CITY OF CHIPLEY

STAFF REPORT

SUBJECT: Request for a Development Order – Jack's Family Restaurant – 1331 Main Street

MEETING DATE	PREPARED BY
Thursday, May 7, 2026	Tamara Donjuan, Planning & Zoning Officer

SUMMARY

This will approve a Development Order Jack's Family Restaurant. This property is zoned Commercial and is within the Corridor Development District (CDD) overlay, which requires review and approval by the Planning and Zoning Commission and the City Council. The property is located at 1331 Main Street, Parcel ID:00000000-00-2218-0004, 2.7 acreage.

The proposed development has been reviewed by the City's planning firm Kimley Horn and has met all the city's requirements.

The development has met all standards for uses allowed, density and intensity, and design standards for Chapter 44 – Zoning, ARTICLE VI – District Regulations, Section 44-163- Corridor development district (CDD). The CDD shall consist of where the majority of commercial development has occurred in the past, and where such uses are planned to occur in the future. The purpose of the CDD is to provide higher standards for redevelopment of deteriorating and/or unattractive structures and signs. The purpose also includes providing more stringent standards for new development so that such development aesthetically blends with the small city character of Chipley.

According to Fema's National Flood Hazard Layer (NFHL) data maps approximately 100% of the property is in Flood Zone "X", which is an area of minimal flood hazard.

Granting the development will be in harmony with the general intent and purpose of the Code and that such development will not be injurious to the surrounding area.

The City Council will meet on Tuesday, May 12, 2026, at 5:00 p.m. to review the recommendation.

RECOMMENDATION

City Staff recommends approval of the development order

ATTACHMENTS

1. Development Packet

DATE: 4/7/2026

TO: Patrice Tanner, City Administrator, City of Chipley

CC: Tamara Donjuan, Code Enforcement/Planning and Zoning Officer, City of Chipley

FROM: Hadley Peterson, Community Planner

PROJECT: Chipley IPO 25-01 Development Review 03

Development Order Application

Kimley-Horn performed a development review for the proposed Jack's Family Restaurant development. The property is located on the east side of Main Street (State Road No. 77), Chipley, Florida and is in the Commercial zoning district. The purpose of the review is to identify whether the proposed development is consistent with Part II of the City of Chipley Code of Ordinances. Deficiencies of the applications are indicated in red throughout this memo based on the application materials provided. The applicant has sufficiently addressed all comments. There are some additional permits and documentation that will be required to be submitted once received as noted throughout in **orange**.

Additional submissions were made for this project, prompting a review of the following application types:

- Land Use Compliance Certificate Application;
- Application for Certificate of Appropriateness;
- Sign Application; and
- Application for Concurrency Review.

Development Order Application Review

Chapter 36 – Subdivisions, Article III. - Plat, Plan Approval Procedure, Sec. 36-52. - Submittal of general site plans and data.

The proposed plat design and development plans shall be reviewed and approved by the zoning commission in two stages. In the first stage, the subdivider is required to submit only general site plans and data which shall include, but not be limited to, the following:

(1) Topographic data. The topographic data shall include existing conditions as follows:

a. *Boundary lines, street lines and block lines.* Bearing and distances; easements; locations, widths and purposes.

Sufficient: *Provided in Plan Set: Sheet C2.*

Streets on and adjacent to tract. Names and right-of-way widths and locations; types; width and elevation of surfacing; any legally established centerline elevations; walks, curbs, and gutters, etc.

Sufficient: *Provided in Plan Set: Sheets C2 & C3.*

b. *Utilities on and adjacent to the tract.* Locations, sizes and invert elevations of sanitary, storm and combined sewers; locations and sizes of water mains; locations of gas lines, fire hydrants, electrical and telephone poles, and streetlights; if water mains or sewers are not on or adjacent to the tract, indicate the direction and distance to the site of nearest ones, showing invert elevations of sewers.

Sufficient: *Provided in Plan Set: Sheet C4.*

c. *Ground elevation on the tract.* Based upon a datum plane approved by the city clerk, for land that slopes approximately less than two percent, show spot elevations at all breaks in grade, along all drainage channels or swales, and at selected points not more than 100 feet apart in all directions; for land that slopes approximately more than two percent, either show contours with an interval of not more than five feet if ground slope is regular and such information is sufficient for planning purposes, or show contours with intervals of not more than two feet if necessary because of irregular land or the need for more detailed data for preparing plans and construction drawings.

Sufficient: *Provided in Plan Set: Sheets C3, C7 & 01.*

d. *Title and certificates.* Present land tract designation according to official records in the office of the appropriate recorder; title under which the proposed subdivision is to be recorded, with names and addresses of owners, notation stating acreage, scale, north arrow, datum, benchmarks, certification of a registered civil engineer or surveyor, and date of survey.

Sufficient: *Provided in Plan Set: Cover & Sheet 01.*

(2) The following data may be required of the applicant by the zoning commission, contingent upon special conditions of the site and/or proposal:

a. Subsurface conditions on the tract, when required by the zoning commission. Location and results of tests made to ascertain subsurface soil, rock and groundwater conditions; depth to groundwater unless test pits are dry at a depth of five feet; location and results of soil percolation tests if individual sewage systems are proposed.

Sufficient: *This subsection may be required by zoning commission but is provided in the Stormwater Management Plan on page 40.*

b. Other conditions on the tract. Watercourses, marshes, rock outcrops, wooded areas, isolated preservable trees one foot or more in diameter, houses, barns, shacks and other significant features.

Sufficient: *This subsection may be required by zoning commission; however, no watercourses, marshes, rock outcrops, wooded areas, or isolated are reported in the provided documentation.*

c. Other conditions on adjacent lands. Approximate direction and gradient of ground slope, including any embankments or retaining walls, character and location of buildings, railroads, power lines, towers and other nearby nonresidential land uses or adverse influences; owners of adjacent unplatted land; for adjacent platted land, refer to the subdivision plat by name, recordation data, and number and show approximate percentage built up, typical lot size and dwelling type.

Sufficient: *This subsection may be required by zoning commission and conditions of adjacent lands are included in the provided documentation.*

d. Photographs, when required by the zoning commission. Location of cameras, direction of views, and key numbers.

Sufficient: *Photograph examples of the intended use of the proposed development are included in the applicant submission.*

e. Zoning on and adjacent to the tract. Proposed public improvements; highways or other major improvements planned by public authorities for future construction on or near the tract.

Conditional: *This subsection may be required by zoning commission and is not provided within the submitted Civil Plans but is publicly available.*

f. Key plan showing the location of the tract.

Sufficient: *This subsection may be required by zoning commission but is provided in the Cover page of the Plan Set.*

Specifications, Minimum Standards | Chapter 36 – Subdivisions, Article IV, Specifications, Minimum Standards

Sec. 36-93. - Suitability of land.

(a) The zoning commission shall not approve the subdivision of land if, from investigation conducted by state or county health authorities, it is determined that in the interest of the public, the site is not suitable for platting and development purposes of the kind proposed.

Sufficient: *There is no evidence to suggest that the proposed site is unsuitable for the proposed development.*

(b) Land that is subject to flooding conditions as determined by the state department of health and land that is determined by the zoning commission to be topographically unsuitable shall not be platted for residential occupancy, nor for such other use as may endanger health, life or property, or aggravate erosion or flood conditions.

Sufficient: *There is no evidence to suggest that the proposed site is particularly sensitive to flooding based on the elevations depicted in the Topo Map Attachment. The site is not located in a flood zone as identified by the FEMA Flood Zone Map Service Center.*

Fire Prevention and Protection | Chapter 16

Sec. 16-10. - Review of fire protection plans.

(a) When plans are submitted to the city for approval of proposed subdivisions, mobile home parks, multifamily dwellings, recreation or vehicle parks, commercial buildings or other structural developments, the fire chief or the ydr chief's designee shall review the proposed fire protection provisions in accordance with recognized practices. All buildings shall be conspicuously marked with identifying address numbers of not less than three inches in height on all new or existing structures.

Sufficient: *Per the provided Fire Flow letter from the Chipley Fire Department Chief, fire flow for Jacks Restaurant will be less than 2,000 GPM as per plans submitted. This flow is achievable by the two existing fire hydrants near the Project Site.*

(b) The following hydrant specifications are considered minimal, and the fire chief or the fire chief's designee may require a higher level of fire protection for specific developments:

(1) All fire hydrants shall conform to the following:

a. Hydrants shall be accessible at all times, with hose connections readily available.
b. Parking shall not be permitted within 15 feet of any hydrant or post indicator valve.
c. Hydrants shall be painted for high visibility.
d. Hydrants shall be set with the lowest hose connection at least 18 inches above the finished grade.
e. All hydrants shall have at least one 4½-inch outlet and one 2½-inch outlet.

(2) Fire hydrants in single-family subdivisions shall be spaced at a distance of not more than 500 vehicular travel feet between hydrants.

(3) Fire hydrants in industrial, commercial or multifamily developments, mobile home parks, recreational structures for public congregations, and other high-value sites shall be spaced at a distance of not more than 300 vehicular travel feet between hydrants.

Sufficient: *The First Hydrant is located across from 1385 Main Street and the second is in front of 1385 Main Street, according to Fire Flow Letter. All existing fire hydrant locations are labeled on Plan Sheet C6.*

Land Use Compliance | Chapter 44 – Zoning, Article VI – District Regulations, Sec. 44-151. - Commercial land use classification.

(1) Commercial: The purpose of commercial land use is to provide the community and region with commercial uses to encourage compact development of integrated commercial centers and districts, to serve the traveling public with highway commercial areas, and to provide adequate areas for commercial development and redevelopment in order to support economic development within the city.

Sufficient: *The restaurant achieves the purpose of the Commercial zoning designation by providing and integrating for an appropriate commercial development that supports the economic development of the city and also serves the traveling public.*

(2) Intensity: Maximum lot coverage of 85 percent of total gross acreage of a parcel, including buildings and impervious surfaces.

Sufficient: *The proposed site intensity is 54%.*

a. Uses: Commercial land uses include:
   1. retail sales and services;
   2. business and professional offices;
   3. commercial lodgings;
   4. wholesale trade and services;
   5. places of worship;
   6. neighborhood commercial uses; and
   7. public utilities.

   Neighborhood commercial land uses may be required by the city council in transitional areas**.**

Sufficient: *The commercial restaurant with paved parking and gravel truck parking, achieves the purpose of the Commercial land use by fulfilling a retail service.*

(3) Requirements:

a. Maximum lot coverage: 85 percent.

Sufficient: *The proposed site intensity is 54% including all proposed impervious surfaces.*

b. Building setback:

1. Front: 120 feet

Sufficient: *The proposed front setback is 100 feet, according to Plan Set Sheet C2. A setback variance request has been submitted by the applicant due to conversations at the pre-application meeting, but it has been determined that the proposed setback is within substantial conformity with surrounding properties and no setback variance is required at this time.*

2. Side and Rear: None.

Sufficient: *The proposed site exceeds the requirement and provides for side and rear setback.*

Concurrency Review Requirements

Chapter 14 - Environmental and Natural resources, Article VIII. – Stormwater Management, Sec. 14-189. - Stormwater management requirements.

The following local design criteria shall be used in the city:

(1) Performance standards.
   a. Discharge. A storm event of 24-hour duration and 25-year return frequency shall be used in computing allowable off-site discharge. Off-site discharge shall be limited to pre-development levels or the first one inch of rainfall, whichever is less, unless an engineering analysis using professionally accepted methodologies demonstrates that a differing discharge rate should be used. In requiring a lesser rate of discharge, the burden of analysis shall be the responsibility of the city. In requesting a larger rate of discharge, the burden of analysis shall be the responsibility of the developer.
   b. Stormwater facilities. All development shall provide stormwater facilities that provide retention, or detention with filtration, of the runoff from the first one inch of rainfall; or as an option for projects with drainage areas less than 100 acres, provide for the retention, or detention with filtration, of the first one-half inch of runoff.

(2) Design standards.
   a. The design standards required by the state shall be used in the design and construction of stormwater management facilities.
   b. Dredging, clearing of vegetation, deepening, widening, straightening, stabilizing or otherwise altering natural waters shall be minimized.
   c. Natural surface waters shall not be used as sediment traps during or after development.
   d. A vegetated buffer of at least 30 feet shall be retained or created along the shores, banks or edges of all manmade or natural surface waters.

Sufficient: *The proposed stormwater facilities successfully offset the 56,471 square feet of impervious area based on the data submitted in the: Stormwater Management Plan document.*

Chapter 28 – Planning, Article III. – Concurrency Management, Sec. 28-53 – Concurrency Review

(a) *Evaluation.*
   (1) *Roads.*
      a. *Generally.* The evaluation for roads shall compare the existing level of service standards to the adopted level of service standards established by the city's comprehensive plan for the impacted roads. The level of service shall be determined for conditions on the existing roads, to include any committed or funded improvements to those roads, meeting the minimum requirements for concurrency set forth below.

Sufficient: *Roadways were evaluated for their level of service under existing, background, and project buildout conditions. No deficiencies as a result of project trips were identified.*

Submittals. The applicant for a development permit shall submit to the city, along with the application for a development permit, the following information:

1. The legal description of the development site;

Sufficient: *A legal description of the proposed development site is provided in: Development Packet.*

2. The street address of the development site, if applicable;

Sufficient: *A street address of the proposed development site is provided in: Development Packet.*

3. A written statement indicating the nature and extent of proposed development.

Sufficient: *A written statement is provided in document: Development Packet.*

b. Transportation study.

1. *Application meeting.* An application meeting between the city and the applicant is required. The purpose of this meeting will be to review the methodology and procedure, and to determine the study area and study period. This will usually be a p.m. peak hour analysis, however, other time periods may require analysis. The transportation study shall be signed and sealed by a registered professional engineer.

Sufficient: *A meeting occurred on March 4, 2026 to discuss methodology for the traffic impact analysis. The study was signed and sealed by Joe Poole, PE on April 2, 2026.*

2. *Define study area.* The study area is defined as the primary impact area affected by traffic associated with the site. A radius around the site will be established based on the average trip length associated with the land use, as set forth in the trip characteristics for that land use as approved by the city. The primary impact area will be approved by the city at the application meeting.

Sufficient: *A radius of 0.5 miles from the development site was agreed on in the methodology meeting.*

3. *Existing conditions.* The following existing conditions shall be provided based on the application review:

(i) Existing peak hour traffic volumes and level of service on all collectors and arterials within the study area.

Sufficient: *The analysis provided existing peak hour traffic volumes and level of service on all collectors and arterials within the study area.*

4. Existing turning movement volumes at the impacted intersection and intersection level of service.

Sufficient: *Existing turning movement volumes were collected on March 12, 2026 at the project driveway. Annual Average Daily Traffic (AADT) values from Florida Traffic Online were used to supplement the analysis.*

5. Sources of data.

(i) The above required data shall be no older *than* the previous calendar year. Volumes shall be adjusted to reflect annual conditions using current Florida Department of Transportation (FDOT) seasonal adjustment factors for the city or other adjustment factors approved by the city.

Sufficient: *All data was obtained within the past calendar year.*

(ii) The above required level of service for roadways shall be determined in accordance with the adopted level of service of the city given in the traffic circulation element of the city's comprehensive plan.

Sufficient: *Level of service (LOS) is consistent with the adopted LOS for the reviewed State and County roads.*

(iii) The above required intersection capacities shall be based on the most recent edition of the Highway Capacity Manual, Special Report 209.

Sufficient: *The intersection operational analysis was based on the Highway Capacity Manual.*

6. *Projection of future roadway traffic.* Roadway volumes shall be projected for each development phase including the year of the project completion. Volumes can be determined using one of the following procedures:

(i) Multiplying existing volumes by the annual growth factor provided by the city. Traffic generated by any major project approved since the traffic counts shall be included as background traffic.

(ii) Multiplying existing volumes by an annual growth factor developed by the applicant and approved by the city. Traffic generated by any major project approved since the traffic counts were conducted shall be included as background traffic.

(iii) Using projections from an area modeling effort.

(iv) Methodology regarding projection of intersection turn movements and level of service shall be established at the application conference.

Sufficient: *A growth rate was applied to develop background volumes. Project trips were added to those values to determine buildout volumes.*

7. *Projection of traffic generation.* The following procedures and information shall be provided:

(i) To determine project traffic generation, the trip characteristics table shall be used, or trip rates may be obtained from studies of comparable sites in the city or standards adopted by the city, and are subject to the approval of the city.

Sufficient: *Trip rates were obtained from the ITE Trip Generation Manual (12th Edition).*

(ii) Identify all land use codes, amount of development and trip rates.

Sufficient: *Land use code (LUC) 934 (Fast-Food Restaurant with Drive-Through Window) was used to estimate project trips.*

(iii) Any proposed reduction factors for internal capture of trips between land uses of a mixed-use project or for passerby trips shall be provided by the applicant at the application/methodology meeting and approved by the city.

Sufficient: *Pass-by trip rates are consistent with 2025 ITE guidelines and do not exceed 10% of the adjacent roadway volume.*

8. *Projection of traffic distribution/assignment.* Project traffic distribution shall be based on reasonable and acceptable industry assumptions and methodologies as applied to the individual site conditions to be approved by the city in the application meeting.

Sufficient: *Project traffic distribution is consistent with existing observed traffic patterns.*

9. *Transportation system management strategies.* A discussion of any proposed transportation system management strategies shall be included in the study.

Sufficient: *Generated trips are not expected to significantly impact the surrounding roadway network, and therefore no discussion of transportation management strategies is required.*

(2) *Potable water.*

a. *Submittals.* The applicant for a development permit shall submit, along with the application for a development permit, proof that sufficient capacity exists as demonstrated by one of the following:

1. If the service provider is other than an on-site potable water well, documentation will be required from the provider that the project is within its service area and that it has the capacity to serve the project as proposed, at or above the adopted level of service. If the ability of a provider to serve a proposed project is contingent upon planned facility expansion, details regarding such planned improvements shall also be submitted. Prior to the issuance of a development order by the city, the applicant may be required to provide evidence of a contract with the service provider, indicating the provider's commitment and ability to serve the proposed project;

Sufficient: *The subject site is within the potable water service area as confirmed by a notarized affidavit.*

2. Permits issued by the Northwest Florida Water Management District for a potable water well to serve the development;

Conditional: *Northwest Florida Water Management District permits are required to be provided to the City upon issuance.*

3. A notarized statement or affidavit that there is an existing functioning potable water well on the site.

Sufficient: *A notarized affidavit signed by Tamara Donjuan was provided, declaring sufficient water supply and utilities on site.*

(3) *Wastewater.*

a. *Submittals.* The applicant for a development permit shall submit, along with the application for a development permit, proof that sufficient capacity exists as demonstrated by one of the following:

1. If the proposed service provider is other than an on-site septic system, documentation will be required from the provider that the project is within its service area and that it has the capacity to serve the project as proposed, at or above the adopted level of service. If the ability of a provider to serve a proposed project is contingent upon planned facility expansion, details regarding such planned improvements shall also be submitted. Prior to the issuance of a final development order by the city, the applicant may be required to provide evidence of a contract with the service provider indicating the provider's commitment and ability to serve the proposed project;

Sufficient: *A notarized affidavit signed by Tamara Donjuan was provided, declaring all needed utilities shall be provided by the City.*

2. All applicable state health department permits for an on-site septic system, pursuant to F.A.C. 64E-6, are obtained; or

Sufficient: *It is noted that the proposed development will be provided sanitary sewer service by the City.*

3. Proof the city impact fees for the provision of a wastewater system have been paid.

Conditional: *City impact fees or payment for water and sanitary sewer service for the proposed development are required to be paid prior to building permit.*

(4) *Drainage.*

a. *Submittals.* The applicant for a development permit shall submit, along with the application for the development permit, proof that sufficient capacity exists as demonstrated by one of the following:

1. All applicable department of environmental protection (DEP) permits for stormwater management systems;

2. All applicable department of transportation (DOT) permits for drainage connections, pursuant to F.A.C. 14-86 are obtained; and/or sufficient.

3. All applicable Northwest Florida Water Management District (NWFWMD) permits, pursuant to F.S. §§ 373.451 through 373.4595 (the Surface Water Improvement SWIM Act) are obtained.

Conditional: *FDOT permits for drainage connections, DEP permits for stormwater management systems, and/or NWFWMD permits are required to be provided to the City upon issuance.*

(5) *Solid waste.*

a. *Submittals.* The applicant for a development permit shall submit, along with the application for the development permit, proof that sufficient capacity exists as demonstrated by one of the following:

1. Documentation will be required from the provider that the project is within its service area and that it has the capacity to serve the project as proposed, at or above the adopted level of service. If the ability of a provider to serve a proposed project is contingent upon planned facility expansion, details regarding such planned improvements shall also be submitted.

Sufficient: *A notarized affidavit signed by Tamara Donjuan was provided, declaring all needed utilities shall be provided by the City.*

2. Prior to the issuance of a development order by the city, the applicant may be required to provide evidence of a contract with the service provider, indicating the provider's commitment and ability to serve the proposed project; or

Sufficient: *A notarized affidavit signed by Tamara Donjuan was provided, declaring all needed utilities shall be provided by the City.*

(6) *Recreation and open space; city-wide presumption of available capacity.* Based upon the data and analysis contained in the city's comprehensive plan, adequate capacity exists for the estimated demand for park and open space facilities. Therefore, a presumption of available capacity for all development shall be rendered by the city for the period beginning September 1, 1991, through the submission of the first concurrency management system annual report. At such time, the available capacity for park and open space shall be re-assessed, and a determination made as to whether the presumption of available capacity is to be continued.

Sufficient: *This requirement is not applicable to the proposed development.*

Sign Application Review Requirements

Sign Application and Permit Requirements | Chapter 30 – Signs.

Sec. 30-9. - Design, construction and location standards.

(a) *Compliance with building and electrical codes required.* All permanent signs, and the illumination thereof, shall be designed, constructed and maintained in conformity with applicable provisions of the building and electrical codes adopted by the city.

(b) *Illumination standards.*

(1) Sign lighting may not be designed or located to cause confusion with traffic lights.

Sufficient: *The illuminated sign does not appear to be designed in any way to cause confusion with traffic lights.*

(2) Illumination by floodlights or spotlights is permissible so long as none of the light emitted shines directly onto an adjoining property or into the eyes of motorists or pedestrians using or entering public streets.

Sufficient: *The illuminated sign does not appear to be designed in any way that would emit excessive light onto adjoining properties, motorists or passing pedestrians.*

(3) Illuminated signs shall not have lighting mechanisms that project more than 18 inches perpendicularly from any surface of the sign over public space.

Sufficient: *Pursuant to Plan Set sheet C8 and the Sign Application.*

(c) *Placement standards.*

(1) *Near street and/or driveway intersections.* No sign shall be erected within a visibility triangle in such a manner as to materially impede vision between a height of two feet and ten feet

above grade. The clear visibility triangle shall be formed by connecting a point on each street centerline, to be located at the distance from the intersection of the street centerlines indicated below, and a third line connecting the two points. The clear visibility triangle distance from the intersection of the street centerlines for the various road classifications shall be as follows: (depicted in Table 30-2: Visibility Triangle Distance From Intersection of Street Centerlines)

Sufficient: *The proposed sign does not impede a visibility triangle and is compliance with the set standards, according to Plan Sheet 4.*

(2) *In right-of-way.* Supports for signs or sign structure shall not be placed in or upon a public right-of-way or public easement, except under the terms of a lease between the owner of the easement or right-of-way and the owner of the sign.

Sufficient: *The proposed sign shall be placed no less than 200' on either side of the driveway intersection, therefore will not be place in or upon a public right-of-way or easement.*

(3) *Over right-of-way.* No ground sign shall project over a public right-of-way.

Sufficient: *The proposed sign shall be placed no less than 200' on either side of the driveway intersection, therefore will not project over a public right-of-way.*

(4) *Blocking exits, fire escapes, etc.* No sign or sign structure shall be erected that impedes use of any fire escape, emergency exit or standpipe.

Sufficient: *The proposed sign shall be placed no less than 200' on either side of the driveway intersection, therefore there is no impediment to use of fire escape, emergency exit, or standpipe.*

(d) *Clearance standards.*

(1) *Over pedestrian ways.* All signs over pedestrian ways shall provide a minimum of nine feet of clearance.

Sufficient: *All clearance standards provided for in information by applicant on March 20, 2026 to provide pylon sign detail on Details (C8) for site specific detail as provided by Pro Signs for consistency with sign permit application.*

(2) *Over vehicular ways.* All signs over vehicular ways shall provide a minimum of 13 feet, six inches of clearance.

Sufficient: *All clearance standards provided for in information by applicant on March 20, 2026 to provide pylon sign detail on Details (C8) for site specific detail as provided by Pro Signs for consistency with sign permit application.*

(e) *Relationship to building features.* A building sign shall not extend beyond any edge of the surface to which it is attached nor disrupt a major architectural feature of the building.

Sufficient: *Both renderings of the signs is not depicted to disrupt any major architectural features or extend beyond the edge of the surface to which it is attached.*

(f) *Maximum projection.* A building sign may project no more than four feet perpendicularly from the surface to which it is attached.

Sufficient: *The proposed sign does not project more than four feet from the surface, according to: Sign Application.*

(g) *Maximum window coverage.* The combined area of permanent and temporary signs placed on or behind windows shall not exceed 25 percent of the total window area at the same floor level on the side of the building or unit upon which the signs are displayed.

Sufficient: *The proposed sign is not depicted as a window sign or in a way where the sign obstructs windows.*

(h) *Format for multiple-occupancy complexes.* Building signs for multiple-occupancy complexes constructed or remodeled after the effective date of the ordinance from which this chapter is derived shall conform to an approved sign format. The sign format shall be included as a submittal for authorization to erect such a sign and shall be maintained on file in the planning and zoning department. The format shall be presented in a plan or sketch, together with written specifications in sufficient detail to enable the city building official to authorize signs based on the specifications. At a minimum, the sign format shall specify the types of signs and dimensions (not to exceed the size limits contained in this chapter) which will be permitted to each occupant within the complex. The sign format shall also contain common design elements, such as placement, color, shape or style of lettering, which lend a unified appearance to the signs of the occupants within the complex. The sign format may only be modified with the approval of the director upon submission of a revised plan and specifications detailing the revised format.

Sufficient: *The proposed development is not a multiple-occupancy complex or similar development.*

(i) *Signs required to be certified by a state-registered engineer.* The following signs shall be designed and certified by a state-registered engineer:

(1) Building signs that project perpendicularly from the surface to which it is attached and that are more than 24 square feet in area.

Sufficient: *The proposed exterior signage totals 24 square feet in area, according to Plan Sheet C8.*

(2) Ground signs of more than eight feet in height and 48 square feet in area.

Sufficient: *The proposed sign is 40 square feet in area and does not exceed 8 feet in height, according to Plan Sheet 4.*

City of Chipley
Development Order

File No._____ Fees Paid $_____

Name of Owner: Jack's Family Restaurants, LP Phone #: 205-945-8167

Address: 124 West Oxmoor Road, Birmingham, AL 35209

Name of Developer/Contractor: TBD

Address: TBD Phone #: TBD

Type of Development: Commercial Restaurant Parcel Size: 2.44 Ac.

Location of Development: 1331 Main Street

Land Use Designation: Commercial Sq. Ft. of Building 3,275 s.f.

Site Plan Required? Yes ✔ No Stormwater Permit Required? Yes ✔ No

City Utilities Needed? Potable Water ✔ Waste Water ✔ Natural Gas ✔ Garbage ✔

Attachments to Order: 1._____ 2._____

3. _____ 4._____

Date of Planning & Zoning Commission Approval: _____

Date of City Council Approval: _____

Contingencies/Conditions of Approval:_____

_____

The City Council hereby authorizes the development of land within the City of Chipley, Florida, as specified herein. Any development undertaken pursuant to this order shall be in strict conformance with the application for development approval and site plan(s) as approved by the City.

_____/_____ _____/_____

Signature – City Administrator Date Attest Date

SEAL

Owner/Developer/Contractor:_____

SITE PLAN REVIEW REQUIREMENT CHECKLIST

Petition Number: _____ Fee Paid: _____

Date Received: _____ Receipt #: _____

Submit eight (8) copies of each of the following items to the City Clerk's Office.

Site plans submitted for Preliminary approval must have the following information:

Yes	No	1.	Legal description of subject parcel.
Yes	No	2.	Site location map.
Yes	No	3.	Topography map.
Yes	No	4.	Generalized soil types and map, if available.
Yes	No	5.	Type & location of existing vegetation & tree grouping.
Yes	No	6.	Location, names, widths of existing & proposed streets, driveways and dumpsters.
Yes	No	7.	Dimensions/location of all buildings/structures.
Yes	No	8.	Gross floor area of all buildings.
Yes	No	9.	Exact number of dwelling units by number of bedrooms.
Yes	No	10.	Total number of residential units by acre.
Yes	No	11.	Dimensions of all yard setbacks and open spaces.
Yes	No	12.	Location of recreation areas, if any.
Yes	No	13.	Drainage concept.
Yes	No	14.	Site percentage & square footage covered by building structures.
Yes	No	15.	Site percentage & square footage covered by paving.
Yes	No	16.	Site percentage & square footage covered by open space.
Yes	No	17.	Sediment control measures.
Yes	No	18.	Fire flow calculations.
Yes	No	19.	Preliminary site plan submittals must contain the following stormwater management information:
Yes	No		A. Graphic definition of the drainage areas with each area's: 1. approximate surface area indicated 2. approximate coefficient of imperviousness 3. approximate points of water collection
Yes	No		B. Definition of the type of stormwater management system proposed, along with the location and approximate dimensions and/or size of the facilities.
Yes	No		C. Approximate stormwater management design calculations.

Site plans submitted for Final approval must have the following information:

Yes	No	20.	A grading & drainage plan; stormwater management analysis/design Calculations must be signed & sealed by a registered Florida engineer.
Yes	No	21.	A landscape plan.
Yes	No	22.	Exact location of all public easements.
Yes	No	23.	Utility services & connection points; fire hydrant locations.
Yes	No	24.	Architectural elevations of all buildings and structures.
Yes	No	25.	Size, type and location of street graphics.
Yes	No	26.	Size, location and intensity of exterior lighting devices and a statement that lighting will meet City of Chipley codes.
Yes	No	27.	If phasing is planned, a development timetable is required.
Yes	No	28.	A sedimentation plan.

NOTE: THE CITY COUNCIL WILL NOT REVIEW A SITE PLAN THAT IS DEFICIENT IN ANY OF THE INFORMATION LISTED ABOVE.

In submitting this petition, I/We understand that all required information as listed above including eight (8) copies of each of the 28 required items must be submitted to the City Clerk's Office before review by the Chipley City Council. **(11x17" ONLY!)**

Owner/Agent/Petitioner's Signature

1/20/26
Date

FOR OFFICE USE ONLY

Petition Number _____ Fee Paid _____

Section, Township, Range _____

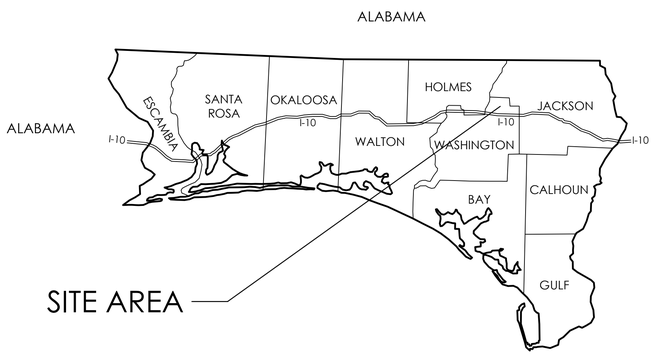
Receipt Number _____ Tax Parcel Number _____

City Council Review Date _____

Approved by City Council _____ Denied by City Council _____

SITE DEVELOPMENT PLANS FOR:

Chipley, Florida



NORTHWEST FLORIDA

AREA MAP:

PREPARED BY:

Binkley Engineering, P.A.
434 Benning Drive
Destin, FL 32541
Phone: (850) 974-5421

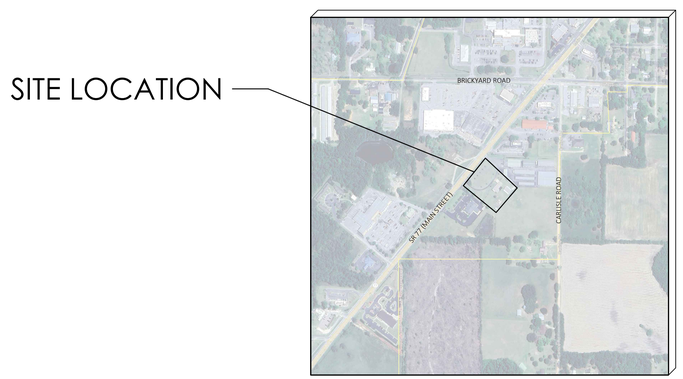
PREPARED FOR:

Jack's Family Restaurants, LP
124 West Oxmoor Road
Birmingham, AL 35209
(205) 945-8167

DATE PREPARED:

January 19, 2026

LOCATION MAP:



INDEX OF SHEETS	
SHEET	DESCRIPTION
C1	DEMOLITION PLAN
C2	SITE PLAN
C3	GRADING & DRAINAGE PLAN
C4	UTILITY PLAN
C5	LANDSCAPE PLAN
C6	FDOT EXISTING CONDITIONS / DEMOLITION PLAN
C7	FDOT DRIVEWAY CONNECTION PLAN
C8	SITE DETAILS
C9	SITE DETAILS
C10	SECTIONS
SP-1	SPECIFICATIONS
SP-2	SPECIFICATIONS

ROSS S. BINKLEY LICENSE No. 56762 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Ross S. Binkley, P.E. on 1/19/26 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Licensed to: ROSS S. BINKLEY LICENSE No. 56762 STATE OF FLORIDA PROFESSIONAL ENGINEER Ross S. Binkley #56762

BINKLEY ENGINEERING
Certificate of Authorization No. 32308

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

STATE ROAD 77 / MAIN STREET
(100' R/W)

EX. SSMH
TOP=133.03
INV.=122.93 (SW)
INV.=122.73 (NE)

EX. SSMH
NOT FOUND

UNABLE TO
LOCATE

EX. INLET
TOP=133.69
INV.=130.04

EX. 18" RCP

EX. HEADWALL
INV.=129.74

EX. INLET
TOP=133.61
INV.=130.01

EX. 18" RCP

REMOVE
EX. INLET
TOP=132.75
INV.=130.20

REMOVE
EX. 18" RCP

REMOVE
EX. 18" RCP

REMOVE
EX. HEADWALL
INV.=131.28

REMOVE
EX. 18" RCP

SAWCUT & REMOVE
EX. ASPHALT SHOULDER

NOTE:
FIBER OPTIC LINE IN
RIGHT-OF-WAY WORK
AREA

EX. FIBER OPTIC LINE

EX. POWER
POLE

EX. SEWER
CLEANOUT

N39°58'13"E 282.12'

EX. 18" CMP

EX. GAS MAIN
INV.=131.60

EX. WATER MAIN
INV.=132.82

EX. HEADWALL
INV.=131.58

EX. 18" RCP

EX. HEADWALL
INV.=131.17

EX. 12" CMP

EX. HEADWALL
INV.=130.69

EX. 12" RCP

EX. INLET
TOP=132.66
INV.=130.90

0 20 40
SCALE: 1"=20'

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EX. INLET
TOP=136.06
INV.=131.86

"ONE FLORIDA BANK"
N/F ONE SOUTH BANK
OR BK 1135, PG 446
ZONING/FLU: COMMERICAL

EX. 18" RCP

N47°52'27"W 370.96'

REMOVE EX. ASPHALT
PAVEMENT

REMOVE EXIST.
POWER POLE

REMOVE
EX. CONCRETE

REMOVE
EX. CONCRETE

REMOVE
EX. BUILDING
F.F.E.=139.66

S48°21'32"E 339.64'

"A SAFE STORAGE"
N/F A SAFE STORAGE FL LLC
OR BK 1244, PG 238
ZONING/FLU: COMMERCIAL

EX. INLET
TOP=135.88
INV.=131.38

EX. 18" RCP

REMOVE
EX. CONCRETE

REMOVE
EX. BUILDING

REMOVE
EX. CONCRETE

REMOVE
EX. SHED

REMOVE
EX. SHED

EX. POWER
POLE

S87°48'10"E 45.46'

S40°50'00"W 314.06'

VACANT
N/F CONTINI
OR BK 1273, PG 969
ZONING/FLU: COMMERCIAL

DEMOLITION NOTES:

1. THE LOCATION OF EXISTING FEATURES SHOWN HEREON IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION. COORDINATE WITH UTILITY COMPANIES AS APPLICABLE TO VERIFY LOCATION AND SIZE OF UTILITY LINES TO BE RELOCATED OR REMOVED.
2. THE CONTRACTOR SHALL HAVE ALL APPLICABLE PERMITS, BOTH STATE AND LOCAL, PRIOR TO BEGINNING CONSTRUCTION.
3. SAW CUT AND REMOVE EXISTING SIDEWALK, CURB, AND CONCRETE PAVEMENT AT THE NEAREST JOINT.
4. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY AND/OR PERMANENT EROSION AND SEDIMENT CONTROL DEVICES DURING CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS AS A MINIMUM. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES MAY BE REQUIRED TO PREVENT SILT FROM LEAVING SITE.
5. EROSION AND SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND SHALL BE REPAIRED OR REPLACED AS NECESSARY.
6. UNDERGROUND UTILITIES SHOWN ARE BASED ON SURFACE FEATURES AND MARKINGS MADE BY UTILITY LOCATION SERVICE. ADDITIONAL UNDERGROUND UTILITIES AND/OR STRUCTURES MAY EXIST WITHIN CONSTRUCTION LIMITS. UTILITY COMPANIES PROVIDING SERVICE TO AREA SHALL BE CONTACTED TO LOCATE ANY ADDITIONAL UTILITIES PRIOR TO EXCAVATION.

LEGEND

☼	EXISTING LIGHT POLE
⟆	EXISTING POWER POLE
OHP	EXISTING OVERHEAD POWER LINE
— — —	RIGHT-OF-WAY LINE

LICENSED PROFESSIONAL ENGINEER
STATE OF FLORIDA
No. 56762
Ross S. BINKLEY
NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED ENGINEER

DATE:

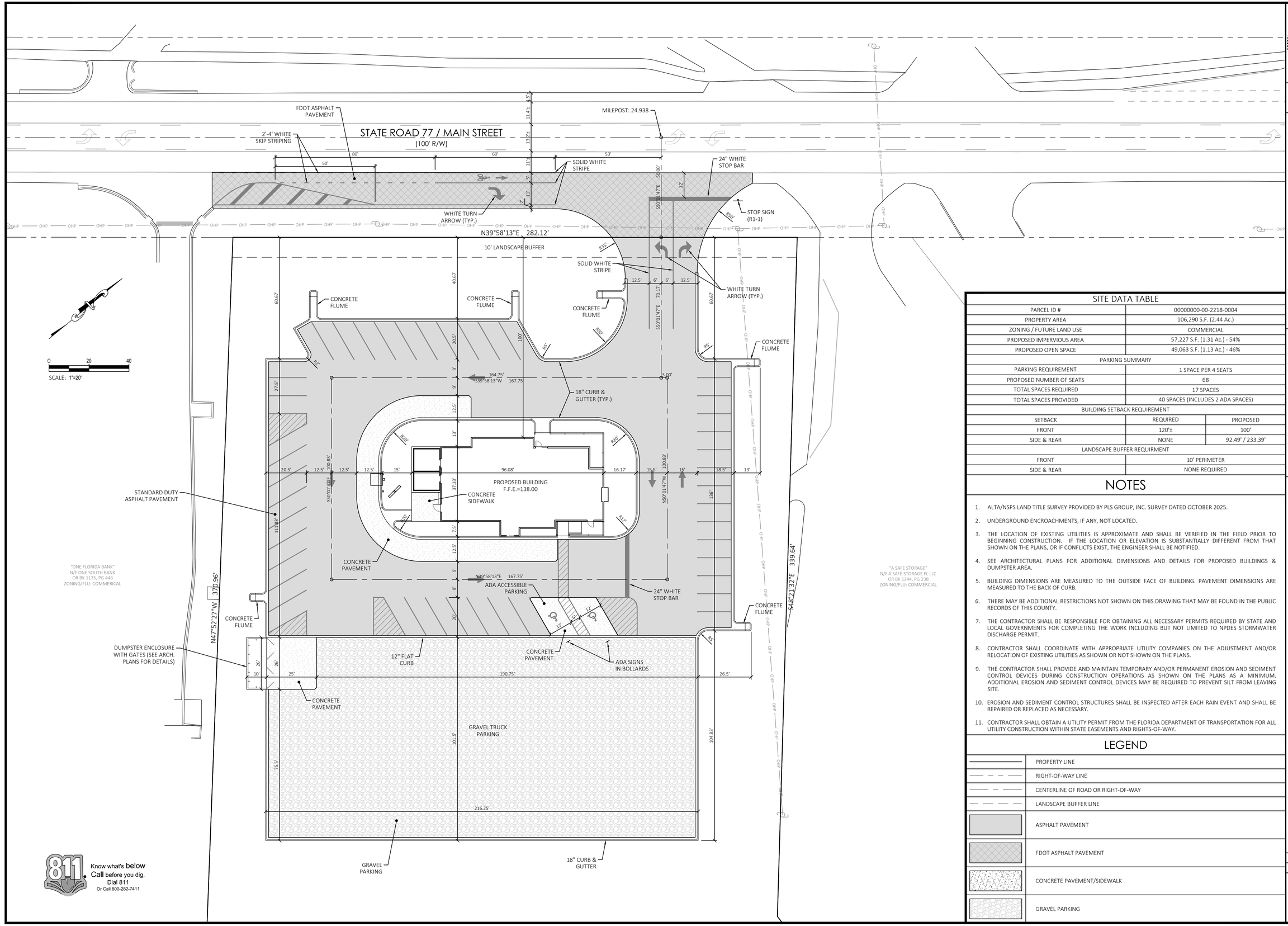
REVISIONS:

BINKLEY ENGINEERING
Certificate of Authorization No. 32308
434 Benning Drive, Destin, FL 32541
Phone: (850) 974-5421
rsbinkley@gmail.com

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

DEMOLITION PLAN

DATE: 1/19/26
SCALE: 1"=20'
SHEET
C1



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Or Call 800-282-7411

SITE DATA TABLE

PARCEL ID #	00000000-00-2218-0004	
PROPERTY AREA	106,290 S.F. (2.44 Ac.)	
ZONING / FUTURE LAND USE	COMMERCIAL	
PROPOSED IMPERVIOUS AREA	57,227 S.F. (1.31 Ac.) - 54%	
PROPOSED OPEN SPACE	49,063 S.F. (1.13 Ac.) - 46%	
PARKING SUMMARY		
PARKING REQUIREMENT	1 SPACE PER 4 SEATS	
PROPOSED NUMBER OF SEATS	68	
TOTAL SPACES REQUIRED	17 SPACES	
TOTAL SPACES PROVIDED	40 SPACES (INCLUDES 2 ADA SPACES)	
BUILDING SETBACK REQUIREMENT		
SETBACK	REQUIRED	PROPOSED
FRONT	120'±	100'
SIDE & REAR	NONE	92.49' / 233.39'
LANDSCAPE BUFFER REQUIRMENT		
FRONT	10' PERIMETER	
SIDE & REAR	NONE REQUIRED	

NOTES

1. ALTA/NSPS LAND TITLE SURVEY PROVIDED BY PLS GROUP, INC. SURVEY DATED OCTOBER 2025.
2. UNDERGROUND ENCROACHMENTS, IF ANY, NOT LOCATED.
3. THE LOCATION OF EXISTING UTILITIES IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION. IF THE LOCATION OR ELEVATION IS SUBSTANTIALLY DIFFERENT FROM THAT SHOWN ON THE PLANS, OR IF CONFLICTS EXIST, THE ENGINEER SHALL BE NOTIFIED.
4. SEE ARCHITECTURAL PLANS FOR ADDITIONAL DIMENSIONS AND DETAILS FOR PROPOSED BUILDINGS & DUMPSTER AREA.
5. BUILDING DIMENSIONS ARE MEASURED TO THE OUTSIDE FACE OF BUILDING. PAVEMENT DIMENSIONS ARE MEASURED TO THE BACK OF CURB.
6. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS DRAWING THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS REQUIRED BY STATE AND LOCAL GOVERNMENTS FOR COMPLETING THE WORK INCLUDING BUT NOT LIMITED TO NPDES STORMWATER DISCHARGE PERMIT.
8. CONTRACTOR SHALL COORDINATE WITH APPROPRIATE UTILITY COMPANIES ON THE ADJUSTMENT AND/OR RELOCATION OF EXISTING UTILITIES AS SHOWN OR NOT SHOWN ON THE PLANS.
9. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY AND/OR PERMANENT EROSION AND SEDIMENT CONTROL DEVICES DURING CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS AS A MINIMUM. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES MAY BE REQUIRED TO PREVENT SILT FROM LEAVING SITE.
10. EROSION AND SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND SHALL BE REPAIRED OR REPLACED AS NECESSARY.
11. CONTRACTOR SHALL OBTAIN A UTILITY PERMIT FROM THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR ALL UTILITY CONSTRUCTION WITHIN STATE EASEMENTS AND RIGHTS-OF-WAY.

LEGEND

	PROPERTY LINE
	RIGHT-OF-WAY LINE
	CENTERLINE OF ROAD OR RIGHT-OF-WAY
	LANDSCAPE BUFFER LINE
	ASPHALT PAVEMENT
	FDOT ASPHALT PAVEMENT
	CONCRETE PAVEMENT/SIDEWALK
	GRAVEL PARKING

Licensed Professional: Ross S. Binkley, P.E. License No. 56762
STATE OF FLORIDA PROFESSIONAL ENGINEER No. 56762
DATE:
REVISIONS:

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434 Benning Drive, Destin, FL 32541
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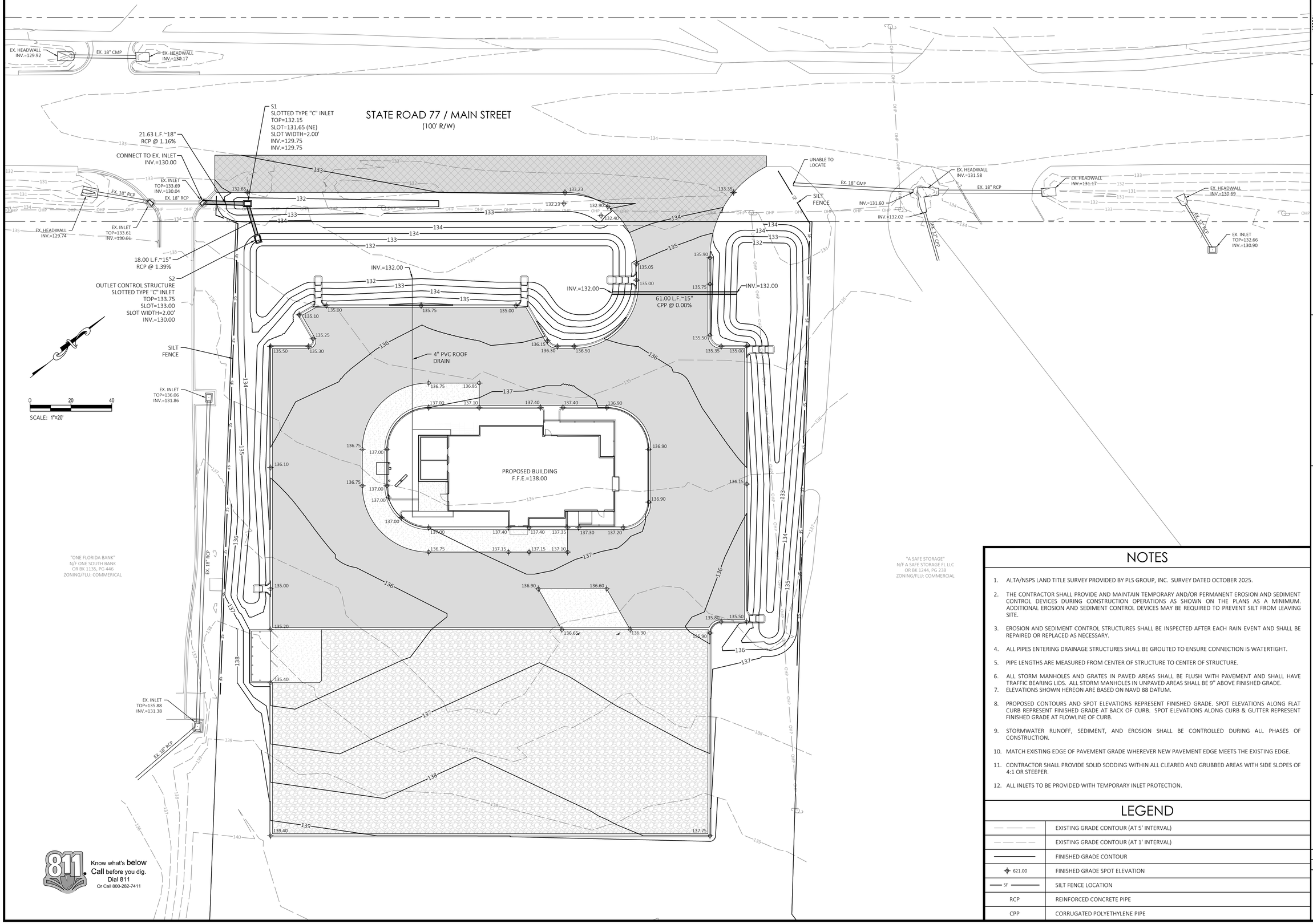
rsbinkley@gmail.com

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

SITE PLAN

DATE: 1/19/26
SCALE: 1"=20'
SHEET
C2



NOTES

1. ALTA/NSPS LAND TITLE SURVEY PROVIDED BY PLS GROUP, INC. SURVEY DATED OCTOBER 2025.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY AND/OR PERMANENT EROSION AND SEDIMENT CONTROL DEVICES DURING CONSTRUCTION OPERATIONS AS SHOWN ON THE PLANS AS A MINIMUM. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES MAY BE REQUIRED TO PREVENT SILT FROM LEAVING SITE.
3. EROSION AND SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND SHALL BE REPAIRED OR REPLACED AS NECESSARY.
4. ALL PIPES ENTERING DRAINAGE STRUCTURES SHALL BE GROUTED TO ENSURE CONNECTION IS WATERTIGHT.
5. PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
6. ALL STORM MANHOLES AND GRATES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT AND SHALL HAVE TRAFFIC BEARING LIDS. ALL STORM MANHOLES IN UNPAVED AREAS SHALL BE 9" ABOVE FINISHED GRADE.
7. ELEVATIONS SHOWN HEREON ARE BASED ON NAVD 88 DATUM.
8. PROPOSED CONTOURS AND SPOT ELEVATIONS REPRESENT FINISHED GRADE. SPOT ELEVATIONS ALONG FLAT CURB REPRESENT FINISHED GRADE AT BACK OF CURB. SPOT ELEVATIONS ALONG CURB & GUTTER REPRESENT FINISHED GRADE AT FLOWLINE OF CURB.
9. STORMWATER RUNOFF, SEDIMENT, AND EROSION SHALL BE CONTROLLED DURING ALL PHASES OF CONSTRUCTION.
10. MATCH EXISTING EDGE OF PAVEMENT GRADE WHEREVER NEW PAVEMENT EDGE MEETS THE EXISTING EDGE.
11. CONTRACTOR SHALL PROVIDE SOLID SODDING WITHIN ALL CLEARED AND GRUBBED AREAS WITH SIDE SLOPES OF 4:1 OR STEEPER.
12. ALL INLETS TO BE PROVIDED WITH TEMPORARY INLET PROTECTION.

LEGEND

— ——— —	EXISTING GRADE CONTOUR (AT 5' INTERVAL)
— — — —	EXISTING GRADE CONTOUR (AT 1' INTERVAL)
———	FINISHED GRADE CONTOUR
621.00	FINISHED GRADE SPOT ELEVATION
SF	SILT FENCE LOCATION
RCP	REINFORCED CONCRETE PIPE
CPP	CORRUPGATED POLYETHYLENE PIPE

Licensed Business: 32308
Ross S. Binkley, P.E. No. 56762
STATE OF FLORIDA
PROFESSIONAL ENGINEER
No. 56762

DATE:

REVISIONS:

BINKLEY ENGINEERING
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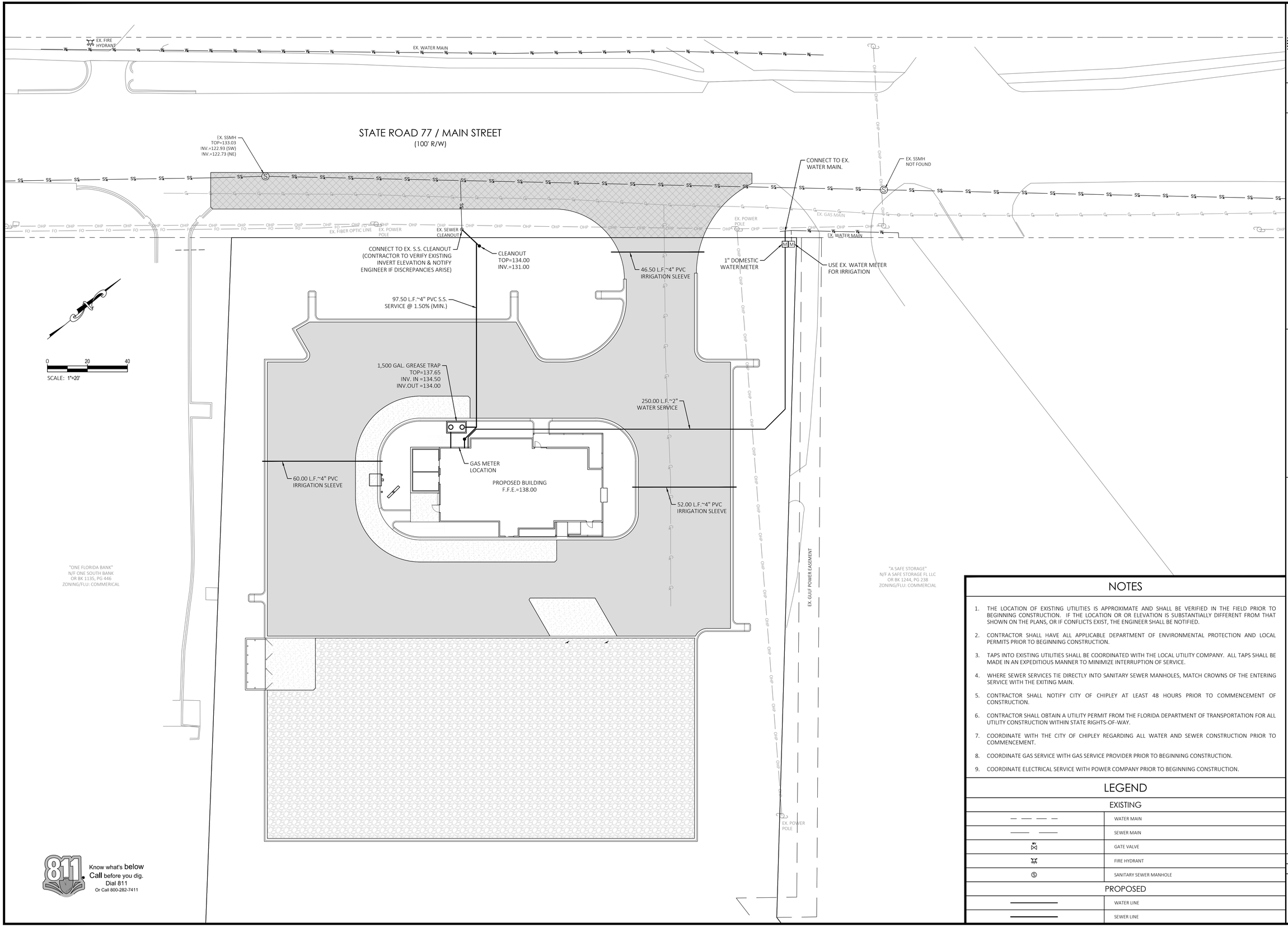
434 Benning Drive, Destin, FL 32541
Phone: (850) 974-5421
rsbinkley@gmail.com

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

GRADING & DRAINAGE PLAN

DATE: 1/19/26
SCALE: 1"=20'
SHEET
C3



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NOTES

1. THE LOCATION OF EXISTING UTILITIES IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION. IF THE LOCATION OR OR ELEVATION IS SUBSTANTIALLY DIFFERENT FROM THAT SHOWN ON THE PLANS, OR IF CONFLICTS EXIST, THE ENGINEER SHALL BE NOTIFIED.
2. CONTRACTOR SHALL HAVE ALL APPLICABLE DEPARTMENT OF ENVIRONMENTAL PROTECTION AND LOCAL PERMITS PRIOR TO BEGINNING CONSTRUCTION.
3. TAPS INTO EXISTING UTILITIES SHALL BE COORDINATED WITH THE LOCAL UTILITY COMPANY. ALL TAPS SHALL BE MADE IN AN EXPEDITIOUS MANNER TO MINIMIZE INTERRUPTION OF SERVICE.
4. WHERE SEWER SERVICES TIE DIRECTLY INTO SANITARY SEWER MANHOLES, MATCH CROWNS OF THE ENTERING SERVICE WITH THE EXITING MAIN.
5. CONTRACTOR SHALL NOTIFY CITY OF CHIPLEY AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
6. CONTRACTOR SHALL OBTAIN A UTILITY PERMIT FROM THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR ALL UTILITY CONSTRUCTION WITHIN STATE RIGHTS-OF-WAY.
7. COORDINATE WITH THE CITY OF CHIPLEY REGARDING ALL WATER AND SEWER CONSTRUCTION PRIOR TO COMMENCEMENT.
8. COORDINATE GAS SERVICE WITH GAS SERVICE PROVIDER PRIOR TO BEGINNING CONSTRUCTION.
9. COORDINATE ELECTRICAL SERVICE WITH POWER COMPANY PRIOR TO BEGINNING CONSTRUCTION.

LEGEND

EXISTING	
— — — —	WATER MAIN
——— ———	SEWER MAIN
	GATE VALVE
	FIRE HYDRANT
	SANITARY SEWER MANHOLE
PROPOSED	
———	WATER LINE
———	SEWER LINE

Licensed Professional: ROSS S. BINKLEY, JR.
LICENSE
No. 56762
STATE OF FLORIDA
PROFESSIONAL ENGINEER
Ross S. Binkley, Jr., P.E. No. 56762

DATE:

REVISIONS:

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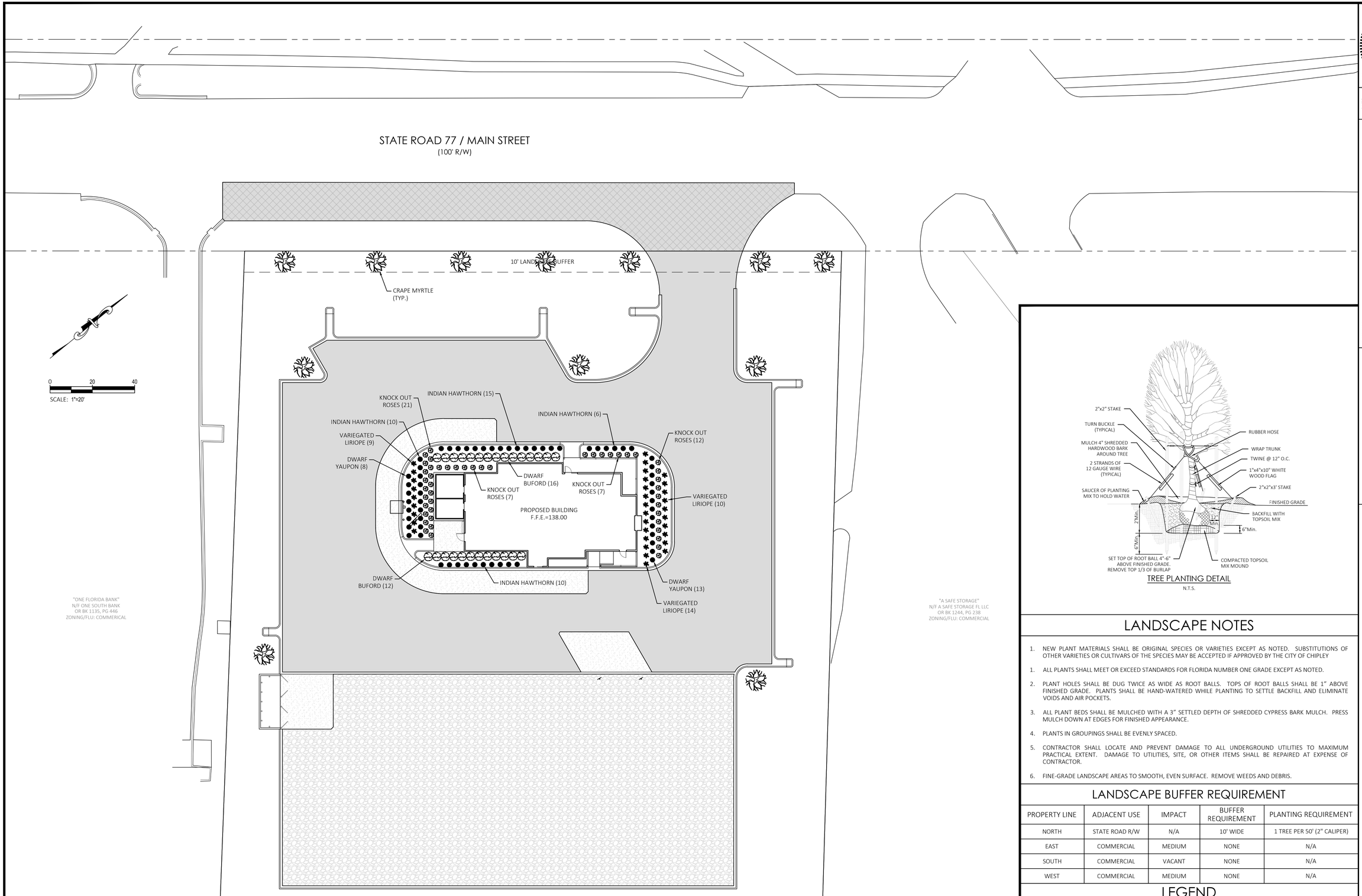
rsbinkley@gmail.com

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

UTILITY PLAN

DATE: 1/19/26
SCALE: 1"=20'
SHEET
C4



TREE PLANTING DETAIL

N.T.S.

LANDSCAPE NOTES

1. NEW PLANT MATERIALS SHALL BE ORIGINAL SPECIES OR VARIETIES EXCEPT AS NOTED. SUBSTITUTIONS OF OTHER VARIETIES OR CULTIVARS OF THE SPECIES MAY BE ACCEPTED IF APPROVED BY THE CITY OF CHIPLEY

1. ALL PLANTS SHALL MEET OR EXCEED STANDARDS FOR FLORIDA NUMBER ONE GRADE EXCEPT AS NOTED.

2. PLANT HOLES SHALL BE DUG TWICE AS WIDE AS ROOT BALLS. TOPS OF ROOT BALLS SHALL BE 1" ABOVE FINISHED GRADE. PLANTS SHALL BE HAND-WATERED WHILE PLANTING TO SETTLE BACKFILL AND ELIMINATE VOIDS AND AIR POCKETS.

3. ALL PLANT BEDS SHALL BE MULCHED WITH A 3" SETTLED DEPTH OF SHREDDED CYPRESS BARK MULCH. PRESS MULCH DOWN AT EDGES FOR FINISHED APPEARANCE.

4. PLANTS IN GROUPINGS SHALL BE EVENLY SPACED.

5. CONTRACTOR SHALL LOCATE AND PREVENT DAMAGE TO ALL UNDERGROUND UTILITIES TO MAXIMUM PRACTICAL EXTENT. DAMAGE TO UTILITIES, SITE, OR OTHER ITEMS SHALL BE REPAIRED AT EXPENSE OF CONTRACTOR.

6. FINE-GRADE LANDSCAPE AREAS TO SMOOTH, EVEN SURFACE. REMOVE WEEDS AND DEBRIS.

LANDSCAPE BUFFER REQUIREMENT

PROPERTY LINE	ADJACENT USE	IMPACT	BUFFER REQUIREMENT	PLANTING REQUIREMENT
NORTH	STATE ROAD R/W	N/A	10' WIDE	1 TREE PER 50' (2" CALIPER)
EAST	COMMERCIAL	MEDIUM	NONE	N/A
SOUTH	COMMERCIAL	VACANT	NONE	N/A
WEST	COMMERCIAL	MEDIUM	NONE	N/A

LEGEND

SYMBOL	DESCRIPTION & PLANTING SIZE
	CRAPE MYRTLE (LAGERSTROEMIA INDICA) 2" CALIPER
	HATCH DENOTES AREA TO BE SOLID SODDED

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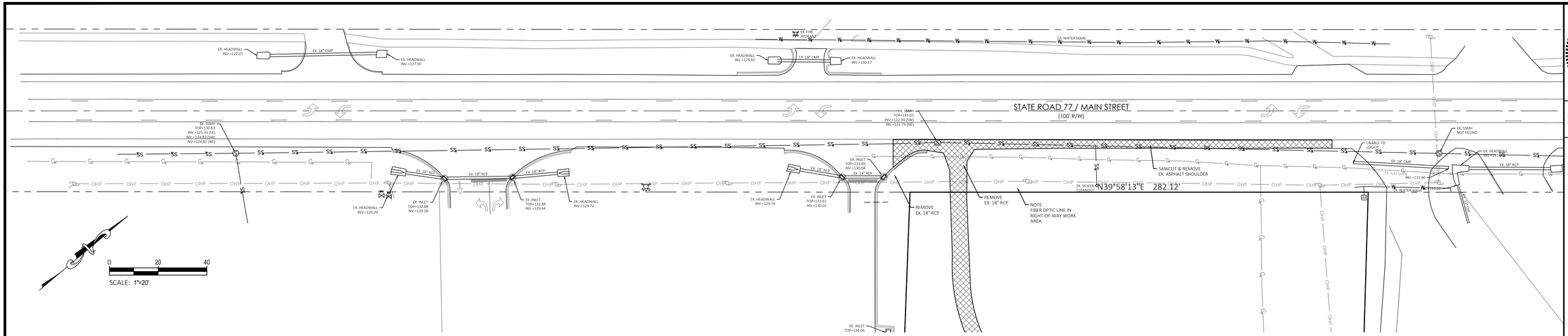
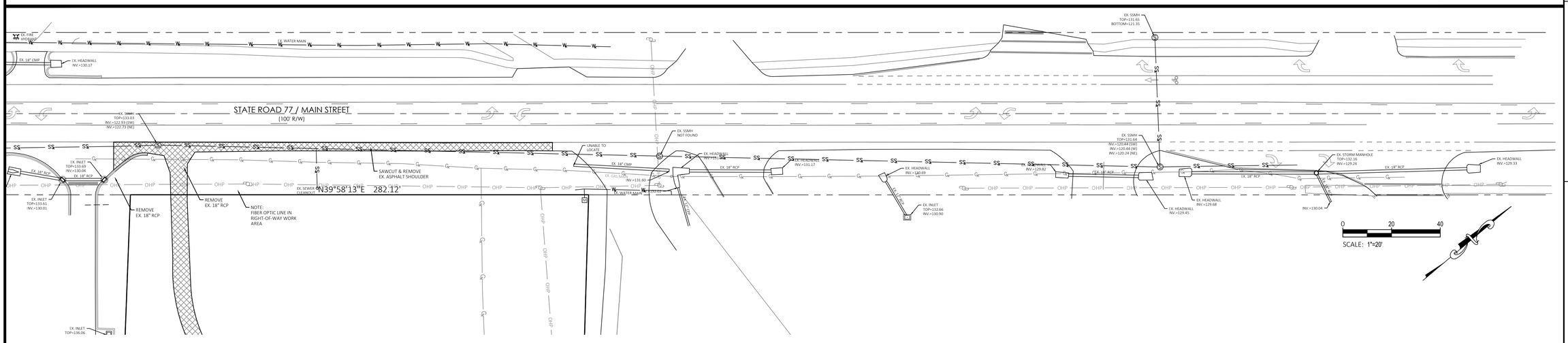
JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

LANDSCAPE PLAN

DATE: 1/19/26
SCALE: 1"=20'
SHEET
C5

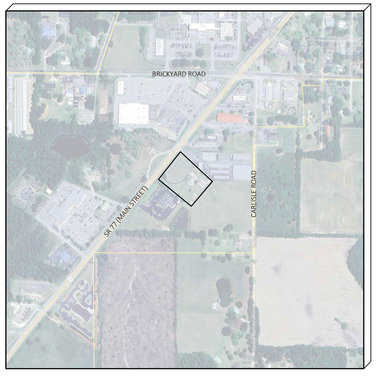


EXISTING CONDITIONS / DEMOLITION PLAN
660' SOUTH OF DRIVEWAY CONNECTION



EXISTING CONDITIONS / DEMOLITION PLAN
660' NORTH OF DRIVEWAY CONNECTION

LOCATION MAP:



FDOT GENERAL NOTES:

1. ALL WORK IN THE RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE FY 2024-2025 FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, THE FY 2025 FDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION, FY 2025 FLORIDA DESIGN MANUAL, 2016 FLORIDA GREENBOOK, AND THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL LANES MUST BE OPENED TO TRAFFIC WITHIN 12 HOURS AFTER RECEIVING NOTIFICATION OF A HURRICANE EVACUATION OR ANY OTHER CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION OR EVENT AS DIRECTED BY THE PERMITS MANAGER.
3. ENGINEER MUST SCHEDULE AND HAVE AN ON-SITE PRE-CONSTRUCTION MEETING (WITH REPRESENTATIVES FROM THE ENGINEERING FIRM, FDOT, TESTING LABORATORY, CONTRACTOR, AND ANY OTHER INTERESTED PARTY PRESENT).
4. CONTRACTOR MUST SUBMIT A QUALITY CONTROL (QC) PLAN AT THE PRE-CONSTRUCTION MEETING. THIS QC PLAN MUST BE APPROVED BY FDOT BEFORE THE CONTRACTOR BEGINS WORK. TESTING MUST BE DONE BY A FDOT CERTIFIED LABORATORY. ALL TEST RESULTS WILL BE REQUIRED TO BE SUBMITTED WITH THE ENGINEER'S CERTIFICATION.
5. SOD AREAS WITHIN 32" OF PAVEMENT & SLOPES GREATER THAN 1:3. OTHER DISTURBED AREAS MAY BE REPAIRED BY SEEDING OR HYDRO-SEEDING. SEE STANDARD PLANS INDEX 570-010 AND SECTION 570 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
6. ALL STRIPING WITHIN FDOT RIGHT OF WAY SHALL BE THERMOPLASTIC AND ADHERE TO STANDARD PLANS INDEX 711-001 AND SECTION 711 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION. ALL SIGNS WITHIN FDOT RIGHT-OF-WAY SHALL BE MOUNTED TO ROUND ALUMINUM POSTS.
7. ALL LANE AND SHOULDER CLOSURES MUST BE REQUESTED AND APPROVED A MINIMUM OF 48 HOURS PRIOR TO WORK STARTING. ALLOW UP TO 2 WEEKS FOR APPROVAL PROCESS.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PLACE SIDE DRAIN PIPES TO MATCH FLOWLINE OF DITCH (NOT SEDIMENT BUILD UP) TO INSURE POSITIVE STORMWATER FLOW.
9. THE FLORIDA DEPARTMENT OF TRANSPORTATION WILL REVIEW ALL LANE/SIDEWALK CLOSURE, DETOUR, AND LANE SHIFT REQUESTS SEPARATELY FROM THE PERMIT PROCESS. FDOT APPROVAL IS REQUIRED BEFORE COMMENCEMENT OF WORK INVOLVING THE CLOSURE, DETOUR, OR LANE SHIFT FOR WORK ALONG THE STATE HIGHWAY SYSTEM.
10. ALL LANDSCAPING SHALL BE INSTALLED AT LEAST ONE (1) FOOT BEHIND THE STATE RIGHT-OF-WAY LINE.

POSTED SPEED LIMIT = 45 MPH

Know what's below
Call before you dig.
Dial 811
Or Call 800-282-7411

Licensed Professional Engineer: ROSS S. BINKLEY
STATE OF FLORIDA
PROFESSIONAL ENGINEER
No. 56762
Ross S. Binkley, P.E. No. 56762

DATE:

REVISIONS:

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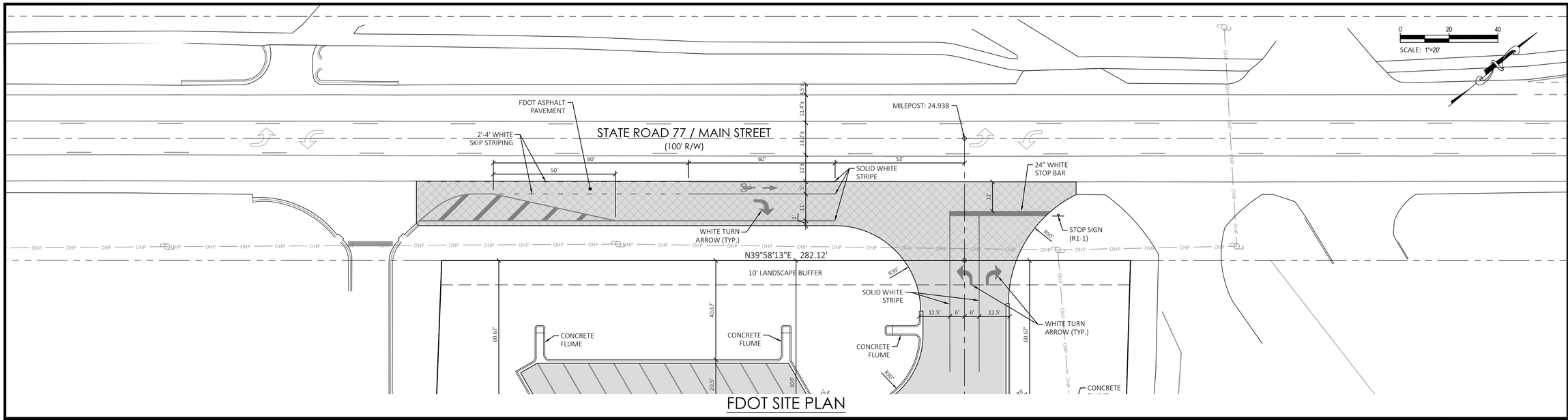
Phone: (850) 974-5421
rsbinkley@gmail.com

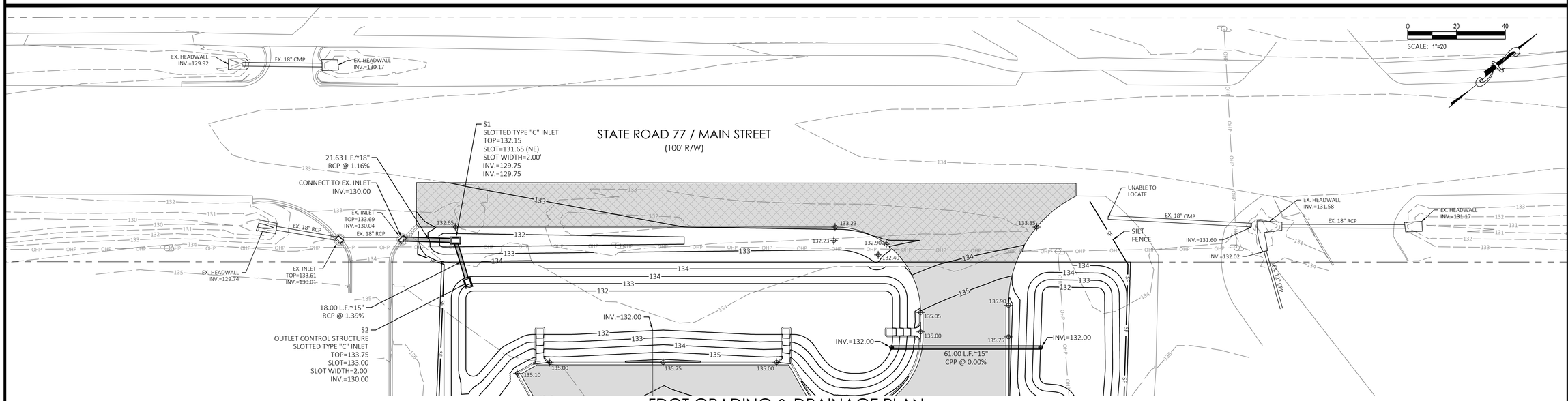
JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

FDOT EXISTING CONDITIONS / DEMOLTION PLAN

DATE: 1/19/26
SCALE: 1"=30'
SHEET
C6

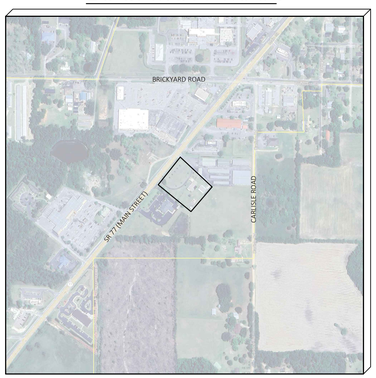


FDOT SITE PLAN



FDOT GRADING & DRAINAGE PLAN

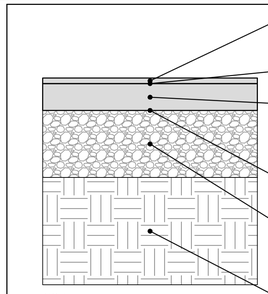
LOCATION MAP:



POSTED SPEED LIMIT = 45 MPH

FDOT GENERAL NOTES:

1. ALL WORK IN THE RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE FY 2024-2025 FDOT STANDARD PLANS FOR ROADWAY CONSTRUCTION, THE FY 2025 FDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION, FY 2025 FLORIDA DESIGN MANUAL, 2016 FLORIDA GREENBOOK, AND THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL LANES MUST BE OPENED TO TRAFFIC WITHIN 12 HOURS AFTER RECEIVING NOTIFICATION OF A HURRICANE EVACUATION OR ANY OTHER CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION OR EVENT AS DIRECTED BY THE PERMITS MANAGER.
3. ENGINEER MUST SCHEDULE AND HAVE AN ON-SITE PRE-CONSTRUCTION MEETING (WITH REPRESENTATIVES FROM THE ENGINEERING FIRM, FDOT, TESTING LABORATORY, CONTRACTOR, AND ANY OTHER INTERESTED PARTY PRESENT).
4. CONTRACTOR MUST SUBMIT A QUALITY CONTROL (QC) PLAN AT THE PRE-CONSTRUCTION MEETING. THIS QC PLAN MUST BE APPROVED BY FDOT BEFORE THE CONTRACTOR BEGINS WORK. TESTING MUST BE DONE BY A FDOT CERTIFIED LABORATORY. ALL TEST RESULTS WILL BE REQUIRED TO BE SUBMITTED WITH THE ENGINEER'S CERTIFICATION.
5. SOD AREAS WITHIN 32" OF PAVEMENT & SLOPES GREATER THAN 1:3. OTHER DISTURBED AREAS MAY BE REPAIRED BY SEEDING OR HYDRO-SEEDING. SEE STANDARD PLANS INDEX 570-010 AND SECTION 570 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
6. ALL STRIPING WITHIN FDOT RIGHT OF WAY SHALL BE THERMOPLASTIC AND ADHERE TO STANDARD PLANS INDEX 711-001 AND SECTION 711 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION. ALL SIGNS WITHIN FDOT RIGHT-OF-WAY SHALL BE MOUNTED TO ROUND ALUMINUM POSTS.
7. ALL LANE AND SHOULDER CLOSURES MUST BE REQUESTED AND APPROVED A MINIMUM OF 48 HOURS PRIOR TO WORK STARTING. ALLOW UP TO 2 WEEKS FOR APPROVAL PROCESS.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PLACE SIDE DRAIN PIPES TO MATCH FLOWLINE OF DITCH (NOT SEDIMENT BUILD UP) TO INSURE POSITIVE STORMWATER FLOW.
9. THE FLORIDA DEPARTMENT OF TRANSPORTATION WILL REVIEW ALL LANE/SIDEWALK CLOSURE, DETOUR, AND LANE SHIFT REQUESTS SEPARATELY FROM THE PERMIT PROCESS. FDOT APPROVAL IS REQUIRED BEFORE COMMENCEMENT OF WORK INVOLVING THE CLOSURE, DETOUR, OR LANE SHIFT FOR WORK ALONG THE STATE HIGHWAY SYSTEM.
10. ALL LANDSCAPING SHALL BE INSTALLED AT LEAST ONE (1) FOOT BEHIND THE STATE RIGHT-OF-WAY LINE.



NOTE:
PRIME COAT SHALL BE APPLIED TO BASE COURSE PRIOR TO ASPHALT PLACEMENT. APPLY TACK BETWEEN ASPHALT LAYERS.

ASPHALTIC CONCRETE PAVEMENT WITHIN FDOT R/W

SCALE: 1-1/2" = 1'-0"

Know what's below
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Or Call 800-282-7411

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Phone: (850) 974-5421
rsbinkley@gmail.com

Licensed Professional: R. S. BINKLEY
LICENSE
No. 56762
STATE OF FLORIDA
PROFESSIONAL ENGINEER
Ross S. Binkley, P.E. License No. 56762

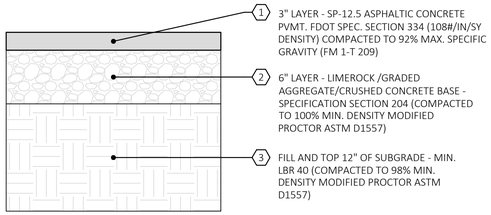
DATE:

REVISIONS:

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

FDOT DRIVEWAY CONNECTION PLAN

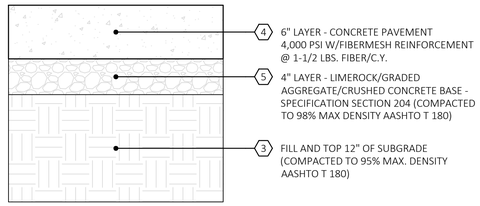
DATE: 1/19/26
SCALE: 1"=20'
SHEET
C7



STANDARD ASPHALT PAVEMENT

SCALE: 1-1/2" = 1'-0"

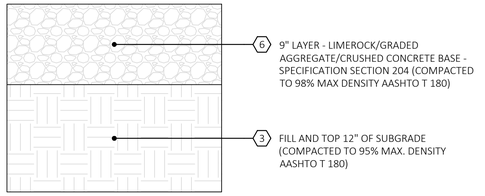
NOTE:
SEE SPECIFICATIONS FOR REQUIRED JOINT SPACING.



CONCRETE PAVEMENT

SCALE: 1-1/2" = 1'-0"

NOTE:
SEE SPECIFICATIONS FOR REQUIRED JOINT SPACING.

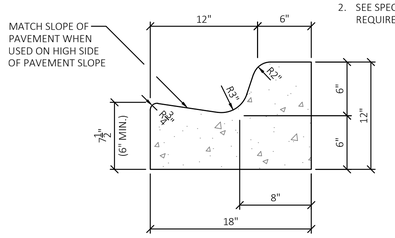


GRAVEL PARKING

SCALE: 1-1/2" = 1'-0"

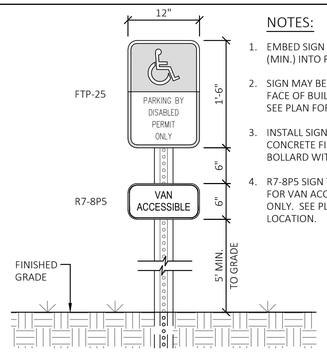
NOTES:

1. CONCRETE STRENGTH SHALL BE 2,500 PSI (MIN.).
2. SEE SPECIFICATIONS FOR REQUIRED JOINT SPACING.



18" CURB & GUTTER

SCALE: 1-1/2" = 1'-0"

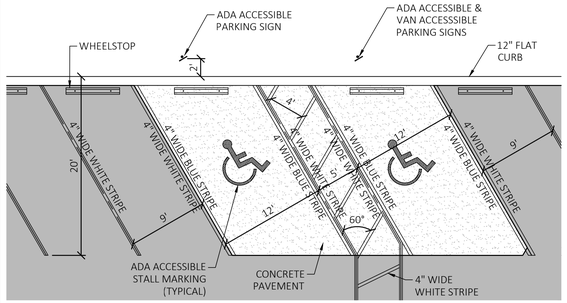


NOTES:

1. EMBED SIGN POST 2'-6" (MIN.) INTO FINISHED GRADE.
2. SIGN MAY BE MOUNTED ON FACE OF BUILDING OR COLUMN. SEE PLAN FOR LOCATION.
3. INSTALL SIGN POST IN 6"Ø CONCRETE FILLED YELLOW BOLLARD WITHIN PAVED AREAS.
4. R7-8P5 SIGN TO BE INSTALLED FOR VAN ACCESSIBLE SPACE ONLY. SEE PLANS FOR LOCATION.

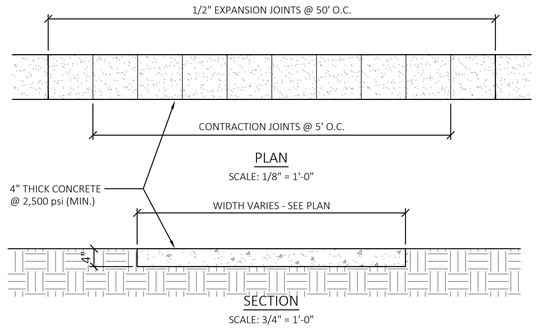
ADA PARKING SIGN

SCALE: 1" = 1'-0"



ADA ACCESSIBLE PARKING

SCALE: 1/8" = 1'-0"

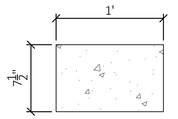


CONCRETE SIDEWALK

SCALE: AS SHOWN

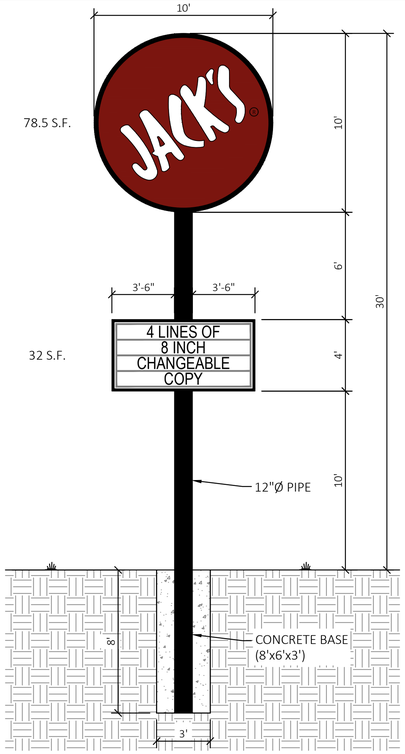
NOTES:

1. CONCRETE STRENGTH SHALL BE 2,500 PSI (MIN.).
2. SEE SPECIFICATIONS FOR REQUIRED JOINT SPACING.



12" FLAT CURB

SCALE: 1-1/2" = 1'-0"



PYLON SIGN

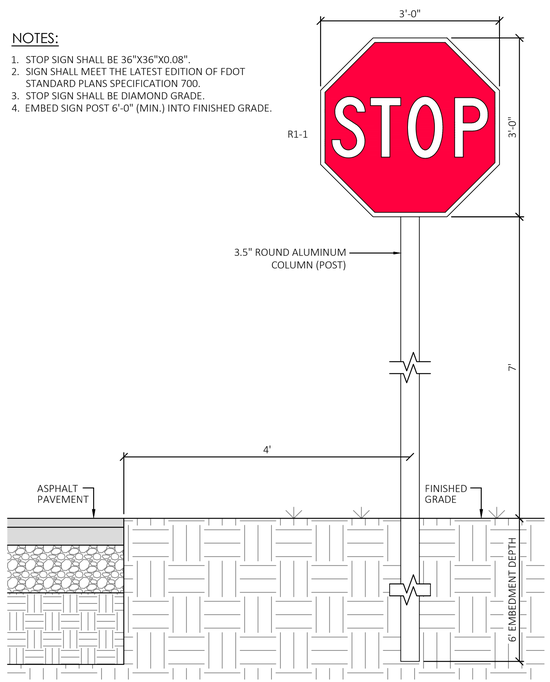
SCALE: 1/4" = 1'-0"

COLORS:

LEGEND - WHITE (RETROREFLECTIVE)
BACKGROUND - RED (RETROREFLECTIVE)

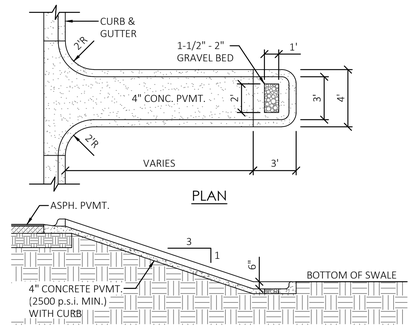
NOTES:

1. STOP SIGN SHALL BE 36"X36"X0.08".
2. SIGN SHALL MEET THE LATEST EDITION OF FDOT STANDARD PLANS SPECIFICATION 700.
3. STOP SIGN SHALL BE DIAMOND GRADE.
4. EMBED SIGN POST 6'-0" (MIN.) INTO FINISHED GRADE.



STOP SIGN

SCALE: 1" = 1'-0"



CONCRETE FLUME

SCALE: 1" = 5'-0"

Licensed Professional Engineer: Ross S. Binkley, P.E. No. 56762
STATE OF FLORIDA * PROFESSIONAL ENGINEER * No. 56762
Ross S. Binkley, P.E. No. 56762

DATE:

REVISIONS:

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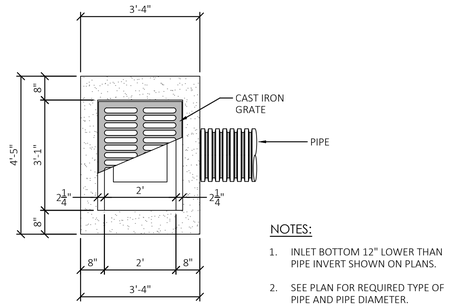
rsbinkley@gmail.com

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

SITE DETAILS

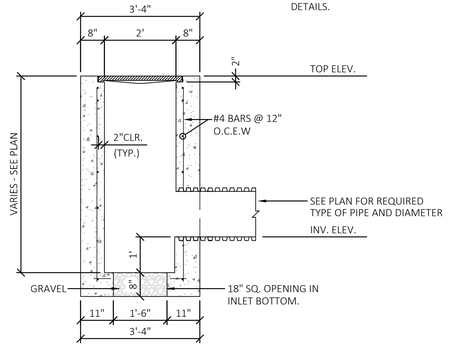
DATE: 1/19/26
SCALE: AS SHOWN
SHEET
C8



PLAN

NOTES:

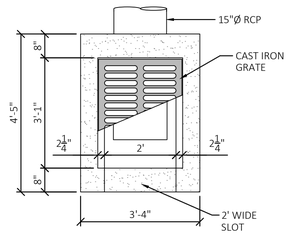
1. INLET BOTTOM 12" LOWER THAN PIPE INVERT SHOWN ON PLANS.
2. SEE PLAN FOR REQUIRED TYPE OF PIPE AND PIPE DIAMETER.
3. SEE F.D.O.T. STANDARD INDEX DRAWING NO. 425-052 OF THE LATEST EDITION FOR ADDITIONAL DETAILS.



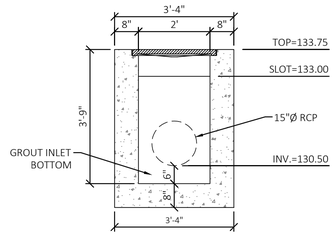
SECTION

TYPE "C" INLET

SCALE: 1/2" = 1'-0"



PLAN



SECTION

OUTLET CONTROL STRUCTURE

SCALE: 1/2" = 1'-0"

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FOR THE STATE OF FLORIDA
PROFESSIONAL ENGINEER
No. 56762
Ross S. Binkley, P.E. License No. 56762

DATE:

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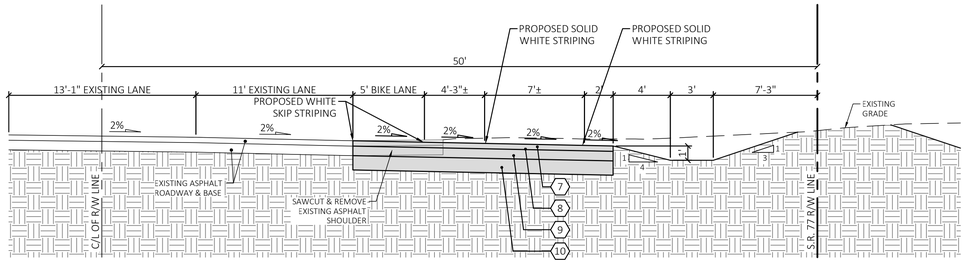
JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

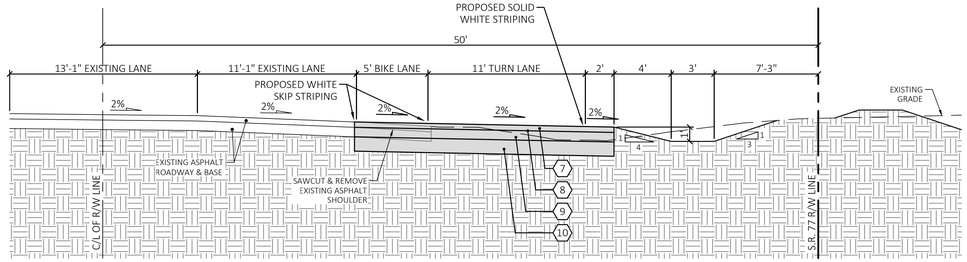
SITE DETAILS

DATE: 1/19/26
SCALE: AS SHOWN
SHEET
C9



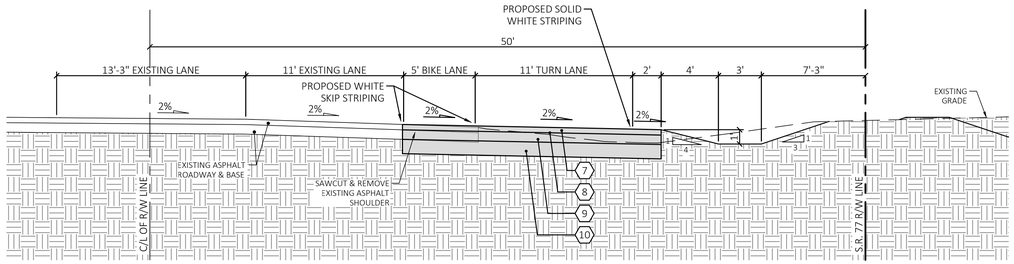
RIGHT TURN LANE SECTION (STA: 0+50)

SCALE: 1" = 5'



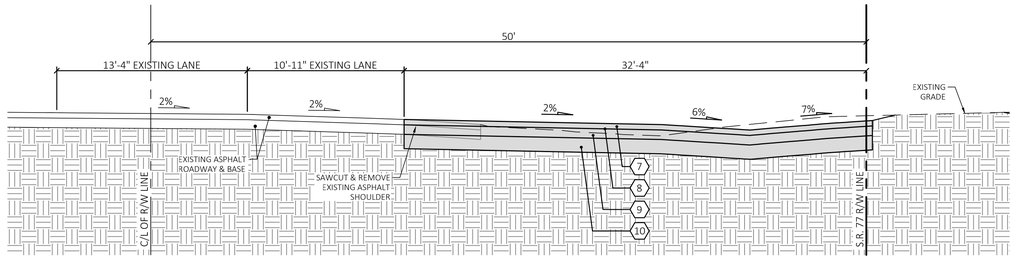
RIGHT TURN LANE SECTION (STA: 1+00)

SCALE: 1" = 5'



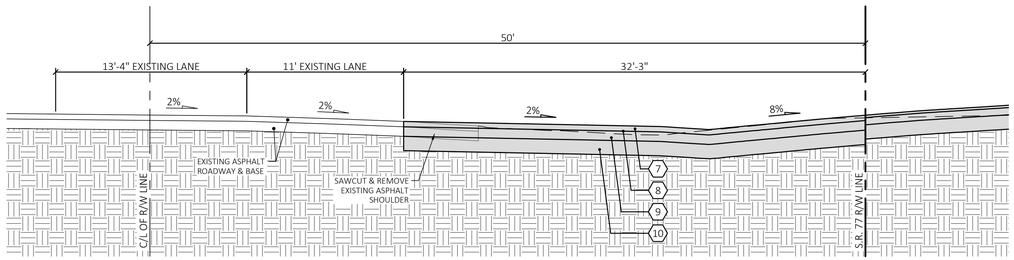
RIGHT TURN LANE SECTION (STA: 1+50)

SCALE: 1" = 5'



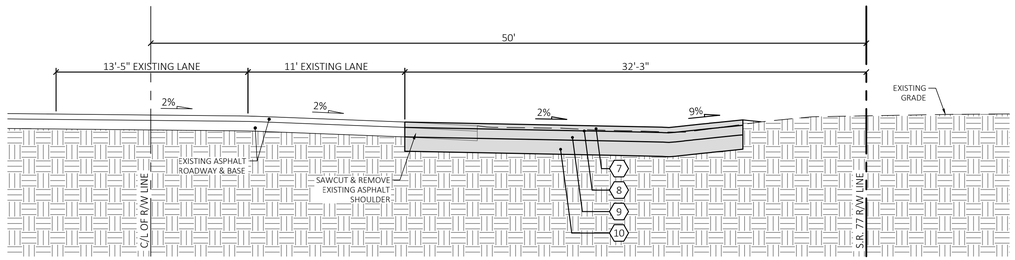
RIGHT TURN LANE SECTION (STA: 2+00)

SCALE: 1" = 5'



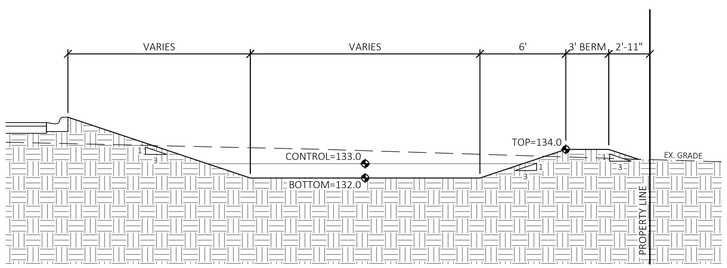
DRIVEWAY PROFILE (STA: 2+24.49)

SCALE: 1" = 5'



RIGHT TURN LANE SECTION (STA: 2+50)

SCALE: 1" = 5'



RETENTION BASIN SECTION

SCALE: 1" = 5'-0"

Licensed Professional Engineer: Ross S. Binkley, P.E. No. 56762
STATE OF FLORIDA PROFESSIONAL ENGINEER
Ross S. Binkley, P.E. License No. 56762

DATE:

REVISIONS:

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Phone: (850) 974-5421
rsbinkley@gmail.com

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

SECTIONS

DATE: 1/19/26

SCALE: AS SHOWN

SHEET

C10

SECTION 1
CLEARING AND GRUBBING

1-1 Description

The work specified in this Section consists of clearing and grubbing within the project limits. Included in the work under this Section is the removal and disposal of existing pavement, as well as all protruding objects such as trees, stumps, roots, etc., necessary to prepare the area for the proposed construction; and removal and disposal of all product and debris which are not required to be salvaged or not required to complete the construction. Clearing and Grubbing shall conform to the requirements of Section 110 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition except as may herein be modified.

1-2 Work Included

Clearing and grubbing shall consist of the complete removal and disposal of all timber, brush, stumps, roots, rubbish, and debris and all other construction resting on or protruding through the surface of the existing ground and the surface of excavated areas, and all other structures and obstructions necessary to be removed and for which the removal thereof is not specified to be done under other items of the contract. Unless otherwise shown in the plans, clearing and grubbing shall be done in the following areas:

1. All areas where excavation is to be done including borrow pits, lateral ditches, right-of-way ditches, etc.
2. All areas where embankments will be constructed.
3. All areas where structures will be constructed.
4. Any other areas specifically called for on the plans to be cleared and grubbed.

1-3 Depths of Removal of Roots, Stumps, and Other Debris

In all areas where excavation is to be done and where the excavated material is to be used in the construction of embankments, or roadway base; also in all areas where roadway embankment will be constructed; roots, and other debris shall be removed to a depth of at least one foot below ground surface. The surface shall then be plowed to a depth of at least six inches and all roots thereby exposed shall be removed to a depth of at least one foot. All stumps within the construction limits shall be removed and disposed of by the Contractor.

Within all other areas where clearing and grubbing is to be done, roots and other debris projecting through or appearing on the surface of the original ground shall be removed to a depth of one foot below the surface; no plowing and harrowing will be required in these areas.

1-4 Disposal of Materials

Timber, stumps, brush, roots, and other objectionable material resulting from the clearing and grubbing shall be disposed of by the Contractor in locations and by methods approved by the local governing authority.

END OF SECTION

SECTION 2
EXCAVATION AND EMBANKMENT

2-1 Description

The work specified in this Section consists of the excavation and embankment required for the pavement and ditches; the excavation and backfilling of pipe and utility trenches, and includes the preparation of subgrades; the construction of embankments, and other utilization or satisfactory disposal of the materials excavated; and the compaction and dressing of excavated areas and embankments. All Excavation and Embankment shall conform to the requirements of Section 120 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as may herein be modified.

2-2 Excavation 2-2.1 Classification of Excavation

All excavation is classified as regular excavation. Regular excavation shall consist of the excavation and the utilization or satisfactory disposal of all materials necessary for the construction of the roadway and side ditches, and the installation of pipe and utility trenches.

2-2.2 Excavation for Pipework

All excavation shall be made along straight lines by open cut unless otherwise authorized by the Engineer or otherwise shown on the plans. Holes for pipe bells shall be hand-excavated to insure that the pipe rests upon the bottom of the trench for its entire length. If the bottom of the excavation is found to consist of rock, or any material that cannot be excavated to give a uniform bearing pressure, the material shall be removed to a depth at least six inches below established bottom grade and backfilled to grade with thoroughly compacted sand at the Contractor's expense. Any excavation carried below the depths indicated, without specific direction from the Engineer, shall be backfilled in the same manner. Trench width measured at one foot above the top of pipe for all pipe other than that approved for assembly prior to installation in the trench shall be:

1. The outside diameter of the pipe plus 16 inches for pipe up to and including 30 inches inside diameter.
2. The outside diameter of the pipe plus 24 inches for pipe greater than 30 inches inside diameter.
3. Where sheeting or shoring is used, the allowable width shall be measured between the inside face of the sheeting or shoring.

For all pressure line piping approved for complete assembly prior to installation in the trench, the minimum trench width shall be the outside diameter of the coupling or joint plus two inches.

Excavated material to be used for backfill shall be neatly deposited at the sides of the trenches where space is available. Where stockpiling of the excavated material is required, the Contractor shall obtain the sites to be used and maintain operations so as to provide for natural drainage and not present an unsightly appearance. Rock, shell, or other base materials for roads shall be carefully selected and kept separate. Grade and line stakes shall be protected. No excavated material shall be placed on private property other than the Owner's.

2-2.3 Dewatering for Pipework

Dewatering, if required, shall be continued during construction to keep the ground water below the level of the back-fill at all times until the backfill is completed. Water settling may be approved or required, and shall consist of continuing the well points in service and applying water as directed to the excavation during backfill.

2-2.4 Shoring

When necessary to protect workmen, banks, adjacent paving, structures and utilities, excavations shall be shored and braced by members of suitable size and arrangement. Shoring, bracing and sheeting shall be removed as excavations are backfilled in a manner to prevent injurious caving. Where directed by the Engineer, the sheeting shall be left in place in the backfill with proper bracing to provide lateral support.

2-3 Disposal of Unsuitable Materials

If not otherwise designated in the plans, unsuitable materials shall be disposed of by the Contractor in areas provided by him, to the satisfaction of the Engineer and the local governing authority.

2-4 Disposal of Excess Useable Materials

Excess useable materials shall be disposed of by the Contractor in areas provided by the Owner and to the satisfaction of the Owner. The determination whether material is classified as useable or unsuitable shall depend upon the judgement of the Engineer.

2-5 Materials for Embankment

All suitable material resulting from the excavation shall be used as much as practical during construction. Embankment shall not be constructed of material containing muck, stumps, roots, brush, vegetable matter, rubbish or other material that will not meet the compaction requirements. All material designated as undesirable shall be removed as provided above.

Material placed over the areas of the project which are to be grassed, seeded and mulched, or sodded shall be suitable for plant growth and free from appreciable quantities of hard clods, stiff clay, hardpan, gravel, brush, roots, refuse, or other deleterious materials and shall be of reasonably uniform quality.

2-6 Embankment Construction

Embankment shall be constructed true to lines, grades, and cross sections shown in the plans or as ordered by the Engineer within the tolerances specified herein.

2-7 Backfilling of Pipework

2-7.1 General

All fill and backfill shall be free from organic matter such as roots, stumps, trees, refuse, or other objectionable material. Except as specified otherwise, fill and backfill shall be placed in layers not more than 6 inches thick and each layer shall be compacted thoroughly and evenly. The moisture content of the fill material shall be such that proper compaction will be obtained. Backfill shall be not placed against concrete within seven days after it has been poured and only when directed by the Engineer.

2-7.2 Backfilling Trenches

The initial backfill shall be carefully deposited on both sides of the pipe at the same time and thoroughly compacted around the barrel of the pipe until enough backfill has been placed to provide a cover of one foot above the bell of the pipe. The remainder of the trench shall be backfilled in well compacted one-foot layers. Except for trenches excavated in roads and streets, the backfill shall be placed and compacted to the density specified in Article 2-8.4, with approved mechanical tampers in six inch layers to the top of the trench. Water settling may be used where approved and shall be used where directed by the Engineer. The top material shall be used last and the surface of the trench restored to its original elevation. Under no condition is construction debris to be included with the backfill. Excavated material consisting of muck, mud, clay or other unsuitable material may not be utilized in the backfill.

Where sheeting is withdrawn, all cavities remaining in or adjoining the trench shall be solidly filled and thoroughly compacted. Where sheeting is to remain in place, all cavities behind it shall be backfilled in the same manner as specified for trench backfill. No sheeting that has been driven below the pipe invert may be removed. Before backfilling is completed all sheeting to remain shall be cut off at a line three feet below finish grade.

2-8 Compaction Requirements

2-8.1 Compaction of Embankments

Each layer of the material used in the formation of the embankments shall be compacted to a density of at least 95 percent of the maximum density as determined by AASHTO T 180. Each layer shall be uniformly compacted, using equipment which will achieve the required density, and as compactive operations progress, each layer shall be shaped and manipulated as necessary to assure uniform density throughout the embankment.

2-8.2 Compaction of Subgrade

The subgrade in both cuts and fills shall be compacted to a density of at least 95 percent of the maximum density as determined by AASHTO T 180. It shall be the Contractor's responsibility to maintain the required density until the base or pavement, as applicable, is placed on the subgrade. A copy of the density test results shall be provided to the Engineer for approval prior to beginning base operations.

2-8.2.1 Compaction Test Requirements for Parking Areas

Compaction tests shall be provided by the Contractor, at his expense, at intervals of no more than one density test per horizontal layer per 500 square yards of subgrade or three (3) tests minimum to verify density.

2-8.2.2 Compaction Test Requirements for Roadways

Compaction tests shall be provided by the Contractor, at his expense, at intervals of no more than two hundred feet, staggered to the left, right, and on centerline to verify density.

2-8.3 Compaction of Grassed Areas

For the upper six-inch layer of areas to be grassed, no specific density will be required under this Section and compaction shall be only to the extent directed.

2-8.4 Compaction for Pipes, Culverts, Etc.

The backfill for trenches shall be compacted to a density of at least 95 percent of the maximum density as determined by AASHTO T 180 and in accordance with other sections of these specifications. Embankment over and around pipes and culverts shall be thoroughly compacted in a manner which will not place undue stress on the structures.

2-9 Final Dressing

As a final grading operation, the surface of the earth work shall be shaped to conform to the lines, grades, and cross sections shown in the plans, or as directed, within the tolerances specified below.

A tolerance of 0.3 foot above or below plan cross section will be allowed on the final earth work surface with the following exceptions:

(1) The surface of shoulders and berms shall be shaped to within 0.1 foot of the plan cross section.
(2) Earth work shall be shaped to match adjacent pavement, curb, sidewalk, structures, etc.
(3) Ditch bottoms shall be shaped so that no water will be impounded.

When dressing area adjacent to pavement, care shall be exercised to avoid possible damage to such pavements.

2-10 Inspection

The Contractor shall be responsible for notifying the local governing authority to arrange for inspections of the embankment and subgrade. The local governing authority shall be notified twenty-four (24) hours before the construction is ready for inspection.

END OF SECTION

SECTION 3
PAVEMENT BASE COURSE

3-1 Description

The work specified in this Section consists of the construction of a pavement base course. The base course shall be constructed on a prepared subgrade and in a single course. The base course shall be constructed in accordance with these specifications and in conformity with the material, lines, grades, notes and typical cross sections shown in the plans.

3-2 Sand-Clay Base Course

Sand-Clay material for use in the construction of Sand-Clay Base shall be a mixture of sand and clay, and shall be free of trash, foreign matter and other deleterious material. It shall not contain lumps or aggregate of such nature or in sufficient quantity to prevent the obtaining of a smooth surface, free from pits and pockets. It shall not contain particles of aggregate which will not pass a one-inch sieve. Sand-Clay Base Course shall conform to the requirements of Sections 240 and 912 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as may herein be modified.

3-2.1 Composition and Gradation

The material passing the 10-mesh sieve shall meet the following requirements for composition, gradation, etc.:

	Percent (of material passing the 10-Mesh Sieve)
Clay material (smaller than 0.005 mm)	8 to 21
Silt (material from, 0.005 to 0.05 mm)	0 to 25
Combined Clay and silt	8 to 25

3-2.2 Bearing Value and Plasticity

3-2.2.1 Bearing Value

The material shall have a Limerock Bearing Ratio Value of at least 75.

3-2.2.2 Plasticity

The material shall meet the following requirements for plasticity (based on tests made on the portion passing the No. 40 sieve):

Liquid Limit - Not greater than 25.
Plasticity Index - Not greater than 6.

3-2.3 Source of Material

The area where sand-clay base material is obtained shall be approved by the Engineer.

3-2.4 Equipment for Placing Sand-Clay Base

3-2.4.1 Graders

Blade graders shall be of the rubber-tired self-propelled type, of sufficient size and weight to accomplish the desired results.

3-2.4.2 Rollers

Pneumatic-tired rollers shall have a double row of wheels equipped with rubber tires so spaced that the tires on the front and rear rows together will cover the entire area over which the rollers travel.

3-2.5 Placing and Mixing Sand-Clay Base Materials

For one-course construction, the placing and mixing of the base course materials shall be done as provided hereinafter for either Case 1 or Case 2.

3-2.5.1 Case 1:

This covers the use of base course material consisting of natural sand-clay with which the mixture of additional sand or clay is not necessary. The material may be dumped directly on the subgrade but shall be uniformly distributed by approved methods. The loose thickness shall be as designated by the Engineer and shall be checked continuously by the Contractor to insure that the finished base will have the thickness and shape required by the typical section. The base course shall be thoroughly mixed for its full width and depth as shown in the plans. After the mixing is completed, the material shall be shaped to the required grade and cross section.

3-2.5.2 Case 2:

This covers the use of base course material consisting of a mixture of two materials, both of which are to be hauled in. The materials shall be spread in successive layers on the road and mixed in place. The Engineer will determine the order in which the two materials shall be spread, as well as the depth of layers of each material. The dumping and spreading of the material, the mixing of the two materials and the shaping of the base shall be done as specified for Case 1.

3-2.6 Compaction

The material shall have approximately the optimum moisture content and the proper loose consistency before being compacted. Wetting or drying will be required when the material does not have the property moisture content to insure the required density. If the material is deficient in moisture, water shall be added and uniformly mixed-in by disking the base course to its full depth. If the material contains an excess of moisture, it shall be caused to dry before being compacted. Wetting or drying operations shall involve manipulation of the entire width and depth of the base as a unit. As soon as proper conditions of moisture are attained, the material shall be compacted to a density not less than 98 percent of the maximum density as determined by AASHTO T 180. In-place compaction tests to verify densities will be taken which represent an area no greater than 500 square yards in size. A minimum of three (3) tests shall be taken. A copy of the density tests shall be provided to the Engineer for approval prior to beginning paving operations.

3-3 Limerock and Crushed Aggregate Base Course

Limerock Base Course shall conform to the requirements of Section 200 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as may herein be modified.

Crushed Aggregate Base Course shall conform to the requirements of Section 204 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as may herein be modified.

3-3.1 Gradation Requirements

3-3.1.1 Gradation Requirements for Limerock Base Course

Gradation requirements specified herein shall apply to the completed base course. The aggregates shall have a maximum size of 1-inch and be graded continuously well within the limits specified for #56 stone.

3-3.1.2 Gradation Requirements for Crushed Aggregate Base Course

Gradation requirements specified herein shall apply to the completed drive course. The aggregates shall have a maximum size of 1-inch and be graded continuously well within the limits specified in Table 1. Sieves shall conform to ASTM E11.

GRADATION OF AGGREGATES

Percentage by Weight Passing Square Mesh Sieve	
Sieve Designation	%
1-inch	100
1/2-inch	40-70
No. 4	20-50
No. 40	5-25
No. 200	0-10

3-3.2 Liquid Limit and Plasticity Index

3-3.2.1 Liquid Limit and Plasticity Index for Limerock Base Course

The liquid limit should not exceed 25 and the material shall be non-plastic.

3-3.2.2 Liquid Limit and Plasticity Index for Crushed Aggregate Base Course

Liquid limit and plasticity index requirements stated herein shall apply to any aggregate component that is blended to meet the required gradation and also to the aggregate in the completed driveway. The portion of the aggregate passing No. 40 sieve shall be either non plastic or have a liquid limit not greater than 25 and a plasticity index not greater than 5.

3-3.3 Limerock Bearing Ratio

Limerock material used in construction of loose rock base shall have an average LBR ratio of not less than 100.

3-3.4 Stockpiling Materials

Aggregate shall be stockpiled on the cleared and leveled areas designated by the Engineer. The material shall be placed in such a manner so as to prevent segregation and allow drainage of water.

3-3.5 Mixing of Materials

The coarse and fine aggregates shall be mixed in a stationary plant, or in a traveling plant or bucket loader on an approved paved working area, and delivered as one mixture containing the fine and coarse aggregate. The supplier shall make such adjustments in mixing procedures or in equipment as may be directed to minimize segregation or degradation, and to ensure a satisfactory base course meeting all requirements of this specification.

3-3.6 Equipment

The material shall be spread by mechanical rock spreaders, equipped with a device which strikes off the rock uniformly to the laying thickness and capable of producing an even distribution of the rock.

3-3.7 Spreading, Shaping, and Compacting

3-3.7.1 General

The material shall be spread uniformly with equipment as specified above. All segregated areas of fine or coarse material shall be removed and replaced with properly graded rock. After the spreading is completed, the entire surface shall be scarified and then shaped so as to produce the required grade and cross section after compaction.

3-3.7.2 Moisture Content

When the material does not have the proper moisture content to insure the required density, wetting or drying will be required. When water is added, it shall be uniformly mixed-in by disking to the full depth of the course which is to be compacted. Wetting or drying operations shall involve manipulation, as a unit, of the entire width and depth of the course which is to be compacted.

3-3.7.3 Density Requirements

The material shall be compacted to a density of not less than 98 percent of maximum density as determined AASHTO T 180 as soon as proper conditions of moisture are obtained.

3-3.7.4 Density Tests

In-place compaction tests shall be provided by the Contractor, at his expense, to verify densities. Such compaction tests shall represent an area no greater than 500 square yards in size, or a minimum of three (3) tests over the site. A copy of the density tests shall be provided to the Engineer for approval prior to beginning paving operations.

During final compacting operations, if blading of any areas is necessary to obtain the true grade and cross section, the compacting operations for such areas shall be completed prior to making the density tests on the finished base.

3-4 Testing Surface

The finished surface of the base course shall be checked with a 15-foot straightedge. All irregularities greater than 1/4 inch shall be corrected by scarifying and removing or adding base material as required, after which the entire area shall be recompacted as specified herein before.

3-5 Thickness Requirements

The thickness of the base shall be measured at various points representing an area no greater than 500 square yards, or at a minimum of three (3) points over the site, through holes not less than three inches in diameter. Where the compacted base is deficient by more than 1/2 inch from the required thickness, the Contractor shall correct such areas by scarifying, adding material, and recompacting. The base shall be scarified and material added for a distance of 100 feet in each direction from the edge of the the deficient area. The affected area shall then be brought to the required state of compaction and to the required thickness and cross section. A copy of the base thickness testings results shall be provided to the Engineer for approval prior to beginning paving operations.

3-6 Maintenance

The Contractor shall be responsible for assuring that the true crown and grade are maintained, with no rutting or other distortion, and that the base meets all other requirements of these specifications at the time of paving.

END OF SECTION

SECTION 4
ASPHALTIC CONCRETE PAVEMENT

4-1 Description

The work specified in this Section consists of constructing an asphaltic concrete wearing surface to a uniform grade and cross-section. The work shall be in accordance with these specifications and in conformity with the lines, grades, notes, and typical sections shown in the plans.

4-2 Materials 4-2.1 Asphaltic Concrete Wearing Surface

The asphaltic concrete wearing surface type shall be as specified in the asphaltic concrete pavement section as shown in plan details.

Type S-I Asphaltic Concrete shall conform to the requirements of Section 331, Type II Asphaltic Concrete shall conform to the requirements of Section 332, and Type S-III Asphaltic Concrete shall conform to the requirements of Section 331 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as herein modified:

The job mix formula shall produce a minimum Marshall Stability of 1500 pounds.

4-2.2 Prime Coat

The prime coat shall be cut-back Asphalt Grade RC-70 or RC-250 conforming to the requirements of Section 300 and Article 916-2 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition.

4-3 General Construction Requirements

The general construction requirements are as specified in Section 330 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as may herein be modified.

4-3.1 Asphaltic Concrete Wearing Surface

The asphaltic concrete wearing surface shall be placed to a compacted depth as specified in the asphaltic concrete pavement section as shown in plan details and shall have a minimum compacted density of 108 lbs/IN/SY. Prior to laying the mixture, the surface of the base course shall be cleaned of all loose and deleterious material and, if required, a prime coat as herein specified shall be applied.

4-4 Testing

The thickness of pavement and pavement density shall be determined by the length of cores, at two inches in diameter, taken at random points in the paved area. Each core shall represent a section no larger than 500 square yards in size. A minimum of three (3) tests shall be taken. Asphaltic Concrete Wearing Surface deficient in thickness and/or density shall be corrected to the satisfaction of the Engineer. A copy of the asphalt thickness testing results shall be provided to the Engineer.

END OF SECTION

SECTION 5
CONCRETE PAVEMENT, SIDEWALK, AND CURB

5-1 Description

The work specified in this Section consists of the construction of concrete pavement, sidewalks, and curbs in accordance with these specifications, and in conformity with the lines, grades, dimensions, and notes shown in the plans. Concrete pavement, sidewalks, and curbs shall conform to the requirements of Sections 345 and 350 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as may herein be modified.

5-2 Materials 5-2.1 Concrete

The material shall be obtained from an approved plant having an approved design mix. All concrete shall have a minimum strength in 28 days as specified shown in plan details.

5-2.2 Reinforcement

The concrete for concrete pavement areas shall be treated with synthetic reinforcing fibers as manufactured by Fibermesh Company, and in accordance with ASTM standard specification for fiber-reinforced concrete and Shotcrete, C 1116. The dosage rate shall be one and one-half (1-1/2) pounds of fibers per cubic yards of concrete.

5-3 Forms

Forms for this work shall be made of either wood or metal and shall have a depth equal to the plan dimensions for the depth of concrete being deposited against them. They shall be straight, free from warp or bends, and of sufficient strength, when staked, to resist the pressure of the concrete without deviation from line and grade. Forms shall be cleaned each time they are used and shall be oiled or saturated with water prior to placing the concrete.

5-4 Foundation

Excavation shall be made to the required depth and the foundation material upon which the concrete is to be set shall be compacted as specified below, true to grade and cross section, and shall be moist at the time that the concrete is placed.

The foundation over which concrete is placed shall be crushed aggregate base compacted to 98% of the maximum density as determined by AASHTO T 180 or compacted subgrade as specified in Article 2-8 of these specifications in accordance with the plan details.

5-5 Joints

5-5.1 Expansion Joints

Expansion joints shall be 1/2 inch, formed with a pre-formed joint filler. Expansion joints shall be provided at all points-of-tangency for curbs and shall be located at maximum intervals of 50 feet between other expansion joints or at ends of run. In addition, expansion joints shall be provided at the interface between concrete curbs and concrete pavement or other concrete objects.

5-5.2 Contraction Joints

5-5.2.1 Concrete Pavement

Types: Contraction joints may be of the open type or may be sawed. Contraction joints shall be spaced at maximum intervals of fifteen feet.

Open-Type Joints: Open-type contraction joints shall be formed by staking a metal bulkhead in place and depositing the concrete on both sides. After the concrete has set sufficiently to preserve the width and shape of the joint, the bulkhead shall be removed. After the concrete has been finished over the joint, the slot shall be edged with a tool having a 1/4 inch radius.

Sawed Joints: If the Contractor elects to saw the contraction joints, a slot approximately 1/8 inch wide and not less than 2 inches deep shall be cut with a concrete saw after the concrete has set, and within the following periods of time:

Joints at not more than 30-foot intervals: 12 hours after finishing

Remaining joints: Within 96 hours after finishing.

5-5.2.2 Concrete Sidewalk

Types: Contraction joints may be of the open type or may be sawed. Contraction joints shall be spaced at intervals of five feet.

Open-Type Joints: Open-type contraction joints shall be formed by staking a metal bulkhead in place and depositing the concrete on both sides. After the concrete has set sufficiently to preserve the width and shape of the joint, the bulkhead shall be removed. After finishing the sidewalk over the joint, the slot shall be edged with a tool having a 1/2 inch radius.

Sawed Joints: If the Contractor elects to saw the contraction joints, a slot approximately 3/16 inch wide and not less than 1-1/2 inches deep shall be cut with a concrete saw after the concrete has set, and within the following periods of time:

Joints at not more than 30-foot intervals: 12 hours after finishing

Remaining joints: Within 96 hours after finishing.

5-5.2.3 Concrete Curb

Except for machine placed items, at the option of the Contractor, joints may be formed by the use of dummy joints (either formed or sawed) or by the use of sheet metal templates. If sheet metal templates are used they shall be of the dimensions, and shall be set to the lines, shown in the plans. The templates shall be held firmly during the placing of the concrete and shall be left in place until the concrete has set sufficiently to hold its shape but shall be removed while the forms are still in place.

For machine placed items, unless an alternate method is approved by the Engineer, contraction joints shall be sawed. The joints shall be sawed as soon as the concrete has hardened to the degree that excessive raveling will not occur and before uncontrolled shrinkage cracking begins.

Contraction joints shall be spaced at intervals of fifteen feet except where a lesser interval is required for closure, but no section shall be less than four feet in length.

Where curb is adjacent to concrete pavement, the curb joints shall be made to align with the pavement joints.

5-6 Placing

The concrete shall be placed in the forms and tamped and spaded to prevent honeycomb and until the top of the structure can be floated smooth and the edges rounded to the required radius.

5-7 Finishing

5-7.1 Concrete Pavement and Sidewalk

5-7.1.1 Screeding: The concrete shall be struck-off by means of a wood or metal screed, used perpendicular to the forms, in order to obtain the required grade and remove surplus water and laitance.

5-7.1.2 Surface Requirements: Unless otherwise indicated on the plans, the concrete shall be given a broom finish. The surface variations shall not be more than 1/4 inch under a ten foot transverse section. The edge of the pavement shall be carefully finished with an edging tool having a radius of 1/2 inch.

5-7.2 Curbs

5-7.2.1 Repair of Minor Defects

The forms shall be removed within 24 hours after the concrete has been placed, and minor defects then filled with mortar composed of one part portland cement and two parts fine aggregate. Plastering will not be permitted on the face of the curb, and any rejected curb shall be removed and replaced without additional compensation.

5-7.2.2 Final Finish

All exposed surfaces shall be given a finish while the concrete is still green. In general, only a brush finish will be required. For any surface areas, however, which are too rough or where other surface defects make additional finishing necessary, the Engineer may require that the curb be rubbed to a smooth surface with a soft brick or wood block, with water used liberally. Also, if further necessary to provide a suitable surface, the Engineer may require additional rubbing, using a thin grout or mortar.

5-8 Curing

The concrete used for curbs shall be cured for 72 hours by a method approved by the Engineer.

END OF SECTION

SECTION 6
STORM DRAINAGE SYSTEM

6-1 Description

The work specified in this Section consists of the construction of inlets and the furnishing and installation of drainage pipe. All work shall be constructed in conformity with these specifications and the sizes and dimensions shown in the plans.

6-2 Materials

6-2.1 Concrete Inlets

All inlet construction covered under this Section shall be of concrete that will have a minimum compressive strength of 3,000 psi in 28 days.

6-2.1.1 Reinforcement

Reinforcing steel shall comply with ASTM A 1015, Grade 40. Reinforcement placement shall conform to ACI 315 and with the plans. Welded Wire Fabric shall comply with ASTM A 1105.

6-2.1.2 Gratings

Gratings and frames fabricated from structural steel shall be galvanized in accordance with the requirements of ASTM A 123 or shall be painted with two coats of prime, followed by one coat of material meeting the requirements of Federal Specification TT-E-489, Class A Black. All paint may be applied in the shop by dipping, provided that each coat is thoroughly dry before the succeeding coat is applied. These requirements do not apply when A-588 steel is used.

6-2.2 Polyvinyl Chloride Inlets

Polyvinyl Chloride Inlets shall be manufactured from PVC pipe stock, utilizing a thermo-molding process to reform the pipe stock to the specified configuration. The inlets shall be manufactured by Nyloplast or equal approved by the Engineer. The pipe connection stubs shall be manufactured from PVC pipe stock and formed to provide a watertight connection. The joint tightness shall conform to ASTM D3212. The pipe stock used to manufacture the body and pipe stubs of the inlets shall conform to the mechanical property requirements for fabricated fittings as described by ASTM D3034 and ASTM F1336. Gratings, frames, and hoods for all PVC inlet structures shall be ductile iron conforming to ASTM A536 grade 70-50-05 and shall be painted with two coats of prime, followed by one coat of material meeting the requirements of Federal Specification TT-E-489, Class A Black. All paint may be applied in the shop by dipping, provided that each coat is thoroughly dry before the succeeding coat is applied. The grates, frames, and hoods shall be made specifically for each inlet so as to provide a round bottom flange that closely matches the diameter of the inlet body. The grates, frames, and hoods shall be capable of supporting H-25 wheel loading for heavy-duty traffic. The hood section shall have a solid back and be adustable by use of three (3) locking hex head bolts.

6-2.3 Pipe

6-2.3.1 Reinforced Concrete Pipe

Reinforced Concrete Pipe shall be round reinforced concrete complying with ASTM C 76, Class III, with round rubber gasket complying with ASTM C 361.

6-2.3.2 Polyvinyl Chloride (PVC) Pipe

Polyvinyl Chloride Pipe shall comply with the requirements of Section 948 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition, except as may herein be modified. Non-perforated Polyvinyl Chloride Pipe shall conform to the requirements of ASTM D 3034, SDR 35, or ASTM F 949. Perforated Polyvinyl Chloride Pipe shall conform to the requirements of ASTM F 758 or ASTM F 949.

6-2.3.3 Corrugated Polyethylene Pipe

Corrugated Polyethylene pipe shall conform to the requirements of Section 948 of the "Florida Department of Transportation Specifications for Road and Bridge Construction", latest edition and AASHTO M 294, except as may herein be modified. Corrugated polyethylene pipe shall be N-12 as manufactured by Advance Drainage Systems (ADS) or approved equal. Where so designated on the plans, corrugated polyethylene pipe shall be provided with perforations and a sock filter.

6-3 Forms

Forms shall be of wood or metal, so designed and constructed that they may be removed without injury to the concrete. They shall be built true to line and grade and braced in a substantial and unyielding manner, and shall be approved by the Engineer before being filled with concrete.

6-4 Precast Inlets

The Contractor may substitute precast inlets in lieu of cast-in-place units unless otherwise shown on the plans. When precast units are substituted the construction of such units may be in accordance with ASTM C 478. The design and fabrication of precast units shall be in accordance with the drawings.

6-5 Construction Methods for Inlets

6-5.1 Excavation

Excavation shall conform with the requirements specified in Section 2 of these specifications.

6-5.2 Placing and Curing Concrete

The concrete shall be placed in the forms to the depth shown in the plans and thoroughly vibrated. After the concrete has hardened sufficiently it shall be covered with suitable material and kept moist for a period of three days.

6-5.3 Setting Manhole Castings

After the concrete has been cured as specified above, the frame of the casting shall be set in a full mortar bed composed of one part portland cement to two parts of fine aggregate.

6-5.4 Placing Pipe

Inlet and outlet pipes shall be of the same size and kind as the connecting pipe shown in the plans. They shall extend through the walls for a distance beyond the outside surface sufficient for the intended connections, and the concrete shall be constructed around them neatly so as to prevent leakage along their outer surface. The inlet and outlet pipes shall be flush with the inside of the wall.

6-5.5 Backfilling

Backfilling shall conform with the requirements specified in Section 2 of these specifications.

6-6 Laying Pipe

6-6.1 General

All pipe shall be carefully laid, true to the lines and grades given. Any pipe that is not in true alignment or which shows any settlement after laying shall be taken up and re-laid without additional compensation.

6-6.2 Concrete Pipe

Concrete pipe shall be laid with hubs upgrade and tongue fully entered into the hub. When pipe with quadrant reinforcement, or circular pipe with elliptical reinforcement is used, the pipe shall be installed in a position such that the manufacturer's marks designating "top" and "bottom" of the pipe shall not be more than five degrees from the vertical plane through the longitudinal axis of the pipe.

6-6.3 Corrugated Polyethylene Pipe

Corrugated polyethylene pipe shall be installed in accordance with the manufac- turer's installation instructions.

6.4 Trench Excavation

The excavation of the trench for pipe culverts and storm sewers shall be as specified in Section 2 of these specifications.

6-6.5 Foundation

Where the foundation material is of inadequate supporting value a suitable foundation shall be provided, as directed by the Engineer, by the removal of unsuitable material and replacing with suitable material. Pipe shall not be laid on blocks or timbers, or on other unyielding material, except where the use of such devices is called for in the plans.

6-6.6 Sealing Joints

For all concrete pipe other than side drain pipe, the pipe joints shall be sealed by the use of round rubber gaskets. The gasket and the surface of the pipe joint, including the gasket recess, shall be clean and free from grit, dirt and other foreign matter, at the time the joints are made. In order to facilitate closure of the joint, application of an approved vegetable soap lubricant immediately prior to closing of the joint will be permitted.

6-6.7 Backfilling

The backfilling around the pipe shall be as specified in Section 2 of these specifications.

6-7 End Treatment

The end treatment required at each cross drain, side drain, or storm sewer pipe end shall be as shown in the plans.

END OF SECTION

SECTION 7
PAVEMENT STRIPES AND MARKINGS

7-1 Description

The work specified in this Section consists of the painting of parking stripes and markings. All work shall be completed in conformity with the plans and specifications, and where so referenced, to the "Florida Department of Transportation Standard Specifi- cations for Road and Bridge Construction", latest edition, and to the Florida Department of Transportation Roadway and Traffic Design Standard Index Drawings.

7-2 Materials

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Robert S. Binkley, P.E.
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STATE OF FLORIDA
PROFESSIONAL ENGINEER
Ross S. Binkley, P.E. #56762

REVISIONS:
DATE:

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

SPECIFICATIONS

DATE: 1/19/26
SCALE: N/A
SHEET
SP-1

7-2.1 Paint
Paint for parking stripes shall conform to Section 971 of the referenced Florida Department of Transportation Standard Specifications, Code T-1 (white). Blue pavement markings shall be tinted to match shade 15180 of Federal Standards 595a.

7-3 Application and Installation

7-3.1 Paint
The surface which is to be painted shall be cleaned, by compressed air or other effective means, immediately before the start of painting, and shall be clean and dry when the paint is applied. Any vegetation or loose material shall be removed from the pavement before striping is begun.

The paint shall be thoroughly mixed before it is poured into the painting machine. The painting machine shall be of a type and design which will readily obtain uniformity with regard to paint stripe thickness and alignment. The contractor shall set tack points and stringlines as required to establish proper spacing and alignment.

7-3.2 Parking Stripes and Markings
All materials and work including thickness and width shall comply with the requirements of Section 710 of the referenced Florida Department of Transportation Standard Specifications. The minimum rate of application shall be one gallon per 320 linear feet for 4 inches solid stripes.

The contractor shall be responsible for protecting new parking stripes and markings from vehicular traffic. Any defective stripes or markings or portion of the stripes or markings damaged by passing traffic or from any other cause shall be corrected at the contractor's expense.

END OF SECTION

SECTION 8
GRASSING

8-1 Description
The work specified in the Section consists of the establishing of a stand of grass, within the limits shown on the plans by sodding or seeding, mulching, fertilizing, watering, grading and maintaining the grassed areas until the completion of the project and final acceptance.

The Contractor shall install permanent vegetated ground cover over all open areas within the limits of construction and adjacent road rights-of-way where existing vegetation has been disturbed by construction operations. All stormwater retention and detention basins and swales shall be solid sodded unless otherwise noted on plans. All slopes which are 3 horizontal to 1 vertical or greater shall be solid sodded unless otherwise noted on plans.

8-2 Materials

8-2.1 Seed
Unless otherwise directed, permanent type grass seed shall be a mixture of 20 parts Bermuda seed and 80 parts Pensacola Bahia seed. Quick-growing type grass seed shall be a species which will provide an early ground cover during the particular season when planting is done and will not later compete with permanent grass. The separate types of seed used shall be thoroughly dry-mixed immediately before sowing. Seed which has become wet shall not be used.

The Bermuda seed shall be an equal mixture of hulled and unhulled seed. The Pensacola Bahia seed shall be scarified seed, having a minimum active germination of 40 percent and a total germination of 85 percent. All seed shall meet the requirements of the State Department of Agriculture and Consumer Services and all applicable State Laws.

8-2.2 Sod
Unless otherwise directed by the Owner, sod shall be of centipede grass. It shall be taken up in commercial-size rectangles, except where 12 inch strip sod is called for. It shall be well matted with roots, dense, uniform, weed-free, be certified to be free of disease and insects, nematodes, and have good sod strength. It shall be planted as soon as possible after being dug and shall be shaded and kept moist from the time it is dug until it is planted. When stacked, it shall not be allowed to heat up above 100 degrees F.

8-2.3 Fertilizer
The fertilizer for seeding and sodding shall be 12-8-8 commercial fertilizer complying with the State fertilizer laws.

8-2.4 Dolomitic Limestone
Dolomitic Limestone shall be an approved product, designated for agricultural use.

8-2.5 Mulch
The mulch material used for seeding shall be dry straw or hay, consisting of oat, rye, or wheat straw, or of pangola, peanut, coastal Bermuda or Bahia grass hay.

8-2.6 Water
Water used in the grassing and planting operations may be obtained from any approved spring, pond, lake, stream, or municipal water system. The water shall be free of salt, of excess and harmful chemicals, acids, alkalies, or any substances harmful to plant growth or obnoxious to traffic.

8-3 Grassing Limits
The Contractor shall take all precautions necessary to limit the area disturbed by construction. Existing grassed areas disturbed by construction outside the limits shown on the plans, shall be re-grassed by seeding to match existing conditions, at the Contractor's expense.

8-4 Application of Fertilizer and Lime
In areas to be seeded or sodded, fertilizer and/or lime shall be applied at a rate of 500 pounds per acre. Fertilizer and/or lime shall be spread uniformly and mixed to a depth of approximately four (4) inches.

8-5 Seeding
The ground over which the seed is to be sown shall be prepared by disk-harrowing and thoroughly pulverizing the soil to a suitable depth. The prepared soil shall be loose and reasonably smooth. It shall be reasonably free of large clods, roots, and other material which will interfere with the work or subsequent mowing and maintenance operations. While the soil is loose and moist, the seed shall be scattered uniformly over the gassing area. Unless shown otherwise in the plans, the rate of spread for the permanent type seed mixture shall be 100 pounds per acre.

When so directed by the plans or the Engineer, seed of an approved quick-growing species of grass, such as rye, shall be spread in conjunction with the permanent seed mixture at the rate of 30 pounds per acre.

8-6 Mulching
Approximately two inches, loose thickness, of the mulch material shall be applied uniformly over the seeded area and the mulch material cut into the soil to produce a loosed mulched thickness of three or four inches.

8-7 Rolling
Immediately after the completion of the seeding, the entire area grassed and mulched shall be rolled with approved equipment. At least two trips over the entire area will be required.

8-8 Sodding
Whenever a suitable area has been graded and is ready for sodding, the Contractor shall proceed at once with sodding of the available areas. Sodding shall be incorporated into the project at the earliest practical time in the life of the contract. Sodding shall not be performed when weather and soil conditions are, in the Engineer's opinion, unsuitable for proper results. The sod shall be placed on the prepared surface, with edges in close contact, and shall be firmly and smoothly embedded by light tamping with appro- priate tools.

Where sodding is used in drainage ditches, the setting of the pieces shall be staggered, such as to avoid a continuous seam along the line of flow. Along the edges of such staggered areas, the offsets of individual strips shall be tamped so as to produce a featheredge effect.

On areas where the sod may slide, due to the height and slope, the Engineer may direct that the sod be pegged, with pegs driven through the side blocks into firm earth, at suitable intervals. Any pieces of sod which, after placing, show an appearance of extreme dryness shall be removed from the work.

8-9 Watering
The seeded areas shall be watered so as to provide optimum growth conditions for the establishment of the grass. The seeded areas shall be kept in a moist condition for the duration of the contract period (and in no case less than two weeks). The moistened condition shall extend at least to the full depth of the rooting zone. Water shall not be applied, however, when there is danger of a freezing condition.

8-10 Maintenance
The Contractor shall maintain seeded areas in a satisfactory condition until final acceptance is made. Such maintenance shall include watering, and filling, leveling and repairing any washed or eroded areas.

END OF SECTION

SECTION 9
POTABLE WATER SYSTEM

9-1 Description
The work specified in this section consists of the construction of a potable water system, which includes the potable water distribution mains, valving, fire hydrants, and service piping. The potable water system shall be constructed in conformity with the plans and in accordance with these specifications, or the specifications and requirements of the Public Works Manual of the City of Milton (Utility Company), whichever is more stringent.

9-2 Codes and Standards
The Contractor shall comply with the requirements of Chapter 62-555 of the Rules of the Florida Department of Environmental Protection and the applicable portions of the National Standard Plumbing Code pertaining to the installation of potable water systems. Additionally, the Contractor shall comply with the requirements of the local Fire Marshall and Utility Company regulations pertaining to fire hydrants, including hose unit threading and similar matching of connections. The Contractor shall obtain required permits and inspections and shall coordinate tapping of existing water mains with the Utility Company.

9-3 Materials

9-3.1 Detector Wire
No. 14 Copper tracer wire shall be required for all non-metallic water mains. Tracer wire shall be well connected to Fire Hydrants and shall be protected during backfilling operations to prevent breakage.

9-3.2 Piping and Pipe Fittings

9-3.2.1 Water Mains
Water main piping shall be Polyvinyl Chloride (PVC) pipe conforming to ASTM D 2241, SDR 26, with ductile iron or cast iron fittings conforming to AWWA C 110 or ANSI A 21.10, respectively. PVC joints shall conform to ASTM D 3139, Bell End Pipe. All fittings shall be thin cement lines as specified in ANSI A 21.4. The exterior fittings shall receive a coat of hot-dip coal tar as specified in ANSI A 21.6. All bolts, nuts, studs and other uncoated parts of joints shall be coated with asphalt or coal-tar prior to backfilling. Water main piping shall be stamped "NSF-PW", and shall be white in color.

9-3.2.2 Water Service Piping
Water service piping shall be Polyethylene (PE) Tubing conforming to ASTM 2737, Class 200, with brass or bronze barbed fittings with 2 strap-type stainless steel clamps over pipe at each insert.

9-3.3 Valves

9-3.3.1 Gate Valves
Gate valves shall be of cast iron body, fully bronze mounted, resilient steel, and having parallel seats, with wide flanged, mechanical joint, or spigot ends depending on installation. Gate valves shall have a minimum working pressure of 175 psi, and shall comply with AWWA C 509. Gate valves shall open by counterclockwise rotation of the valve stem and shall be fitted with hub-type hand operators. Valves shall have a cast iron valve box installed concentrically over the valve. Gate valves shall be sized and located as indicated on the plans.

9-3.3.2 Water Service Clamps and Stops

9-3.3.2.1 Service Clamps
Service clamps shall be Clow-Vega Model F-6350 as manufactured by Clow, Wichita Falls, Texas, or Dresser Style 194 as manufactured by Dresser Manufacturing Co., Bradford, Pa., or approved equal.

9-3.3.2.2 Corporation Stops
Corporation stops shall be Ford Model No. F-1000, or approved equal. Inlets shall have compression connections and outlets shall have iron pipe threads.

9-3.3.2.3 Curb Stops
Curb stops shall be as manufactured by Ford #B43-342W. Inlets shall have compression connections and outlets shall have iron pipe threads. The contractor shall furnish and install Firomatic #5 lock for each curb stop and shall provide two (2) Firomatic keys for project.

9-3.3.3 Valve Boxes
An adjustable cast-iron valve box of suitable size shall be provided at each gate valve. The head shall be round and the lid shall have the word "WATER" cast on it. The least dimension of the shaft of the box shall be 5-1/4 inches. A 2'-0" diameter by 6" concrete collar shall be poured around the shaft at the valve box surface. The valve boxes shall be Clow F-2452, or approved equal.

9-3.4 Fire Hydrants
Fire hydrants shall be dry-barrel type conforming to AWWA C 502. Hydrants shall have 6 inch outlet, 5-1/4 inch valve opening, one 4-1/2 inch pumper connection, and two 2-1/2 inch hose connections. The size and shape of operating nuts and threads on hose and pumper connections shall be as required by the Utility Company. The hydrants shall be Mueller Co., Catalog No. A-24015, M & H Model No. 29-T, or approved equal.

9-3.5 Anchorages
The Contractor shall provide anchorages for tees, wyes, crosses, plugs, caps, bends, valves, and hydrants as required. After installation, apply full coat of bituminous material to surface of any ferrous anchorages. Anchorage types are as follows:
(1) Clamps, Straps, and Washers: Steel, ASTM A 506.
(2) Rods: Steel, ASTM A 575.
(3) Rod Couplings: Malleable-iron, ASTM A 197.
(4) Bolts: Steel, ASTM A 307.
(5) Thrust Blocks: Concrete, 2500 psi, sized as indicated.

9-3.6 Backflow Preventers
Backflow preventers on potable water service lines shall be reduced pressure zone, Watts model 909, sized as indicated. Backflow preventers on fire lines shall be double detector check valve assembly, Watts model 709, sized as indicated. The Contractor shall provide a 3" thick foam insulation jacket for all above ground backflow prevention devices.

9-3.7 Water Meters
Water meters shall be compound meter by Rockwell or approved equal.

9-4 Installation

9-4.1 Pipe Laying and Jointing
Pipe, fittings, valves and accessories shall be carefully inspected before and after installation and those found defective shall be rejected and replaced. Before placing in position, the Contractor shall clean pipe, fittings, valves and accessories and maintain in clean condition. Cut pipe accurately to measurements established at the site and work into place without springing or forcing. Support pipe at its proper elevation and grade, taking care to secure firm and uniform support. Lay pipe so that the full length of each section of pipe and each fitting will rest solidly on the pipe bedding; excavate recesses to accommodate bells, joints, and couplings. Provide anchors and supports where necessary for fastening work into place. Concrete reaction or thrust blocks shall be applied on all tees, plugs, caps and bends deflecting 22-1/2 degrees or more. Keep trenches free of water until joints have been properly made. At the end of each day's work, close open ends of pipe temporarily with wood blocks or bulkheads. Do not lay pipe when conditions of trench or weather are unsuitable. In addition to the above, PVC pipe and fittings installation shall conform to the requirements of UNI B-3.

Water mains shall be laid at least 10 feet horizontally from any existing or proposed sanitary sewer main. The distance shall be measured edge to edge. In cases where it is not practical to maintain a ten foot separation, and when approved by the FDEP and the Engineer, the water main may be installed closer to the sewer main, provided that the water main is laid in a separate trench or on an undisturbed earth shelf located on one side of the sewer main at such an elevation that the bottom of the water main is at least 18 inches above the top of the sewer main.

Water mains crossing over sanitary sewer mains shall be laid to provide a minimum vertical distance of 18 inches between the invert of the upper pipe and the crown of the lower pipe. Where this minimum separation cannot be maintained, the crossing shall be arranged so that the sewer pipe joints and water main joints are equidistant from the point of crossing with no less than 10 feet between joints. Alternatively, the sewer main may be placed in a sleeve or encased in concrete to obtain the equivalent of the required 10 feet separation.

Excavation and backfilling of water main trenches shall conform to Section 2 of these specifications. Provide a minimum of 30 inches of cover over water mains.

9-4.2 Gate Valves
Install gate valves in accordance with the requirements of AWWA C 600 for valve-and-fitting installation. Valve boxes shall be placed concentrically over the valve operating nut.

9-4.3 Fire Hydrants
Install fire hydrants in accordance with the requirements of AWWA C 600 and AWWA M 17, "Installation, Operation, and Maintenance of Fire Hydrants".

9-4.4 Backflow Preventers
Install backflow preventers in accordance with AWWA requirements and the manufacturer's recommendations.

9-4.5 Water Meter
Water meter and meter box assembly shall be supplied by the Utility Company. Contractor shall coordinate installation and provide roughin in accordance with the requirements of the Utility Company.

9-4.6 Connection to Existing Water System
Coordinate and make connections to the existing water system in a manner approved by the Utility Company and with a minimum interruption of service on the existing system.

9-5 Field Testing

9-5.1 General
Conduct piping tests before joints are covered and after thrust blocks have sufficiently hardened. Fill pipeline with water 24 hours prior to testing and apply test pressure to stabilized system.

9-5.2 Hydrostatic Tests

9-5.2.1 Pressure During Test
After the pipe has been laid and backfilled as specified, each valved section of newly laid pipe shall, unless otherwise specified, be subjected to a hydrostatic pressure equal to 150 psi. The Contractor shall record the testing by the use of a pressure recording gauge and, after all testing is complete, the recording shall be turned over to the Engineer.

9-5.2.2 Duration of Pressure Test
The duration of each pressure test shall be at least 24 hours.

9-5.2.3 Procedure
Each section of pipe shall be slowly filled with water and the specified test pressure, measured at the lowest point of the elevation, shall be applied by means of a pump connected to the pipe in a satisfactory manner. The pump, pipe connection, gauges meter, and all necessary apparatuses shall be furnished by the Contractor. The test shall be applied to each valved section in order to check the leakage through all valves.

9-5.2.4 Expelling Air Before Test
Before applying the specified test pressure, all air shall be expelled from the pipe. To accomplish this, taps shall be made, if necessary, at points of highest elevation and afterwards tightly plugged.

9-5.2.5 Definition of Leakage
Leakage is defined as the quantity of water to be supplied into the newly laid pipe, or any valved section of it, necessary to maintain the specified leakage test pressure after the pipe has been filled with water and the air expelled.

9-5.2.6 Permissible Leakage
Suitable means shall be provided by the Contractor for determining the quantity of water lost by leakage under normal operating pressure. No pipe installation will be accepted until, or unless, this leakage (evaluated at 150 psi) is less than the figure stated below:

Pipe Diam.	Gal's/1000'/1 Hr.	Gal's/1000'/24 Hrs.
2"	3.8 gal.	0.16 gal.
3"	5.7 gal.	0.24 gal.
4"	7.6 gal.	0.32 gal.
6"	11.4 gal.	0.47 gal.
8"	15.2 gal.	0.63 gal.
10"	18.9 gal.	0.79 gal.
12"	22.7 gal.	0.95 gal.

9-5.2.7 Variation From Permissible Leakage
Should any test of combined sections of pipe laid disclose leakage greater than the specified limit, the Contractor shall, at his expense, locate and repair the defective joints until the leakage is within the specified allowance.

9-5.2.8 Water for Testing
Water for testing shall be provided by the Contractor at his expense.

9-5.2.9 Time for Making Test
Pipe may be subjected to hydrostatic pressure, inspected, and tested for leakage at any convenient time after partial completion of backfill. The Contractor may test the system with joints exposed or with backfilling complete at his option. The Engineer and the Utility Company shall be notified at least 24 hours before beginning testing.

9-5.3 Operating Tests
Open and close all valves and hydrants under system water pressure. Check dry barrel hydrants for proper drainage.

9-6 Disinfection
Flush and disinfect the new potable water system in accordance with AWWA C 601 to the satisfaction of the Engineer and the Utility Company. In the process of chlorinating water, all valves or other appurtenances shall be operated while the pipe line is filled with the chlorinating agent.

9-7 Final Flushing and Testing
Following disinfection, all treated water shall be thoroughly flushed from the newly laid pipe system at its extremities until the replacement water throughout its length shall upon test, both chemically and bacteriologically, be approved by the Florida Department of Environmental Protection. The Contractor shall be responsible for arranging and paying for the test samples.

9-8 As-Built Certification
In accordance with the Rules of the Florida Department of Environmental Protection, Chapter 62-555, the Engineer of record will be responsible for observation of the construction of the potable water system to assure compliance with plans and specifications, and said Engineer will report to the FDEP upon completion of the construction, cleaning, and disinfecting described above before the system can be placed into service. The Contractor shall notify the Engineer a minimum of 24 hours before beginning construction on the potable water system.

9-9 As-Built Drawings
The Contractor shall furnish the Engineer at the close of the project, with one (1) set of marked-up construction plans depicting as-built conditions of the potable water system. The as-built plans shall show the location of water services, water valves, and fire hydrants. Engineering approval of the potable water system will not be made until accurate and legible as-built plans are received.

END OF SECTION

SECTION 10
SANITARY SEWAGE SYSTEM

10-1 Description
The work specified in this Section consists of the construction of a gravity sanitary sewer collection system, including sanitary sewer collection lines, service lines, sanitary sewer manholes, and other appurtenances, in conformity with the plans and in accordance with these specifications, or the specifications and requirements of the Public Works Manual of the City of Milton (Utility Company), whichever is more stringent.

10-2 Codes and Standards
The Contractor shall comply with the requirements of Chapter 62-604 of the Rules of the Florida Department of Environmental Protection and the applicable portions of the National Standard Plumbing Code and Ten State Standards, pertaining to the installation of gravity sanitary sewer collection systems. The Contractor shall obtain required permits and inspections from the Utility Company.

10-3 Materials

10-3.1 Gravity Sewer Collection Lines and Fittings
Gravity sewer collection line piping and fittings (6 inches through 12 inches) shall be Polyvinyl Chloride (PVC) conforming to ASTM D 3034, Type PSM, SDR 35. Jointing shall be accomplished by means of elastomeric gasket joints conforming to ASTM D 3212. Gasket material shall be suitable for use with domestic sewage and shall conform to ASTM F 477. Gravity sewer line piping shall be green in color.

10-3.2 Sewer Service Lines
Sewer service line piping and fittings (4 inches and smaller) shall be Polyvinyl Chloride (PVC) conforming to ASTM D 2466. Solvent cement for jointing piping shall conform to ASTM D 2565. 10-3.3 Manholes

Sanitary sewer manholes shall be constructed of precast reinforced concrete, sized as indicated, and complying with ASTM C 478. Manhole tops shall be eccentric cone type and manhole bases shall be base riser sections with integral floors. Precast manholes shall be provided with resilient pipe connectors complying with ASTM C 923.

Sanitary sewer manhole frames and covers shall be of heavy-duty cast iron construction, sized as indicated. The manhole cover shall be of indented top design with lettering cast into the top reading "SEWER". Manhole frames and covers shall be Vulcan Foundry No. VM-37, Neenah Foundry No. R-1600, or approved equal. Manhole frames and covers are to be coated with coal-tar epoxy.

10-3.4 Cleanouts
Sanitary sewer cleanouts shall be constructed of PVC pipe extended to the ground surface with PVC plugs.

10-4 Installation

10-4.1 Gravity Collection and Service Lines
Each section of pipe shall be carefully inspected before and after it is installed and defective pipe shall be rejected and removed. Sewer lines shall be laid beginning at the low point of the system, true to the grade and alignment indicated, with unbroken continuity of invert. Clear interior of piping of dirt and other superfluous material as work progresses. Maintain swab or drag in line and pull past each joint as it is completed. Open ends of pipe at the end of each day's work shall be closed temporarily with wood blocks or bulkheads. In addition to the above, PVC gravity sewer lines shall be installed in accordance with UNI-B-5.

Sewer mains shall be laid at least 10 feet horizontally from any existing or proposed water main. The distance shall be measured edge to edge. In cases where it is not practical to maintain a ten foot separation, and when approved by the FDEP and the Engineer, the sewer main may be installed closer to the water main, provided that the water main is in a separate trench or on an undisturbed earth shelf located on one side of the sewer main at an elevation so that the bottom of the water main is at least 18 inches above the top of the sewer main.

Sewer mains crossing under water mains shall be laid to provide a minimum vertical distance of 18 inches between the invert of the upper pipe and the crown of the lower pipe. Where this minimum separation cannot be maintained, the crossing shall be arranged so that the sewer main joints and water main joints are equidistant from the point of crossing with no less than 10 feet between any two joints. Alternatively, the sewer main may be placed in a sleeve or encased in concrete to obtain the equivalent of the required 10-feet separation.

Excavation of pipe trenches shall conform to Section 2 of these specifications.

10-4.2 Sewer Manholes
Sanitary sewer manholes shall be installed in accordance with ASTM C 891. Where manholes occur in pavements, set top of frames and covers flush with the finished surface. Elsewhere, set tops 3" above finished surface, unless otherwise indicated on the plans. Grout inverts of manholes to provide continuity of grade and direction change through manhole. The exterior of the manhole shall be given two coats of Koppers 300M, or equal, before backfilling operation.

10-5 Backfilling
Backfill pipe trenches and around structures in accordance with Section 2 of these specifications.

10-6 Inspection and Testing
Inspect piping to determine whether line displacement or other damage has occurred. Make inspections after lines between manholes, or manhole locations, have been installed and approximately 2 feet of backfill is in place, and again at the completion of the project. If inspection indicates poor alignment, debris, displacement or other defects, correct such defects and reinspect.

Leakage tests may include appropriate water or low pressure air testing. The leakage outward or inward (exfiltration or infiltration) shall not exceed 50 gallons per inch of pipe diameter per mile per day for any section of the system. An exfiltration or infiltration test as appropriate shall be performed with a minimum positive head of two (2) feet. The water test, if used, shall be run continuously for a period of not less than three (3) hours, with weir reading taken at 20 minute intervals. The air test, if used, shall, as a minimum, conform to the test procedure described in ASTM F14110-92 (1998) "Standard Test Method for Installation Acceptance of Plastic Gravity Sewer Lines Using Low-Pressure Air". The testing methods provided should take into consideration the range in groundwater elevations projected and the situation during the test.

The test shall be made by the Contractor with the Utility Company representative being present to verify the test accuracy. The Engineer and the Utility Company shall be notified 24 hours in advance. Where infiltration occurs in excess of the specified amount, the defective pipe or joints shall be located and repaired at the expense of the Contractor. If the defective portions cannot be so located, the Contractor, at his own expense, shall remove and reconstruct as much of the original work as necessary to obtain a sewer within the allowable infiltration limits.

The sewer or sewers shall be pumped out and normal infiltration conditions prevail before testing shall be started.

10-7 As-Built Certification
In accordance with the Rules of the Florida Department of Environmental Protection, Chapter 62-604, the Engineer of record will be responsible for observation of the construction of the sanitary sewer collection system to assure compliance with the plans and specifications and said Engineer will report to the FDEP upon completion of the construction before the system can be placed into operation. The Contractor shall notify the Engineer a minimum of 24 hours before beginning construction on the sewer collection system.

10-8 As-Built Drawings
The Contractor shall furnish the Engineer at the close of the project, with three (3) sets of marked-up construction plans depicting as-built conditions of the sanitary sewer system. The as-built plans shall show the location of sanitary sewer services and the location and elevation of sanitary sewer manholes. Elevations shall be relative to project datum. Engineering approval of the sanitary sewer system will not be made until accurate and legible as-built plans are received.

END OF SECTION

Licensed Business: 35762
Ross S. Binkley, Professional Engineer
No. 56762
STATE OF FLORIDA
PROFESSIONAL ENGINEER
NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED ENGINEER

DATE:

REVISIONS:

BINKLEY ENGINEERING
Certificate of Authorization No. 32308
434 Benning Drive, Destin, FL 32541
Phone: (850) 974-5421
rsbinkley@gmail.com

JACK'S FAMILY RESTAURANT
CHIPLEY, FLORIDA

SPECIFICATIONS

DATE: 1/19/26
SCALE: N/A
SHEET
SP-2

LEGAL DESCRIPTION

AS PROVIDED: FIDELITY NATIONAL TITLE INSURANCE COMPANY ORDER NO. GLW2502017

ALL THAT CERTAIN LAND SITUATE IN WASHINGTON COUNTY, FLORIDA, TO-WIT:
COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 4 NORTH, RANGE 13 WEST, WASHINGTON COUNTY, FLORIDA, THENCE SOUTH 00°21'54" WEST, ALONG EAST LINE OF SAID SOUTHWEST QUARTER FOR 893.85 FEET TO A POINT MARKING THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORD BOOK 439, PAGE 428 OF THE PUBLIC RECORDS FOR WASHINGTON COUNTY, FLORIDA; THENCE NORTH 88°20'22" WEST ALONG THE SOUTH LINE OF SAID PARCEL AND A PROJECTION THERE OF FOR 321.19 FEET TO A CONCRETE MONUMENT BEING THE POINT OF BEGINNING; THENCE SOUTH 40°19'08" WEST FOR 314.09 FEET TO A CONCRETE MONUMENT; THENCE NORTH 48°22'27" WEST FOR 371.07 FEET TO A CONCRETE MONUMENT SET ON THE EASTERNMOST EXISING RIGHT-OF-WAY LINE OF STATE ROAD #77; THENCE NORTH 39°28'10" EAST ALONG SAID RIGHT-OF-WAY LINE FOR 282.13 FEET TO A CONCRETE MONUMENT; THENCE SOUTH 48°51'55" EAST FOR 339.73 FEET TO A CONCRETE MONUMENT; THENCE SOUTH 88°20'22" EAST 45.42 FEET TO THE POINT OF BEGINNING.

GENERAL NOTES

1. SUNSHINE 811 LINE LOCATE REQUEST SENT ON OCTOBER 14, 2025 WITH TICKET NUMBER(S) 287506471. ALL ON SITE MARKED UTILITIES OR MAP LOCATIONS HAVE BEEN LOCATED ON OCTOBER 29, 2025 AND SHOWN ON THIS SURVEY.
2. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS; ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
3. NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.
4. THE SUBJECT PROPERTY ADDRESS WAS FOUND TO BE 1331 MAIN STREET, AND HAS DIRECT ACCESS TO AND IS CONTIGUOUS WITH MAIN STREET, BEING A DEDICATED PUBLIC STREET OR HIGHWAY WITH NO GAPS, GORES OR OVERLAPS, OWNED AND MAINTAINED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION.
5. NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
6. NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
7. THE PARCEL CONTAINED IN THE AS SURVEYED LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS AND MATHEMATICALLY CLOSES.
8. NO APPARENT CHANGES IN STREET RIGHT OF WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION. NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
9. BUILDING AREAS SHOWN HEREON ARE FOR THE FOOTPRINT OF THE BUILDING ONLY.
10. SURVEYOR DID NOT OBSERVE ANY WETLANDS AT TIME OF SURVEY, HOWEVER SITE WAS NOT VISITED BY ANY JURISDICTIONAL WETLAND OR ENVIRONMENTAL AGENCIES.
11. NOT VALID WITHOUT THE ORIGINAL SEAL AND SIGNATURE OF A FLORIDA LICENSED SURVEYOR. ADDITIONS AND DELETIONS TO SURVEY MAPS, SKETCHES, OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

PLS GROUP, INC.
SURVEYING, MAPPING AND SOLUTIONS
LB#8096 LSF#1260 CA-1067-LS

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34565 U.S. HIGHWAY 31, SUITE C
STAPLETON, AL 36578
OFFICE: 251-937-1434

STATEMENT OF ENCROACHMENTS

NONE OBSERVED

NOTES CORRESPONDING TO SCHEDULE "B, PART II, EXCEPTIONS"

SCHEDULE 'B' ITEMS SHOWN BELOW ARE AS PER FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NO. GLW2502017, WITH AN EFFECTIVE DATE OF OCTOBER 3, 2025.

SOME HISTORICAL LAND RECORDS CONTAIN DISCRIMINATORY COVENANTS THAT ARE ILLEGAL AND UNENFORCEABLE BY LAW. THIS COMMITMENT AND THE POLICY TREAT ANY DISCRIMINATORY COVENANT IN A DOCUMENT REFERENCED IN SCHEDULE B AS IF EACH DISCRIMINATORY COVENANT IS REDACTED, REPUDIATED, REMOVED, AND NOT REPUBLISHED OR RECIRCULATED. ONLY THE REMAINING PROVISIONS OF THE DOCUMENT WILL BE EXCEPTED FROM COVERAGE.

THE POLICY WILL NOT INSURE AGAINST LOSS OR DAMAGE RESULTING FROM THE TERMS AND CONDITIONS OF ANY LEASE OR EASEMENT IDENTIFIED IN SCHEDULE A, AND WILL INCLUDE THE FOLLOWING EXCEPTIONS UNLESS CLEARED TO THE SATISFACTION OF THE COMPANY:

1. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS FORM. (SHOWN HEREON IF APPLICABLE)
2. TAXES AND ASSESSMENTS FOR THE YEAR 2025 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE. NOTE: REAL ESTATE TAXES FOR THE YEAR 2024 ARE PAID IN THE AMOUNT OF $1,802.83; GROSS AMOUNT $1,877.95; ASSESSED VALUE $85,710.00; EXEMPTIONS: 0.00; FOLIO NO.: 00000000-00-2218-0004. (NOT ADDRESSED HEREON)
3. STANDARD EXCEPTIONS:
   A. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. (IN STATEMENT OF ENCROACHMENT IF APPLICABLE)
   B. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. (NOT ADDRESSED HEREON)
   C. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BYLAW AND NOT SHOWN BY THE PUBLIC RECORDS. (NOT ADDRESSED HEREON)
   D. TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS IN THE PUBLIC RECORDS. (NOT ADDRESSED HEREON)
4. ANY CLAIM THAT ANY PORTION OF THE INSURED LAND IS SOVEREIGN LANDS OF THE STATE OF FLORIDA, INCLUDING SUBMERGED, FILLED OR ARTIFICIALLY EXPOSED LANDS ACCRETED TO SUCH LAND. (NOT ADDRESSED HEREON)
5. ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, FLORIDA STATUTES, IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER, SEWER OR GAS SYSTEM SUPPLYING THE INSURED LAND. (NOT ADDRESSED HEREON)
6. RIGHTS OF TENANTS OCCUPYING ALL OR PART OF THE LAND UNDER UNRECORDED LEASES OR RENTAL AGREEMENTS. (NOT ADDRESSED HEREON)
7. EASEMENTS GRANTED TO THE COUNTY OF WASHINGTON BY VIRTUE OF EASEMENT DATED MARCH 13, 1985 AND RECORDED MARCH 29, 1985 IN OFFICIAL RECORDS BOOK 211, PAGE 305. (DOES NOT AFFECT THE SUBJECT PROPERTY, AND IS NOT PLOTTED HEREON)
8. EASEMENTS GRANTED TO GULF POWER COMPANY, A FLORIDA CORPORATION, BY VIRTUE OVERHEARD DISTRIBUTION EASEMENT DATED JUNE 9, 2014 AND RECORDED JULY 15, 2014 IN OFFICIAL RECORDS BOOK 990, PAGE 376. (DOES AFFECT SUBJECT PROPERTY, IS PLOTTED HEREON, OVERHEAD POWER LINE DOES NOT FALL WITHIN EASEMENT. PROPERTY MAY BE SUBJECT TO ADDITIONAL POWER EASEMENTS AS NOTED HEREON.)

NOTE: THE COMPANY RESERVES THE RIGHT TO MAKE FURTHER REQUIREMENTS AND/OR EXCEPTIONS UPON ITS REVIEW OF THE PROPOSED DOCUMENTS CREATING THE ESTATE OR INTEREST TO BE INSURED OR OTHERWISE ASCERTAINING DETAILS OF THE TRANSACTION.

NOTE: IF THE PROCEEDS OF THE LOAN TO BE SECURED BY THE INSURED MORTGAGE ARE DEPOSITED WITH THE COMPANY OR ITS AUTHORIZED AGENT, ITEM 1 ABOVE SHALL BE DEEMED DELETED AS OF THE TIME SUCH FUNDS ARE DISBURSED TO OR FOR THE ACCOUNT OF THE BORROWER. NEITHER THE COMPANY NOR ITS AGENT SHALL, HOWEVER, BE UNDER ANY DUTY TO DISBURSE ANY SUM EXCEPT UPON A DETERMINATION THAT NO SUCH ADVERSE INTERVENING MATTERS HAVE APPEARED OF RECORD OR OCCURRED.

NOTES ON STANDARD EXCEPTIONS:

ITEM 3.A. WILL BE DELETED FROM THE POLICY(IES) UPON RECEIPT OF AN ACCURATE SURVEY OF THE LAND ACCEPTABLE TO THE COMPANY. EXCEPTION WILL BE MADE FOR ANY ENCROACHMENT, SETBACK LINE VIOLATION, OVERLAP, BOUNDARY LINE DISPUTE OR OTHER ADVERSE MATTER DISCLOSED BY THE SURVEY.

ITEMS 3.B., 3.C., AND 3.D. WILL BE DELETED FROM THE POLICY(IES) UPON RECEIPT OF AN AFFIDAVIT ACCEPTABLE TO THE COMPANY, AFFIRMING THAT, EXCEPT AS DISCLOSED THEREIN (I) NO PARTIES IN POSSESSION OF THE LAND EXIST OTHER THAN THE RECORD OWNER(S); (II) NO IMPROVEMENTS HAVE BEEN MADE TO THE LAND WITHIN 90 DAYS PRIOR TO CLOSING WHICH HAVE NOT HAVE BEEN PAID FOR IN FULL; AND (III) NO UNPAID TAXES OR ASSESSMENTS ARE AGAINST THE LAND WHICH ARE NOT SHOWN AS EXISTING LIENS IN THE PUBLIC RECORDS. EXCEPTION WILL BE MADE FOR MATTERS DISCLOSED IN THE AFFIDAVIT.

NOTE: ALL RECORDING REFERENCES IN THIS FORM SHALL REFER TO THE PUBLIC RECORDS OF WASHINGTON COUNTY, FLORIDA, UNLESS OTHERWISE NOTED.

NOTE: IN ACCORDANCE WITH FLORIDA STATUTES SECTION 627.4131, PLEASE BE ADVISED THAT THE INSURED HEREUNDER MAY PRESENT INQUIRIES, OBTAIN INFORMATION ABOUT COVERAGE, OR RECEIVE ASSISTANCE IN RESOLVING COMPLAINTS, BY CONTACTING FIDELITY NATIONAL TITLE INSURANCE COMPANY, 601 RIVERSIDE AVENUE, BUILDING 5, 7TH FLOOR, JACKSONVILLE, FL 32204; TELEPHONE 561-687-1300.

ALTA/NSPS LAND TITLE SURVEY

SURVEYOR'S CERTIFICATE:

STATE OF: FLORIDA
COUNTY OF: WASHINGTON

TO JACK'S FAMILY RESTAURANTS, LP AND FIDELITY NATIONAL TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT WAS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 7(a), 8, 9, 11(b), 13, 14, 16, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 29, 2025

DATE OF PLAT OR MAP: NOVEMBER 14, 2025

JUSTIN R. THOMLEY FLORIDA LS 7039

JUSTIN R. THOMLEY LICENSE NUMBER 7039 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

BASIS OF BEARINGS

BEARINGS ARE BASED ON RTK GPS
FLORIDA STATE PLANE NORTH ZONE

LAND AREA

106289.5 SQUARE FEET±
2.44 ACRES±

ZONING NOTES

ZONING DISTRICT: NOT PROVIDED AT TIME OF SURVEY

PARKING STALLS

REGULAR=00 HANDICAP=0

TOTAL=00

FLOOD NOTE

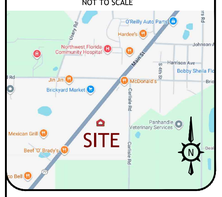
FLOOD NOTE: BASED ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AVAILABLE ONLINE AT WWW.MSC.FEMA.GOV, AND BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X" ON FLOOD INSURANCE RATE MAP NUMBER 12133C0070D, WHICH BEARS AN EFFECTIVE DATE OF 7/4/2011 AND DOES NOT LIE WITHIN IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THE ACCURACY OF THE MAPS AND/OR TO APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

LEGEND

- FOUND IRON PIN TYPE AND SIZE AS SHOWN
- HVAC
- BOLLARD
- CALCULATED POINT NOT SET
- CLEANOUT
- FOUND 4"X4" CONCRETE MONUMENT (UNLESS OTHERWISE SPECIFIED)
- SET CONTROL POINT
- ELECTRIC BOX
- ELECTRIC METER
- ELECTRIC MANHOLE
- FIRE HYDRANT
- GAS LINE MARKER
- GRATE INLET
- IRRIGATION CONTROL VALVE
- LIGHT POLE
- MAILBOX
- POST
- POWER POLE AND GUY (TYPICAL)
- SANITARY SEWER MANHOLE
- SATELLITE DISH
- SIGN
- REFLECTOR
- STORM DRAIN MANHOLE
- TELEPHONE PEDESTAL
- WATER METER
- WATER VALVE
- MAGNOLIA
- OAK
- PALM
- BUSH
- SHRUB
- FEET / MINUTES
- INCHES / SECONDS
- NOT TO SCALE
- N 16°39'36" E (N00°00'00"E) AS MEASURED THIS SURVEY / RECORD INFORMATION,
- CONCRETE
- RIPRAP
- PAVERS
- ASPHALT PAVING
- R/W — RIGHT OF WAY LINE
- CL — CENTERLINE
- PL — APPROXIMATE ADJOINING PROPERTY LINES
- WOOD FENCE
- CHAIN LINK FENCE
- G — EXISTING GAS LINE
- SS — EXISTING SEWER LINE
- W — EXISTING WATER LINE
- OHP — OVERHEAD POWER LINE
- FO — FIBER OPTIC LINE
- 300 — MAJOR CONTOUR
- 301 — MINOR CONTOUR
- TREE LINE
- PROPERTY LINE (THIS SURVEY)

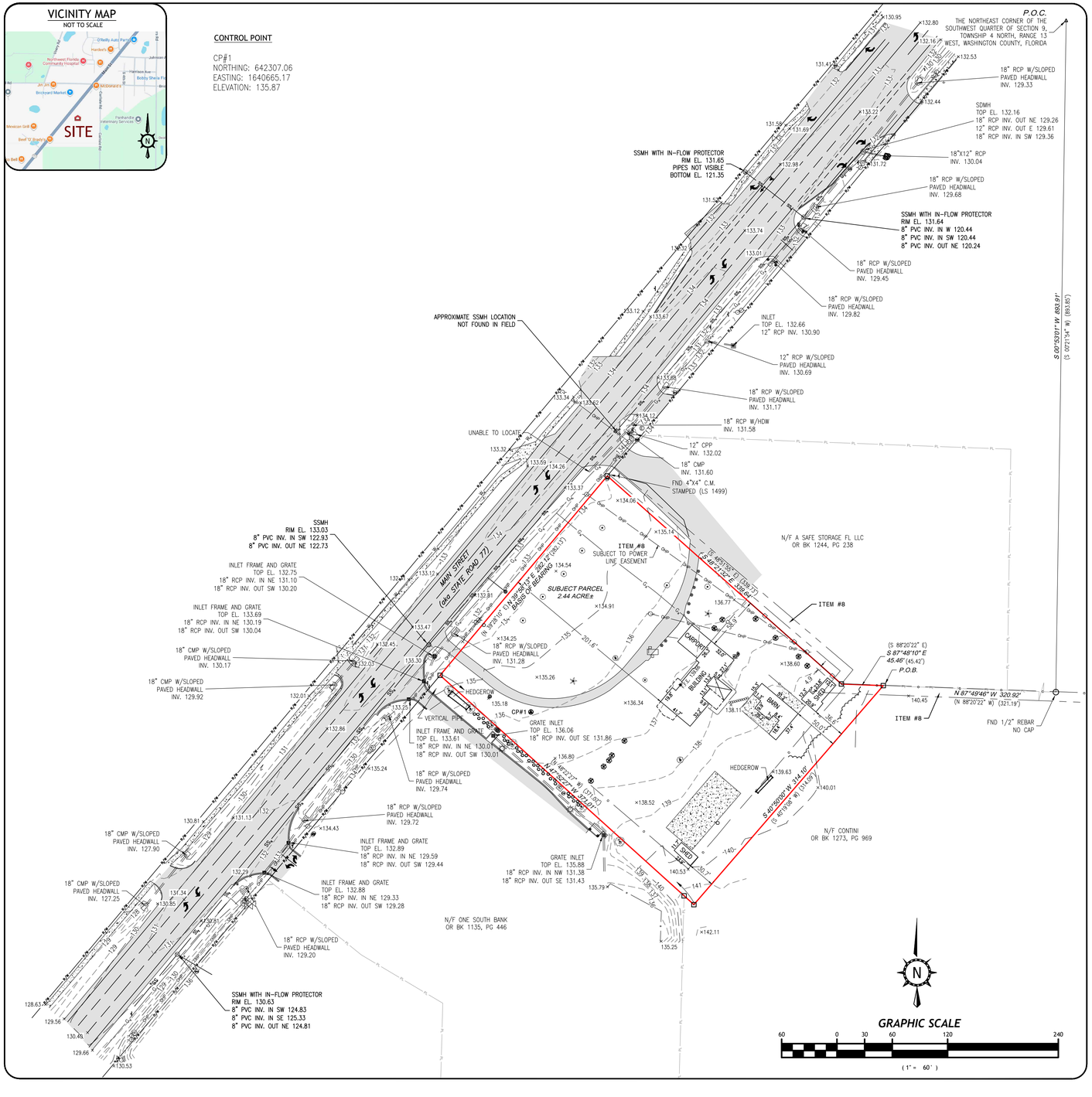
VICINITY MAP

NOT TO SCALE



CONTROL POINT

CP#1
NORTHING: 642307.06
EASTING: 1640665.17
ELEVATION: 135.87



SHEET TITLE:	ALTA/NSPS LAND TITLE SURVEY		
SHEET NUMBER: 01 OF 01	SURVEY END DATE: 10/29/2025	PROJECT NO: 25-0692	
	DRAWING SCALE: 1"=60'	DRAWN BY: AJA	
	DRAWING END DATE: 11/13/2025	CHECKED BY: JRT	

NO.	REVISIONS	DATE

1331 MAIN STREET

CHIPLEY
WASHINGTON COUNTY, FLORIDA

PARCEL ID: 00000000-00-2218-0004

BINKLEY ENGINEERING
434 Benning Drive Destin, FL 32541 (850) 974-5421

Jack's Family Restaurant

Chipley, Florida

Stormwater Management Plan

January 19, 2026

Prepared for:

Jack's Family Restaurants, LP
124 West Oxmoor Road
Birmingham, AL 35209

Prepared by:

Binkley Engineering, P.A.
434 Benning Drive
Destin, FL 32541
(850) 974-5421

ROSS S. BINKLEY LICENSE No. 56762 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been digitally signed and sealed by Ross S. Binkley, P.E. on 1/19/26 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Ross S. Binkley, P.E.
Florida License No. 56762

Site Data

Drainage Area	=	85,445 s.f. (1.96 Ac.)
Impervious Area	=	56,471 s.f. (1.30 Ac.)
Landscape/Open Area	=	28,974 s.f. (0.66 Ac.)
Weighted Runoff Coefficient	=	0.6618

Existing Conditions

The project is located on the east side of Main Street (State Road No. 77) in Chipley, Florida. The property currently contains a single-family residence with additional buildings and a paved driveway. The property slopes from a high elevation of approximately 141.0 near the southernmost property corner down to a low elevation of 133.4 to the north along the Main Street right-of-way. Stormwater currently percolates into the soil and sheet flows to the north. A Geotechnical Report by Southern Earth Sciences, Inc. (attached) states that seasonal high groundwater is estimated to be 4.5 feet below existing grade and provides a measured unsaturated vertical infiltration rate of 10.5 in/hr.

Proposed Conditions

The project consists of constructing a Jack's Family Restaurant with associated paved parking. The stormwater runoff from the proposed impervious surface will be directed into a retention basin located along the north side of the development.

The retention basin has been designed to retain one inch of rainfall and a minimum volume of one-half inch of runoff over the drainage area as required. The retention system will have a top elevation of 134.0, a control elevation of 133.00, and a bottom elevation of 132.0. The proposed retention system will provide a total available storage capacity of 6,440 c.f. at the control elevation which meets the 1" of rainfall requirement (4,712 c.f.) and ½" of runoff requirement (3,560 c.f.). The retention basin was designed to meet the City of Chipley 25-year storm requirement and stores to a maximum elevation of 133.45 during the one hour duration storm. Since the proposed stormwater retention system will discharge into the FDOT right-of-way, the system has also been designed to meet the 100-year storm as required by FDOT and stores to a maximum elevation of 133.67 during the one hour storm duration. The post-development discharge rate does not exceed the pre-development rate during any 100-year or 25-year storm event.

Erosion control measures, including silt fences, will be provided during all phases of construction. Permanent erosion control will be provided on the side slopes of the retention basin.

Impact of Development on Existing Conditions

1. This project should have no adverse effect on the quality of the receiving waters since stormwater will be percolated on site and the pollutants will be cleaned by filtration through the soil.
2. Groundwater levels should not be affected.
3. There should be no flooding problems on or off the site.
4. There should be no impact on wetlands as a result of this project.

Project Name: Jack's Family Restaurant - Chipley, FL
Date: 01/19/26
Designed by: RSB

Drainage Area Data

Total Drainage Area =	**85,445**	**sq. ft. =**	**1.9615**	**Ac.**
Onsite Drainage Area =	**85,445**	**sq. ft. =**	**1.9615**	**Ac.**
Offsite Drainage Area =	**0**	**sq. ft. =**	**0.0000**	**Ac.**

Volume Requirements:

1/2" of Runoff =	3,560	C.F.	1" of Rainfall =	4,712	C.F.
Stage =	132.60		Stage =	132.77	

Pre-Development Condition

Total Impervious Area =	**14,822**	**sq. ft.**
Ex. Driveway =	4,081	sq. ft.
Ex. Concrete =	5,238	sq. ft.
Ex. Buildings =	5,503	sq. ft.
Landscape/Open Space =	**70,623**	**sq. ft.**

Post-Development Condition

Total Impervious Area =	**56,471**	**sq. ft.**
Building =	3,605	sq. ft.
Parking & Drives =	52,088	sq. ft.
Sidewalks =	778	sq. ft.
Landscape/Open Space =	**28,974**	**sq. ft.**

Weighted Runoff Coefficient

Impervious C = 0.95
Pervious C = 0.10
Retention C = 0.10

Retention Area = 5,199 s.f.

$$\text{Weighted C} = \frac{(\text{Imp. C})(\text{Imp. Area})+(\text{Per. C})(\text{Per. Area})+(\text{Retention C})(\text{Ret. Area})}{\text{Total Area}}$$

Pre-Development "C" = 0.2474

Post-Development "C" = 0.6618

Stage-Storage Calculations

Stage Interval = 0.10

Design Percolation Rate = 10.50 in./hr. = 0.1750 in./min. = 2.43E-04 ft./sec.

Control Structure Data:	
Type "C" Inlet	
Weir Length =	2.00 ft.
Top Elevation =	133.00 ft.

Volume = $((Area_1+Area_2+((Area_1)(Area_2))^{1/2})/3)(Depth)$

Percolation = (Surface Area)(Design Percolation Rate)

Stage	Total Surface Area ($ft.^2$)	Total Volume ($ft.^3$)	Percolation ($ft.^3$/sec.)	Control Discharge ($ft.^3$/sec.)	Total Discharge ($ft.^3$/sec.)	2S/dT+O 1 Hr (dT = 360 sec.) ($ft.^3$/sec.)	2S/dT+O 2 Hr (dT = 720 sec.) ($ft.^3$/sec.)	2S/dT+O 4 Hr (dT = 1800 sec.) ($ft.^3$/sec.)	2S/dT+O 8 Hr (dT = 3600 sec.) ($ft.^3$/sec.)	2S/dT+O 24 Hr (dT = 1080 sec.) ($ft.^3$/sec.)
132.00	5,199	0	1.2636	0.0000	1.2636	1.2636	1.2636	1.2636	1.2636	1.2636
132.10	5,447	532	1.3240	0.0000	1.3240	4.2810	2.8025	1.9154	1.6197	2.3096
132.20	5,695	1,089	1.3843	0.0000	1.3843	7.4362	4.4103	2.5947	1.9895	3.4016
132.30	5,944	1,671	1.4446	0.0000	1.4446	10.7294	6.0870	3.3016	2.3731	4.5395
132.40	6,192	2,278	1.5050	0.0000	1.5050	14.1604	7.8327	4.0360	2.7705	5.7234
132.50	6,440	2,910	1.5653	0.0000	1.5653	17.7293	9.6473	4.7981	3.1817	6.9533
132.60	6,688	3,566	1.6256	0.0000	1.6256	21.4362	11.5309	5.5877	3.6067	8.2291
132.70	6,936	4,247	1.6859	0.0000	1.6859	25.2809	13.4834	6.4049	4.0454	9.5509
132.80	7,185	4,953	1.7463	0.0000	1.7463	29.2635	15.5049	7.2497	4.4980	10.9187
132.90	7,433	5,684	1.8066	0.0000	1.8066	33.3840	17.5953	8.1221	4.9643	12.3324
133.00	7,681	6,440	1.8669	0.0000	1.8669	37.6424	19.7547	9.0220	5.4445	13.7921
133.10	8,015	7,224	1.9482	0.2106	2.1588	42.2941	22.2264	10.1858	6.1723	15.5372
133.20	8,350	8,043	2.0294	0.5957	2.6251	47.3059	24.9655	11.5613	7.0932	17.5187
133.30	8,684	8,894	2.1107	1.0943	3.2050	52.6170	27.9110	13.0874	8.1462	19.6757
133.40	9,018	9,779	2.1919	1.6849	3.8768	58.2057	31.0413	14.7426	9.3097	21.9864
133.50	9,353	10,698	2.2732	2.3547	4.6278	64.0595	34.3437	16.5142	10.5710	24.4384
133.60	9,687	11,650	2.3544	3.0953	5.4497	70.1698	37.8098	18.3937	11.9217	27.0231
133.70	10,021	12,635	2.4357	3.9005	6.3362	76.5304	41.4333	20.3750	13.3556	29.7343
133.80	10,355	13,654	2.5169	4.7655	7.2824	83.1366	45.2095	22.4533	14.8679	32.5671
133.90	10,690	14,706	2.5982	5.6864	8.2846	89.9843	49.1345	24.6245	16.4546	35.5178
134.00	11,024	15,792	2.6794	6.6600	9.3394	97.0705	53.2050	26.8857	18.1126	38.5831

Retention Basin Recovery Calculations

Fillable Porosity (f) =	0.30	
Sat. Vert. Hyd. Conductivity (K_{vs}) =	21.00	ft./day (From Geotech. Report)
Avg. Hor. Hyd. Conductivity (K_H) =	31.50	ft./day (From Geotech. Report)
Factor of Safety (FS) =	2.00	
Basin Bottom Area =	5,199	s.f.
Basin Bottom Elevation =	132.00	
SHGWT Elevation =	129.00	(From Geotech Report)

Note: If groundwater is within 6 inches of basin bottom, recovery will be entirely lateral flow (Stage Two Analysis).

Unsaturated Vertical Flow Anaylsis

Required Treatment Volume =	4,712	c.f.
Treatment Volume Elevation =	132.77	
Treatment Volume Depth (h_v) =	0.77	ft.
Basin Bottom EL - SHGWT EL (h_b) =	3.00	ft.
h_b x f (h_u) =	0.90	ft.
$h_v > h_u$?	**No - Saturated Flow will not occur**	

Unsaturated Vertical Flow (Stage One) Anaylsis

Volume Infiltrated (V_u) =	4,679	c.f.
Unsat. Vert. Hyd. Conductivity (K_{vu}) =	14.00	ft./day
Design Infiltration Rate (I_d) =	7.00	ft./day
Stage One Time =	**3.11**	**hours**

Saturated Lateral Flow (Stage Two) Analysis

Required Treatement Volume =	N/A	c.f.
Elevation of Treatment Volume =	N/A	
Ht. of Water above SHGWT at time t (h_c)=	3.00	ft.
H_T =	N/A	
F_y =	N/A	
Avg. Width of Basin midway between Water Level and Basin Bottom (W) =	22.00	ft.
Length of Basin (L) =	180.00	ft.
L / W =	8.18	
Impervious Layer Elevation =	4.00	ft. (From Soil Borings)
H =	125.00	ft.
Avg. Saturated Thickness of Aquifer (D) =	N/A	ft.
F_x =	1.60	(From App. Handbook Vol. II, Fig. 13-7)
Stage Two Time =	**N/A**	**hours**

Total Recovery Time =	**3.11**	**hours**

25 YEAR STORM
PRE-DEVELOPMENT INFLOW HYDROGRAPHS

1 HR INFLOW HYDROGRAPH I = 3.70 in/hr P_{total} = 3.70 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.10	0.20	0.74	0.36
0.20	0.60	2.22	1.08
0.30	1.20	4.44	2.16
0.40	2.10	7.77	3.77
0.50	2.15	7.96	3.86
0.60	1.80	6.66	3.23
0.70	1.10	4.07	1.98
0.80	0.70	2.59	1.26
0.90	0.10	0.37	0.18
1.00	0.00	0.00	0.00

2 HR INFLOW HYDROGRAPH I = 2.40 in/hr P_{total} = 4.80 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.20	0.50	2.40	1.16
0.40	0.75	3.60	1.75
0.60	1.00	4.80	2.33
0.80	1.25	6.00	2.91
1.00	0.50	2.40	1.16
1.20	0.30	1.44	0.70
1.40	0.25	1.20	0.58
1.60	0.20	0.96	0.47
1.80	0.15	0.72	0.35
2.00	0.00	0.00	0.00

4 HR INFLOW HYDROGRAPH I = 1.50 in/hr P_{total} = 6.00 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.50	0.08	0.48	0.23
1.00	0.20	1.20	0.58
1.50	0.36	2.16	1.05
2.00	0.52	3.12	1.51
2.50	0.42	2.52	1.22
3.00	0.28	1.68	0.82
3.50	0.10	0.60	0.29
4.00	0.00	0.00	0.00

8 HR INFLOW HYDROGRAPH I = 0.94 in/hr P_{total} = 7.52 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
1.00	0.02	0.15	0.07
2.00	0.06	0.45	0.22
3.00	0.15	1.13	0.55
4.00	0.42	3.16	1.53
5.00	0.16	1.20	0.58
6.00	0.06	0.45	0.22
7.00	0.05	0.38	0.18
8.00	0.00	0.00	0.00

25 YEAR STORM
POST-DEVELOPMENT INFLOW HYDROGRAPHS

1 HR INFLOW HYDROGRAPH I = 3.70 in/hr P_{total} = 3.70 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.10	0.20	0.74	0.96
0.20	0.60	2.22	2.88
0.30	1.20	4.44	5.76
0.40	2.10	7.77	10.09
0.50	2.15	7.96	10.33
0.60	1.80	6.66	8.65
0.70	1.10	4.07	5.28
0.80	0.70	2.59	3.36
0.90	0.10	0.37	0.48
1.00	0.00	0.00	0.00

2 HR INFLOW HYDROGRAPH I = 2.40 in/hr P_{total} = 4.80 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.20	0.50	2.40	3.12
0.40	0.75	3.60	4.67
0.60	1.00	4.80	6.23
0.80	1.25	6.00	7.79
1.00	0.50	2.40	3.12
1.20	0.30	1.44	1.87
1.40	0.25	1.20	1.56
1.60	0.20	0.96	1.25
1.80	0.15	0.72	0.93
2.00	0.00	0.00	0.00

4 HR INFLOW HYDROGRAPH I = 1.50 in/hr P_{total} = 6.00 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.50	0.08	0.48	0.62
1.00	0.20	1.20	1.56
1.50	0.36	2.16	2.80
2.00	0.52	3.12	4.05
2.50	0.42	2.52	3.27
3.00	0.28	1.68	2.18
3.50	0.10	0.60	0.78
4.00	0.00	0.00	0.00

8 HR INFLOW HYDROGRAPH I = 0.94 in/hr P_{total} = 7.52 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
1.00	0.02	0.15	0.20
2.00	0.06	0.45	0.59
3.00	0.15	1.13	1.46
4.00	0.42	3.16	4.10
5.00	0.16	1.20	1.56
6.00	0.06	0.45	0.59
7.00	0.05	0.38	0.49
8.00	0.00	0.00	0.00

25 YEAR STORM

FLOOD ROUTING ANALYSIS (ONE HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
0.1	0.961	0.961	0.000	0.961	132.000	0.961	0.00
0.2	2.882	3.842	-0.961	2.882	132.054	1.296	0.00
0.3	5.764	8.645	0.290	8.935	132.246	1.412	0.00
0.4	10.086	15.850	6.112	21.961	132.614	1.634	0.00
0.5	10.326	20.412	18.694	39.106	133.031	1.959	0.04
0.6	8.645	18.972	35.189	54.160	133.328	3.391	1.25
0.7	5.283	13.929	47.379	61.308	133.453	4.275	2.03
0.8	3.362	8.645	52.758	61.403	133.455	4.287	2.04
0.9	0.480	3.842	52.829	56.672	133.373	3.692	1.51
1.0	0.000	0.480	49.287	49.767	133.246	2.894	0.81

The maximum stage for the one hour duration is **133.45**

FLOOD ROUTING ANALYSIS (TWO HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
0.2	3.115	3.115	0.000	3.115	132.119	1.336	0.00
0.4	4.673	7.789	0.444	8.233	132.422	1.518	0.00
0.6	6.231	10.904	5.196	16.100	132.828	1.763	0.00
0.8	7.789	14.019	12.573	26.593	133.255	2.945	0.86
1.0	3.115	10.904	20.702	31.606	133.417	4.005	1.79
1.2	1.869	4.985	23.595	28.580	133.321	3.349	1.21
1.4	1.558	3.427	21.883	25.310	133.212	2.693	0.65
1.6	1.246	2.804	19.924	22.728	133.118	2.244	0.27
1.8	0.935	2.181	18.240	20.420	133.027	1.946	0.03
2.0	0.000	0.935	16.529	17.464	132.894	1.803	0.00

The maximum stage for the two hour duration is **133.42**

FLOOD ROUTING ANALYSIS (FOUR HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
0.5	0.623	0.623	0.000	0.623	132.000	0.623	0.00
1.0	1.558	2.181	-0.623	1.558	132.045	1.291	0.00
1.5	2.804	4.362	-1.024	3.338	132.305	1.448	0.00
2.0	4.050	6.854	0.442	7.296	132.805	1.749	0.00
2.5	3.271	7.321	3.797	11.119	133.168	2.475	0.46
3.0	2.181	5.452	6.169	11.621	133.204	2.648	0.61
3.5	0.779	2.960	6.325	9.285	133.023	1.933	0.02
4.0	0.000	0.779	5.419	6.198	132.675	1.671	0.00

The maximum stage for the four hour duration is **133.20**

FLOOD ROUTING ANALYSIS (EIGHT HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
1.0	0.195	0.195	0.000	0.195	132.000	0.195	0.00
2.0	0.586	0.781	-0.195	0.586	132.000	0.586	0.00
3.0	1.464	2.050	-0.586	1.464	132.056	1.298	0.00
4.0	4.100	5.564	-1.131	4.433	132.786	1.738	0.00
5.0	1.562	5.662	0.958	6.620	133.149	2.385	0.38
6.0	0.586	2.148	1.849	3.997	132.689	1.679	0.00
7.0	0.488	1.074	0.638	1.712	132.125	1.339	0.00
8.0	0.000	0.488	-0.966	0.000	132.000	0.000	0.00

The maximum stage for the eight hour duration is **133.15**

INFLOW HYDROGRAPH FOR THE 25 YEAR-24 HOUR STORM

24 HR INFLOW HYDROGRAPH **I = 0.45** in/hr **P_{total} = 10.80** in.

C = 0.6618

$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
1.00	0.01	0.11	0.140
2.00	0.02	0.22	0.280
3.00	0.03	0.32	0.421
4.00	0.03	0.32	0.421
5.00	0.03	0.32	0.421
6.00	0.04	0.43	0.561
7.00	0.04	0.43	0.561
8.00	0.04	0.43	0.561
9.00	0.06	0.65	0.841
10.00	0.06	0.65	0.841
11.00	0.08	0.86	1.122
12.00	0.10	1.08	1.402
13.00	0.07	0.76	0.981
14.00	0.06	0.65	0.841
15.00	0.06	0.65	0.841
16.00	0.05	0.54	0.701
17.00	0.04	0.43	0.561
18.00	0.04	0.43	0.561
19.00	0.04	0.43	0.561
20.00	0.03	0.32	0.421
21.00	0.03	0.32	0.421
22.00	0.02	0.22	0.280
23.00	0.01	0.11	0.140
24.00	0.00	0.00	0.000

FLOOD ROUTING ANALYSIS (25 YEAR-24 HOUR STORM)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.0000
1.0	0.140	0.140	0.000	0.140	132.000	0.140	0.0000
2.0	0.280	0.421	-0.140	0.280	132.000	0.280	0.0000
3.0	0.421	0.701	-0.280	0.421	132.000	0.421	0.0000
4.0	0.421	0.841	-0.421	0.421	132.000	0.421	0.0000
5.0	0.421	0.841	-0.421	0.421	132.000	0.421	0.0000
6.0	0.561	0.981	-0.421	0.561	132.000	0.561	0.0000
7.0	0.561	1.122	-0.561	0.561	132.000	0.561	0.0000
8.0	0.561	1.122	-0.561	0.561	132.000	0.561	0.0000
9.0	0.841	1.402	-0.561	0.841	132.000	0.841	0.0000
10.0	0.841	1.682	-0.841	0.841	132.000	0.841	0.0000
11.0	1.122	1.963	-0.841	1.122	132.000	1.122	0.0000
12.0	1.402	2.523	-1.122	1.402	132.013	1.272	0.0000
13.0	0.981	2.383	-1.141	1.242	132.000	1.242	0.0000
14.0	0.841	1.823	-1.242	0.581	132.000	0.581	0.0000
15.0	0.841	1.682	-0.581	1.102	132.000	1.102	0.0000
16.0	0.701	1.542	-1.102	0.440	132.000	0.440	0.0000
17.0	0.561	1.262	-0.440	0.821	132.000	0.821	0.0000
18.0	0.561	1.122	-0.821	0.300	132.000	0.300	0.0000
19.0	0.561	1.122	-0.300	0.821	132.000	0.821	0.0000
20.0	0.421	0.981	-0.821	0.160	132.000	0.160	0.0000
21.0	0.421	0.841	-0.160	0.681	132.000	0.681	0.0000
22.0	0.280	0.701	-0.681	0.020	132.000	0.020	0.0000
23.0	0.140	0.421	-0.020	0.401	132.000	0.401	0.0000
24.0	0.000	0.140	-0.401	0.000	132.000	0.000	0.0000

The maximum stage for the 24 hour duration is **132.013**

100 YEAR STORM
PRE-DEVELOPMENT INFLOW HYDROGRAPHS

1 HR INFLOW HYDROGRAPH I = 4.55 in/hr P_{total} = 4.55 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.10	0.20	0.91	0.442
0.20	0.60	2.73	1.325
0.30	1.20	5.46	2.650
0.40	2.10	9.56	4.638
0.50	2.15	9.78	4.748
0.60	1.80	8.19	3.975
0.70	1.10	5.01	2.429
0.80	0.70	3.19	1.546
0.90	0.10	0.46	0.221
1.00	0.00	0.00	0.000

2 HR INFLOW HYDROGRAPH I = 3.00 in/hr P_{total} = 6.00 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.20	0.50	3.00	1.456
0.40	0.75	4.50	2.184
0.60	1.00	6.00	2.912
0.80	1.25	7.50	3.640
1.00	0.50	3.00	1.456
1.20	0.30	1.80	0.874
1.40	0.25	1.50	0.728
1.60	0.20	1.20	0.582
1.80	0.15	0.90	0.437
2.00	0.00	0.00	0.000

4 HR INFLOW HYDROGRAPH I = 1.85 in/hr P_{total} = 7.40 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.50	0.08	0.59	0.287
1.00	0.20	1.48	0.718
1.50	0.36	2.66	1.293
2.00	0.52	3.85	1.868
2.50	0.42	3.11	1.509
3.00	0.28	2.07	1.006
3.50	0.10	0.74	0.359
4.00	0.00	0.00	0.000

8 HR INFLOW HYDROGRAPH I = 1.18 in/hr P_{total} = 9.44 in.
C = 0.2474
$Q_{runoff} = (C_{wtd})(i)(A)$ = 0.485 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
1.00	0.02	0.19	0.092
2.00	0.06	0.57	0.275
3.00	0.15	1.42	0.687
4.00	0.42	3.96	1.924
5.00	0.16	1.51	0.733
6.00	0.06	0.57	0.275
7.00	0.05	0.47	0.229
8.00	0.00	0.00	0.000

100 YEAR STORM
POST-DEVELOPMENT INFLOW HYDROGRAPHS

1 HR INFLOW HYDROGRAPH I = 4.55 in/hr P_{total} = 4.55 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.10	0.20	0.91	1.181
0.20	0.60	2.73	3.544
0.30	1.20	5.46	7.088
0.40	2.10	9.56	12.403
0.50	2.15	9.78	12.699
0.60	1.80	8.19	10.631
0.70	1.10	5.01	6.497
0.80	0.70	3.19	4.134
0.90	0.10	0.46	0.591
1.00	0.00	0.00	0.000

2 HR INFLOW HYDROGRAPH I = 3.00 in/hr P_{total} = 6.00 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.20	0.50	3.00	3.894
0.40	0.75	4.50	5.841
0.60	1.00	6.00	7.789
0.80	1.25	7.50	9.736
1.00	0.50	3.00	3.894
1.20	0.30	1.80	2.337
1.40	0.25	1.50	1.947
1.60	0.20	1.20	1.558
1.80	0.15	0.90	1.168
2.00	0.00	0.00	0.000

4 HR INFLOW HYDROGRAPH I = 1.85 in/hr P_{total} = 7.40 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
0.50	0.08	0.59	0.768
1.00	0.20	1.48	1.921
1.50	0.36	2.66	3.458
2.00	0.52	3.85	4.995
2.50	0.42	3.11	4.034
3.00	0.28	2.07	2.690
3.50	0.10	0.74	0.961
4.00	0.00	0.00	0.000

8 HR INFLOW HYDROGRAPH I = 1.18 in/hr P_{total} = 9.44 in.
C = 0.6618
$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
1.00	0.02	0.19	0.245
2.00	0.06	0.57	0.735
3.00	0.15	1.42	1.838
4.00	0.42	3.96	5.147
5.00	0.16	1.51	1.961
6.00	0.06	0.57	0.735
7.00	0.05	0.47	0.613
8.00	0.00	0.00	0.000

100 YEAR STORM

FLOOD ROUTING ANALYSIS (ONE HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
0.1	1.181	1.181	0.000	1.181	132.000	1.181	0.00
0.2	3.544	4.725	-1.181	3.544	132.076	1.309	0.00
0.3	7.088	10.631	0.925	11.557	132.324	1.459	0.00
0.4	12.403	19.491	8.638	28.129	132.772	1.729	0.00
0.5	12.699	25.102	24.671	49.773	133.246	2.894	0.81
0.6	10.631	23.330	43.984	67.314	133.553	5.066	2.74
0.7	6.497	17.128	57.183	74.311	133.665	6.027	3.61
0.8	4.134	10.631	62.257	72.889	133.643	5.829	3.43
0.9	0.591	4.725	61.231	65.956	133.531	4.883	2.58
1.0	0.000	0.591	56.190	56.781	133.375	3.706	1.53

The maximum stage for the one hour duration is **133.67**

FLOOD ROUTING ANALYSIS (TWO HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
0.2	3.894	3.894	0.000	3.894	132.168	1.365	0.00
0.4	5.841	9.736	1.164	10.900	132.567	1.605	0.00
0.6	7.789	13.630	7.689	21.319	133.063	2.052	0.11
0.8	9.736	17.524	17.216	34.740	133.511	4.722	2.44
1.0	3.894	13.630	25.296	38.926	133.631	5.723	3.34
1.2	2.337	6.231	27.481	33.711	133.481	4.484	2.22
1.4	1.947	4.284	24.743	29.027	133.336	3.445	1.30
1.6	1.558	3.505	22.138	25.643	133.223	2.758	0.70
1.8	1.168	2.726	20.126	22.852	133.123	2.265	0.29
2.0	0.000	1.168	18.321	19.490	132.988	1.860	0.00

The maximum stage for the two hour duration is **133.63**

FLOOD ROUTING ANALYSIS (FOUR HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
0.5	0.768	0.768	0.000	0.768	132.000	0.768	0.00
1.0	1.921	2.690	-0.768	1.921	132.101	1.324	0.00
1.5	3.458	5.379	-0.728	4.651	132.481	1.554	0.00
2.0	4.995	8.453	1.544	9.997	133.084	2.111	0.16
2.5	4.034	9.030	5.774	14.804	133.403	3.903	1.71
3.0	2.690	6.724	6.998	13.722	133.338	3.463	1.31
3.5	0.961	3.650	6.797	10.447	133.119	2.247	0.27
4.0	0.000	0.961	5.952	6.913	132.760	1.722	0.00

The maximum stage for the four hour duration is **133.40**

FLOOD ROUTING ANALYSIS (EIGHT HOUR DURATION)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.00
1.0	0.245	0.245	0.000	0.245	132.000	0.245	0.00
2.0	0.735	0.980	-0.245	0.735	132.000	0.735	0.00
3.0	1.838	2.573	-0.735	1.838	132.159	1.360	0.00
4.0	5.147	6.985	-0.881	6.104	133.091	2.131	0.18
5.0	1.961	7.107	1.841	8.948	133.369	3.668	1.49
6.0	0.735	2.696	1.612	4.308	132.758	1.721	0.00
7.0	0.613	1.348	0.866	2.214	132.259	1.420	0.00
8.0	0.000	0.613	-0.625	0.000	132.000	0.000	0.00

The maximum stage for the eight hour duration is **133.37**

INFLOW HYDROGRAPH FOR THE 100 YEAR-24 HOUR STORM

24 HR INFLOW HYDROGRAPH **I =** **0.56** in/hr **P_{total} =** **13.44** in.

C = 0.6618

$Q_{runoff} = (C_{wtd})(i)(A)$ = 1.298 i

TIME(hrs)	I/Ptotal	I (in/hr)	Q (cfs)
1.00	0.01	0.13	0.174
2.00	0.02	0.27	0.349
3.00	0.03	0.40	0.523
4.00	0.03	0.40	0.523
5.00	0.03	0.40	0.523
6.00	0.04	0.54	0.698
7.00	0.04	0.54	0.698
8.00	0.04	0.54	0.698
9.00	0.06	0.81	1.047
10.00	0.06	0.81	1.047
11.00	0.08	1.08	1.396
12.00	0.10	1.34	1.745
13.00	0.07	0.94	1.221
14.00	0.06	0.81	1.047
15.00	0.06	0.81	1.047
16.00	0.05	0.67	0.872
17.00	0.04	0.54	0.698
18.00	0.04	0.54	0.698
19.00	0.04	0.54	0.698
20.00	0.03	0.40	0.523
21.00	0.03	0.40	0.523
22.00	0.02	0.27	0.349
23.00	0.01	0.13	0.174
24.00	0.00	0.00	0.000

FLOOD ROUTING ANALYSIS (100 YEAR-24 HOUR STORM)

Time(hrs)	Inflow (cfs)	I_1+I_2	$(2S/dT)+O_1-2(O_1)$	$2S/dT+O_2$	Stage	Total Discharge	Control Discharge
0.0	0.000		0.000	0.000	132.000	0.000	0.0000
1.0	0.174	0.174	0.000	0.174	132.000	0.174	0.0000
2.0	0.349	0.523	-0.174	0.349	132.000	0.349	0.0000
3.0	0.523	0.872	-0.349	0.523	132.000	0.523	0.0000
4.0	0.523	1.047	-0.523	0.523	132.000	0.523	0.0000
5.0	0.523	1.047	-0.523	0.523	132.000	0.523	0.0000
6.0	0.698	1.221	-0.523	0.698	132.000	0.698	0.0000
7.0	0.698	1.396	-0.698	0.698	132.000	0.698	0.0000
8.0	0.698	1.396	-0.698	0.698	132.000	0.698	0.0000
9.0	1.047	1.745	-0.698	1.047	132.000	1.047	0.0000
10.0	1.047	2.094	-1.047	1.047	132.000	1.047	0.0000
11.0	1.396	2.442	-1.047	1.396	132.013	1.271	0.0000
12.0	1.745	3.140	-1.147	1.994	132.070	1.306	0.0000
13.0	1.221	2.966	-0.618	2.348	132.104	1.326	0.0000
14.0	1.047	2.268	-0.304	1.964	132.067	1.304	0.0000
15.0	1.047	2.094	-0.644	1.449	132.018	1.274	0.0000
16.0	0.872	1.919	-1.099	0.820	132.000	0.820	0.0000
17.0	0.698	1.570	-0.820	0.750	132.000	0.750	0.0000
18.0	0.698	1.396	-0.750	0.645	132.000	0.645	0.0000
19.0	0.698	1.396	-0.645	0.750	132.000	0.750	0.0000
20.0	0.523	1.221	-0.750	0.471	132.000	0.471	0.0000
21.0	0.523	1.047	-0.471	0.576	132.000	0.576	0.0000
22.0	0.349	0.872	-0.576	0.296	132.000	0.296	0.0000
23.0	0.174	0.523	-0.296	0.227	132.000	0.227	0.0000
24.0	0.000	0.174	-0.227	0.000	132.000	0.000	0.0000

The maximum stage for the 24 hour duration is **132.104** feet occurring at time

SOUTHERN EARTH SCIENCES

Geotechnical | Environmental | Materials Testing

Jacks Family Restaurant, Chipley

1331 Main Street (SR 77)

Chipley, Florida

Allen Binkley Construction, Inc.

SESI Project No: P25-604

December 4, 2025

Southern Earth Sciences, Inc. 7500 McElvey Rd, Panama City Beach, Florida 32408 - (850) 769-4773

SOUTHERN EARTH SCIENCES
Geotechnical | Environmental | Materials Testing

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www.soearth.com

Allen Binkley Construction, Inc.
Via: rsbinkley@gmail.com
Attn: Mr. Ross Binkley, PE

December 4, 2025
File No.: P25-604

Subject: Geotechnical Services for the Proposed Jacks Family Restaurant at 1331 Main St (SR 77) in Chipley, Florida (Washington County Parcel ID: 00000000-00-2218-0004)

Dear Mr. Binkley:

Southern Earth Sciences, Inc., has completed the geotechnical services for the proposed Jacks Family Restaurant at 1331 Main St (SR 77) in Chipley, Florida. Our services were performed in general accordance with proposal number XP25.10.15D, dated October 15, 2025. This report presents the results of our field and laboratory testing and includes recommendations with regard to the design and construction of the foundations and pavement as well as soil and groundwater conditions for stormwater management.

FIELD INVESTIGATIVE PROCEDURES:

Prior to our field testing, boring locations were marked and underground utilities were located by contacting Sunshine State One Call of Florida. On November 14 and 21, 2025, personnel with our firm traveled to the project site and completed the field testing for the above referenced project. For our geotechnical investigation, four (4) cone penetrometer soundings were performed to depths ranging from 27 to 40 feet below the existing ground surface. The cone penetrometer is track mounted and rather than sampling and testing at five foot intervals, as normally done with standard penetration borings, the cone penetrometer is an electronic device that provides continuous evaluation of the soils bearing capacity through point and frictional resistances. The cone penetrometer is hydraulically pushed into the soil with point and frictional resistances obtained continuously on a computer printout. This testing equipment provides an accurate definition of the soil strength characteristics and the changes in stratification. Cone soundings were performed in general accordance with ASTM D5778.

Direct push borings were performed at most test locations to depths of 10 to 25 feet below existing ground surface. One of the direct push borings was performed on the eastern side of the property for the proposed stormwater management. Three additional hand auger borings were performed within the proposed pavement areas. The direct push samples were obtained with our Geoprobe 6625 and the DT22 soil sampling system. This is a closed-piston sampler, with an inner piston rod and outer drive casing, and is driven to the top of the sampling interval. The inner piston rod is removed and the sampler is driven to collect a soil

sample. The soil samples are collected in a clear 5-foot PVC liner and were delivered back to our laboratory for soil classification.

Test locations were established in the field were measured by using a hand held gps unit and estimating right angles with reference to existing landmarks; therefore, our test locations should be considered approximate.

LABORATORY TESTING PROCEDURES:

Laboratory investigative work consisted of physical examination of samples obtained during the soil test boring operation. Soil samples were visually classified in the laboratory in accordance with the Unified Soil Classification System. Evaluation of these samples, in conjunction with cone penetration resistances, have been used to estimate soil characteristics.

Natural Moisture: Thirteen (13) samples were selected for determination of its natural moisture content. In the laboratory, the samples were weighed, dried, and their moisture content was calculated in general accordance with ASTM D2216.
Percent Passing 200 Mesh Sieve: Thirteen (13) samples were selected to determine the percent of materials, by dry weight, finer than the U.S. Number 200 Mesh Sieve. This test was performed in general accordance with ASTM D1140.
Atterberg Limits: Two (2) samples were selected to determine its plasticity in accordance with ASTM D4318.

The laboratory test results are shown on the boring logs at the depth of the tested sample. Abbreviations of laboratory data are shown below:

NM = Natural Moisture Content (%)
-200 = Percent Finer than the U.S. No. 200 Mesh Sieve
LL = Liquid Limit (%), PL = Plastic Limit (%), PI = Plasticity Index

CONE PENETROMETER SOUNDINGS:

The CPT Log graphically indicates the cone tip resistance, friction ratio, equivalent N-value and interpreted soil type at each sounding location. Soil classifications and data were interpreted from methods recommended by Robertson and Campanella and/or the Swedish Geotechnical Institute Information Publication No. 15E. Correlations between Cone Resistance values and Standard Penetration Testing “N” values were performed according to the methods developed by Robertson, Campanella and Wightman. The soil types and stratigraphy shown on the CPT Log sheets are based upon material parameters measured and evaluated as the cone is advanced. The CPT Log sheets were developed for general information only.

SITE AND SOIL CONDITIONS:

The site is located on the east side of Main St (SR 77) approximately 1000 feet southwest of the intersection of Brickyard Rd. The parcel is approximately 2.7 acres and is currently a single family residential property. We understand the residence will be razed for the construction of the new restaurant. The site is bound to the north and south by existing commercial developments, the west by SR 77, and to the east by an undeveloped parcel. The existing residence is a single story wood/brick structure and appears to be supported on a shallow foundation system. There is an asphalt drive with secondary buildings east (behind) the residence. It is unknown if the existing residence has a septic/drain field system. At this time, topographic information is not available. Based upon the available online information, it appears the site ranges from approximately +133 to +139 Ft, gradually sloping downward from the east towards the west. The logs of our borings and cone soundings are attached, the elevations of our borings are unknown.

The soils encountered within the depth of our soundings were predominantly clayey sands and clays. Typically within the top five feet we encountered clayey sands with some layers of slightly silty and slightly clayey sands. The sands within the top five feet are primarily loose with localized medium dense layers. Beyond this depth we encounter medium dense clayey sands and stiff clays with intermittent layers of loose clayey sands beyond 15 feet. Within the top five to six feet we typically encountered clayey sands with fines content in the range of 25 to 39% fines. These soils are sensitive to changes in moisture content which should be considered during construction. Additionally, the sands within the top five to six feet are mostly loose underlain by medium dense clayey sands and stiff clays. This may cause perched conditions during periods of above average rainfall. Within the top six to twelve inches, we encountered various amounts of organics and topsoil, which should be stripped prior to construction.

On the dates following our field testing (November 14 and 21, 2025), the groundwater was measured at the depths indicated on the attached boring logs which ranged from 16.8 feet to 18 feet. These levels were measured during and verified after the date of initial drilling. It should be noted, we are currently well below average annual rainfall. Additionally, as mentioned above, the soils are predominantly clayey sands and perched conditions are anticipated during periods of above average rainfall. Fluctuations in the water table depths will occur due to changes in gradient, seasonal precipitation/evapotranspiration differences, neighboring drainage influences, and perched groundwater conditions. Therefore, it is highly recommended that the groundwater levels be verified prior to any excavations on the site. Additionally, we have included the NRCS Web Soil Survey for Washington County for this site. The survey indicates Dothan Loamy Sands as the primary soil type encountered across the site. The soil survey indicates a depth to groundwater in the range of 39 to 55 inches, which we

anticipate this may be a perched condition during periods of average to above average rainfall.

Cohesive Soil Notes:

We caution that most of the existing site soils are cohesive and sensitive to changes in moisture content. Excess moisture in these soils will cause difficulty in achieving compaction which could delay the construction sequence. Therefore, we recommend that construction activities be planned such that these soils are exposed for the least possible time. We also recommend that positive drainage be maintained throughout the jobsite during construction and that all standing water be removed from the construction area after heavy rainfall events.

STRUCTURAL INFORMATION:

The proposed development will be a single-story wood frame structure with a footprint of roughly 4000 square feet. There will be a drive through and parking surrounding the building with gravel truck parking to the south and the stormwater management to the east side of the property, behind the building. We understand finished floor elevation will be in the range of +139 Feet, however, has not been established at this time. As noted above, the site appears to be in the range of +135 to +137 within the proposed building footprint, which will require approximately one to three feet of fill soils. We have not received structural loading for the project, however, we anticipate that wall loads will be in the range of 2 kips per lineal foot and column loads in the range of 20 kips. Foundation drawings are not available at this time, however, we anticipate the bottoms of footings will be two feet below final floor elevation. The parking and drive surrounding the building will be asphalt pavement, however, the dumpster pad will likely be concrete pavement. We anticipate the truck parking will likely be gravel, however, may be a heavy duty asphalt pavement section. If any of this information is incorrect, we should be contacted to provide additional foundation recommendations.

SHALLOW FOUNDATION RECOMMENDATIONS:

Our evaluation of foundation conditions has been based on structural information presented in this report and subsurface data obtained during our investigation. In evaluating soil borings, we have used correlations that were previously made between penetration resistances and foundation stabilities observed in soil conditions similar to those encountered at your site.

Based upon the provided grading information, we anticipate approximately one to three feet of fill soils may be required to achieve finished floor elevation. The existing soils within the top four feet are mostly loose. After initial stripping of organics and topsoil, the existing soils at the current grade mostly consist of clayey sands, which can be moisture sensitive. Excess

moisture may cause these soils to pump and yield during the placement and compaction. During initial site work, proper grading should be maintained to allow for positive drainage during grading and compaction.

Based upon the results of our field and laboratory testing, along with the compaction of the loose surficial clayey sands, it is our opinion the proposed structure may be supported on a conventionally designed shallow foundation system. We recommend footings be designed for an allowable soil contact pressure of 2000 psf, or less. Based upon the structural information indicated above, we have calculated settlements of approximately one-inch. We recommend wall and column footings have a minimum width of 18 inches and 30 inches, respectively, and a minimum embedment depth of 18 inches from the bottom of the footings to the outside finished grade. We recommend that continuous footings be designed with both top and bottom reinforcement. Anticipated settlements are based on site improvement procedures mentioned below. Prior to foundation construction we anticipate the following site and soil preparations:

1. Clear and grub the surface soils within the building area and extending at least five (5) feet beyond the building perimeter to remove all topsoil, organics, and other deleterious materials. Based upon the results of our borings these were typically encountered within the top 12 inches, however, may vary across the building/pavement perimeter. Again, during site grading, these soils should be properly graded to allow positive drainage away from the building. Further detail on the recommended fill sands below.

2. Prior to the addition of fill soils or once the existing soils have been excavated to final grades, a proofroll should be performed to determine if there are any soft or overly saturated soils at this elevation. Once this has been performed, compact the existing soils until a density of 95% of the Modified Proctor (ASTM D-1557) maximum dry density is achieved to depth of two (2) feet. This may require the partial excavation of one foot. We do not recommend heavy vibratory compaction within 75 feet of existing structures.

3. Fill soils, including the soils used beneath the building pad/footings, used to raise the building area to finished grade shall be non-plastic clayey sands containing between 12% to 20%, by dry weight, finer than the U.S. No. 200 mesh sieve. These soils are less sensitive to changes in moisture content, however, will also have a relatively low permeability. The fill should be placed in thin level lifts not to exceed twelve (12) inches, loose, and compacted to a density of 95% of the Modified Proctor maximum dry density throughout its full depth. If compaction cannot be achieved for 12-inch lifts, 6-inch lifts should be utilized.

4. Once the footings have been excavated, compact the existing soils until a density of 95%

of the Modified Proctor (ASTM D-1557) maximum dry density is achieved to depth of 12 inches.

5. Laboratory moisture-density relationships (Proctors) and in-place density tests should be performed to verify compliance with the foregoing compaction recommendations. We recommend one density test per 50 lineal feet of wall footing, one density per column footing, and one density test per 2000 square feet of existing soils and for each foot of fill soils.

PAVEMENT RECOMMENDATIONS:

The single most destructive element the pavement will be subjected to in its design lifetime is the presence of excess moisture. Therefore, pavements should be adequately sloped and sufficient drainage provided such that excess water can run off before it can migrate into the pavement system. Sprinkler systems, if utilized in landscaped areas, should be properly installed and aimed such that they do not continually wet the paved surfaces. In addition, at the base of sloped areas where runoff is expected to accumulate, under drains may be necessary to prevent continual saturation of the base course and subgrade soils.

Based upon the existing conditions, we anticipate minor filling will be required to achieve final pavement grades, however, final grades are not currently available. We should be provided with final grading plans once available to determine whether additional recommendations are necessary. Pavement recommendations are based upon a 15-year life. It should be noted that pavement maintenance and rehabilitation, including an overlay, might be required within the life of the pavement. We have assumed automobiles and light trucks as the primary traffic for this pavement, however, there may be a heavy duty pavement section for truck traffic on the south side of the site. It is currently unknown whether this area will consist of asphalt pavement or gravel. If any of this information is incorrect, we should be notified to provide revisions to our pavement recommendations.

Organics and topsoil were encountered at most of our test locations. The organic soils should be stripped/grubbed within the proposed roadway area, which was typically encountered within the top 6 to 12-inches of our borings. However, may be encountered at deeper depths. Dependent upon the rainfall conditions at the time of construction, perched groundwater conditions may be encountered if above average rainfall occurs.

Fill soils, shall be sands to clayey sands (non-plastic) containing no more than 20%, by dry weight, finer than the U.S. No. 200 mesh sieve and shall be free of organics, organic laden sands, rubble, clay balls, and other deleterious materials. Fill soils shall be placed in thin level lifts and compacted to a density of 95% of the Modified Proctor (AASHTO T-180) maximum dry

density throughout its full depth.

Subgrade Preparation: Clear and grub the surface soils within the pavement perimeter, extending at least five (5) feet beyond the curbline, to remove all topsoil, organic laden sands, and other deleterious materials. Based upon the results of our borings, these materials were encountered within the top 6 to 12-inches. However, these soils may extend to greater depths than our borings indicate.

Prior to the addition of fill soils or once the soils have been excavated to the bottom of the subgrade/base, compact the existing soils until a density of 95% of the Modified Proctor (AASHTO T-180) maximum dry density to a depth of twelve (12) inches. Fill soils described above should be placed to achieve final pavement grades. A vibratory may be used for compaction, however should not be used within 75 feet of any existing structures. Additionally we do not recommend using vibratory compaction if perched groundwater conditions are observed. We also recommend that the top twelve (12) inches of subgrade soils be stabilized to achieve a Limerock Bearing Ratio of 40. We anticipate the existing will likely meet this ratio, however, if import fill is necessary, they should meet this requirement.

Base: We recommend either a limerock or graded aggregate base with a minimum thickness of six (6) inches in light traffic areas and eight (8) inches in heavy traffic (main drive/truck traffic) areas. Crushed concrete may be used if it meets the FDOT specification requirements for a graded aggregate base. Base should be obtained from an approved source. The base course should be placed and compacted in accordance with FDOT standard specifications.

Wearing Surface: We recommend a SP-12.5 asphaltic concrete wearing surface having a minimum thickness of 2.0-inches in light traffic areas and 3.0-inches in heavy traffic (main drive/truck traffic) areas. We also recommend the asphalt be placed and compacted in accordance with FDOT standard specifications.

All materials and methods of placement shall be in accordance with applicable sections of the Florida Department of Transportation's "Standard Specifications for Road and Bridge Construction", (Latest Edition).

Concrete Pavement Recommendations

In areas where concrete pavement will be utilized, the subgrade soils should be prepped in the same manner as mentioned above for flexible pavement. We recommend either a limerock or graded aggregate base with a minimum thickness of 6-inches, in heavy traffic areas.

As mentioned above, crushed concrete may be used if it meets the FDOT specification requirements for graded aggregate. For the concrete pavement, we recommend a minimum thickness of 5-inches in light traffic areas and 6-inches in heavy traffic areas, having a compressive strength of 4000 psi (650 flexural). Construction joints should be keyed or dowelled to provide shear transfer between slabs. Joint spacings should be placed no further than fifteen feet on centers.

Gravel Pavement Areas:

In areas where gravel pavement will be utilized, the subgrade soils should be prepared in the same manner as mentioned above for flexible pavement. Fill soils, if needed, should also meet the criteria mentioned above.

Subgrade Preparation: Clear and grub the surface soils within the gravel parking perimeter, extending at least five (5) feet beyond the curbline, to remove all topsoil, organic laden sands, and other deleterious materials. Based upon these materials were encountered within 6 to 12 inches. However, these soils may extend to greater depths than our borings indicate.

Prior to the addition of fill soils or once the soils have been excavated to the bottom of the base, compact the existing soils until a density of 95% of the Modified Proctor (AASHTO T-180) maximum dry density to a depth of twelve (12) inches. Fill soils described above should be placed to achieve final pavement grades. If there are no adjacent structures within 75 feet, a vibratory roller may be used. We also recommend that the top twelve (12) inches of subgrade soils be stabilized to achieve a Limerock Bearing Ratio of 40. As noted above, we anticipate the existing soils will meet this ratio. If the soils beneath the gravel base are not stabilized with rock, a filter fabric should be used to prevent the migration of rock into the subgrade sands.

Gravel Base: We recommend either a graded aggregate base or crushed concrete with a minimum thickness of nine (9) inches in heavy duty areas. Crushed concrete should meet the FDOT specifications requirements for a graded aggregate base. We typically do not recommend using limerock for an open gravel pavement since the fines will erode over time and can also become moisture sensitive.

FIELD TESTING FOR STORMWATER DESIGN:

While the borings performed for this project are representative of subsurface soil conditions at its respective locations/depths and for their respective vertical reaches, local variations of the subsurface materials and seasonal high groundwater levels are anticipated.

Soil descriptions and seasonal high groundwater levels represent subsurface conditions at the designated locations.

Based upon the provided site plan, we understand there will be a stormwater management facility at the eastern side of the property. The system will likely consist of a dry retention pond, however, dimensions and depths are currently unknown.

At our test locations, groundwater and seasonal high groundwater levels were estimated by characteristics such as natural vegetation, soil color, soil mottles, and depth to root zone. On the dates of our field testing at test location SW-1, groundwater level was measured at a depth of 18 feet below existing ground surface, however, heavy clayey sands were encountered beyond 5 feet below existing ground surface. As noted above we anticipate perched conditions to be encountered during periods of average to above average rainfall. We believe these should be accounted for in the design of the proposed stormwater pond. We anticipate perched conditions in the range of 4.5 feet (± 1.0 feet) below existing ground surface. As noted above, the NRCS web soil survey indicates a depth to groundwater in the range of 39 to 55 inches for Dothan Loamy Sands, which we anticipate may be a perched condition. During periods of above average rainfall, groundwater levels may rise above the seasonal high depths indicated above. To further evaluate seasonal high conditions we believe it will be beneficial to install piezometers to monitor groundwater levels for a period of time. Additionally we recommend a professional surveyor determine the elevations of our boring locations.

Vertical Infiltration Rates:

To estimate the vertical infiltration rates for the proposed pond, a double ring infiltrometer test was performed at test locations SW-1. The double ring infiltrometer test was performed at a depth of approximately 1.5 feet below existing ground surface. The double ring infiltrometer tests were performed in general accordance with ASTM D-3385 “Infiltration Rate of Soils in Field Using Double-Ring Infiltrometers”. The soils were presaturated prior to performing the test. The double ring infiltration test does not include the effect of long-term saturation and groundwater mounding. It should also be noted that testing does not consider surface water runoff that may take place if there is no containment used.

The results of the double ring infiltrometer tests are graphically illustrated as accumulated intake (inches) versus time (min) and infiltration rate (in/hr) versus time (min) for the test period on the attached Graph 1. Based upon the results of our double ring infiltrometer tests, the unsaturated vertical infiltration rate is 10.5 inches per hour at test location SW-1. At this location, the double ring infiltrometer test was performed within loose clayey sands. It should be noted, medium dense clayey sands were encountered beyond six feet, which should be considered in long term mounding. The infiltration rate above is not factored and should be

used with the appropriate safety factor. The infiltration rates are not only a function of soil type but are also heavily influenced by density of the material. As noted above, the sands within the top five feet are typically loose. With the compaction of heavy clayey sands from equipment traffic, grading, etc., the infiltration rates may be reduced by these compactive efforts and should be considered in the design of the ponds. Therefore, it would be beneficial to perform additional infiltration testing during or post construction.

The vertical infiltration rate stated above should not be considered the drawdown rate of the pond or swales. The drawdown rate is a complex three-dimensional phenomenon dependent upon numerous factors including pond/system geometry, vertical and horizontal infiltration rates, groundwater mounding, etc. The prediction of the drawdown rate is made more difficult by varying soil and groundwater conditions. The Northwest Florida Water Management District recommends a correlation factor between unsaturated vertical infiltration rates and horizontal hydraulic conductivity of 1.5.

CONSTRUCTION TESTING SERVICES:

The effectiveness of the foundation will depend significantly on the proper preparation of the soils, as indicated previously. Therefore, we recommend the owner employ Southern Earth Sciences, Inc., as the testing laboratory to perform construction testing services. If we are not employed to provide construction testing services, Southern Earth Sciences, Inc., cannot accept any responsibility for any conditions, which deviate from those described in this geotechnical report. Southern Earth Sciences, Inc., should be invited to the pre-construction conference to discuss the project with all interested parties so that the project may be completed expeditiously and to the intent of our geotechnical report. We would be pleased to review the plans and specifications as they relate to the soil preparation and provide a fee proposal for construction testing.

GENERAL COMMENTS:

Professional judgments on design criteria are presented in this letter. These are based partly on our evaluations of technical information provided, partly on our understanding of the characteristics of the project being planned, and partly on our general experience with subsurface conditions in the area. We do not guarantee performance of the project in any respect, only that our judgments meet the standard of care of our profession.

This information is exclusively for the use and benefit of the addressee(s) identified on the first page of this report and is not for the use or benefit of, nor may it be relied upon by any other person or entity. The contents of this letter may not be quoted in whole or in part or distributed to any person or entity other than the addressee(s) hereof without, in each case, the advance written consent of the undersigned.

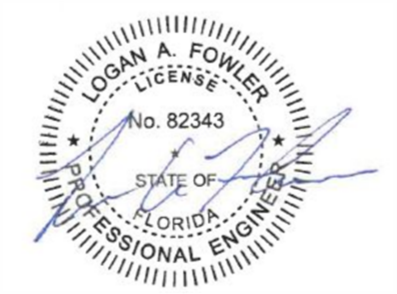
This report has been prepared in order to aid in the evaluation of this property and to assist the architects and engineers in the foundation, pavement, and stormwater management design. It is intended for use with regard to the specific project discussed herein, and any substantial changes in the buildings, loads, locations, or assumed (or reported) grades shall be brought to our attention immediately so that we may determine how such changes may effect our conclusions and recommendations. We would appreciate the opportunity to review the plans and specifications for the foundation and floor construction to verify that our conclusions and recommendations are interpreted correctly. Our report does not address environmental issues which may be associated with the subject property.

While the borings performed for this project are representative of subsurface soil conditions at their respective locations and for their respective vertical reaches, local variations of the subsurface materials are anticipated and may be encountered. The boring logs and related information are based on the driller's logs and visual examination of selected samples in the laboratory. Delineation between soil types shown on the boring logs is approximate, and soil descriptions represent our interpretation of subsurface conditions at the designated boring location on the particular date drilled.

We appreciate the opportunity to assist you. If you have any questions or if we may be of further assistance, please call at your convenience.

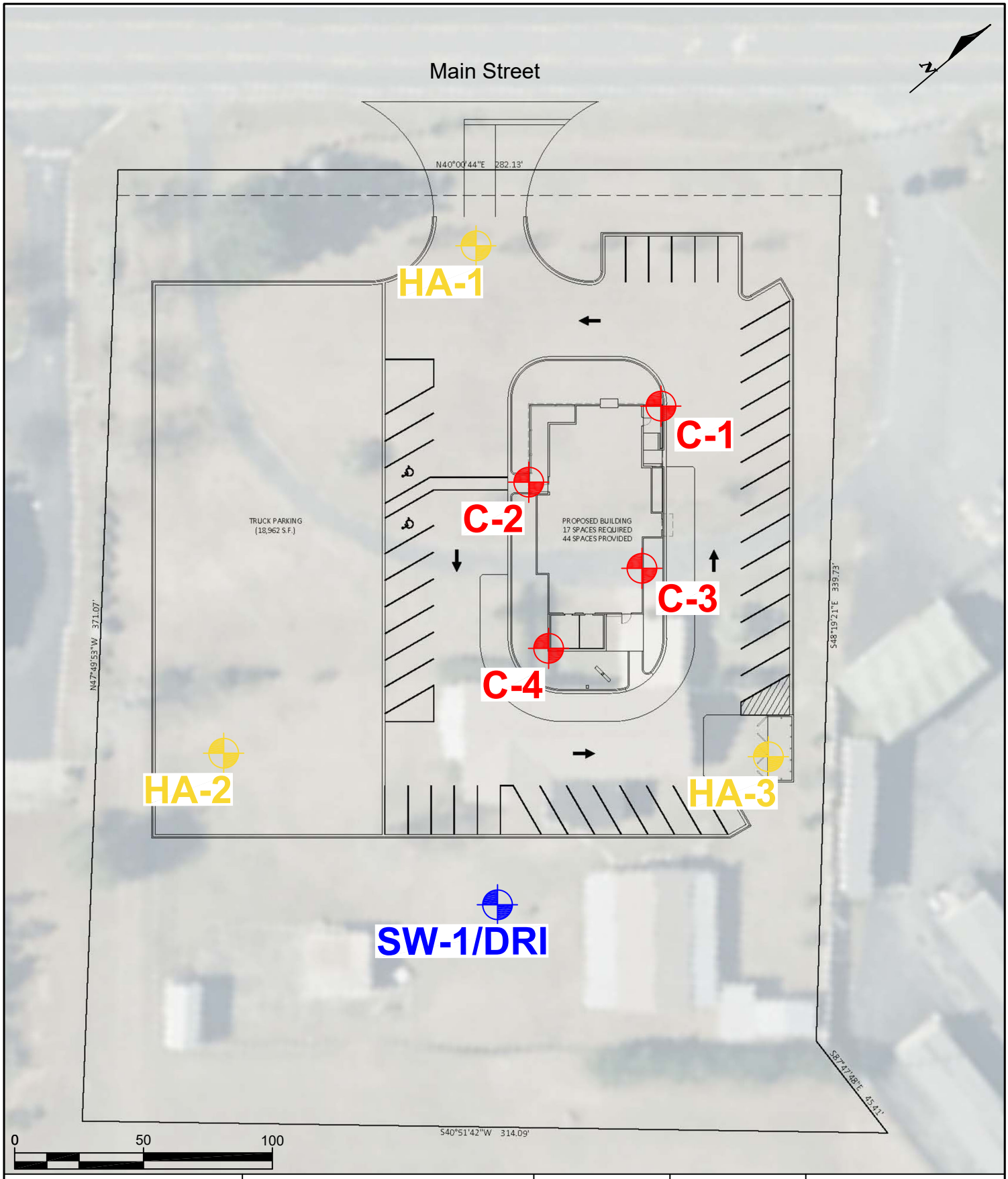
Sincerely,

SOUTHERN EARTH SCIENCES, INC.



Logan A. Fowler, P.E.
Eng. Reg. No. 82343
State of Florida

This item has been digitally signed and sealed by Logan A. Fowler, P.E. (FL Eng. License No.: 82343) using a Digital Signature. Printed copies of this document are not considered signed and sealed and the authentication code must be verified on any electronic copies.

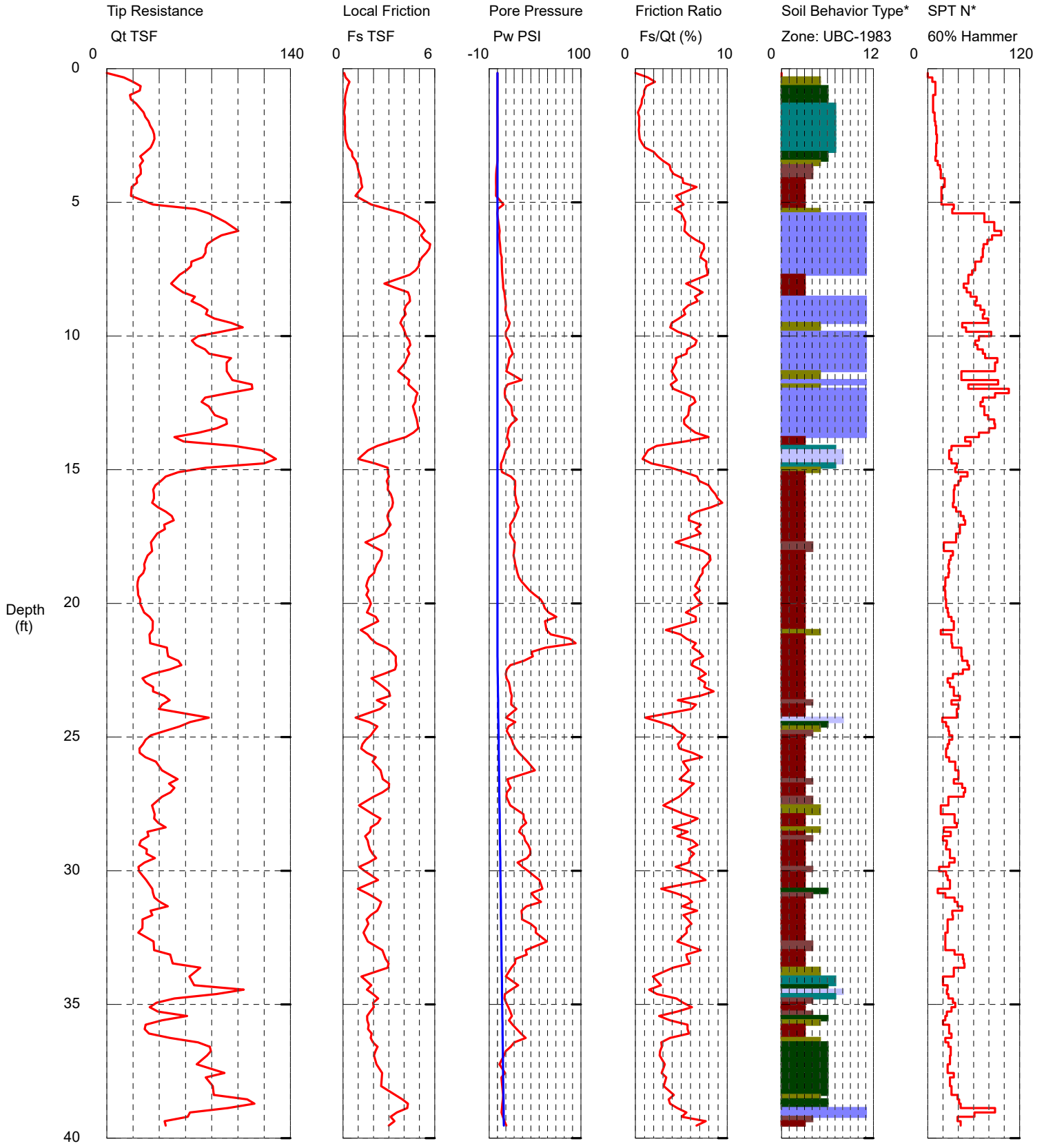


SESI FILE NO: P25-604	SOUTHERN EARTH SCIENCES	DRAWN BY:	HL	FIGURE I
		CHECKED BY:	LF	
Jack's Family Restaurant Chipley, FL		DATE:	12/02/25	APPROXIMATE TEST LOCATIONS
		SCALE:	1:50	

Southern Earth Sciences, Inc.

Operator: Pat Conroy
Sounding: C-1
Cone Used: DDG1702
Groundwater: 17.5 feet

CPT Date/Time: 11/14/2025 10:55:55 AM
Location: Jack's Family Restaurant
Job Number: P25-604
Elevation: Unknown



Maximum Depth = 39.53 feet

Depth Increment = 0.164 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

LOG OF BORING C-1

PROJECT: Jack's Family Resturant
LOCATION: Chipley, FL
PROJECT NO.: P25-604
DATE: 11/14/25

METHOD: Direct Push
DRILLER: PC
ENGR / GEOL: LF
SURFACE ELEVATION: Unknown

Elevation / Depth	Soil Symbols Sampler Symbols and Field Test Data	USCS	LOCATION: Per Plan MATERIAL DESCRIPTION	▲ N Value (blows/ft) 20 40 60 80 Atterberg Limits Natural Moisture PL MC LL 20 40 60 80	NATURAL MOISTURE (%)	ATTERBERG LIMITS (%) LIQUID LIMIT LL	PLASTIC LIMIT PL	PLASTICITY INDEX PI	PASSING #200 SIEVE (%)
0		SP-SM	Dark Gray Slightly Silty Fine SAND with Organics						
		SC	Tan Clayey Fine SAND						
		SC	Tan and Brown Clayey Fine SAND with Gravel						
5					16	29	19	10	39
		SC	Light Gray, Red, and Orange Clayey Fine SAND with Clay Seams						
10					16				33
15									

Water Level Est. Seasonal High GWL: ▽ Measured: ▼ Perched: ▼ **Notes:**
Water Observations: Groundwater Not Encountered in Depth of Boring; Groundwater Measured at 17.5 ft at CPT Sounding

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: ◪ SPT ■ Shelby Tube

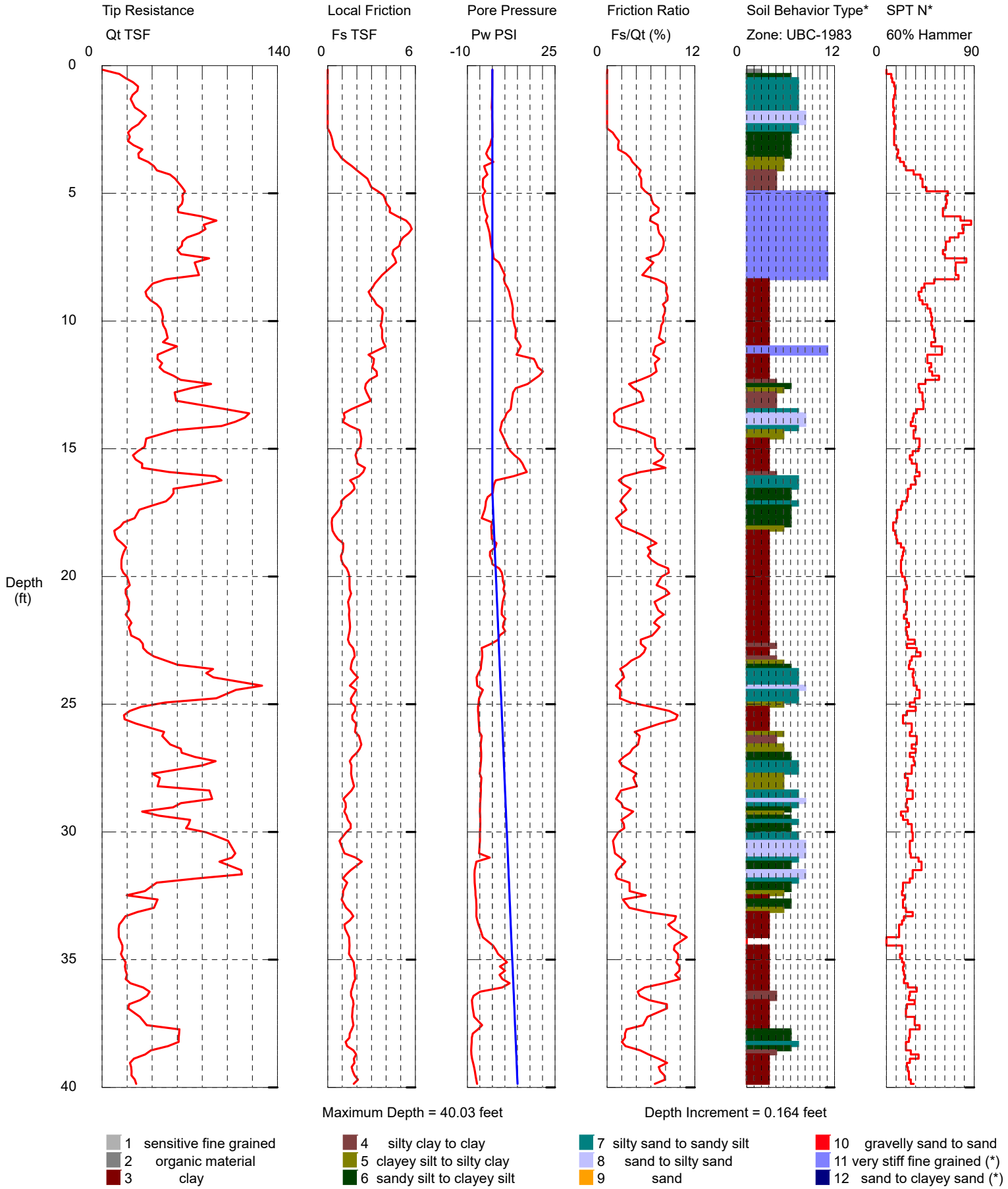
SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING P25-604.GPJ SES PC FL.GDT 12/4/25

Southern Earth Sciences, Inc.

Operator: Pat Conroy
Sounding: C-2
Cone Used: DDG1702
Groundwater: 16.8 feet

CPT Date/Time: 11/14/2025 11:30:05 AM
Location: Jack's Family Restaurant
Job Number: P25-604
Elevation: Unknown



Maximum Depth = 40.03 feet

Depth Increment = 0.164 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

LOG OF BORING C-2

PROJECT: Jack's Family Resturant
LOCATION: Chipley, FL
PROJECT NO.: P25-604
DATE: 11/14/25

METHOD: Direct Push
DRILLER: PC
ENGR / GEOL: LF
SURFACE ELEVATION: Unknown

Elevation / Depth	Soil Symbols Sampler Symbols and Field Test Data	USCS	LOCATION / MATERIAL DESCRIPTION	▲ N Value (blows/ft) 20 40 60 80 / Atterberg Limits Natural Moisture PL MC LL 20 40 60 80	NATURAL MOISTURE (%)	ATTERBERG LIMITS (%) LIQUID LIMIT LL	PLASTIC LIMIT PL	PLASTICITY INDEX PI	PASSING #200 SIEVE (%)
0		SP-SM	Dark Gray Slightly Silty Fine SAND with Organics						
		SC	Tan Clayey Fine SAND						
		SC	Tan and Orange Clayey Fine SAND with Gravel						
5		SC	Red, Orange, and Light Gray Clayey Fine SAND with Clay Seams						
		SC	Light Orange, Light Gray, and Light Red Clayey Fine SAND with Clay Seams						
10		CL	Light Gray and Light Red CLAY		19				50
15		SC	Red Clayey Medium to Fine SAND						
		CL	Light Gray CLAY		36				82
	▼	SC	Tan and Red Clayey Medium to Fine SAND						
		SC	Light Tan, Orange, Light Red, and Light Gray Clayey Fine SAND with Clay Seams						
20									
25									

Water Level Est. Seasonal High GWL: ▽ Measured: ▼ Perched: ▼ **Notes:**
Water Observations: Groundwater Measured at 16.8 Feet Below Existing Ground Surface

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: ◪ SPT ■ Shelby Tube

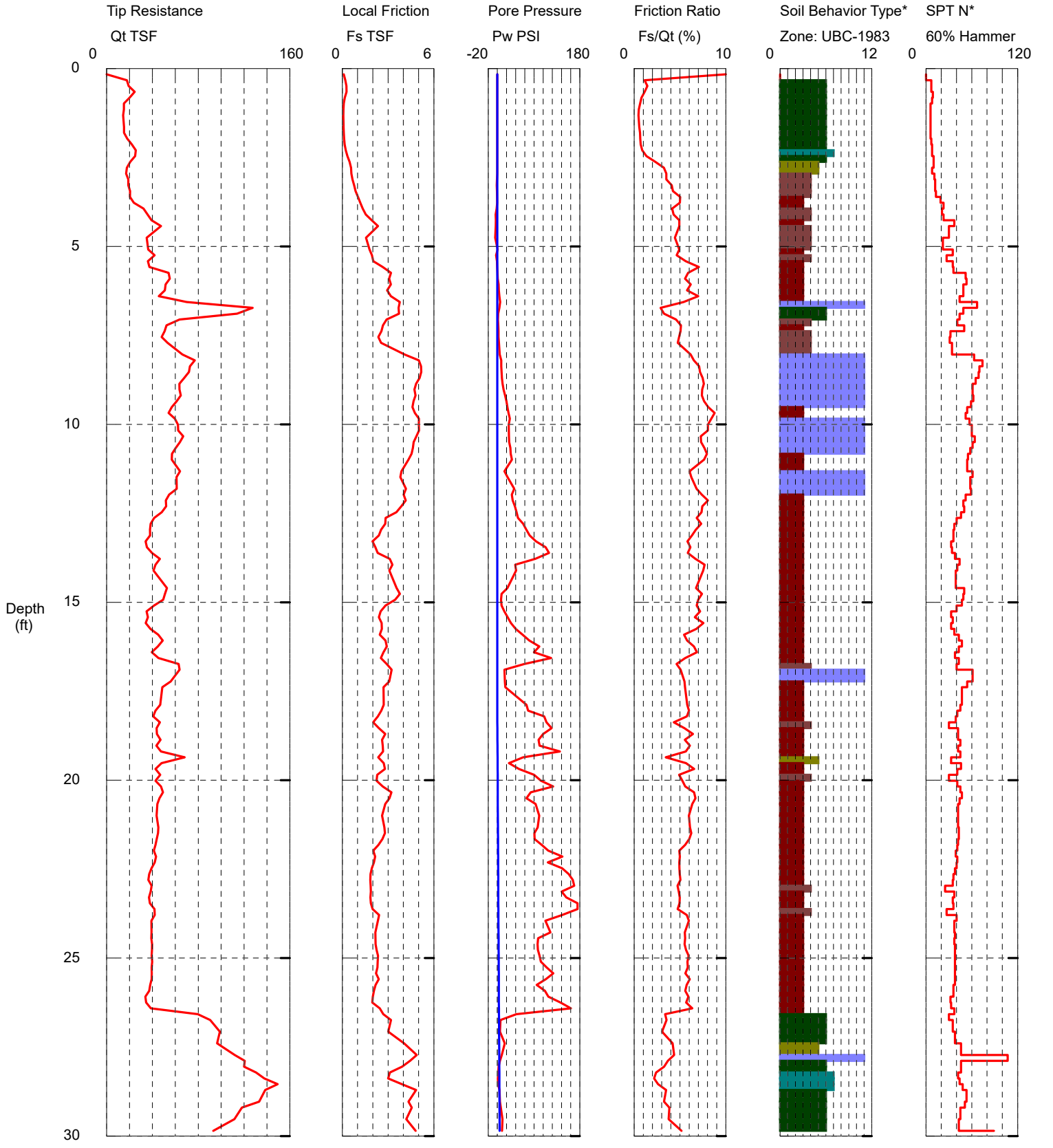
SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING P25-604.GPJ SES PC FL.GDT 12/4/25

Southern Earth Sciences, Inc.

Operator: Pat Conroy
Sounding: C-3
Cone Used: DDG1702
Groundwater: 17.0 feet

CPT Date/Time: 11/14/2025 10:26:34 AM
Location: Jack's Family Restaurant
Job Number: P25-604
Elevation: Unknown



Maximum Depth = 30.51 feet

Depth Increment = 0.164 feet

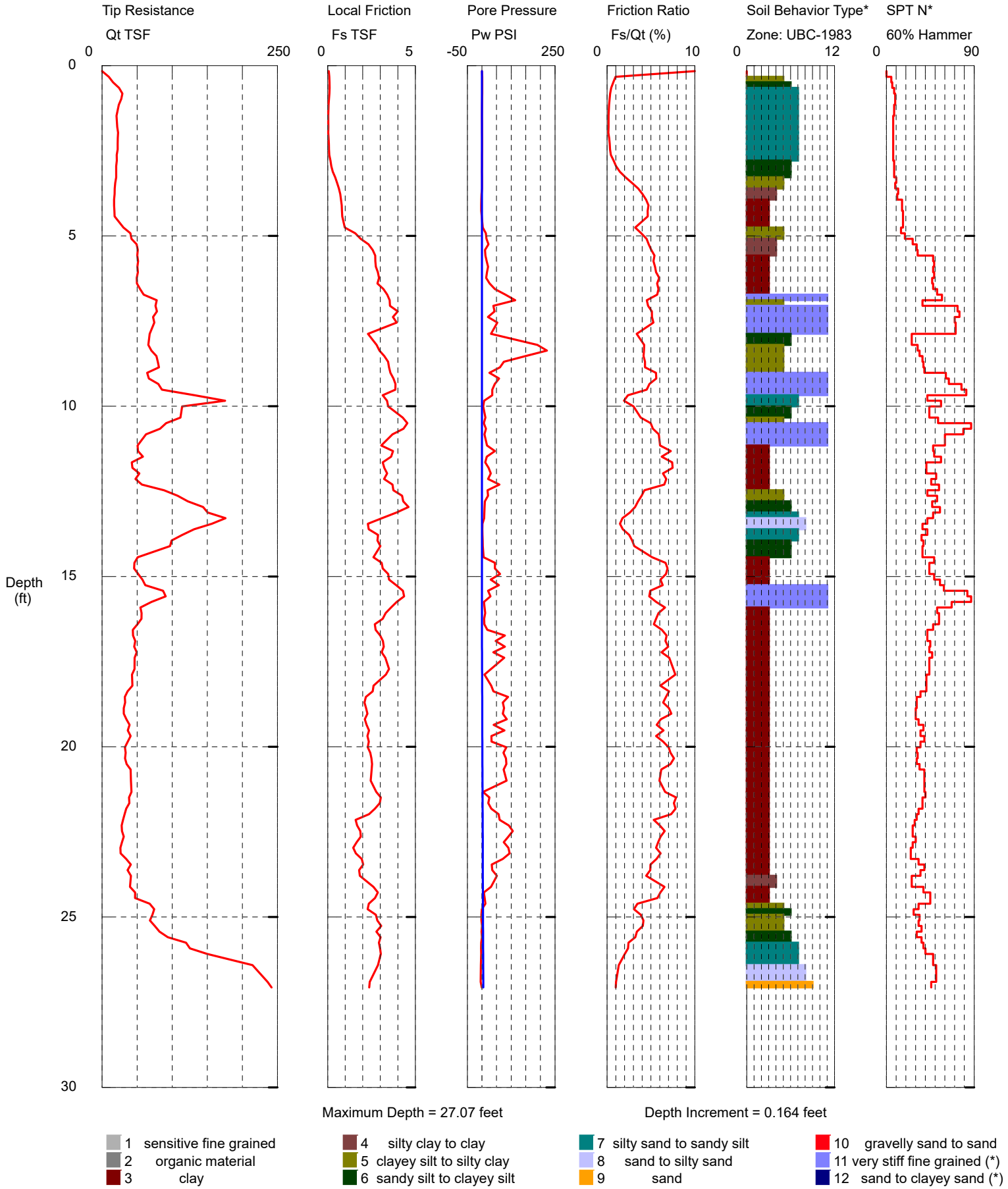
1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

Southern Earth Sciences, Inc.

Operator: Pat Conroy
Sounding: C-4
Cone Used: DDG1702
Groundwater: 17.2 feet

CPT Date/Time: 11/14/2025 9:44:13 AM
Location: Jack's Family Restaurant
Job Number: P25-604
Elevation: Unknown



Maximum Depth = 27.07 feet

Depth Increment = 0.164 feet

1 sensitive fine grained
2 organic material
3 clay
4 silty clay to clay
5 clayey silt to silty clay
6 sandy silt to clayey silt
7 silty sand to sandy silt
8 sand to silty sand
9 sand
10 gravelly sand to sand
11 very stiff fine grained (*)
12 sand to clayey sand (*)

*Soil behavior type and SPT based on data from UBC-1983

LOG OF BORING C-4

PROJECT: Jack's Family Resturant
LOCATION: Chipley, FL
PROJECT NO.: P25-604
DATE: 11/14/25

METHOD: Direct Push
DRILLER: PC
ENGR / GEOL: LF
SURFACE ELEVATION: Unknown

Elevation / Depth	Soil Symbols Sampler Symbols and Field Test Data	USCS	LOCATION / MATERIAL DESCRIPTION	▲ N Value (blows/ft) 20 40 60 80 / Atterberg Limits Natural Moisture PL MC LL 20 40 60 80	NATURAL MOISTURE (%)	ATTERBERG LIMITS (%) LIQUID LIMIT LL	PLASTIC LIMIT PL	PLASTICITY INDEX PI	PASSING #200 SIEVE (%)
0		SP-SM	Per Plan Dark Gray Slightly Silty Fine SAND with Organics						
		SC	Tan and Light Brown Clayey Fine SAND with Trace Organics						
		SC	Tan and Orange Clayey Fine SAND with Gravel						
5		SC	Light Tan and Light Gray Clayey Fine SAND with Clay Seams		17	38	20	18	38
		SC	Dark Red, Orange, and Light Gray Clayey Medium to Fine SAND with Clay Seams		17				42
10									
15									

Water Level Est. Seasonal High GWL: ▽ Measured: ▼ Perched: ▼ **Notes:**
Water Observations: Groundwater Not Encountered in Depth of Boring; Groundwater Measured at 17.2 ft at CPT Sounding

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: ◪ SPT ■ Shelby Tube

SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING P25-604.GPJ SES PC FL.GDT 12/4/25

LOG OF BORING HA-1

PROJECT: Jack's Family Resturant
LOCATION: Chipley, FL
PROJECT NO.: P25-604
DATE: 11/14/25

METHOD: Hand Auger
DRILLER: PC/KK
ENGR / GEOL: LF
SURFACE ELEVATION: Unknown

Elevation / Depth	Soil Symbols Sampler Symbols and Field Test Data	USCS	LOCATION / MATERIAL DESCRIPTION	▲ N Value (blows/ft) 20 40 60 80 / Atterberg Limits Natural Moisture PL MC LL 20 40 60 80	NATURAL MOISTURE (%)	ATTERBERG LIMITS (%) LIQUID LIMIT LL	PLASTIC LIMIT PL	PLASTICITY INDEX PI	PASSING #200 SIEVE (%)
0	5*	SP-SM	Per Plan Dark Gray Slightly Silty Fine SAND with Organics						
1	5*	SC	Tan and Orange Clayey Fine SAND						
2	6*								
3	6*								
4	7*	SC	Tan and Red Clayey Fine SAND with Trace Aggregate		15				39
5									
6									

Water Level Est. Seasonal High GWL: ▽ Measured: ▼ Perched: ▼
Water Observations: Groundwater Not Encountered

Notes:
- *Hand Dial Penetrometer Readings

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: ◪ SPT ■ Shelby Tube

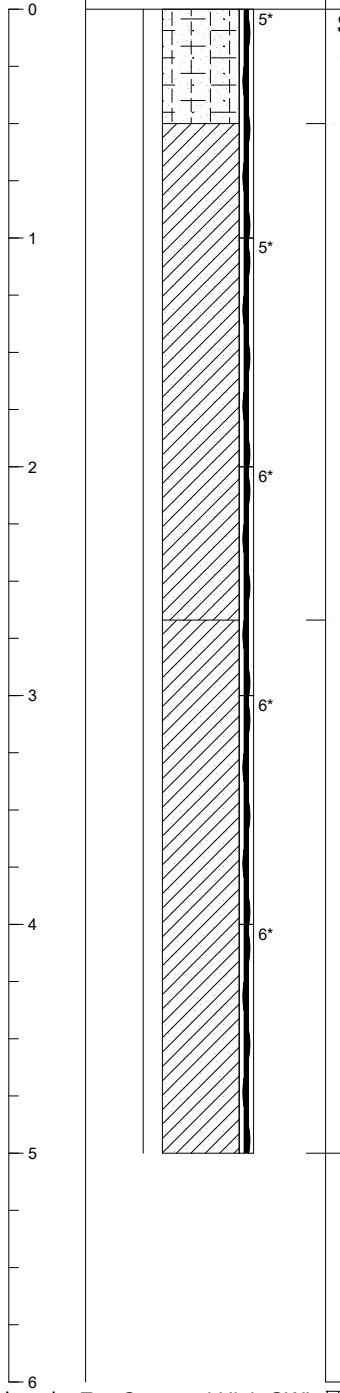
SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING P25-604.GPJ SES PC FL.GDT 12/4/25

LOG OF BORING HA-2

PROJECT: Jack's Family Resturant
LOCATION: Chipley, FL
PROJECT NO.: P25-604
DATE: 11/14/25

METHOD: Hand Auger
DRILLER: PC/KK
ENGR / GEOL: LF
SURFACE ELEVATION: Unknown



USCS	LOCATION: Per Plan / MATERIAL DESCRIPTION	▲ N Value (blows/ft) 20 40 60 80 / Atterberg Limits Natural Moisture PL MC LL 20 40 60 80	NATURAL MOISTURE (%)	ATTERBERG LIMITS (%) LIQUID LIMIT LL	PLASTIC LIMIT PL	PLASTICITY INDEX PI	PASSING #200 SIEVE (%)
SP-SM	Dark Gray Slightly Silty Fine SAND with Organics						
SC	Brown and Gray Clayey Fine SAND with Trace Organics						
		●	11				27
SC	Tan and Orange Clayey Fine SAND with Trace Aggregate						

Water Level Est. Seasonal High GWL: ▽ Measured: ▼ Perched: ▼
Water Observations: Groundwater Not Encountered

Notes:
- *Hand Dial Penetrometer Readings

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: ◪ SPT ■ Shelby Tube

SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING P25-604.GPJ SES PC FL.GDT 12/4/25

LOG OF BORING HA-3

PROJECT: Jack's Family Resturant
LOCATION: Chipley, FL
PROJECT NO.: P25-604
DATE: 11/14/25

METHOD: Hand Auger
DRILLER: PC/KK
ENGR / GEOL: LF
SURFACE ELEVATION: Unknown

Elevation / Depth	Soil Symbols Sampler Symbols and Field Test Data	USCS	LOCATION / MATERIAL DESCRIPTION	▲ N Value (blows/ft) 20 40 60 80 / Atterberg Limits Natural Moisture PL MC LL 20 40 60 80	NATURAL MOISTURE (%)	ATTERBERG LIMITS (%) LIQUID LIMIT LL	PLASTIC LIMIT PL	PLASTICITY INDEX PI	PASSING #200 SIEVE (%)
0	5*	SP-SM	Per Plan Dark Gray Slightly Silty Fine SAND with Organics						
1	5*	SC	Tan Clayey Fine SAND						
2	5*								
3	5*	SC	Tan and Orange Clayey Fine SAND with Trace Aggregate						
4	7*			●	14				31
5									
6									

Water Level Est. Seasonal High GWL: ▽ Measured: ▼ Perched: ▼
Water Observations: Groundwater Not Encountered

Notes:
- *Hand Dial Penetrometer Readings

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: ◪ SPT ■ Shelby Tube

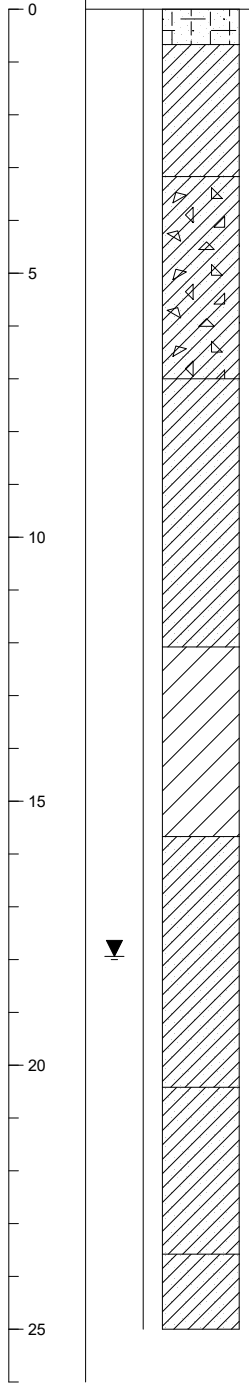
SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING P25-604.GPJ SES PC FL.GDT 12/4/25

LOG OF BORING SW-1

PROJECT: Jack's Family Resturant
LOCATION: Chipley, FL
PROJECT NO.: P25-604
DATE: 11/14/25

METHOD: Direct Push
DRILLER: PC
ENGR / GEOL: LF
SURFACE ELEVATION: Unknown



Elevation / Depth	USCS	LOCATION: Per Plan MATERIAL DESCRIPTION	▲ N Value (blows/ft) 20 40 60 80 Atterberg Limits Natural Moisture PL MC LL 20 40 60 80	NATURAL MOISTURE (%)	ATTERBERG LIMITS (%) LIQUID LIMIT LL	PLASTIC LIMIT PL	PLASTICITY INDEX PI	PASSING #200 SIEVE (%)
0	SP-SM	Dark Gray Slightly Silty Fine SAND with Organics						
	SC	Tan and Light Brown Clayey Fine SAND	●	8				25
	SC	Tan and Orange Clayey Fine SAND with Gravel						
5			●	12				32
	SC	Orange, Red, and Light Gray Clayey Fine SAND with Clay Seams						
			●	17				42
10	CL	Light Gray, Red, and Light Red CLAY						
			●	25				57
15	SC	Light Red and Light Gray Clayey Medium to Fine SAND						
20	SC	Orange and Light Orange Clayey Medium to Fine SAND						
	SC	Orange and Dark Orange Clayey Fine SAND with Clay Seams						
25								

Water Level Est. Seasonal High GWL: ▽ Measured: ▼ Perched: ▼ **Notes:**
Water Observations: Groundwater Measured at 18 Feet Below Existing Ground Surface

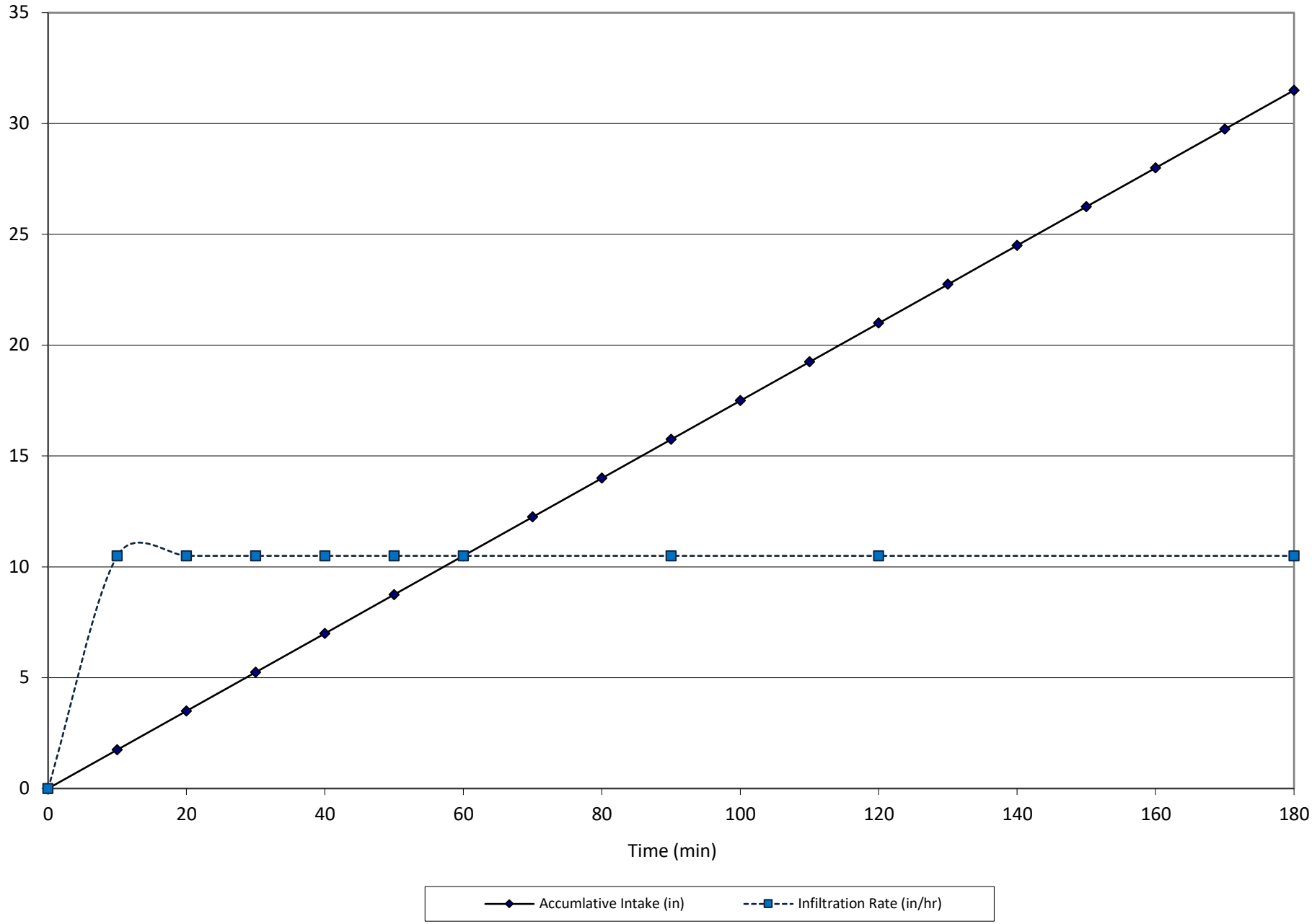
N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: ◪ SPT ■ Shelby Tube

SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING P25-604.GPJ SES PC FL.GDT 12/4/25

Graph 1

Double Ring Infiltrometer Test at SW-1



Soil Map—Washington County, Florida

Map Scale: 1:1,590 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 20 40 80 120

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Washington County, Florida
Survey Area Data: Version 22, Aug 27, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 10, 2024—Jan 20, 2024

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
12	Dothan loamy sand, 2 to 5 percent slopes	4.6	100.0%
Totals for Area of Interest		**4.6**	**100.0%**

Washington County, Florida

12—Dothan loamy sand, 2 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2smw8
Elevation: 100 to 700 feet
Mean annual precipitation: 40 to 69 inches
Mean annual air temperature: 55 to 70 degrees F
Frost-free period: 190 to 310 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Dothan and similar soils: 80 percent
Minor components: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Dothan

Setting

Landform: Interfluves
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Marine deposits

Typical profile

Ap - 0 to 12 inches: loamy sand
Bt1 - 12 to 24 inches: sandy clay loam
Bt2 - 24 to 34 inches: sandy clay loam
Bt3 - 34 to 48 inches: sandy clay loam
Btv - 48 to 65 inches: sandy clay loam

Properties and qualities

Slope: 2 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: About 39 to 55 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 7.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e

Hydrologic Soil Group: B
Ecological site: F133AY420NC - Summits, Loamy and Clayey, Moist
Forage suitability group: Loamy and clayey soils on rises and knolls of mesic uplands (G133AA321FL)
Other vegetative classification: Loamy and clayey soils on rises and knolls of mesic uplands (G133AA321FL)
Hydric soil rating: No

Minor Components

Fuquay
Percent of map unit: 8 percent
Landform: Hillslopes
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Ecological site: F133AY430NC - Summits, Loamy, Thick Sandy Surface
Hydric soil rating: No

Cowarts
Percent of map unit: 5 percent
Landform: Hillslopes
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Convex
Ecological site: F133AY440NC - Summits, Loamy, Depth Restriction
Hydric soil rating: No

Nankin
Percent of map unit: 5 percent
Landform: Interfluves
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope, crest
Down-slope shape: Convex
Across-slope shape: Linear
Ecological site: F133AY420NC - Summits, Loamy and Clayey, Moist
Hydric soil rating: No

Clarendon
Percent of map unit: 2 percent
Landform: Interfluves
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Interfluve
Down-slope shape: Convex
Across-slope shape: Linear
Ecological site: F133AY410NC - Summits, Loamy and Clayey, Seasonally Wet

Other vegetative classification: Sandy over loamy soils on rises, knolls, and ridges of mesic uplands (G133AA221FL)
Hydric soil rating: No

Data Source Information

Soil Survey Area: Washington County, Florida
Survey Area Data: Version 22, Aug 27, 2025

Important Information About Your

Geotechnical Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

The following information is provided to help you manage your risks.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical engineering study conducted for a civil engineer may not fulfill the needs of a construction contractor or even another civil engineer. Because each geotechnical engineering study is unique, each geotechnical engineering report is unique, prepared *solely* for the client. No one except you should rely on your geotechnical engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you —* should apply the report for any purpose or project except the one originally contemplated.

Read the Full Report

Serious problems have occurred because those relying on a geotechnical engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

A Geotechnical Engineering Report Is Based on A Unique Set of Project-Specific Factors

Geotechnical engineers consider a number of unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical engineering report that was:

- not prepared for you,
- not prepared for your project,
- not prepared for the specific site explored, or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light industrial plant to a refrigerated warehouse,
- elevation, configuration, location, orientation, or weight of the proposed structure,
- composition of the design team, or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical engineering report is based on conditions that existed at the time the study was performed. *Do not rely on a geotechnical engineering report* whose adequacy may have been affected by: the passage of time; by man-made events, such as construction on or adjacent to the site; or by natural events, such as floods, earthquakes, or groundwater fluctuations. *Always* contact the geotechnical engineer before applying the report to determine if it is still reliable. A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ—sometimes significantly—from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are *Not* Final

Do not overrely on the construction recommendations included in your report. *Those recommendations are not final,* because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations only by observing actual

subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's recommendations if that engineer does not perform construction observation.*

A Geotechnical Engineering Report Is Subject to Misinterpretation

Other design team members' misinterpretation of geotechnical engineering reports has resulted in costly problems. Lower that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Contractors can also misinterpret a geotechnical engineering report. Reduce that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Contractors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make contractors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give contractors the complete geotechnical engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise contractors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure contractors have sufficient time* to perform additional study. Only then might you be in a position to give contractors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and contractors do not recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations" many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform a *geoenvironmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical engineering report does not usually relate any geoenvironmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own geoenvironmental information, ask your geotechnical consultant for risk management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, a number of mold prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; ***none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.***

Rely, on Your ASFE-Member Geotechncial Engineer for Additional Assistance

Membership in ASFE/The Best People on Earth exposes geotechnical engineers to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a construction project. Confer with you ASFE-member geotechnical engineer for more information.

ASFE
The Best People on Earth

8811 Colesville Road/Suite G106, Silver Spring, MD 20910
Telephone: 301/565-2733 Facsimile: 301/589-2017
e-mail: info@asfe.org www.asfe.org

IIGER06045.0M

City of Chipley

Land Use Compliance Certificate

Fee Amount $_____

Verification provided for (Owner's Name): Jack's Family Restaurants, LP

Project Site Address: 1331 Main Street

Phone Number: (205) 945-8167

Contractor Name/Address TBD

Contractor Phone #: TBD Parcel I.D. Number: 00000000-00-2218-0004

City of Chipley Future Land Use Designation

Low Density Residential	○	Neighborhood Commercial	○
Medium Density Residential	○	Historic Commercial	○
High Density Residential	○	Industrial	○
Historic	○	Recreational	○
Commercial	◉	Public/Semi Public/Educational	○

Flood Zone: ○ Yes ◉ No Zone Type X

Scope of work (Please provide details of all work): Remove existing residential buildings, driveways, and other improvements. Construct restaurant with paved parking and gravel truck parking

A site inspection has been performed on the above development site within the City of Chipley, Florida. It is hereby verified that all site development standards meet the City's land use, zoning and comprehensive planning requirements.

_____ _____

Applicant Date

_____ _____

City Official Verifying Compliance Date

Notice to Applicant: This certificate must be presented to the Washington County Building Official and is requisite to issuance of a "Certificate of Occupancy" for your construction project.

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

Name: Jack's Family Restaurants, LP

Address: 124 West Oxmoor Road Phone #: (205) 945-8167

Birmingham, AL 35209

Address of property to be improved: 1331 Main Street

List of improvements including materials to be used, paint colors, and other details which will alter the current appearance of the structure or property.

Remove existing residential buildings. Construct new restaurant with paved parking

Note: Include a site plan showing location of proposed construction if the improvement is not on the existing structure.

I (name of applicant) Ross Binkley certify that the information submitted truly reflects all improvements which will be made on the property. Should any changes be desired, I will notify the City of Chipley. I acknowledge that penalties can be the result of varying from the plans or description submitted and approved.

Signed: _____ Date: 1/20/26

****

Action: Approved _____ Not Approved _____

Comments: _____

_____

_____

_____

Signature/Title/Authority

CITY OF CHIPLEY
DEMOLITION PERMIT

Date: 1/19/26 Fee: $50.00

Type of Demolition:

Circle type: (if other, please specify)

House Commercial Structure Other Asbestos: Yes No

Owner:

Name: Jack's Family Restaurants, LP Phone # 205-945-8167

Address: 124 West Oxmoor Road, Birmingham, AL 35209

Location of Demolition: 1331 Main Street

Contractor/Agent:

Name: TBD Phone # _____

Address: _____

By applying for this permit you are giving the city permission to:

Owner request utilities to be abandoned: Yes or No

Owner request utilities to remain: Yes or No

Note: ***Please notify the City of Chipley 48 hours prior to commencement of work. In some cases, city utilities will need to be properly disconnected or located. You will also need to contact 811 before digging.***

I hereby agree to properly remove all debris in the demolition of the above building or structure.

PERMIT EXPIRES SIX MONTHS FROM DATE OF ISSUE!

This section to be completed by City staff:

Public Works Approval: Date & Signature:
WUD Approval: Date & Signature:

_____ _____

Owner/Applicant Signature **Date**

_____ _____

Approved By/Title **Date**

CITY OF CHIPLEY
APPLICATION FOR CONCURRENCY REVIEW

Applicant: Jack's Family Restaurants, LP Date: 1/20/26

Address: 124 West Oxmoor Road, Birmingham, AL 35209 Phone: 205-945-8167

Project Name: Jack's Family Restaurant Address: 1331 Main Street

Contact Person: Ross S. Binkley, P.E. Phone: (850) 974-5421

(Use additional sheets if necessary)

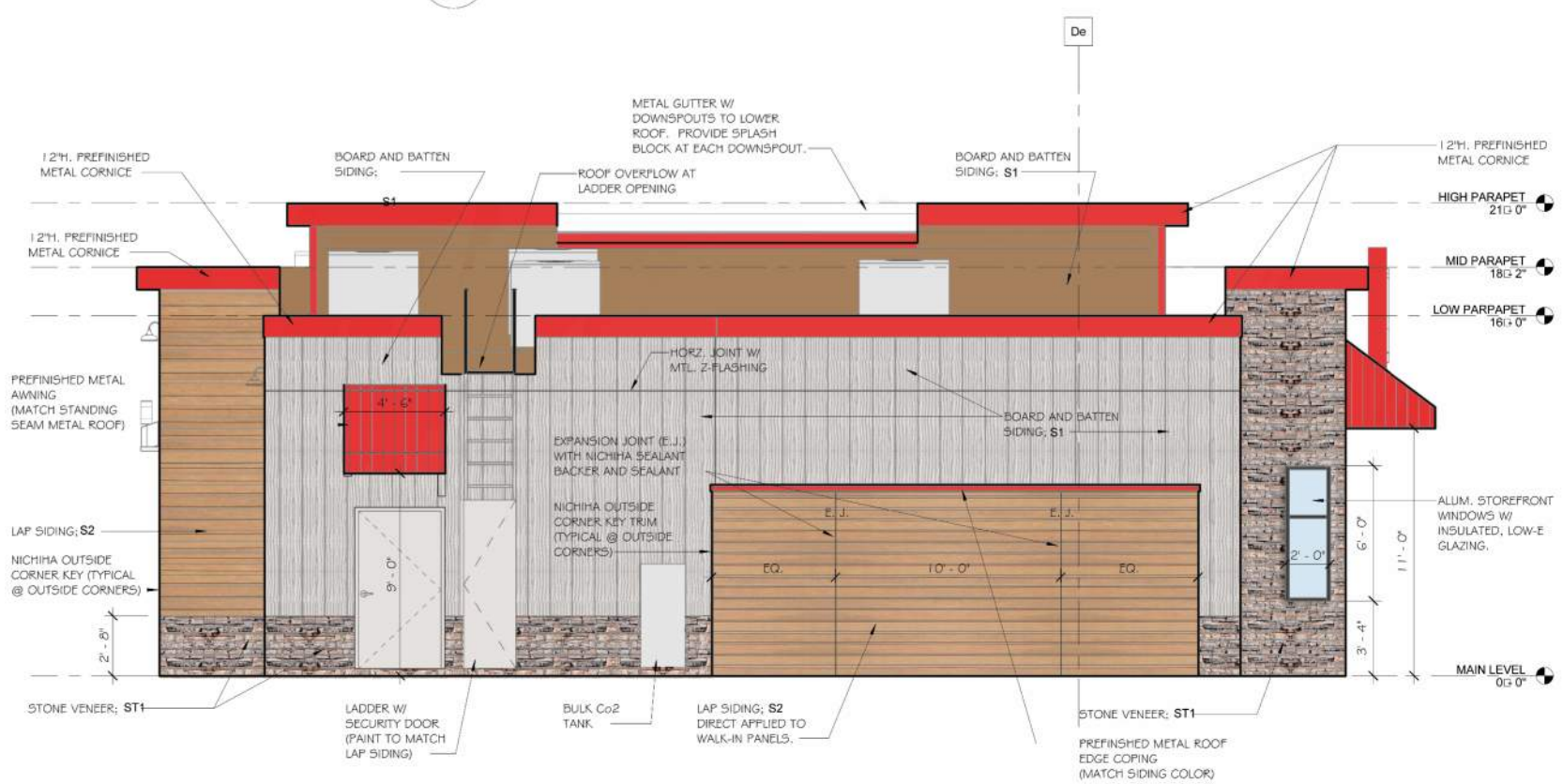
1. Provide estimated water usage in gallons per person per day plus total usage per day, month, and annually. 8 gal/day per person - 60,000 gallons/month
2. Provide estimated sanitary sewer usage in gallons per person per day plus total usage per day, month, and year. 8 gal/day per person - 60,000 gallons/month
3. Provide estimated solid waste generation in pounds. Provide list of types of waste generated by establishment. 192 yards/month
4. Provide storm water management plan.
   a. Include all permits from applicable state and federal agencies.
5. Provide estimated traffic volume at peak hours.
   a. Include a written statement indicating the nature and extent of proposed development.

***NOTE: **Certain types of development are exempt from some portions of the concurrency review; however, some may have greater requirements than those requested above. Call the planning department at city hall if you have any questions concerning your requirements.**

Approved by: _____ **Date:** _____
(City Official)

Certificate of Concurrency" valid for only one year following submission of information.

A A3.2 **DRIVE-THRU ELEVATION**
1/4" = 1'-0"



B A3.2 **REAR ELEVATION**
1/4" = 1'-0"

No.	Description	Date
0	Permit Issue	6/1/18
1	Revision 1	6/21/18

PERMIT SET

RODNEY L. SARTAIN, ARCHITECT
1909 COURTNEY DR. HOMEWOOD, ALABAMA 35209
OFFICE # 205-879-5458
FAX # 205-879-5460
E-mail: rls@rlsdesigngroup.com

JACK'S FAMILY RESTAURANTS
CHICKAMAUGA, GEORGIA

6/1/2018
18-2329

EXTERIOR ELEVATIONS

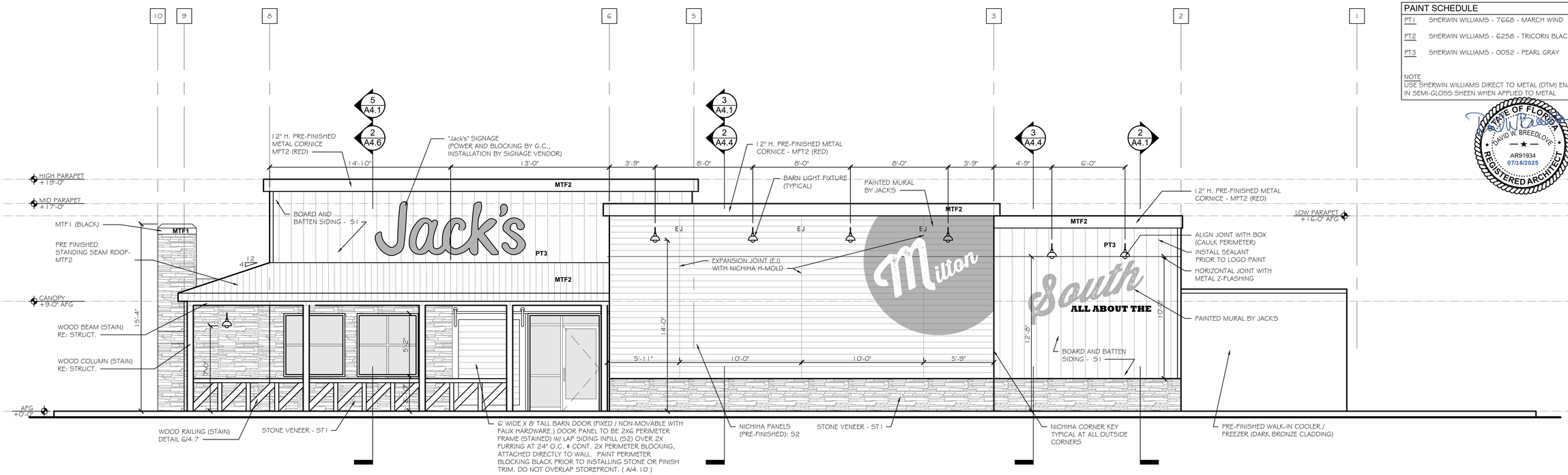
A3.2

C:\Users\rdobbs\Documents\2329 Jacks Chickamauga-4L_rdobbs.rvt

PAINT SCHEDULE	
PT1	SHERWIN WILLIAMS - 7668 - MARCH WIND
PT2	SHERWIN WILLIAMS - 6258 - TRICORN BLACK
PT3	SHERWIN WILLIAMS - 0052 - PEARL GRAY

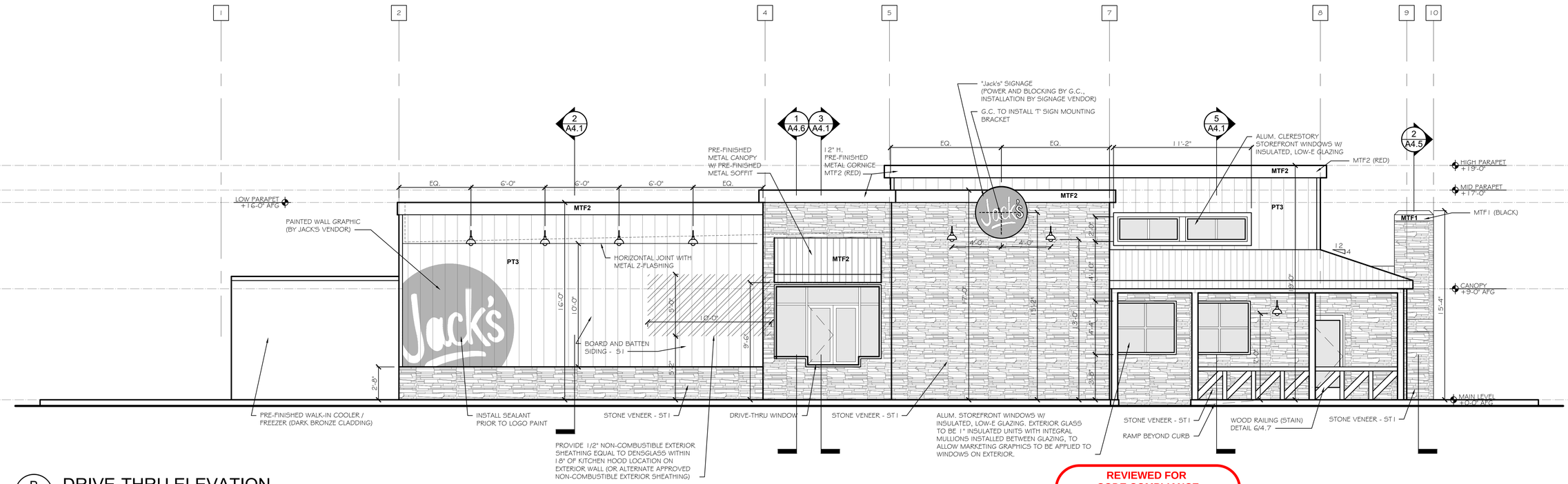
NOTE
USE SHERWIN WILLIAMS DIRECT TO METAL (DTM) ENAMEL IN SEMI-GLOSS SHEEN WHEN APPLIED TO METAL

STATE OF FLORIDA · DAVID W. BREEDLOVE · REGISTERED ARCHITECT · AR91934 07/16/2025



A A3.1 ENTRANCE ELEVATION

SCALE : 1/4" = 1'-0



B A3.1 DRIVE-THRU ELEVATION

SCALE : 1/4" = 1'-0

REVIEWED FOR CODE COMPLIANCE by Santa Rosa County Building Inspections
****
Any variation and/ or alterations to the plans must have prior approval.

10/07/2025

DAVID W. BREEDLOVE - ARCHITECT
1909 COURTNEY DRIVE, BIRMINGHAM, ALABAMA 35209 | 205.879.5458 | DJK@RL5DESIGNGROUP.COM

EXTERIOR ELEVATIONS

07-01-25
25-3168

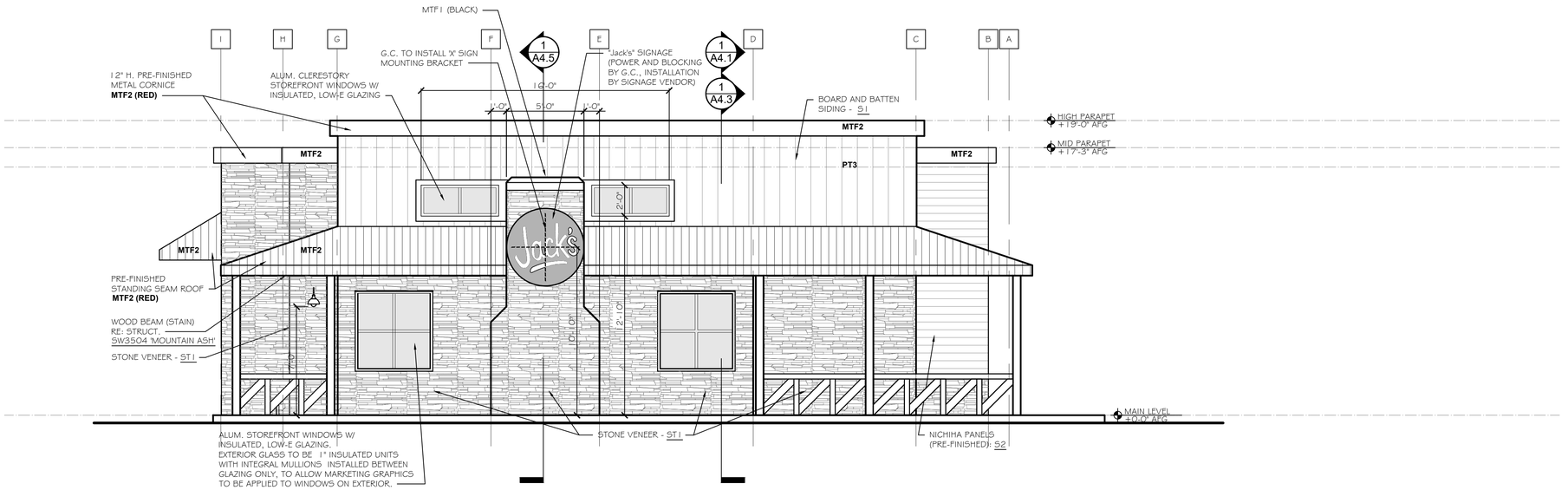
Jack's Family Restaurants
Southern Charm (SC-68) V006
MILTON, FLORIDA

A3.1

E:\Drawings\RL5 Projects\Jack's\Milton, FL\DWGs\A3.1.dwg - omcdonald

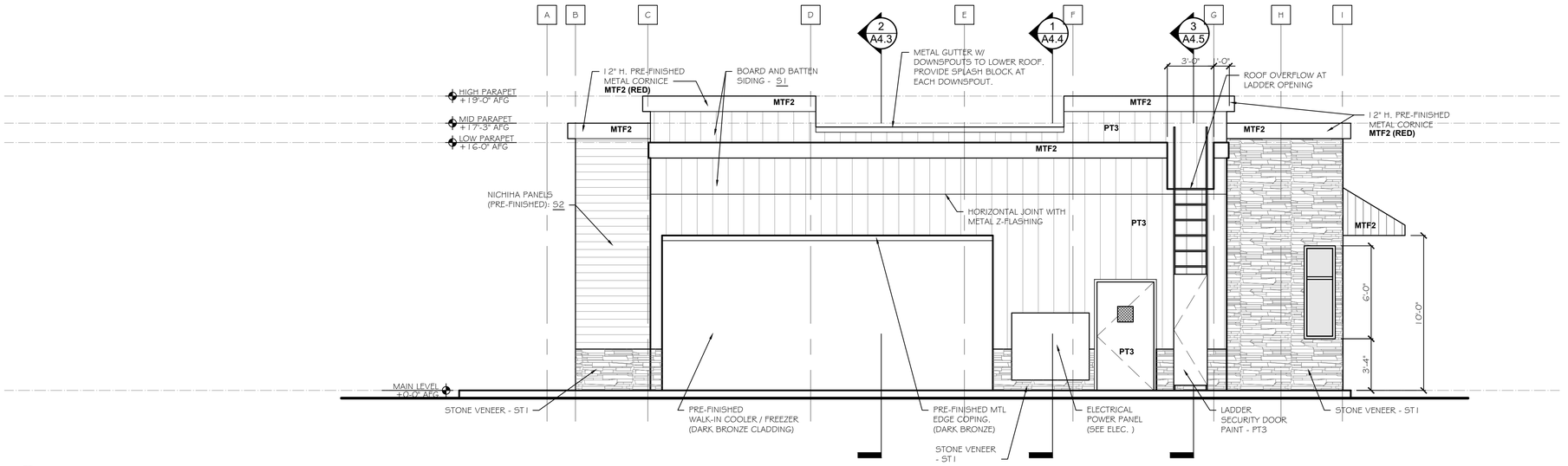
PAINT SCHEDULE	
PT1	SHERWIN WILLIAMS - 7668 - MARCH WIND
PT2	SHERWIN WILLIAMS - 6258 - TRICORN BLACK
PT3	SHERWIN WILLIAMS - 0052 - PEARL GRAY

NOTE
USE SHERWIN WILLIAMS DIRECT TO METAL (DTM) ENAMEL IN SEMI-GLOSS SHEEN WHEN APPLIED TO METAL



A A3.2 **FRONT ELEVATION**

SCALE : 1/4" = 1'-0



B A3.2 **REAR ELEVATION**

SCALE : 1/4" = 1'-0

REVIEWED FOR CODE COMPLIANCE by
Santa Rosa County Building Inspections
****
Any variation and/ or alterations to the plans must have prior approval.

10/07/2025

DAVID W. BREEDLOVE - ARCHITECT
1909 COURTNEY DRIVE, BIRMINGHAM, ALABAMA 35209 | 205.879.5458 | DJK@RL5DESIGNGROUP.COM

STATE OF FLORIDA
DAVID W. BREEDLOVE
AR91934
07/16/2025
REGISTERED ARCHITECT

EXTERIOR ELEVATIONS

07-01-25
25-3168

Jack's Family Restaurants
Southern Charm (SC-68) V006
MILTON, FLORIDA

A3.2

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City of Chipley

1442 Jackson Avenue
P.O. Box 1007
Chipley, Florida 32428
(850) 638-6350

AFFIDAVIT

STATE OF Florida
COUNTY OF Washington

BEFORE ME, a Notary Public in and for the said County and State, this day personally appeared Tamara Donjuan, City of Chipley Planning Officer, who, being by me duly sworn, deposes and says:

1. I am the Planning Officer for the City of Chipley identified as the Utility Provider of the property located at Parcel ID: 00-2218-0004, Chipley, FL 32428.
2. I hereby depose and state that all necessary utilities for the construction, development, and operation of the property are presently available to the boundaries of the property. This includes, but is not limited to, water supply, sanitary sewer, and gas facilities.
3. I further affirm that this affidavit is true and correct to the best of my knowledge and belief.

AFFIANT'S SIGNATURE: _____

City of Chipley by Tamara Donjuan, Planning Officer

Sworn to (or affirmed) and subscribed before me by means of
☒ physical presence ☐ online notarization
this 30th day of April, **2026.**

_____
Notary Public Signature

SHERRY SNELL
Notary Public - State of Florida
Commission # HH 470986
My Comm. Expires Dec 7, 2027
Bonded through National Notary Assn.

_____
Printed Name of Notary Public
My Commission Expires: _____
(Seal)

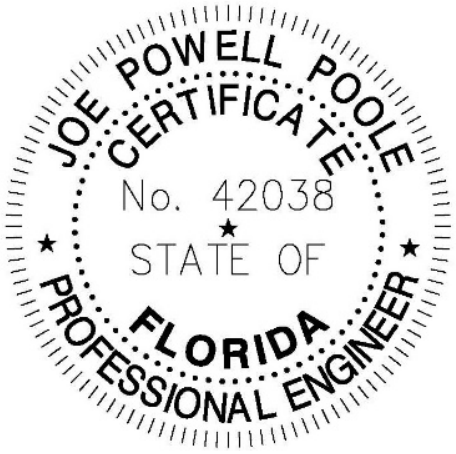
TRAFFIC IMPACT ANALYSIS
Jack's Restaurant

East Side of SR 77 South of CR 280 (Brickyard Road)
Chipley, Florida

Prepared for:
Ross Binkley, P.E.
Binkley Engineering, PA
434 Benning Drive
Destin, FL 32541

Submitted by:
Southern Traffic Services, Inc.
Joe Poole, P.E.
2943 Golden Eagle Drive
Tallahassee, FL 32312
(850) 449-0807

FL License No.: 00007809



This item has been digitally signed and sealed by Joe P. Poole, P.E. 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.

I. Introduction:

The purpose of this traffic study is to provide data and analysis supporting the Proposed Jack's Restaurant project in Chipley, Florida. The project is on the east side of SR 77 south of CR 280 (Brickyard Road), and the parcel number is 00000000-00-2218-0004. The proposed development consists of 3,275 square feet of fast-food restaurant with a drive-through window. This analysis will evaluate the impact that proposed development trips will have on the surrounding roadway network and determine if a northbound right turn lane is warranted on SR 77 at the proposed project entrance.

II. Trip Generation and Distribution:

ITE Trip Generation Manual (12th Edition) was used to determine the PM peak hour project trips to be generated by the proposed development. Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) was used for the analysis. Daily, AM and PM peak hour trip generation for the proposed development plan is provided in the table below:

Time Period	Area (1,000 sf)	Rate	Total Trips	Enter Trips	Exit Trips	Pass-By Trips [1] (%)	New Total Trips	New Enter Trips	New Exit Trips
Daily	3.275	448.12	1,468	734 (50%)	734 (50%)	0 (0%)	1,468	734 (50%)	734 (50%)
AM Peak Hour	"	33.24	109	55 (51%)	54 (49%)	54 (50%)	55	28 (51%)	27 (49%)
PM Peak Hour	"	31.60	103	54 (52%)	49 (48%)	57 (55%)	46	24 (52%)	22 (48%)

Project trip distribution is based on the turning movement counts collected in AM and PM peak hours at SR 77 and One Florida Bank Exit Driveway just south of project site. These counts were collected on March 12, 2026. Project trips were distributed based on the existing traffic volume directional splits on SR 77. The following shows the existing directional splits for the two (2) peak hours:

- AM Peak Hour (7:15-8:15) – 51% Northbound and 49% Southbound
- PM Peak Hour (3:45-4:45) – 45% Northbound and 55% Southbound

III. Traffic Volume Projections:

The projected buildout year for this project is year 2027. The latest available data on the FDOT traffic data website is for year 2024. Historical FDOT Annual Average Daily Traffic data for the impacted roadway segments was used to estimate growth factors in order to estimate future background traffic volumes on each segment for the year 2027. For some count stations, year growth from year 2019 to 2024 showed a reduction in AADT. In these cases, the year 2020 data was used for these segments. The annual growth rate and growth factor for each count station are calculated and presented in the Appendix.

IV. Traffic Impact Analysis:

Based on the trip distribution and the available surrounding roadway network, the following roadway segments included in the City of Chipley's Comprehensive Plan would be impacted by the proposed development:

- SR 77 from Begin of 3-Lane to CR 280 (Brickyard Road)
- SR 77 from CR 280 (Brickyard Road) to CR 273 (South Boulevard)
- SR 77 from CR 273 (South Boulevard) to SR 273
- CR 273 (South Boulevard) from SR 277 to Eastern City Limits
- CR 280 (Brickyard Road) from SR 277 to SR 77
- CR 280 (Brickyard Road) from SR 77 to End of Pavement in City
- CR 77A from SR 77 to CR 280 Brickyard Road
- CR 77A from CR 280 Brickyard Road to Entrance of Falling Waters State Recreation Area

The following tables provide an evaluation of all impacted City roadway segments using PM Peak Hour Traffic Volume conditions. The latest available FDOT traffic data was used in this analysis.

Roadway	Segment	AADT	K Factor (%)	D Factor (%)	Peak Hour Traffic	2024 AVG PHT	2027 AVG PHT [12]	Peak [1] Dir.
SR 77	Begin 3-Lane – CR 280 Brickyard Road [2]	16,300	9.5	45.0	697	697	710	-
	CR 280 Brickyard Rd – Begin 3-Lane [2]			55.0	852	852	868	SB
SR 77	CR 280 Brickyard Rd – CR 273 South Blvd [3]	14,500	9.5	45.0	620	620	654	-
	CR 273 South Blvd - CR 280 Brickyard Rd [3]			55.0	758	758	800	SB
SR 77	CR 273 South Blvd – US 90 [4]	12,500	9.5	45.0	534	534	568	-
	US 90 – CR 273 South Blvd [4]			55.0	653	653	695	SB
SR 77	US 90 – SR 273 [5]	13,000 8,700	9.5	55.0	679 455	567	595	NB
	SR 273 – US 90 [5]			45.0	556 372	464	487	-
CR 273 South Blvd	CR 277 – SR 77 [6]	3,100	9.5	45.0	133	133	133 [6]	-
	SR 77 – CR 277 [6]			55.0	162	162	162 [6]	WB
CR 273 South Blvd	SR 77 – Eastern City Limits [7]	4,200	9.5	55.0	219	219	222	EB
	Eastern City Limits – SR 77 [7]			45.0	180	180	183	-
CR 280 Brickyard Rd	SR 277 – SR 77 [8]	2,700	9.5	55.0	141	141	141	EB
	SR 77 – SR 277 [8]			45.0	115	115	115	-
CR 280 Brickyard Rd	SR 77 – End of Pavement in City [9]	3,100 2,600	9.5	45.0	133 111	122	126	-
	End of Pavement in City – SR 77 [9]			55.0	162 136	149	154	WB
CR 77A	CR 280 Brickyard Rd – SR 77 [10]	1,300	9.5	45.0	56	56	56	-
	SR 77 – CR 280 Brickyard Rd [10]			55.0	68	68	68	SB
CR 77A	Entrance Falling Waters Rec Area – CR 280 Brickyard Rd [11]	1,300	9.5	45.0	56	56	56	-
	CR 280 Brickyard Rd – Entrance Falling Waters Rec Area [11]			55.0	68	68	68	SB

[1] Peak direction is based on traffic data in FDOT Synopsis Report.
[2] Existing traffic volume = 2024 AADT x K x D from count station 610235.
[3] Existing traffic volume = 2024 AADT x K x D from count station 611505.
[4] Existing traffic volume = 2024 AADT x K x D from count station 615003.
[5] Existing traffic volume = Average of 2024 AADT x K x D from count stations 615004 and 615006.
[6] Existing traffic volume = 2024 AADT x K x D from count station 615008. Historical AADT values show a decline in traffic volume from 2019 to 2024 and 2020 to 2024, therefore no adjustment was made for year 2027 PHT.
[7] Existing traffic volume = 2024 AADT x K x D from count station 615007.
[8] Existing traffic volume = 2024 AADT x K x D from count station 610243.
[9] Existing traffic volume = Average of 2024 AADT x K x D from count stations 610238 and 610237. Historical AADT values for count station 610238 show a decline in traffic volume from 2019 to 2024 and 2020 to 2024, therefore 2024 PHT (61038) and 2027 PHT for count station 61037 was used in estimate year 2027 PHT.
[10] Existing traffic volume = 2024 AADT x K x D from count station 611510.
[11] Existing traffic volume = 2024 AADT x K x D from count station 611510.
[12] 2027 PHT = 2024 PHT x (1 + Annual Growth Rate) ^[3]. See Appendix.

Segment	Context Classification	Adopted LOS	2027 Background PHT (vph)	PM Peak Hour Project Trips	Total Future PHT (vph)	Peak Directional Max Service Flow [1]	PM Peak Hour Peak Direction
SR 77 Begin 3-Lane – CR 280 Brickyard Rd	C3C	C	868	13	881	798	SB
SR 77 CR 280 Brickyard Rd – CR 273 South Blvd	C2T	C	800	9	809	756	SB
SR 77 CR 273 South Blvd – SR 273	C2T	C	695	6	701	720	SB
CR 273 South Blvd SR 277 to Eastern City Limits East	C2T	C	222	2	224	720	EB
CR 280 Brickyard Road SR 277 – SR 77	C2T	C	141	1	142	720	EB
CR 280 Brickyard Road SR 77 – End of Pavement in City	C2T	C	154	3	157	720	WB
CR 77A SR 77 – CR 280 Brickyard	C2T	C	68	1	69	720	SB
CR 77A CR 280 - Entrance of Falling Waters Recreation Area	C2-Rural	C	68	1	68	430	SB

[1] Maximum Service Volumes obtained from FDOT 2023 Multimodal Quality/Level of Service Handbook.

All impacted segments within the ½ mile impact radius have sufficient capacity to handle the future project trips, except the following impacted segments are deficient under existing and proposed conditions:

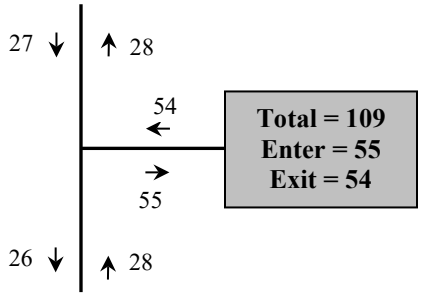
- SR 77 from CR 280 (Brickyard Road) to Begin 3- Lane
- SR 77 from CR 273 (South Blvd) to CR 280 (Brickyard Road)

V. Turn Lane Analysis:

National Cooperative Highway Research Program Report 457, Evaluating Intersections for Improvements: An Engineering Study, was used to determine if an eastbound right turn lane

is warranted at the project entrance on SR 77. SR 77 has an existing two-way left turn lane. The speed limit on SR 77 is 45 mph. The latest available traffic data was obtained from the FDOT Traffic Data website. These counts were used to estimate the AM and PM peak hour northbound approach counts at the proposed project entrance.

AM Peak Hour of Adjacent Street



Northbound is peak direction.

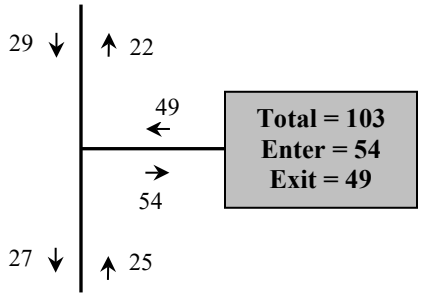
NB Existing Volume (PHT) = AADT x K x D
= 16,300 x 0.095 x 0.55 = 852 vph

NB Future Volume = Existing EB PHT + Project Trips
= 852 + 28 = 880 vph

Future Advancing Volume (NB) = 880 vph
Future Right Turn Project Trips (NB) = 28 vph

Results of this analysis indicate a northbound right turn lane is warranted on SR 77 at the proposed project entrance. (See **Appendix**)

PM Peak Hour of Adjacent Street



Northbound is the off-peak direction.

NB Existing Volume (PHT) = AADT x K x (1-D)
= 16,300 x 0.095 x (1-0.55) = 697 vph

NB Future Volume = Existing EB PHT + Project Trips
= 697 + 25 = 722 vph

Future Advancing Volume (NB) = 722 vph

Future Right Turn Project Trips (NB) = 25 vph

Results of this analysis indicate a northbound right turn lane is warranted on SR 77 at the proposed project entrance. (See **Appendix**)

Taper/Deceleration lengths of the right turn lane should be designed in accordance with the requirements of the FDOT Design Manual.

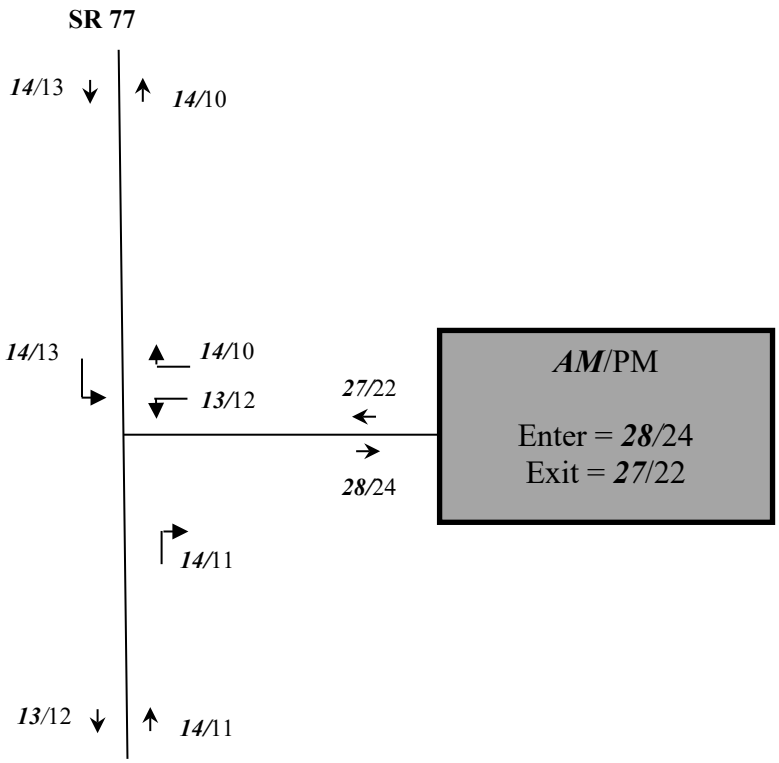
VI. Traffic Operational Analysis:

The project buildout year is 2027. The existing 2026 traffic volumes for SR 77 near the project site were collected on March 12, 2026, and were adjusted to peak season. These adjusted counts were adjusted to the project buildout year using the historical Annual Average Daily Traffic (AADT) from the FDOT traffic data website. FDOT peak season correction report does not include factors specifically for SR 77, so the data for SR 79 was used in this analysis. This evaluation is based on the following scenario:

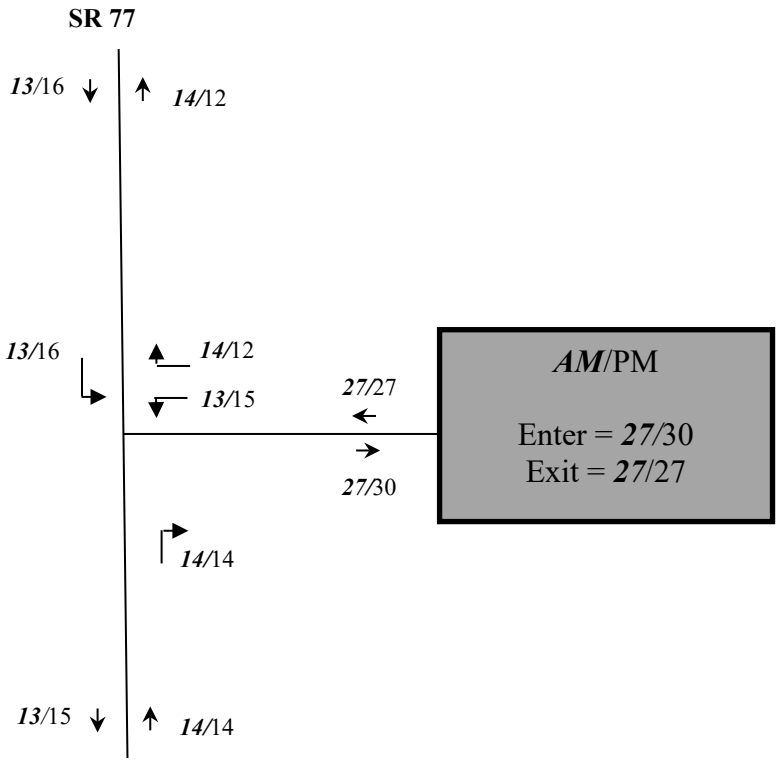
a. 2027 Future Build with project.

An AM and PM peak hour operations analysis was performed using SYNCHRO 12 at the unsignalized intersection of SR 77 at project entrance. The following tables show the trip distribution for net new project trips and pass-by trips in the AM and PM peak hours (***AM***/PM):

Net New Project Trips



Pass-by Trips



The volumes used in this analysis are provided in the **Appendix**. The SYNCHRO 12 results are summarized in the tables below and SYNCHRO 12 output sheets are provided in the **Appendix**.

AM Peak Hour		
Scenario	**Intersection Average Delay (seconds/vehicle)**	**Intersection Level of Service**
2027 Future Build with project	0.8	A

AM Peak Hour				
Scenario	**Approach Level of Service (LOS) /Delay**			
	Eastbound	Westbound	Northbound	Southbound
2027 Future Build with project	n/a	C/15.6	A/0.0	A/0.4

AM Peak Hour				
Scenario	**Queue Length 95th%tile (Feet)**			
		Westbound		Southbound
		Left/Right		Left
2027 Future Build with project		25/25		25

PM Peak Hour		
Scenario	**Intersection Average Delay (seconds/vehicle)**	**Intersection Level of Service**
2027 Future Build with project	0.7	A

PM Peak Hour				
Scenario	**Approach Level of Service (LOS) /Delay**			
	Eastbound	Westbound	Northbound	Southbound
2027 Future Build with project	n/a	C/19.0	A/0.0	A/0.3

PM Peak Hour				
Scenario	**Queue Length 95th%tile (Feet)**			
		Westbound		Southbound
		Left/Right		Left
2027 Future Build with project		25/25		25

As shown above, the overall intersection and all movements would operate at an acceptable LOS.

VII. Conclusion:

All impacted segments within the ½ mile impact radius have sufficient capacity to handle the future project trips, except the following impacted segments are deficient under existing and proposed conditions:

- SR 77 from CR 280 (Brickyard Road) to Begin 3- Lane
- SR 77 from CR 273 (South Blvd) to CR 280 (Brickyard Road)

Results of this analysis indicate a northbound right turn lane is warranted on SR 77 at the proposed project entrance. Taper/Deceleration lengths of the right turn lane should be designed in accordance with the requirements of the FDOT Design Manual.

The overall intersection, approaches, and movements would operate at an acceptable LOS.

APPENDIX

Trip Generation and Distribution

Fast-Food Restaurant with Drive-Through Window (934)

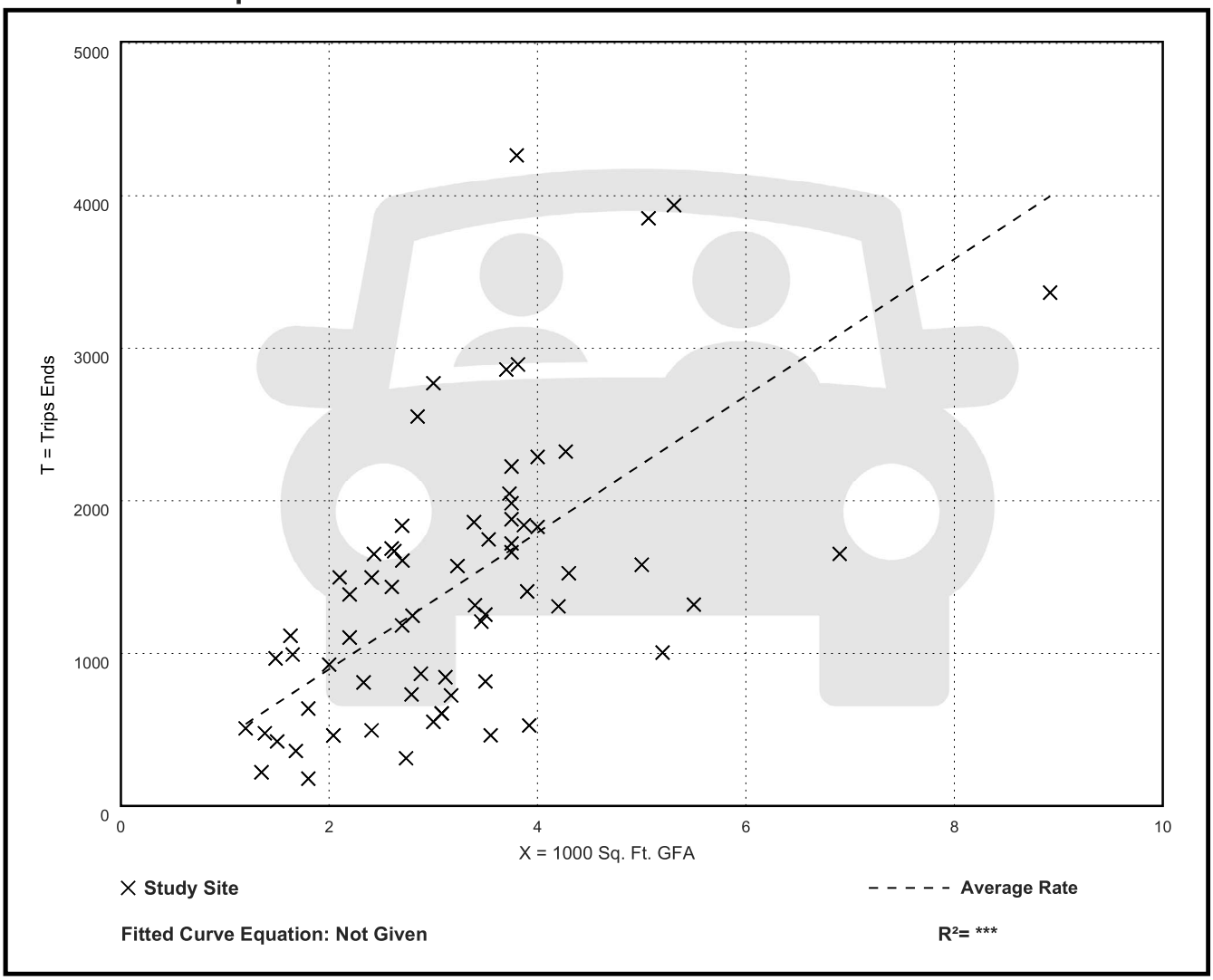
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 68
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
448.12	98.89 - 1122.37	217.66

Data Plot and Equation



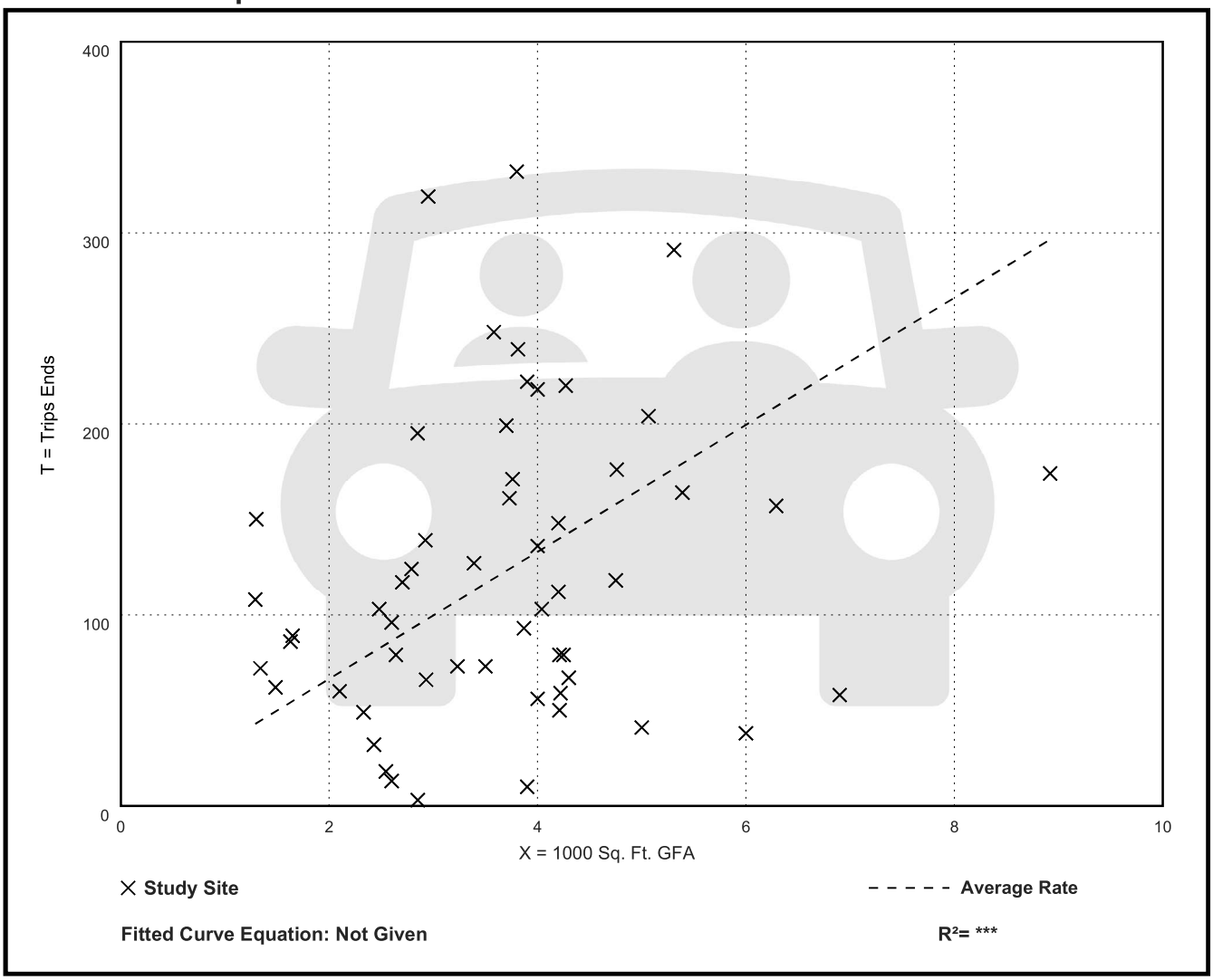
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	55
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.24	1.05 - 115.38	22.70

Data Plot and Equation



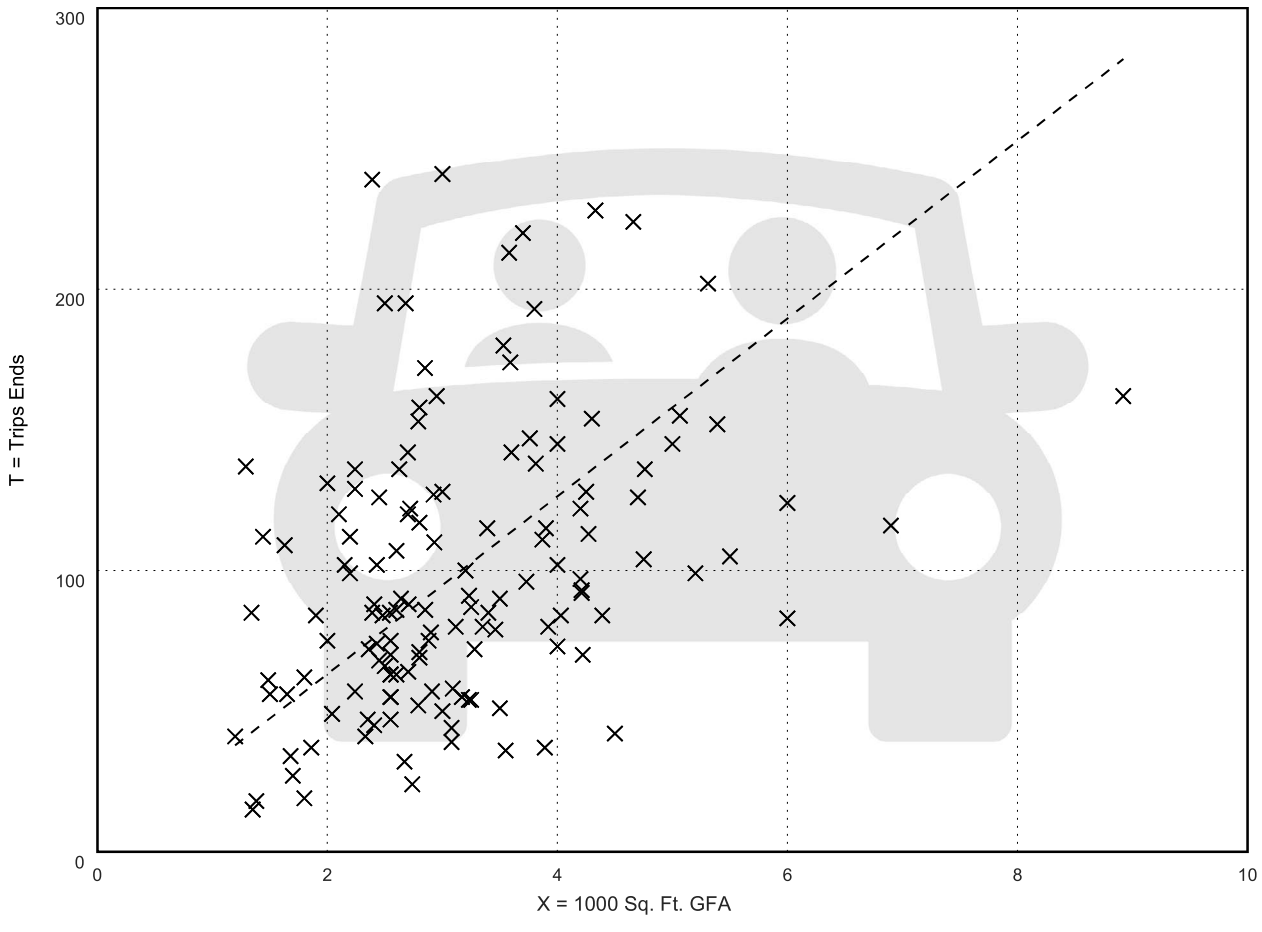
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	139
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
31.60	8.77 - 106.20	16.21

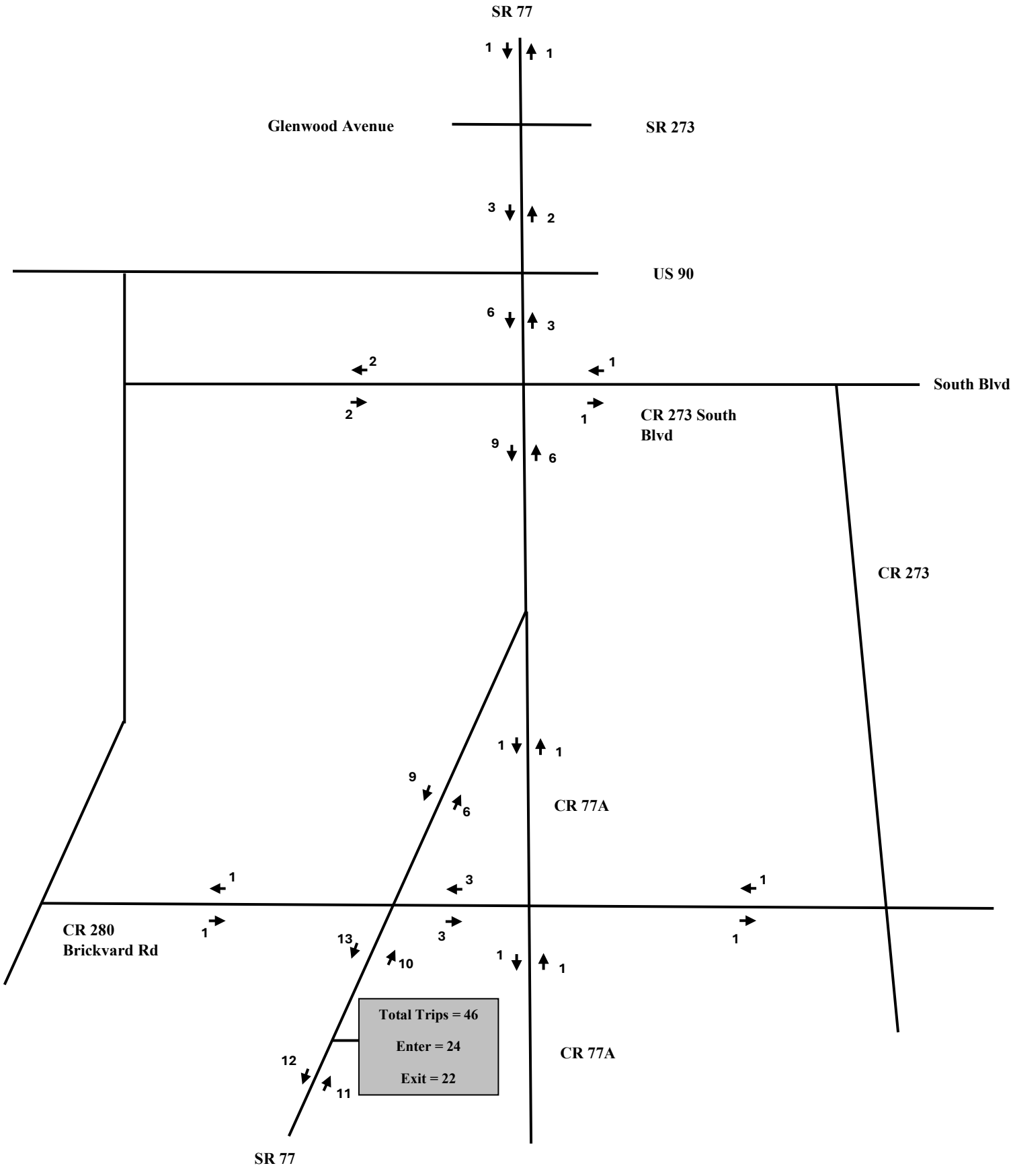
Data Plot and Equation



PM Peak Hour Net New Project Trip Distribution

Jack's Restaurant

March 31, 2026



FDOT Historical AADT Report

Count Stations

610235 – SR 77, 0.295 Miles South of CR 280 Brickyard Road

611505 – SR 77, 550 feet North of CR 280 Brickyard Road

615003 – SR 77, 500 feet South of US 90

615004 – SR 77, 200 feet North of US 90

615006 – SR 77, Just South of SR 273

615008 – CR 273 South Boulevard, 200 feet West of SR 77

615007 – CR 273 South Boulevard, 150 feet East of SR 77

610243 – CR 280 Brickyard Road, 350 feet East of SR 277

610238 - CR 280 Brickyard Road, 400 feet West of CR 273 Orange Hill Road

610237 - CR 280 Brickyard Road, 350 feet East of CR 273 Orange Hill Road

610238 – CR 77A Falling Waters Road, 450 feet South of CR 280 Brickyard Road

Annual Growth Rate Spreadsheets

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 0235 - SR 77 - 0.295 M S OF CR 280 (BRICKYARD RD)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	16300 C	N 7900	S 8400	9.50	55.00	7.50
2023	17000 C	N 8300	S 8700	9.50	54.80	7.10
2022	17000 C	N 8200	S 8800	9.50	54.40	6.80
2021	15600 C	N 7600	S 8000	9.50	55.10	6.80
2020	15400 F	N 7500	S 7900	9.50	56.20	7.40
2019	15800 C	N 7700	S 8100	9.50	57.00	7.40
2018	15300 C	N 7400	S 7900	9.50	56.00	5.80
2017	15300 C	N 7400	S 7900	9.50	55.20	5.90
2016	14200 C	N 7000	S 7200	9.50	55.40	5.90
2015	13000 C	N 6600	S 6400	9.50	55.00	5.70
2014	13900 C	N 6800	S 7100	9.50	55.20	5.60
2013	14600 C	N 7100	S 7500	9.50	55.80	5.90
2012	13500 C	N 6600	S 6900	9.50	56.00	3.50
2011	15100 C	N 7300	S 7800	9.50	55.50	5.50
2010	15300 C	N 7500	S 7800	10.89	55.51	5.90
2009	14200 C	N 6900	S 7300	10.70	55.85	6.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 0237 - CR 280(BRICKYARD RD) - 350' E OF CR 273 (ORANGE HILL RD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	2600 F		0		0	9.50	55.00	12.30
2023	2600 C	E	0	W	0	9.50	54.80	11.30
2022	2700 C	E	0	W	0	9.50	54.40	10.00
2021	2500 C	E	0	W	0	9.50	55.10	7.00
2020	2500 C	E	0	W	0	9.50	56.20	7.60
2019	2300 C	E	0	W	0	9.50	57.00	6.70
2018	2400 C	E	0	W	0	9.50	56.00	8.00
2017	2300 C	E	0	W	0	9.50	55.20	8.60
2016	2200 C	E	0	W	0	9.50	55.40	10.20
2015	1900 C	E	0	W	0	9.50	55.00	8.20
2014	2300 C	E		W		9.50	55.20	5.00
2013	2500 F		0		0	9.50	55.80	8.70
2012	2500 C	E	0	W	0	9.50	56.00	1.70
2011	2700 C	E	0	W	0	9.50	55.50	6.40
2010	2600 C	E	0	W	0	10.89	55.51	6.50
2009	2500 C	E	0	W	0	10.70	55.85	5.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 0238 - CR 280(BRICKYARD RD) - 400' W OF CR 273(ORANGEHILL RD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	3100 C	E	0	W	0	9.50	55.00	12.30
2023	4900 C	E	0	W	0	9.50	54.80	11.30
2022	3500 C	E	0	W	0	9.50	54.40	10.00
2021	3600 C	E	0	W	0	9.50	55.10	7.00
2020	3300 C	E	0	W	0	9.50	56.20	7.60
2019	3300 C	E	0	W	0	9.50	57.00	6.70
2018	3200 C	E	0	W	0	9.50	56.00	8.00
2017	3400 C	E	0	W	0	9.50	55.20	8.60
2016	3300 C	E	0	W	0	9.50	55.40	10.20
2015	3600 C	E	0	W	0	9.50	55.00	8.20
2014	3200 C	E		W		9.50	55.20	5.00
2013	3300 F		0		0	9.50	55.80	12.50
2012	3400 C	E	0	W	0	9.50	56.00	1.70
2011	3700 C	E	0	W	0	9.50	55.50	6.40
2010	3500 C	E	0	W	0	10.89	55.51	6.50
2009	3200 C	E	0	W	0	10.70	55.85	5.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 0243 - CR 280 (BRICKYARD RD) - 350' E OF SR 277

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	2700 C	E	0	W	0	9.50	55.00	12.30
2023	2800 C	E	0	W	0	9.50	54.80	11.30
2022	3000 C	E	0	W	0	9.50	54.40	10.00
2021	3100 C	E	0	W	0	9.50	55.10	7.00
2020	2700 C	E	0	W	0	9.50	56.20	7.60
2019	3000 C	E	0	W	0	9.50	57.00	6.70
2018	2800 C	E	0	W	0	9.50	56.00	8.00
2017	2700 C	E	0	W	0	9.50	55.20	8.60
2016	2900 C	E	0	W	0	9.50	55.40	10.20
2015	2700 C	E	0	W	0	9.50	55.00	8.20
2014	2500 C	E		W		9.50	55.20	5.00
2013	2800 F		0		0	9.50	55.80	12.50
2012	2800 C	E	0	W	0	9.50	56.00	1.70
2011	2800 C	E	0	W	0	9.50	55.50	6.40
2010	2800 C	E	0	W	0	10.89	55.51	6.50
2009	2800 C	E	0	W	0	10.70	55.85	5.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 1505 - SR 77 - 550' N OF CR 280 (BRICKYARD RD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	14500 F		0		0	9.50	55.00	7.50
2023	14500 C	N	0	S	0	9.50	54.80	8.10
2022	14500 C	N	0	S	0	9.50	54.40	8.90
2021	13500 C	N	0	S	0	9.50	55.10	8.40
2020	13500 C	N	0	S	0	9.50	56.20	10.00
2019	16000 C	N	0	S	0	9.50	57.00	8.00
2018	14500 C	N	0	S	0	9.50	56.00	7.40
2017	14000 C	N	0	S	0	9.50	55.20	8.80
2016	14000 C	N	0	S	0	9.50	55.40	8.10
2015	14000 C	N	0	S	0	9.50	55.00	6.90
2014	13500 C	N		S		9.50	55.20	7.50
2013	14500 C	N	0	S	0	9.50	55.80	7.80
2012	12500 C	N	0	S	0	9.50	56.00	5.70
2011	14000 C	N	0	S	0	9.50	55.50	7.60
2010	14500 C	N	0	S	0	10.89	55.51	7.90
2009	13500 C	N	0	S	0	10.70	55.85	8.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 1510 - C77A(FALLING WATERS RD) - 450' S OF CR 280(BRICK YARD RD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	1300 C	N	0	S	0	9.50	55.00	12.30
2023	1500 C	N	0	S	0	9.50	54.80	11.30
2022	1600 C	N	0	S	0	9.50	54.40	10.00
2021	1600 C	N	0	S	0	9.50	55.10	7.00
2020	1300 C	N	0	S	0	9.50	56.20	7.60
2019	1500 C	N	0	S	0	9.50	57.00	6.70
2018	1500 C	N	0	S	0	9.50	56.00	8.00
2017	1500 C	N	0	S	0	9.50	55.20	8.60
2016	1400 C	N	0	S	0	9.50	55.40	10.20
2015	1300 C	N	0	S	0	9.50	55.00	8.20
2014	1400 C	N		S		9.50	55.20	5.00
2013	1500 F		0		0	9.50	55.80	12.50
2012	1500 C	N	0	S	0	9.50	56.00	1.70
2011	1600 C	N	0	S	0	9.50	55.50	6.40
2010	1500 C	N	0	S	0	10.89	55.51	6.50
2009	1400 C	N	0	S	0	10.70	55.85	5.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 5003 - SR 77 - 500' S OF SR 10 (US 90), CHIPLEY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	12500 C	N	0	S	0	9.50	55.00	7.50
2023	12500 C	N	0	S	0	9.50	54.80	8.10
2022	13000 C	N	0	S	0	9.50	54.40	8.90
2021	11500 C	N	0	S	0	9.50	55.10	8.40
2020	11500 C	N	0	S	0	9.50	56.20	10.00
2019	13000 C	N	0	S	0	9.50	57.00	8.00
2018	12000 C	N	0	S	0	9.50	56.00	7.40
2017	12000 C	N	0	S	0	9.50	55.20	8.80
2016	14000 C	N	0	S	0	9.50	55.40	8.10
2015	12000 C	N	0	S	0	9.50	55.00	6.90
2014	11000 C	N		S		9.50	55.20	7.50
2013	11500 C	N	0	S	0	9.50	55.80	7.80
2012	11000 C	N	0	S	0	9.50	56.00	5.70
2011	12500 C	N	0	S	0	9.50	55.50	7.60
2010	12000 C	N	0	S	0	10.89	55.51	7.90
2009	12000 C	N	0	S	0	10.70	55.85	8.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 5004 - SR 77 - 200' N OF SR 10 (US 90), CHIPLEY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	13000 F		0		0	9.50	55.00	7.50
2023	13000 C	N	0	S	0	9.50	54.80	8.10
2022	12000 C	N	0	S	0	9.50	54.40	8.90
2021	10500 C	N	0	S	0	9.50	55.10	8.40
2020	11000 C	N	0	S	0	9.50	56.20	10.00
2019	11500 C	N	0	S	0	9.50	57.00	8.00
2018	12000 C	N	0	S	0	9.50	56.00	7.40
2017	11500 C	N	0	S	0	9.50	55.20	8.80
2016	12000 C	N	0	S	0	9.50	55.40	8.10
2015	11500 C	N	0	S	0	9.50	55.00	6.90
2014	12500 C	N		S		9.50	55.20	7.50
2013	12000 C	N	0	S	0	9.50	55.80	7.80
2012	11500 C	N	0	S	0	9.50	56.00	5.70
2011	12000 C	N	0	S	0	9.50	55.50	7.60
2010	11500 C	N	0	S	0	10.89	55.51	7.90
2009	12000 C	N	0	S	0	10.70	55.85	8.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 5006 - SR 77 - 75' N OF CAMPBELLTON AVE (S OF SR 273)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	8700 C	N 4400	S 4300	9.50	55.00	8.90
2023	8900 C	N 4500	S 4400	9.50	54.80	8.50
2022	8500 C	N 4200	S 4300	9.50	54.40	10.40
2021	8900 C	N 4500	S 4400	9.50	55.10	9.70
2020	8600 F	N 4300	S 4300	9.50	56.20	10.10
2019	8800 C	N 4400	S 4400	9.50	57.00	10.10
2018	8800 C	N 4400	S 4400	9.50	56.00	8.60
2017	8100 C	N 4100	S 4000	9.50	55.20	8.20
2016	8100 C	N 4000	S 4100	9.50	55.40	7.80
2015	7500 C	N 3700	S 3800	9.50	55.00	7.20
2014	7800 C	N 4000	S 3800	9.50	55.20	8.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 5007 - CR 273 (SOUTH BLVD) - 150' E OF SR 77, CHIPLEY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	4200 F		0		0	9.50	55.00	12.30
2023	4200 C	E	0	W	0	9.50	54.80	11.30
2022	5000 C	E	0	W	0	9.50	54.40	10.00
2021	5300 C	E	0	W	0	9.50	55.10	7.00
2020	4500 C	E	0	W	0	9.50	56.20	7.60
2019	4100 C	E	0	W	0	9.50	57.00	6.70
2018	4900 C	E	0	W	0	9.50	56.00	8.00
2017	5600 C	E	0	W	0	9.50	55.20	8.60
2016	5800 C	E	0	W	0	9.50	55.40	10.20
2015	4800 C	E	0	W	0	9.50	55.00	8.20
2014	5200 C	E		W		9.50	55.20	5.00
2013	6200 F		0		0	9.50	55.80	12.50
2012	6300 C	E	0	W	0	9.50	56.00	1.70
2011	5800 C	E	0	W	0	9.50	55.50	6.40
2010	4900 C	E	0	W	0	10.89	55.51	6.50
2009	4800 C	E	0	W	0	10.70	55.85	5.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 61 - WASHINGTON

SITE: 5008 - CR 273 (SOUTH BLVD) - 200' W OF SR 77, CHIPLEY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2024	3100 C	E	0	W	0	9.50	55.00	12.30
2023	3200 C	E	0	W	0	9.50	54.80	11.30
2022	3800 C	E	0	W	0	9.50	54.40	10.00
2021	3500 C	E	0	W	0	9.50	55.10	7.00
2020	3900 C	E	0	W	0	9.50	56.20	7.60
2019	4900 C	E	0	W	0	9.50	57.00	6.70
2018	3900 C	E	0	W	0	9.50	56.00	8.00
2017	3800 C	E	0	W	0	9.50	55.20	8.60
2016	5000 C	E	0	W	0	9.50	55.40	10.20
2015	4400 C	E	0	W	0	9.50	55.00	8.20
2014	3700 C	E		W		9.50	55.20	5.00
2013	3700 F		0		0	9.50	55.80	12.50
2012	3800 C	E	0	W	0	9.50	56.00	1.70
2011	3900 C	E	0	W	0	9.50	55.50	6.40
2010	3700 C	E	0	W	0	10.89	55.51	6.50
2009	4000 C	E	0	W	0	10.70	55.85	5.50

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

SR 77,0.295 Miles South of CR 280 (Brickyard RD) - 610235

	Year		
	2019	2024	Period
AADT	15800	16300	5

Annual Growth Rate = 0.6%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0188689

	2024 PHT	**2027 PHT**
NB	697	710
SB	852	868

16300

SR 77, 550 feet North of CR 280 (Brickyard RD) - 611505

	Year		
	2020	2024	Period
AADT	13500	14500	4

Annual Growth Rate = 1.8%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0550564

	2024 PHT	**2027 PHT**
NB	620	654
SB	758	800

SR 77, 500 feet South of US 90 - 615003

	Year		
	2020	2024	Period
AADT	11500	12500	4

Annual Growth Rate = 2.1%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0645330

	2024 PHT	**2027 PHT**
NB	534	568
SB	653	695

SR 77, 200 feet North of US 90 - 615004

	Year		
	2019	2024	Period
AADT	11500	13000	5

Annual Growth Rate = 2.5%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0763346

	2024 PHT	**2027 PHT**
NB	679	731
SB	556	598

SR 77, Just South of SR 273 - 615006

	Year		
	2020	2024	Period
AADT	8600	8700	4

Annual Growth Rate = 0.3%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0087083

	2024 PHT	**2027 PHT**
NB	455	459
SB	372	375

CR 273, 200 feet West of SR 77 - 615008

	Year		
	2020	2024	Period
AADT	3900	3100	4

Annual Growth Rate = -5.6%

3-Year Growth Factor

3-Year Growth Factor - 3 years 0.8418269

	2024 PHT	**2027 PHT**
EB	133	112
WB	162	136

PHT for 2024 was used for 2027 in the segment analysis.

CR 273, 150 feet East of SR 77 - 615007

	Year		
	2019	2024	Period
AADT	4100	4200	5

Annual Growth Rate = 0.5%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0145636

	2024 PHT	**2027 PHT**
EB	219	222
WB	180	183

CR 280 Brickyard Rd, 350 feet East of SR 277 - 610243

	Year		
	2020	2024	Period
AADT	2700	2700	4

Annual Growth Rate = 0.0%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0000000

	2024 PHT	**2027 PHT**
EB	141	141
WB	115	115

CR 280 Brickyard Rd, 400 feet West of CR 273 Orange Hill Rd - 610238

	Year		
	2019	2024	Period
AADT	3300	3100	5

Annual Growth Rate = -1.2%

3-Year Growth Factor

3-Year Growth Factor - 3 years 0.9631827

	2024 PHT	**2027 PHT**
EB	133	128
WB	162	156

PHT for 2024 was used for 2027 in the segment analysis.

CR 280 Brickyard Rd, 350 feet East of CR 273 Orange Hill Rd - 610237

	Year		
	2019	2024	Period
AADT	2300	2600	5

Annual Growth Rate = 2.5%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0763346

	2024 PHT	**2027 PHT**
EB	111	119
WB	136	146

CR 77A Falling Waters Rd, 450 feet South of CR 280 Brickyard Rd - 610238

	Year		
	2020	2024	Period
AADT	1300	1300	4

Annual Growth Rate = 0.0%

3-Year Growth Factor

3-Year Growth Factor - 3 years 1.0000000

	2024 PHT	**2027 PHT**
NB	56	56
SB	68	68

FDOT AADT Report and Level of Service Tables

FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 61 WASHINGTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0002		STATE PARK RD - 125' E OF CR 77A (FALLING WATERS	E	0	W	0	1300	C	9.5	55.0F	12.3F
0004		SR 79 - 0.5 M S OF MALLORY RD	N	3300	S	3200	6500	C	9.5	59.4F	11.1F
0005		SR 79 - 425' N OF CR 279 (MOSS HILL RD)	N	4500E	S	4700E	9200	F	9.5	55.0F	11.3P
0006		SR 79 - 370' S OF CR 278/CREEK RD (N OF BRIDGE)	N	3500E	S	3400E	6900	F	9.5	59.4F	11.1F
0007		CR 77A (STATE PARK RD RD) - 150' E OF SR 77		0E		0E	1400	F	9.5	55.0F	12.3F
0011		SR 277 - 600' S OF CR 280 (BRICKYARD RD)	N	2100E	S	2100E	4200	F	9.5	55.0F	8.6P
0013		SR 10 (US90) - 1500' E OF SR 277 (VERNON HWY)	E	3000E	W	3000E	6000	F	9.5	55.0F	10.4P
0014		SR 277 - 500' S OF SR 10 (US 90)	N	0	S	0	3900	C	9.5	55.0F	11.5F
0022		SR 20 - 425' E OF CHOCTAW RIVER BRIDGE(@ CO LINE	E	6000	W	5800	11800	C	9.5	55.0F	15.4A
0026		SR 10 (US90) - 1125' E OF CR 179, CARYVILLE	E	1700E	W	1600E	3300	F	9.5	55.0F	12.2P
0031		SR 277 -275' S OF BRUNER DAIRY RD (@ VERNON CL)	N	1400E	S	1400E	2800	F	9.5	55.0F	13.8P
0036		SR-277 REALIGN - BETWEEN CHURCH ST AND OLD ALIGN		0E		0E	5500	F	9.5	55.0F	11.5F
0056		CR 279 (PATE POND RD) - N OF I-10, 225' N OF DIV		0E		0E	2000	F	9.5	55.0F	12.3F
0074		SR 277 - 250' N OF CR 280		0E		0E	3200	F	9.5	55.0F	11.5F
0080		CR 284A (SHELL LANDING RD) - 150' S OF RIVER RD	N	150E	S	150E	300	F	9.5	55.0F	10.5P
0089		CR 279 - 425' NW OF CR 280 (DOUGLAS FERRY RD)		0E		0E	1300	F	9.5	55.0F	12.3F

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AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 61 WASHINGTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0090		SR 10 (US 90) - 550' W OF SEWELL FARM RD	E 1600E	W 1700E	3300	F	9.5	55.0F	9.3P
0095		CR 170 (WILDERNESS RD) - 400' SE OF CR 280	0E	0E	250	F	9.5	55.0F	12.3F
0096		CR 280 (DOUGLAS FERRY RD) - 425' W OF SR 79	0E	0E	1100	F	9.5	55.0F	12.3F
0097		CR 280 (DOUGLAS FERRY RD) - 400' SW OF CR 279	0E	0E	750	F	9.5	55.0F	12.3F
0098		CR 284 (MILLERS FERRY RD) - 325' W OF SR 79	E 750E	W 750E	1500	F	9.5	55.0F	13.2P
0100		SR 79 - 575' S CR 280 (DOUGLAS FERRY RD)	N 2600E	S 2700E	5300	F	9.5	59.4F	11.1P
0103		CR 279 (PATE POND RD) - 410' NW OF SR 79	0E	0E	2100	F	9.5	55.0F	12.3F
0109		SR 79 - 700' S OF SR 20	N 5800	S 6200	12000	C	9.5	59.4F	11.1A
0110		CR 278 (PIONEER RD) - 1175' E OF SR 277	0E	0E	1100	F	9.5	55.0F	12.3F
0115		SR 79 - 850' N OF JAMES POTTER RD, EBRO	N 3300	S 3200	6500	C	9.5	59.4F	11.1F
0120		CR 273 - 440' N OF I-10 OVERPASS @ N END OF GUAR	0E	0E	3100	F	9.5	55.0F	12.3F
0130		SR 77 - 0.110 M S OF MUD HILL ROAD @ S CL OF WAU	N 2800	S 2900	5700	C	9.5	55.0F	11.5A
0131		SUNNY HILLS BLVD - 100' E OF SR 77 @ ENT / EXIT	E 650E	W 650E	1300	F	9.5	55.0F	12.3F
0132		ELKCAM RD - 500' E OF SR 77	E 500E	W 500E	1000	F	9.5	55.0F	12.3F
0137		CR 278A (BONNETT POND RD) - 200' N OF CR 278 (PI	N 250E	S 200E	450	F	9.5	55.0F	9.4P
0153		CR 280 (DOUGLAS FERRY RD) - 300' W OF SR 277	0E	0E	700	F	9.5	55.0F	12.3F

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COUNTY: 61 WASHINGTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0204		CR 179(WRIGHTS CREEK RD) - 225' N OF SR 10 (US90	0E	0E	3000 F	9.5	55.0F	12.3F
0205		SR 10(US90) - 525' E OF CHOCTAWHATCHEE RIVER BRI	0E	0E	3200 F	9.5	55.0F	8.0F
0222		CR 278 (CREEK RD) - 225' W OF SR 79	0E	0E	750 F	9.5	55.0F	12.3F
0224		CR 276(ALFORD RD) - 250' E OF CR 273(ORANGEHILL	0E	0E	1700 F	9.5	55.0F	12.3F
0225		CR 276 (CLAYTON RD) - 625' E OF SR 277	0E	0E	1300 F	9.5	55.0F	12.3F
0226		CR 276 (CLAYTON RD) - 300' E OF SR 77	0E	0E	1300 F	9.5	55.0F	12.3F
0228		GRIFFIN RD - 550' N OF SR 10 (US 90)	0E	0E	1600 F	9.5	55.0F	12.3F
0229		CR 277 (COPE RD) - 200' N OF CR 166 (OLD BONIFAY	N 0	S 0	750 C	9.5	55.0F	12.3F
0230		CR 166(OLD BONIFAY RD) - 150' W OF CR 277(COPE R	0E	0E	650 F	9.5	55.0F	12.3F
0233		CR 278 (PIONEER RD) - 0.516 MILE E OF SR 77 (E O	0E	0E	900 F	9.5	55.0F	12.3F
0234		SR 77 - 1000' N OF I-10 (375' S OF NADIA AVE)	N 6900E	S 7000E	13900 F	9.5	55.0F	7.5F
0235		SR 77 - 0.295 M S OF CR 280 (BRICKYARD RD)	N 7900	S 8400	16300 C	9.5	55.0F	7.5A
0237		CR 280(BRICKYARD RD) - 350' E OF CR 273 (ORANGE	0E	0E	2600 F	9.5	55.0F	12.3F
0238		CR 280(BRICKYARD RD) - 400' W OF CR 273(ORANGEHI	E 0	W 0	3100 C	9.5	55.0F	12.3F
0241		CR 276 (CLAYTON RD) - 400' W OF SR 77	0E	0E	1900 F	9.5	55.0F	12.3F
0242		CR 276 (PINEY GROVE RD) - 700' S OF SR 277	0E	0E	700 F	9.5	55.0F	12.3F

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COUNTY: 61 WASHINGTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0243		CR 280 (BRICKYARD RD) - 350' E OF SR 277	E	0	W	0	2700	C	9.5	55.0F	12.3F
0245		CR 280(CORBIN RD) - 550' E OF CR 273(ORANGE HILL		0E		0E	1600	F	9.5	55.0F	12.3F
0247		SR 77 - 1400' S OF CR 279 (MOSS HILL RD)		0E		0E	9000	X	9.5	55.0F	11.6F
0248		CR279 (MOSS HILL RD) - SW OF SR79 (0.25 M NW OF		0E		0E	4300	F	9.5	55.0F	12.3F
0249		SR 20 - 1300' E OF SR 79, EBRO	E	2600E	W	2800E	5400	F	9.5	55.0F	20.3P
0250		SR 77 - 0.5 MILE S OF I-10	N	4100E	S	4400E	8500	F	9.5	55.0F	11.6F
0251		CR 279(PATE POND RD) - S OF I-10, 0.200 M S OF D		0E		0E	1700	F	9.5	55.0F	12.3F
0253	T	SR 79, 443' SOUTH OF SPOOL MILL RD, WASHINGTON C		0E		0E	6800	X	9.5	59.4F	11.1F
0254	T	SR 77, 406' NORTH OF LONNIE ROAD, WASHINGTON CO.	N	2916	S	2974	5890	C	9.5	51.8A	11.8A
0344	T	SR-10/US 90,0.6 MILE WEST OF SR-277,WASHINGTON C	E	2113	W	2052	4165	C	9.5	59.0A	8.0A
1501		SR 77 - 600' S OF BAHOMA RD, N OF CHIPLEY	N	1900E	S	1800E	3700	F	9.5	55.0F	9.3P
1502		CR 166 (OLD BONIFAY RD) - 350' E OF GRIFFIN RD	E	0	W	0	900	C	9.5	55.0F	12.3F
1503		SR 10 (US 90) - 500' W OF SR 77 IN CHIPLEY (W OF	E	3500E	W	3400E	6900	F	9.5	55.0F	8.0F
1505		SR 77 - 550' N OF CR 280 (BRICKYARD RD)		0E		0E	14500	F	9.5	55.0F	7.5F
1506		SR 10 (US 90) - 400' E OF ORANGE ST, CHIPLEY	E	2500E	W	2600E	5100	F	9.5	55.0F	8.0F
1507		CR 273 (ORANGE HILL RD) - 400' S OF SOUTH BLVD,	N	0	S	0	2800	C	9.5	55.0F	12.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 61 WASHINGTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
1508		SR 10 (US 90) - 300' W OF HOYT STREET, CHIPLEY	E	2900E	W	2700E	5600	F	9.5	55.0F	8.0F
1509		SR 273 - 425' E OF BENNET DR, CHIPLEY	N	1900	S	2000	3900	C	9.5	55.0F	14.7A
1510		C77A(FALLING WATERS RD) - 450' S OF CR 280(BRICK	N	0	S	0	1300	C	9.5	55.0F	12.3F
2002		SR 8 (I-10) - 0.415 MILE E OF CR 279, @ CYPRSS S	E	9600	W	10000	19600	C	10.5	54.8F	33.0A
2601		I-10 - WB ON RAMP FROM CR 279	W	550		0	550	C	9.5	99.9W	12.3F
2602		I-10 - EB OFF RAMP TO CR 279	E	550		0	550	C	9.5	99.9W	12.3F
2603		I-10 - WB OFF RAMP TO CR 279	W	500		0	500	C	9.5	99.9W	12.3F
2604		I-10 - EB ON RAMP FROM CR 279	E	550		0	550	C	9.5	99.9W	12.3F
2605		I-10 - WB ON RAMP FROM SR 77		0E		0E	2900	F	9.5	99.9W	7.5F
2606		I-10 - EB ON RAMP FROM SR 77		0E		0E	1900	F	9.5	99.9W	7.5F
2607		I-10 - WB OFF RAMP TO SR 77		0E		0E	2000	F	9.5	99.9W	7.5F
2608		I-10 - EB OFF RAMP TO SR 77		0E		0E	2600	F	9.5	99.9W	7.5F
5003		SR 77 - 500' S OF SR 10 (US 90), CHIPLEY	N	0	S	0	12500	C	9.5	55.0F	7.5F
5004		SR 77 - 200' N OF SR 10 (US 90), CHIPLEY		0E		0E	13000	F	9.5	55.0F	7.5F
5006		SR 77 - 75' N OF CAMPBELLTON AVE (S OF SR 273)	N	4400	S	4300	8700	C	9.5	55.0F	8.9A
5007		CR 273 (SOUTH BLVD) - 150' E OF SR 77, CHIPLEY		0E		0E	4200	F	9.5	55.0F	12.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2024 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 61 WASHINGTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5008		CR 273 (SOUTH BLVD) - 200' W OF SR 77, CHIPLEY	E 0	W 0	3100 C	9.5	55.0F	12.3F
5011		SR 10 (US90) - 150' E OF SR 77, CHIPLEY	E 3800E	W 3900E	7700 F	9.5	55.0F	8.0F
5031		SEVENTH ST - 325' S OF SR 10 (US 90), CHIPLEY	E 0	W 0	900 C	9.5	55.0F	12.3F
9968	T	SR-8/I-10 AT CR-273, SE OF CHIPLEY, WASHINGTON C	E 12244	W 12003	24247 C	10.5	57.1A	28.0A

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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

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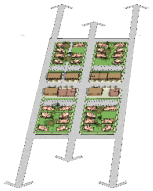
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

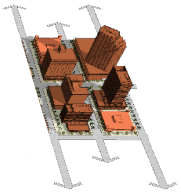
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

NCHRP Report 457
Turn Lane Analysis

Northbound Right Turn Lane Analysis on SR 77 at Project Entrance
AM Peak Hour
4-2-26

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

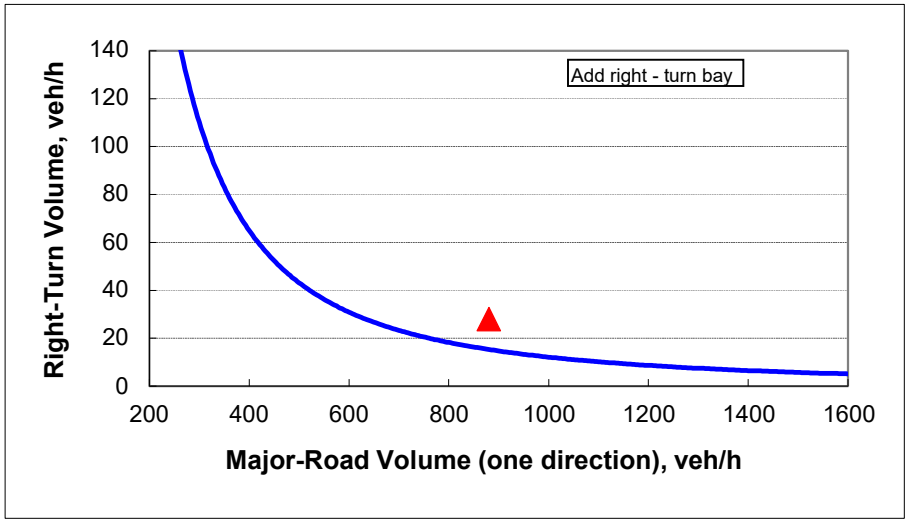
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	880
Right-turn volume, veh/h:	28

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



Northbound Right Turn Lane Analysis on SR 77 at Project Entrance
PM Peak Hour
4-2-26

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

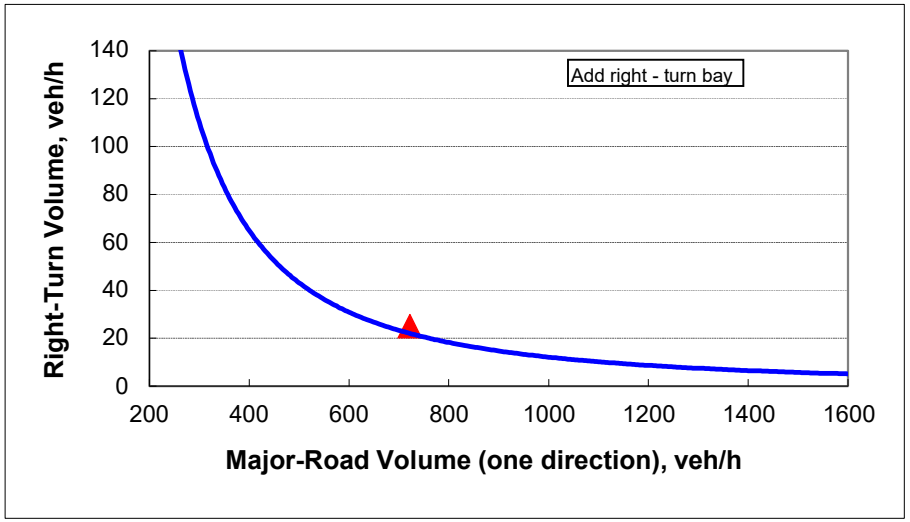
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	722
Right-turn volume, veh/h:	25

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	22
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



AM Peak Hour

Traffic Operations Analysis

SR 77 Near Project Site Turning Movement Counts – 3/12/26

FDOT Peak Season Report

AM Peak Hour Existing and Future Traffic Volumes

SYNCHRO Analysis Output Sheets

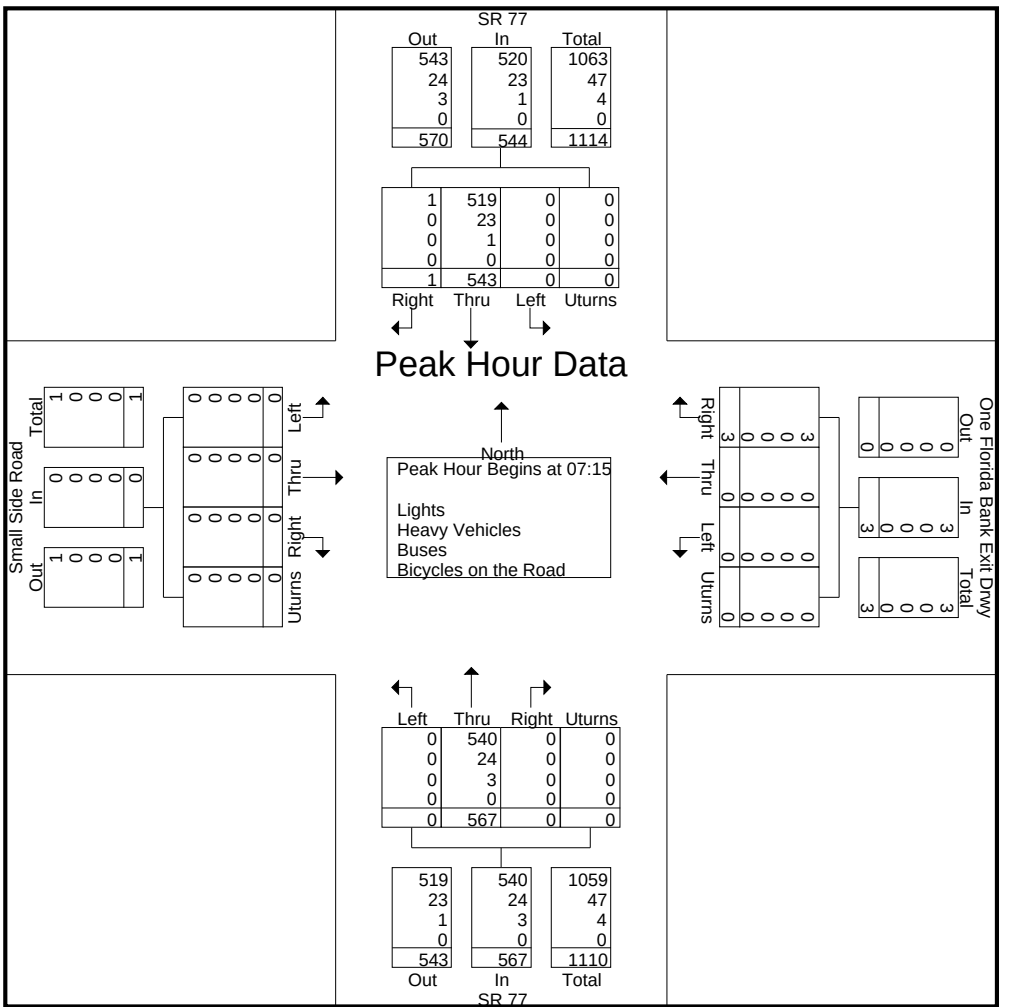
2027 Future Build with project

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
Traffic is Our Only Business

File Name : 25102.01-1
Site Code : 25102.01
Start Date : 3/12/2026
Page No : 3

	SR 77 Southbound					One Florida Bank Exit Drwy Westbound					SR 77 Northbound					Small Side Road Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	99	0	0	99	0	0	1	0	1	0	142	0	0	142	0	0	0	0	0	242
07:30	0	142	0	0	142	0	0	1	0	1	0	130	0	0	130	0	0	0	0	0	273
07:45	0	170	0	0	170	0	0	1	0	1	0	158	0	0	158	0	0	0	0	0	329
08:00	0	132	1	0	133	0	0	0	0	0	0	137	0	0	137	0	0	0	0	0	270
Total Volume	0	543	1	0	544	0	0	3	0	3	0	567	0	0	567	0	0	0	0	0	1114
% App. Total	0	99.8	0.2	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.799	.250	.000	.800	.000	.000	.750	.000	.750	.000	.897	.000	.000	.897	.000	.000	.000	.000	.000	.847
Lights	0	519	1	0	520	0	0	3	0	3	0	540	0	0	540	0	0	0	0	0	1063
% Lights	0	95.6	100	0	95.6	0	0	100	0	100	0	95.2	0	0	95.2	0	0	0	0	0	95.4
Heavy Vehicles	0	23	0	0	23	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	47
% Heavy Vehicles	0	4.2	0	0	4.2	0	0	0	0	0	0	4.2	0	0	4.2	0	0	0	0	0	4.2
Buses	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.4
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 6101 WASHINGTON, SR 79

MOCF: 0.86

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.23	1.43
2	01/07/2024 - 01/13/2024	1.20	1.40
3	01/14/2024 - 01/20/2024	1.17	1.36
4	01/21/2024 - 01/27/2024	1.14	1.33
5	01/28/2024 - 02/03/2024	1.10	1.28
6	02/04/2024 - 02/10/2024	1.07	1.24
7	02/11/2024 - 02/17/2024	1.03	1.20
8	02/18/2024 - 02/24/2024	1.00	1.16
9	02/25/2024 - 03/02/2024	0.96	1.12
10	03/03/2024 - 03/09/2024	0.93	1.08
11	03/10/2024 - 03/16/2024	0.89	1.03
12	03/17/2024 - 03/23/2024	0.89	1.03
13	03/24/2024 - 03/30/2024	0.89	1.03
14	03/31/2024 - 04/06/2024	0.88	1.02
15	04/07/2024 - 04/13/2024	0.88	1.02
16	04/14/2024 - 04/20/2024	0.88	1.02
*17	04/21/2024 - 04/27/2024	0.88	1.02
*18	04/28/2024 - 05/04/2024	0.87	1.01
*19	05/05/2024 - 05/11/2024	0.87	1.01
*20	05/12/2024 - 05/18/2024	0.86	1.00
*21	05/19/2024 - 05/25/2024	0.86	1.00
*22	05/26/2024 - 06/01/2024	0.85	0.99
*23	06/02/2024 - 06/08/2024	0.85	0.99
*24	06/09/2024 - 06/15/2024	0.84	0.98
*25	06/16/2024 - 06/22/2024	0.85	0.99
*26	06/23/2024 - 06/29/2024	0.85	0.99
*27	06/30/2024 - 07/06/2024	0.86	1.00
*28	07/07/2024 - 07/13/2024	0.86	1.00
*29	07/14/2024 - 07/20/2024	0.87	1.01
30	07/21/2024 - 07/27/2024	0.92	1.07
31	07/28/2024 - 08/03/2024	0.98	1.14
32	08/04/2024 - 08/10/2024	1.03	1.20
33	08/11/2024 - 08/17/2024	1.08	1.26
34	08/18/2024 - 08/24/2024	1.10	1.28
35	08/25/2024 - 08/31/2024	1.11	1.29
36	09/01/2024 - 09/07/2024	1.13	1.31
37	09/08/2024 - 09/14/2024	1.14	1.33
38	09/15/2024 - 09/21/2024	1.16	1.35
39	09/22/2024 - 09/28/2024	1.14	1.33
40	09/29/2024 - 10/05/2024	1.13	1.31
41	10/06/2024 - 10/12/2024	1.11	1.29
42	10/13/2024 - 10/19/2024	1.09	1.27
43	10/20/2024 - 10/26/2024	1.10	1.28
44	10/27/2024 - 11/02/2024	1.12	1.30
45	11/03/2024 - 11/09/2024	1.13	1.31
46	11/10/2024 - 11/16/2024	1.14	1.33
47	11/17/2024 - 11/23/2024	1.16	1.35
48	11/24/2024 - 11/30/2024	1.18	1.37
49	12/01/2024 - 12/07/2024	1.19	1.38
50	12/08/2024 - 12/14/2024	1.21	1.41
51	12/15/2024 - 12/21/2024	1.23	1.43
52	12/22/2024 - 12/28/2024	1.20	1.40
53	12/29/2024 - 12/31/2024	1.17	1.36

* PEAK SEASON

SR 77 at Project Entrance

AM Peak Hour

Scenario	Northbound				Southbound				Westbound			
	Left	U-Turn	Thru	Right	Left	U-Turn	Thru	Right	Left	U-Turn	Thru	Right
Existing Volumes 2026	0	0	567	0	0	0	544	0	0	0	0	0
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted Existing 2026	0	0	584	0	0	0	560	0	0	0	0	0
Growth Rate	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**2.0%**	**2.0%**	**2.0%**	**2.0%**
Build-Out Years	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Future No Build 2027 Traffic Volumes	**0**	**0**	**588**	**0**	**0**	**0**	**564**	**0**	**0**	**0**	**0**	**0**
Pass-By Trip Adjustments	0	0	-14	14	13	0	-13	0	13	0	0	14
Net New Project Trips	0	0	0	14	14	0	0	0	13	0	0	14
Future Build 2027 plus Project Trips	**0**	**0**	**574**	**28**	**27**	**0**	**551**	**0**	**26**	**0**	**0**	**28**

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	28	574	28	27	551
Future Vol, veh/h	26	28	574	28	27	551
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	90	92	92	80
Heavy Vehicles, %	0	0	5	0	0	4
Mvmt Flow	28	30	638	30	29	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1385	638	0	0	668	0
Stage 1	638	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	160	480	-	-	931	-
Stage 1	530	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	155	480	-	-	931	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	457	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	294	480	931	-
HCM Lane V/C Ratio	-	-	0.096	0.063	0.032	-
HCM Ctrl Dly (s/v)	-	-	18.5	13	9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

PM Peak Hour

Traffic Operations Analysis

SR 77 Near Project Site Turning Movement Counts – 3/12/26

FDOT Peak Season Report

PM Peak Hour Existing and Future Traffic Volumes

SYNCHRO Analysis Output Sheets

2027 Future Build with project

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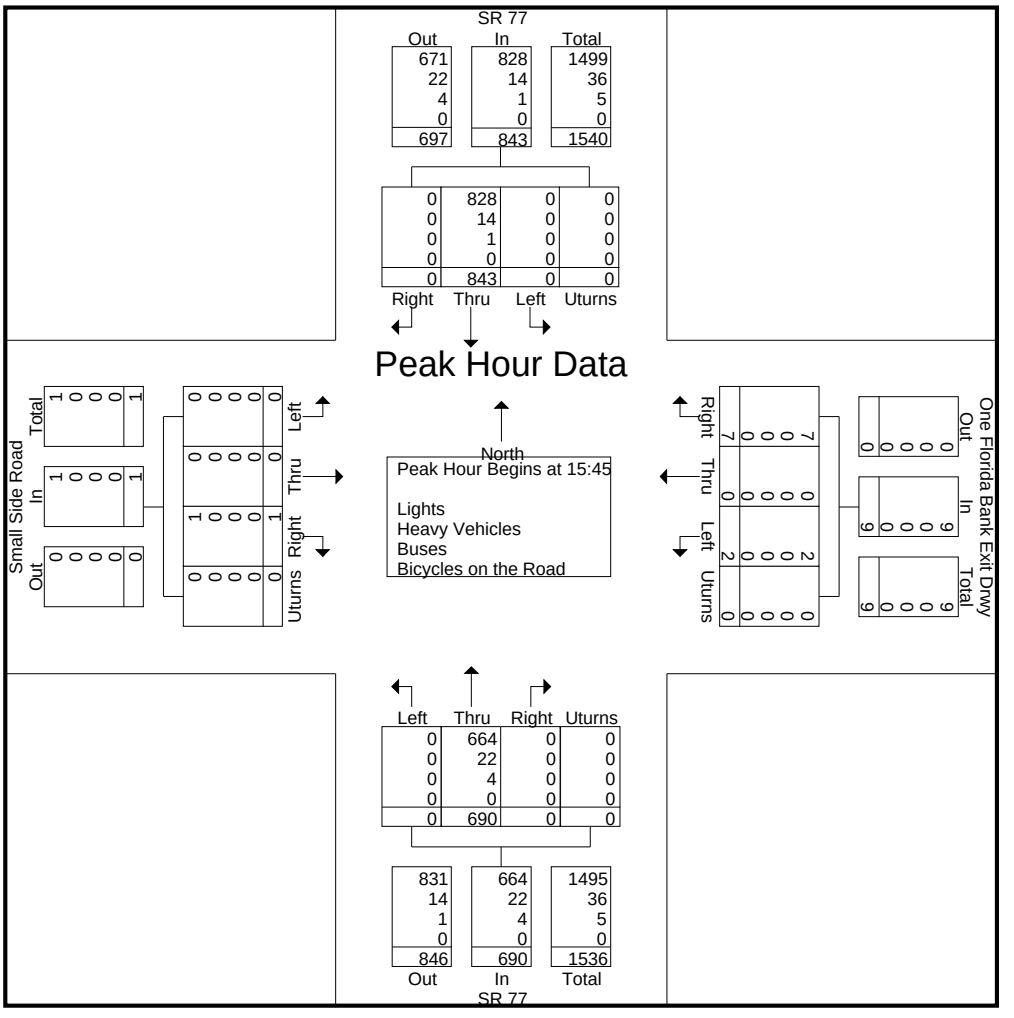
File Name : 25102.01-1
Site Code : 25102.01
Start Date : 3/12/2026
Page No : 4

	SR 77 Southbound					One Florida Bank Exit Drwy Westbound					SR 77 Northbound					Small Side Road Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:45																					
15:45	0	210	0	0	210	0	0	3	0	3	0	172	0	0	172	0	0	0	0	0	385
16:00	0	213	0	0	213	1	0	3	0	4	0	156	0	0	156	0	0	0	0	0	373
16:15	0	205	0	0	205	1	0	1	0	2	0	185	0	0	185	0	0	1	0	1	393
16:30	0	215	0	0	215	0	0	0	0	0	0	177	0	0	177	0	0	0	0	0	392
Total Volume	0	843	0	0	843	2	0	7	0	9	0	690	0	0	690	0	0	1	0	1	1543
% App. Total	0	100	0	0		22.2	0	77.8	0		0	100	0	0		0	0	100	0		
PHF	.000	.980	.000	.000	.980	.500	.000	.583	.000	.563	.000	.932	.000	.000	.932	.000	.000	.250	.000	.250	.982
Lights	0	828	0	0	828	2	0	7	0	9	0	664	0	0	664	0	0	1	0	1	1502
% Lights	0	98.2	0	0	98.2	100	0	100	0	100	0	96.2	0	0	96.2	0	0	100	0	100	97.3
Heavy Vehicles	0	14	0	0	14	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	36
% Heavy Vehicles	0	1.7	0	0	1.7	0	0	0	0	0	0	3.2	0	0	3.2	0	0	0	0	0	2.3
Buses	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.3
Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on the Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 6101 WASHINGTON, SR 79

MOCF: 0.86

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.23	1.43
2	01/07/2024 - 01/13/2024	1.20	1.40
3	01/14/2024 - 01/20/2024	1.17	1.36
4	01/21/2024 - 01/27/2024	1.14	1.33
5	01/28/2024 - 02/03/2024	1.10	1.28
6	02/04/2024 - 02/10/2024	1.07	1.24
7	02/11/2024 - 02/17/2024	1.03	1.20
8	02/18/2024 - 02/24/2024	1.00	1.16
9	02/25/2024 - 03/02/2024	0.96	1.12
10	03/03/2024 - 03/09/2024	0.93	1.08
11	03/10/2024 - 03/16/2024	0.89	1.03
12	03/17/2024 - 03/23/2024	0.89	1.03
13	03/24/2024 - 03/30/2024	0.89	1.03
14	03/31/2024 - 04/06/2024	0.88	1.02
15	04/07/2024 - 04/13/2024	0.88	1.02
16	04/14/2024 - 04/20/2024	0.88	1.02
*17	04/21/2024 - 04/27/2024	0.88	1.02
*18	04/28/2024 - 05/04/2024	0.87	1.01
*19	05/05/2024 - 05/11/2024	0.87	1.01
*20	05/12/2024 - 05/18/2024	0.86	1.00
*21	05/19/2024 - 05/25/2024	0.86	1.00
*22	05/26/2024 - 06/01/2024	0.85	0.99
*23	06/02/2024 - 06/08/2024	0.85	0.99
*24	06/09/2024 - 06/15/2024	0.84	0.98
*25	06/16/2024 - 06/22/2024	0.85	0.99
*26	06/23/2024 - 06/29/2024	0.85	0.99
*27	06/30/2024 - 07/06/2024	0.86	1.00
*28	07/07/2024 - 07/13/2024	0.86	1.00
*29	07/14/2024 - 07/20/2024	0.87	1.01
30	07/21/2024 - 07/27/2024	0.92	1.07
31	07/28/2024 - 08/03/2024	0.98	1.14
32	08/04/2024 - 08/10/2024	1.03	1.20
33	08/11/2024 - 08/17/2024	1.08	1.26
34	08/18/2024 - 08/24/2024	1.10	1.28
35	08/25/2024 - 08/31/2024	1.11	1.29
36	09/01/2024 - 09/07/2024	1.13	1.31
37	09/08/2024 - 09/14/2024	1.14	1.33
38	09/15/2024 - 09/21/2024	1.16	1.35
39	09/22/2024 - 09/28/2024	1.14	1.33
40	09/29/2024 - 10/05/2024	1.13	1.31
41	10/06/2024 - 10/12/2024	1.11	1.29
42	10/13/2024 - 10/19/2024	1.09	1.27
43	10/20/2024 - 10/26/2024	1.10	1.28
44	10/27/2024 - 11/02/2024	1.12	1.30
45	11/03/2024 - 11/09/2024	1.13	1.31
46	11/10/2024 - 11/16/2024	1.14	1.33
47	11/17/2024 - 11/23/2024	1.16	1.35
48	11/24/2024 - 11/30/2024	1.18	1.37
49	12/01/2024 - 12/07/2024	1.19	1.38
50	12/08/2024 - 12/14/2024	1.21	1.41
51	12/15/2024 - 12/21/2024	1.23	1.43
52	12/22/2024 - 12/28/2024	1.20	1.40
53	12/29/2024 - 12/31/2024	1.17	1.36

* PEAK SEASON

SR 77 at Project Entrance
PM Peak Hour

Scenario	Northbound				Southbound				Westbound			
	Left	U-Turn	Thru	Right	Left	U-Turn	Thru	Right	Left	U-Turn	Thru	Right
Existing Volumes 2026	0	0	690	0	0	0	843	0	0	0	0	0
PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted Existing 2026	0	0	711	0	0	0	868	0	0	0	0	0
Growth Rate	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**
Build-Out Years	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Future No Build 2027 Traffic Volumes	**0**	**0**	**715**	**0**	**0**	**0**	**874**	**0**	**0**	**0**	**0**	**0**
Pass-By Trip Adjustments	0	0	-14	14	16	0	-16	0	15	0	0	12
Net New Project Trips	0	0	0	11	13	0	0	0	12	0	0	10
Future Build 2027 plus Project Trips	**0**	**0**	**701**	**25**	**29**	**0**	**858**	**0**	**27**	**0**	**0**	**22**

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	22	701	25	29	858
Future Vol, veh/h	27	22	701	25	29	858
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	93	92	92	98
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	29	24	754	27	32	876

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1694	754	0	0	781	0
Stage 1	754	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	103	412	-	-	845	-
Stage 1	468	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	99	412	-	-	845	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	232	412	845	-
HCM Lane V/C Ratio	-	-	0.126	0.058	0.037	-
HCM Ctrl Dly (s/v)	-	-	22.8	14.3	9.4	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	0.1	-

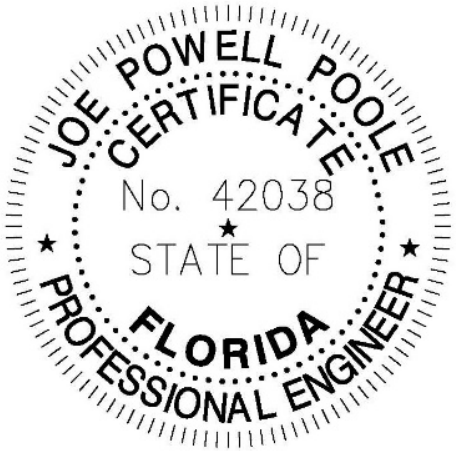
TURN LANE ANALYSIS
Jack's Restaurant

East Side of SR 77 South of CR 280 (Brickyard Road)
Chipley, Florida

Prepared for:
Ross Binkley, P.E.
Binkley Engineering, PA
434 Benning Drive
Destin, FL 32541

Submitted by:
Southern Traffic Services, Inc.
Joe Poole, P.E.
2943 Golden Eagle Drive
Tallahassee, FL 32312
(850) 449-0807

FL License No.: 00007809



This item has been digitally signed and sealed by Joe P. Poole, P.E. 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.

I. Introduction:

The purpose of this traffic study is to provide data and analysis supporting the Proposed Jack's Restaurant project in Chipley, Florida. The project is on the east side of SR 77 south of CR 280 (Brickyard Road), and the parcel number is 00000000-00-2218-0004. The proposed development consists of 3,275 square feet of fast-food restaurant with a drive-through window. This analysis will determine if a northbound right turn lane is warranted on SR 77 at the proposed project entrance.

II. Trip Generation and Distribution:

ITE Trip Generation Manual (11th Edition) was used to determine the PM peak hour project trips to be generated by the proposed development. Land Use Code 934 (Fast-Food Restaurant with Drive-Through Window) was used for the analysis. Daily, AM and PM peak hour trip generation for the proposed development plan is provided in the table below:

Time Period	Area (1,000 sf)	Rate	Total Trips	Enter Trips	Exit Trips	Pass-By Trips [1] (%)	New Total Trips	New Enter Trips	New Exit Trips
Daily	3.275	467.48	1,531	766 (50%)	765 (50%)	0 (0%)	1,531	766 (50%)	765 (50%)
AM Peak Hour	"	44.61	146	74 (51%)	72 (49%)	73 (50%)	73	37 (51%)	36 (49%)
PM Peak Hour	"	33.03	108	56 (52%)	52 (48%)	59 (55%)	49	25(52%)	24 (48%)

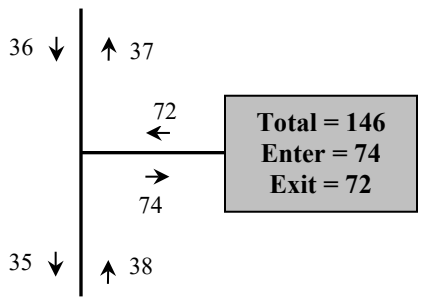
Project trip distribution is based on traffic data in the SYNOPSIS report for FDOT count station 610235 located on SR 77, 0.295 miles south of CR 280 (Brickyard Road). Project trips were distributed based on the existing traffic volume directional splits. The following shows the existing directional splits for the two (2) peak hours:

- AM Peak Hour (7:15-8:15) – 52% Northbound and 48% Southbound
- PM Peak Hour (2:30-3:30) – 42% Northbound and 58% Southbound

III. Turn Lane Analysis:

National Cooperative Highway Research Program Report 457, Evaluating Intersections for Improvements: An Engineering Study, was used to determine if an eastbound right turn lane is warranted at the project entrance on SR 77. The speed limit on SR 77 is 45 mph. The latest available traffic data was obtained from the FDOT Traffic Data website. These counts were used to estimate the AM and PM peak hour northbound approach counts at the proposed project entrance.

AM Peak Hour of Adjacent Street



Northbound is peak direction.

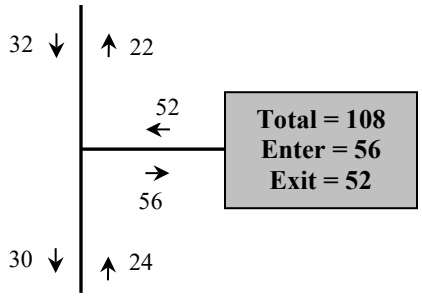
NB Existing Volume (PHT) = AADT x K x D
= 16,300 x 0.095 x 0.55 = 852 vph

NB Future Volume = Existing EB PHT + Project Trips
= 852 + 38 = 890 vph

Future Advancing Volume (NB) = 890 vph
Future Right Turn Project Trips (NB) = 38 vph

Results of this analysis indicate a northbound right turn lane is warranted on SR 77 at the proposed project entrance. (See **Appendix**)

PM Peak Hour of Adjacent Street



Northbound is the off-peak direction.

NB Existing Volume (PHT) = AADT x K x (1-D)
= 16,300 x 0.095 x (1-0.55) = 697 vph

NB Future Volume = Existing EB PHT + Project Trips
= 697 + 24 = 721 vph

Future Advancing Volume (NB) = 721 vph
Future Right Turn Project Trips (NB) = 24 vph

Results of this analysis indicate a northbound right turn lane is warranted on SR 77 at the proposed project entrance. (See **Appendix**)

Taper/Deceleration lengths of the left turn lane should be designed in accordance with the requirements of the FDOT Design Manual.

IV. Conclusion:

Results of this analysis indicate a northbound right turn lane is warranted on SR 77 at the proposed project entrance. Taper/Deceleration lengths of the left turn lane should be designed in accordance with the requirements of the FDOT Design Manual.

APPENDIX

Fast-Food Restaurant with Drive-Through Window (934)

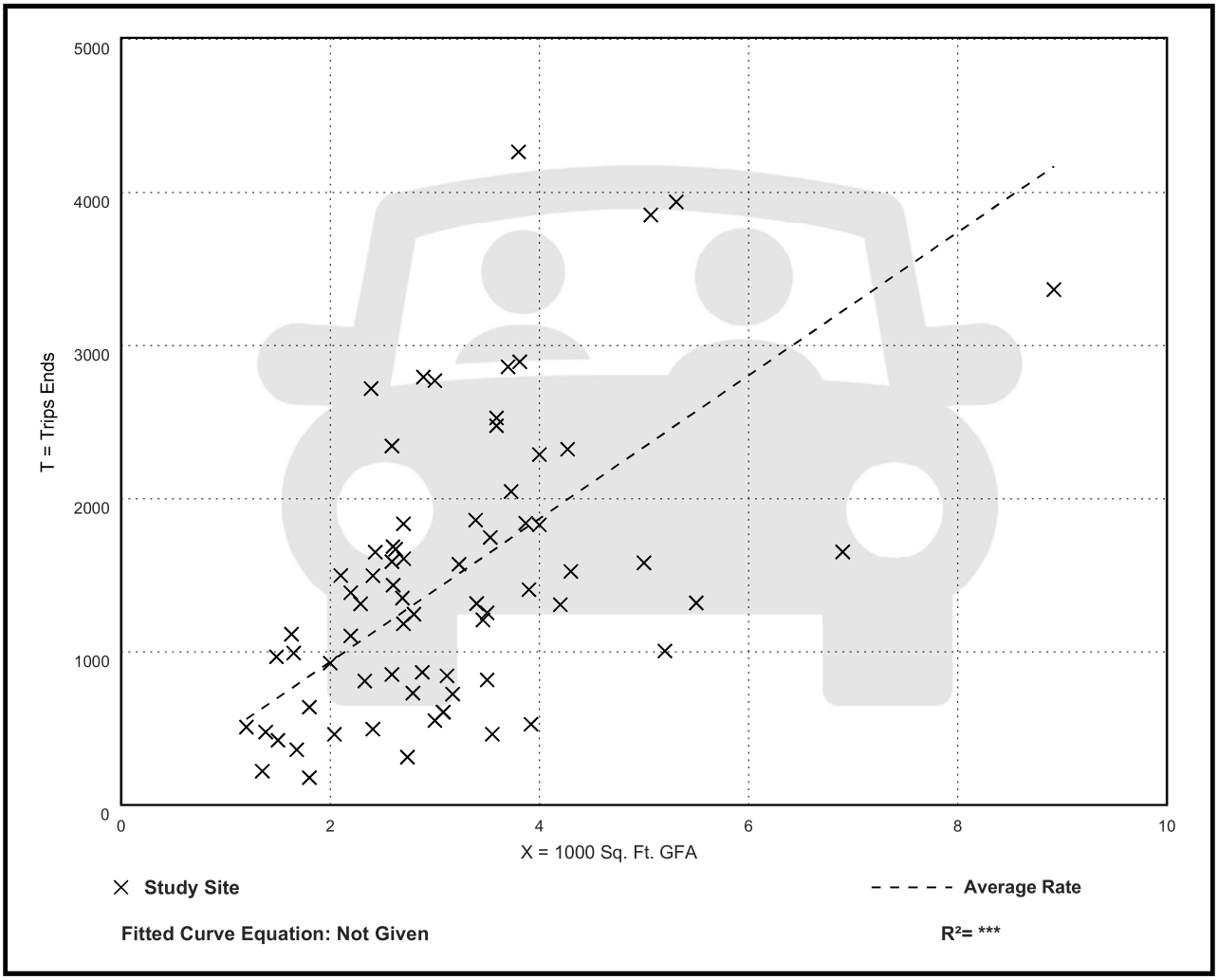
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation

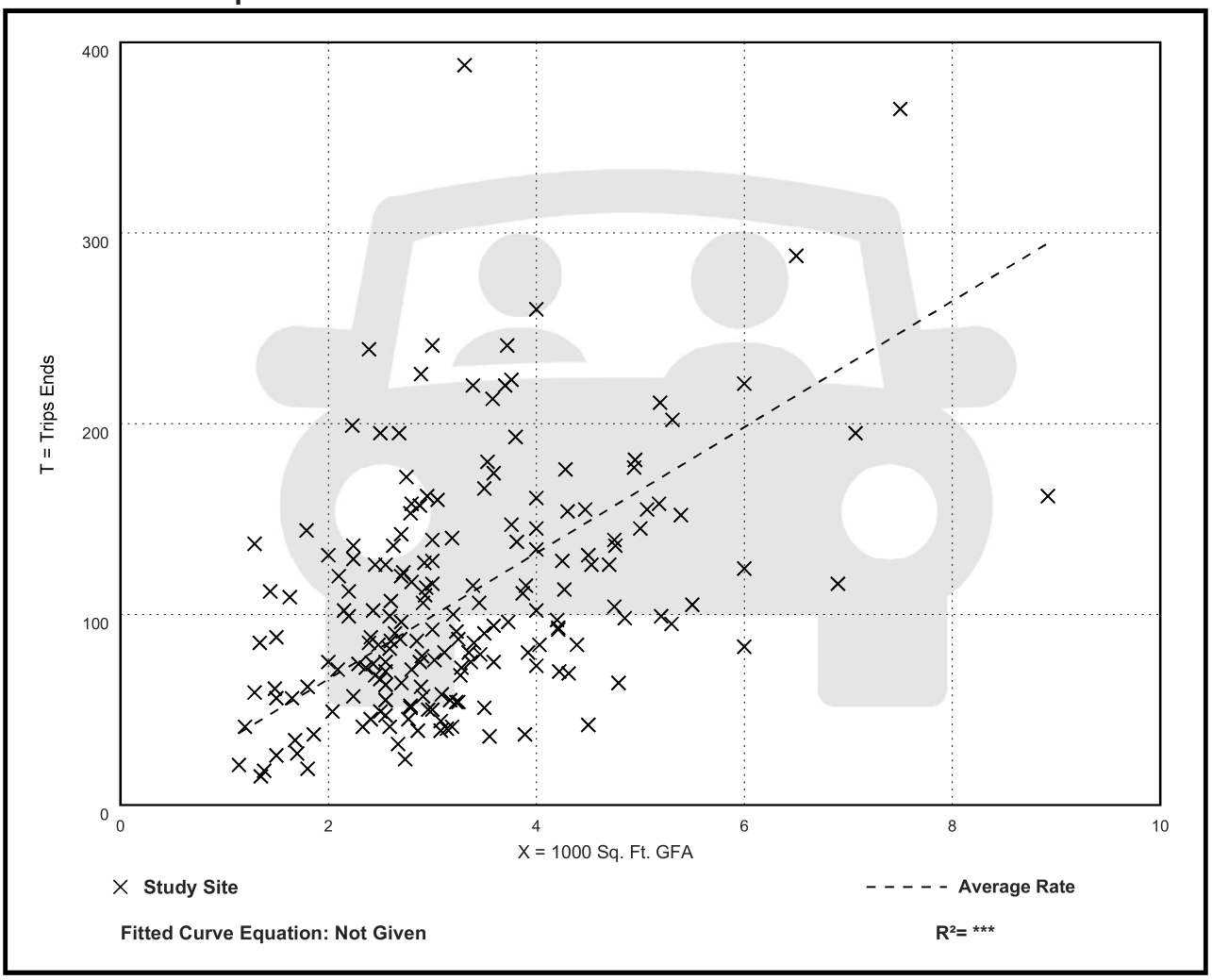
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	5
Average Pass-By Rate	50%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	11
Average Pass-By Rate	55%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

COUNTY: 61
STATION: 0235
DESCRIPTION: SR 77 - 0.295 M S OF CR 280 (BRICKYARD RD)
START DATE: 02/26/2024
START TIME: 1000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	8	3	5	7	23	3	4	5	3	15	38
0100	10	3	1	4	18	5	1	5	3	14	32
0200	3	7	6	3	19	4	2	5	8	19	38
0300	5	3	1	5	14	7	6	16	10	39	53
0400	2	9	11	13	35	4	21	19	30	74	109
0500	17	21	36	39	113	37	46	59	67	209	322
0600	60	52	81	94	287	86	73	61	77	297	584
0700	127	143	155	150	575	89	117	140	123	469	1044
0800	128	107	112	116	463	147	126	111	127	511	974
0900	109	116	121	150	496	140	133	140	133	546	1042
1000	106	112	132	146	496	135	141	122	154	552	1048
1100	136	123	143	148	550	186	165	164	162	677	1227
1200	168	162	149	158	637	180	154	147	143	624	1261
1300	156	148	155	147	606	143	158	132	109	542	1148
1400	146	123	124	153	546	143	154	161	191	649	1195
1500	131	121	172	169	593	209	166	159	157	691	1284
1600	132	178	174	145	629	193	175	166	133	667	1296
1700	151	132	137	148	568	181	127	128	108	544	1112
1800	138	137	113	85	473	132	121	99	81	433	906
1900	105	79	59	41	284	73	55	62	52	242	526
2000	51	54	47	49	201	54	65	58	31	208	409
2100	36	54	28	25	143	39	32	36	47	154	297
2200	36	19	17	21	93	23	14	15	15	67	160
2300	24	13	12	14	63	12	16	9	7	44	107
24-HOUR TOTALS:					7925					8287	16212

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	576	845	540	715	1103
P.M.	1545	653	1430	727	1545	1344
DAILY	1545	653	1430	727	1545	1344

TRUCK PERCENTAGE 7.43 7.32 7.38

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	36	5437	1863	31	348	45	8	76	61	6	3	4	7	0	0	589	7925
S	35	5605	2040	24	355	58	10	62	83	9	2	4	0	0	0	607	8287

GENERATED BY SPS 5.0.0.61

COUNTY: 61 WASHINGTON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0204		CR 179(WRIGHTS CREEK RD) - 225' N OF SR 10 (US90	0E	0E	3000 F	9.5	55.0F	12.3F
0205		SR 10(US90) - 525' E OF CHOCTAWHATCHEE RIVER BRI	0E	0E	3200 F	9.5	55.0F	8.0F
0222		CR 278 (CREEK RD) - 225' W OF SR 79	0E	0E	750 F	9.5	55.0F	12.3F
0224		CR 276(ALFORD RD) - 250' E OF CR 273(ORANGEHILL	0E	0E	1700 F	9.5	55.0F	12.3F
0225		CR 276 (CLAYTON RD) - 625' E OF SR 277	0E	0E	1300 F	9.5	55.0F	12.3F
0226		CR 276 (CLAYTON RD) - 300' E OF SR 77	0E	0E	1300 F	9.5	55.0F	12.3F
0228		GRIFFIN RD - 550' N OF SR 10 (US 90)	0E	0E	1600 F	9.5	55.0F	12.3F
0229		CR 277 (COPE RD) - 200' N OF CR 166 (OLD BONIFAY	N 0	S 0	750 C	9.5	55.0F	12.3F
0230		CR 166(OLD BONIFAY RD) - 150' W OF CR 277(COPE R	0E	0E	650 F	9.5	55.0F	12.3F
0233		CR 278 (PIONEER RD) - 0.516 MILE E OF SR 77 (E O	0E	0E	900 F	9.5	55.0F	12.3F
0234		SR 77 - 1000' N OF I-10 (375' S OF NADIA AVE)	N 6900E	S 7000E	13900 F	9.5	55.0F	7.5F
0235		SR 77 - 0.295 M S OF CR 280 (BRICKYARD RD)	N 7900	S 8400	16300 C	9.5	55.0F	7.5A
0237		CR 280(BRICKYARD RD) - 350' E OF CR 273 (ORANGE	0E	0E	2600 F	9.5	55.0F	12.3F
0238		CR 280(BRICKYARD RD) - 400' W OF CR 273(ORANGEHI	E 0	W 0	3100 C	9.5	55.0F	12.3F
0241		CR 276 (CLAYTON RD) - 400' W OF SR 77	0E	0E	1900 F	9.5	55.0F	12.3F
0242		CR 276 (PINEY GROVE RD) - 700' S OF SR 277	0E	0E	700 F	9.5	55.0F	12.3F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

Northbound Right Turn Lane Analysis on SR 77 at Project Entrance
AM Peak Hour
10-23-25

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

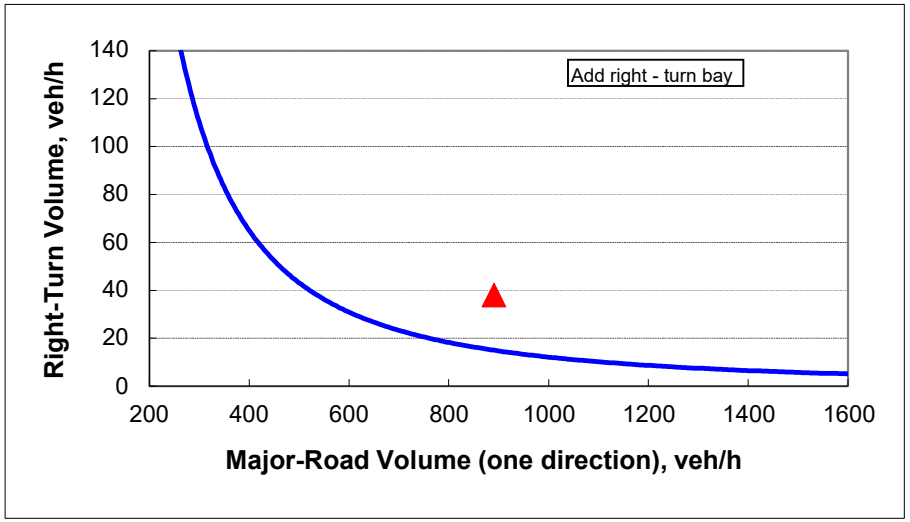
INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	890
Right-turn volume, veh/h:	38

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



Northbound Right Turn Lane Analysis on SR 77 at Project Entrance
PM Peak Hour
10-23-25

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

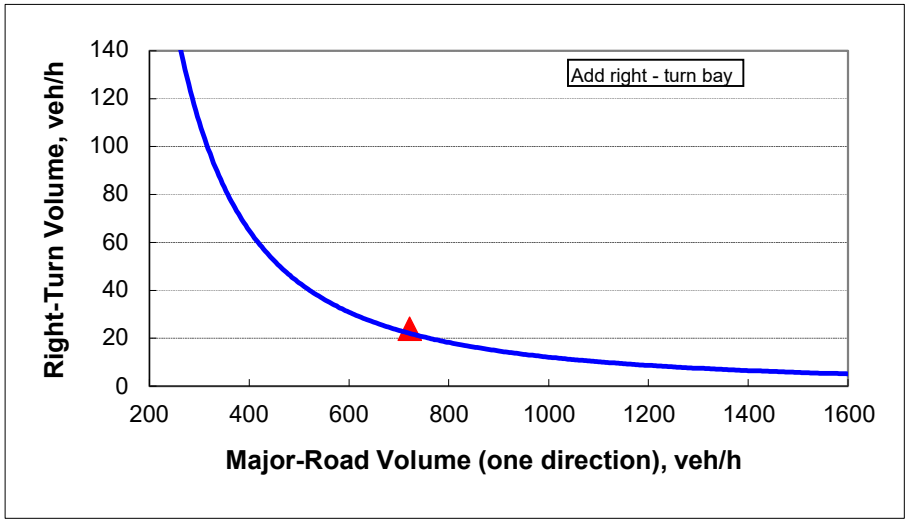
INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	721
Right-turn volume, veh/h:	24

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	22
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



CHIPLEY FIRE DEPARTMENT
1430 JACKSON AVENUE
P.O. BOX 1007
CHIPLEY, FL 32428
PHONE # 850-638-6301 / FAX # 850-638-6300

To: Whomever It May Concern

From: Hunter Aycock, Fire Chief

Date: January 23, 2026

Re: Required Fire Flow

Required fire flow for Jacks Restaurant will be less than 2,000 GPM as per plans submitted. This flow is achievable by the two closets fire hydrants already in this area. First Hydrant is located across from 1385 Main Street and the second is in front of 1385 Main Street.

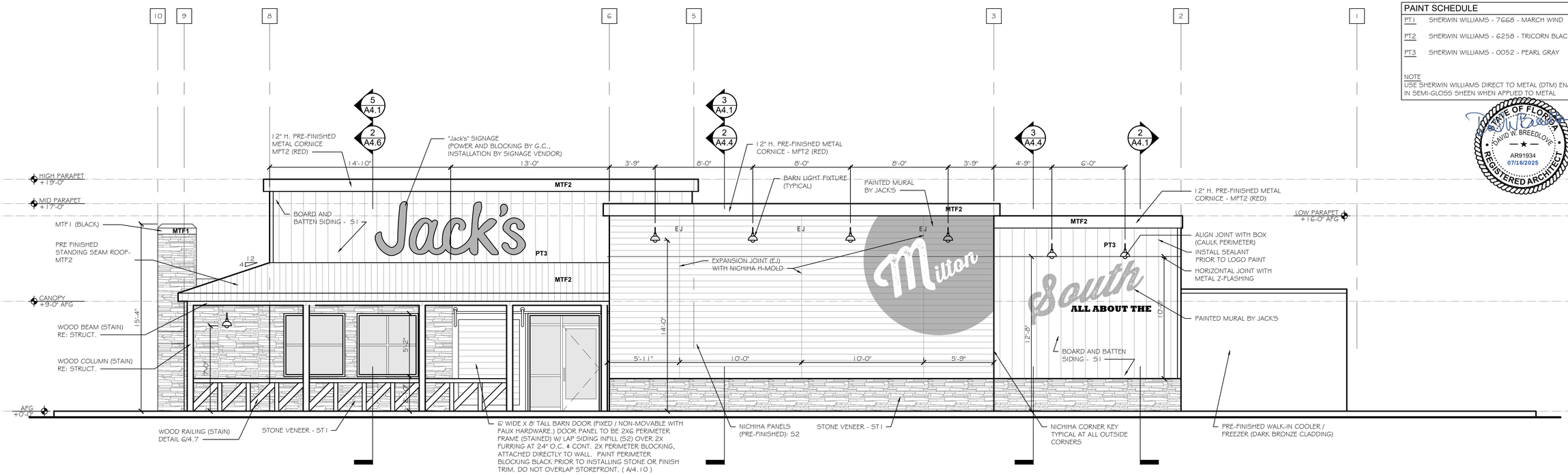
Hunter Aycock

Hunter Aycock

PAINT SCHEDULE	
PT1	SHERWIN WILLIAMS - 7668 - MARCH WIND
PT2	SHERWIN WILLIAMS - 6258 - TRICORN BLACK
PT3	SHERWIN WILLIAMS - 0052 - PEARL GRAY

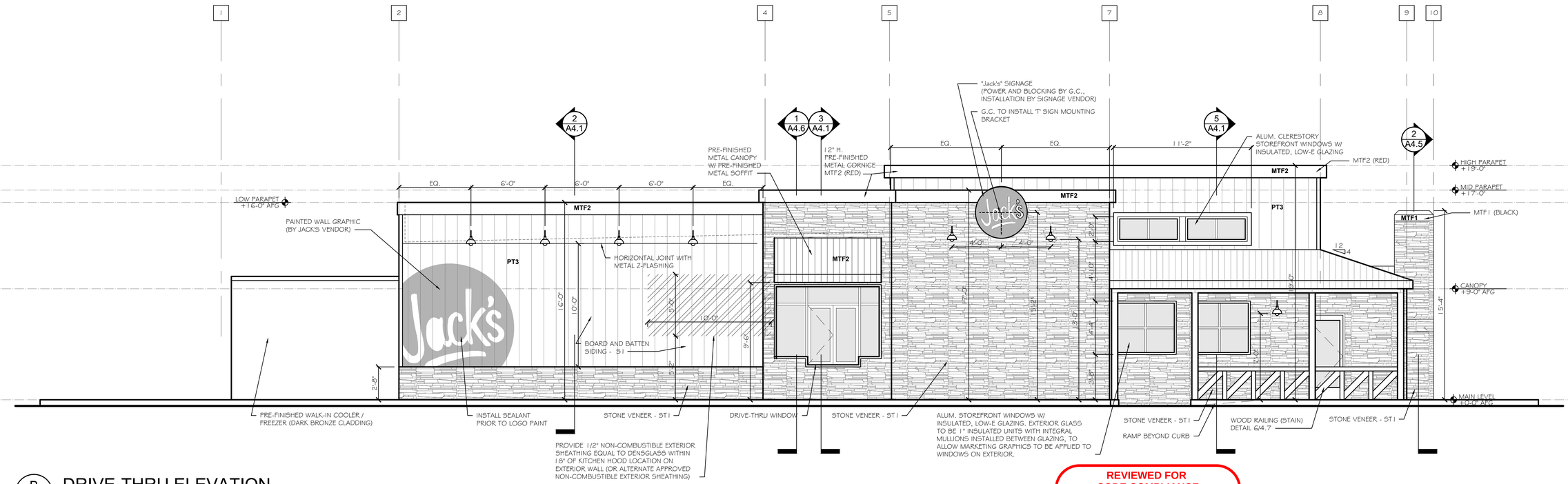
NOTE
USE SHERWIN WILLIAMS DIRECT TO METAL (DTM) ENAMEL IN SEMI-GLOSS SHEEN WHEN APPLIED TO METAL

STATE OF FLORIDA · DAVID W. BREEDLOVE · REGISTERED ARCHITECT · AR91934 07/16/2025



A A3.1 ENTRANCE ELEVATION

SCALE : 1/4" = 1'-0



B A3.1 DRIVE-THRU ELEVATION

SCALE : 1/4" = 1'-0

REVIEWED FOR CODE COMPLIANCE by Santa Rosa County Building Inspections
****
Any variation and/ or alterations to the plans must have prior approval.

10/07/2025

DAVID W. BREEDLOVE - ARCHITECT
1909 COURTNEY DRIVE, BIRMINGHAM, ALABAMA 35209 | 205.879.5458 | DJK@RL5DESIGNGROUP.COM

EXTERIOR ELEVATIONS

07-01-25
25-3168

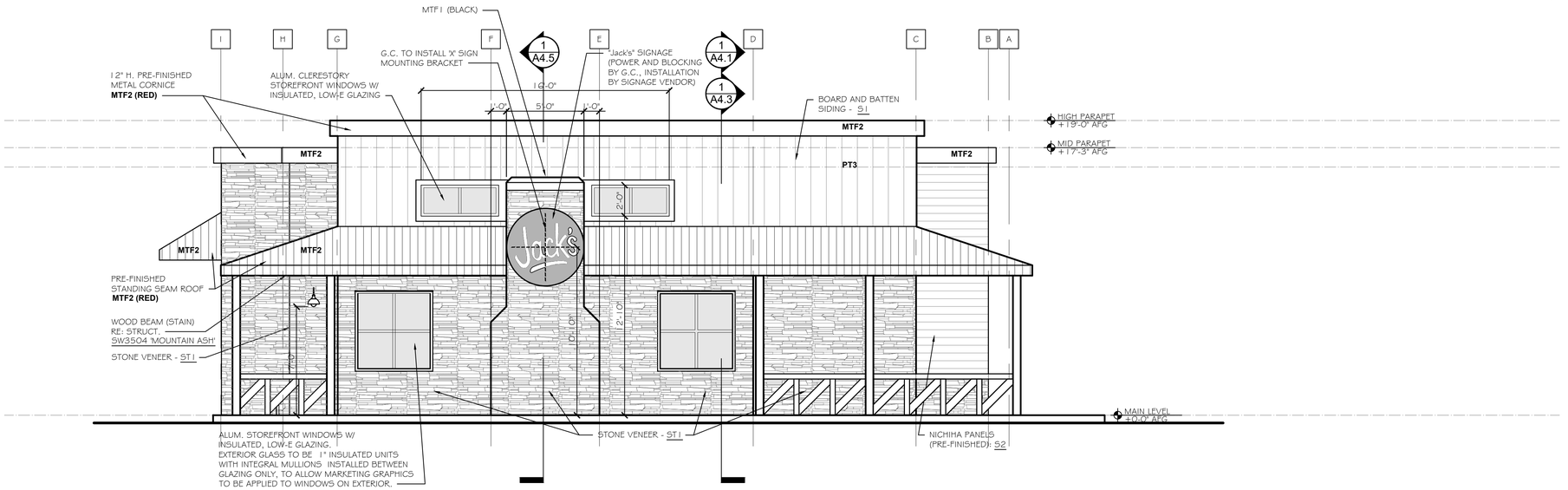
Jack's Family Restaurants
Southern Charm (SC-68) V006
MILTON, FLORIDA

A3.1

E:\Drawings\RL5 Projects\Jack's\Milton, FL\DWGs\A3.1.dwg - omcdonald

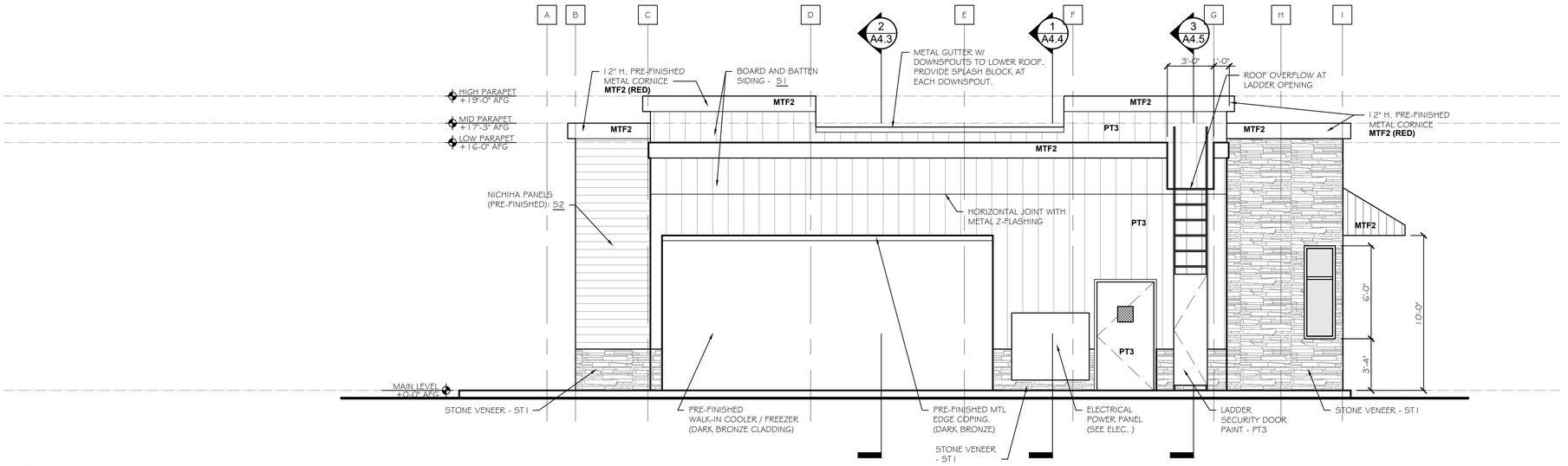
PAINT SCHEDULE	
PT1	SHERWIN WILLIAMS - 7668 - MARCH WIND
PT2	SHERWIN WILLIAMS - 6258 - TRICORN BLACK
PT3	SHERWIN WILLIAMS - 0052 - PEARL GRAY

NOTE
USE SHERWIN WILLIAMS DIRECT TO METAL (DTM) ENAMEL IN SEMI-GLOSS SHEEN WHEN APPLIED TO METAL



A A3.2 **FRONT ELEVATION**

SCALE : 1/4" = 1'-0



B A3.2 **REAR ELEVATION**

SCALE : 1/4" = 1'-0

REVIEWED FOR CODE COMPLIANCE by
Santa Rosa County Building Inspections
****
Any variation and/ or alterations to the plans must have prior approval.

10/07/2025

DAVID W. BREEDLOVE - ARCHITECT
1909 COURTNEY DRIVE, BIRMINGHAM, ALABAMA 35209 | 205.879.5458 | DJK@RL5DESIGNGROUP.COM

STATE OF FLORIDA
DAVID W. BREEDLOVE
AR91934
07/16/2025
REGISTERED ARCHITECT

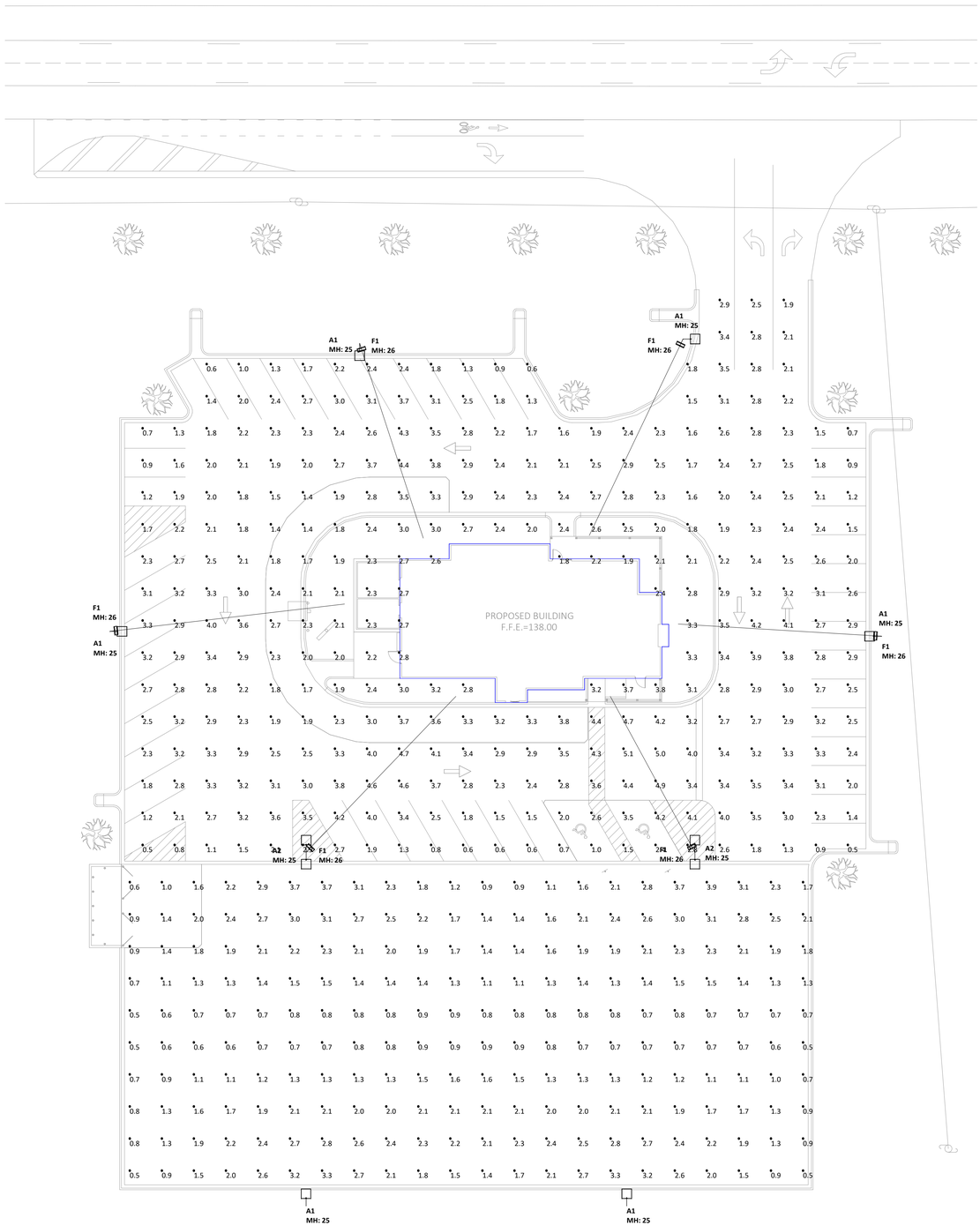
EXTERIOR ELEVATIONS

07-01-25
25-3168

Jack's Family Restaurants
Southern Charm (SC-68) V006
MILTON, FLORIDA

A3.2

E:\Drawings\RL5 Projects\Jack's\Milton, FL\DWGs\A3.2.dwg - akelley



Luminaire Schedule

Symbol	Qty	Label	Arrangement	[MANUFAC]	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	6	A1	Single	Lithonia Lighting	RSX1 LED P4 40K R3 MVOLT RPA HS DDBXD	0.890	11481	133.14	798.84
	2	A2	Back-Back	Lithonia Lighting	RSX1 LED P4 40K R3 MVOLT RPA HS DDBXD	0.890	11481	133.14	532.56
	6	F1	Single	Lithonia Lighting	RSXF1 LED P4 40K NFL MVOLT IS DDBXD (TENON MOUNTED ON TOP OF POLE)	0.890	16587	133.14	798.84

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PARKING LOT	Illuminance	Fc	2.56	5.1	0.5	5.12	10.20
TRUCK PARKING	Illuminance	Fc	1.62	3.9	0.5	3.24	7.80

AMA LIGHTING
LIGHTING TECHNOLOGY & CONTROLS SOLUTIONS

#	Date	Comments
Revisions		

Drawn By: Jason Austin
Date:2/3/2026

26ML-JA-Jack's Chipley FL-A-0202.AGI

JACK'S FAMILY RESTAURANT
CHIPLEY, FL

City of Chipley
Sign Application
Application Fee: $_____

Date: Jack's Family Restaurants, LP **Application #:** _____

Applicant's Name: 1331 Main Street

Business Name: Jack's Family Restaurants, LP **Phone #:** 205-945-8167

Address of Sign: 124 West Oxmoor Road, Birmingham, AL 35209

Name & Address of Sign Contractor: TBD

TBD

Please provide the following information:

1. **Type of Sign(s):**

   a. ○ **Ground Sign** ◉ **Building Sign** ○ **Outdoor Advertising Sign** (Billboards)

2. **Scale drawing and dimensions of sign.**

   a. Ground Signs & Outdoor Advertising Signs: provide site plan showing location of sign, distances from existing buildings, intersections, driveway connections and property lines. (Outdoor advertising signs require D.O.T. permit application).

   b. Building Signs: provide drawing of building showing elevation and location of sign.

3. **Type of illumination:** TBD

4. **Land use designation:** Commercial Restaurant

5. **Number of existing signs on property:** 2.44 Ac.

The City of Chipley hereby authorizes placement of the above referenced signage. Any deviation to construction or location which are not reflected in this document will result in revocation of application.

_____ _____

City Administrator or Code Officer Date

_____

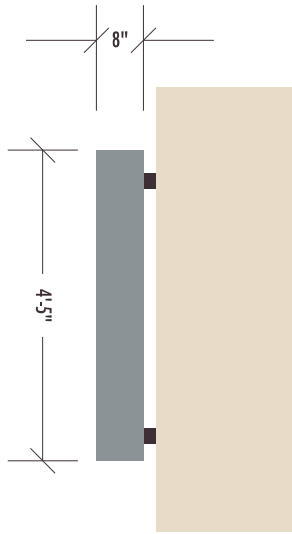
Owner/Contractor

AP-01: EXTERIOR MARQUEE LETTERS ("JACK'S")

DIMENSIONAL SIGNAGE LETTERS

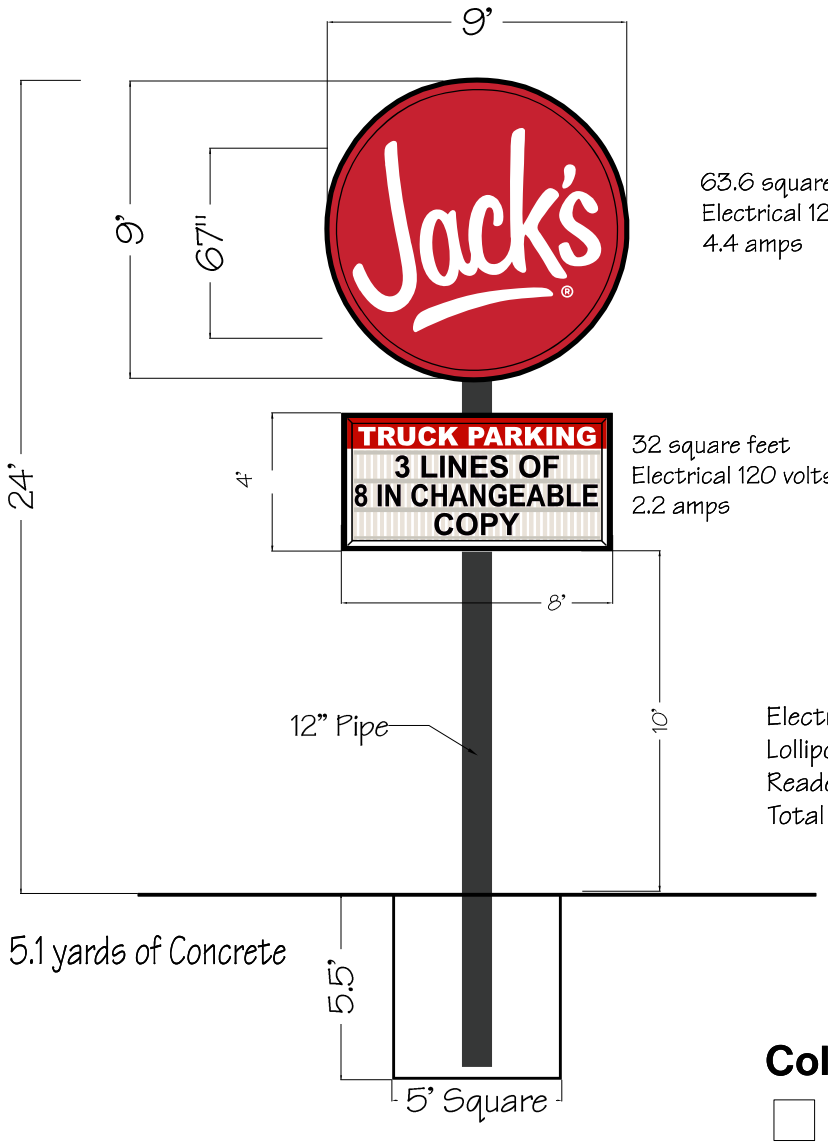
- ALUMINUM LETTER SHAPES
- POWDER COAT FACING: MATCH ROOF COLOR
- 8" CLEAR ANODIZED ALUMINUM RETURN
- PIN MOUNTED TO THE WALL

1 FRONT ELEVATION
Scale: 1/2"=1'- 0"



1 SIDE ELEVATION
Scale: 1/2"=1'- 0"

Jack's
Chipley, FL



63.6 square feet
Electrical 120 volts
4.4 amps

32 square feet
Electrical 120 volts
2.2 amps

Electrical 120 volts
Lollipop - 4.4 amps
Reader board - 2.2 amps
Total amps - 6.6 amps

Colors

- White
- BLack
- Unique Red

Approved: _____

Date: _____

DRAWING NO: Jacks- Chipley -0001
DATE: 1/22/26
REP: JBH

PRO SIGNS Inc.
PH: (205) 255-6916 FAX: (205) 255-6918
173 ROUSE ROAD SUMITON, AL 35148

Jack's
Drive-Thru Menu Board

614.850.2540
info@natsignsys.com
National Sign Systems®
4200 Lyman Ct., Hilliard, Ohio 43026

☐ Approved as is ☐ Revisions & New Proof Required _____ Signature _____ Date

Production of your order cannot proceed until this document is APPROVED, SIGNED and RETURNED

ORIGIN & FILE INFORMATION	COLORS/FINISHES	MENU STYLE	SPECIFICATION & NOTES
Project: 20220112_PR6326_Jacks_DTMenuBoard+Topper **Designer:** JSexton **Scale:** Not to Scale **Date:** 01.12.22 **Sales Rep:** AZbiegien	■ Satin Black	☒ OMenu	Illuminated rotating 4-Panel, 39-Line drive-thru menu board with illuminated non-rotating topper.

AFFIDAVIT OF OWNERSHIP AND AGENT AUTHORIZATION (LIMITED POWER OF ATTORNEY)
PROJECT – JACK'S FAMILY RESTAURANT, CHIPLEY, FLORIDA
WASHINGTON COUNTY PARCEL NUMBER: 00000000-00-2218-0004

As owner of the property for the subject parcel located at 1331 Main Street, Chipley, Florida, I hereby authorize Ross S. Binkley, P.E. for the sole purpose of acting as my agent for submitting all documents and drawings for obtaining all Florida of Department of Transportation (FDOT) permits, Florida Department of Environmental Protection (FDEP) permits, Northwest Florida Water Management District (NWFWMD) permits, and all pertinent City of Chipley permits/development orders for the subject project.

This Limited Power of Attorney is granted on _____ day of _____ of year _____ and is effective until authorized agent has completed work in accordance with FDOT, NWFWMD, FDEP, and City of Chipley permits/development orders for the project. The owner reserves the right to rescind this Limited Power of Attorney at any time with a written, notarized notice to the above agencies.

Karen Clayton Laney — Signature of Owner
2-6-2026 — Date
Karen Clayton Laney — Printed Name of Owner

STATE of North Carolina
COUNTY of Stokes

The forgoing instrument was acknowledged before me this 6th day of February ~~2026~~ 28 year of 2026 by Karen Clayton Laney who ( ) did (X) did not take an oath. He/she is ( ) personally known to me, (X) produced current Florida/Other driver's license, and/or ( ) produced current _____ as identification.

Justine Gilliland — Signature of Notary Public
6th February 2026 — Date
Justine Gilliland — Printed Name of Notary

July 20, 2028 — My Commission Expires
202320600004 — Commission No. with Notary Seal

JUSTINE GILLILAND
NOTARY PUBLIC
Stokes County
North Carolina
My Commission Expires July 20, 2028