568.96	264 mailboxes (50%) are to be replaced. Multiplied by 37% for Segment 2. Price taken from FDOT Historical Item Average Costs Estimate.
120-1	REGULAR EXCAVATION	4172	CY	$ 7.54	$ 31,456.88	2086 cubic yards per mile, assuming (4' x 1 'x 5280')/27= 782 CY plus (shared use path ex = 5280' x .3333'x 20' = 1303.6 CY). Price taken from FDOT Historical Item Average
120-6	EMBANKMENT		CY	$ 12.71	$ -	Price taken from FDOT Historical Item Average Costs Estimate.
160-4	TYPE B STABILIZATION	4694	SY	$ 5.90	$ 27,694.60	2347 square yards (4' x 5280'). 4' of max widening on both sides of road. Price taken from FDOT Historical Item Average Costs Estimate.
258-704	OPTIONAL BASE, BASE GROUP 04	23466	SY	$ 17.00	$ 398,922.00	11,733 square yards per mile (20' x 5280'). 10' SUP on both sides. Price taken from FDOT (Cost-Per-Mile).
285-709	OPTIONAL BASE, BASE GROUP 09	24731	SY	$ 20.00	$ 494,620.24	11,733 square yards per mile (20' x 5280') + Roundabouts. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	24731	SY	$ 2.70	$ 66,773.73	11,733 square yards per mile (20' x 5280') + Roundabouts. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	326	TN	$ 120.00	$ 39,120.00	638 tons per mile for 1 in. (2' wide of widening on both sides of road). Two 10' lanes. Also calculated 70 tons for reconstruction for round abouts with calculated area (sq yd)
337-7-83	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	1346	TN	$ 140.00	$ 188,440.00	129 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Also calculated 70 tons for reconstruction for round abouts with calculated area (sq yd)
350-30-13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	20	SY	$ 175.00	$ 3,435.25	20 squared yards calculated in design file. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-351	INLETS, CURB, TYPE P-5	72	EA	$ 6,800.00	$ 489,600.00	Each (36) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-451	INLETS, CURB, TYPE J-5	20	EA	$ 12,000.00	$ 240,000.00	Each (10) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-521	INLETS, CURB, TYPE D	8	EA	$ 4,900.00	$ 39,200.00	Each (4) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-541	INLETS, CURB, TYPE C	2	EA	$ 6,200.00	$ 12,400.00	Each (1) per milePrice taken from FDOT Historical Item Average Costs Estimate.
425-2-41	MANHOLES, P-7	10	EA	$ 7,000.00	$ 70,000.00	Each (5) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-2-71	MANHOLES, J-7	2	EA	$ 10,000.00	$ 20,000.00	Each (1) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	1104	LF	$ 130.00	$ 143,520.00	552 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	4	EA	$ 180.00	$ 720.00	Each (2) per mile. Price taken from FDOT average unit cost.
440-1-30	UNDERDRAIN, TYPE III	2000	LF	$ 75.00	$ 150,000.00	1000 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM		LF	$ 68.28	$ -	Price taken from FDOT average unit cost.
519-78	BOLLARDS	46	EA	$ 1,330.00	$ 61,180.00	Assuming min. 1 bollard to be located between share use path @ every intersection. Price taken from FDOT Historical Item Average Costs Estimate.
520-1-10	CONCRETE CURB & GUTTER TYPE, TYPE F	17186	LF	$ 31.00	$ 532,755.46	Considered 17,186 linear ft for both sides of the road. Measured from design file. Price taken from FDOT (Cost-Per-Mile).
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	4664	SY	$ 75.00	$ 349,800.00	106 driveways per mile. 22 square yards each. Price taken from FDOT average unit cost.
527-2	DETECTABLE WARNINGS	3460	SF	$ 34.00	$ 117,640.00	Asumming pads to be 10' X 2' located in 31 crossings. Price taken from FDOT Historical Item Average Costs Estimate.
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1180	LF	$ 30.00	$ 35,400.00	Price taken from FDOT (Cost-Per-Mile).
570-1-2	PERFORMANCE TURF, SOD	11734	SY	$ 2.30	$ 26,988.20	5867 square foot (assume 10' of sodding). Price taken from FDOT (Cost-Per-Mile).
630-2-11	CONDUIT, F&I, OPEN TRENCH	10560	LF	$ 14.00	$ 147,840.00	5280 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	1000	LF	$ 28.00	$ 28,000.00	Price taken from FDOT (Cost-Per-Mile).
632-7-1	SIGNAL CABLE-NEW OR RECO, FUR & INSTALL		PI	$ 7,600.00	$ -	Price taken from FDOT (Cost-Per-Mile).
633-4-1	SIGNALS COMMUNIC- TWISTED PAIR CABLE		LF	$ 6.10	$ -	Price taken from FDOT (Cost-Per-Mile).
635-2-11	PULL & SPLUCE BOX, F&I, 13" X 24"	8	EA	$ 950.00	$ 7,600.00	Each (4) per mile. Price taken from FDOT (Cost-Per-Mile).
635-2-13	PULL & SPLUCE BOX, F&I, 30" X 60" OR 36"	2	EA	$ 4,000.00	$ 8,000.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	2	AS	$ 6,900.00	$ 13,800.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-2-1	ELECTRIC SERVICE WIRE, F&I	252	LF	$ 13.00	$ 3,276.00	Price taken from FDOT (Cost-Per-Mile).
654-2-22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, F&I - SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO	24	AS	$ 11,810.00	$ 283,440.00	24 BEACONS LOCATED AT MIDBLOCK CROSSINGS. AVERAGE PRICE FROM ITEM AVG UNIT COST.
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL		EA	$ 1,900.00	$ -	Price taken from FDOT (Cost-Per-Mile).
665-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY		AS	$ 810.00	$ -	Price taken from FDOT (Cost-Per-Mile).
700-1-11	SINGLE POST SIGN, F&I GM,	44	AS	$ 440.00	$ 19,360.00	22 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-50	SINGLE POST SIGN, RELOCATE	4	AS	$ 260.00	$ 1,040.00	2 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-60	SINGLE POST SIGN, REMOVE	44	AS	$ 43.00	$ 1,892.00	22 per mile. Price taken from FDOT (Cost-Per-Mile).
706-1-3	RAISED PAVEMT MARK, TYPE B	528	EA	$ 3.80	$ 2,006.40	264 per mile. Assuming lanes will be separeted by double yellow, spaced @ every 40'. Price taken from FDOT (Cost-Per-Mile).
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2	GM	$ 4,700.00	$ 8,977.00	22,113.45 linear ft for segment 2 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	5860	LF	$ 3.10	$ 18,166.19	5,860.06 segment 2 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	2300	LF	$ 5.60	$ 12,880.00	Estimated 2300 linear feet by assuming five 24" lines with in 20' lanes X 46 crosswalk at intersection. Price taken from FDOT (Cost-Per-Mile).
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	38568	LF	$ 3.70	$ 142,701.60	19,284 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
715-61-342	LIGHT POLE CMPLT, STD, F&I, 40'MH, 12'ARM L	70	EA	$ 11,000.00	$ 770,000.00	35 per mile. Price taken from FDOT (Cost-Per-Mile).
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	0	EA	$ 57,656.93	$ -	Price taken from FDOT (Cost-Per-Mile).
999-25	Contingency	20	%		$ 1,067,043.06	

			$ 7,469,301.43
SUBCOMPONENTS			
	LANDSCAPING	5%	$ 373,465.07
	UTILITY RELOCATION	15%	$ 1,120,395.21
	ENGINEERING	25%	$ 1,867,325.36
			$ 10,800,000
With 3% Escalation (5 years)			**$ 12,500,000**

Reimagining Jackson Street - Conceptual Estimate

Segment 3= 2.49 mi

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
101-1	MOBILIZATION	10	%	$ 735,855.19	$ 735,855.19	Price taken from FDOT (Cost-Per-Mile).
102-1	MAINTENANCE OF TRAFFIC	10	%	$ 735,855.19	$ 735,855.19	Price taken from FDOT (Cost-Per-Mile).
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	249	LF	$ 6.70	$ 1,668.30	Based on 100 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
704-18	INLET PROTECTION SYSTEM		EA	$ 53.00	$ -	Price taken from FDOT (Cost-Per-Mile).
107-1	LITTER REMOVAL	8.964	AC	$ 30.00	$ 268.92	3.6 Acres per mile, based on 30-ft width of Right-of-Way cleanup (15-ft per side). Price taken from FDOT (Cost-Per-Mile).
110-1-1	CLEARING & GRUBBING	8.964	AC	$ 23,000.00	$ 206,172.00	Based on 3.6 acres per mile on 20-ft width of cleanup. Taken from FDOT . Cost-Per-Mile.
110 -4-10	REMOVAL OF EXISTING CONCRETE	4857.6	SY	$ 34.00	$ 165,158.40	Assuming removal of 528 driveways (50 square yards per driveway) for proposed shared use path. Multipying by 46% (2.49/5.42) for Segment 2.Price taken from FDOT (Cost-Per-Mile).
110-7-1	MAILBOX, F&I, SINGLE	121.44	EA	$ 272.00	$ 33,031.68	264 mailboxes (50%) are to be replaced. Multiplied 46% for Segment 3. Price taken from FDOT Historical Item Average Costs Estimate.
120-1	REGULAR EXCAVATION	5194	CY	$ 7.54	$ 39,163.82	2086 cubic yards per mile, assuming (4' x 1 'x 5280')/27= 782 CY plus (shared use path ex = 5280' x .3333'x 20' = 1303.6 CY). Price taken from FDOT Historical Item Average Costs Estimate.
120-6	EMBANKMENT		CY	$ 12.71	$ -	Price taken from FDOT Historical Item Average Costs Estimate.
160-4	TYPE B STABILIZATION	5844	SY	$ 5.90	$ 34,479.78	2347 square yards (4' x 5280'). 4' of max widening on both sides of road. Price taken from FDOT Historical Item Average Costs Estimate.
258-704	OPTIONAL BASE, BASE GROUP 04	29215	SY	$ 17.00	$ 496,657.89	11,733 square yards per mile (20' x 5280'). 10' SUP on both sides. Price taken from FDOT (Cost-Per-Mile).
285-709	OPTIONAL BASE, BASE GROUP 09	29791	SY	$ 20.00	$ 595,823.85	11,733 square yards per mile (20' x 5280') + Roudabout area. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	29791	SY	$ 2.70	$ 80,436.22	11,733 square yards per mile (20' x 5280') + Roundabout area. Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	350.7	TN	$ 120.00	$ 42,086.40	128 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Also calculated 32 tons for reconstruction for round abouts with calculated area (sq yd) from design file (110 lb/ sq yd)
337-7-83	ASPH CONC FC, TRAFFIC C, FC-9.5, PG 76-22	1620.6	TN	$ 140.00	$ 226,886.80	638 tons per mile for 1 in. (4' wide of widening on both sides of road). Two 10' lanes. Price taken from FDOT (Cost-Per-Mile).
350-30-13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	177	SY	$ 175.00	$ 30,924.25	176.71 squared yards calculated in design file. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-351	INLETS, CURB, TYPE P-5	90	EA	$ 6,800.00	$ 609,552.00	Each (36) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-451	INLETS, CURB, TYPE J-5	25	EA	$ 12,000.00	$ 298,800.00	Each (10) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-521	INLETS, CURB, TYPE D	10	EA	$ 4,900.00	$ 48,804.00	Each (4) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-1-541	INLETS, CURB, TYPE C	2	EA	$ 6,200.00	$ 15,438.00	Each (1) per milePrice taken from FDOT Historical Item Average Costs Estimate.
425-2-41	MANHOLES, P-7	12	EA	$ 7,000.00	$ 87,150.00	Each (5) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
425-2-71	MANHOLES, J-7	2	EA	$ 10,000.00	$ 24,900.00	Each (1) per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	1374.48	LF	$ 130.00	$ 178,682.40	552 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	5	EA	$ 180.00	$ 896.40	Each (2) per mile. Price taken from FDOT average unit cost.
440-1-30	UNDERDRAIN, TYPE III	2490	LF	$ 75.00	$ 186,750.00	1000 linear ft per mile. Price taken from FDOT Historical Item Average Costs Estimate.
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM		LF	$ 68.28	$ -	Price taken from FDOT average unit cost.
519-78	BOLLARDS	40	EA	$ 1,330.00	$ 53,200.00	Assuming min. 1 bollard to be located between share use path @ every intersection. Price taken from FDOT Historical Item Average Costs Estimate.
520-1-10	CONCRETE CURB & GUTTER TYPE, TYPE F	22,501	LF	$ 31.00	$ 697,544.33	Considered 22,501 linear ft for both sides of the road. Measured from design file. Price taken from FDOT (Cost-Per-Mile).
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	5807	SY	$ 75.00	$ 435,501.00	106 driveways per mile. 22 square yards each. Price taken from FDOT average unit cost.
522-4	BUS SHELTER PAD	27	SY	$ 185.00	$ 4,933.33	Assuming pad had 8' X 5' dimensions. 9 total bus stations.
527-2	DETECTABLE WARNINGS	3240	SF	$ 34.00	$ 110,160.00	Asumming pads to be 10' X 2' located in 90 crossings. Price taken from FDOT Historical Item Average Costs Estimate.
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1180	LF	$ 30.00	$ 35,400.00	Price taken from FDOT (Cost-Per-Mile).
570-1-2	PERFORMANCE TURF, SOD	14,609	SY	$ 2.30	$ 33,600.31	5867 square foot (assume 10' of sodding). Price taken from FDOT (Cost-Per-Mile).
630-2-11	CONDUIT, F&I, OPEN TRENCH	13147.2	LF	$ 14.00	$ 184,060.80	5280 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
630-2-12	CONDUIT, F&I, DIRECTIONAL BORE	1245	LF	$ 28.00	$ 34,860.00	Price taken from FDOT (Cost-Per-Mile).
632-7-1	SIGNAL CABLE-NEW OR RECO, FUR & INSTALL		PI	$ 7,600.00	$ -	Price taken from FDOT (Cost-Per-Mile).
633-4-1	SIGNALS COMMUNIC- TWISTED PAIR CABLE		LF	$ 6.10	$ -	Price taken from FDOT (Cost-Per-Mile).
635-2-11	PULL & SPLUCE BOX, F&I, 13" X 24"	9.96	EA	$ 950.00	$ 9,462.00	Each (4) per mile. Price taken from FDOT (Cost-Per-Mile).
635-2-13	PULL & SPLUCE BOX, F&I, 30" X 60" OR 36"	2.49	EA	$ 4,000.00	$ 9,960.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-1-122	ELECTRICAL POWER SRV, F&I, UG, PUR CONT	2.49	AS	$ 6,900.00	$ 17,181.00	Each (1) per mile. Price taken from FDOT (Cost-Per-Mile).
639-2-1	ELECTRIC SERVICE WIRE, F&I	252	LF	$ 13.00	$ 3,276.00	Price taken from FDOT (Cost-Per-Mile).
654-2-22	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, F&I - SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO	28	AS	$ 11,810.00	$ 330,680.00	28 BEACONS LOCATED AT MIDBLOCK CROSSINGS. AVERAGE PRICE FROM ITEM AVG UNIT COST.
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL		EA	$ 1,900.00	$ -	Price taken from FDOT (Cost-Per-Mile).
665-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY		AS	$ 810.00	$ -	Price taken from FDOT (Cost-Per-Mile).
700-1-11	SINGLE POST SIGN, F&I GM,	54.78	AS	$ 440.00	$ 24,103.20	22 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-50	SINGLE POST SIGN, RELOCATE	4.98	AS	$ 260.00	$ 1,294.80	2 per mile. Price taken from FDOT (Cost-Per-Mile).
700-1-60	SINGLE POST SIGN, REMOVE	54.78	AS	$ 43.00	$ 2,355.54	22 per mile. Price taken from FDOT (Cost-Per-Mile).
706-1-3	RAISED PAVEMT MARK, TYPE B	657.36	EA	$ 3.80	$ 2,497.97	264 per mile. Assuming lanes will be separeted by double yellow, spaced @ every 40'. Price taken from FDOT (Cost-Per-Mile).
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	5.57	GM	$ 4,700.00	$ 26,179.00	29,395.85 linear ft for segment 3 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	5,143.30	LF	$ 3.10	$ 15,944.23	5,143.30 segment 3 calculated with design file. Price taken from FDOT (Cost-Per-Mile).
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	2,000	LF	$ 5.60	$ 11,200.00	Estimated 2300 linear feet by assuming five 24" lines with in 20' lanes X 40 crosswalk at intersection. Price taken from FDOT (Cost-Per-Mile).
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	48,017	LF	$ 3.70	$ 177,663.49	19,284 linear ft per mile. Price taken from FDOT (Cost-Per-Mile).
715-61-342	LIGHT POLE CMPLT, STD, F&I, 40'MH, 12'ARM L	87.15	EA	$ 11,000.00	$ 958,650.00	35 per mile. Price taken from FDOT (Cost-Per-Mile).
751-35-13	ARCHITECHTUAL, BUS SHELTER, F&I, 101-150 SF	9	EA	$ 77,000.00	$ 693,000.00	Price taken from FDOT Historical Item Average Costs Estimate.
751-35-43	ARCHITECHTUAL, BUS SHELTER, RELOCATE, 101-150 SF	2	EA	$ 20,000.00	$ 40,000.00	Price taken from FDOT Historical Item Average Costs Estimate.
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	0	EA	$ 57,656.93	$ -	Price taken from FDOT (Cost-Per-Mile).
920714100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE	4037.76	SF	$ 10.43	$ 42,113.84	336 linear ft X 12' width. Price taken from FDOT (Cost-Per-Mile).
999-25	Contingency	20	%		$ 1,471,710.39	

			$ 10,301,972.71
SUBCOMPONENTS			
	LANDSCAPING	5%	$ 515,098.64
	UTILITY RELOCATION	15%	$ 1,545,295.91
	ENGINEERING	25%	$ 2,575,493.18
			$ 14,900,000
With 3% Escalation (5 years)			**$ 17,300,000**

Appendix G. Project Funding Options Report

Project Funding Options

March 2023

REIMAGINE JACKSON STREET
WHAT'S YOUR VISION?

PREPARED FOR:

Escambia County

Brownsville CRA

City of Pensacola

City of Pensacola CRA

BY:

WSP

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Grant Funding Sources

Identifying funding for 100% engineering design and construction, is necessary to implement the Reimagine Jackson Street conceptual plan. Federal and State grant funding sources applicable are listed below.

Program Name, Owner	Brief Program Description	Funding for Engineering Design	Match Required
RAISE, USDOT	RAISE discretionary grants support critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs.	Yes	Yes
PROTECT, USDOT	The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.	Yes	Yes
Surface Transportation Block Grant, USDOT FHWA	The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	Yes	Yes
Safe Streets for **All (SS4A)**, USDOT	SS4A funds will be awarded on a competitive basis to support infrastructure, behavioral, and operational initiatives that prevent death and serious injury on roads and streets involving all roadway users, including: Pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.	Yes	Yes
Healthy Streets Program, USDOT	The US Department of Transportation established a discretionary grant program to provide grants to eligible entities to deploy cool pavements and porous pavements and to expand tree cover. Goals of the program include mitigating urban heat islands, improving air quality, and reducing the extent of impervious surfaces, stormwater runoff and flood risks, and heat impacts to infrastructure and road users.	TBD	Yes
Safeguarding Tomorrow Revolving Loan Fund Program, FEMA	Safeguarding Tomorrow RLF program empowers entities to make funding decisions and award loans directly. The revolving loan funds that they create will help local governments carry out hazard mitigation projects that reduce disaster risks for homeowners, businesses, nonprofit organizations and communities to help them build climate resilience.	Yes	TBD

Building Resilient Infrastructure and Communities (BRIC), FEMA	The BRIC grant program supports mitigating future risks to natural disasters, including ones involving: wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding. Addressing these risks helps make communities more resilient.	Yes	Yes
Hazard Mitigation Grant Program (HMGP), FEMA	FEMA's Hazard Mitigation Grant Program provides funding to state, local, tribal and territorial governments so they can develop hazard mitigation plans and rebuild in a way that reduces, or mitigates, future disaster losses in their communities. When requested by an authorized representative, this grant funding is available after a presidentially declared disaster.	No	TBD
Reconnecting Communities Pilot (RCP) Program, USDOT	RCP supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.	Yes	Yes
Neighborhood Access and Equity Grant Program, USDOT	To award competitive grants for context-sensitive projects that improve walkability and safety and provide affordable transportation access; to mitigate or remediate negative impacts on the human or natural environment in disadvantaged communities from a surface transportation facility; and for planning and capacity building activities in disadvantaged or underserved communities.	Yes	Yes
Metropolitan Transportation Planning Program, USDOT	The Metropolitan Planning Program is available to carry out the metropolitan transportation planning process and meet the transportation planning requirements of the joint Federal Transit Administration and Federal Highway Administration planning regulations.	Yes	Yes
Urbanized Area Formula Grants, USDOT	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Operating expenses are only eligible for urbanized areas under 200,000 in population or recipients with 100 or fewer buses. Funds are also provided to States for State safety oversight activities.	Yes	Yes
Environmental and Climate Justice Block Grants, EPA	The environmental and Climate Justice Block Grant provides technical assistance to community-based organizations, alone or in partnerships, to reduce indoor and outdoor air pollution, including greenhouse gases; monitor for pollution; improve community resilience to the impacts of climate change, including extreme heat and wildfire; and build the capacity of these organizations to engage with state and federal decision-making processes.	No	No

Resilient Florida Program, FDEP	The Resilient Florida Program includes a selection of grants that are available to counties, municipalities, water management districts, flood control districts and regional resilience entities. To effectively address the impacts of flooding and sea level rise that the state faces, eligible applicants may receive funding assistance to analyze and plan for vulnerabilities, as well as implement projects for adaptation and mitigation.	Yes	Yes
Florida State Infrastructure Bank Loan, FDOT	The SIB is a revolving loan and credit enhancement program and is used to leverage funds to improve project feasibility. The SIB can provide loans and other financial assistance to public or private entities. As existing loans are repaid, those repayments are revolved and available for future lending on other eligible SIB projects.	Yes	TBD
Environmental Finance Center (EFC) Grant Program, EPA	EFCs will deliver targeted technical assistance to local governments, states, Tribes, Territories, and non-governmental organizations to protect public health, safeguard the environment, and advance environmental justice.		TBD

Additional information on the grants, such as eligibility, competitive criteria, level of effort to apply are in the appendix.

Non-Grant Funding Sources

Oftentimes, County and City funds are inadequate for required grant funding match. Therefore, leveraging financing as a match for public infrastructure loans may be considered. Examples are listed below.

Instrument/Approach/Solution and Description	Applicable Programs/Florida-specific Examples	Considerations
Revolving Loan Funds: Pools of capital for distribution of low-interest loans, often for thematic purposes such as clean energy, clean water, hazard mitigation, and more.	• Safeguarding Tomorrow through Ongoing Risk Mitigation (STORM) Revolving Loan Fund • Clean Water State Revolving Fund	• STORM Act is dependent upon the state creating a revolving loan fund for hazard mitigation projects • RLFs have lower interest loans as compared to market rates • Potentially evergreen source of capital that will be available in the long run • Administered by the State government, often with federally imposed project evaluation criteria that may increase level of effort • Dependent on state project prioritization processes • Loan amounts may be dependent upon fluctuations in state and federal capitalization • Loans may come with complex reporting requirements due to state and federal capital
Green and Infrastructure Banks: Mission-driven entities that leverage limited public funds to attract private investment in specific sectors (i.e., infrastructure, clean energy, climate resilience, etc.)	• Florida State Infrastructure Bank	• Useful for roadway infrastructure[1] • Sustainable, renewable source of financing • Similar considerations as with Revolving Loan Funds as Green and Infrastructure banks often function as a revolving loan fund

[1] Available for Florida's roadway infrastructure that provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight.

Labelled and Thematic Bonds: General bonds with earmarked proceeds, often for green initiatives such as carbon emissions reduction, renewable energy, conservation, and climate resilience. Examples include: green bonds.	• City of Tampa issued a $36.6 million certified green bond for long-term stormwater and resilience projects.[2]	• Environmental impact bonds may be useful for financing green infrastructure and stormwater solutions; green bonds may be helpful for transit-related capital improvements that reduce carbon emissions • May need to be bundled with other, similar, projects to reach appropriate ticket size • Thematic bonds offer some control of size and can be targeted at SDG-, green- and climate-oriented investors • Subject to market sentiment • Imposes debt burden and interest payments, which requires a dedicated revenue source either from the program/project or from specific tax revenue (except for GO bonds) • Requires a strong credit rating, legal basis for debt issuance, and strong financial management capacity • Imposes reporting requirements • May require political support
Public Private Partnerships: Arrangements between government and private institutions typically for the timely delivery of services or facilities in a cost-effective manner that may not otherwise be possible with public funds alone. Private finance is used in combination with public capital to expedite the development and/or construction of a specific project that generates revenue in the long-term.	• FDOT has completed several PPPs • City of Pensacola has engaged in PPPs often for community revitalization and development projects	• Usually applicable to revenue-generating projects such as toll roads, public transit, utilities, etc. • May be helpful in financing of parks and outdoor spaces in partnership with commercial and residential developers • Leverages the domain expertise, management capacity, resources, and capital-market access of the private sector • Potential to raise capital quickly • Shares risk between public and private sectors • Optimizes the use of limited government resources • Often difficult to design and execute and may require innovative partnerships to create a successful model[3]

[2] WUSF Public Media (2021). "A $36.6M bond will establish green infrastructure initiatives in Tampa." https://wusfnews.wusf.usf.edu/environment/2021-10-12/36-6m-bond-set-to-establish-green-infrastructure-initiatives-in-tampa

[3] For example, New York City provided up-front capital for the construction of Brooklyn Bridge Park and private developers finance the $16 million maintenance budget through direct payments in lieu of real estate taxes for residential and commercial sites adjacent to the park.

		• Outsourcing of basic services to external actors may have undesired consequences, especially in the case of service-provider inadequacy or bankruptcy • Subject to market sentiment and interest
Florida State Infrastructure Bank Loan: The SIB is a revolving loan and credit enhancement program and is used to leverage funds to improve project feasibility. The SIB can provide loans and other financial assistance to public or private entities. As existing loans are repaid, those repayments are revolved and available for future lending on other eligible SIB projects.	• Construction of Highway Interchange, Okaloosa County, Florida, Florida Department of Transportation, District 3. • Construction of Commuter Rail System, SunRail Phase II North, Volusia County, Florida.	• Average loan size for entities external to FDOT $17 million • SIB participation from the State funded account is limited to a transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight. The State-funded SIB can also be used to construct and improve transportation facilities or ancillary facilities that produce or distribute natural gas or fuel.

Loan Terms

FLORIDA STATE INFRASTRUCTURE BANK (SIB)

Interest rate:

According to the website, loans may bear interest at or below-market interest rates, as determined by FDOT, considering current market conditions, the borrower's financial strength, term and risk of loan. For application and financial modelling purposes, the SIB program manager will use an indicative interest rate based on comparing the State and Local Government Series (SLGS) rates for similar maturities. As an example:

- 15-year maturity: 3.82%
- 30-year maturity: 3.79%

Refer to Appendix B for more information on interest rates.

Repayment terms:

Repayment can be deferred up to five years after the project has been completed or the facility has opened to traffic – whichever is later. Loans must be repaid within a maximum of 30 (for State-funded SIB projects) and 35 years for (Federal-funded SIB projects). Loans used to purchase equipment must be repaid within the useful life of the equipment.

Refer to Appendix B for more information on repayment terms and FHWA's SIB profile.

FLORIDA CLEAN WATER STATE REVOLVING FUND

Interest rate:

Interest rates are calculated based on prevailing market rates, affordability index, and population served by the sponsor. On average, less than 50% of the market rate. Up to 1.2% additional rate reductions for meeting requirements of meeting Davis Bacon requirements and American Iron and Steel requirements as well as the implementation of an asset management plan and "green" projects. The annual average rate for state fiscal years 2022-2032 for Clean Water State Revolving Funds was 0.2%.
Refer to Appendix B for more information on the FDEP State Revolving Loan Fact Sheet.

Repayment terms: 20 years

FLORIDA STATE RESILIENCE/HAZARD MITIGATION REVOLVING LOAN FUND

There is no current information, but we expect to hear more in 2023.

Appendix A - Grant Funding Sources

Reimagine Jackson Street. Grant Funding Options

Program Name	Brief Program Description	Program Owner	Eligible Applicants	Eligible Project Types	Competitive Criteria	Award Amounts (Min, Max, Avg)	Local Match	Funding for Engineering Design	Match Required	Level of Effort to Apply (Est.)	Key Program Dates	Notes	Segment Considerations
RAISE	RAISE discretionary grants support critical freight and passenger transportation infrastructure projects. The eligibility requirements of RAISE allow project sponsors to obtain funding for projects that are harder to support through other U.S. DOT grant programs.	USDOT	States and the District of Columbia; any territory or possession of the United States; a unit of local government; a public agency or publicly chartered authority established by one or more States; a special purpose district or public authority with a transportation function, including a port authority; a Federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multi-State or multijurisdictional group of entities that are separately eligible.	**Eligible Capital Projects**: (1) highway, bridge, or other road projects (2) public transportation projects (3) passenger and freight rail transportation projects; (4) port infrastructure investments (5) the surface transportation components of an airport project (6) intermodal projects; (7) projects to replace or rehabilitate a culvert or prevent stormwater runoff; (8) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and (9) any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program. **Eligible Planning Projects**: related to the planning, preparation, or design and include environmental analysis, equity analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities—of eligible surface transportation capital projects described in NOFO and may not result in construction with RAISE FY 2023 funding. In addition, activities eligible for RAISE planning grants include those related to multidisciplinary projects or regional planning, such as: (1) development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans; (2) zero emissions plan for transit fleet; (3) planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (4) planning activities related to zero emissions goods movement; (5) development of port and regional port planning, including State-wide or multi-port planning within a single jurisdiction or region; and (6) risk assessments and planning to identify vulnerabilites and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster	Safety, Environmental Sustainability, Quality of Life, Improves Mobility and Community Connectivity, Economic Competitiveness and Opportunity, State of Good Repair, Partnership and Collaboration, Innovation	**Capital:** Minimum award is $5 million in urban areas and $1 million in rural areas. Maximum award under BIL not be greater than $25 million. Maximum award under FY23 Appropriations Act may not be greater than $45 million. **Planning**: no minimum award size.	Federal share of the costs of an eligible project carried out using a grant provided under the RAISE grant program shall not exceed 80 percent unless the project is located in a rural area, a historically disadvantaged community (HDC), or an area of persistent poverty (APP).*	Yes	Yes	High - BCA Required	2023 Cycle Closed 2/28/2023. Next cycle TBD.	APP and HDC Map Available Here	**All 3 Segments are eligible.** ***Segments 1 and 3 include HDC and APPs which would increase the availability of federal share and improve scoring of equity and environmental justice considerations.**
PROTECT	The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.	USDOT	States, Local Governments	**Planning Activities** limited to developing a Resilience Improvement Plan; Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation [§ 11405; 23 U.S.C. 176(c)(2) and 176(d)(3)]; **Resilience Improvements** to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters [§ 11405; 23 U.S.C. 176(d)(4)(A)]; **Community Resilience and Evacuation Route activities** that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events [§ 11405; 23 U.S.C. 176(d)(4)(B)]; or **At-Risk Coastal Infrastructure activities** to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs. [§ 11405; 23 U.S.C. 176(d)(4)(C)]	Formula Grant - funds are allocated to states by a set formula.	TBD by state. $364,302,815 allocated to Florida across 5 years.	20%, which can be reduced if certain planning actions are taken	Yes	Yes	Medium; No BCA. Need to coordinate with FDOT.	TBD	Estimated 5 Year Formula total for Florida: $364,302,815 Most of the funds in the PROTECT program will be distributed through formula funding to each state department of transportation office ($7.3 billion). Cities, towns and villages have the opportunity to apply for the remaining $1.4 billion in competitive PROTECT grants that the U.S. Department of Transportation can award to local governments, Metropolitan Planning Organizations and other eligible entities.	**Local governments should apply through FDOT.**
Surface Transportation Block Grant	The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	USDOT FHWA	States	Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s)	Non-Competitive Block Grant	Determined by state	20%; however, certain safety improvements can increase the Federal share up to 100%.	Yes	Yes	Medium (State application)	Varies by region within state.	FDOT administers this federal funding, now known as the Transportation Alternatives Set-Aside program (TA), through a competitive process. TA funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990.	**Local governments should apply through FDOT.**
Safe Streets For All (SS4A)	SS4A funds will be awarded on a competitive basis to support infrastructure, behavioral, and operational initiatives that prevent death and serious injury on roads and streets involving all roadway users, including: Pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.	USDOT	Metropolitan planning organizations; Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State; Federally recognized Tribal governments; and Multijurisdictional groups comprised of the above entities.	Develop or update a comprehensive safety action plan (Action Plan). Conduct planning, design, and development activities in support of an Action Plan. Carry out projects and strategies identified in an Action Plan.	Safety Impact; Equity, Engagement, and Collaboration; Effective Practices and Strategies; and Climate Change and Sustainability, and Economic Competitiveness	Action Plan Grants: award amounts will be based on estimated costs, with an expected minimum of $200,000 for all applicants, an expected maximum of $1,000,000 for a political subdivision of a State or a federally recognized Tribal government, and an expected maximum of $5,000,000 for a metropolitan planning organization (MPO) or a joint application comprised of a multijurisdictional group of entities that is regional in scope. Implementation Grants: DOT expects the minimum award will be $5,000,000 and the maximum award will be $30,000,000 for political subdivisions of a State. For applicants who are federally recognized Tribal governments or applicants in rural areas, DOT expects the minimum award will be $3,000,000 and the maximum award will be $30,000,000. For an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope, the expected maximum award will be $50,000,000	20%	Yes	Yes	Medium; No BCA	2023 NOFO Expected in April.		**All 3 segments eligible. Quantifiable safety benefits will make a segment more competitive.**
Healthy Streets Program	The Department of Transportation will establish a discretionary grant program to provide grants to eligible entities to deploy cool pavements and porous pavements and to expand tree cover. Goals of the program include mitigating urban heat islands, improving air quality, and reducing the extent of impervious surfaces, stormwater runoff and flood risks, and heat impacts to infrastructure and road users.	USDOT	States, metropolitan planning organizations, local governments, tribes, nonprofit organizations working in coordination with a listed entity.	Unknown	Unknown	Max $15M	20%	TBD	Yes	Unknown	Unknown	Funding: $500M total, $100M for each of fiscal years 2022 through 2026. New in IIJA, not much information available yet.	**Unknown until more program guidance is released.**
Safeguarding Tomorrow Revolving Loan Fund Program	Through the Safeguarding Tomorrow RLF program, FEMA empowers entities to make funding decisions and award loans directly. The revolving loan funds that they create will help local governments carry out hazard mitigation projects that reduce disaster risks for homeowners, businesses, nonprofit organizations and communities to help them build climate resilience.	FEMA	States, Tribes	The program provides capitalization grants to states, eligible federally recognized tribes, territories and the District of Columbia to establish revolving loan funds that provide hazard mitigation assistance for local governments to reduce risks from natural hazards and disasters. These low interest loans will allow jurisdictions to reduce vulnerability to natural disasters, foster greater community resilience and reduce disaster suffering.	TBD		N/A - Loan	Yes	TBD	Low - Online Form	Closing Date April 28, 2023	While the project area contains flooding concerns, this project would likely not be competitive as hazard mitigation is not the primary purpose of the project.	**City/County/CRA would need to coordinate with State of Florida for pass through funding in the form of a loan.**
Building Resilient Infrastructure and Communities (BRIC)	The BRIC grant program supports mitigating future risks to natural disasters, including ones involving: wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding. Addressing these risks helps make communities more resilient.	FEMA	**Direct/Lead Applicants to FEMA**: States, Tribes, Territories **Subapplicants to States**: State Departments, Tribes, Local Governments/Communities	The BRIC program aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience. FEMA anticipates BRIC funding projects that demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design. For example, an innovative project may bring multiple funding sources or in-kind resources from a range of private and public sector stakeholders or offer multiple benefits to a community in addition to the benefit of risk reduction.	TBD for 2023	TBD for 2023	25%	Yes	Yes	High - BCA Required	FY22 Solicitation to FDEM was 11/14/22. FY22 Solicitation to FEMA closed 01/27/23. FY23 TBD.	BRIC is funded by DHS/FEMA and administered through a partnership with the Florida Division of Emergency Management (FDEM). FDEM has the authority and responsibility for developing and maintaining a State Standard Hazard Mitigation Plan, reviewing the BRIC Program subapplications, recommending technically feasible and cost effective subapplications to FEMA and providing pass-thru funding for FEMA approved and awarded project grants to eligible subapplicants.	**City/County/CRA would need to coordinate with State of Florida for pass through funds.**
Hazard Mitigation Grant Program (HMGP)	FEMA's Hazard Mitigation Grant Program provides funding to state, local, tribal and territorial governments so they can develop hazard mitigation plans and rebuild in a way that reduces, or mitigates, future disaster losses in their communities. When requested by an authorized representative, this grant funding is available after a presidentially declared disaster.	FEMA	States/Territories, Tribes	Flood Protection Protecting homes and businesses with permanent barriers to prevent floodwater from entering (levees, floodwalls, floodproofing). Elevating structures above known flood levels to prevent and reduce losses (elevation). Reconstructing a damaged dwelling on an elevated foundation to prevent and reduce future flood losses. Drainage improvement projects to reduce flooding (flood risk reduction projects).	Extent to which the Intended Use Plan and proposed project list demonstrates the applicant's entity loan fund will support local governments most in need of financing assistance, including low-income geographic areas and underserved communities, and promotes equity. Extent to which the entity application prioritizes the statutory priorities established in 42 U.S.C. § 5135(f)(3), specifically whether the application: o Proposes to finance projects increasing resilience and reducing risk of harm to natural and built infrastructure; o Supports partnerships between two or more eligible entities to implement a project or similar projects; o Considers regional impacts of hazards on river basins, river corridors, micro-watersheds, macro-watersheds, estuaries, lakes, bays, and coastal regions, and areas at risk of earthquakes, tsunamis, droughts, severe storms, and wildfires, including the wildland-urban interface; or o Proposes to finance projects for the resilience of major economic sectors or critical national infrastructure	$5,000,000 Max		No	TBD				**While the project area contains flooding concerns, this project would likely not be competitive as hazard mitigation is not the primary purpose of any of the three segments of the project.**
Reconnecting Communities Pilot (RCP) Program	RCP supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.	DOT	**Planning Grants**: States, local governments, Federally recognized Tribal governments, Metropolitan Planning Organizations, Nonprofits **Capital Grants**: the Facility Owner or Eligible applicants to Planning Grants may submit the application for a Capital Construction Grant, as long as the Owner of the eligible transportation facility is a joint applicant, with evidence of endorsing the application.	**Planning Activities**: Studies of current traffic patterns on the eligible facility proposed for removal, retrofit, or mitigation and the surrounding street network; transportation network capacity; alternative roadway designs or other uses for the right-of-way; impacts to the mobility of freight and people; impacts to the safety of the traveling public; cost; anticipated economic impacts and environmental impacts both human and natural. Public engagement activities to provide the public opportunities to provide input into a plan to remove and convert an eligible facility. Other transportation planning activities required in advance of a project to remove, retrofit, or mitigate an existing eligible facility to restore community connectivity, as determined by DOT. **Capital Activities**: Removal, retrofit, or mitigation of an existing eligible facility. Replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community. Preliminary and detailed design activities and associated environmental studies; predevelopment/preconstruction; permitting activities including the completion of the National Environmental Policy Act (NEPA) process; delivering community benefits and the mitigation of impacts identified through the NEPA process or other planning and project development for the capital construction project. Note: An Eligible Facility is a highway, including a road, street, or parkway or other transportation facility, such as a rail line, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.	DOT will evaluate grant applications based on Merit Criteria, Project Readiness, and Benefit Cost Analysis (for Capital Construction Projects). The four Merit Criteria are: 1. Equity, Environmental Justice, and Community Engagement; 2. Mobility and Community Connectivity; 3. Community-based Stewardship, Management, and Partnerships; and 4. Equitable Development and Shared Prosperity. The criteria will be weighted equally during application review. More details on the criteria are available in the NOFO. As described in Section E of the NOFO, DOT may use some other considerations, such as benefits to disadvantaged communities, urban / rural balance, geographic and organizational diversity, and for Capital Construction Projects labor and workforce development when selecting RCP Program grant awards.	Total Funding Amount (2023): Planning Grants: $50 Million Capital Construction Grants: $148 Million Planning Grant awards are not to exceed $2 million per recipient. DOT anticipates that Planning Grants may range from $100,000 to $2,000,000. Capital Construction Grant awards are no less than $5 million per project. DOT anticipates that Capital Construction Grants may range from $5 million to $100 million.	Both Planning and Capital Construction grants require a minimum 20% Non-Federal match. In addition, a Capital Construction grant cannot exceed 50% of the project's total cost, and DOT may award Reconnecting Communities grants for amounts less than the maximum permissible share. Therefore, depending on the size of the Reconnecting Communities grant and the recipient's ability to use other Federal funds on the project, a local match greater than 20% may be necessary to complete the project.	Yes	Yes	Planning Grants: Medium (no BCA required) Capital Construction Grants: High (BCA required)	Estimated application deadline Fall 2023 (2022 application period closed in October)	Link to Program	
Neighborhood Access and Equity Grant Program	To award competitive grants for context-sensitive projects that improve walkability and safety and provide affordable transportation access; to mitigate or remediate negative impacts on the human or natural environment in disadvantaged communities from a surface transportation facility; and for planning and capacity building activities in disadvantaged or underserved communities.	DOT	State governments, Local governments, Territorial or district governments, Tribal governments, Special purpose district or public authority, Non-profits, Educational institutions	Grants to implement context-sensitive projects that improve walkability and safety and provide affordable transportation access; mitigate or remediate negative impacts on the human or natural environment from a surface transportation facility in a disadvantaged or underserved community; and to implement planning and capacity building activities in disadvantaged or underserved communities. Other eligible activities include the provision of guidance, technical assistance, templates, training, or tools to facilitate efficient and effective contracting, design, and project delivery by units of local government; and subgrants to units of local governments to build capacity to assume responsibilities to deliver surface transportation projects. Funds cannot be used to add capacity for single-occupant passenger vehicles. Of the $3.205 billion appropriated, $1.262 billion is reserved for economically disadvantaged communities, and $50 million is reserved for technical assistance.	[TBD]	[TBD]	20% (0% for disadvantaged communities)	Yes	Yes	[TBD]	Program forthcoming in Spring 2023	Link to Program Description	**Should be considered once program is fully defined and released.**
Metropolitan Transportation Planning Program	The Metropolitan Planning Program is available to carry out the metropolitan transportation planning process and meet the transportation planning requirements of the joint Federal Transit Administration and Federal Highway Administration planning regulations.	DOT	States and Metropolitan Planning Organizations	The eligible activities for the metropolitan planning funds include work elements that result in a balance and comprehensive intermodal transportation planning for the movement of people and goods in the metropolitan area.	Formula Grant	Total Funding Amount (2023): $187,562,000	20%	Yes	Yes	Unknown	Estimated application deadline Fall 2023	Link to Program Info	**City/County/CRA would need to coordinate with State of Florida for pass through funds.**

Urbanized Area Formula Grants	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Operating expenses are only eligible for urbanized areas under 200,000 in population or recipients with 100 or fewer buses. Funds are also provided to States for State safety oversight activities.	DOT	States, Counties, Cities / Townships, Special Districts, Tribal Governments (Federally recognized)	Planning, Capital, Operating Assistance	Formula Grant	Estimated Total Funding Amount (2023): $7.2 Billion	20% of the net project cost for capital and planning expenses: 10% for the cost of vehicle-related equipment and facilities attributable to compliance with the American with Disabilities Act and the Clean Air Act or 85% for the cost of a vehicle that complies with these requirements. The Federal share may not exceed 50% of the net cost for operating assistance.	Yes	Yes	Unknown	Dependent upon Region and State	Link to Program Info	**City/County/CRA would need to coordinate with State of Florida for pass through funds.**
Environmental and Climate Justice Block Grants	To provide grants and technical assistance to community-based organizations, *alone* or in partnerships, to reduce indoor and outdoor air pollution, including greenhouse gases; monitor for pollution; improve community resilience to the impacts of climate change, including extreme heat and wildfire; and build the capacity of these organizations to engage with state and federal decision-making processes.	EPA	Non-profits, [TBD], Tribal governments, Local governments, Educational institutions	(1) Community-led air and other pollution monitoring, prevention, and remediation, and investments in low- and zero-emission and resilient technologies and related infrastructure and workforce development that help reduce greenhouse gas emissions and other air pollutants; (2) Mitigating climate and health risks from urban heat islands, extreme heat, wood heater emissions, and wildfire events; (3) Climate resiliency and adaptation; (4) Reducing indoor toxics and indoor air pollution; or (5) Facilitating engagement of disadvantaged communities in state and federal advisory groups, workshops, rulemakings, and other public processes	TBD	Estimated Total Funding Amount (2023): $10 Million; Max per applicant is estimated at $100,000	None required	No	No	[TBD]	Program forthcoming. EPA is currently seeking public input	Link to Program Info	**Program is still being defined, but City/County/CRA would need likely to coordinate with State of Florida for pass through funds since this is a block grant.**
Resilient Florida Program	The Resilient Florida Program includes a selection of grants that are available to counties, municipalities, water management districts, flood control districts and regional resilience entities. To effectively address the impacts of flooding and sea level rise that the state faces, eligible applicants may receive funding assistance to analyze and plan for vulnerabilities, as well as implement projects for adaptation and mitigation.	Florida Department of Environmental Protection	Counties, municipalities, water management districts, flood control districts and regional resilience entities	1) Planning Projects and Regional Resilience entity Projects 2) Implementation Projects to be included in the Statewide Flooding and Sea Level Rise Resilience Plan	TBD for 2023	TBD for 2023	Unknown	Yes	TBD	TBD	Spring 2023 (TBD)	Link to Program Info	**County project will be eligible as soon as the Countywide vulnerability assessment is complete**
Florida State Infrastructure Bank Loan	Section 339.55, Florida Statutes, authorizes FDOT's State Infrastructure Bank (SIB) for the purpose of providing loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. Selected projects must be eligible for assistance under state and federal law. The SIB is a revolving loan and credit enhancement program and is used to leverage funds to improve project feasibility. The SIB can provide loans and other financial assistance to public or private entities. As existing loans are repaid, those repayments are revolved and available for future lending on other eligible SIB projects.	FDOT	Government units and private entities	In accordance with Section 339.55, Florida Statutes, SIB participation from the Statefunded account is limited to a transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight. The State-funded SIB can also be used to construct and improve transportation facilities or ancillary facilities that produce or distribute natural gas or fuel.	A. Secured sources of funding to repay the SIB loan B. Financial feasibility of project C. Financial safeguards including backup sources to complete the project should project funding fall short and to ensure SIB loan is repaid D. Economic benefits of project E. Amount of project advancement as a result of loan F. Project's ability to foster innovative public-private partnerships and attract private debt or equity investment G. Project's use of new technologies, including intelligent transportation systems that enhance the efficiency of the project H. Project's ability to maintain or protect the environment I. Transportation benefits for improving intermodalism J. Percent of SIB loan to the total project K. Secured local and private funding sources to leverage the project L. Transportation benefits for improving safety M. Senior debt credit rating (if SIB is subordinate) N. Sources/uses of all funding	Average loan size for entities external to FDOT $17 million	Not specifically required, but percent of SIB loan to total project cost is a competitive criterion	Yes	TBD	High; demonstration of economic benefits required	Annual Basis	Link to Program SIB Website: http://www.fdot.gov/comptroller/PFO/sib.shtm	
Environmental Finance Center (EFC) Grant Program	EFCs will deliver targeted technical assistance to local governments, states, Tribes, Territories, and non-governmental organizations to protect public health, safeguard the environment, and advance environmental justice.	EPA	Local governments, States, Tribes, Territories, and non-governmental organizations	Infrastructure projects that improve public health and environmental protection and help underserved communities.	TBD	TBD	Unknown		TBD	TBD	TBD. EPA announced awards to EFCs in Nov 2022. EFCs will work regionally to assist communities with EPA funding.	Link to Program	Florida would partner with EFC Recipient - Southeast Rural Community Assistance Project, Inc. for technical and financial assistance. Relevant for segments 2

Appendix B – Non-Grant Funding Sources

FEDERAL HIGHWAY ADMINISTRATION

BIENNIAL REPORT

STATE INFRASTRUCTURE BANK



FEDERAL FISCAL YEARS ENDED

SEPTEMBER 30, 2021 & 2022

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INTRODUCTION

The State Infrastructure Bank (SIB), managed by the Florida Department of Transportation (FDOT), is a revolving loan and credit enhancement program consisting of two separate accounts:

- The Federal-funded account capitalized by federal money matched with state money as required by law; and,
- The State-funded account capitalized by state money and bond proceeds.

The SIB provides loans and other credit assistance to public and private entities carrying out projects eligible for assistance under state and federal law. SIB participation from the Federal-funded account is limited to projects which meet all federal requirements established in, but not limited to, the Transportation Equity Act for the 21st Century (TEA-21). Projects must be eligible for assistance under Title 23, United States Code (USC) or capital projects as defined in Section 5302 or Title 49 USC and applicable federal guidelines. There have been no legislative revisions to federal requirements for SIB participation.

In accordance with Section 339.55, Florida Statutes, SIB participation from the State-funded account is limited to a transportation facility project that is on the State Highway System or that provides for increased mobility on the state's transportation system or provides for intermodal connectivity with airports, seaports, rail facilities, transportation terminals, and other intermodal options for increased accessibility and movement of people, cargo, and freight. The State-funded SIB can also be used to construct and improve transportation facilities or ancillary facilities that produce or distribute natural gas or fuel.

The State-funded SIB may lend capital costs or provide credit enhancements for emergency loans for repairs of damages incurred to public-use commercial deepwater seaports, public-use airports, and other public-use transit and intermodal facilities that are within an area that is part of an official state declaration of emergency.

The SIB leverages funds through loans and credit enhancement assistance to improve project feasibility. The SIB does not provide financial assistance in the form of a grant. A SIB loan may be subordinated to other debt financing of a project with an investment grade rating of "BBB" or higher. SIB Loans may bear interest at or below market interest rates, as negotiated between FDOT and the borrower.

EVOLUTION OF THE SIB

The National Highway System (NHS) Act of 1995 authorized up to 10 States to establish a pilot State Infrastructure Bank (SIB). In 1997, Florida was selected as one of the original ten states to establish such a SIB. The "bank" which is a revolving fund loan program, was eligible to be capitalized with as much as ten percent of federal highway and transit funds apportioned to these states in federal fiscal years 1996 and 1997. In state fiscal year 1997, the Federal-funded SIB was capitalized with $25.1 million in Federal highway apportioned funds and in state fiscal year 1998, an additional $30.8 million was deposited split between $23.4 million in Federal highway apportioned funds and $7.4 million in Federal transit funds.

Under the Transportation Equity Act for the 21st Century (TEA-21), another SIB pilot was implemented with Florida as one of four participating states. The previous "NHS Act" SIB was rolled into the new pilot under TEA-21 to form the SIB program. Several major improvements were made to the program including:

- States may contribute up to the total federal highway funds apportioned to the state for major programs such as Interstate Maintenance, National Highway System, Surface Transportation, and Bridge Construction Rehabilitation. The state can also contribute the total funds made available to the state or other federal transit grant recipients for capital projects and the total funds made available to the state under Subtitle V of Title 49 USC.
- The ability to capitalize funds from USDOT was shortened from nine to five years, to be received at twenty percent each year.
- Capitalized funds may be deposited into one SIB account instead of segregated between highways and transit as outlined in the previous law.

Congress made a major change to the program requiring all funds capitalized into the SIB and all future repayments of SIB assistance for all sources (including non-federal sources) to be treated as "federal" funds. See **Table 1: Summary of SIB Capitalizations** for a summary of all fiscal year-to-date Federal-funded SIB capitalizations.

In June 2000, state legislation was enacted to create a State-funded SIB to be funded with $50.0 million in general revenue funds for three consecutive years for a total of $150.0 million. The first $50.0 million was deposited in the State-funded SIB in state fiscal year 2001. Due to budget constraints and general revenue shortfalls, the capitalization was reduced to $43.5 million in state fiscal year 2002 and there was no capitalization in state fiscal year 2003.

In state fiscal year 2003/04, funds were shifted from the State Transportation Trust Fund (STTF) in the amount of $33.5 million to the State-funded SIB account to fund existing awarded projects and potential future awards.

In April 2002, additional legislation was enacted for the State-funded SIB to make projects eligible for SIB funding that provide for connectivity between the State Highway System and airports, seaports, rail facilities, transportation terminals, and other intermodal options for the increase accessibility and movement of people, cargo and freight.

In June 2003, legislation was enacted authorizing the Department to leverage the existing State-funded SIB loan portfolio to provide a recurring source of loan funds through the issuance of revenue bonds.

In June 2005, legislation was enacted, as part of a major initiative to improve growth management planning and funding, to make Transportation Regional Incentive Program (TRIP) projects eligible for SIB funding. TRIP projects are identified as improving regionally significant transportation facilities to regional transportation areas. The State-funded SIB was capitalized with $100 million in growth management funds for TRIP eligible projects, provided the project is matched by a minimum of 25% from funds other than SIB. All TRIP SIB funds have been disbursed.

In June 2005, the first issuance of SIB revenue bonds was sold at a par value of $62.3 million. The Series 2005A bonds were defeased in October 2021.

In June 2007, legislation was enacted which allows for the State-funded SIB to lend capital costs or provide credit enhancements for emergency loans for repairs of damages incurred to public-use commercial deepwater seaports, public-use airports, and other public-use transit and intermodal facilities that are within a designated area included in an official state declaration of emergency pursuant to Chapter 252 and all other applicable laws.

In July 2007, the second issuance of SIB revenue bonds was sold at a par value of $61.3 million. The Series 2007 bonds were defeased in October 2021.

In March 2016, legislation was enacted to allow government units and private entities to use the State-funded SIB to construct and improve transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. The legislation also allows for financial information to be protected from disclosure for a private entity State-funded SIB applicant or borrower.

See **Appendix A** for a visual timeline of the history of the FDOT SIB and **Table 1: Summary of SIB Capitalizations** for a summary of fiscal year-to-date State-funded SIB capitalizations.

Table 1: Summary of SIB Capitalizations

STATE FISCAL YEAR	(in millions)	
	STATE-FUNDED SIB CAPITALIZATION	FEDERAL-FUNDED SIB CAPITALIZATION
1997	$0.0	$25.1
1998	$0.0	$30.8
1999	$0.0	$1.7
2000	$0.0	$27.3
2001	$50.0	$9.8
2002	$43.5	$9.8
2003	$0.0	$9.8
2004	$33.5	$12.0
2005	$79.0	$0.0
2006	$114.0	$0.0
2007	$20.0	$0.0
2008	$78.7	$0.0
2009	$10.0	$0.0
2010	$10.0	$0.0
2011	$10.0	$0.0
2012	$10.0	$0.0
2013	$10.0	$0.0
2014	$10.0	$0.0
2015	$10.0	$0.0
2016	$0.0	$0.0
2017	$0.0	$0.0
2018	$0.0	$0.0
2019	$10.0	$0.0

2020	$0.0	$0.0
2021	$0.0	$0.0
2022	$0.0	$0.0
TOTAL	**$498.7**	**$126.3**

Florida's SIB program is managed using escrow accounts established with the Florida Department of Financial Services. All proceeds are invested by the State Treasurer in accordance with established state investment guidelines. SIB funds may be loaned to a variety of public and private entities and may be used for various forms of financial assistance such as subordinated loans, emergency loans, interest subsidies, letters of credit, capital reserves for bond financing, capital improvements and all phases of construction.

FEDERAL-FUNDED SIB

As of September 30, 2022, Florida's Federal-funded SIB has executed 46 loans totaling $663.2 million that advanced $2,527.7 million of project costs. 21 of these loans are external loans. The remaining 25 loans have been made for internal FDOT projects. One internal loan utilized funding from both Federal and State SIB programs with the project's total cost being reflected in the Summary of the Federal-funded SIB table. See **Table 2: Summary of Federal-funded SIB** for additional detail.

STATE-FUNDED SIB

As of September 30, 2022, Florida's State-funded SIB has executed 61 loans totaling $1,279.3 million that advanced $9,522.8 million of project costs. 47 loans are external loans. 14 of these loans have been made for internal FDOT projects. One internal loan utilized funding from both Federal and State SIB programs with the project's total cost being reflected in the Summary of the Federal-funded SIB table. See **Table 3: Summary of State-funded SIB** for additional detail.

Table 2: Summary of Federal-funded SIB

	# OF LOANS	(in millions)	
		SIB ASSISTANCE	TOTAL PROJECT COST
Loan Executions to Date	**46**	**$663.2**	**$2,527.7**
Loans external to FDOT	21	$170.0	$570.4
Loans internal to FDOT	25	$493.2	$1,957.3
Pending Loan Execution	**0**	**$0.0**	**$0.0**
Loans external to FDOT	0	$0.0	$0.0
Loans internal to FDOT	0	$0.0	$0.0
TOTAL	**46**	**$663.2**	**$2,527.7**

Table 3: Summary of State-funded SIB

	# OF LOANS	(in millions)	
		SIB ASSISTANCE	TOTAL PROJECT COST
Loan Executions to Date	**61**	**$1,279.3**	**$9,522.8**
Loans external to FDOT	47	$835.5	$6,311.8
Loans internal to FDOT	14	$443.8	$3,211.0
Pending Loan Execution	**0**	**$0.0**	**$0.0**
Loans external to FDOT	0	$0.0	$0.0
Loans internal to FDOT	0	$0.0	$0.0
TOTAL	**61**	**$1,211.6**	**$9,522.8**

FINANCIAL ASSISTANCE

INTEREST AND REPAYMENT TERMS

Loans may bear interest at or below market interest rates, as determined by FDOT, considering current market conditions, the financial strength of borrower, term and risk of loan. Upon review of the application, FDOT will determine the rate based on market rates for a comparable term plus a risk premium assessment. Repayment of any loan shall begin no later than five years after the project has been completed or, in the case of a highway project, the facility has opened to traffic, whichever is later, and will be repaid within a maximum of 30 years (for State-funded SIB projects) or 35 years (for Federal-funded SIB projects). In the case of an equipment purchase, a loan term will not exceed the useful life of the equipment. Loan terms are subject to negotiation as determined by the Department. Interest begins accruing at the first draw and accrues and compounds annually until the loan is repaid in full.

SUMMARY OF FINANCIAL IMPACT AND CAPITALIZATION

As of September 30, 2022, Florida's combined SIB has executed 107 loans totaling $1.9 billion and leveraging $12.0 billion in total project costs. 46 of these loans are Federal-funded and 61 are State-funded. 39 of these loans are for District projects. 68 are loans external to FDOT. In the future, Florida may issue additional revenue bonds to capitalize the State-funded SIB. Bond proceeds will be calculated based upon need at that time. Escrow balances as of September 30, 2022, are $375.8 million combined ($136.7 million in the Federal-funded SIB and $259.7 million in the State-funded SIB).

A detailed cash forecast and summary level finance plan estimating cash receipts and disbursements is reconciled to historic actuals on a monthly basis to ensure adequate cash balances are maintained to make disbursements when needed. Loan agreements establish estimated cash disbursements. The loan recipients request cash as needed during the project on a reimbursement or short-term advance basis to pay actual disbursements on the project. The SIB loan recipient must ensure that SIB funds are requested when needed and used within a short period (within 45 days) of receipt.

However, in certain circumstances, FDOT reserves the right to provide advance funding. The amount is disbursed or advanced at the beginning of the project or in several increments. This method is typically reserved for when it is shown to be

necessary for project development and completion. A documented benefit or requirement and advance payment approval is required to advance funding.

SIB loans made to FDOT Districts are typically designed as short-term loans, which will advance the design, right-of-way and/or construction phases for projects already approved in the Adopted Work Program. The repayment schedules for these projects are generally based on a cash flow plan of the project beginning in the year the project is actually programmed in the Adopted Work Program.

APPLICATION GUIDELINES

An application will be required to ensure potential SIB projects meet eligibility, financial, and production criteria.

Prospective applicants provide the following information:

- Location
- Type of Project
- Project Purpose
- Total Project Costs
- SIB Loan Amount
- Repayment Source
- Proposed Drawdown/Repayment Schedule

The application is evaluated based on the guidelines provided below in **Table 4: Application Evaluation Guidelines**. Applicants may be asked for clarification, additional information, or alternative proposals with different interest rates, present values, and drawdown/repayment schedules.

The FDOT application cycle runs from May 1 through June 30 of each fiscal year for funds availability in the year subsequent to the next fiscal year (i.e. application cycle in fiscal year 2022 is for funds that will come available to a borrower in fiscal year 2024). This ensures approved loan amounts get programmed into the Work Program and gives FDOT a fiscal year to negotiate an agreement with potential borrowers before funding becomes available.

Table 4: Application Evaluation Guidelines

A.	Secured sources of funding to repay the SIB loan
B.	Financial feasibility of project
C.	Financial safeguards including backup sources to complete the project should project funding fall short and to ensure SIB loan is repaid
D.	Economic benefits of project
E.	Amount of project advancement as a result of loan
F.	Project's ability to foster innovative public-private partnerships and attract private debt or equity investment
G.	Project's use of new technologies, including intelligent transportation systems that enhance the efficiency of the project
H.	Project's ability to maintain or protect the environment
I.	Transportation benefits for improving intermodalism
J.	Percent of SIB loan to the total project
K.	Secured local and private funding sources to leverage the project
L.	Transportation benefits for improving safety
M.	Senior debt credit rating (if SIB is subordinate)
N.	Sources/uses of all funding

EXAMPLE OF SIB SUCCESS

Example 1 – Punta Gorda Airport – General Aviation Terminal & Airside Improvements

Borrower:	Charlotte County Airport Authority
Location:	Charlotte County, Florida
Type of Project:	Construction of Terminal and Airside Improvements
Total Project Costs:	$18.4 million
Federal-Funded SIB Loan:	$3.1 million
Loan Execution Date:	May 15, 2020
Status:	Under Construction

Project Summary:

Project consists of developing a new General Aviation Terminal Facility to replace the existing facility. Landside elements include fixed base operations facilities/offices, public restrooms, public waiting area, building support facilities, access roadways and site utilities (water, sewer, power and communication). Airside elements include a public-use aircraft parking apron, security fence and gates with access controllers and security cameras, taxiway/taxilanes, airfield/apron lighting and a parking area for three refuelers.

Example 2 – FDOT District 3 – Crestview Interchange

Borrower:	Florida Department of Transportation, District 3
Location:	Okaloosa County, Florida
Type of Project:	Construction of Highway Interchange
Total Project Costs:	$84.5 million
Federal-Funded SIB Loan:	$84.5 million
Loan Execution Date:	June 15, 2020
Status:	Under Construction

Project Summary:

Construction of an interchange located along Interstate 10 (I-10) near Antioch Road/PJ Adams Parkway. The interchange project is a critical part of a series of projects to develop the PJ Adams Parkway Extension or commonly called the Crestview Bypass. Interchange improvements include a new 4-lane corridor which extends PJ Adams Parkway approximately 3500 feet from the intersection of Antioch Road/PJ Adams Parkway and continues north to connect to a new I-10 overpass bridge of approximately 270 feet in length. The interchange and new bridge were configured as a tight urban diamond interchange to minimize right-of-way needs, potential relocations, and wetland impacts. Three new stormwater ponds will also be constructed to accommodate the new roadway infrastructure stormwater needs.

Example 3 – Volusia County - SunRail Phase II North

Borrower:	County of Volusia
Location:	Volusia County, Florida
Type of Project:	Construction of Commuter Rail System
Total Project Costs:	$42.0 million
Federal-Funded SIB Loan:	$11.2 million
Loan Execution Date:	July 30, 2021
Status:	Under Construction

Project Summary:

The Project includes the final design and construction of approximately four miles of new track adjacent to existing single mainline track, communications system, civil, structural, roadway work, wayside signal and grade crossing warning systems required for a fully functional commuter rail system extending from the DeBary station to the DeLand Station in Volusia County. The work includes construction of one (1) commuter rail station, including parking and bus circulation for the station at DeLand.

Example 4 – Blueprint Intergovernmental Agency – Welaunee Way

Borrower:	Leon County – City of Tallahassee Blueprint Intergovernmental Agency
Location:	Leon County, Florida
Type of Project:	Design and Construction of New Roadway
Total Project Costs:	$77.8 million
State-Funded SIB Loan:	$25.5 million
Loan Execution Date:	March 7, 2022
Status:	Under construction

Project Summary:

The Project includes improvements necessary to extend Welaunee Boulevard, in Leon County, Florida, from its current terminus northeast of Fleischmann Road to the vicinity of the intersection of Bradfordville Road and Roberts Road, including an extension of Shamrock Street to connect to the Welaunee Boulevard extension. The Project will be a two-lane roadway, expandable to four lanes, consisting of urban and rural typical sections with 45-mph design speeds and includes sidewalks, multi-use trails, and stormwater treatment facilities. The Project is planned to cross over I-10 via an overpass, with the ability to accommodate four-lanes and a median. Eleven-foot wide travel lanes (one in each direction) with a multi-use trail and sidewalk will be incorporated throughout the project as well.

Example 5 – Babcock Ranch – State Road 31

Borrower:	Babcock Ranch Community Independent Special District
Location:	Lee and Charlotte Counties, Florida
Type of Project:	Roadway widening
Total Project Costs:	$62.7 million
State-Funded SIB Loan:	$31.3 million
Loan Execution Date:	June 25, 2021
Status:	Under construction

Project Summary:

Project will implement improvements necessary to widen and reconstruct State Road 31 in Lee County and Charlotte County, from an existing two-lane undivided rural roadway to a four-lane divided facility from State Road 78 (Bayshore Road) in Lee County to Horseshoe Road in Charlotte County. The four-lane divided facility will be expandable to six-lanes from State Road 78 to Cypress Parkway in Charlotte County. The project adds access management improvements, traffic signals or roundabouts, bike lanes, and multi-modal regional trails and includes Chain of Lakes drainage improvements to address the historical overtopping of State Road 31 within the project limits. The project will also include the acquisition of required right-of-way by the Department.

Example 6 – FDOT District 1 – River Road

Borrower:	FDOT, District 1
Location:	Sarasota County, Florida
Type of Project:	Reconstruct River Road from US-41 to I-75
Total Project Costs:	$48.3 million
State-Funded SIB Loan:	$48.2 million
Loan Execution Date:	October 23, 2019
Status:	Under construction

Project Summary:

The project consists of improvements necessary to widen and reconstruct River Road, in Sarasota County, from an existing two-lane undivided rural roadway to six lanes (three 12-foot wide travel lanes in each eastbound and westbound direction) from US Highway 41 (Milepost 0.000) to Center Road (Milepost 3.240), and from an existing two-lane undivided rural roadway to four lanes (two 12-foot wide lanes in each eastbound and westbound direction) from Center Road (Milepost 3.240) to Interstate 75 (Milepost 5.600). The total project length is 5.600 miles. The project will provide a continuous five-foot wide concrete sidewalk along both sides of the roadway and left and/or right turn lanes at major intersections. Stormwater runoff will be collected in roadside swales and conveyed to offsite ponds.

PROGRESS TOWARD GOALS SET IN SIB APPLICATION

When Florida applied to participate in the SIB Pilot program, initial interest in the SIB was to accelerate project schedules and assist with projects which could not otherwise be constructed.

The projects assisted by the SIB, both highway and public transportation, were production ready and were successfully advanced between one and fifteen years rather than waiting for available funding.

The SIB is an effective tool for encouraging increased local participation in transportation projects. Together, the SIB's State-funded and Federal-funded accounts leverage $6.20 in projects for each $1 loaned. The projects selected for SIB financing have met and exceeded goals established for the program. These projects have laid the groundwork for additional success and have helped establish the SIB as an integral part of the financial tools for meeting the challenges.

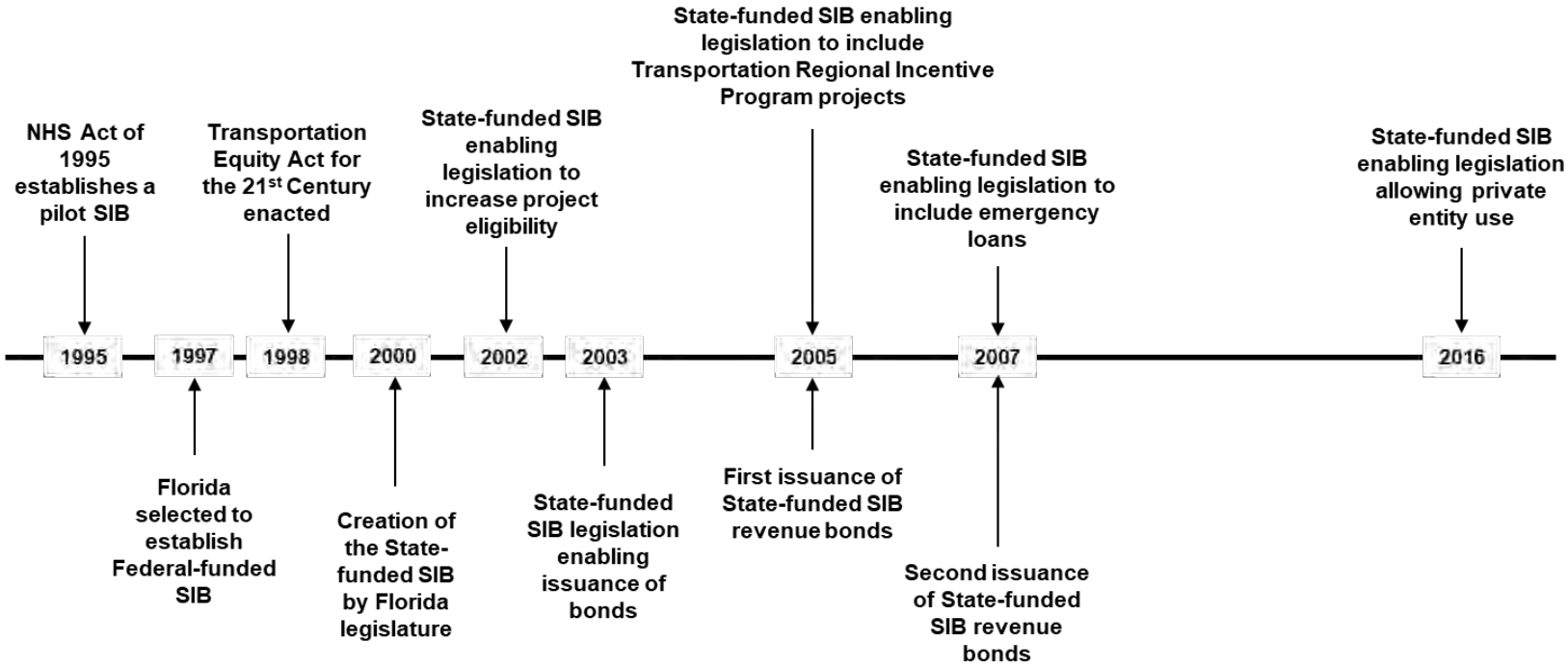
SUMMARY

The FDOT SIB program has an extensive history beginning with the enactment of the Federal-funded SIB in 1995 and the establishment of the State-funded SIB in 2000. Throughout the history of the program, the SIB has maintained a sound financial position within FDOT. To date, there have been no SIB loan defaults and both Federal-funded and State-funded SIBs combined have executed 107 loans leveraging $12.0 billion in project costs. Since its inception, the SIB program has garnered substantial interest from local governments, FDOT districts, as well as private transportation entities in Florida as a tool to leverage financing in support of transportation project development. Successful applicants have been able to take advantage of access to lower costs of capital and flexible financing options, enabling them to accelerate their transportation projects while also implementing their projects in a more cost-effective manner than what would have been possible otherwise.

APPENDICES

APPENDIX A – STATE INFRASTRUCTURE BANK (SIB) TIMELINE

State Infrastructure Bank (SIB) Timeline



APPENDIX B - FEDERAL-FUNDED SIB SPREADSHEETS (AS OF SEPTEMBER 30, 2022)

FLORIDA DEPARTMENT OF TRANSPORTATION
Federal-Funded State Infrastructure Bank (SIB)
Finance Plan
(Cash Basis)
Includes Applications Under Negotiation and Future Scenario Planning Disbursements

	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31
BEGINNING BALANCE	***108,705,966***	***106,868,873***	***86,001,148***	***58,087,250***	***73,506,222***	***105,141,410***	***130,836,598***	***143,061,786***	***150,293,921***
Sources of Funds									
Capitalizations									
ISTEA (ACAP)	-	-	-	-	-	-	-	-	-
$8.65M Transit (federal share)	-	-	-	-	-	-	-	-	-
TEA 21	-	-	-	-	-	-	-	-	-
Interest	597,619	-	-	-	-	-	-	-	-
Total Capitalizations	597,619	-	-	-	-	-	-	-	-
Repayments									
Loan Repayments	28,661,057	19,186,841	4,483,582	22,833,972	30,100,165	24,160,165	10,690,165	5,697,112	1,710,165
Loan Repayments - Under Negotiation	-	-	-	-	-	-	-	-	-
Loan Repayments - Applications Received	-	-	130,000	585,000	1,535,023	1,535,023	1,535,023	1,535,023	1,535,023
Loan Repayments - Scenario Planning	-	-	-	-	-	-	-	-	-
Total Repayments	28,661,057	19,186,841	4,613,582	23,418,972	31,635,188	25,695,188	12,225,188	7,232,135	3,245,188
Total Sources of Funds	**29,258,676**	**19,186,841**	**4,613,582**	**23,418,972**	**31,635,188**	**25,695,188**	**12,225,188**	**7,232,135**	**3,245,188**
Uses of Funds									
Disbursements									
Loan Disbursements	31,095,768	36,054,566	18,527,480	-	-	-	-	-	-
Loan Disbursements - Under Negotiation	-	-	-	-	-	-	-	-	-
Loan Disbursements - Applications Received	-	4,000,000	14,000,000	8,000,000	-	-	-	-	-
Loan Disbursements - Scenario Planning	-	-	-	-	-	-	-	-	-
Total Disbursements	31,095,768	40,054,566	32,527,480	8,000,000	-	-	-	-	-
Total Uses of Funds	**31,095,768**	**40,054,566**	**32,527,480**	**8,000,000**	**-**	**-**	**-**	**-**	**-**
ENDING BALANCE	***106,868,873***	***86,001,148***	***58,087,250***	***73,506,222***	***105,141,410***	***130,836,598***	***143,061,786***	***150,293,921***	***153,539,109***

APPENDIX C – FEDERAL-FUNDED SIB ASSUMPTIONS/NOTES

Assumptions:

Beginning cash balance in current fiscal year based on actual cash balance as of May 31st of prior fiscal year

No capitalization anticipated in current work program period

Capitalization of ISTEA funds in FY 1997 - $25.1M and FY 1998 - $23.4M

Capitalization of Transit funds in FY 1998 - $7.35M, FY 1999 - $1.73M, and FY 2000 - $1.73M

Capitalization of TEA 21 funds in FY 2000 - $25.6M, FY 2001 - 9.8M, FY 2002 - $9.8M, FY 2003 - $9.8M, and FY 2004 - $12.0M

Based on actual interest earned to date through current fiscal year

Loan Repayments are based on existing loans as modeled in finance plan

Loan Repayments - Under Negotiation includes expected loans but agreement not executed

Loan Repayments - Applications Received includes potential loans for Work Program development purposes only

Loan Repayments - Scenario Planning includes potential future loans for Work Program development purposes only

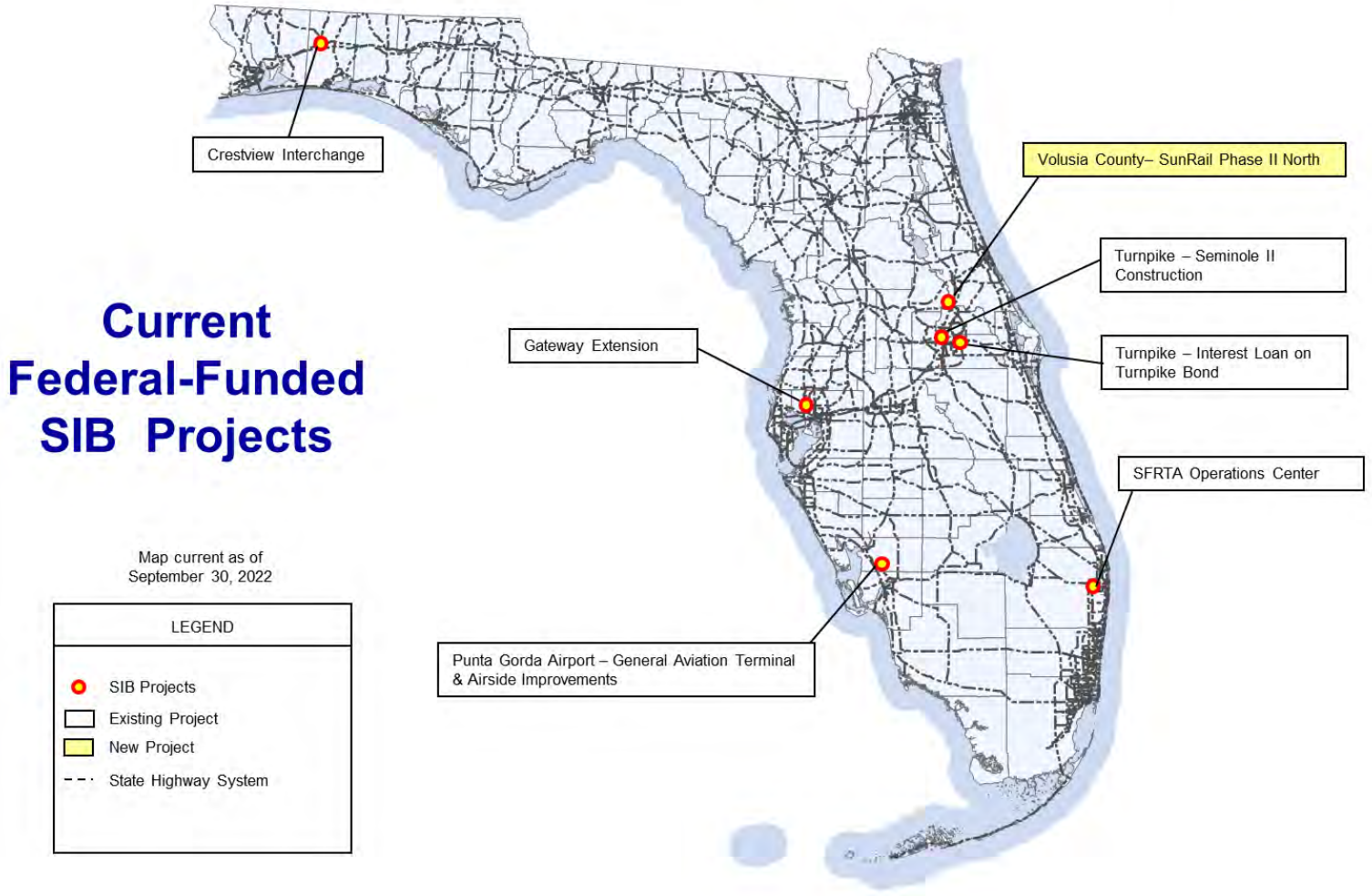
Loan Disbursements are based on existing loans as modeled in finance plan

Loan Disbursements - Under Negotiation includes potential loans for gaming purposes only

Loan Disbursements - Applications Received includes future potential loans for Work Program development purposes only

Loan Disbursements - Scenario Planning includes potential future loans for Work Program development purposes only

Geographical Diversity



APPENDIX E – STATE-FUNDED SIB SPREADSHEETS (AS OF SEPTEMBER 30, 2022)

FLORIDA DEPARTMENT OF TRANSPORTATION
State-Funded State Infrastructure Bank (SIB)
Finance Plan
(Cash Basis)
Includes Applications Under Negotiation and Future Scenario Planning Disbursements

	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31
BEGINNING BALANCE	***291,244,185***	***138,238,549***	***147,229,274***	***153,540,980***	***200,495,777***	***251,014,860***	***293,744,044***	***336,493,478***	***380,376,607***
Sources of Funds									
Capitalizations									
Mobility 2000 (GR)									
Capitalization (STTF)	-	-	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Growth Management (GR)									
Net Bond Proceeds	-	-	-	-	-	-	-		
Return of Excess Pledged Funds from SBA	-	-	-	-	-	-	-		
Reverse Entry from Emergency Loans									
Interest	2,200,000	-	-	-	-	-	-		
Total Capitalizations	2,200,000	-	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Repayments									
Loan Repayments	39,193,341	55,611,595	46,318,058	44,369,797	38,984,060	31,194,161	31,214,411	32,348,106	28,440,351
Loan Repayments - Under Negotiation	-	-	-	-	-	-	-	-	-
Loan Repayments - Applications Received	-	-	130,000	585,000	1,535,023	1,535,023	1,535,023	1,535,023	1,535,023
Loan Repayments - Scenario Planning	-	-	-	-	-	-	-	-	-
Total Repayments	39,193,341	55,611,595	46,448,058	44,954,797	40,519,083	32,729,184	32,749,434	33,883,129	29,975,374
Total Sources of Funds	**41,393,341**	**55,611,595**	**56,448,058**	**54,954,797**	**50,519,083**	**42,729,184**	**42,749,434**	**43,883,129**	**39,975,374**
Uses of Funds									
Disbursements									
Loan Disbursements	194,398,976	42,620,870	36,136,352	-	-	-	-	-	-
Loan Disbursements - Under Negotiation	-	-	-	-	-	-	-	-	-
Loan Disbursements - Applications Received	-	4,000,000	14,000,000	8,000,000	-	-	-	-	-
Loan Disbursements - Scenario Planning	-	-	-	-	-	-	-	-	-
Total Disbursements	194,398,976	46,620,870	50,136,352	8,000,000	-	-	-	-	-
Reimbursements to STTF (Emergency SIB)									
Total Uses of Funds	**194,398,976**	**46,620,870**	**50,136,352**	**8,000,000**	**-**	**-**	**-**	**-**	**-**
ENDING BALANCE	***138,238,549***	***147,229,274***	***153,540,980***	***200,495,777***	***251,014,860***	***293,744,044***	***336,493,478***	***380,376,607***	***420,351,981***

APPENDIX F – STATE-FUNDED SIB ASSUMPTIONS/NOTES

Assumptions:

Beginning cash balance in current fiscal year based on actual cash balance as of May 31st of prior fiscal year

Beginning cash balance in fiscal year 2013 and all future years does not include potential net bond proceeds and associated debt service.

Capitalization of Mobility 2000 funds in FY 2001 - $50M and FY 2002 - $43.5M

Capitalization of STTF funds from FY 2004 - $33.5M, FY 2005 - $18M, FY 2006 - $14M, FY 2007 - $20M, FY 2008 - $20M, FY 2009 - $10M, FY 2010 - $10M, FY 2011 - $10M, FY 2012 - $10M, FY 2013 - $10M, FY 2014 - $10, FY 2015 - $10M, FY 2019 - $10M

Capitalization of Growth Management funds in FY 2006 - $100M

Reverse entry in FY 2007 - $11.5M used to refund advance repayments until actual hurricane loan repaid from borrower

Net Bond Proceeds - Issue 2005A in FY 2004/05 - $61M and Issue 2007 - $58.7M in FY 2007/08

Debt service paid and remaining repayments returned to state SIB Recycling Account

Based on actual interest earned to date through current fiscal year

Loan Repayments based on existing loans as modeled in finance plan

Loan Repayments - Under Negotiation includes expected loans but agreement not executed

Loan Repayments - Applications Received includes potential loans for Work Program development purposes only

Loan Repayments - Scenario Planning includes potential future loans for Work Program development purposes only

Loan Disbursements based on existing loans as modeled in finance plan

Loan Disbursements - Under Negotiation includes expected loans but agreement not executed

Loan Disbursements - Applications Received includes potential loans for Work Program development purposes only

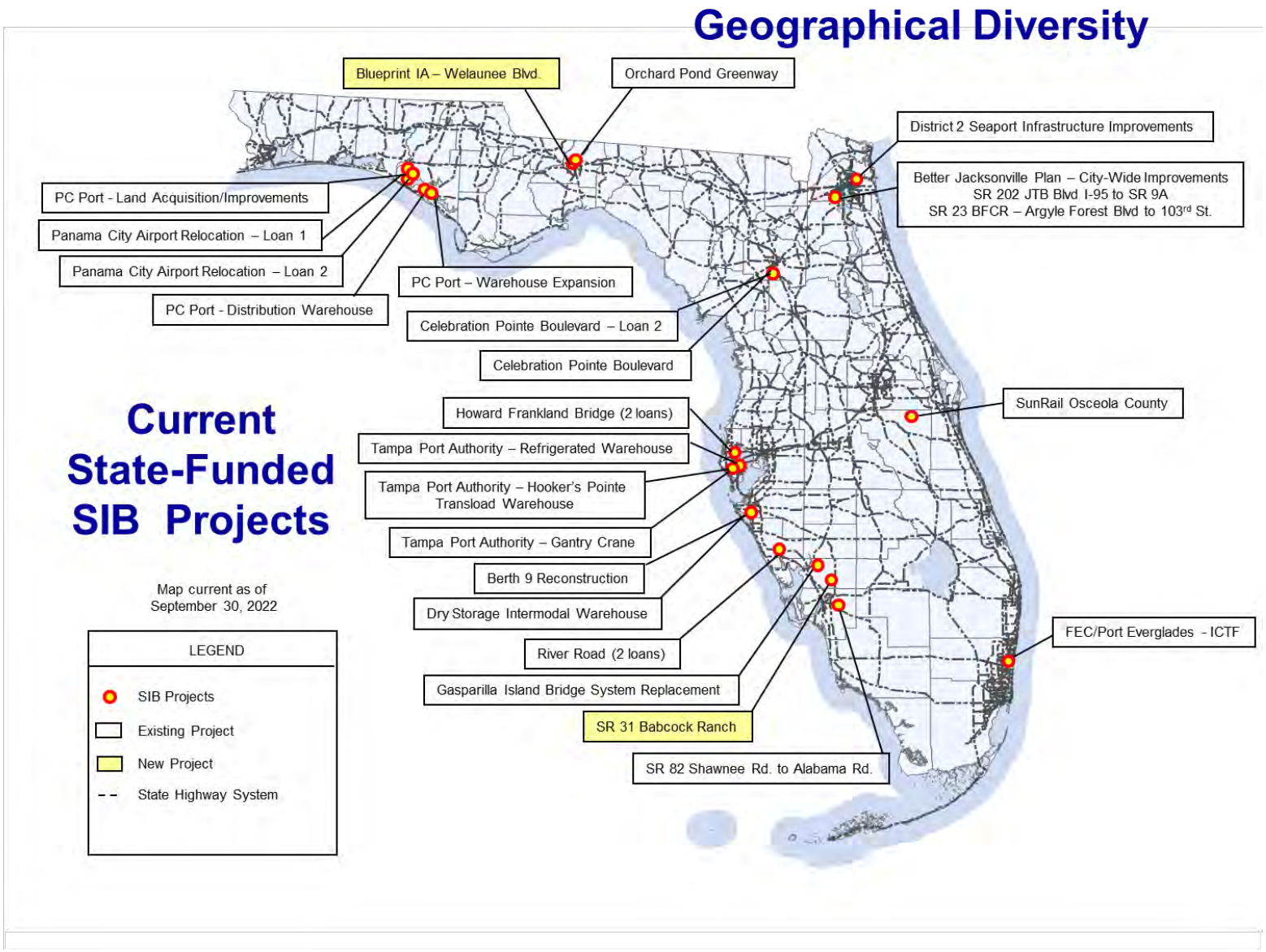
Loan Disbursements - Scenario Planning includes potential future loans for Work Program development purposes only

Debt Service payments based on existing bonds - Issue 2005A and Issue 2007

Emergency hurricane loans repaid to STTF in FY 2006 - $3.4M, FY 2007 - $23.2M, and FY 2008 - $11.5

Ending cash balance in fiscal year 2016 and all future years does not include future net bond proceeds

APPENDIX G – CURRENT STATE-FUNDED SIB PROJECTS



APPENDIX H – FINANCIAL SUMMARY

Florida Department of Transportation

State Infrastructure Bank Program Financial Summary

As of September 30, 2022

Data Sources for combined Federally & State Funded SIB Biennial Report

AMOUNT	ITEM	SOURCE
$126.3 million	CAPITALIZATION	FED SIB PLAN
$46.3 million	INTEREST	FED SIB PLAN
$0.0 million	ANTICIPATED CAPITALIZATION THRU 2028	FED SIB PLAN
$136.7 million	DFS ESCROW ACCOUNT	DEPT OF FINANCIAL SERVICES
$663.2 million	TOTAL LOANS (INC. PENDING)	FED SIB PLAN
$2,527.7 million	TOTAL PROJECTS (INC. PENDING)	FED SIB PLAN
$3.8 million	PROJECT LEVERAGE	CALCULATION
46	TOTAL EXECUTED PROJECT COUNT	FED SIB PLAN
21	LOANS EXTERNAL TO FDOT - EXECUTED	FED SIB PLAN
25	LOANS INTERNAL TO FDOT - EXECUTED	FED SIB PLAN
0	LOAN HYBRIDS - EXECUTED	FED SIB PLAN
0	TOTAL PENDING EXECUTION PROJECT COUNT	FED SIB PLAN
0	LOANS EXTERNAL TO FDOT - PENDING	FED SIB PLAN
0	LOANS INTERNAL TO FDOT - PENDING	FED SIB PLAN
0	LOAN HYBRIDS - PENDING	FED SIB PLAN
$509.0 million	CAPITALIZATION	STATE SIB PLAN
$70.8 million	INTEREST	STATE SIB PLAN
$20.0 million	ANTICIPATED CAPITALIZATION THRU 2028	STATE SIB PLAN
$259.7 million	DFS ESCROW ACCOUNT	DEPT OF FINANCIAL SERVICES
$1,279.3 million	TOTAL LOANS (INC. PENDING)	STATE SIB PLAN
$9,522.8 million	TOTAL PROJECTS (INC. PENDING)	STATE SIB PLAN
$7.4 million	PROJECT LEVERAGE	CALCULATION
61	TOTAL EXECUTED PROJECT COUNT	STATE SIB PLAN
47	LOANS EXTERNAL TO FDOT - EXECUTED	STATE SIB PLAN
14	LOANS INTERNAL TO FDOT - EXECUTED	STATE SIB PLAN
0	LOAN HYBRIDS - EXECUTED	STATE SIB PLAN
0	TOTAL PENDING EXECUTION PROJECT COUNT	STATE SIB PLAN
0	LOANS EXTERNAL TO FDOT - PENDING	STATE SIB PLAN
0	LOANS INTERNAL TO FDOT - PENDING	STATE SIB PLAN
0	LOAN HYBRIDS - PENDING	STATE SIB PLAN
$635.3 million	CAPITALIZATION	CALCULATION COMBINED
$117.1 million	INTEREST	CALCULATION COMBINED
$20.0 million	ANTICIPATED CAPITALIZATION THRU 2022	CALCULATION COMBINED
$396.4 million	DFS ESCROW ACCOUNT	CALCULATION COMBINED
$1,942.5 million	TOTAL LOANS	CALCULATION COMBINED
$12,050.5 million	TOTAL PROJECTS	CALCULATION COMBINED
$6.2 million	PROJECT LEVERAGE	CALCULATION COMBINED
107	TOTAL EXECUTED PROJECT COUNT	CALCULATION COMBINED
68	LOANS EXTERNAL TO FDOT - EXECUTED	CALCULATION COMBINED
39	LOANS INTERNAL TO FDOT - EXECUTED	CALCULATION COMBINED
0	LOAN HYBRIDS - EXECUTED	CALCULATION COMBINED
0	TOTAL PENDING EXECUTION PROJECT COUNT	CALCULATION COMBINED
0	LOANS EXTERNAL TO FDOT - PENDING	CALCULATION COMBINED
0	LOANS INTERNAL TO FDOT - PENDING	CALCULATION COMBINED
0	LOAN HYBRIDS - PENDING	CALCULATION COMBINED

	TOTAL PROJECTS	SIB AWARD
FEDERAL SIB		
AWARDED	$2,527.7	$663.2
PENDING	0.0	0.0
	$2,527.7	$663.2
STATE SIB		
AWARDED	$9,522.8	$1,279.3
PENDING	0.0	0.0
	$9,522.8	$1,279.3
COMBINED		
AWARDED	$12,050.5	$1,942.5
PENDING	0.0	0.0
TOTAL	**$12,050.5**	**$1,942.5**

APPENDIX I – STATE-FUNDED STATE INFRASTRUCTURE BANK STATUTE

2020 FLORIDA STATUES

Link: **339.55 – State-Funded Infrastructure Bank**

APPENDIX J – BONDS – STATE-FUNDED STATE INFRASTRUCTURE BANK STATUTE

2020 FLORIDA STATUES

Link: [215.617 - Bonds for State-Funded Infrastructure Bank]

APPENDIX K – COOPERATIVE AGREEMENT

COOPERATIVE AGREEMENT

STATE INFRASTRUCTURE BANK COOPERATIVE AGREEMENT

BETWEEN THE

FEDERAL HIGHWAY ADMINISTRATION/ FEDERAL TRANSIT ADMINISTRATION/ FEDERAL RAIL ADMINISTRATION, UNITED STATES DEPARTMENT OF TRANSPORTATION AND

FLORIDA DEPARTMENT OF TRANSPORTATION

1.1 INTRODUCTION

This Transportation Equity Act for the 21st Century (TEA-21) Cooperative Agreement (Agreement) is entered into by and between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Federal Rail Administration (FRA), agencies of the United States Department of Transportation (USDOT), and Florida Department of Transportation (FDOT), an agency of the State of Florida (State), pursuant to the Transportation Equity Act for the 21st Century, Public Law 105-178, Section 1511, 23 U.S.C. ' 181 note and Sections 338.223(3), 339.08(g) and 339.08(h), Florida Statutes, attached as Exhibit A.

The Florida Department of Transportation, 605 Suwannee Street, Mail Station 10, Tallahassee, Florida 32399-0450 is the designated agency of the State for the administration of the State Infrastructure Bank (SIB) program and is lawfully authorized to administer the SIB in accordance with the requirements of TEA-21, and the applicable guidelines, policies and procedures issued and adopted thereunder from time to time by FHWA/ FTA/ FRA (collectively, the Guidelines).

1.2 ESTABLISHMENT OF TEA-21 STATE INFRASTRUCTURE BANK

The FDOT represents and warrants that it has the legal, managerial, technical and operational capabilities to administer the SIB. The FDOT hereby certifies that the provisions of this agreement are consistent with the laws of the State and that the State, acting through FDOT, may legally bind itself to the terms of this Agreement.

The SIB shall be held by the Department of Insurance, Division of Treasury, P-1, The Capitol, Tallahassee, Florida 32399-0344 as custodian, and administered by the FDOT. The FDOT agrees to create the SIB Account which shall be dedicated solely to providing loans and other forms of financial assistance consistent with the TEA-21 and permitted under State law. Amounts on deposit in the Account shall be invested in accordance with the provisions of TEA-21, Section 1511(f) and the Guidelines and earnings on amounts deposited in the Account shall be applied in accordance with the provisions of TEA-21, Section 1511(f) and the Guidelines.

The cooperative agreement executed by these parties on December 3, 1996, in accordance with Section 350 of the National Highway System Designation Act of 1995 (NHS Act), Public Law 104-59, 23 U.S.C. ' 101 note, and Sections 338.223(3), 339.08(g), and 339.08(h), Florida Statutes, is hereby superseded by this agreement in accordance with TEA-21, Section 1511(h)(2). Existing SIB accounts established under the NHS Act will become part of the SIB established by this agreement in accordance with TEA-21, Section 1511.

1.3 FUNDING

(i) FHWA/ FTA/ FRA Payments

FHWA, FTA and/or FRA agree(s) to make payments to FDOT for deposit in the SIB upon receipt of a properly completed request. Payment(s) made under this Agreement shall not exceed amounts authorized by TEA-21, Section 1511(c) or subsequent legislation that may authorize such payment. The timing of deposits of Federal funds obligated pursuant to TEA-21, Section 1511(c) and requested by FDOT may be established by the Secretary in order to ensure compliance with the requirements of TEA-21, Section 1511(h)(1) relating to the disbursement rates.

(ii) State Matching Requirement

As required by TEA-21, Section 1511(f) (1) (A), on or before the date on which the FDOT receives a Federal payment, the FDOT will make a payment (from non-Federal sources) into the SIB Account in an amount equaling at least 25 percent of the amount of Federal payment unless such matching share may be at a lower percentage as otherwise provided in TEA-21, Section 1511(f).

1.4 FINANCIAL ASSISTANCE

(i) Timely Employment

The FDOT agrees to employ funds deposited in the SIB in an expeditious and timely manner.

(ii) Use

The FDOT shall only provide such financial assistance through the SIB that is authorized under TEA-21, Section 1511, the Guidelines, and Florida Statutes. If the financial assistance is not in the form listed in TEA-21, Section 1511(d), then FDOT shall request specific approval from FHWA, FRA or FTA.

(iii) Special Rule For Urbanized Areas

The FDOT agrees, as required by TEA-21, Section 1511(c) (3), that it will capitalize the Sib Account with federal funds otherwise apportioned or allocated to a State under Section 104(b) (3) of Title 23, United States Code, and attributed to urbanized areas of over 200,000 in population, only if the metropolitan planning organization concurs, in writing, with the provisions of such assistance.

(iv) Interstate Maintenance Account

In the event interstate maintenance funds apportioned to the State under 23 U.S.C. 104(b)(4) are contributed by FDOT, the FDOT shall credit such funds to a separate account within the SIB to be designated as the Interstate Maintenance Account. Funds credited to the Interstate Maintenance Account shall be dedicated solely to providing loans or other forms of financial assistance to projects eligible for assistance under 23 U.S.C. 104(b)(4) and as required by section 1511 (e)(2) of TEA-21.

(v) Administrative: Direct And Indirect Costs

The FDOT may expend not to exceed 2 percent of the federal funds contributed to a SIB to cover reasonable costs of administering the SIB. To the extent permitted by TEA-21 and Florida Statutes, program administration funds may also be used for the costs of servicing loans, annual audit and reporting costs, federally capitalized SIB program start-up costs, financial, management and legal consulting fees, and reimbursement of costs for SIB-related support services from other State agencies to the extent such costs and services relate to the SIB.

(vi) Leveraging

The State may implement a program to leverage deposits. The federal funds and the associated State match from non federal sources may be used as a source of security for bonds issued by the State or FDOT to finance or refinance loans made through the SIB (or interests or participation therein) in compliance with the TEA-21 Act and the TEA-21 SIB Guidelines.

(vii) Project Agreements With Recipients

The FDOT agrees to enter into written project agreements (Project Agreements) to provide financial assistance through the SIB, which financial assistance shall be in a form permitted by TEA-21, Section 1511(c), and shall be for a qualified project, as defined in TEA-21, Section 1511(d).

The Project Agreement shall include interest if applicable, repayment, a disbursement schedule, fees, compensation, or other collateral offered by the recipient of the assistance and such other terms and provisions in accordance with the provisions of TEA-21, Section 1511(f), and the TEA-21 SIB Guidelines.

(viii) Disbursements

The FDOT will disburse funds from the SIB as project costs or financing costs are incurred, as set forth in the Project Agreement, or as otherwise directed by FDOT, consistent with TEA-21, Section 1511.

(ix) Applicability of Federal Law

The FDOT agrees that it and all recipients of financial assistance directly made available from the SIB pursuant to the provisions of the TEA-21 will comply with all applicable Federal laws and regulations as set forth in Section 1511(i) of TEA-21.

(a) Special Requirements for FTA Projects

For transit projects financed through the SIB, the FDOT agrees that it and all recipients of financial assistance directly made available from the SIB pursuant to the provisions of the TEA-21 will also comply with all applicable requirements of the FTA Master Agreement (as long as such FTA Master Agreement is in effect) for the Fiscal Year in which financial assistance is made, except that any requirement of the TEA-21, TEA-21 SIB Guidelines, including current or future requirements, or any Special Condition or Special requirement to this Cooperative Agreement imposed by FTA that conflicts with a requirement of the FTA Master Agreement shall supersede the conflicting requirement of the FTA Master Agreement.

(x) Use of Repayment Proceeds

The FDOT agrees that repayment proceeds and fees, compensation, or other collateral associated with financial assistance derived from the SIB shall be used for projects eligible for assistance under provisions of title 23 and title 49 of the United States Code, or other surface transportation projects as determined by USDOT. All applicable Federal and State requirements shall apply to the use of such repayments by the SIB.

1.5 ACCOUNTING AND AUDIT PROCEDURES

(i) Accounting And Audit Procedures

The FDOT will maintain fiscal controls and accounting procedures sufficient to assure proper accounting for payments received and disbursements made through the SIB, and to provide SIB balances at the beginning and end of the accounting period and to demonstrate compliance with this Agreement. The FDOT will use accounting, audit and fiscal procedures conforming to generally accepted accounting principles as promulgated by the Governmental Accounting Standards Board.

(ii) SIB Assistance Recipient Accounting and Audit Procedures

The FDOT agrees that the Project Agreement will require each recipient to maintain project accounts in accordance with generally accepted accounting principles.

(iii) Annual Compliance Audit

The FDOT will conduct an annual independent financial and compliance audit of the SIB and the operations of the SIB. This audit may be conducted in accordance with the Office of Management and Budget Circular A-133, Audits of State and Local Governments. The FDOT agrees to complete the audit report within one year of the appropriate accounting period and it will be submitted to FHWA, FRA and FTA, with a copy sent to DOT's Office of the Inspector General within 30 days of completion.

(iv) Biennial Report

The FDOT agrees to submit a Biennial Report as required by section 1511(f)(1)(G) of TEA-21 to the FHWA, FTA and FRA Administrators no later than 90 days after the end of the Federal fiscal year for which a Biennial Report is due. This report shall conform

with the requirements of TEA-21 and the SIB Guidelines adopted thereunder from time to time.

(v) Other Documents

In addition to the Biennial Report and Annual Audit, the FDOT agrees that other records that FHWA, FTA, FRA, USDOT, or the Comptroller General of the United States (or representative thereof) may reasonably require will be made available in a timely fashion.

(vi) Records Retention

The FDOT will maintain and retain all official project files relating to the SIB until all financial assistance has been repaid and necessary audits have been performed.

The FDOT will maintain and retain project cost for 5 years. Retention and ultimate disposition of SIB project files shall be in accordance with State laws unless such period for retention conflicts with the requirement above or the 3-year minimum requirement of 49 C.F.R. § 18.42, in which event, the later period of retention shall prevail.

1.6 SANCTIONS AND COMPLIANCE

(i) Corrective Actions

If either FHWA, FRA, or FTA determines that the FDOT has not complied with the terms of this Agreement, the requirements of the TEA-21 or the TEA-21 SIB Guidelines, FHWA, FRA, or FTA (as applicable) will notify FDOT of the noncompliance and of the requested corrective action. The FDOT agrees to take appropriate corrective action or submit a compliance plan to FHWA, FRA or FTA within 60 days.

(ii) Remedies of Failure to Comply With This Agreement

If the FDOT fails to take corrective action, or provide an acceptable plan to correct the noncompliance, FHWA/ FTA/ FRA may withhold from future grant moneys available to the State under the provisions of Title 23 and 49 of the United States Code and the regulations promulgated thereunder, an amount equal to the total amount in dispute until the corrective action is taken or acceptable plan provided.

1.7 EXECUTION; AMENDMENT AND TERM OF AGREEMENT

(i) Designated Signatories

The following officials are authorized to enter into amendments to this Agreement:

(a) For FDOT: Secretary, Department of Transportation
or designee

(b) For FHWA: Federal Highway Administrator, or designee

(c) For FTA: Federal Transit Administrator, or designee

(d) For FRA: Federal Rail Administrator, or designee

(ii) Amendment

This Agreement may be amended at any time by mutual agreement between the designated signatories in writing. Amendments shall be submitted in writing to all parties unless waived by any party. The receiving parties shall respond within 30 days approving such change or with written suggested changes. Items not significantly altering this Agreement but changing implementation or review procedures, may be implemented through the agreement of the Secretary of the FDOT, and the Administrator of FHWA, FTA, or FRA as applicable, or such designee.

(iii) Effective Date

This Agreement will be effective commencing as of the 28th day of July 1999.

(iv) Termination

This Agreement shall remain in effect until terminated in writing by the parties hereto.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

By _____
Thomas F. Barry, Jr, P.E.
Secretary, Department of Transportation
Date signed 6-22-99

FEDERAL HIGHWAY ADMINISTRATION

By _____
FHWA Administrator
Date signed 7-9-99

FEDERAL TRANSIT ADMINISTRATION

By _____
FTA Administrator
Date signed 7-19-99

FEDERAL RAILROAD ADMINISTRATION

By _____
FRA Administrator
Date signed 7-28-99

For further information, please contact:

Timothy Hsieh
Project Finance Manager
Office of Comptroller
Timothy.Hsieh@dot.state.fl.us

http://www.fdot.gov/comptroller/pfo

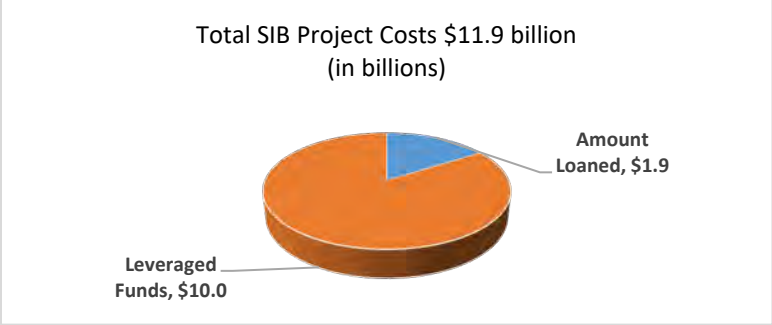
Florida State Infrastructure Bank

The Florida State Infrastructure Bank (SIB) was established in 1997, following the selection of Florida as one of the original 10 National Highway System SIB pilot States, with the goal to leverage funds through loans and credit enhancement assistance to improve project feasibility. The SIB has become an important financial tool to accelerate the delivery of critical transportation projects, generate economic benefits, and encourage increased local and private participation in transportation projects. The support of the program is demonstrated by its legislative history and the significant portfolio of projects that have been advanced with SIB loans. Initially established as a federally funded SIB under preexisting State law, the SIB's authority was expanded several times, creating a state-funded SIB, providing authority to issue bonds, and expanding project eligibility.

Program Highlights

- The SIB federal-funded account has been capitalized with a total $126.3 million in Federal dollars ($115.5 million in Federal highway funds and $10.8 million in Federal transit funds). The SIB state-funded account has been capitalized with $498.8 million, reflecting a combination of State funds and net bond proceeds.
- To date, two series of SIB bonds have been issued: $62.3 million in June 2005 and $61.3 million in July 2007.
- As of September 30, 2020, the combined Federal and State SIB accounts had funded 106 loans totaling $1.9 billion.
    - The federally funded SIB has provided 45 loans totaling $658.1 million advancing $2,485.7 million of project costs.
    - The State-funded SIB has provided 61 loans totaling $1,232.5 million advancing $9,392.4 million of project costs.

Program inception	1997
Loan portfolio	$904.6million (combined federal and state-funded SIBs)
Interest rate	At or below market interest rates, based on current market conditions, the financial strength of borrower, term, loan and other systemic risks.
Loan term	Loan repayments may be deferred up to 5 years after the project has been completed or opened to traffic, whichever is later. Maximum loan maturity allowable, including deferrals, is 35 years (for federal-funded SIB projects) or 30 years (for state-funded SIB projects).
Size range	Minimum of $1 million with exceptions on limited basis for small projects.
Fees	No application fees



Eligibility

The table below lists the eligible borrowers and eligible projects. SIB funds may be used for various forms of financial assistance such as subordinated loans, emergency loans, interest subsidies, letters of credit, capital reserves for bond financing, capital improvements, and all phases of construction.

Eligible Borrowers

- Public entities, including Florida Department of Transportation (FDOT) district offices
- Private entities

Eligible Projects

- Federal SIB
  - Projects eligible for assistance under Title 23 USC or capital projects defined in Title 49 USC.
- State SIB
  - Transportation facility project on the State Highway System or that provides increased mobility on the State's Transportation System or intermodal connectivity.
  - Projects in the Transportation Regional Incentive Program.
  - Transportation facilities or ancillary facilities that produce or distribute natural gas or fuel.
  - Damaged public-use facilities within an area that is part of an official state declaration of emergency approved by FDOT Secretary and Legislative Budget Commission.

Spotlight on Innovation:

- **Creating Value through Partnerships.** The Florida SIB has proven to be an effective tool for encouraging increased local and private participation in transportation projects. Together, the state-funded and federal-funded SIB accounts have leveraged $6.08 in projects for each $1 loaned. The following examples of SIB loans highlight the benefits of these partnerships:

  - A **$13.5 million SIB loan** to a private developer facilitated the building of the **$19.7 million Orchard Pond Parkway**, Florida's first private toll facility. This 5.2-mile toll road north of Tallahassee, Florida will be paired with a paved bicycle and pedestrian path. The developer contributed cash to fund the remaining project costs and donated scenic easements for the nature trail and bike path. The road will belong to Leon County, which will lease it to the developer to operate. Revenue from the tolls will be used to pay off the loan, as well as maintain and service the road. In 99 years, when the lease ends, the road becomes the sole property of Leon County.

  - The **widening and extension of SR 56** in Pasco County from Meadow Pointe Boulevard to U.S. Highway 301/State Road 41 was accomplished through a **$22.8 million SIB loan** to Pasco County. The County leveraged a public-private partnership with the city of Zephyrhills, and four private developments along the corridor to finance the $59.6 million project that included funding contributions from the county, the city of Zephyrhills, and the four developers. The private sector partners also donated rights of way and stormwater ponds. This partnership, together with the SIB loan, accelerated the delivery of this project and realized cost savings by advancing construction.

SIB Frequently Asked Questions

SIB Home Page

1. What is the SIB?
The SIB is a revolving loan and credit enhancement program and is used to leverage funds to improve project feasibility. The SIB can provide loans and other financial assistance to public or private entities. As existing loans are repaid, those repayments are revolved and available for future lending on other eligible SIB projects.

2. Under what authority does the federally-funded SIB operate?
The National Highway System (NHS) Act of 1995 authorized up to 10 states to establish a pilot SIB. Florida was selected as one of the original ten states to establish such a SIB. Under the Transportation Equity Act for the 21st Century (TEA-21), another SIB pilot was implemented with Florida as one of four participating states. The previous NHS Act SIB was rolled into the new pilot under TEA-21 to form the SIB program.

3. Under what authority does the state-funded SIB operate?
The state-funded SIB functions under Section 339.55, Florida Statutes – State-Funded Infrastructure Bank. The bonding authority functions under Section 215.617, Florida Statutes – Bonds for State-Funded Infrastructure Bank.

4. Is the SIB loan considered a grant?
No. The SIB is a lending facility/program. The borrower of a SIB loan must repay the loan according to the repayment schedule in the loan agreement.

5. What qualifies a project for the federally-funded SIB?
Federally-funded SIB projects must meet all federal guidelines under title 23, United State Code (USC) or capital projects as defined in Section 5302 or title 49 USC. Projects must be included in the adopted comprehensive plans of the applicable Metropolitan Planning Organization (MPO) and must conform to all federal and state laws, rules and standards.

6. What qualifies a project for the state-funded SIB?
State-funded SIB projects must be on the State Highway System or provide increased mobility on the State's transportation system, or provide intermodal connectivity with airports, seaports, rail facilities and other transportation terminals. Also eligible are projects of the Transportation Regional Incentive Program (TRIP) per Section 339.2819(4), Florida Statutes. Projects must be consistent, to the maximum extent feasible, with local Metropolitan Planning Organization (MPO) and local government comprehensive plans and must conform to policies and procedures within applicable Florida Statutes and other appropriate state standards for the transportation system. The state-funded account also allows for the lending of capital costs or can provide credit enhancements for emergency loans for damages incurred on public-use commercial deepwater seaports, public-use airports, and other public-use transit and intermodal facilities that are within an area that is part of an official state declaration of emergency per Chapter 252, Florida Statutes and other applicable laws.

7. How do you go about receiving SIB funds?
An application is required to ensure potential SIB projects meet eligibility, financial, and production criteria.

8. When are Applications for SIB assistance accepted?
Applications are advertised on an annual basis and must be submitted by the project sponsor/borrower during the open advertisement periods posted on the department's SIB website. SIB Website: http://www.fdot.gov/comptroller/PFO/sib.shtm

9. What interest rate is used for Applications?

The SIB Program Manager can assist with an indicative interest rate for planning purposes and financial model development prior to the submittal of an Application. As a comparator, the State and Local Government Series (SLGS) rates of similar maturities are used to aid in determining an interest rate, plus a risk premium. The Department will determine an indicative interest rate for the application based on current market conditions, financial strength of the borrower, term, and risk of loan. SLGS Website: https://www.treasurydirect.gov

10. If awarded, when are SIB funds available?
If a SIB Loan application is accepted and awarded, SIB funds would not be available until the following state fiscal year. For example, if an application is received by June 2022 and awarded, SIB funds would not be available until July 1, 2023 at the earliest. This schedule allows for awarded projects to be programmed in the department's work program, followed by the budget and legislative appropriation process. No expenditures are eligible for reimbursement prior to this July 1, 2023 date AND the execution of a SIB Loan Agreement.

11. How are the disbursements and repayments determined?
The project sponsor/borrower proposes the disbursements and repayments in the original application based on a project schedule and estimated expenditures. Final disbursements and repayments for a loan are established after conducting a financial feasibility analysis of the SIB finance plan and the loan agreement has been negotiated and executed.

12. What is meant by primary repayment source and secondary repayment source?
The primary repayment source is the funds pledged to repay a potential SIB loan. The secondary repayment source is a backstop in the event the primary repayment source falls short or becomes unavailable. Consideration is given to projects having the most secure sources of funding, a higher level of financial feasibility and financial safeguards in place should project funding fall short, ensuring completion of the project and repayment of the SIB loan.

13. Can a SIB loan be subordinate to other financing?
The amount of any loan or other assistance may be subordinated to other debt financing for a project with an investment grade rating of "BBB" or higher.

14. Where are the federally-funded and state funded SIB accounts housed?
Florida's SIB program is established as escrow accounts with the Department of Financial Services. All proceeds are invested by the State Treasurer in accordance with established state investment guidelines.

15. Are there any other SIB loan requirements?
Other requirements that may be incorporated into a loan agreement include semi-annual progress reporting requirements and/or compliance requirements (audited financial statements, reserve accounts funding, annual debt service coverage tests, etc.) SIB loans are tailored to the needs of both borrower and Department to ensure loan terms are favorable to all parties of the loan agreement.

USEFUL LINKS

- Florida Initiatives
- Web Policies & Notices
- FDOT Americans with Disabilities/Accessibility (ADA)
- Statement of Agency
- Performance
- MyFlorida.com
- Contact Us
- RSS

CONTACT US

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Tallahassee, FL 32399
Phone: (850) 414-4100
Customer Service Portal

OUR NEWSROOM

Providing timely responses to inquiries from the press, government officials, and the public is a crucial function of the Florida Department of Transportation. You can find recent press releases, public notices, media contacts, links to our social media pages and newsroom.

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State Revolving Fund Interest Rate Fact Sheet

CWSRF Financing Rate Formula

FR = MR – 4 + (4/(1+(100/AI)3)) – 1/Log(P)

Where:

FR = Financing Rate
MR = Market Rate
AI = Affordability Index
P = Population served or to be served by the sponsor

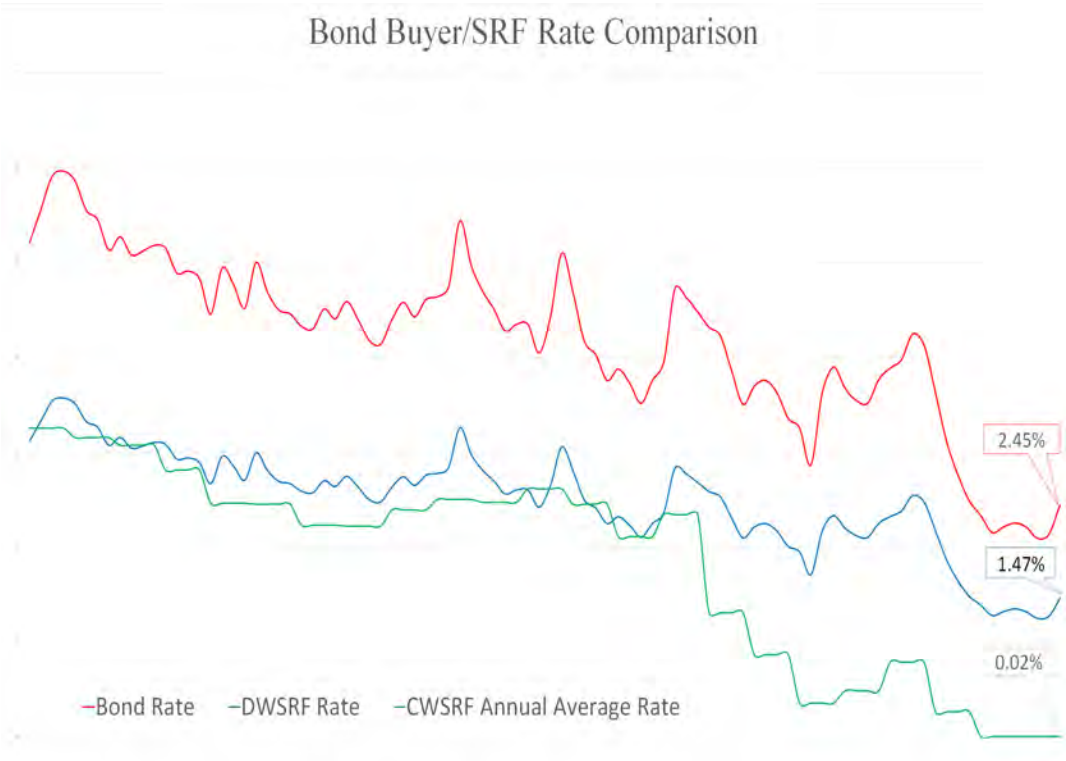
DWSRF Interest Rate Formula

i = %MR(MR)

%MR = 40(MHI/SMHI) + 15

Where:

i = Interest Rate
MR = Market Rate
MHI = Median Household Income of the public water system's service area
SMHI = State of Florida MHI



UPDATED

SFY 2022-32

3rd Quarter

January 1 - April 1, 2023

MR[1] = 3.77%

[1] Pursuant to rules 62 552 and 62 503.300(8) of the Florida Administrative Code, the market rate is established as the weekly average yield reported in the Bond Buyer 20 Bond GO Index for the full weeks occurring during the three months during the preceding fiscal quarter.

SMHI[2] = $61,777

[2] According to the American Community Survey (ACS) 2017-2021 5-Yr Estimates