



ANNUAL CAPACITY STATEMENT



February 2010

Clay County Concurrency Management System

**Prepared By:
Clay County Division of Planning and Zoning**

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I. INTRODUCTION

The Clay County Board of County Commissioners adopted the Concurrency Management System (CMS) Ordinance on August 11, 1992. Concurrency is a requirement for local governments to ensure that public facilities and services will be available to meet the demand that new development will place on these services. The public facilities include roads, mass transit, potable water, sanitary sewer, solid waste, and parks and recreation. The CMS Ordinance requires the Division of Planning and Zoning to issue an Annual Capacity Statement (ACS), which updates the public facility capacity.

The ACS summarizes the capacities of each public facility based on the levels of service (LOS) adopted in the Comprehensive Plan. The ACS will also identify any existing or projected deficiencies and corrective action for consideration by the Board of County Commissioners.

The available capacities shown in the most recent ACS for mass transit, solid waste, and parks will be used in the review of Concurrency Reservation Certificate (CRC) applications. The available capacities for potable water, sanitary sewer, road facilities, and schools will be continuously updated for each CRC application review.

The available capacities for potable water, sanitary sewer, road facilities, and schools have been and will be continuously updated.

II. SOLID WASTE

The Capital Improvements Element establishes the following level of service standard to be maintained for solid waste facilities:

Design Capacity Class I Waste (Household Garbage)
3.99 lbs. per capita per day

ANALYSIS

Waste Management, Inc of Florida has been responsible for managing Clay County Class 1 Waste, and has been transferring it to the Chesser Island Road Landfill Area since June 20th, 2006. The site life is currently estimated to be 8.1 years, but Waste Management, Inc is trying to acquire a permit for an additional 150 acre horizontal expansion. If the permit is acquired, the expansion will add 60 years to the site life. The level of service in the Clay County Comprehensive Plan is not applicable to the given information because the data collected by Waste Management, Inc. cannot be subdivided into the local level (e.g. Clay County).

TABLE 1. SOLID WASTE CAPACITY ANALYSIS

	Solid Waste	Units
Total Permitted Landfill Airspace	14,396,513	Cubic Yards
Available Landfill Airspace as of 1/01/2010	2,083,650	Cubic Yards
Future Landfill Airspace Plan	6,478,125	Cubic Yards
Total Airspace (Available + Future Landfill Airspace)	8,561,775	Cubic Yards
Density	0.80	Ton per CY
Total Available Capacity	6,849,420	Tons
Monthly Average	70,000	Tons
	140,000,000	Pounds
Site Life	98	Months
	8.1	Years

Source: Waste Management, Inc of Florida, for NE Florida Region, January 8, 2010

The site life is currently estimated to be 8.1 years, but Waste Management, Inc is trying to acquire a permit for an additional 60 years.

III. POTABLE WATER AND SANITARY SEWER

The Capital Improvements Element establishes the following level of service standards to be maintained for sanitary sewer and potable water facilities:

Sanitary Sewer: An average flow of 279 gpd*/ERC*

Potable Water: A peak flow of 311 gpd/ERC and pressure of 20 psi*

gpd = Gallons Per Day

ERC = Equivalent Residential Connection

psi = Pounds Per Square Inch

Level of service for sanitary sewer and potable water at a specific treatment facility may be reduced to levels that have been reviewed and approved by the Florida Department of Environmental Protection.

ANALYSIS

Tables 2 and 3 depict the 09/10 capacity analysis for the regional water and wastewater treatment plants respectively. The data used to generate this report was provided by each service provider and is consistent with the monthly operating reports submitted to the Department of Environmental Protection.

The population served represents the actual number of connections receiving service at the time of the report multiplied by the average household size 2.73 (US Census Bureau, 2006-2008 American Community Survey 3-Year

Estimates). The reserved flow represents those connections not included in the population served figure but have been reserved by prepayment to the utility or other applicable means.

If a development impacts a treatment facility operating at or above 90% of capacity, according to the County's Comprehensive Plan Community Facility Element Policy 1.5, only a conditional CRC may be issued with a mitigation plan in place. The following tables show that all water and wastewater treatment facilities are operating at less than 90% capacity.

Currently, used capacities do not exceed 90% of the plant design capacities.

TABLE 2. REGIONAL WATER TREATMENT PLANTS CAPACITY ANALYSIS

	Plant design capacity, mgd (1)	Population served (2)	Average flow, mgd (3)	Peak flow, mgd (3)	Reserved flow (4)	Surplus capacity, mgd (5)	Total committed flow, mgd (6)	% of used capacity	Facility Status
Orange Park Grid (7)	46.989	82,640	6.666	7.656	1.627	37.706	9.283	20	OK
Pace/Fleming Grid	13.088	28,053	2.027	2.446	0.281	10.361	2.727	21	OK
Mid-Clay	4.757	7,480	0.557	0.723	0.200	3.834	0.923	19	OK
Ravines	1.915	2,603	0.261	0.321	0.089	1.505	0.410	21	OK
Pier Station	0.086	132	0.018	0.034	0.018	0.034	0.052	60	OK
Keystone Grid	1.376	4,272	0.414	0.588	0.054	0.734	0.642	47	OK
Geneva Lake	0.165	359	0.048	0.066	0.002	0.097	0.068	41	OK
Postmaster Village	0.374	530	0.033	0.046	0.027	0.301	0.073	20	OK
Lakeview Villa	0.010	28	0.001	0.002	0.002	0.006	0.004	40	OK
Peter's Creek (GCW)	0.640	155	0.017	0.024	0.182	0.434	0.206	32	OK
Town of Penney Farms Municipal	0.100	180	0.035	0.050	-	0.050	0.050	50	OK
City of Green Cove Springs	2.927	9,828	1.276	2.125	0.146	0.656	2.271	78	OK
Melrose Water Association	0.100	246	0.015	0.025	-	0.075	0.025	25	OK

Source: Clay County Utility Authority, January 2010; Melrose Water Association, January 2010; Town of Penney Farms, November 2009; City of Green Cove Springs, Feb 2009

- (1) Proposed maximum daily capacity per plant re-rating calculations under FDEP review
 - (2) Estimated existing occupied ERCs multiplied by 2.73 persons per ERC or provided by each utility provider
 - (3) Provided by each utility provider
 - (4) Installed (Occupied or Unoccupied) at the time reported
 - (5) Surplus Capacity = Design Capacity - Peak - Reserved
 - (6) Total Committed Flow = Peak + Reserved
 - (7) The Ridaught/Old Jennings Grid has been combined with the Orange Park Grid
- Total Committed Flow, Potable Water = Peak + Reserved

TABLE 3. REGIONAL WASTEWATER TREATMENT PLANTS CAPACITY ANALYSIS

	Plant design capacity, mgd (1)	Population served (2)	Average flow, mgd (3)	Peak flow, mgd (3)	Reserved flow, mgd (4)	Surplus capacity, mgd	Total committed flow, mgd	% of used capacity	Facility Status
Miller Street	4.990	39,178	3.067	3.869	0.233	1.690	3.300	66	OK
Fleming Island	4.490	36,142	2.538	2.677	0.230	1.722	2.768	62	OK
Spencers	2.500	10,689	0.622	0.848	0.498	1.380	1.120	45	OK
Mid-Clay	0.650	5,296	0.339	0.394	0.133	0.178	0.472	73	OK
Ridaught	2.370	17,918	1.037	1.262	0.320	1.013	1.357	57	OK
Ravines	0.250	2,252	0.150	0.185	0.057	0.043	0.207	83	OK
Keystone	0.074	339	0.037	0.054	0.002	0.035	0.039	53	OK
Peters Creek (GCW)	0.250	155	0.006	0.015	0.132	0.112	0.138	55	OK
City of Green Cove Springs	1.250	9,828	0.713	-	0.125	0.412	0.838	67	OK
Town of Penney Farms Muncipal	0.090	402	0.040	0.060	-	0.050	0.040	44	OK

Source: Clay County Utility Authority, January 2010; Town of Penney Farms, January 2009; City of Green Cove Springs, Feb 2009

(1) Based on DEP permit

(2) Estimated existing occupied ERCs multiplied by 2.73 persons per ERC or provided by each utility provider

(3) Provided by each utility provider

(4) Installed (Occupied or Unoccupied) at the time reported

(5) Surplus Capacity = Design Capacity - Average - Reserved

(6) Total Committed Flow = Average + Reserved

Total Committed Flow, Sanitary Sewer = Average + Reserved

IV. PARKS AND RECREATION

The Capital Improvements Element establishes the following level of service standards to be maintained for parks and recreation facilities:

Type	Level of Service
Neighborhood Parks (acres)	1 per 2,100 persons
Community Parks (acres)	1 per 700 persons
Boat Ramp Lanes	1 per 25,000 persons
Baseball Fields	1 per 7,500 persons
Softball Fields	1 per 5,500 persons
Football Fields	1 per 24,000 persons
Soccer Fields	1 per 5,500 persons
Basketball Courts	1 per 5,500 persons
Tennis Courts	1 per 4,500 persons

ANALYSIS

Table 4 depicts the surplus and deficiencies for each facility based on the existing inventory of facilities and the projected demand through 2025. The population projections were taken from the 2006 *Clay County Evaluation and Appraisal Report*.

The inventory used in these calculations includes existing public facilities owned and operated by the Clay County School District, the State of Florida, and the four

municipalities in addition to those owned and operated by the Clay County Board of County Commissioners.

Planned additions to the school system and county parks are indicated based on current DRI development orders, School Board facility plans as provided to the County Parks, Recreation and Special Events Division, and capital improvement plans from the Clay County Parks, Recreation and Special Events Division.

Any deficiencies shown indicate only the minimum number of additional facilities needed to maintain the adopted level of service standards. According to Policy 3.4 of the Recreation and Open Space Element, if the County is unable to maintain the adopted recreation level of service, it will require recreation/open space to be addressed directly by each applicant seeking a development permit. At such time, each application for a residential project will be required to submit data on the development's projected demands and evidence that the applicable levels of service standard will not be adversely impacted.

Tables 5 through 9 provide an inventory of existing facilities in the County. Table 10 shows anticipated new facilities.

No major deficiency has been identified through the analysis.

TABLE 4. PARK AND RECREATION FACILITIES SURPLUS AND DEFICIENCY
CLAY COUNTY POPULATION INCLUDING MUNICIPALITIES

Year	Resident Population	NEIGHBORHOOD PARKS			COMMUNITY PARKS			BOAT RAMPS		
		DEMAND (ACRES)	INVENTORY	SUR./DEF. (ACRES)	DEMAND (ACRES)	INVENTORY	SUR./DEF. (ACRES)	DEMAND (LANES)	INVENTORY	SUR./DEF. (LANES)
2009	213,297	102	167	64	305	466	161	9	13	4
2010	221,293	105	167	62	316	466	150	9	13	4
2011	230,512	110	167	57	329	466	137	9	13	4
2012	239,730	114	167	53	342	466	124	10	13	3
2013	248,949	119	167	48	356	466	110	10	13	3
2014	258,167	123	167	44	369	466	97	10	13	3
2015	267,386	127	167	40	382	466	84	11	13	2
2016	274,517	131	167	36	392	466	74	11	13	2
2017	281,648	134	167	33	402	466	64	11	13	2
2018	288,778	138	167	29	413	466	53	12	13	1
2019	295,909	141	167	26	423	466	43	12	13	1
2020	303,040	144	167	23	433	485	52	12	13	1
2021	308,573	147	167	20	441	485	44	12	13	1
2022	314,105	150	167	17	449	485	36	13	13	0
2023	319,638	152	167	15	457	485	28	13	13	0
2024	325,170	155	167	12	465	485	20	13	13	0
2025	330,703	157	167	10	472	485	13	13	13	0
CUMULTAIVE DEFICIENCIES THROUGH 2025		1 acre per 2,100 persons		10	1 acre per 700 persons		13	1 lane per 25,000 persons		0

TABLE 4. (Continued) PARK AND RECREATION FACILITIES SURPLUS AND DEFICIENCY
CLAY COUNTY POPULATION INCLUDING MUNICIPALITIES

Year	Resident Population	BASEBALL FIELDS			SOFTBALL FIELDS			FOOTBALL FIELDS		
		DEMAND	INVENTORY	SUR./DEF.	DEMAND	INVENTORY	SUR./DEF.	DEMAND	INVENTORY	SUR./DEF.
2009	213,297	28	37	9	39	57	18	9	10	1
2010	221,293	30	42	12	40	58	18	9	10	1
2011	230,512	31	42	11	42	58	16	10	10	0
2012	239,730	32	42	10	44	58	14	10	10	0
2013	248,949	33	42	9	45	58	13	10	10	0
2014	258,167	34	42	8	47	58	11	11	10	-1
2015	267,386	36	50	14	49	59	10	11	12	1
2016	274,517	37	50	13	50	59	9	11	12	1
2017	281,648	38	50	12	51	59	8	12	12	0
2018	288,778	39	50	11	53	59	6	12	12	0
2019	295,909	39	50	11	54	59	5	12	12	0
2020	303,040	40	50	10	55	61	6	13	13	0
2021	308,573	41	50	9	56	61	5	13	13	0
2022	314,105	42	50	8	57	61	4	13	13	0
2023	319,638	43	50	7	58	61	3	13	13	0
2024	325,170	43	50	7	59	61	2	14	13	-1
2025	330,703	44	50	6	60	61	1	14	13	-1
CUMULTAIVE DEFICIENCIES THROUGH 2025		1 per 7,500 persons		6	1 per 5,500 persons		1	1 per 24,000 persons		-1

TABLE 4. (Continued) PARK AND RECREATION FACILITIES SURPLUS AND DEFICIENCY
CLAY COUNTY POPULATION INCLUDING MUNICIPALITIES

Year	Resident Population	SOCCER FIELDS			BASKETBALL COURTS			TENNIS COURTS		
		DEMAND	INVENTORY	SUR./DEF.	DEMAND	INVENTORY	SUR./DEF.	DEMAND	INVENTORY	SUR./DEF.
2009	213,297	39	55	16	39	57	18	47	68	21
2010	221,293	40	56	16	40	58	18	49	72	23
2011	230,512	42	56	14	42	58	16	51	72	21
2012	239,730	44	56	12	44	58	14	53	72	19
2013	248,949	45	56	11	45	58	13	55	72	17
2014	258,167	47	56	9	47	58	11	57	72	15
2015	267,386	49	57	8	49	59	10	59	76	17
2016	274,517	50	57	7	50	59	9	61	76	15
2017	281,648	51	57	6	51	59	8	63	76	13
2018	288,778	53	57	4	53	59	6	64	76	12
2019	295,909	54	57	3	54	59	5	66	76	10
2020	303,040	55	59	4	55	61	6	67	77	10
2021	308,573	56	59	3	56	61	5	69	77	8
2022	314,105	57	59	2	57	61	4	70	77	7
2023	319,638	58	59	1	58	61	3	71	77	6
2024	325,170	59	59	0	59	61	2	72	77	5
2025	330,703	60	59	-1	60	61	1	73	77	4
CUMULTAIVE DEFICIENCIES THROUGH 2025		1 per 5,500 persons		-1	1 per 5,500 persons		1	1 per 4,500 persons		4

Source: Clay County Parks, Recreation and Special Events Division, Clay County Planning and Zoning Division. January, 2010.

TABLE 5. EXISTING COUNTY NEIGHBORHOOD PARKS

NAME OF PARK	Baseball Fields	Basketball Courts	Equipped Play Area	Football/Multipurpose Fields	Football/Soccer Fields	Hiking/Nature Trail	Horseshoe Pit	Pavilion	Picnic Areas	Pier	Shuffleboard Courts	Softball Fields	Swimming Pool	Tennis Courts	Volleyball Courts	Activity Based	Acreage	Condition
Black Creek Park	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	15.00	Good
Deerfield Pt. Park	-	-	1	-	-	-	-	1	1	-	-	-	-	-	-	X	1.87	Good
Doctors Lake Park	-	-	-	-	-	-	-	1	1	1	-	-	-	-	-	-	1.00	Good
Eagle Harbor Park	-	2	1	-	-	-	-	1	1	-	-	-	-	-	-	X	7.00	Good
Foxridge Park	-	-	1	-	-	-	-	1	3	-	-	-	-	2	-	X	2.86	Good
Greenwood Park	-	1	1	-	-	-	-	3	4	-	-	-	-	-	-	X	1.13	Good
Four Silo Park	-	1	1	-	-	-	-	3	3	-	-	1	-	2	-	X	6.00	Good
Hunter-Douglas Park	-	1	1	-	-	-	-	1	1	-	-	1	-	1	-	X	10.00	Good
Island Forest	-	1	1	-	-	-	-	3	4	-	-	-	-	-	-	X	2.80	Good
Kingsley Lake Park	-	-	1	-	-	-	-	1	1	-	-	-	-	1	-	X	0.50	Good
Main St. Park	-	-	1	-	-	1	-	3	3	2	-	-	-	-	-	X	5.50	Good
Oak Creek Park	-	-	1	-	-	-	-	1	1	-	-	-	-	-	1	X	0.50	Good
Pier Station Park	-	1	1	-	-	-	-	4	4	-	-	1	-	-	-	X	2.00	Good
Thunderbolt Park	-	-	1	1	-	-	-	1	1	-	-	-	-	-	-	X	5.35	Good
Ridaught Landing	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	X	0.92	Good
W. E. Varnes	-	-	1	-	-	-	-	1	1	-	-	-	-	2	-	X	3.25	Good
Williams Park	-	-	1	-	-	-	-	2	2	-	-	-	-	-	-	X	1.00	Good
Foxmeadow Recrea. Park	-	1	1	1	-	-	-	3	3	-	-	1	-	2	-	X	19.41	Good
Lake Geneva Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.07	Good
Walmart Parcel Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15.00	Undeveloped
TOTAL	0	8	6	2	0	1	0	3	3	3	0	4	0	0	1		103.1	
																	6	

Source: Clay County Parks, Recreation, and Special Events Division. January, 2010.

TABLE 6. EXISTING COUNTY COMMUNITY PARKS

NAME OF PARK	Baseball Fields	Basketball Courts	Equipped Play Area	Football Fields	Hiking Trail (miles)	Pavilion	Picnic Areas	Soccer Fields	Softball Fields	Tennis Courts	Volleyball Courts	Swimming Pool	Activity Based	Acreage	Condition
Carl Pugh Park	4	-	-	-	-	-	-	-	1	2	-	-	X	7.00	Good
Eagle Harbor Soccer Complex	-	-	1	-	-	1	1	12	-	-	-	-	X	28.96	Good
Little Rain Lake Park	8	1	1	2	-	4	4	-	-	2	1	-	X	34.13	Good
Omega Park	7	-	1	2	-	3	3	-	1	2	-	-	X	16.60	Good
Paul C. Armstrong Park	-	1	1	-	-	5	5	2	3	2	-	-	X	18.11	Good
Ronnie Van Zant Park	-	2	1	-	1.1	11	11	1	1	4	1	-	X	90.00	Good
Tanglewood Park	5	-	1	-	-	3	3	-	-	2	-	-	X	12.73	Good
Twin Lakes Park	1	-	1	-	-	1	1	3	-	2	-	-	X	50.80	Good
Walter Odum Park	5	-	-	1	-	2	2	-	1	-	-	-	X	6.50	Good
Plantation Sports Complex	-	-	-	-	-	-	-	5	-	-	-	-	X	26.03	Good
P-4, Centex Homes	-	-	-	-	-	-	-	-	-	-	-	-	-	24.81	Undeveloped
52A - Eagle Harbor	-	-	-	-	-	-	-	-	-	-	-	-	-	20.00	Undeveloped
Oakleaf Community Park	-	-	-	-	-	-	-	-	-	-	-	-	-	105.00	Undeveloped
TOTAL	30	4	7	5	1.1	30	30	23	7	16	2	0	0	440.67	

Source: Clay County Parks, Recreation, and Special Events Division. January, 2010

TABLE 7. EXISTING PUBLIC REGIONAL PARKS

NAME OF PARK	Swimming Pool	Freshwater Beach	Boardwalk/Catwalk	Hiking Trail	Hiking Trail (miles)	Equestrian Trail (miles)	Hike/horse Multi-use Trail (miles)	Hike/bike/horse Multi-use Trail (miles)	Historic/ Archaeological Sites	Pavilion	Picnic Areas	Group/Primitive Camping Areas	Tent/RV/Trailer Sites	Canoe/Kayak Launches	Canoe/Kayak Landings	Hunting	Resource Based	Acreage	Condition	
Bayard Conservation Area	-	-	-	3	-	-	-	10.2	2	-	2	3	-	-	2	X	X	10,371	Good	
Belmore State Forest, Ates Creek Tract	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	X	8,736	Good	
Belmore State Forest, Satsuma Tract	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	3,496	Undeveloped	
Black Creek Ravines Conservation Area	-	-	-	4	-	-	6.5	-	3	-	-	2	-	-	1	-	X	964	Good	
Branan Field Mitigation Park Wildlife & Environmental Area	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	90	Good	
Camp Blanding WMA	-	-	-	1	6	-	-	-	322	-	-	-	-	-	-	X	X	56,197	Good	
Camp Chowenwaw Park	1	-	1	1	0.8	-	-	-	7	-	8	-	15	-	-	-	X	150	Good	
Gold Head Branch State Park	-	1	1	4	6.3	-	7	-	27	8	1	2	74	1	-	-	X	2,366	Good	
Jennings State Forest	-	5	-	3	7.6	-	-	16	24	1	2	2	-	4	1	X	X	22,535	Good	
Moccassin Slough	-	-	-	-	-	-	-	0.52	-	1	1	-	-	-	-	-	X	255	Good	
Veterans Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	641	Undeveloped	
TOTAL	1	6	2	16	20.7	0	13.5	26.72	385	10	14	9	89	5	4			105,801		
																			Open to public as of January, 2010	101,664

Source: Clay County Parks, Recreation, and Special Events Division. January, 2010

TABLE 8. EXISTING MUNICIPAL PARKS

MUNICIPAL PARKS	Acres	Baseball Fields	Basketball Courts	Canoe launch	Dog Park	Equipped Play Areas	Exercise Trail	Football/Multipurpose Fields	Hiking or Nature Trails	Pavillion/ Picnic Shelter	Picnic Areas	Pier	Skateboard Course	Softball Fields	Swimming Pool or Beach	T-ball Fields	Tennis Courts	Volleyball Courts	Activity Based	Condition
Orange Park																				
Clarke (House) Park (N)	15					1			1		4							1	X	Good
Gano Avenue Park (N)	2					1				2	2						2		X	Good
Town Hall Park and Tot Lot (N)	7					1				1									X	Good
Orange Park Skateboard Place (N)	2												1						X	Good
Orange Park Athletic Association (C)	26	4						2						1		2			X	Good
T.C. Miller Youth Learning Center (N)	1		1																X	Good
Keystone Heights																				
Keystone Beach (N)	1.4			1		2				2	4				1			2	X	Good
Keystone Heights Theme Park (N)	2.5		1			1					1						2		X	Good
Keystone Heights Natural Park (N)	3.1 4								1	1	1									Good
Leona F. Terry Azalea Park (N)	0.9						1			1									X	Good
Keystone Heights Recreation Park (N)	3				1	1	1				1								X	Good
Penney Farms																				
Penney Farms Recreation Center (N)	1					1				1	1								X	Good
Martina C. Kohler Park (N)	6.8								1								2		X	Good
Green Cove Springs																				
Spring Park (N)	5					1				5	3	1			1				X	Good
Vera Francis Hall Park (N)	12	1	1	1		1	1		1	2	2								X	Good
Green Cove Springs Nature Preserve	138																			Undeveloped
Augusta Savage Friendship Park (N)	0.9 2					1					1								X	Good
SUM	227 .66	5	3	2	1	11	3	2	4	15	20	1	1	1	2	2	6	3		

(C) = Community Park, (N) = Neighborhood Park

Source: Clay County Parks, Recreation and Special Events Division; Town of Orange Park, City of Keystone Heights; Town of Penney Farms; City of Green Cove Springs. December, 2009

Table 9. School Board Recreation Facilities for Public Use

Public Schools	Basketball Courts-Hoops	Exercise Trail	Football / Soccer Fields	Playground / Tot-Lot	Soccer Fields	Softball Fields	Tennis Courts	Track	Volleyball Courts	Date Available
Elementary Schools										
W. E. Cherry	1-6	-	-	2	1	2	-	-	-	Existing
Doctors Inlet	1-6	-	-	3	1	1	-	-	-	Existing
Grove Park	1-6	-	-	2	1	-	-	-	-	Existing
S.B. Jennings	1-6	-	-	3	1	1	-	-	-	Existing
Lakeside	1-6	-	-	2	-	2	-	-	-	Existing
Montclair	1-6	-	-	2	1	1	-	-	-	Existing
Orange Park	1-6	-	-	2	-	1	-	-	-	Existing
Ridgeview	1-6	-	-	2	1	1	-	-	-	Existing
Clay Hill	1-6	-	-	2	1	1	-	-	-	Existing
Middleburg	1-6	-	-	3	1	2	-	1	-	Existing
C.E. Bennett	1-6	1	-	1	-	-	-	-	-	Existing
Lake Asbury	1-6	1	-	2	1	2	-	-	-	Existing
Keystone Heights	1-6	-	-	-	-	-	-	-	-	Existing
J. L. Wilkinson	1-6	-	-	2	1	1	-	-	-	Existing
Robert M. Paterson	1-6	1	-	2	1	2	-	-	-	Existing
Tynes	1-6	-	-	2	1	2	-	-	-	Existing
Fleming Island	1-6	-	-	2	1	2	-	-	-	Existing
McRae	1-6	1	-	2	1	2	-	-	-	Existing
Thunderbolt	1-6	-	-	2	1	2	-	-	-	Existing
RideOut	1-6	-	-	2	1	1	-	-	-	Existing
Swimming Pen Creek	1-6	-	-	2	1	1	-	-	-	Existing
Argyle	1-6	-	-	-	1	-	-	-	-	Existing
Coppergate	1-6	-	-	1	1	1	-	-	-	Existing
OakLeaf Village	1-6	-	-	2	1	1	-	-	-	Existing
Shadowlawn	1-6	-	-	2	1	1	-	-	-	Existing
Plantation Oaks	1-6	-	-	2	1	1	-	-	-	Existing
Elementary R	1-6	-	-	2	1	1	-	-	-	(5-10 years) Green Cove Springs Area
Elementary C	1-6	-	-	2	1	1	-	-	-	(10-15 Years) North Lake Asbury Area
Elementary D	1-6	-	-	2	1	1	-	-	-	(10-15 Years) Oakleaf Area

Junior High Schools										
Lakeside	1-6	-	1	-	-	-	2	-	-	Existing
Orange Park	2-6	-	-	-	1	-	-	-	-	Existing
J. L. Wilkinson	1-6	-	-	-	1	1	-	-	-	Existing
Green Cove Springs	1-6	-	-	-	-	1	-	1	-	Existing
Lake Asbury	2-6	-	-	-	-	1	2	-	-	Existing
Oakleaf School	2-4	-	-	2	1	1	2	-	-	Existing
High Schools										
Orange Park	1-6	1	-	-	1	3	6	-	-	Existing
Middleburg	1-6	1	-	-	1	1	6	-	-	Existing
Clay	1-6	1	-	-	1	2	3	-	1	Existing
Keystone Heights Jr./Sr.	1-6	-	-	-	1	1	3	-	-	Existing
Ridgeview	1-6	-	-	-	1	1	6	-	-	Existing
Fleming Island	1-6	-	-	-	1	1	6	-	-	Existing
Oakleaf High	1-4	-	-	-	1	1	4	-	-	2010
Resource Centers										
Bannerman Learning Center	1-6	-	-	-	1	1	-	-	-	Existing
Totals for Public Use										
Existing	42-232	7	1	51	32	45	36	2	1	
Planned	4-22	0	0	6	4	4	4	0	0	

TABLE 10. PLANNED CAPITAL ADDITIONS TO PARK AND RECREATION FACILITIES
 CLAY COUNTY BOARD OF COUNTY COMMISSIONERS AND CLAY
 COUNTY SCHOOL BOARD

Year	Resident Population	NEIGHBORHOOD PARKS (ACRES)			COMMUNITY PARKS (ACRES)			BOAT RAMPS		
		DRI DEDICATIONS	BCC	TOTAL	DRI DEDICATIONS	BCC	TOTAL	STATE	BCC	TOTAL
2009	213,297			0			0			0
2010	221,293			0			0			0
2011	230,512			0			0			0
2012	239,730			0			0			0
2013	248,949			0			0			0
2014	258,167			0			0			0
2015	267,386			0			0			0
2016	274,517			0			0			0
2017	281,648			0			0			0
2018	288,778			0			0			0
2019	295,909			0			0			0
2020	303,040			0	19		19			0
2021	308,573			0			0			0
2022	314,105			0			0			0
2023	319,638			0			0			0
2024	325,170			0			0			0
2025	330,703			0			0			0
TOTAL PLANNED ADDITIONS		0	0	0	19	0	19	0	0	0

TABLE 10. (Continued) PLANNED CAPITAL ADDITIONS TO PARK AND RECREATION FACILITIES
 CLAY COUNTY BOARD OF COUNTY COMMISSIONERS AND CLAY COUNTY SCHOOL BOARD

Year	Resident Population	BASEBALL FIELDS			SOFTBALL FIELDS			FOOTBALL FIELDS		
		SCHOOL BOARD	BCC	TOTAL	SCHOOL BOARD	BCC	TOTAL	SCHOOL BOARD	BCC	TOTAL
2009	213,297			0			0			0
2010	221,293		5	5	1		1			0
2011	230,512			0			0			0
2012	239,730			0			0			0
2013	248,949			0			0			0
2014	258,167			0			0			0
2015	267,386		8	8	1		1		2	2
2016	274,517			0			0			0
2017	281,648			0			0			0
2018	288,778			0			0			0
2019	295,909			0			0			0
2020	303,040		1	1	2		2		1	1
2021	308,573			0			0			0
2022	314,105			0			0			0
2023	319,638			0			0			0
2024	325,170			0			0			0
2025	330,703			0			0			0
TOTAL PLANNED ADDITIONS		0	14	14	4	0	4	0	3	3

TABLE 10. (Continued) PLANNED CAPITAL ADDITIONS TO PARK AND RECREATION FACILITIES
 CLAY COUNTY BOARD OF COUNTY COMMISSIONERS AND CLAY COUNTY SCHOOL BOARD

Year	Resident Population	SOCCER FIELDS			BASKETBALL COURTS			TENNIS COURTS		
		SCHOOL BOARD	BCC	TOTAL	SCHOOL BOARD	BCC	TOTAL	SCHOOL BOARD	BCC	TOTAL
2009	213,297			0			0			0
2010	221,293	1		1	1		1	4		4
2011	230,512			0			0			0
2012	239,730			0			0			0
2013	248,949			0			0			0
2014	258,167			0			0			0
2015	267,386	1		1	1		1		4	4
2016	274,517			0			0			0
2017	281,648			0			0			0
2018	288,778			0			0			0
2019	295,909			0			0			0
2020	303,040	2		2	2		2		1	1
2021	308,573			0			0			0
2022	314,105			0			0			0
2023	319,638			0			0			0
2024	325,170			0			0			0
2025	330,703			0			0			0
TOTAL PLANNED ADDITIONS		4	0	4	4	0	4	4	5	9

Source: Clay County Parks, Recreation and Special Events Division; Clay County School Board. January, 2010.

V. MASS TRANSIT

The Capital Improvements Element establishes the following level of service standards to be maintained for public transportation:

The frequency of service on the Jacksonville Transportation Authority Orange Park Flyer shall be four times daily, twice in each of the AM and PM weekday peak hours.

The level of service for passenger comfort shall be "D" as defined in the Highway Capacity Manual: Special Report 209 (Transportation Research Board, 1985). This stipulates that the occupancy shall not exceed 1.25 persons/seat.

According to the Capital Improvements Element, any mass transit projects in the first three years of the applicable, adopted Florida Department of Transportation five-year work program may be claimed for the purpose of ensuring that minimum LOS standards for mass transit facilities are maintained.

ANALYSIS

Clay County is meeting the mass transit LOS standards as set forth in the Clay County Comprehensive Plan. The cost of operating the Orange Park Flyer is being met through the Clay County general fund 3601 cost center.

The existing transportation options in Clay County include the JARC-funded ChoiceRide, JTA's services to Orange Park and the paratransit program provided by the Clay County Council on Aging (CCCOA). The CCCOA is the designated Community Transportation Coordinator (CTC) for Clay County and initiated a study of a fixed-route bus system for Clay County.

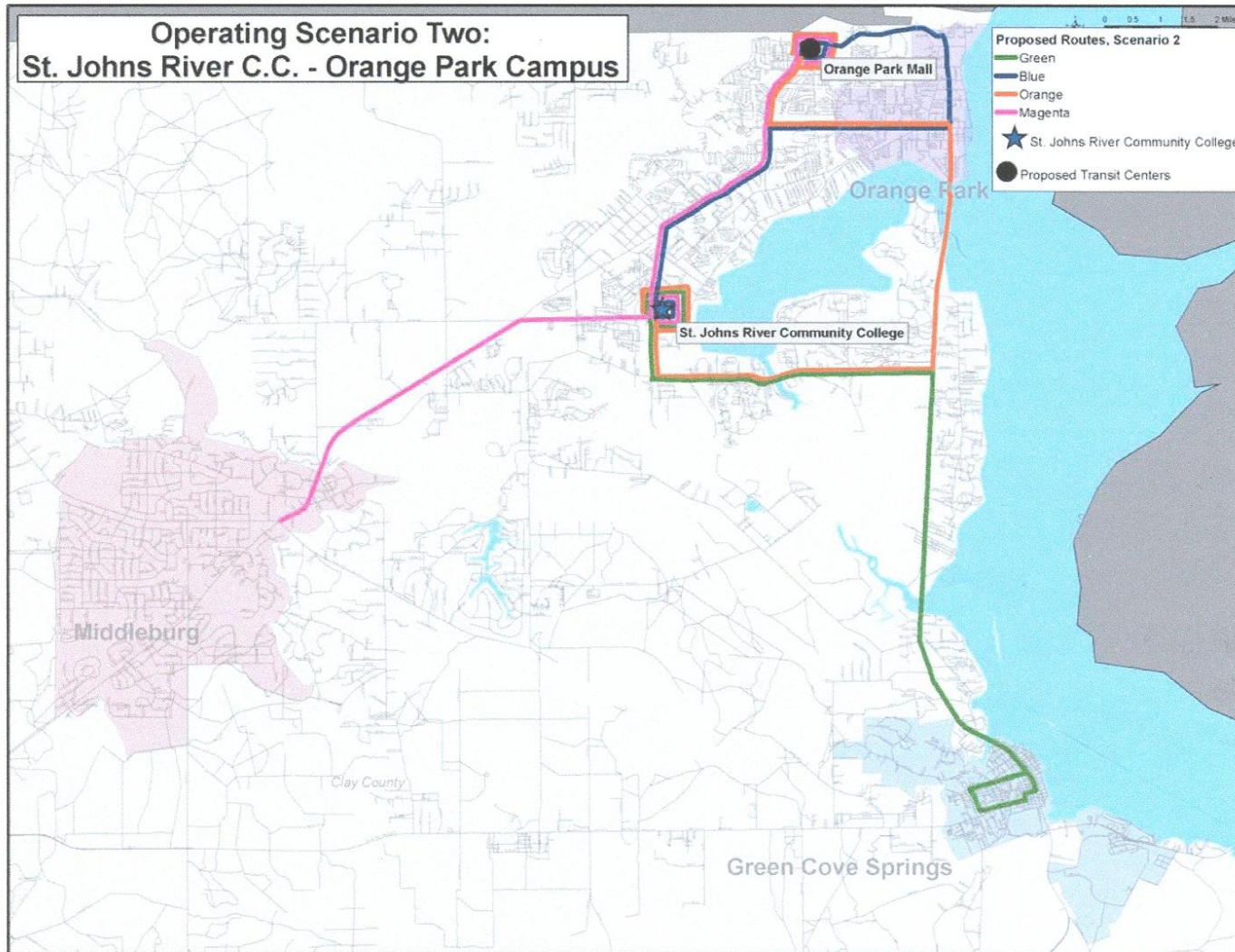
The Center for Urban Transportation Research (CUTR) proposed and evaluated 3 fixed-route transportation options to connect Green Cove Springs and Middleburg with Orange Park and JTA. Scenario 2 (magenta) revolves around a transit hub located at the St. Johns River Community College and has been selected as the best option.

Jacksonville Transportation Authority (JTA) is also initiated two transportation feasibility studies for waterborne transportation along the St. Johns River and its tributaries as well as commuter rail line along the existing private tracks to downtown Jacksonville.

In June 2008, the waterborne transportation final feasibility study deferred a decision until other modal feasibility studies have been completed. No further action was recommended.

On the other hand, The Northeast Florida commuter rail feasibility study (July 2009) concluded that commuter rail service in the Northeast Florida region is feasible. Stated another way, the study determined that there are no fatal flaws that would make it impossible or prohibitively expensive to develop commuter rail service on rail lines in the region. Overall feasibility was evaluated by considering operational feasibility, institutional feasibility, and economic feasibility.

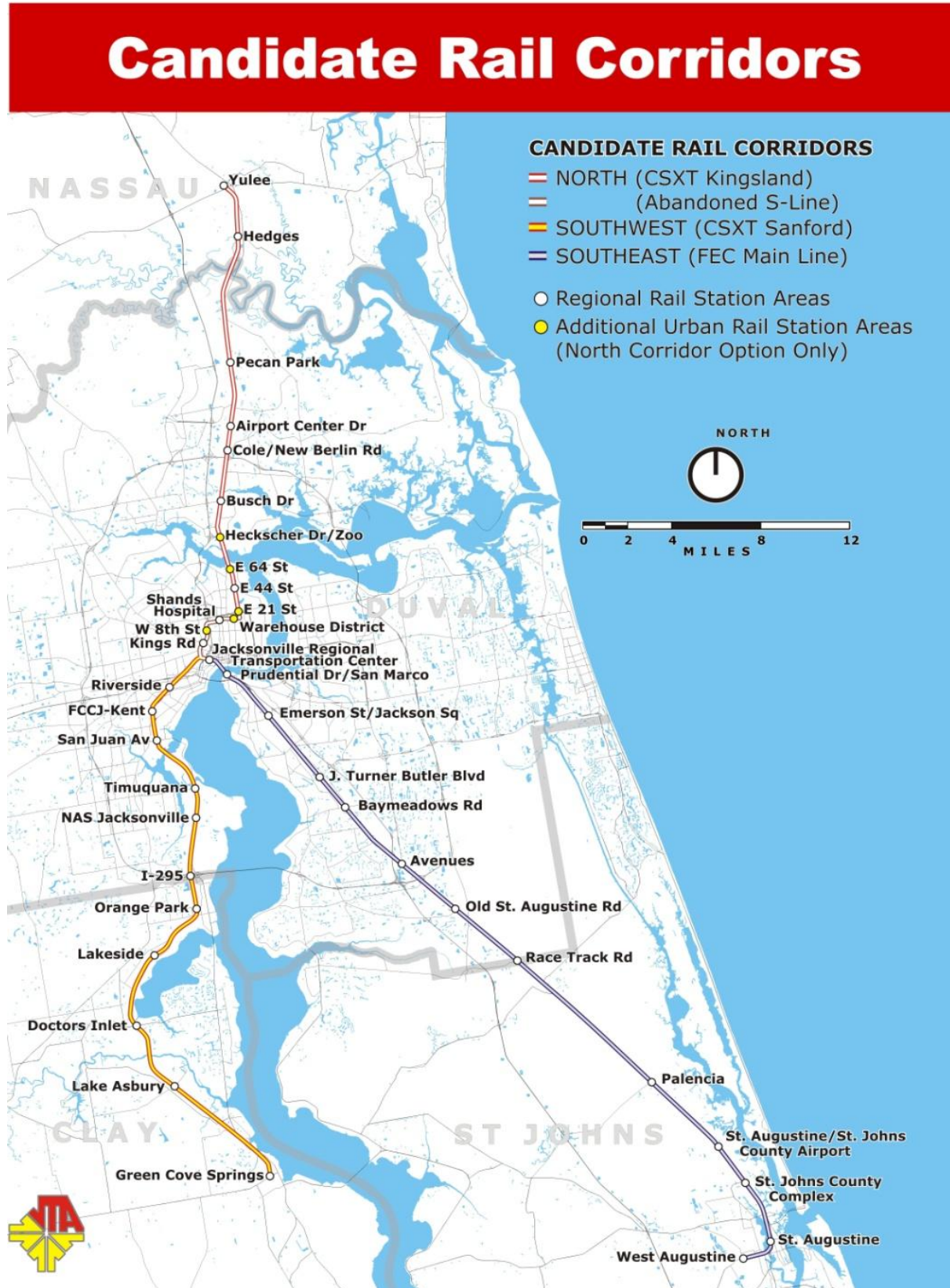
FIGURE 1. POTENTIAL ROUTES FOR CIRCULATOR BUS



Studies have been performed to identify and evaluate the feasibility of alternative mass transit systems.

Source: Center for Urban Transportation at the University of South Florida, December 2006

FIGURE 2. JTA CANDIDATE RAIL CORRIDORS MAP



Source: Jacksonville Transportation Authority, January 2010

VI. ROADS

The Capital Improvements Element Policy 3.1 establishes the following level of service standards to be maintained for roads:

TABLE 11. LEVEL OF SERVICE STANDARDS

	Limited Access SIS and FIHS	Controlled Access SIS and FIHS	Trip Funded Multi-lane Roads	TRIP funded Two Lane Roads	Other State Roads, County Arterials, Minor Arterials, Collectors
Rural Areas	B	B ¹	B	C	D
Transitioning Urbanized Areas, Urban Areas or Communities	C	C	C	C	E
Urbanized Areas over 500,000	D	D	D	D	E

Source: 14-94.003 F.A.C. Statewide Minimum Level of Service Standards.

Notes: There are no exclusive through lanes and no HOV Lanes; there are no existing Limited Access Facilities. TPO area is an urbanized area over 500,000; areas of Clay County not within TPO area are rural or transitioning.

1. for rural two lane controlled access facilities the standard is C.

A roadway facility is classified as a constrained facility when it has begun to operate at less than the adopted level of service, and when, for physical, environmental or political reasons the facility cannot be expanded by at least two through-lanes. A constrained facility will be allowed to operate at a level no more than an additional ten percent (10%) of traffic volumes or at no more than three miles per hour (3 m.p.h.) below the average travel speed, whichever is greater, as measured at the time the facility is classified as constrained. The following road segments are designated as constrained:

SR 21 (Blanding Boulevard): Duval County Line to Suzanne Avenue
 Doctors Lake Drive: Orange Park Limits to Greenridge Road

The following road segments are on the Florida Intrastate Highway System (FIHS):

US 301: Duval County Line to Bradford County Line
SR 23 (Branan Field Road): Duval County Line to SR 21

The following road segments are on the States Intermodal System (SIS):

US 301 Duval County Line to Bradford County Line
US 17 (emerging)
SR 100 St. Johns River to Bradford County line
SR 23 (Provisional)

According to Chapter 163.3180(2)(c), Rule 9J-5.0055(3)(c), and the Capital Improvements Element, the capacity attributed to transportation projects in the first three years of the applicable, adopted five-year work program, may be claimed for purposes of ensuring that minimum LOS standards for road facilities are maintained.

Table 12 depicts the maximum service volume (MSV), the most recent traffic counts and traffic count projections for the years 2014 and 2025. The county collected actual 2009 traffic counts for the county and state maintained roads. FDOT's *2007 Level of Service Report* and the URS Transportation Modeling (March 2009) were used to calculate traffic projections for state maintained roads.

The roadway analysis tables include the traffic for projects that have been approved but have not been built and have not obtained a certificate of occupancy. The Concurrency Management System will, on a daily basis, incorporate any changes in demand resulting from the submittal and review of concurrency applications.

HISTORY

In 1992, Clay County Board of County Commissioners adopted Ordinance 92-19 that established the Concurrency Management System;

In 2004 (Ordinance 04-45), the County made a decision to pursue a fair share program, which allows the County to enter into an agreement with developers who will impact failed roads. Fair share agreements require that developers mitigate their impacts on such failed roads through payments or road construction projects that were calculated based on their proportionate share of improvements needed to relieve the failed facilities;

In 2008 (Ordinance 08-30), Clay County Board of County Commissioners adopted an impact fee program that imposed road impact fees on all road impact construction within the County and at the same time updated the existing fair share ordinance (Ordinance 04-45) with Ordinance 08-46 to make the fair share ordinance to confer and coexist with the impact fee program.

In 2009 (Ordinance 09-11), the Board of County Commissioners has placed a moratorium on the collection of the road impact fees from January 1, 2009 through December 31, 2010

ANALYSIS

(1) Traffic Counts Analysis

The following state road segments have current traffic counts that exceed design capacity, otherwise known as “failed” links.

- SR 21, Duval County line to Wells Road
- SR 23/ Branam Field Road, Duval County line to Oakleaf Plantation Parkway
- SR 23/ Branam Field Road, Oakleaf Plantation Parkway to Old Jennings Road
- SR 100, Bradford County line to CR 214

The following state road segments have current traffic counts that are between 90% and 100% of design capacity, otherwise known as a critical links.

- SR 21/ Blanding Boulevard, Wells Road. to Kingsley Avenue;
- SR 21/ Blanding Boulevard, Kingsley Avenue to Suzanne Avenue;
- SR 21/ Blanding Boulevard, Knight Boxx Road to Old Jennings Road

There are NO county road segments that their current traffic counts exceed design capacity.

The following county road segments have current traffic counts that are between 90% and 100% of design capacity, otherwise known as a critical links.

- CR 218, SR 21 to S. Mimosa Ave

(2) Traffic Counts, Reserved and Pending Capacities Analysis

The following state road segments have collective traffic counts, reserved and pending capacities that exceed design capacity, otherwise known as “failed” links.

- SR 16, Green Cove Springs to Penney Farms;
- SR 21/ Blanding Boulevard, Duval County Line to Wells Road;
- SR 21/ Blanding Boulevard, Wells Road to Kingsley Avenue;
- SR 21/ Blanding Boulevard, Knight Boxx Road to Old Jennings Road;
- SR 21/ Blanding Boulevard, SR 23 to CR 220;
- SR 23/ Branan Field Road, Duval County line to Oakleaf Plantation Parkway;
- SR 23/ Branan Field Road, Oakleaf Plantation Parkway to Old Jennings Road;
- SR 23/ Branan Field Road, Old Jennings Road to SR 21;
- SR 100, Bradford County Line to CR 214

The following state road segments have collective traffic counts, reserved and pending capacities that are between 90% and 100% of design capacity, otherwise known as critical links.

- US 17, Raggedy Point Drive to CR 220;
- SR 21/Blanding Boulevard, Kingsley Avenue to Suzanne Avenue;
- SR 21/Blanding Boulevard, Suzanne Avenue to College Drive;
- SR 21/Blanding Boulevard, Old Jennings Road to Branan Field Road;
- SR 21/Blanding Boulevard, CR 220 to Long Bay Road;
- SR 21/Blanding Boulevard, Long Bay Road to CR 218

The following county road segments have current traffic counts, reserved and pending capacities that exceed design capacity, otherwise known as “failed” links.

- CR 218, SR 21 to S. Mimosa Avenue;
- CR 220, Knight Boxx to CR 209;
- CR 739B/Sandridge Road, CR 209 to CR 739

The following county road segments have collective traffic counts, reserved and pending capacities that are between 90% and 100% of design capacity, otherwise known as critical links.

- CR 209, CR 739B to CR 315B;
- Cheswick Oaks Avenue, Duval County Line to End of Pavement

FINDINGS

To address the failed and deficient roadway links identified above, 5-Year Road Improvement Program was developed. At this point, funding capabilities are the major issues due to the moratorium on impact fee collection.

At the same time, the current slower development trends, which do not draw near to County's projection on population growth, are expected to lower the projected traffic loads from the anticipated failing road segments.

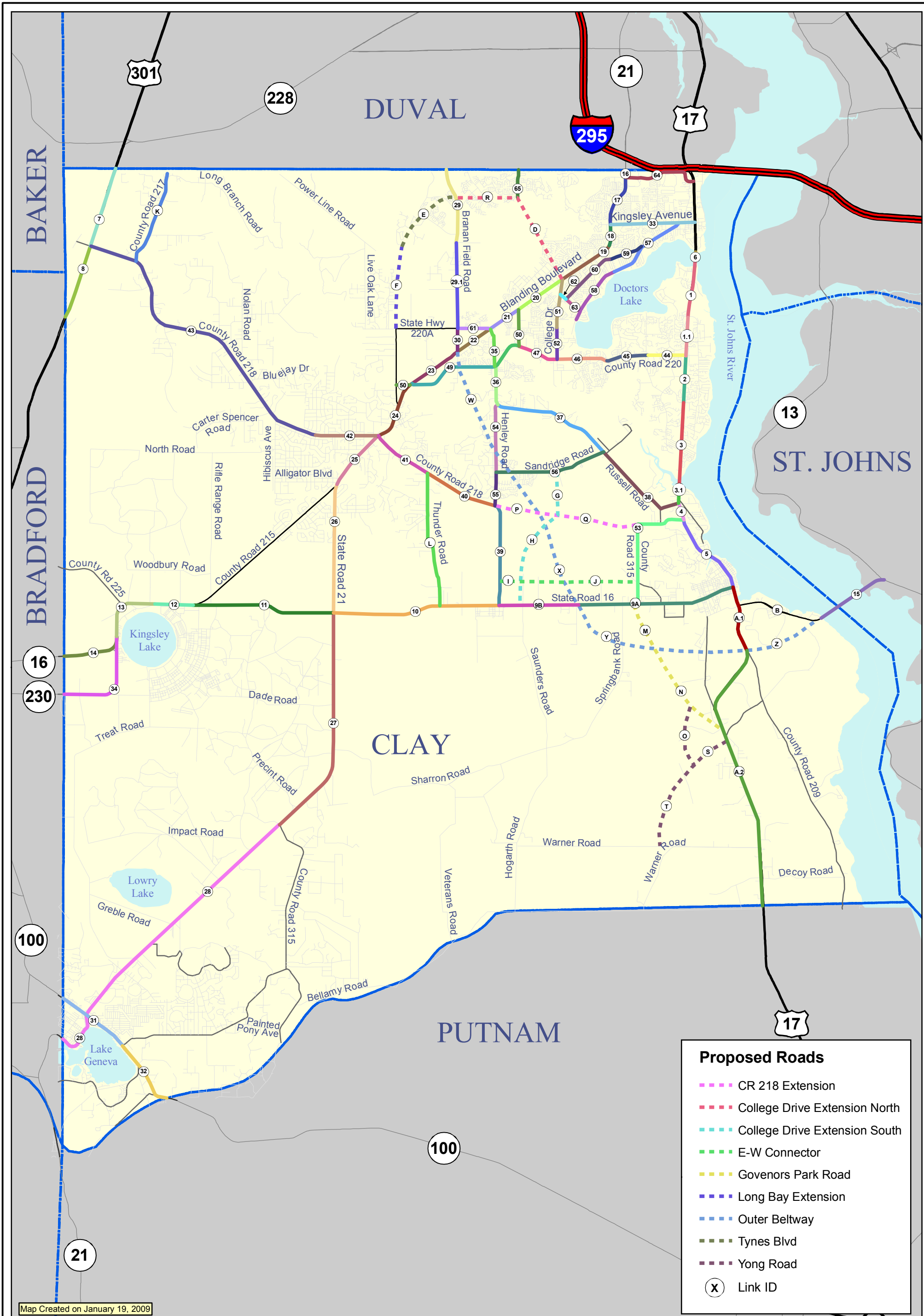
The planning and zoning division will initiate a new traffic study that reflects existing growth trends in Clay County and revise the existing 5-Year Road Improvement Program.

5-Year Road Improvement Program addresses the failed and deficient road links.

The major issue is the lack of funding.

The County's projection may have overestimated the actual growth.

A new traffic study and a feasibility analysis are desired.



Map Created on January 19, 2009

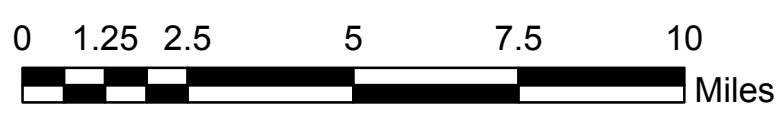
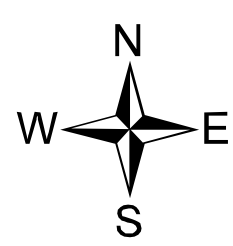


FIGURE 3. Clay County Roadway Links

TABLE 12. ROADWAY ANALYSIS (AS OF DECEMBER 11, 2009)

Link No.	Roadway	Segment	Adopted LOS	MSV	CURRENT			2014 MSV	2014 PROJECTIONS		2025 MSV	2025 PROJECTIONS	
					2009 AADT	2009 PM Peak Hour	% OF MSV		2014 PM Peak Hour	% OF MSV		2025 PM Peak Hour	% OF MSV
1	US 17	Dr. Inlet Bridge to Raggedy Point Dr.	D	4,950	49,400	4,100	83%	4,950	5,181	105%	4,950	5,635	114%
1.1	US 17	Raggedy Point Dr. to CR 220	D	4,950	50,800	4,300	87%	4,950	5,928	120%	4,950	8,351	169%
2	US 17	CR 220 to Water Oak Lane	D	6,800	36,500	3,000	44%	6,800	3,948	58%	6,800	5,209	77%
3	US 17	Water Oak Lane to Black Creek Bridge	D	4,540	29,400	2,500	55%	4,540	3,925	86%	4,540	5,419	119%
3.1	US 17	Black Creek Bridge to CR	D	4,540	29,400	2,500	55%	4,540	3,599	79%	4,540	5,042	111%
4	US 17	CR 209 to Green Cove Springs	D	4,540	26,400	2,200	48%	4,540	3,275	72%	4,540	4,033	89%
5	US 17	North GCS Boundaries to North of SR 16	B	2,800	10,800	900	32%	2,800	2,045	73%	2,800	2,767	99%
A.1	US 17	SR 16 to Outer Beltway						2,800	2,670	95%	2,800	3,968	142%
A.2	US 17	Outer Beltway to Putnam County Line						2,800	1,303	47%	2,800	2,039	73%
6	US 17	Doctors Inlet Bridge	D	4,950	49,900	4,200	85%	4,950	5,621	114%	4,950	7,034	142%
7	US 301	Duval County Line to CR 218	C	4,190	20,900	1,400	33%	4,190	2,019	48%	4,190	3,017	72%
8	US 301	CR 218 to Bradford County Line	B	2,800	19,800	1,300	46%	2,800	1,579	56%	2,800	1,654	59%
9	SR 16	East of US 17	D	1,310	11,400	1,000	76%	1,340	1,899	142%	1,340	2,879	215%
9A	SR 16	US 17 to Outer Beltway						5,140	932	18%	5,140	739	14%
9B	SR 16	Outer Beltway to CR 218						5,140	1,086	21%	5,140	1,805	35%
10	SR 16	Penney Farms to SR 21	E	2,580	8,500	800	31%	2,580	804	31%	2,580	1,301	50%
11	SR 16	SR 21 to CR 215	D	5,140	3,400	300	6%	5,140	354	7%	5,140	607	12%
12	SR 16	CR 215 to End of 4 lane	D	5,140	8,100	700	14%	5,140	935	18%	5,140	1,323	26%
13	SR 16	End of 4 lane to SR 230	D	1,340	6,800	600	45%	1,340	708	53%	1,340	934	70%
14	SR 16	SR 230 to Bradford County Line	D	1,340	4,000	400	30%	1,340	403	30%	1,340	558	42%
15	SR 16	Shands Bridge	E	2,580	12,700	1,300	50%	2,580	2,640	102%	2,580	6,293	244%
16	SR 21	Duval County Line to Wells Rd.	E	5,080	83,000	6,300	124%	5,080	7,167	141%	5,080	7,254	143%
17	SR 21	Wells Rd. to Kingsley Ave.	E	4,920	70,500	4,900	100%	4,920	6,038	123%	4,920	6,012	122%
18	SR 21	Kingsley Ave. to Suzanne Ave.	E	4,920	65,500	4,700	96%	4,920	6,009	122%	4,920	6,150	125%
19	SR 21	Suzanne Ave. to College Dr.	E	4,920	59,300	4,300	87%	4,920	6,127	125%	4,920	7,562	154%
20	SR 21	College Dr. to Knight Boxx Rd.	E	5,080	49,200	3,700	73%	5,080	4,826	95%	5,080	5,861	115%
21	SR 21	Knight Boxx Rd. to Old Jennings Rd.	E	3,390	41,600	3,200	94%	3,390	3,178	94%	3,390	4,156	123%
22	SR 21	Old Jennings Rd. to SR 23	E	3,390	28,100	2,200	65%	3,390	3,352	99%	3,390	4,649	137%
23	SR 21	SR 23 to CR 220	E	3,390	31,600	2,600	77%	3,390	3,441	102%	3,390	4,707	139%
24	SR 21	CR 220 to Long Bay Rd	E	3,390	36,000	3,000	88%	3,390	4,795	141%	3,390	7,610	224%
24.1	SR 21	Long Bay Rd to CR 218	E	3,390	38,200	3,000	88%	3,390	4,795	141%	3,390	7,610	224%
25	SR 21	CR 218 to CR 215	E	3,390	18,100	1,600	47%	3,390	3,113	92%	3,390	5,537	163%
26	SR 21	CR 215 to SR 16	E	2,580	5,200	500	19%	2,580	1,262	49%	2,580	2,384	92%
27	SR 21	SR 16 to CR 315	D	1,340	6,200	500	37%	1,340	980	73%	1,340	1,567	117%
28	SR 21	CR 315 to Bradford County Line	D	1,340	7,400	700	52%	1,340	744	56%	1,340	1,415	106%
29	SR 23 (Branan Field Rd.)	Duval County Line to Oakleaf Plantation Pkwy	D	1,560	18,900	1,800	115%	1,560	2,968	190%	6,250	5,440	87%
29.1	SR 23 (Branan Field Rd.)	Oakleaf Plantation Pkwy to Old Jennings Rd.	D	1,560	19,500	1,800	115%	1,560	3,184	204%	6,250	5,656	90%

TABLE 12. ROADWAY ANALYSIS (AS OF DECEMBER 11, 2009)

Link No.	Roadway	Segment	Adopted LOS	MSV	CURRENT			2014 MSV	2014 PROJECTIONS		2025 MSV	2025 PROJECTIONS	
					2009 AADT	2009 PM Peak Hour	% OF MSV		2014 PM Peak Hour	% OF MSV		2025 PM Peak Hour	% OF MSV
30	SR 23	Old Jennings Rd. to SR 21	D	1,560	13,600	1,200	77%	1,560	2,701	173%	6,250	5,143	82%
W	Outer Beltway	SR 21 to CR 218 Extension	D								6,250	1,961	31%
X	Outer Beltway	CR 218 Extension to SR 16	D								6,250	2,395	38%
Y	Outer Beltway	SR 16 to US 17	D								6,250	2,760	44%
Z	Outer Beltway	US 17 to River Crossing	D								6,250	5,198	83%
31	SR 100	Bradford County Line to CR 214	C	740	11,500	1,000	135%	740	1,110	150%	740	1,313	177%
32	SR 100	CR 214 to Putnam County Line	C	740	5,800	400	54%	740	850	115%	740	1,154	156%
33	SR 224 (Kingsley Ave.)	SR 21 to Orange Park	E	3,270	31,300	2,600	80%	3,270	3,532	108%	3,270	4,815	147%
34	SR 230	Bradford County Line to SR 16	D	1,190	3,000	300	25%	1,190	324	27%	1,190	408	34%
35	CR 209	SR 21 to CR 220	D	3,390	3,800	400	12%	3,390	1,334	39%	3,390	2,307	68%
36	CR 209	CR 220 to CR 739	D	1,610	13,400	1,200	75%	3,390	2,307	68%	3,390	3,762	111%
37	CR 209	CR 739 to CR 739B	E	1,610	3,900	400	25%	1,610	673	42%	1,610	1,044	65%
38	CR 209	CR 739B to CR 315B	E	1,610	9,500	900	56%	1,610	1,196	74%	1,610	1,856	115%
38.1	CR 209	CR 315B to US 17	E	1,610	8,500	800	50%	1,610	1,196	74%	1,610	1,856	115%
K	CR 217	CR 218 to Duval County Line	E					1,480	606	41%	1,480	373	25%
P	CR 218 Ext.	CR 739 to Outer Beltway	D								3,390	2,218	65%
Q	CR 218 Ext.	Outer Beltway to CR 315	D								3,390	1,863	55%
39	CR 218	SR 16 to CR 739	D	1,340	5,400	500	37%	1,340	1,332	99%	5,140	3,399	66%
40	CR 218	CR 739 to Thunder Rd.	E	1,610	6,900	600	37%	1,610	1,319	82%	1,610	2,531	157%
41	CR 218	Thunder Rd. to SR 21	E	1,610	12,800	1,100	68%	3,390	1,848	55%	3,390	3,218	95%
42	CR 218	SR 21 to S. Mimososa Ave.	E	1,610	18,000	1,600	99%	3,390	1,949	57%	3,390	3,044	90%
43	CR 218	S. Mimososa Ave. to US 301	E	1,610	5,600	500	31%	1,610	936	58%	1,610	1,702	106%
44	CR 220	US 17 to W. Lake Shore Dr.	D	3,390	29,000	2,400	71%	5,080	3,325	65%	5,080	4,340	85%
45	CR 220	W. Lake Shore Dr. to Swim. Pen Creek Bridge	D	3,390	31,100	2,700	80%	3,390	3,369	99%	5,080	4,446	88%
46	CR 220	Swim. Pen Creek Bridge to College Dr.	D	3,390	27,700	2,400	71%	3,390	3,170	94%	5,080	4,309	85%
47	CR 220	College Dr. to Knight Boxx Rd.	D	1,610	13,500	1,200	75%	3,390	1,900	56%	3,390	2,791	82%
48	CR 220	Knight Boxx Rd. to CR 209	E	1,610	19,300	1,600	99%	3,390	1,785	53%	3,390	3,345	99%
48.1	CR 220	CR 209 to Baxley Rd	E	1,610	10,900	1,000	62%	1,800	1,785	99%	3,390	3,345	99%
49	CR 220	Baxley Rd to SR 21	E	1,610	6,100	600	37%	1,610	1,503	93%	3,390	2,324	69%
50	CR 220-B (Knight Boxx Rd.)	SR 21 to CR 220	E	3,120	13,100	1,100	35%	3,120	1,392	45%	3,120	1,368	44%
51	CR 224 (College Dr.)	SR 21 to CR 220A	E	3,390	18,000	1,400	41%	3,390	2,453	72%	5,080	2,795	55%
52	CR 224	CR 220A to CR 220	E	3,390	21,300	1,800	53%	3,390	2,586	76%	5,080	3,496	69%
53	CR 315	US 17 to CR 315B	E	1,480	3,800	300	20%	1,480	616	42%	3,120	1,369	44%
53.1	CR 315	CR 315B to SR 16	E	1,480	3,000	300	20%	1,480	616	42%	3,120	1,369	44%
53.2	CR 315B	CR 209 to CR 315	E	1,480	2,400	200	14%	1,480	616	42%	3,120	1,369	44%
54	CR 739	CR 209 to CR 739B	E	1,480	9,400	800	54%	1,480	1,407	95%	3,120	2,521	81%
55	CR 739	CR 739B to CR 218	E	1,480	8,200	800	54%	3,120	1,319	42%	3,120	2,271	73%
56	CR 739-B (Sandridge Rd.)	CR 209 to CR 739	E	1,480	7,000	700	47%	1,480	859	58%	1,480	1,364	92%
57	Doctors Lake Dr.	Orange Park to Greenridge Rd.	E	1,480	9,200	900	61%	1,480	990	67%	1,480	1,141	77%
58	Doctors Lake Dr.	Greenridge Rd. to Peoria Rd.	E	1,480	5,900	600	41%	1,480	731	49%	1,480	848	57%

TABLE 12. ROADWAY ANALYSIS (AS OF DECEMBER 11, 2009)

Link No.	Roadway	Segment	Adopted LOS	MSV	CURRENT			2014 MSV	2014 PROJECTIONS		2025 MSV	2025 PROJECTIONS	
					2009 AADT	2009 PM Peak Hour	% OF MSV		2014 PM Peak Hour	% OF MSV		2025 PM Peak Hour	% OF MSV
59	Moody Rd.	Doctors Lake Dr. to Suzanne Ave.	E	1,480	6,000	700	47%	1,480	695	47%	1,480	845	57%
60	Moody Rd.	Suzanne Ave. to Peoria Rd.	E	1,480	6,800	700	47%	1,480	834	56%	1,480	1,146	77%
61	Old Jennings Rd.	SR 21 to SR 23	E	1,480	12,000	1,000	68%	3,120	1,170	38%	3,120	1,807	58%
61.1	Old Jennings Rd.	SR 23 to Long Bay Rd	E	1,480	7,100	600	41%	3,120	1,170	38%	3,120	1,807	58%
62	Peoria Rd.	College Dr. to Moody Rd.	E	1,480	10,700	1,100	74%	1,480	1,304	88%	1,480	1,520	103%
63	Peoria Rd.	Moody Rd. to Doctors Lake Dr.	E	1,480	5,800	500	34%	1,480	811	55%	1,480	1,254	85%
64	Wells Rd.	SR 21 to Orange Park	E	3,270	23,000	2,000	61%	3,270	2,949	90%	3,270	4,007	123%
65	Cheswick Oaks Ave.	Duval County Line to End of Pavement	E	1,610	12,300	1,100	68%	1,610	1,516	94%	3,390	4,318	127%
L	Thunder Road	CR 218 to SR 16	E					1,480	242	16%	1,480	158	11%
R	College Dr. Ext.	Cheswick Oaks to BF	E								3,390	1,722	51%
D	College Dr. Ext. North	SR 21 to Cheswick Oaks	E								3,390	2,991	88%
E	Tynes Blvd.	SR 23 to Long Bay Ext.	E								1,610	1,763	110%
F	Long Bay Ext.	Tynes Blvd. to Old Jennings Rd	E								1,610	1,690	105%
G	College Dr. Ext.	CR 739B to CR 218 Ext.	E								1,610	641	40%
H	College Dr. Ext.	CR 218 Ext. to SR 16	E								1,610	971	60%
I	E-W Connector	CR 739 to Outer Beltway	E								1,610	440	27%
J	E-W Connector	Outer Beltway to CR 315	E								1,610	593	37%
M	GCS Bypass	SR 16 to Outer Beltway	E								3,390	1,974	58%
N	GCS Bypass	Outer Beltway to US 17	E								3,390	2,280	67%

Link 65 added to the CMS by the BCC on September 9, 2003 through approval of August 28, 2003 Transportation Committee Report and Recommendations.

Link 3.1 created by splitting existing segment at the Black Creek Bridge by the BCC on January 27, 2004.

Link 1.1 created by splitting existing segment at the Raggedy Point Dr. by the BCC on February 24, 2004.

Link 5.1 - US 17 Created by splitting Link 5 Putnam County Line to State Road 16

Link 9.1 - Created by splitting Link 9 US 17 to Penney Farms

Link 66 - New Roadway Link

Link 67- New roadway Link

TABLE 13. CLAY COUNTY ROADWAY SYSTEM CAPACITY ANALYSIS (AS OF FEBRUARY 12, 2010)

Link No.	Roadway	Segment	Status	MSV	Used Capacity	Improv. Capacity	Pending Capacity	Reserved Capacity	Available Capacity	Vol. to Capacity	UPDATED COUNTS
1	US 17	Dr. Inlet Bridge to Raggedy Point Dr.	OK	4,950	4,100	0	3	107	740	85%	12/11/2009
1.1	US 17	Raggedy Point Dr. to CR 220	Critical	4,950	4,300	0	0	161	489	90%	12/11/2009
2	US 17	CR 220 to Water Oak Lane	OK	6,800	3,000	0	0	93	3707	45%	12/11/2009
3	US 17	Water Oak Lane to Black Creek Bridge	OK	4,540	2,500	0	0	162	1878	59%	12/11/2009
3.1	US 17	Black Creek Bridge to CR 209	OK	4,540	2,500	0	0	136	1904	58%	12/11/2009
4	US 17	CR 209 to Green Cove Springs	OK	4,540	2,200	0	20	130	2190	52%	12/11/2009
5	US 17	SR 16 to Putnam County Line	OK	2,800	900	0	0	345	1555	44%	12/11/2009
6	US 17	Doctors Inlet Bridge	OK	4,950	4,200	0	0	0	750	85%	12/11/2009
7	US 301	Duval County Line to CR 218	OK	4,190	1,400	0	0	0	2790	33%	12/11/2009
8	US 301	CR 218 to Bradford County Line	OK	2,800	1,300	0	0	0	1500	46%	12/11/2009
9	SR 16	Green Cove Springs to Penney Farms	Deficient	1,310	1,000	0	0	685	(375)	129%	12/11/2009
10	SR 16	Penney Farms to SR 21	OK	2,580	800	0	0	0	1780	31%	12/11/2009
11	SR 16	SR 21 to CR 215	OK	5,140	300	0	0	62	4778	7%	12/11/2009
12	SR 16	CR 215 to End of 4 lane	OK	5,140	700	0	0	62	4378	15%	12/11/2009
13	SR 16	End of 4 lane to SR 230	OK	1,340	600	0	0	16	724	46%	12/11/2009
14	SR 16	SR 230 to Bradford County Line	OK	1,340	400	0	0	12	928	31%	12/11/2009
15	SR 16	Shands Bridge	OK	2,580	1,300	0	0	0	1280	50%	12/11/2009
16	SR 21	Duval County Line to Wells Rd.	Deficient	5,080	6,300	0	0	779	(1999)	139%	12/11/2009
17	SR 21	Wells Rd. to Kingsley Ave.	Deficient	4,920	4,900	0	0	502	(482)	110%	12/11/2009
18	SR 21	Kingsley Ave. to Suzanne Ave.	Critical	4,920	4,700	0	15	49	156	97%	12/11/2009
19	SR 21	Suzanne Ave. to College Dr.	Critical	4,920	4,300	0	0	176	444	91%	12/11/2009
20	SR 21	College Dr. to Knight Boxx Rd.	OK	5,080	3,700	0	0	691	689	86%	12/11/2009
21	SR 21	Knight Boxx Rd. to Old Jennings Rd.	Deficient	3,390	3,200	0	0	1,088	(898)	126%	12/11/2009
22	SR 21	Old Jennings Rd. to SR 23	Critical	3,390	2,200	0	0	1,037	153	95%	12/11/2009
23	SR 21	SR 23 to CR 220	Deficient	3,390	2,600	0	0	1,753	(963)	128%	12/11/2009
24	SR 21	CR 220 to Long Bay Rd	Critical	3,390	3,000	0	0	326	64	98%	12/11/2009
24.1	SR 21	Long Bay Rd to CR 218	Critical	3,390	3,000	0	0	159	231	93%	12/11/2009
25	SR 21	CR 218 to CR 215	OK	3,390	1,600	0	0	245	1545	54%	12/11/2009
26	SR 21	CR 215 to SR 16	OK	2,580	500	0	0	0	2080	19%	12/11/2009
27	SR 21	SR 16 to CR 315	OK	1,340	500	0	0	0	840	37%	12/11/2009
28	SR 21	CR 315 to Bradford County Line	OK	1,340	700	0	0	0	640	52%	12/11/2009
29	SR 23 (Branan Field Rd.)	Duval County Line to Oakleaf Plantation Pkwy	Deficient	1,560	1,800	0	0	430	(670)	143%	12/11/2009
29.1	SR 23 (Branan Field Rd.)	Oakleaf Plantation Pkwy to Old Jennings Rd.	Deficient	1,560	1,800	0	0	1,317	(1557)	200%	12/11/2009
30	SR 23	Old Jennings Rd. to SR 21	Deficient	1,560	1,200	0	0	1,367	(1007)	165%	12/11/2009
31	SR 100	Bradford County Line to CR 214	Deficient	740	1,000	0	0	0	(260)	135%	12/11/2009
32	SR 100	CR 214 to Putnam County Line	OK	740	400	0	0	0	340	54%	12/11/2009
33	SR 224 (Kingsley Ave.)	SR 21 to Orange Park	OK	3,270	2,600	0	0	28	642	80%	12/11/2009
34	SR 230	Bradford County Line to SR 16	OK	1,190	300	0	0	0	890	25%	12/11/2009
35	CR 209	SR 21 to CR 220	OK	3,390	400	0	0	214	2776	18%	12/11/2009
36	CR 209	CR 220 to CR 739	OK	3,390	1,200	0	0	564	1626	52%	12/11/2009
37	CR 209	CR 739 to CR 739B	OK	1,610	400	0	0	355	855	47%	12/11/2009
38	CR 209	CR 739B to CR 315B	Critical	1,610	900	0	0	580	130	92%	12/11/2009
38.1	CR 209	CR 315B to US 17	OK	1,610	800	0	0	11	799	50%	12/11/2009

TABLE 13. CLAY COUNTY ROADWAY SYSTEM CAPACITY ANALYSIS (AS OF FEBRUARY 12, 2010)

Link No.	Roadway	Segment	Status	MSV	Used Capacity	Improv. Capacity	Pending Capacity	Reserved Capacity	Available Capacity	Vol. to Capacity	UPDATED COUNTS
39	CR 218	SR 16 to CR 739	OK	1,340	500	0	0	53	787	41%	12/11/2009
40	CR 218	CR 739 to Thunder Rd.	OK	1,610	600	0	0	82	928	42%	12/11/2009
41	CR 218	Thunder Rd. to SR 21	OK	1,610	1,100	0	0	87	423	74%	12/11/2009
42	CR 218	SR 21 to S. Mimosa Ave.	Deficient	1,610	1,600	0	0	38	(28)	102%	12/11/2009
43	CR 218	S. Mimosa Ave. to US 301	OK	1,610	500	0	0	90	1020	37%	12/11/2009
44	CR 220	US 17 to W. Lake Shore Dr.	OK	5,080	2,400	0	0	96	2584	49%	12/11/2009
45	CR 220	W. Lake Shore Dr. to Swim. Pen Creek Bridge	OK	3,390	2,700	0	0	92	598	82%	12/11/2009
46	CR 220	Swim. Pen Creek Bridge to College Dr.	OK	3,390	2,400	0	0	86	904	73%	12/11/2009
47	CR 220	College Dr. to Knight Boxx Rd.	OK	3,390	1,200	0	0	102	2088	38%	12/11/2009
48	CR 220	Knight Boxx Rd. to CR 209	Deficient	1,800	1,600	0	0	225	(25)	101%	12/11/2009
48.1	CR 220	CR 209 to Baxley Rd	OK	1,610	1,000	0	0	356	254	84%	12/11/2009
49	CR 220	Baxley Rd to SR 21	OK	1,610	600	0	0	688	322	80%	12/11/2009
50	CR 220-B (Knight Boxx Rd.)	SR 21 to CR 220	OK	3,120	1,100	0	8	253	1759	44%	12/11/2009
51	CR 224 (College Dr.)	SR 21 to CR 220A	OK	3,390	1,400	0	0	101	1889	44%	12/11/2009
52	CR 224	CR 220A to CR 220	OK	3,390	1,800	0	0	159	1431	58%	12/11/2009
53	CR 315	US 17 to CR 315B	OK	1,480	300	0	0	380	800	46%	12/11/2009
53.1	CR 315	CR 315B to US 16	OK	1,480	300	0	0	351	829	44%	12/11/2009
53.2	CR 315B	CR 209 to CR 315	OK	1,480	200	0	0	108	1172	21%	12/11/2009
54	CR 739	CR 209 to CR 739B	OK	3,120	800	0	26	843	1451	53%	12/11/2009
55	CR 739	CR 739B to CR 218	OK	1,480	800	0	1	134	545	63%	12/11/2009
56	CR 739-B (Sandridge Rd.)	CR 209 to CR 739	Deficient	1,480	700	0	1	882	(103)	107%	12/11/2009
57	Doctors Lake Dr.	Orange Park to Greenbridge Rd.	OK	1,480	900	0	0	50	530	64%	12/11/2009
58	Doctors Lake Dr.	Greenbridge Rd. to Peoria Rd.	OK	1,480	600	0	0	55	825	44%	12/11/2009
59	Moody Rd.	Doctors Lake Dr. to Suzanne Ave.	OK	1,480	700	0	0	10	770	48%	12/11/2009
60	Moody Rd.	Suzanne Ave. to Peoria Rd.	OK	1,480	700	0	0	10	770	48%	12/11/2009
61	Old Jennings Rd.	SR 21 to SR 23	OK	3,120	1,000	0	0	484	1636	48%	12/11/2009
61.1	Old Jennings Rd.	SR 23 to Long Bay Rd	OK	1,480	600	0	0	121	759	49%	12/11/2009
62	Peoria Rd.	College Dr. to Moody Rd.	OK	1,480	1,100	0	0	6	374	75%	12/11/2009
63	Peoria Rd.	Moody Rd. to Doctors Lake Dr.	OK	1,480	500	0	0	6	974	34%	12/11/2009
64	Wells Rd.	SR 21 to Orange Park	OK	3,270	2,000	0	41	841	388	88%	12/11/2009
65	Cheswick Oaks Ave.	Duval County Line to End of Pavement	Critical	1,610	1,100	0	0	440	70	96%	12/11/2009
66	Baxley Rd	SR 21 to CR 220	OK	1,480	700	0	0	233	547	63%	12/11/2009
67	Long Bay Rd.	Old Jennings Road to SR 21	OK	1,480	200	0	0	11	1269	14%	12/11/2009

MSV = Maximum Service Volume

Used Capacity = 2009 County traffic counts.

Improv. Capacity = Amount of additional capacity that may be claimed due to a guaranteed improvement.

Pending Capacity = Capacity allocated to projects undergoing CRC review

Reserved Capacity = Capacity for valid, non-expired CRCs

Available Capacity = MSV + Improv. Capacity - Used Capacity - Pending Capacity - Reserved Capacity

TABLE 14. CLAY COUNTY FIVE YEAR ROAD IMPROVEMENT PROGRAM (CIE) AND THE FUNDING SOURCES

COMPREHENSIVE PLAN CAPITAL IMPROVEMENTS	Source	2008-09	2009-10	2010-11	2011-12	2012-13	Total
CR 220 Widening (CR224-Knightbox)	Sales Tax + Impact Fee	5,323,055	0	0	0	0	5,323,055
	Fair Share	3,976,245	0	0	0	0	3,976,245
CR 209 Extension North	Sales Tax + Impact Fee	682,901	0	0	0	0	682,901
	FDOT-TRIP	2,911,487	0	0	0	0	2,911,487
CR 220 Widening (from US 17 to Lakeshore Drive W)	Sales Tax + Impact Fee	0	0	0	0	2,300,243	2,300,243
Old Jennings Road Widening	Sales Tax + Impact Fee	1,300,000	6,100,000	4,100,000	0	0	11,500,000
	Fair Share	0	2,500,000	0	0	0	2,500,000
Henley Road	Sales Tax + Impact Fee	4,920,000	20,280,000	19,400,000	0	0	44,600,000
CR 209 Widening	Sales Tax + Impact Fee	1,960,000	8,000,000	1,160,000	0	0	11,120,000
209 Bridge Replacement over Black Creek	Sales Tax + Impact Fee	2,500,000	0	0	0	0	2,500,000
CR 218 Widening (from Thunder Rd to US 21)	Sales Tax + Impact Fee	0	0	0	0	5,991,918	5,991,918
	Fair Share	0	0	0	0	8,758,900	8,758,900
CR 218 Widening (from US 21 to Mimosa Ave.)	Sales Tax + Impact Fee	0	0	0	0	8,505,350	8,505,350
Total Capital Improvement Plan Improvements		23,573,688	36,880,000	24,660,000	0	25,556,411	110,670,099

Source: Clay County Planning and Zoning Division, December 2009

Thank you.
February, 2010
Division of Planning and Zoning