SUBJECT: **RFQ FOR DESIGN-BUILD SVCS FOR HORIZONTAL/CIVIL ENGINEERING PROJECTS**

BID # **CDB-0006-16** OPEN DATE: **10/21/2015**

COMPETITIVE SEALED PROPOSAL EVALUATION COMMITTEE

KIND AND BASIS OF CONTRACT:
CONSTRUCTION – DESIGN/BUILD

AGENCY: **DEPARTMENT OF PUBLIC WORKS**

BASIS OF AWARD: **QUALIFICATIONS BASED**

NUMBER OF BIDS INVITED: - NUMBER RECEIVED: - OTHER: -

SUMMARY OF BIDS AND RECOMMENDED ACTIONS:

The Department of Public Works has completed negotiations with J.B. Coxwell Contracting, Inc., for the Hodges Blvd. Median Opening and Turn Lane project in accordance with subject bid.

Recommend approval of award to J. B. Coxwell Contracting, Inc., in the guaranteed maximum price not-to-exceed $334,264.88, which includes a contingency of $15,000.00. The scope of award is to provide 100% design, permitting and construction related services for a median closure and median opening on Hodges Blvd. at the ARC Facility. This incorporates the attached, scope and fee summary, Exhibit "W-1", with guaranteed completion of 90 days from issuance of notice-to-proceed.

Funding for this award is to be executed by Amendment 21A for contract # 6533-54 and encumbered by account: PWCP32ERD549-069505-PW0381-03

Attachments: Recommendation Memo, Exhibit "W-1", Previous Award(s)

BUYER Marilyn Laidler
MARILYN LAIDLER

RESPECTFULLY SUBMITTED
GREGORY PEASE, CHIEF
PROCUREMENT DIVISION

CONCURRENCE BY: **Ed Starnes, P.E., J.D., Acting Chief, Public Works Department/Chris LeDew, P.E., Chief, Traffic Engineering**

(ALL AWARD ACTIONS SUBJECT TO LAWFULLY APPROPRIATED FUNDS)
ACTION OF CSPEC COMMITTEE ON RECOMMENDATIONS ABOVE

MEMBERS APPROVING_____ MEMBERS DISAPPROVING_____ DATE:_____

_____ _____ OTHER_____

_____ _____

_____ _____

_____ _____

_____ _____

ACTION OF AWARDING AUTHORITY DATE _____

APPROVED_____ DISAPPROVED: _____

OTHER: _____

SIGNATURE OF AUTHENTICATION _____

City of Jacksonville, Florida

Lenny Curry, Mayor

Department of Public Works
Engineering & Construction Management Division
214 N. Hogan Street, 10th Floor
Jacksonville, FL 32202
(904) 255-8762
www.coj.net

ONE CITY ONE JACKSONVILLE.

October 16, 2018

TO: Gregory W. Pease
Chief of Procurement

THRU: John P. Pappas, P.E.
Director

FROM: Ed Starnes, P.E., J.D.
Acting Chief, Engineering & Construction Management

Chris LeDew, P.E.
Chief, Traffic Engineering

SUBJECT: CDB-0006-16 – Design-Build Services - Horizontal & Civil Engineering – Hodges Blvd. Median Opening and Turn Lane AMENDMENT 21A

Based on the Design Criteria Package developed by City Engineers, the Department of Public Works, in accordance with Design/Build CDB-0006-16, Contract 6533-54 has completed negotiations with J. B. Coxwell Contracting, Inc., to provide 100% design, permitting and construction related services for a median closure and median opening on Hodges Blvd. at the ARC Facility. Negotiations have resulted in the attached Scope and Fee, Exhibit W-1 for the GMP amount of $334,264.88, which includes a contingency of $15,000.00 for this work and allows for 90 days for design and permitting and 90 days for the construction phase for a total of 180 days from the notice to proceed.

Accordingly, this is to recommend that Contract No. 6533-54, originally executed May 2, 2016, between the City and J. B. Coxwell Contracting, Inc. for Design-Build Services- Horizontal & Civil Engineering, be amended to incorporate the attached Scope and Fee Summary, Exhibit W-1 for Hodges Blvd. Median Opening and Turn Lane for the GMP amount of $334,264.88, known as Amendment 21A.

To be encumbered as follows:

PWCP32ERD549-069505-PW0381-03	$334,264.88
TOTAL	$334,264.88

ES/lw

Attachment: Exhibit W-1

EXHIBIT W-1

J.B. Coxwell Contracting, Inc.
6741 Lloyd Road West
Jacksonville, Florida 32254
Office (904) 786-1120 Fax (904) 783-2970

October 22, 2018

Kelsey Cox, P.E.
City of Jacksonville Department of Public Works
Engineering & Construction Management Division
214 N. Hogan Street, 10th Floor
Jacksonville, Florida 32202

Re: Scope of Services & Fee Proposal for Hodges Blvd Median Opening & Turn Lane
100% Design, Permitting and Construction Services
Design-Build Construction Delivery for City of Jacksonville-RFQ CDB-0006-16
City Contract No. 6533-54 **Rev1**

Dear Ms. Cox:

J.B. Coxwell Contracting, Inc. (JBCCI) is pleased to submit for your review and consideration the following design-build scope of services and attached lump sum Guaranteed Maximum Price (GMP) fee proposal for 100% design, permitting and construction of the above referenced project. This proposal is based on the COJ's preliminary Design Criteria Package (that contained a location map, traffic study, and concept drawing) received via email on August 31, 2018.

The scope of the work is generally described as providing for 100% design, permitting, post design, and construction related services for a median closure and median opening on Hodges Blvd. at the ARC Facility located in Jacksonville, Florida.

As detailed on the attached documentation, the proposed total lump sum GMP amount for the 100% design, permitting and construction is Three Hundred Thirty-Four Thousand Two Hundred Sixty-Four Dollars and Fifteen Cents ($334,264.88) which includes a project contingency of $15,000.00. The project contingency is for project elements which have not been fully designed and permitted, and which may increase in quantity or cost during the final design phase or during construction. The project contingency is for the Design-Builder's benefit and not for changed field conditions, unknown field conditions or added scope of work. The design and permitting phase will be completed in ninety days (90), whereas the construction will be completed within ninety days (90), or a total of one hundred eighty days (180) from notice-to-proceed.

This lump sum GMP amount is inclusive of only those services noted on the attached proposals and which are anticipated at this time. No services or work other than those noted in the proposals are included. In addition, any unknown condition(s) which may surface during design and construction or any other increase in scope of services may result in a request for additional services. No work will proceed however, without first obtaining approval from the City for any additional services.

EXHIBIT W-1

Kelsey, our team has staff immediately available to begin this work upon your notice-to-proceed. We are again very appreciative of the opportunity to provide you with our design-build services. Should you have any questions or need any further information, please do not hesitate to contact us. We are also available to review and discuss this proposal with you and/or others at your convenience.

Regards,

J.B. Coxwell Contracting, Inc.

Jayson Smith

Jayson Smith,
Design Build Manager

Cc: Chris Blank, Vice President of Operations
J.B. Coxwell Contracting, Inc.

Eddie Greene, Vice President of Operations
J.B. Coxwell Contracting, Inc.

Nicholas E. Mousa, AICP, Director -Florida Market Initiatives
GAI Consultants, Inc.

Kevin Leadbetter, P.E., Vice President
GAI Consultants, Inc.

Exhibit A
JBCCI Contract Fee Summary For
100% Design Build for Hodges Blvd Median Opening & Turn Lane @ ARC

PART I - GENERAL

1. Project Design-Build Construction Delivery for City of Jacksonville - 100% Design Build for Hodges Blvd Median Opening & Turn Lane @ ARC	**2. City Contract Number** 6533-54
3. Name of Design-Builder J.B. Coxwell Contracting, Inc.	**4. Date of Proposal** 10/22/2018

PART II - LABOR RELATED COSTS

5. DIRECT LABOR **Pre-Construction Services**	Hourly Rate	Estimated Hours	Estimated Cost	TOTAL
Project Director	$ 105.00	0	$ 0.00	
Project Manager	$ 57.50	10	$ 575.00	
Project Estimator	$ 52.00	10	$ 520.00	
Project Administrator	$ 30.00	10	$ 300.00	
			TOTAL DIRECT LABOR	$ 1,395.00
6. OVERHEAD (Combined Fringe Benefits & Administrative) Overhead Rate 54.46%				$ 759.72
7. TOTAL LUMP SUM LABOR FEE : Labor + Overhead (Items 5 & 6)				**$ 2,154.72**

PART III - OTHER COSTS

8. MISCELLANEOUS DIRECT COSTS Reproductions, Courier Service, Postage, Express Delivery, and other Misc. Direct Costs	$ 750.00
MISCELLANEOUS DIRECT COSTS SUB-TOTAL	**$ 750.00**
9. COST OF THE WORK	
JBCCI Construction Estimate (100%)	$ 253,134.67
Construction Contingency	$ 15,000.00
GAI Consultants, Inc. 100% Design & Permitting Fees	$ 44,156.16
COST OF THE WORK SUB-TOTAL	**$ 312,290.83**
10. SUBTOTAL - DESIGN & CONSTRUCTION FEES	**$ 315,195.55**
11. BONDING (1%)	**$ 3,151.96**
12. Design-Builder's Fee (5%)	**$ 15,917.38**

PART IV - FEE SUMMARY

TOTAL - LUMP SUM FEE	**$ 334,264.88**

EXHIBIT W-1

gai consultants
transforming ideas into reality

October 19, 2018

Jayson Smith
Design-Build Manager
J.B. Coxwell Contracting, Inc.
6741 Lloyd Road West
Jacksonville, Florida 32254

Re: Revised Fee Proposal for 100% Design and Permit of Hodges Blvd. Median Relocation Design-Build Construction Delivery for the City of Jacksonville RFQ CDB-0006-16/City Contract No. 6533-54

Dear Mr. Smith:

In accordance with the terms and conditions of our master agreement for professional services dated 06-07-16, **GAI Consultants, Inc., (GAI)**, is providing you with this proposal for the above referenced project.

Project Understanding and Scope of Services

GAI is in receipt of a Composite Study issued by Metric Engineering to the City of Jacksonville dated August 29, 2018 for the subject project. The scope of the work is generally described as relocating a median along Hodges Blvd. at APD to ARC Jacksonville. Based on the above, GAI proposes the following scope of services.

1. Provide survey, utility locate, and geotechnical services to perform the design effort.
2. GAI will develop 100% design documents for this project.
3. Permitting with SJRWMD and City of Jacksonville (10-set permit) only (None other anticipated).
4. Minimum drainage design for the median only.
5. Provide post-design services to JBCCI as may be required.

Finally, GAI's scope of work will entail managing the project during the 100% design phase, attending project design review meetings, providing quality assurance and quality control during and at the completion of the 100% design phase, documenting meeting results and directives as issued by the City, schedule evaluations, and budgetary controls.

Items not included in this scope of services:

1. Signal Design
2. Landscape Design
3. Hardscape Design
4. Tree Mitigation
5. Irrigation Design.
6. Wetland or Environmental Permitting
7. Lighting Plans
8. Drainage Design or Permitting outside of project limits.
9. Any other services not specifically itemized herein.

EXHIBIT W-1

gai consultants
transforming ideas into reality

If you have any questions, please do not hesitate to give us a call.

Regards,

GAI CONSULTANTS, INC.

Kevin R. Leadbetter, P.E.
Vice President

Attachments: GAI Fee Summary
Metric Engineering Study dated 8/29/2018
MAE Proposal dated 09/12/18

Exhibit A - Page 1 of 1
CONTRACT FEE SUMMARY FOR
Hodges Median Opening 100% Design Services

PART I - GENERAL	
1. Project - D/B Construction Delivery for COJ 100% Hodges Median Opening	**2. Project Number** CDB-0006-16
3. Name of Consultant GAI Consultants, Inc.	**4. Date of Proposal** 9/24/2018

PART II - LABOR RELATED COSTS				
5. DIRECT LABOR	Hourly Rate	Estimated Hours	Estimated Cost	TOTAL
Principal	$ 104.30	2	$ 208.60	
Project Manager (Responsible Prof.)	$ 84.59	10	$ 845.90	
Senior Project Engineer	$ 64.49	24	$ 1,547.76	
Project Engineer	$ 49.14	49	$ 2,407.86	
Engineer Intern	$ 34.38	33	$ 1,134.54	
Senior Designer	$ 37.95	15	$ 569.25	
Designer/Sr. CADD Technician	$ 28.43	20	$ 568.60	
CADD Technician	$ 25.14	15	$ 377.10	
Clerical	$ 19.91	3	$ 59.73	
Survey Manager (PSM)	$ 58.62	8	$ 468.96	
Three Man Survey Crew	$ 79.04	40	$ 3,161.60	
			TOTAL DIRECT LABOR	**$ 11,349.90**
6. OVERHEAD (Combined Fringe Benefits & Administrative) Overhead Rate 173.58%				$ 19,701.16
7. SUBTOTAL: Labor + Overhead (Items 5 & 6)				**$ 31,051.06**
8. PROFIT: Labor Related Costs (Item 7)			x 10%	$ 3,105.11
			SUB-TOTAL SALARY RELATED COSTS	**$ 34,156.16**

PART III - OTHER COSTS	
9. MISCELLANEOUS DIRECT COSTS (Lump Sum)	
Misc. Direct Expenses (Lump Sum)	$ 1,500.00
SJRWMD Permit	$ 2,100.00
MISCELLANEOUS DIRECT COSTS SUB-TOTAL	**$ 3,600.00**
10. SUBCONTRACTS (Lump Sum)	
MAE	$ 6,400.00
SUB-CONTRACT SUB-TOTAL	**$ 6,400.00**

PART IV - SUMMARY	
TOTAL LUMP SUM AMOUNT (Items 5, 6, 8, 9 and 10)	**$ 44,156.16**

Assumptions / Understandings
Min Drainage design for median
No Landscaping Plans
No Lighting Plans
The storm sewer design assumption is that the existing storm sewer system is in good condition and is able to handle all (design storm) storm water runoff volume

EXHIBIT W-1

Composite Study

Qualitative Assessment
8 Hour TMC
Collision Analysis

Hodges Boulevard at APD Median Opening/Arc Jacksonville

Duval County

Prepared for:

THE CITY OF JACKSONVILLE
TRAFFIC ENGINEERING DIVISION
1007 Superior Street
Jacksonville, Florida 32254

Traffic Engineering Services Contract
Contract Number: P-25-16
Consultant No. 4.2320
Work Order No. 03
Study 1

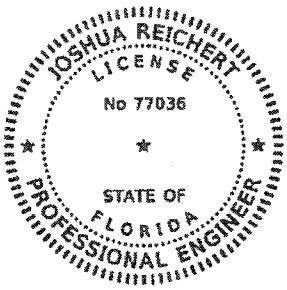
Prepared by:
Metric Engineering, Inc.
11760 Marco Beach Drive, Suite 1
Jacksonville, Florida 32224

August 29, 2018

Prepared By: Patrick Eklin

Engineer of Record: Joshua Reichert
P.E. No. 77036

EXHIBIT W-1

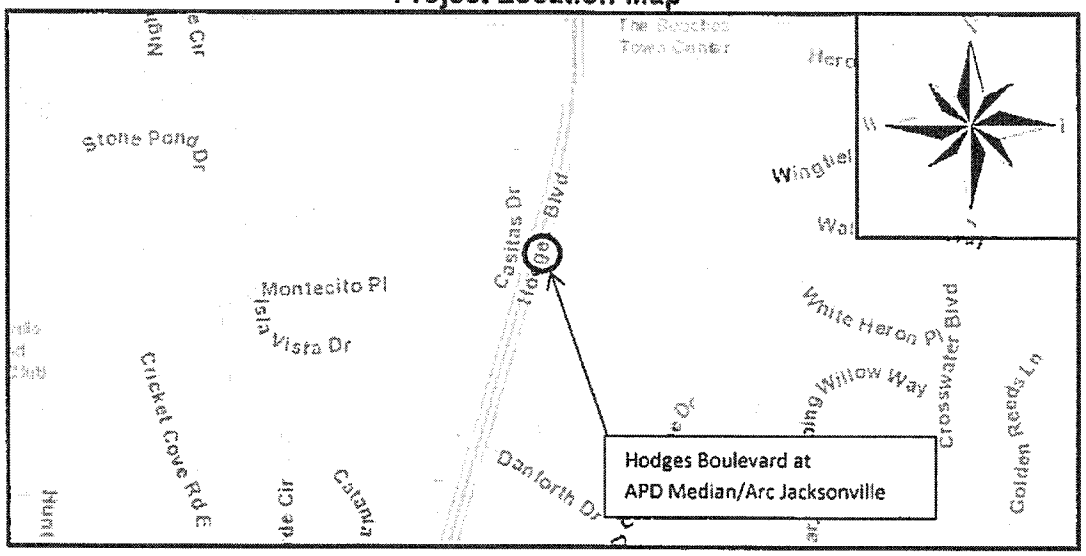


This item has been digitally signed and sealed by Joshua Reichert on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

EXHIBIT W-1

Project Location Map



Summary of Existing Conditions

Feature	Description
Major Street	• Hodges Boulevard
Minor Street	• APD Entrance / Arc Jacksonville Entrance
Area Location	• The intersection is located in Jacksonville, Florida, Duval County
Land Uses at Intersection	• West - Residential Land • East - Residential/Commerical Land
Traffic Control	• The intersection at each location is stop controlled on the side street approaches.
Adjacent Signalized Intersections	• West Approach - N/A • East Approach - N/A • North Approach – Pablo Creek Plaza (0.3 mile to the north) • South Approach – Chets Creek Boulevard/Sutton Park Drive (1.05 miles to the south)
Hodges Boulevard	• Cross Section - Four lane divided urban arterial roadway with a 40' median and 5' shoulders • Posted Speed Limit - 45 mph • North Approach Lanes - Two through, and one left turn lane (at APD median opening) • South Approach Lanes - One through, one through/right and one left turn lane (at APD entrance), one through and one through/right at Arc entrance
APD Entrance	• Cross Section - Two lane undivided business entrance • Posted Speed Limit – N/A • East Approach Lanes – One through/ left/right turn lane
ARC Jacksonville Entrance	• Cross Section – Two lane divided residential entrance • Posted Speed Limit – N/A • East Approach Lanes – One right turn lane
Pedestrian Generators	• Residential Neighborhoods, Retail shopping plaza
Other Significant Features	• 5' Sidewalks on both sides of Hodges Boulevard
24 Hour Volume	• 2016 AADT 26,000 (729038; north of Beach Boulevard)

QUALITATIVE ASSESSMENT

The intersection of Hodges Boulevard at the APD Median Opening/Arc Jacksonville was observed by a registered professional engineer during the morning (7:30 - 8:30 AM) and the afternoon (5:00 - 6:00 PM) peak periods to assess existing operating conditions and review the request for relocating the existing median opening from the APD entrance to Arc Jacksonville's entrance.

Request: Arc Jacksonville Village requested a review of the intersection and requested moving the existing median opening on Hodges from the APD entrance to the Arc Jacksonville entrance based on traffic volume generated from Arc Jacksonville. The request came through the City of Jacksonville for review.

Operations: Includes the efficiency of operation and interaction of motor vehicles, pedestrians, and bicycles at the intersection. Following are the observations relating to these factors:

- Both study locations are T-intersections controlled by stop signs on the side streets. The APD location has a full median opening with north and southbound left turn lanes. There are no other traffic control features beyond the median signing and no crosswalks. There are no access connections along the west side of Hodges in the vicinity of the study area; the existing land use suggests that no future connections will be made. Hodges has 5' outside paved shoulders in this area.

- Vehicles traveling on Hodges Boulevard were observed to travel at or above the 45 MPH posted speed limit during the morning review. During the afternoon review, southbound vehicles were observed travelling at or above the speed limit, but northbound traffic was continuously queued for almost the entire review period due to the downstream signals at Pablo Creek Plaza and Beach Boulevard.

- Throughout the morning review period, more vehicles were observed turning into and out of the Arc Jacksonville entrance than APD. There were multiple JTA shuttles observed making U-turns at the existing median opening to reach the Arc entrance. Movements in and out of both locations were relatively low.

- There is pavement and median damage at the northern side of the existing median opening that is likely due to southbound vehicles performing the U-turn movement.

- No operational or safety issues were noted during the morning review period. During the afternoon review period, motorists attempting to perform the southbound U-turn to gain access to the Arc Jacksonville entrance sometimes had difficulty doing so due to the queued northbound traffic from the downstream signals at the Pablo Creek Plaza shopping centers and at Beach Boulevard. A Coastal Cab shuttle was observed traveling down the outside grass shoulder of Hodges between the median opening and Arc entrance to avoid sitting in the queued traffic.

- Data from Arc Jacksonville suggests that there are periodic special events, such as health fairs, social functions, and fundraisers, that increase the traffic volumes in and out of their facility.

- A historical review revealed that the existing median opening was created when Hodges Boulevard was widened to a 4-lane divided highway in the early 2000s to service APD, which was already at the location. Arc Jacksonville was not present at the time and began operations in 2016.

- Hodges Boulevard currently exhibits characteristics of FDOT Access Management Classification 5 (see table on the following page). The access classes are based on Florida Administrative Code (F.A.C.) Chapter 14-97 rule. Although the requirements of Rule 14-97 apply to state roads and not city or county roads, they still represent a good standard to use when planning access management changes. The current median opening configuration

adheres to the standards of this classification. There is also enough spacing between adjacent openings to still meet Access Class 5 criteria if the opening were moved to the Arc Jacksonville entrance.

Table 1 - Rule 14-97 Access Management Standards

Access Class	Medians	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		> 45 mph Posted Speed	≤ 45 mph Posted Speed	Directional	Full	
2	Restrictive* w/Service Roads	1,320	660	1,320	2,640	2,640
3	Restrictive*	660	440	1,320	2,640	2,640
4	Non-Restrictive**	660	440			2,640
5	Restrictive*	440	245	660	2,640 > 45 mph Posted Speed	2,640 > 45 mph Posted Speed
					1,320 ≤ 45 mph Posted Speed	1,320 ≤ 45 mph Posted Speed
6	Non-Restrictive**	440	245			1,320
7	Both Median Types	125		330	660	1,320

*Restrictive physically prevent vehicle crossing
**Non-Restrictive: Allow turns across at any point

- F.A.C. Rule 14-97 states that for an Access Class 5 roadway with a speed limit of 45 MPH or greater, full median openings should be spaced 1,320' apart. The FDOT Median Handbook allows a 10% deviation from this, allowing as low as 1,188' between openings. As stated earlier, these requirements are not necessary for Hodges Boulevard, but are a good policy to follow to achieve the most safe and efficient operation of the roadway. A proposed median opening at Arc Jacksonville would be just greater than that distance to the nearest median opening to the north. The F.A.C. standards would not allow both the existing median opening and a new proposed one to exist simultaneously, and it is not recommended to do so.

- Eight hour approach counts were conducted for both intersections.

  - Approximately 9,800 northbound vehicles and 9,500 southbound vehicles approached the APD intersection during the peak 8 hours of the day of the count. The total ADT was approximately 35,400 vehicles, taken from the 24-hour count. There were 30 southbound lefts, 126 southbound U-turns and 21 northbound U-turns at the APD median opening during the 8-hour counts. There were 20 northbound right turns at the APD median opening while there were 156 northbound right turns at the Arc Jacksonville entrance. There were 15 westbound lefts and 37 westbound rights from the APD entrance. There were 137 westbound rights from the Arc Jacksonville entrance and 1 U-turn.

  - During the AM peak, the highest northbound volume was 1,109 vph from 8:15 - 9:15 a.m. and the highest southbound volume was 1,489 vph from 7:15 - 8:15 a.m. The peak southbound left/U-turn movement was 22 vph, with 7 of those being left turns and 15 being U-turns. The peak westbound APD entrance left/right movement was 3 vph and the peak westbound Arc Jacksonville entrance right/U-turn movement was 21 vph.

- During the PM peak, the highest northbound volume was 1,752 vph from 5:00 - 6:00 p.m and the highest southbound volume was 1,338, from 5:15 - 6:15 p.m. From 5:15 - 6:15 p.m, the southbound left/U-turn movement at the existing median opening was 14 vph and the northbound U-turn movement was 9 vph. The westbound approach volumes were 10 vph at the APD entrance and 23 vph at the Arc Jacksonville entrance. The highest overall westbound right turn volume for any PM hour was 23 vph, from 4:00 - 5:00 PM from the Arc Jacksonville entrance.

- Based on the field observations and counts during the qualitative assessment, the heaviest side street movements are westbound right turns from the Arc Jacksonville entrance. The southbound U-turn movements are also noticeably higher than the southbound left turns at APD entrance (30 left turns during the 8-hour turning movement counts compared to 126 U-turns), which underscore the fact that the entrance to Arc Jacksonville is more heavily used than the entrance to APD.

- Westbound queues at both entrances were intermittent during the AM and PM review periods. The average queues at both approaches were 1 vehicle on average, and only the Arc Jacksonville entrance had a queue of 2 vehicles. The southbound left/U-turn movement had an average queue length of 1 vehicle during the observation periods, with the highest queues being 2 vehicles.

- The intersections themselves generally operated efficiently during the AM and PM observations. During the PM peak, northbound traffic was queued well past both intersections due to the downstream signals at Pablo Creek Plaza and Beach Boulevard, which affected the ability of both entrances to operate efficiently. The movements of a motorist that wanted to travel south on Hodges Boulevard after exiting Arc Jacksonville were tracked. This motorist had to wait to enter Hodges northbound, then slowly moved up the queue to the downstream signalized intersection at Pablo Creek Plaza to perform a U-turn to head back south. It took the motorist 8 minutes from the time they arrived at the Arc Jacksonville entrance to pass the entrance southbound.

- The sight lines for all movements at each study location are unaffected by the roadway geometry, as Hodges is straight and flat in this area. There is existing median landscaping to the north of the study area that would affect the sight distance if the median opening were to be shifted north to the Arc Jacksonville entrance.

- Based upon the engineering data and field observations, no negative impacts to the operations of the roadway are expected if the existing median opening were to be relocated to the entrance of Arc Jacksonville. The displaced vehicles that use the APD entrance would be outnumbered by the number of vehicles that would be directly served by a new median opening at the Arc.

Safety: Vehicle, pedestrian, and bicycle safety at the intersection are assessed through review of crash reports, identification of significant crash trends, then correlation to field conditions.

Crash data was obtained from FDOT Crash Analysis Reporting (CAR) system and University of Florida Signal 4 Analytics for the intersection of Hodges Boulevard and APD/ARC Jacksonville from January 1, 2015 to December 31, 2017. Eight crashes were identified and were comprised of five rear end, two hit object, and one pedestrian collisions. There were five injury collisions with seven total injuries and no fatalities. Four of the collisions occurred at night and two of the crashes occurred on wet pavement. One of the collisions occurred between two vehicles attempting to enter northbound traffic on Hodges Boulevard from ARC Jacksonville entrance, but it did not appear to be a correctable crash.

Maintenance: In addition to observing operational and safety conditions, correctable maintenance items are also identified during the field review. Following is a summary of maintenance items observed at the intersection.

- The signing, marking, and pavement are in overall good condition along Hodges Boulevard at the study location. A few observations noted were:
  - The asphalt pavement along the north edge of the existing median opening is damaged, likely due to U-turning vehicles.
  - The pavement along the outside shoulder of northbound Hodges at APD is damaged, likely from U-turning vehicles.
  - Vegetative matter and debris has accumulated along the inside edge of the left turn lanes servicing the existing median opening.
  - The median landscaping immediately north of the study location is slightly overgrown.

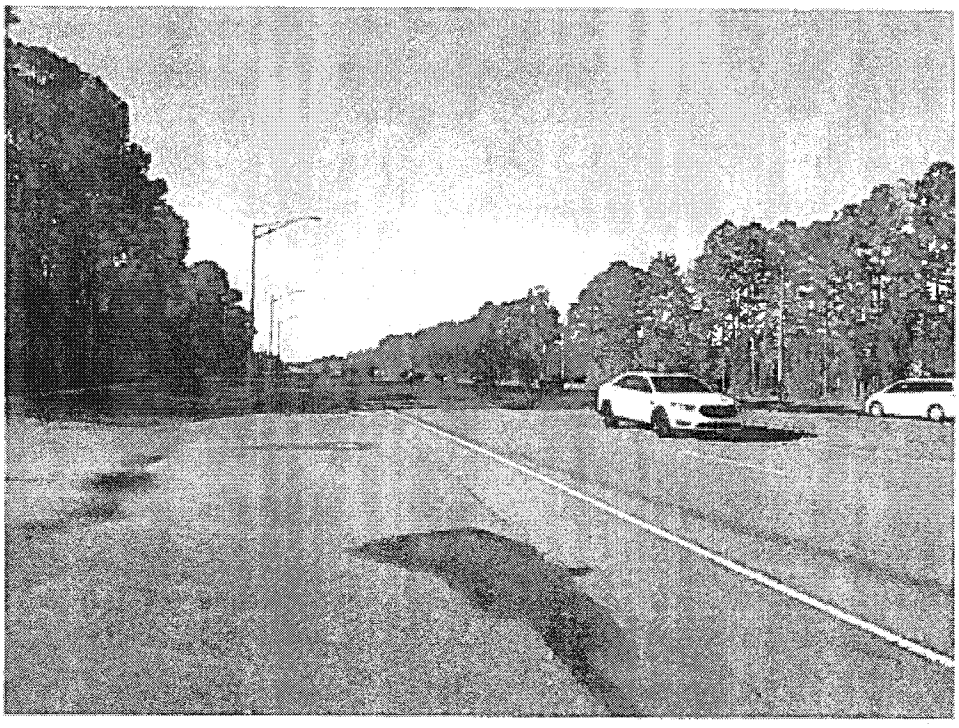
Based on the field observations, crash history at the intersection, the turning movement count analysis, and engineering judgement the following recommendations are made:

1. **The City of Jacksonville should further pursue relocating the existing median opening in front of APD to the entrance to Arc Jacksonville. This would more directly serve the greater volume of vehicles using the Arc Jacksonville entrance, including transit vehicles, while minimally impacting the smaller volume of vehicles going into and out of the APD entrance. This effort is roughly estimated to cost around $220,000, including construction, design and construction inspection costs. To offset the effects to APD of relocating the median opening, an internal driveway connection could be made between the two driveways within the properties in conjunction with the median work, and is included in the conceptual cost.**
2. **It is also recommended to perform maintenance to remove the growth and buildup along the inside of the left turn lanes at the existing median opening, and address the damaged asphalt at the median opening.**

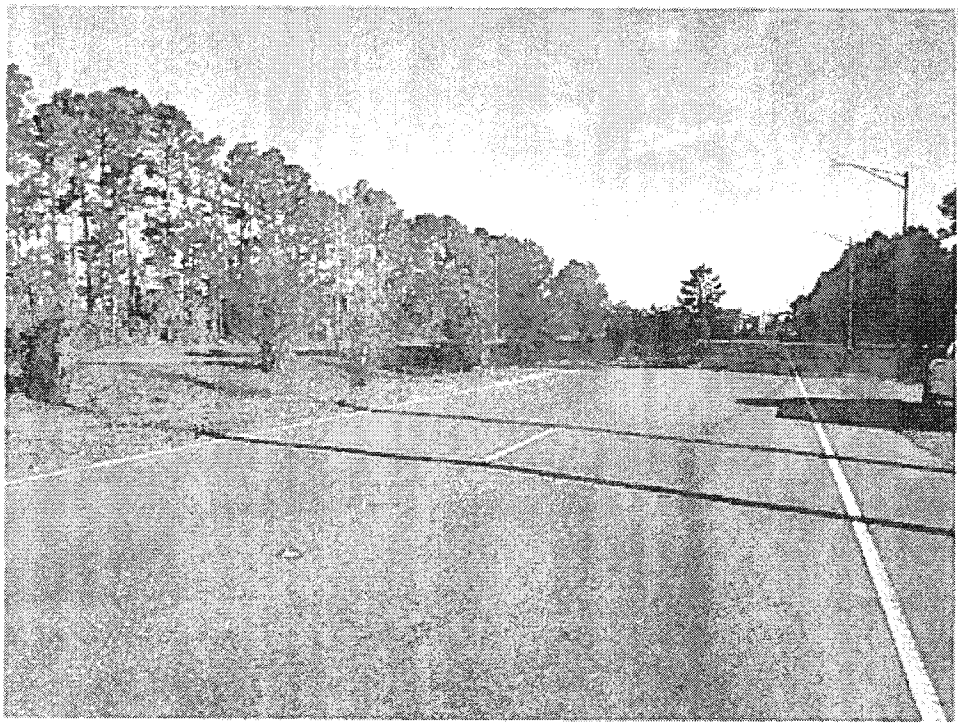
A conceptual improvement diagram has been developed to further depict the recommended improvements.

EXHIBIT W-1

Hodges Boulevard at Arc Jacksonville Approach Photographs



Looking north from the intersection along Hodges Boulevard at Arc Jacksonville

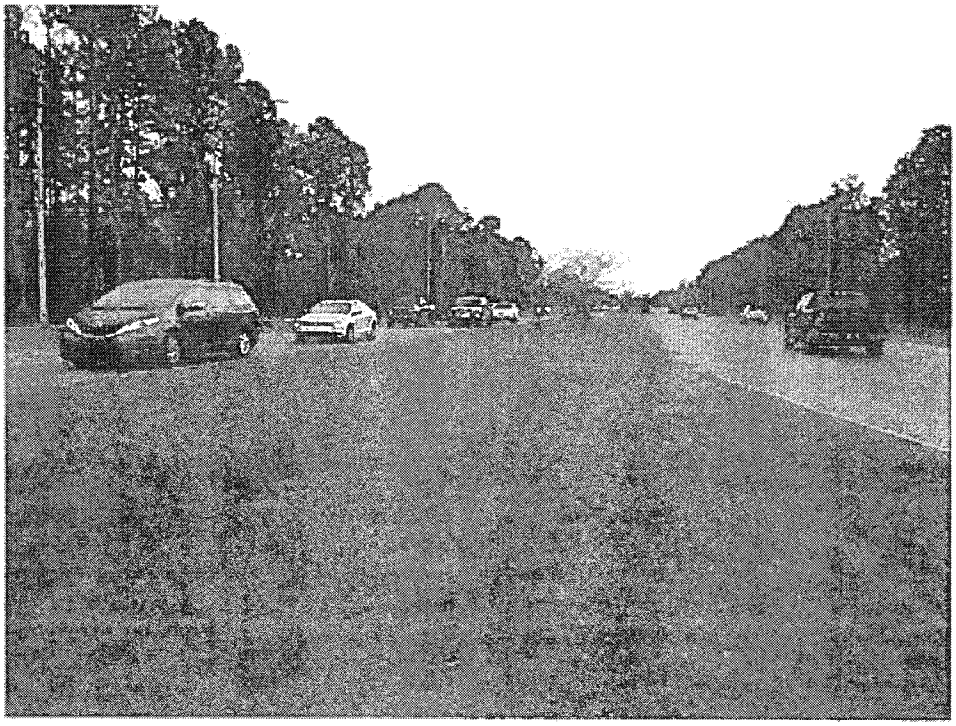


Looking north from the intersection along Hodges Boulevard at Arc Jacksonville

EXHIBIT W-1

Hodges Boulevard at APD Jacksonville Approach Photographs

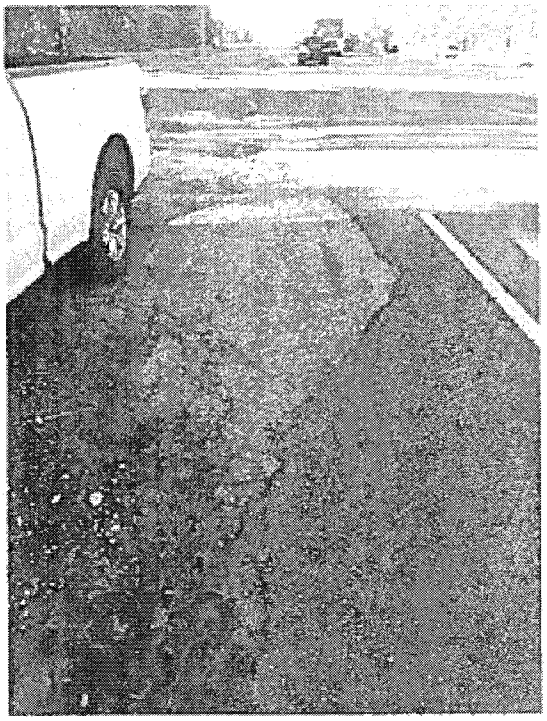
Looking north into the intersection along Hodges Boulevard at APD Median Opening



Looking south from the intersection along Hodges Boulevard at APD Median Opening

EXHIBIT W-1

Maintenance Photographs

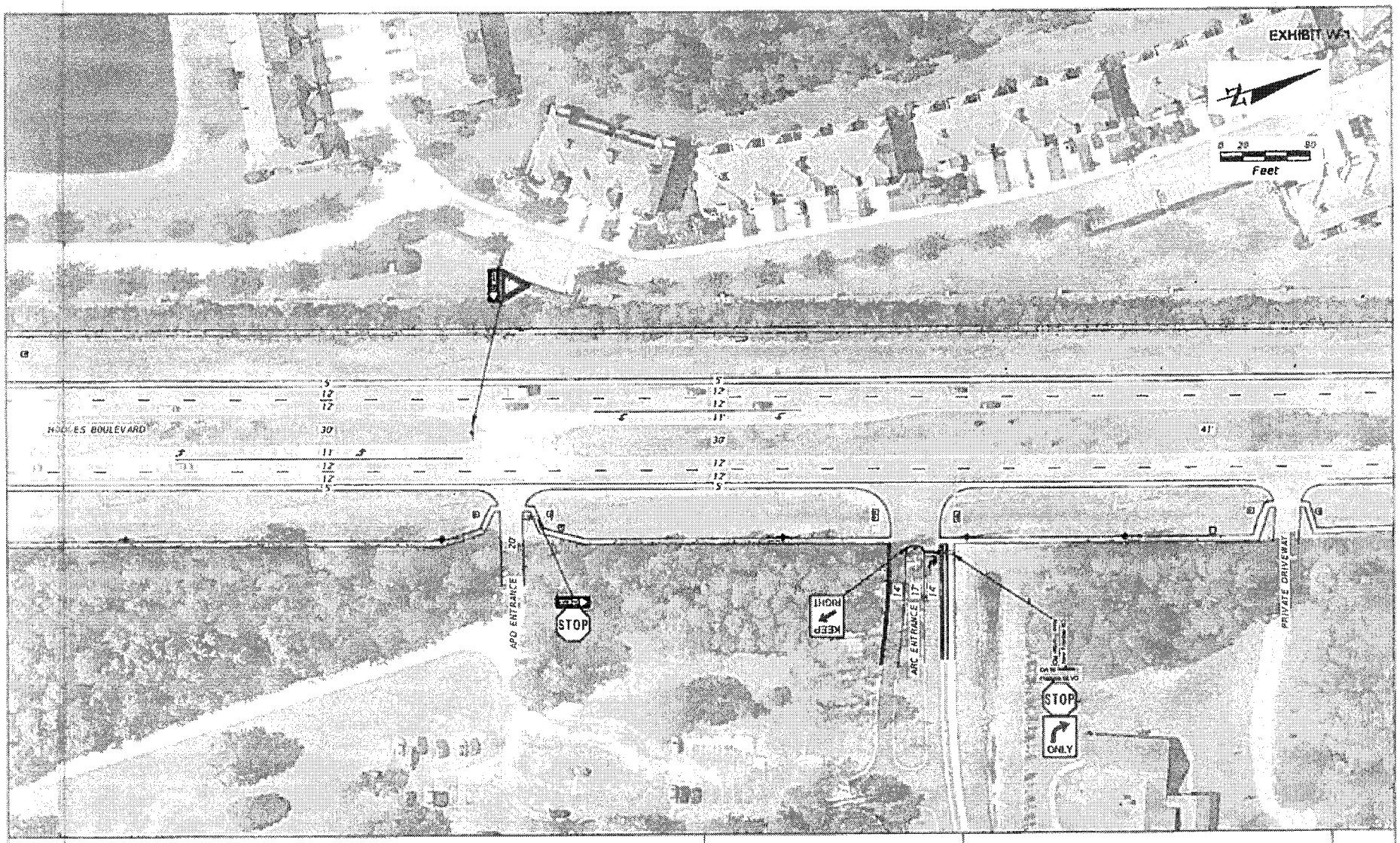


Damaged pavement along Hodges Boulevard just north of APD Entrance

Damaged pavement along northern median edge

Maintenance Photographs

Vegetative matter along inside median of southbound left turn lane



LEGEND:

- CONTROLLER CABINET
- TRAFFIC SIGNAL POLE
- SIGNAL HEAD
- PEDESTRIAN SIGNAL
- SIGN
- DELINEATOR
- POWER POLE
- LIGHT POLE
- RAILROAD GATE
- TRAFFIC INFRACTION DETECTOR
- FIRE HYDRANT
- DITCH BOTTOM INLET
- MITERED END SECTION
- DRAINAGE INLET
- BUILDING

METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT
SUITE 524
LAKE MARY, FL 32746

CONDITION DIAGRAM
TRAFFIC ENGINEERING SERVICES
HODGES BOULEVARD @ APD/ARC JACKSONVILLE

PAGE NO.
10

COLLISION DATA

Section:
State Road: Hodges Boulevard
Intersecting Roadway: ADP/ARC Jacksonville
Source Data: CARS and Signal Four Analytics

County: Duval
City: Jacksonville

Study Period From 1/1/2015 to 12/31/2017 36 Months

No.	HSMV No.	Date	Day	Time	Driver.1 Age	Alcohol/Drugs Involved	Lighting Condition	Roadway Surface	Weather	Number of Fatalities	Number of Injuries	Most Severe Injury	Harmful Event	Property Damage	Contributing Cause
1	84663243	1/16/15	Fri	18:41	28	None	Dark (SL)	Dry	Clear	0	1	2	Rear End	$4,500	Careless Driving
2	84931399	4/9/15	Thu	17:15	29	None	Daylight	Dry	Clear	0	0	1	Rear End	$8,000	Followed too Closely
3	84930389	5/3/15	Sun	15:57	32	None	Dark (SL)	Dry	Clear	0	1	2	Hit Object	$7,000	Careless Driving
4	85824060	5/28/16	Sat	5:50	34	None	Dark (No SL)	Wet	Clear	0	0	1	Rear End	$20,000	Careless Driving
5	86187319	7/7/16	Thu	9:19	26	None	Daylight	Dry	Clear	0	1	3	Hit Pedestrian	$3,000	Careless Driving
6	86640924	2/3/17	Fri	20:16	37	Alcohol	Dark (SL)	Dry	Clear	0	2	2	Hit Object	$2,000	Careless Driving
7	86654373	3/3/17	Fri	17:15	36	None	Daylight	Wet	Clear	0	2	2	Rear End	$1,500	Careless Driving
8	86651770	12/16/17	Sat	15:00	24	None	Daylight	Dry	Clear	0	0	1	Rear End	$750	Careless Driving

CRASH STATISTICS

Total Number of Crashes	Total Number of Fatalities	Number of Injuries	Fatal Crashes	Injury Crashes	Total Property Damage
8	0	7	0	5	$46,750
100%	N/A	N/A	0%	63%	N/A

INJURY SEVERITY

None	Possible	Non-Incapacitating	Incapacitating	Fatal
3	4	1	0	0
38%	50%	13%	0%	0%

LIGHTING

Daylight	Dark (SL)	Dark (No SL)	Dusk	Dawn
4	3	1	0	0
50%	38%	13%	0%	0%

ROADWAY CONDITION

Wet	Dry	Unknown
2	6	0
25%	75%	0%

HARMFUL EVENT

Rear End	Head-On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Coll W/MV on Roadway	Pedestrian	Bike	Bike (Bike Lane)	Moped
5	0	0	0	0	0	0	0	0	1	0	0	0
63%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	0%

Train	Animal	Hit Sign/ Sign Post	Hit Utility Pole	Hit Guardrail	Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/ Abutt	Hit Const Barric/Sign/ Br/Pier/Abutt	Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object
0	0	0	0	0	0	0	0	0	0	0	0	2
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%

Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overturned	Occupant Fell From Vehicle	Trac/Trail Jackknifed	Fire	Explosion	Median Crossover
0	0	0	0	0	0	0	0	0
0%	0%	0%	0%	0%	0%	0%	0%	0%

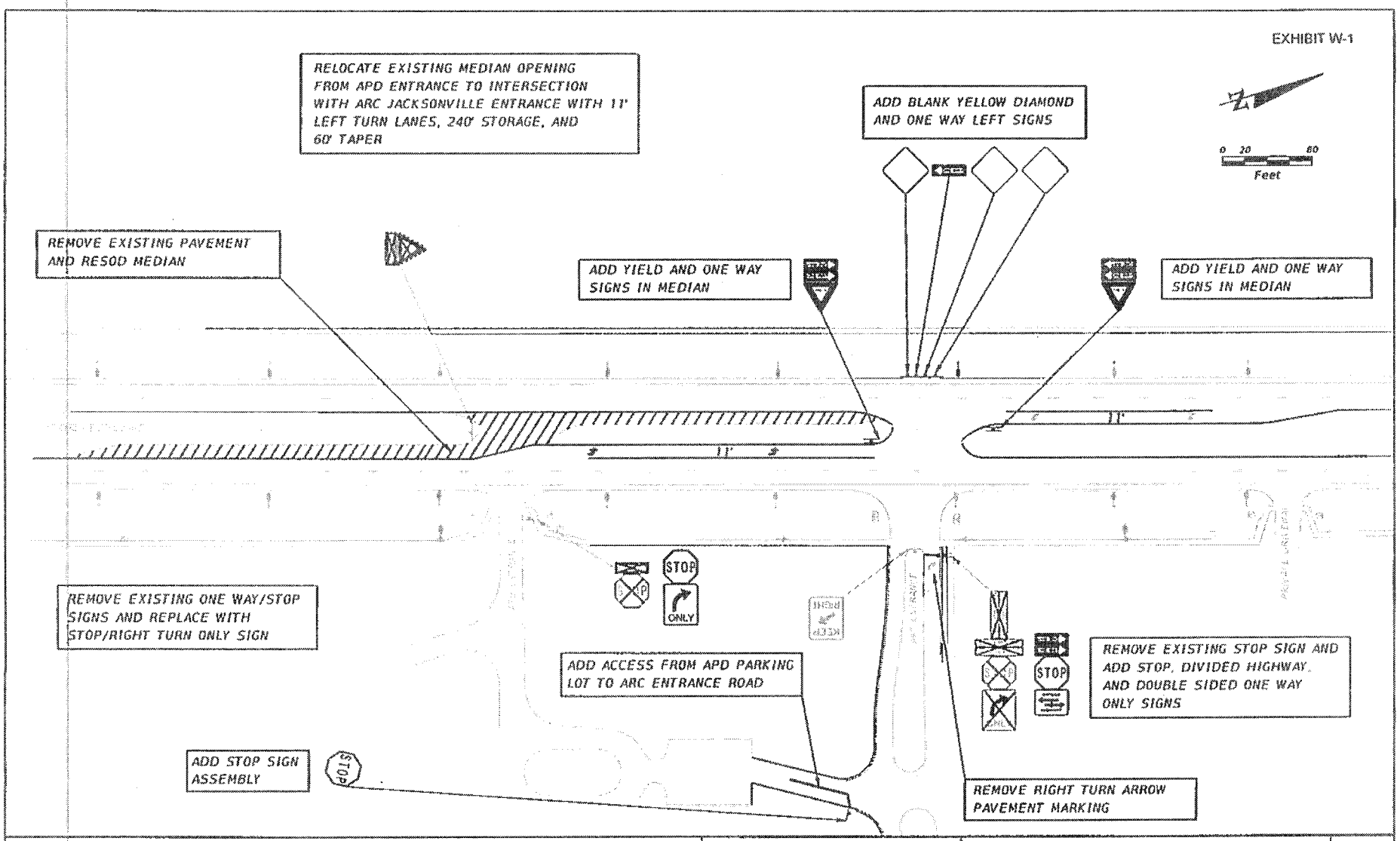
CONTRIBUTING CAUSE

Alcohol/Drugs Under Influence	Careless Driving	FTYRW	Improper Backing	Improper Lane Change	Improper Turn	Followed Too Closely	Disregarded Traffic Signal	Exceeded Safe Speed Limit	Disregarded Stop Sign	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Exceeded Stated Safe Speed Limit	Obstructing Traffic	Improper Load
0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0%	88%	0%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Disregarded Other Traffic Control	Driving Wrong Side/Way	Fleeing Police	Vehicle Modified	Driver Distraction	No Improper Driving	Unknown	All Other
0	0	0	0	0	0	0	0
0%	0%	0%	0%	0%	0%	0%	0%

EXHIBIT W-1

EXHIBIT W-1



LEGEND:

- CONTROLLER CABINET
- TRAFFIC SIGNAL POLE
- SIGNAL HEAD
- PEDESTRIAN SIGNAL
- SIGN
- DELINEATOR
- POWER POLE
- LIGHT POLE
- RAILROAD GATE
- TRAFFIC ENFRACTION DETECTOR
- FIRE HYDRANT
- DITCH BOTTOM INLET
- MITERED END SECTION
- DRAINAGE INLET
- BUILDING

METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE COURT
SUITE 524
LAKE MARY, FL 32746

CONCEPTUAL IMPROVEMENT DIAGRAM
TRAFFIC ENGINEERING SERVICES
HODGES BOULEVARD @ APD/ARC JACKSONVILLE

PAGE NO.
12

EXHIBIT W-1

APPENDIX

Engineer's Probable Cost of Construction

Date: 8/16/2018 Prepared by: Josh Reichert

County: 72 - Duval

Location: Hodges Boulevard at APD/ Arc Jacksonville

Item No.	Unit Price	Unit	Description	Quantity	Amount
101-1	$-	LS	MOBILIZATION	1	$ -
102-1	$-	LS	MAINTENANCE OF TRAFFIC	1	$ -
107-1	$67.90	AC	LITTER REMOVAL	1	$ 67.90
107-2	$85.38	AC	MOWING	1	$ 85.38
110-1-1	$22,354.87	AC	CLEARING & GRUBBING	1	$ 22,354.87
120-1	$11.34	CY	REGULAR EXCAVATION	500	$ 5,670.00
160-4	$6.88	SY	TYPE B STABILIZATION	1330	$ 9,150.40
162-1-12	$5.18	SY	PREPARED SOIL LAYER, FINISH SOIL, 12"	1240	$ 6,423.20
285-709	$23.16	SY	OPTIONAL BASE,BASE GROUP 09	1330	$ 30,802.80
327-70-7	$3.30	SY	MILLING EXIST ASPH PAVT, 4" AVG DEPTH	1240	$ 4,092.00
334-1-13	$89.00	TN	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	145	$ 12,905.00
337-7-83	$96.94	TN	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	110	$ 10,663.40
430-175-124	$147.37	LF	PIPE CULV, OPT MATL, ROUND, 24"S/CD	100	$ 14,737.00
430-982-129	$1,326.25	EA	MITERED END SECT, OPTIONAL RD, 24" CD	2	$ 2,652.50
570-1-1	$0.93	SY	PERFORMANCE TURF	2250	$ 2,092.50
700-1-11	$342.54	AS	SINGLE POST SIGN, F&I GM, <12 SF	7	$ 2,397.78
700-1-12	$991.08	AS	MULTI- POST SIGN, F&I GM, 12-20 SF	2	$ 1,982.16
700-1-60	$13.52	AS	SINGLE POST SIGN, REMOVE	3	$ 40.56
710-11-101	$1,007.41	GM	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.452	$ 455.35
710-11-125	$1.17	LF	PAINTED PAVT MARK,STD,WHITE,SOLID,24"	14	$ 16.38
710-11-170	$17.57	EA	PAINTED PAVT MARK,STD,WHITE, ARROWS	4	$ 70.28
710-11-201	$958.37	GM	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.47	$ 450.43
711-11-170	$68.29	EA	THERMOPLASTIC, STD, WHITE, ARROW	4	$ 273.16
711-16-101	$4,192.40	GM	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.452	$ 1,894.96
711-16-201	$4,137.38	GM	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.47	$ 1,944.57
711-11-125	$4.48	LF	THERMOPLASTIC, STD, WHITE, SOLID, 24"	14	$ 62.72
711-17	$3.14	SF	THERMOPLASTIC, REMOVE	300	$ 942.00
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -

Estimated Sub-Total Construction Cost:		$ 132,227.31
Contingency (%):	10%	$ 13,222.73
Design(%)	20%	$ 26,445.46
CEI(%)	15%	$ 19,834.10
MOT & Mobilization(%)	20%	$ 26,445.46

Other:

Estimated Total:	$ 218,175.06
ROUNDED FINAL TOTAL:	$ 218,200.00

The estimated may be adjusted for inflation if programmed

Metric Engineering, Inc.

EXHIBIT W-1

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

Location:
Hodges Boulevard @ ADP Median Opening

File Name : Hodges Blvd @ ADP Median Opening
Site Code : 00000000
Start Date : 2/20/2018
Page No : 1

Groups Printed- Autos - Trucks

	Hodges Boulevard Southbound					ADP Entrance Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
06 30 AM	0	207	0	0	207	0	0	0	0	0	0	118	0	0	118	0	0	0	0	0	325
06 45 AM	0	193	0	4	197	0	0	0	0	0	0	175	0	1	176	0	0	0	0	0	373
Total	0	400	0	4	404	0	0	0	0	0	0	293	0	1	294	0	0	0	0	0	698
07:00 AM	2	262	0	5	269	0	0	0	0	0	0	194	1	0	195	0	0	0	0	0	464
07 15 AM	1	347	0	6	354	0	0	1	0	1	0	248	2	1	251	0	0	0	0	0	606
07.30 AM	2	343	0	1	346	0	0	0	0	0	0	338	0	0	338	0	0	0	0	0	684
07.45 AM	2	375	0	3	380	1	0	0	0	1	0	269	1	0	270	0	0	0	0	0	651
Total	7	1327	0	15	1349	1	0	1	0	2	0	1049	4	1	1054	0	0	0	0	0	2405
08:00 AM	2	404	0	3	409	1	0	0	0	1	0	233	1	2	236	0	0	0	0	0	646
08:15 AM	1	385	0	3	389	0	0	0	0	0	0	202	0	1	203	0	0	0	0	0	592
08.30 AM	1	331	0	3	335	0	0	1	0	1	0	311	1	0	312	0	0	0	0	0	648
08 45 AM	1	259	0	4	264	0	0	1	0	1	0	277	0	0	277	0	0	0	0	0	542
Total	5	1379	0	13	1397	1	0	2	0	3	0	1023	2	3	1028	0	0	0	0	0	2428
09:00 AM	3	233	0	7	243	0	0	0	0	0	0	271	2	0	273	0	0	0	0	0	516
09 15 AM	0	233	0	4	237	0	0	0	0	0	0	206	1	0	207	0	0	0	0	0	444
Total	3	466	0	11	480	0	0	0	0	0	0	477	3	0	480	0	0	0	0	0	960
11:00 AM	1	174	0	4	179	0	0	2	0	2	0	234	2	0	236	0	0	0	0	0	417
11 15 AM	3	216	0	4	223	0	0	1	0	1	0	234	2	0	236	0	0	0	0	0	460
11 30 AM	1	227	0	4	232	0	0	4	0	4	0	279	0	0	279	0	0	0	0	0	515
11 45 AM	1	269	0	5	275	0	0	0	0	0	0	290	0	0	290	0	0	0	0	0	565
Total	6	886	0	17	909	0	0	7	0	7	0	1037	4	0	1041	0	0	0	0	0	1957
12 00 PM	1	244	0	4	249	1	0	2	0	3	0	278	1	1	280	0	0	0	0	0	532
12 15 PM	1	266	0	3	270	1	0	3	0	4	0	298	2	0	300	0	0	0	0	0	574
12 30 PM	3	302	0	4	309	1	0	0	0	1	0	262	1	0	263	0	0	0	0	0	573
12 45 PM	0	301	0	9	310	1	0	8	0	9	0	250	2	0	252	0	0	0	0	0	571
Total	5	1113	0	20	1138	4	0	13	0	17	0	1088	6	1	1095	0	0	0	0	0	2250
03 30 PM	0	325	0	2	327	1	0	1	0	2	0	381	0	2	383	0	0	0	0	0	712
03 45 PM	2	310	0	8	320	2	0	2	0	4	0	391	0	1	392	0	0	0	0	0	716
Total	2	635	0	10	647	3	0	3	0	6	0	772	0	3	775	0	0	0	0	0	1428
04 00 PM	0	297	0	8	305	1	0	2	0	3	0	326	1	2	329	0	0	0	0	0	637
04.15 PM	0	307	0	6	313	0	0	0	0	0	0	345	0	0	345	0	0	0	0	0	658
04.30 PM	0	283	0	4	287	2	0	1	0	3	0	397	0	1	398	0	0	0	0	0	688
04 45 PM	0	299	0	4	303	2	0	0	0	2	0	394	0	0	394	0	0	0	0	0	699
Total	0	1186	0	22	1208	5	0	3	0	8	0	1462	1	3	1466	0	0	0	0	0	2682
05:00 PM	0	318	0	2	320	0	0	2	0	2	0	458	0	1	459	0	0	0	0	0	781
05 15 PM	0	340	0	0	340	0	0	3	0	3	0	392	0	5	397	0	0	0	0	0	740
05 30 PM	1	334	0	4	339	0	0	1	0	1	0	395	0	0	395	0	0	0	0	0	735
05 45 PM	0	320	0	1	321	1	0	1	0	2	0	491	0	3	494	0	0	0	0	0	817
Total	1	1312	0	7	1320	1	0	7	0	8	0	1736	0	9	1745	0	0	0	0	0	3073
06:00 PM	1	334	0	3	338	0	0	1	0	1	0	398	0	0	398	0	0	0	0	0	737
06:15 PM	0	335	0	4	339	0	0	0	0	0	0	359	0	0	359	0	0	0	0	0	698
Grand Total	30	9373	0	126	9529	15	0	37	0	52	0	9694	20	21	9735	0	0	0	0	0	19316
Apprch %	0.3	98.4	0	1.3		28.8	0	71.2	0		0	99.6	0.2	0.2		0	0	0	0		
Total %	0.2	48.5	0	0.7	49.3	0.1	0	0.2	0	0.3	0	50.2	0.1	0.1	50.4	0	0	0	0	0	
Autos	30	9238	0	110	9378	15	0	36	0	51	0	9563	19	19	9601	0	0	0	0	0	19030
% Autos	100	98.6	0	87.3	98.4	100	0	97.3	0	98.1	0	98.6	95	90.5	98.6	0	0	0	0	0	98.5
Trucks	0	135	0	16	151	0	0	1	0	1	0	131	1	2	134	0	0	0	0	0	286
% Trucks	0	1.4	0	12.7	1.6	0	0	2.7	0	1.9	0	1.4	5	9.5	1.4	0	0	0	0	0	1.5

Metric Engineering, Inc.

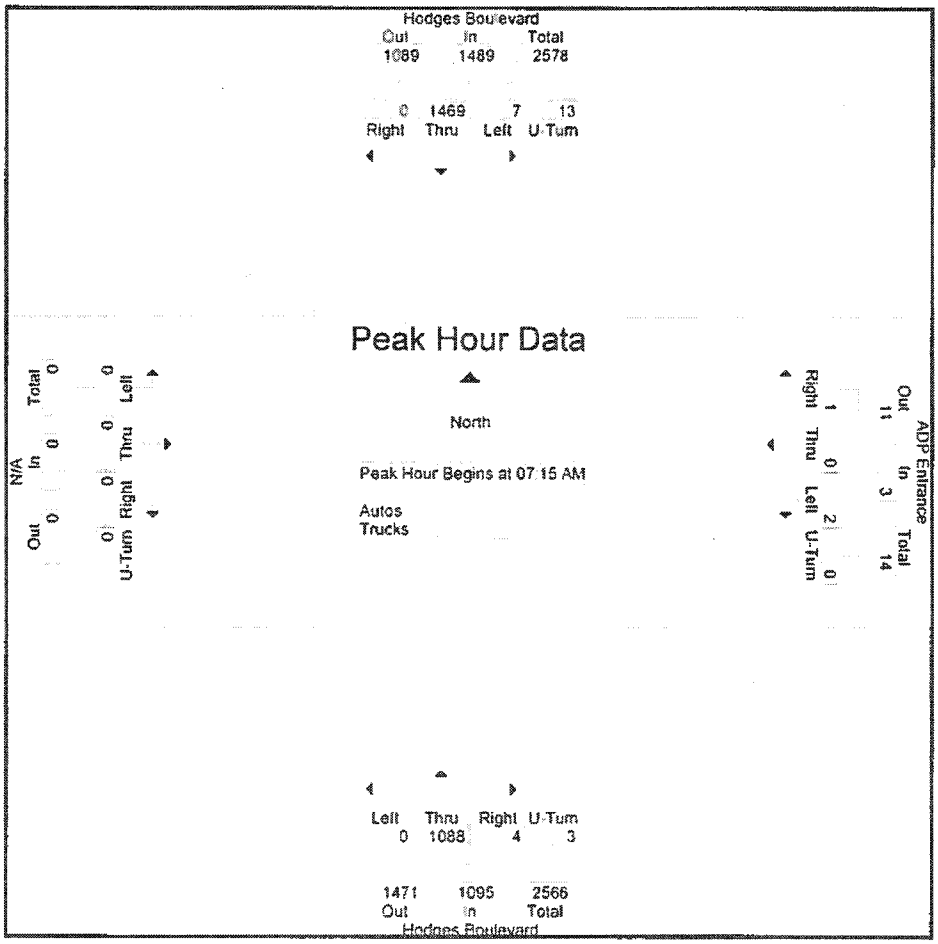
EXHIBIT W-1

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

Location:
Hodges Boulevard @ ADP Median Opening

File Name : Hodges Blvd @ ADP Median Opening
Site Code : 00000000
Start Date : 2/20/2018
Page No : 2

	Hodges Boulevard Southbound					ADP Entrance Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	347	0	6	354	0	0	1	0	1	0	248	2	1	251	0	0	0	0	0	606
07:30 AM	2	343	0	1	346	0	0	0	0	0	0	338	0	0	338	0	0	0	0	0	684
07:45 AM	2	375	0	3	380	1	0	0	0	1	0	269	1	0	270	0	0	0	0	0	651
08:00 AM	2	404	0	3	409	1	0	0	0	1	0	233	1	2	236	0	0	0	0	0	646
Total Volume	7	1469	0	13	1489	2	0	1	0	3	0	1088	4	3	1095	0	0	0	0	0	2587
% App Total	0.5	98.7	0	0.9		66.7	0	33.3	0		0	99.4	0.4	0.3		0	0	0	0		
PHF	.875	.909	.000	.542	.910	.500	.000	.250	.000	.750	.000	.805	.500	.375	.810	.000	.000	.000	.000	.000	.946



Metric Engineering, Inc.

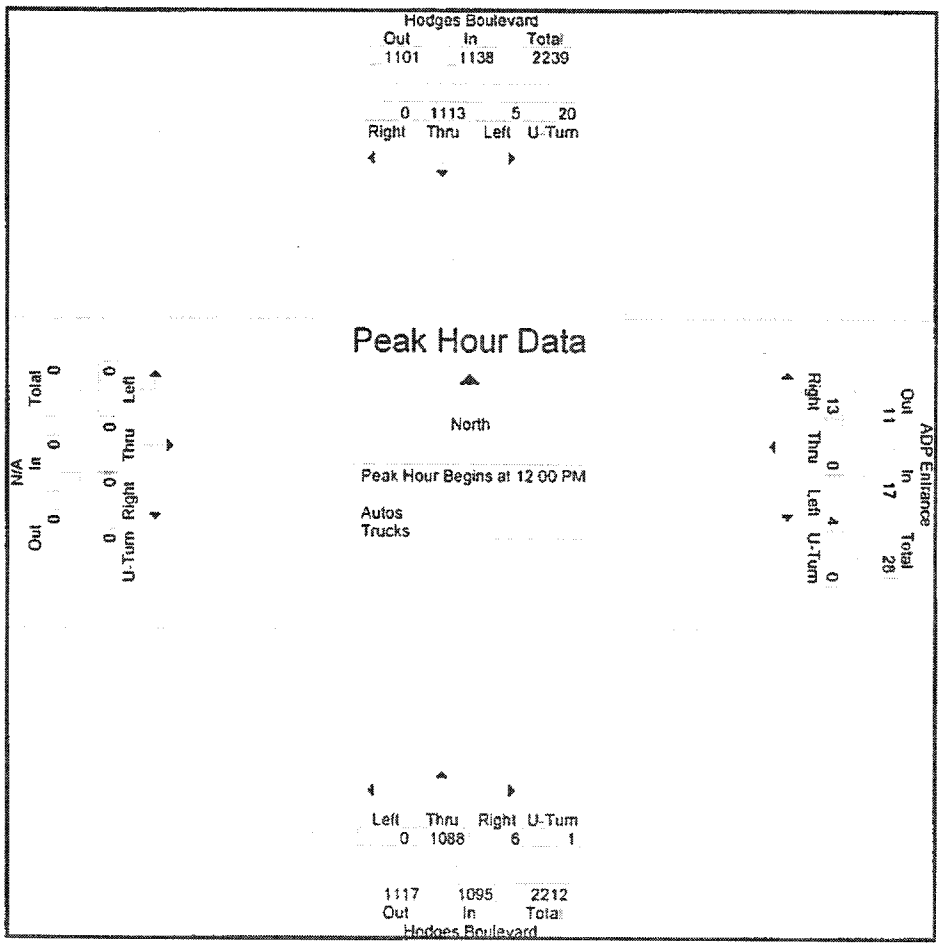
EXHIBIT W-1

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

Location:
Hodges Boulevard @ ADP Median Opening

File Name : Hodges Blvd @ ADP Median Opening
Site Code : 00000000
Start Date : 2/20/2018
Page No : 3

	Hodges Boulevard Southbound					ADP Entrance Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	1	244	0	4	249	1	0	2	0	3	0	278	1	1	280	0	0	0	0	0	532
12:15 PM	1	266	0	3	270	1	0	3	0	4	0	298	2	0	300	0	0	0	0	0	574
12:30 PM	3	302	0	4	309	1	0	0	0	1	0	262	1	0	263	0	0	0	0	0	573
12:45 PM	0	301	0	9	310	1	0	8	0	9	0	250	2	0	252	0	0	0	0	0	571
Total Volume	5	1113	0	20	1138	4	0	13	0	17	0	1088	6	1	1095	0	0	0	0	0	2250
% App Total	0.4	97.8	0	1.8		23.5	0	76.5	0		0	99.4	0.5	0.1		0	0	0	0		
PHF	.417	.921	.000	.556	.918	1.00	.000	.406	.000	.472	.000	.913	.750	.250	.913	.000	.000	.000	.000	.000	.980



Metric Engineering, Inc.

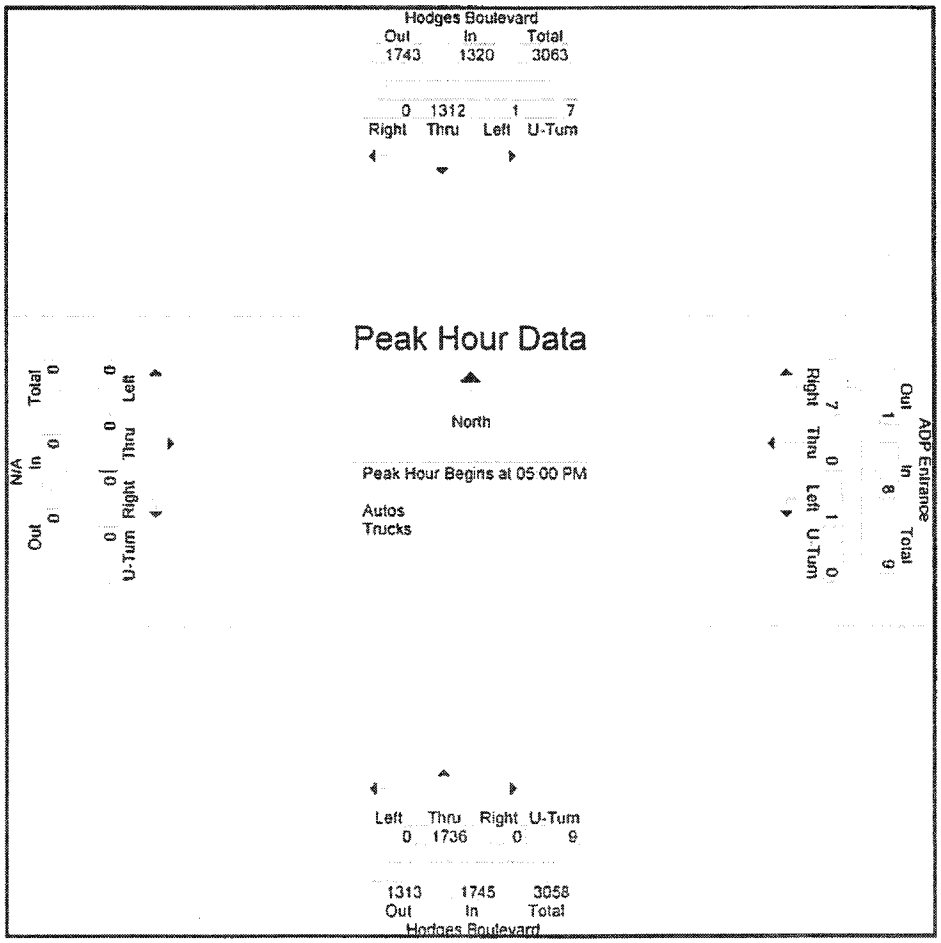
EXHIBIT W-1

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

Location:
Hodges Boulevard @ ADP Median Opening

File Name : Hodges Blvd @ ADP Median Opening
Site Code : 00000000
Start Date : 2/20/2018
Page No : 4

	Hodges Boulevard Southbound					ADP Entrance Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	318	0	2	320	0	0	2	0	2	0	458	0	1	459	0	0	0	0	0	781
05:15 PM	0	340	0	0	340	0	0	3	0	3	0	392	0	5	397	0	0	0	0	0	740
05:30 PM	1	334	0	4	339	0	0	1	0	1	0	395	0	0	395	0	0	0	0	0	735
05:45 PM	0	320	0	1	321	1	0	1	0	2	0	491	0	3	494	0	0	0	0	0	817
Total Volume	1	1312	0	7	1320	1	0	7	0	8	0	1736	0	9	1745	0	0	0	0	0	3073
% App Total	0.1	99.4	0	0.5		12.5	0	87.5	0		0	99.5	0	0.5		0	0	0	0		
PHF	.250	.965	.000	.438	.971	.250	.000	.583	.000	.667	.000	.884	.000	.450	.883	.000	.000	.000	.000	.000	.940



Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

EXHIBIT W-1

Location:
Hodges Boulevard @ ADP Median Opening

File Name : hodges blvd @ adp median opening
Site Code : 00000000
Start Date : 2/20/2018
Page No : 1

Groups Printed- Trucks

	Hodges Boulevard Southbound					ADP Entrance Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int. Total
06:30 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	11	0	0	11	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	29
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
08:15 AM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	26	0	0	26	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	45
09:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
11:30 AM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
11:45 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
12:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
12:15 PM	0	5	0	0	5	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	8
12:30 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
12:45 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
Total	0	22	0	0	22	0	0	1	0	1	0	14	1	0	15	0	0	0	0	0	38
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
03:45 PM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
Total	0	13	0	0	13	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	28
04:00 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
04:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	18	0	0	18	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	39
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	0	135	0	0	135	0	0	1	0	1	0	131	1	0	132	0	0	0	0	0	268
Apprch %	0	100	0	0		0	0	100	0		0	99.2	0.8	0		0	0	0	0		
Total %	0	50.4	0	0	50.4	0	0	0.4	0	0.4	0	48.9	0.4	0	49.3	0	0	0	0	0	

Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

EXHIBIT W-1

Location:
Hodges Boulevard @ ARC Jacksonville

File Name : hodges blvd @ ARC Jax
Site Code : 00000000
Start Date : 2/20/2018
Page No : 1

Groups Printed- Autos - Trucks

	Hodges Boulevard Southbound					ARC Jacksonville Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	3	0	3	0	126	0	0	126	0	0	0	0	0	129
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	187	0	0	187	0	0	0	0	0	187
Total	0	0	0	0	0	0	0	3	0	3	0	313	0	0	313	0	0	0	0	0	316
07:00 AM	0	0	0	0	0	0	0	2	0	2	0	189	5	0	194	0	0	0	0	0	196
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	274	3	0	277	0	0	0	0	0	277
07:30 AM	0	0	0	0	0	0	0	4	0	4	0	325	2	0	327	0	0	0	0	0	331
07:45 AM	0	0	0	0	0	0	0	2	0	2	0	260	3	0	263	0	0	0	0	0	265
Total	0	0	0	0	0	0	0	8	0	8	0	1048	13	0	1061	0	0	0	0	0	1069
08:00 AM	0	0	0	0	0	0	0	5	0	5	0	237	3	0	240	0	0	0	0	0	245
08:15 AM	0	0	0	0	0	0	0	4	0	4	0	215	4	0	219	0	0	0	0	0	223
08:30 AM	0	0	0	0	0	0	0	3	0	3	0	317	8	0	325	0	0	0	0	0	328
08:45 AM	0	0	0	0	0	0	0	2	0	2	0	295	8	0	303	0	0	0	0	0	305
Total	0	0	0	0	0	0	0	14	0	14	0	1064	23	0	1087	0	0	0	0	0	1101
09:00 AM	0	0	0	0	0	0	0	8	1	9	0	256	6	0	262	0	0	0	0	0	271
09:15 AM	0	0	0	0	0	0	0	8	0	8	0	199	9	0	208	0	0	0	0	0	216
Total	0	0	0	0	0	0	0	16	1	17	0	455	15	0	470	0	0	0	0	0	487
11:00 AM	0	0	0	0	0	0	0	5	0	5	0	242	7	0	249	0	0	0	0	0	254
11:15 AM	0	0	0	0	0	0	0	3	0	3	0	237	7	0	244	0	0	0	0	0	247
11:30 AM	0	0	0	0	0	0	0	7	0	7	0	303	4	0	307	0	0	0	0	0	314
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	282	7	0	289	0	0	0	0	0	290
Total	0	0	0	0	0	0	0	16	0	16	0	1064	25	0	1089	0	0	0	0	0	1105
12:00 PM	0	0	0	0	0	0	0	11	0	11	0	282	3	0	285	0	0	0	0	0	296
12:15 PM	0	0	0	0	0	0	0	5	0	5	0	282	4	0	286	0	0	0	0	0	291
12:30 PM	0	0	0	0	0	0	0	3	0	3	0	273	7	0	280	0	0	0	0	0	283
12:45 PM	0	0	0	0	0	0	0	2	0	2	0	268	5	0	273	0	0	0	0	0	275
Total	0	0	0	0	0	0	0	21	0	21	0	1105	19	0	1124	0	0	0	0	0	1145
03:30 PM	0	0	0	0	0	0	0	4	0	4	0	407	3	0	410	0	0	0	0	0	414
03:45 PM	0	0	0	0	0	0	0	5	0	5	0	380	8	0	388	0	0	0	0	0	393
Total	0	0	0	0	0	0	0	9	0	9	0	787	11	0	798	0	0	0	0	0	807
04:00 PM	0	0	0	0	0	0	0	4	0	4	0	309	10	0	319	0	0	0	0	0	323
04:15 PM	0	0	0	0	0	0	0	7	0	7	0	359	5	0	364	0	0	0	0	0	371
04:30 PM	0	0	0	0	0	0	0	5	0	5	0	413	5	0	418	0	0	0	0	0	423
04:45 PM	0	0	0	0	0	0	0	7	0	7	0	411	6	0	417	0	0	0	0	0	424
Total	0	0	0	0	0	0	0	23	0	23	0	1492	26	0	1518	0	0	0	0	0	1541
05:00 PM	0	0	0	0	0	0	0	4	0	4	0	446	4	0	450	0	0	0	0	0	454
05:15 PM	0	0	0	0	0	0	0	4	0	4	0	380	2	0	382	0	0	0	0	0	386
05:30 PM	0	0	0	0	0	0	0	6	0	6	0	413	4	0	417	0	0	0	0	0	423
05:45 PM	0	0	0	0	0	0	0	5	0	5	0	497	6	0	503	0	0	0	0	0	508
Total	0	0	0	0	0	0	0	19	0	19	0	1736	16	0	1752	0	0	0	0	0	1771
06:00 PM	0	0	0	0	0	0	0	5	0	5	0	388	1	0	389	0	0	0	0	0	394
06:15 PM	0	0	0	0	0	0	0	3	0	3	0	378	7	0	385	0	0	0	0	0	388
Grand Total	0	0	0	0	0	0	0	137	1	138	0	9830	156	0	9986	0	0	0	0	0	10124
Apprch %	0	0	0	0		0	0	99.3	0.7		0	98.4	1.6	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	1.4	0	1.4	0	97.1	1.5	0	98.6	0	0	0	0	0	
Autos	0	0	0	0	0	0	0	128	1	129	0	9695	142	0	9837	0	0	0	0	0	9966
% Autos	0	0	0	0	0	0	0	93.4	100	93.5	0	98.6	91	0	98.5	0	0	0	0	0	98.4
Trucks	0	0	0	0	0	0	0	9	0	9	0	135	14	0	149	0	0	0	0	0	158
% Trucks	0	0	0	0	0	0	0	6.6	0	6.5	0	1.4	9	0	1.5	0	0	0	0	0	1.6

Metric Engineering, Inc.

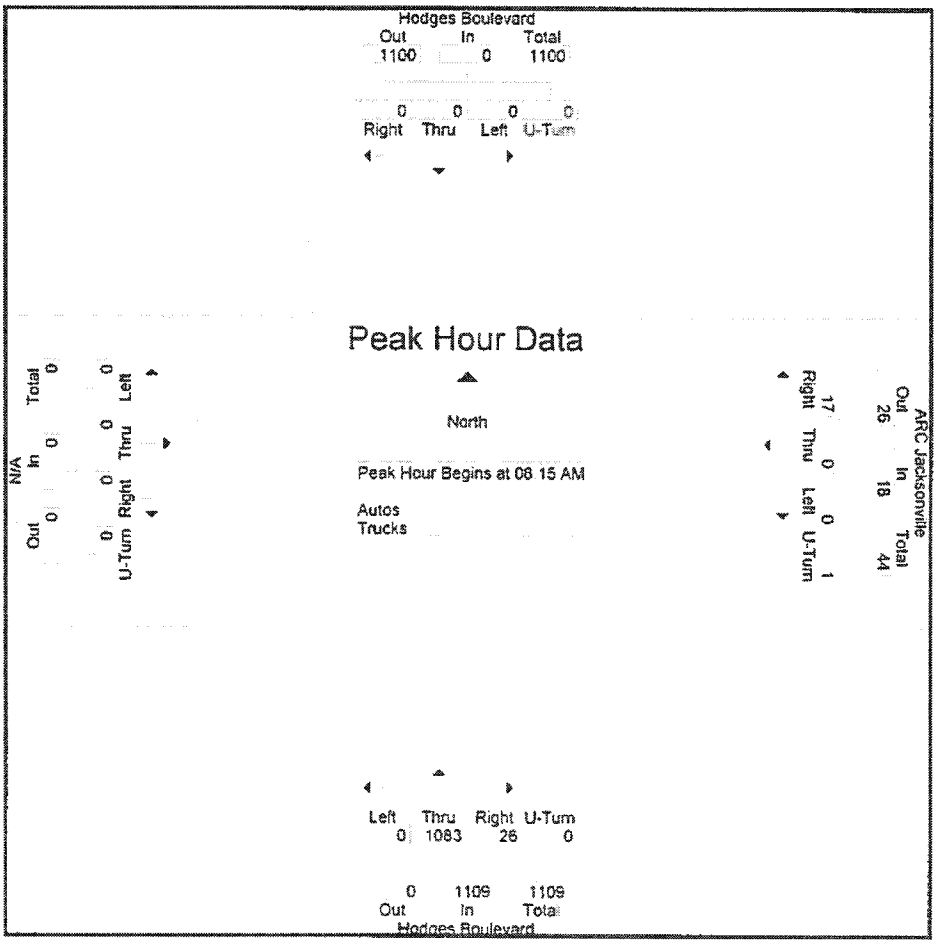
615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

EXHIBIT W-1

Location:
Hodges Boulevard @ ARC Jacksonville

File Name : hodges blvd @ ARC Jax
Site Code : 00000000
Start Date : 2/20/2018
Page No : 2

	Hodges Boulevard Southbound					ARC Jacksonville Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	0	4	0	4	0	215	4	0	219	0	0	0	0	0	223
08:30 AM	0	0	0	0	0	0	0	3	0	3	0	317	8	0	325	0	0	0	0	0	328
08:45 AM	0	0	0	0	0	0	0	2	0	2	0	295	8	0	303	0	0	0	0	0	305
09:00 AM	0	0	0	0	0	0	0	8	1	9	0	256	6	0	262	0	0	0	0	0	271
Total Volume	0	0	0	0	0	0	0	17	1	18	0	1083	26	0	1109	0	0	0	0	0	1127
% App. Total	0	0	0	0		0	0	94.4	5.6		0	97.7	2.3	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.531	.250	.500	.000	.854	.813	.000	.853	.000	.000	.000	.000	.000	.859



Metric Engineering, Inc.

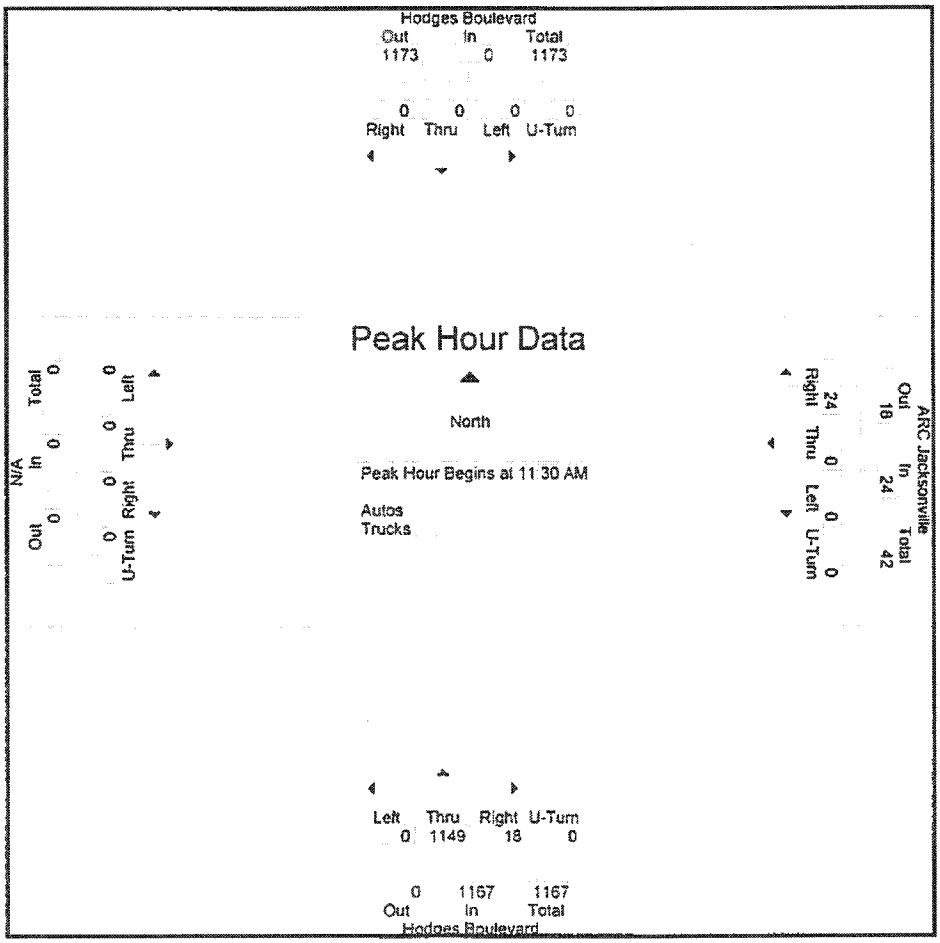
615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

EXHIBIT W-1

Location:
Hodges Boulevard @ ARC Jacksonville

File Name : hodges blvd @ ARC Jax
Site Code : 00000000
Start Date : 2/20/2018
Page No : 3

	Hodges Boulevard Southbound					ARC Jacksonville Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	0	0	0	0	0	7	0	7	0	303	4	0	307	0	0	0	0	0	314
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	282	7	0	289	0	0	0	0	0	290
12:00 PM	0	0	0	0	0	0	0	11	0	11	0	282	3	0	285	0	0	0	0	0	296
12:15 PM	0	0	0	0	0	0	0	5	0	5	0	282	4	0	286	0	0	0	0	0	291
Total Volume	0	0	0	0	0	0	0	24	0	24	0	1149	18	0	1167	0	0	0	0	0	1191
% App Total	0	0	0	0		0	0	100	0		0	98.5	1.5	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.545	.000	.545	.000	.948	.643	.000	.950	.000	.000	.000	.000	.000	.948



Metric Engineering, Inc.

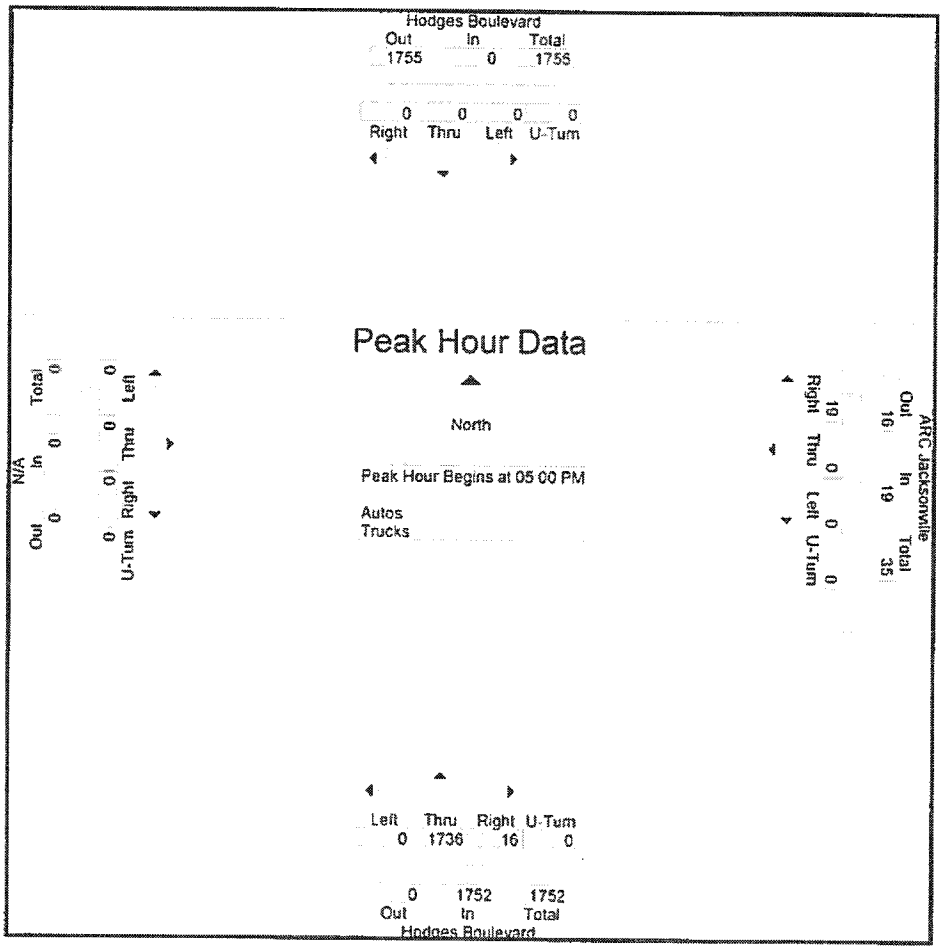
615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

EXHIBIT W-1

Location
Hodges Boulevard @ ARC Jacksonville

File Name : hodges blvd @ arc jax
Site Code : 00000000
Start Date : 2/20/2018
Page No : 4

	Hodges Boulevard Southbound					ARC Jacksonville Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
Peak Hour Analysis From 03 30 PM to 06 15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05 00 PM																					
05 00 PM	0	0	0	0	0	0	0	4	0	4	0	446	4	0	450	0	0	0	0	0	454
05 15 PM	0	0	0	0	0	0	0	4	0	4	0	380	2	0	382	0	0	0	0	0	386
05 30 PM	0	0	0	0	0	0	0	6	0	6	0	413	4	0	417	0	0	0	0	0	423
05 45 PM	0	0	0	0	0	0	0	5	0	5	0	497	6	0	503	0	0	0	0	0	508
Total Volume	0	0	0	0	0	0	0	19	0	19	0	1736	16	0	1752	0	0	0	0	0	1771
% App. Total	0	0	0	0		0	0	100	0		0	99 1	0.9	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.792	.000	.792	.000	.873	.667	.000	.871	.000	.000	.000	.000	.000	.872



Metric Engineering, Inc.

615 Crescent Executive Court
Suite 524
Lake Mary, FL 32746

EXHIBIT W-1

Location:
Hodges Boulevard @ ARC Jacksonville

File Name : hodges blvd @ ARC Jax
Site Code : 00000000
Start Date : 2/20/2018
Page No : 1

Groups Printed- Trucks

	Hodges Boulevard Southbound					ARC Jacksonville Westbound					Hodges Boulevard Northbound					N/A Eastbound					
Start Time	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
06:30 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	9
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	16	2	0	18	0	0	0	0	0	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	24
09:00 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	8
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
11:15 AM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	5
11:30 AM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	0	2	0	13	2	0	15	0	0	0	0	0	17
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	5	1	0	6	0	0	0	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	2	0	2	0	18	2	0	20	0	0	0	0	0	22
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12
03:45 PM	0	0	0	0	0	0	0	1	0	1	0	9	2	0	11	0	0	0	0	0	12
Total	0	0	0	0	0	0	0	1	0	1	0	21	2	0	23	0	0	0	0	0	24
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	2	0	2	0	3	2	0	5	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	2	0	2	0	18	3	0	21	0	0	0	0	0	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	9	0	9	0	135	14	0	149	0	0	0	0	0	158
Apprch %	0	0	0	0		0	0	100	0		0	90.6	9.4	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	5.7	0	5.7	0	85.4	8.9	0	94.3	0	0	0	0	0	

The Arc
Jacksonville

The Arc Jacksonville Village

a neighborhood for individuals with intellectual and developmental disabilities

Question: How many vehicles are used by the residents and employees on a regular basis, and how many alternate rides (Uber, Lyft, etc.) are used?

- *121 residents live at The Arc Jacksonville Village with various places of employment, volunteer opportunities, day training programs, doctor appointments, grocery shopping, religious services and other responsibilities that take them offsite on a regular basis.*
- *21 residents drive their own vehicles.*
- *26 staff members work at The Village.*
- *Approximately 60 residents have services provided by the State of Florida's Agency for Persons with Disabilities and those service providers commute in and out on a daily basis.*
- *72 residents have employment in the community and utilize Uber, Lyft, JTA Connexions or private transportation to commute to and from work.*
- *Family members of the 121 residents come and visit on a regular basis.*

Question: Do you have a point of contact at JTA Connexions? COJ would like to reach out to the POC to get transportation data (numbers, times, etc.).

- *The Arc Jacksonville's point of contact is Helen Perez. Her number is 265.8938.*
- *In addition, Kevin McDaniel, Chief, ADA Coordinator with the City's Disabled Services Division, provided the following information: as of December 21, 2017, the following was provided by JTA Paratransit regarding December's month-to-date number of vehicles entering and leaving The Arc Jacksonville Village each day.*

Day of Week	Unduplicated Average
Sunday	7.0
Monday	16.0
Tuesday	20.7
Wednesday	21.0
Thursday	20.5
Friday	17.0
Saturday	10.3

The Arc
Jacksonville

The Arc Jacksonville Village

a neighborhood for individuals with intellectual and developmental disabilities

Question: What days and types of activities do you have on campus that creates traffic?

- *During the week (Monday through Friday), there can be tours throughout the day with as many as 20+ visitors. In addition, there is an on-site property management company that has deliveries from vendors on an almost daily basis. The Community Center has a dining room that serves evening meals during the week. The private school that provides these meals have staff that are at The Village daily. Residents have visitors and family members attend these evening meals many nights. In addition, residents invite guests for daytime and evening socialization activities on a continual basis. Volunteers visit on a regular basis to assist with activities and other social opportunities. Several local universities and schools of nursing have their nursing students visit on a regular basis as part of a grant intended to expose nursing students to those individuals with intellectual and developmental disabilities.*

- *On weekends (Saturday and Sunday), there are socialization activities run by the activities team, and service day projects attended by various community businesses and organizations. In addition, Special Olympics has partnered with The Arc Jacksonville Village to bring multiple sports opportunities to the residents. During the year, volunteer coaches and other volunteers visit on the weekends to help with flag-football, basketball and soccer. Finally, there are several holidays where community activities are held that bring out multiple family members of the 121 residents (Memorial Day, 4th of July, Labor Day, etc.).*

- *During the past year, there were a total of 113 times when 633 volunteers, either individually or in groups, visited for such activities as orientations, meetings, health-fairs, game nights, social functions and service day projects. Groups have included the following companies and organizations:*

  - *Mattress Firm*
  - *Celebration Church*
  - *Chamberlain College of Nursing*
  - *Jacksonville University*
  - *Young Professionals Group*
  - *St. Johns River State College*
  - *Bank of America*
  - *Tim Tebow Foundation*
  - *University of North Florida*
  - *Beaches Roteract*
  - *Chet's Creek*
  - *Down Syndrome Association of Jacksonville*
  - *Rough Riders*
  - *Celebrate GOOD*
  - *Greenscape of Jacksonville*
  - *Rotary International*

The Arc
Jacksonville

The Arc Jacksonville Village

a neighborhood for individuals with intellectual and developmental disabilities

- *AmeriCorps*
- *Noise Complaint (tap dancers)*
- *Johnson & Johnson*

- *Each fall, The Arc Jacksonville holds its fundraiser, Dinner with Bill & Friends. During October 2017, approximately 500 guests attended the event, starting at 5:30 p.m., when traffic on Hodges Boulevard is heavy. In addition, vendors for the event began setting up two days prior to the evening.*

What are the name of the entities on the property next to The Arc Jacksonville Village?

- South of The Village: State of Florida's Agency for Persons with Disabilities (APD) Northeast Region, Field 4 office, 3631 Hodges Boulevard. NE Regional Operations Manager is Leslie Richards – 386.254.3953.

- North of The Village: Florida MENTOR Hodges Cluster, 3615 Hodges Boulevard, 904.223.4173. (Florida MENTOR is a home- and community-based human services provider. It serves individuals with intellectual and developmental disabilities and medically complex needs)

EXHIBIT W-1

Meskel & Associates Engineering
Geotechnical • Environmental • Inspection • Testing

September 12, 2018

Mr. Robert E. Baxter, PE
GAI Consultants, Inc.
1301 Riverplace Blvd., Suite 900
Jacksonville, Florida 32207

Subject: Proposal for Geotechnical Exploration and Engineering Services
Hodges Boulevard at APD Median Opening/Arc Jacksonville
Jacksonville, Florida
MAE Proposal No. 018718

Dear Mr. Baxter:

MESKEL & ASSOCIATES ENGINEERING, PLLC (MAE) is pleased to present this proposal to provide the geotechnical exploration and engineering services for the subject project. This proposal was requested by you via electronic correspondence on September 10, 2018. This correspondence included a document titled, "Qualitative Assessment 8 Hour TMC Collision Analysis", dated August 29, 2018 and prepared for the Metric Engineering City of Jacksonville's Engineering & Construction Management Division, that includes a site description and results of a traffic study at the subject interchanges.

It is our understanding that the project consists of relocating the median at the APD entrance at Hodges Boulevard to the north at entrance to Arc Jacksonville. Based on the discussions with GAI, the scope of work includes pavement cores of the existing pavement section within the median at the APD entrance with shallow borings to determine base/subbase type and thickness, and borings in the proposed median at the Arc Jacksonville entrance at Hodges Boulevard.

The objective of the geotechnical exploration is to provide site and subsurface information to evaluate the subsurface conditions for the proposed construction. Based on the provided information, we propose four Standard Penetration Test (SPT) borings be performed to a depth of 15 feet below existing grade at each intersection (APD and Arc Jacksonville). Two pavement cores will be performed within the median at the APD entrance at Hodges Boulevard to determine the thickness of each layer within the existing pavement section.

The borings appear to be accessible to our truck-mounted drill rig and pavement coring equipment. We will locate the borings using our hand-held GPS equipment, accurate to within 3 meters (+/- 10 feet). We have not budgeted for Maintenance-of-Traffic. Should MOT be required to complete our borings if utility conflicts result in alternate boring locations, we have assumed that JB Coxwell or others will provide MOT services during our field exploration. If this is not the case, we can revise our proposal to include these services. We have budgeted to acquire a FDOT Right-of-Way access permit.

In accordance with Florida law, we will attempt to locate existing underground utilities at the site by utilizing the Sunshine State One-Call (SSOC) system. Any private utilities not included in the SSOC system will need to be located by the Owner. All borings and tests will be performed in general accordance with ASTM procedures.

Once the borings and pavement cores are completed, they will be backfilled with native soil cuttings and the pavement cores will be cold patched. We will take all reasonable precautions to prevent damage to the existing site features. The recovered soil samples will be described in the field by the field crew.

The field logs and samples will be delivered to our laboratory, where the logs will be reviewed, and the samples will be classified, by a geotechnical engineer in general accordance with ASTM D2488.

If unusual or unanticipated soil conditions are encountered during drilling prior to or at the anticipated termination depths, we will contact you immediately to discuss the matter. We will not explore to depths beyond our scope of services without your consent.

Laboratory classification and soil index property tests will be performed in general accordance with ASTM procedures for each applicable test as necessary on selected soil samples to confirm the soil classification and provide engineering characteristics to estimate compressibility.

A geotechnical engineer, licensed in the State of Florida, will direct the geotechnical exploration and provide an engineering evaluation of the subsurface conditions encountered at the boring locations. The results of the exploration and engineering evaluation will be documented in a report that will include the following:

- Our understanding of the planned construction and general description of the project;
- A boring location plan detailing the location of each boring and type of equipment used;
- Field exploration procedures and soil sampling methods used;
- Graphical representation in profile view of our boring logs and stratification which will detail the number of borings performed, description and thickness of each soil layer, any fluid loss(es) during drilling, and SPT-N values at each sample interval;
- The laboratory test procedures performed, and the results obtained;
- Pavement core thicknesses and type;
- A Roadway Soil Survey sheet and associated recommendations roadway design; and
- Recommendations for testing required during site preparation and earthwork construction.

Based on the scope of the services outlined above, we propose to complete our work for an estimated fee of **$6,400.00.** The fee includes submittal of an electronic signed and sealed report. We will contact you immediately if we encounter subsurface conditions that could require the borings to be advanced to deeper depths, and/or if additional engineering analysis outside the scope of this proposal is necessary.

Once authorization is received, a utility locate request will be submitted. We will mobilize our equipment to the site within one week once the utilities have been located and marked. We anticipate the field work will take 1 to 2 days to complete, weather permitting. Verbal results can be provided within 2 to 3 days after completion of the field work. Laboratory testing will take up to one week to complete depending on the amount of lab testing assigned. We plan to submit our engineering report within 3 weeks following completion of the field exploration and laboratory testing programs.

We appreciate this opportunity to provide this proposal for your project. If you have any questions concerning this proposal, or if we can serve you in any other way, please contact me.

Sincerely,
MESKEL & ASSOCIATES ENGINEERING, PLLC

Brett H. Harbison

Brett Harbison, P.E.
Director, Geotechnical Services

P. Rodney Man, P.E.
Principal Engineer

Distribution: Mr. Robert E. Baxter, PE / GAI Consultants, Inc. One e-mail copy

PROPOSAL AUTHORIZATION
For Geotechnical Services
Hodges Boulevard at APD Median Opening/Arc Jacksonville
Jacksonville, Florida
MAE Proposal No. 018718

Billing Information:

Company Name: _____

Attention: _____
Company
Address: _____

Phone No.: _____ Email: _____

Project Contact Name:
(if different than above) _____

Additional Reports: Please List Below Any Additional Parties To Receive Reports.

1. _____

_____

No. of Reports Required:_____

2. _____

_____

No. of Reports Required:_____

NOTE: Our fee includes submittal of an electronic copy for each report. If bound paper copies are requested, the client will be charged $50 for each additional copy.

MAE invoices should be received by you by the _____ of each month (date required for your processing)

The Client representative named below has read the General Conditions that are attached and made a part of this proposal, and agrees to be bound to the terms of the General Conditions.

Name: _____ Title: _____

Signature: _____ Date: _____

PROPOSAL DOCUMENT GENERAL CONDITIONS

Payment – Payment shall be due within 30 days after date of invoice.

Insurance – Meskel & Associates Engineering (MAE) maintains Commercial General Liability with limits of $1,000,000 – per occurrence, $2,000,000 general aggregate, $2,000,000 products and completed operations aggregate. A certificate of insurance can be provided at your request evidencing such coverage. All subcontractors to MAE maintain Workers' Compensation, Employer's Liability with limits of $1,000,000 bodily injury by accident – each accident, $1,000,000 bodily injury by disease – each employee, $1,000,000 bodily injury by disease – policy limit. Workers Compensation coverage is in accordance with the Workers Compensation Law for the State of Florida.

Professional Liability: MAE maintains Professional Liability with limits of $2,000,000 each claim and $3,000,000 aggregate. A certificate of insurance can be provided at your request evidencing such coverage.

Right-of-Entry – Unless otherwise agreed, Client will furnish right-of-entry on the property for MAE to make the planned borings, surveys, and/or exploration. MAE will take reasonable precautions to minimize damage to the property caused by its equipment and sampling procedures, but the cost of restoration or damage which may result from the planned operations is not included in the contracted amount.

Legal Jurisdiction – The parties agree that any actions brought to enforce any provision of this Agreement shall only be brought in a court of competent jurisdiction located in Jacksonville, Duval County, Florida.

Damage to Existing Man-made Objects – It shall be the responsibility of the Owner or his duly authorized representative to disclose the presence and accurate location of all hidden or obscure man-made objects relative to field tests, sampling, or boring locations. When cautioned, advised or given data in writing that reveal the presence or potential presence of underground or overhead obstructions, such as utilities, MAE will give special instructions to its field personnel. As evidenced by your acceptance of this proposal, Client agrees to indemnify and save harmless MAE from all claims, suits, losses, personal injuries, death and property liability resulting from unusual subsurface conditions or damages to subsurface structures, owned by Client or third parties, occurring in the performance of the proposed work, whose presence and exact locations were not revealed to MAE in writing, and to reimburse MAE for expenses in connection with any such claims or suits, including reasonable attorney's fees.

Limitation of Responsibility – Client hereby agrees to the fullest extent permitted by law the Consultant's total liability to Client for any and all injuries, claims, losses, expenses or damages whatsoever arising out of or in any way relating to the project, the site, or this Agreement from any cause or causes including but not limited to the Consultant's negligence, errors, omissions, strict liability, breach of contract, or breach of warranty shall not exceed the greater of the total amount paid by the Client for the services of the Consultant under this contract or $50,000.00, whichever is greater.

Client and the Consultant agree that to the fullest extent permitted by law the Consultant shall not be liable to Client for any special, indirect or consequential damages whatsoever, whether caused by the Consultant's negligence, errors, omissions, strict liability, breach of contract, breach of warranty or other cause or causes whatsoever.

To the fullest extent permitted by law, Client agrees to defend, indemnify, and hold Consultant, its agents, subcontractors, and employees harmless from and against any and all claims, defense costs, including attorneys' fees, damages, and other liabilities arising out of or in any way related to Consultant's reports or recommendations concerning this Agreement, Consultant's presence on the project property, or the presence, release, or threatened release of asbestos, hazardous substances, or pollutants on or from the project property; **provided that** Client shall not indemnify Consultant against liability for damages to the extent caused by the negligence or intentional misconduct of Consultant, its agents, subcontractors, or employees.

Use of Documents – All documents, including but not limited to drawings, specifications, reports, and data or programs stored electronically, prepared by the Consultant are related exclusively to the services described in this Agreement, and may be used only if the Client has satisfied all of its obligations under this Agreement. They are not intended or represented to be suitable for use, partial use or reuse by the Client or others on extensions of this project or on any other project. Any modifications made by the Client to any of the Consultant's documents, or any use, partial use or reuse of the documents without written authorization or adaptation by the Consultant will be at the Client's sole risk and without liability to the Consultant, and the Client shall indemnify, defend and hold the Consultant harmless from all claims, damages, losses and expenses, including but not limited to attorneys' fees, resulting therefrom. The Consultant's electronic files and source code developed in the development of application code remain the property of the Consultant and shall be provided to the Client only if expressly provided for in this Agreement. Any electronic files not containing an electronic seal are provided only for the convenience of the Client, and use of them is at the Client's sole risk. In the case of any defects in the electronic files or any discrepancies between them and the hardcopy of the documents prepared by the Consultant, the hardcopy shall govern. Because data stored in electronic media format can deteriorate or be modified without the Consultant's authorization, the Client has 60 days to perform acceptance tests, after which it shall be deemed to have accepted the data.

PURSUANT TO FLORIDA STATUTES SECTION 558.0035 (2013) AN INDIVIDUAL EMPLOYEE OR AGENT OF MAE MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.

Sampling or Testing Location – Unless specifically stated to the contrary, the fees included in this proposal do not include costs associated with professional land surveying of the site or the accurate horizontal and vertical locations of tests. Field tests or boring locations described in our report or shown on our sketches are based on specific information furnished to us by others or estimates made in the field by our technicians. Such dimensions, depths or elevations should be considered as approximations unless otherwise stated in the report.

Sample Handling and Retention – Generally test samples or specimens are consumed and/or substantially altered during the conduct of tests and MAE, at its sole discretion, will dispose (subject to the following) of any remaining residue immediately upon completion of test unless required in writing by the Client to store or otherwise handle the samples. (a) NON HAZARDOUS SAMPLES: At Client's written request, MAE will store test samples and specimens, or the residue thereof for ninety (90) days after submission of MAE's report to Client free of storage charges. After the initial 90 days and upon written request, MAE will store test specimens or samples for a mutually acceptable storage charge and period of time. (b) HAZARDOUS OR POTENTIALLY HAZARDOUS SAMPLES: In the event that samples contain substances or constituents hazardous or detrimental to human health, safety or the environment as defined by federal, state or local statutes, regulations, or ordinances ("Hazardous Substances" and "Hazardous Constituents", respectively), MAE will, after completion of testing and at Client's expense: (i) return such samples to Client; (ii) using a manifest signed by Client as generator, will have such samples transported to a location selected by Client for final disposal. Client agrees to pay all costs associated with the storage, transport, and disposal of such samples. Client recognizes and agrees that MAE is acting as a Bailee and at no time does MAE assume title of said waste.

Discovery of Unanticipated Hazardous Materials – Hazardous materials or certain types of hazardous materials may exist at a site where there is no reason to believe they could or should be present. MAE and Client agree that the discovery of unanticipated hazardous materials constitutes a changed condition mandating a renegotiation of the scope of work or termination of services. MAE and Client also agree that the discovery of unanticipated hazardous materials may make it necessary for MAE to take immediate measures to protect health and safety. MAE agrees to notify Client as soon as practicable should unanticipated hazardous materials or suspected hazardous materials be encountered. Client encourages MAE to take any and all measures that, in MAE's professional opinion, are justified to preserve and protect the health and safety of MAE's personnel and the public. Client agrees to compensate MAE for the additional cost of working to protect employees' and the public's health and safety. In addition, Client waives any claim against MAE, and agrees to defend, indemnify and save MAE harmless from any claim or liability for injury or loss arising from MAE's discovery of unanticipated hazardous materials or suspected hazardous materials. Client also agrees to compensate MAE for any time spent and expenses incurred by MAE in defense of any such claim, with such compensation to be based upon MAE's prevailing fee schedule and expense reimbursement policy relative to recovery of direct project costs.

Force Majeure – MAE shall not be held responsible for any delay or failure in performance of any part of this Agreement to the extent such delay or failure is caused by fire, flood, explosion, war, strike, embargo, government requirement, civil or military authority, acts of God, act or omission of subcontractors, carriers, client or other similar causes beyond its control.

FISCAL MO/YEAR : 02 2019 CURRENCY CODE :
INDEX CODE : PWCP32ERD549 PW ROAD CAPITAL PROJECTS (F5490)
SUBOBJECT : 069505 DM-OTHER CONSTRUCTION COSTS
PROJECT : PW0381 COUNTYWIDE INTERSECTION IMP,BRIDGE REHAB
PROJECT DETAIL : 03 COUNTYWIDE INTERSECTION IMP-INTERSECTION
GRANT :
GRANT DETAIL :
USER CODE :

S	NOV 2018	ANNUAL BALANCE	ALL YEARS BALANCE
ESTIMATED REVENUES	.00	.00	.00
REVENUES	.00	.00	.00
UNREALIZED REVENUES	.00	.00	.00
BUDGET	.00	.00	966,410.00
EXPENDITURES	.00	.00	193,680.27
ENCUMBRANCES	.00	28,209.47	48,859.47
PRE-ENCUMBRANCES	.00	.00	.00
REMAINING BALANCE	.00	-28,209.47	723,870.26

F1-HELP F2-SELECT F4-PRIOR F5-NEXT
F9-LINK F10-PRIOR-MO F11-NEXT-MO
G005 - PRIOR RECORD DISPLAYED