

## CONTRACT, LEASE, AGREEMENT CONTROL FORM

Date: 03/03/2021

Contract/Lease Control #: C21-3048-PW

Procurement#: NA

Contract/Lease Type: AGREEMENT

Award To/Lessee: GRANT-MOULTON PROPERTIES, LLC

Owner/Lessor: OKALOOSA COUNTY

Effective Date: 03/02/2021

Expiration Date: 03/01/2027

Description of: TRANSPORTATION INFRASTRUCTURE IMPORVEMENTS

Department: PW

Department Monitor: AUTREY

Monitor's Telephone #: 850-689-5772

Monitor's FAX # or E-mail: JAUTREY@MYOKALOOSA.COM

Closed:

Cc: BCC RECORDS

## INFRASTRUCTURE AGREEMENT

THIS INFRASTRUCTURE AGREEMENT (“Agreement”) is entered into this 2nd day of March, 2021, by and between the Okaloosa County Board of County Commissioners (the “County”) and Grant-Moulton Properties, L.L.C. (the “Developer”) for the purpose of establishing the transportation infrastructure improvements necessary for a certain development located within the unincorporated area of Okaloosa County, Florida.

### WITNESSETH:

**WHEREAS**, the Developer wishes to develop a 332 – lot single family residential development project which will be comprised solely of residential and accessory uses; and

**WHEREAS**, the Developer has control of a 116 +/- acre parcel of property (the “Property”) located as more particularly described in Exhibit A, which possesses the required characteristics to accommodate the proposed general plan for the development of the Property which has been submitted by the Developer under the name of White Wolf Run.

**WHEREAS**, the Property is currently zoned by the County for residential use and the Developer will submit a development order application with the County, which will seek to develop to an extent which is less than the maximum development density allowed for the zoning district; and

**WHEREAS**, the trips resulting from the proposed development exceeds the capacity available along segments of SR 85; and

**WHEREAS**, the parties have agreed that the Developer may address the capacity constraints in the impact area through a realignment and paving of Jones Road; and

**WHEREAS**, the Developer and the County have agreed upon terms and conditions relating to the development of the Property, development rights, and benefits to the County and its citizens which are acceptable to the Developer and acceptable to the County, and the Developer and the County have deemed it appropriate that the terms and conditions of their agreements be reduced to written form; and

**WHEREAS**, the benefits to the County as a result of entering into this Agreement are unique to the particular circumstances of this Agreement.

**NOW THEREFORE**, in consideration of the mutual covenants and conditions set forth herein and other good and valuable consideration, the Developer and the County enter into this Infrastructure Agreement and do hereby agree as follows:

### ARTICLE I. RECITALS

The Recitals stated above are an integral part of this Agreement and are incorporated herein by reference as if fully set forth herein.

CONTRACT#: C21-3048-PW  
GRANT-MOULTON PROPERTIES, LLC  
TRANSPORTATION INFRASTRUCTURE  
IMPROVEMENTS  
EXPIRES: 03/01/2027

## **ARTICLE II. DEFINITIONS**

The following definitions shall apply to the terms and conditions of this Agreement. If a word, term or phrase is not defined in this Article, its meaning shall be as defined in the Okaloosa County Land Development Code.

2.1 "Comprehensive Plan" means the adopted Okaloosa County Comprehensive Plan, Ordinance No. 90-1, as subsequently amended.

2.2 "County" means Okaloosa County, a political subdivision of the State of Florida.

2.3 "Developer" means, Grant-Moulton Properties L.L.C., and its lawful successors in title and interest.

2.4 "Land Development Code" means the Okaloosa County Land Development Code, Ordinance No. 91-1, as subsequently amended.

2.5 "Maintenance" means servicing, support, and upkeep of all infrastructure servicing the Project.

2.6 "Owners Association" means the non-profit corporation established as a mandatory owners association for the governance of the use of the property subject to this Agreement.

2.7 "Project" means the proposed residential development and all supporting uses and amenities authorized by this Agreement, as more particularly described herein.

2.8 "Property" means the real property more particularly described as Exhibit "A" upon which the Project will be developed.

2.9 "Right-of-Way" means the area which may be dedicated to the County or such other governmental entity allowing access for public works, utilities, and public access, or to the community association for members' use and access.

## **ARTICLE III. CONDITIONS OF TRANSPORTATION INFRASTRUCTURE AGREEMENT**

3.1. The Developer has submitted to the County a comprehensive Traffic Impact Analysis for the Project prepared by STS, 2943 Golden Eagle Drive, Tallahassee, Florida 32312, FL License No.: 00007809, including land use and transportation capacity analysis data for the purpose of determining the impact the Project will have on the local roadway network, a copy of which is attached hereto as Exhibit "B" and incorporated herein by reference. County staff has reviewed the report and concurs with its findings.

3.2 The proposed trips resulting from the development of the Project exceeds the capacity available along segments of SR 85. The parties have agreed that the Developer may address the

capacity constraints in the impact area through a realignment of Jones Road as shown in Exhibit A, at an estimated construction cost of \$500,000.

3.3 In consideration of the realignment and paving of Jones Road, which provides value and capacity enhancement to the County roadway system, the County agrees to reserve a total trip capacity of 33 p.m. Peak Hour trips in relation to the segment of State Road 85 (from Antioch Road to I-10) which are to be primarily impacted by said trips.

3.4 The total budgeted construction cost of phase one of the PJ Adams Parkway Widening project is \$5,300,000, which will create One Thousand Eighty One (1,881) trips. Based on the proportionate share of the total budgeted construction costs for phase one of the PJ Adams Parkway Widening project, the parties agree the Mitigation Payment amount is Ninety Two Thousand Nine Hundred Sixty-One Dollars (\$92,961.00). The Developer is not required to provide a cash Mitigation payment to the County as the cost of relocating Jones Road exceeds the Mitigation Payment amount.

3.5 The County will vacate to the Developer the full width of existing Jones Road, as shown in Exhibit A, Parcel B and Parcel C, on the east and north edges of the development respectively, with a stipulation that utilities, if any, may remain on the old alignment. The Developer may work with utility companies to relocate utility infrastructure, at Developer cost, from existing Jones Road to allow the road to be vacated without stipulation. The vacation will occur within 90 days of realigned Jones Road entering the warranty period for County maintenance.

3.6 The traffic impact analysis, as shown in Exhibit B, recommends an operational improvement of a left turn lane at the intersection of Jones Road & Old Bethel Road. The left turn lane shall be constructed before any final plat is approved in the Development.

3.7 Through Article III Section 3.5, above, the County's concurrency requirements for transportation have been satisfied by the Developer. The terms of this agreement shall not be construed to imply approval for water, wastewater, stormwater, parks, or solid waste concurrency of the County, nor shall it relieve the Developer from complying with all applicable rules and/or regulations of any other agency having jurisdiction over any aspect of the proposed development.

3.8 The rights granted by this Agreement are strictly limited to the matters particularly set forth herein. The Developer is required to secure all applicable local, county, regional, state, and federal development permits and approvals prior to the construction of the Project and any future projects within the development area.

3.9 The Developer, its successors and assigns, agree to provide all necessary facilities and services required for development of the Project in accordance with the terms of the agreement. Nothing herein, however, is intended to preclude the County from exercising its proper regulatory powers to protect the health, safety, and welfare of the public.

3.10 This Agreement is limited to the proposed development's consistency with the County's Comprehensive Plan and land development regulations and shall not under any circumstances be

construed to addressing consistency with the regulations of any other agency having jurisdiction in this matter.

#### **ARTICLE IV. AGREEMENT AND COVENANT**

4.1 This Agreement is assignable by the Developer and shall be binding upon, and inure to the benefit of all heirs, successors and assigns of the parties hereto.

4.2 To the extent that the Developer fails to perform any of the actions or requirements contained in this Agreement, the County shall provide written notice to the Developer of his failure to comply with the terms of this Agreement. Within thirty (30) days of receipt of such notice, and in the event that the Developer fails to cure such failure within thirty (30) days after receipt of such notice, the County shall suspend and hold in abeyance all applications for or issuance of any development orders or building permits for the Project until the failure is cured and no further phases of the Project shall be reviewed, permitted or otherwise approved. At such time as the Developer cures the performance failure then the review and processing of applications for a development order may resume.

4.3 Any notices required to be given or elected to be given by either of the parties pursuant to the terms of this Agreement shall be deemed effective provided when placed in the United States Mail, certified return receipt requested, or placed in the hands of an overnight delivery service.

As to the Developer:

Grant-Moulton Properties, L.L.C.  
1702 E. James Lee Blvd  
Crestview, Florida 32539

As to the County:

Scott Bitterman, P.E.  
County Engineer  
1759S. Ferdon Boulevard  
Crestview, FL 32536

And a copy to:

County Attorney:  
Lynn Hoshihara, Esq.  
1500 Mahan Drive  
Suite 200  
Tallahassee, Florida 32308

**ARTICLE V. TERM**

5.1 The Developer has one (1) year from the date this Agreement is signed by the Chairman of the Board of County Commissioners, or his designee, to receive a development order for the White Wolf Run project as described in this Agreement. Failure to receive a development order within that time shall render this Agreement null and void unless this Agreement is extended by the Board of County Commissioners prior to expiration.

5.2. The Developer has five (5) years from the date this Agreement is signed by the Chairman of the Board of County Commissioners, or his designee, to record the final plat for the White Wolf Run Subdivision project as described in this Agreement. Failure to record the final plat within that time shall render this Agreement null and void unless this Agreement is extended by the Board of County Commissioners prior to expiration.


IN WITNESS WHEREOF, the parties have set their hands and seals this 2nd day of March, 2021.

OKALOOSA COUNTY  
BOARD OF COUNTY COMMISSIONERS

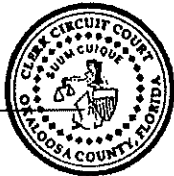
By:   
Carolyn N. Ketchel  
Chairman, Board of County Commissioners




ATTEST:

  
JD Peacock, II

Clerk of the Circuit Court



APPROVED AS TO LEGAL SUFFICIENCY:

  
Lynn M. Hoshihara  
County Attorney

DEVELOPER:

Grant-Moulton Properties, L.L.C.

Huey Linc Grant

Huey Linc Grant, L.L.C. Manager

WITNESSES:

William J. Henderson

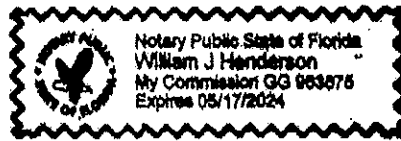
William J. HENDERSON

Gordon J. Gibson

Gordon J Gibson

SWORN TO AND SUBSCRIBED before me by Huey Linc Grant, who is personally known to  
me or who produced N/A as identification on this  
17<sup>th</sup> day of November, 2020.

William J. Henderson  
NOTARY PUBLIC  
State of Florida



**EXHIBIT 'A'**

**SEE ATTACHED DRAWINGS**





**ENGINEER'S ESTIMATE**

4/1/2020

Based On Moulton Crestview Property Conceptual Plan Dated: 02/11/2020

**Jones Road Relocation**

Note: This Engineer's Estimate is prepared for the owner's use only, all quantity take-offs are the responsibility of the contractor. Jenkins Engineering, Inc. is free of any liability from errors in quantity take-offs. It is recommended that the individual contractor rely on his own estimations to price the project.

Estimate based on 66' wide ROW with 24' wide road and 8' wide swales on either side.

Stormwater runoff from roadway to swales will be conveyed to central detention pond for treatment and attenuation.

<u>ITEM No.</u>	<u>DESCRIPTION</u>	<u>ENG EST</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
1.1	Mobilization / Demobilization	1	LS	\$5,000.00	\$5,000.00
1.2	Construction Stakeout	1	LS	\$5,000.00	\$5,000.00
1.3	Maintenance of Traffic	1	LS	\$2,500.00	\$2,500.00
1.4	Testing / QC Plan	1	LS	\$5,000.00	\$5,000.00
1.5	Clearing & Grubbing	4.0	AC	\$5,000.00	\$20,000.00
1.8	Grading - Road (Budget)	1	LS	\$25,000.00	\$25,000.00
1.9	Grading - Swale	1,200	CY	\$5.00	\$6,000.00
1.10	Earthen Ditch Checks Every 100' (If Needed)	50	EA	\$250.00	\$12,500.00
1.12	Silt Fence - Regular	2,750	LF	\$3.50	\$9,625.00
1.13	Erosion Control	0	LF	\$7.50	\$0.00
1.14	Sod (Road ROW)	20,000	SY	\$2.50	\$50,000.00
1.15	2.0" SP 9.5 Asphalt Pavement	7,083	SY	\$12.50	\$88,537.50
1.16	8" Graded Aggregate Base	7,083	SY	\$15.00	\$106,245.00
1.17	12" Stabilized Subgrade 2' Past Roadway (LBR 40)	8,263	SY	\$5.50	\$45,446.50
1.20	8' Wide Concrete Swale	250	SY	\$50.00	\$12,500.00
1.22	Striping & Signage	1	LS	\$25,000.00	\$25,000.00
1.23	24" RCP Drain Pipe	100	LF	\$46.00	\$4,600.00
1.24	Mitered End Section w/ Rip Rap	2	EA	\$1,500.00	\$3,000.00

**ESTIMATED TOTAL =**

**\$425,954.00**

**ESTIMATED TOTAL w/15% CONTINGENCY =**

**\$489,847.10**

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**EXHIBIT 'B'**

**TRAFFIC IMPACT ANALYSIS**

# TRAFFIC IMPACT ANALYSIS

Revision

## Moulton Property

Jones Road South of Old Bethel Road  
Crestview, Florida

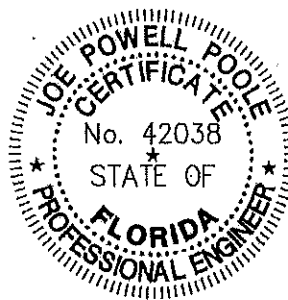
Prepared for:  
Matt Zinke, P.E.  
Jenkins Engineering Inc.  
1234 Airport Road, Suite 126  
Destin, Florida 32541  
(850) 837-2449

Submitted by:



Joe Poole, P.E.  
2943 Golden Eagle Drive  
Tallahassee, FL 32312  
(850) 449-0807

FL License No.: 00007809



**Joe P Poole**

Digitally signed by Joe P Poole  
Date: 2020.03.09 10:22:58 -04'00'

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:**

Moulton Property is a planned residential development on Jones Road on the south side of Old Bethel Road in Crestview, Florida. The project would consist of 332 single-family residential units. The purpose of this study is to determine the impact that proposed development trips will have on the surrounding roadway network.

**II. Trip Generation and Distribution:**

ITE Trip Generation Manual (10<sup>th</sup> Edition) was used to determine the project trips to be generated by the proposed development. Land Use Code 210 (Single-Family Detached Housing) was used in the analysis. The total estimated net new PM peak hour project trips are show below:

PM Peak Hour Trip Generation					
ITE Code	# of Dwelling Units	Equation or Rate	Total	Enter	Exit
210	332	$\text{Ln}(T) = 0.96 \text{Ln}(X) + 0.20$	321	202 (63%)	119 (37%)

Project trips were distributed along impacted segments to a point where project traffic is less than five percent (5%) of total new trips generated by the proposed development. Five percent (5%) of the total net new trips (321) generated is sixteen (16) trips.

**III. Traffic Impact Analysis:**

Based on the trip distribution and the available surrounding roadway network, the following roadway segments included in the County's transportation concurrency system would be impacted by the proposed development:

State Highways

- SR 85 from Old Bethel/Airport Road to Begin of 2 Lane
- SR 85 from Stillwell Boulevard to Old Bethel Road
- SR 85 from Antioch Road to I-10
- SR 85 from College Boulevard to Antioch Road
- SR 85 from SR 123 to SR 190
- SR 85 from SR 189 to SR 123
- SR 123 from SR 85 (South) to SR 85 North)
- US 90 from Antioch Road to Fairchild Road

County Highways

- CR 4 (Antioch Road) from PJ Adams Road to US 90
- Old Bethel Road from US 90 to SR 85
- Airport Road from SR 85 to SR 85 (Garden City)



The following tables provide an evaluation of all impacted State Highway segments using PM Peak Hour Traffic Volume conditions.

Using the latest published FDOT traffic data, the following tables provide an evaluation of all impacted State Highway segments using PM Peak Hour Traffic Volume conditions.

Roadway	Segment	ADT	K Factor (%)	B Factor (%)	Peak Hour Traffic	AVG PHT	Peak Direction
SR 85	Bethel/Airport Rd to Begin 2 Lane <sup>0</sup>	10,900	9.0	62.4	612	612	NB
	Begin 2 Lane to Bethel/Airport Rd <sup>0</sup>			1-62.4=37.6	369	369	
SR 85	Stillwell Ave to Bethel/Airport Road <sup>1</sup>	25,500	9.0	52.5	1,205	1,252	NB
	Bethel/Airport Road to Stillwell Ave <sup>1</sup>	27,500	"	1-52.5=47.5	1,090	1,133	
SR 85	Antioch Road to I-10 <sup>2</sup>	49,500	9.0	52.5	2,339	2,339	NB
	I-10 to Antioch Road <sup>2</sup>			1-52.5=47.5	2,116	2,116	
SR 85	College Blvd. to Antioch Road <sup>3</sup>	39,500	9.0	62.4	2,218	1,657	NB
	Antioch Road to College Blvd. <sup>3</sup>	17,860	9.5	64.6	1,096	969	
SR 85	SR 123 to SR 190 <sup>4</sup>	26,500	9.0	62.4	1,488	1,488	SB
	SR 190 to SR 123 <sup>4</sup>			1-62.4=37.6	897	897	
SR 85	SR 189 to SR 123 <sup>5</sup>	37,500	9.0	52.5	1,772	1,973	NB
	SR 123 to SR 189 <sup>5</sup>	46,000	9.0	"	2,174	1,785	
SR 123	SR 85 (South) to SR 85 (North) <sup>6</sup>	21,000	9.5	62.4	1,245	1,245	NB
	SR 85 (North) to SR 85 (South) <sup>6</sup>			1-62.4=37.6	750	750	
US 90	Antioch Road to Fairchild Road <sup>7</sup>	14,144	9.5	1-52.3=47.7	641	682	
				1-52.5=47.5	496		
				"	778		
				"	539		
	Fairchild Road to Antioch Road <sup>7</sup>	12,600	"	"	740	753	WB
				17,300	"		
		21,000	"	52.3	703		
				52.5	548		
				"	860		
				"	595		
				"	817		
				"	992		

Traffic Impact Analysis  
Moulton Property - North Crestview

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<sup>0</sup> Existing traffic volume = 2018 AADT x K x D from count station 570139.

<sup>1</sup> Existing traffic volume = Average of 2018 AADT x K x D from count stations 571603 & 575112.

<sup>2</sup> Existing traffic volume = 2018 AADT x K x D from count stations 571607.

<sup>3</sup> Existing traffic volume = Average of 2018 AADT x K x D from count stations 570088 & 570219.

<sup>4</sup> Existing traffic volume = 2018 AADT x K x D from count stations 570261.

<sup>5</sup> Existing traffic volume = Average of 2018 AADT x K x D from count stations 570260 & 570314.

<sup>6</sup> Existing traffic volume = 2018 AADT x K x D from count station 570299.

<sup>7</sup> Existing traffic volume = Average of 2018 AADT x K x D from count stations 570122, 571601, 571602, 575051, 575052, & 575053.

<sup>8</sup> Peak direction is based on traffic data in FDOT Synopsis Report.

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Traffic Impact Analysis  
Moulton Property - North Crestview



Segment	Area Type	Adopted LOS	Existing PHT (vph)	PM Peak Hour Committed Trips	PM Peak Hour Project Trips	Total Future PHT (vph)	Max Service Flow	Peak Direction
SR 85 Old Bethel/Airport Rd to Begin 2 Lane	Trans.	C	612	677	10	1,299	2,450 <sub>1</sub>	NB
SR 85 Begin 2 Lane to Old Bethel/Airport Rd			369	396	19	784	1,740 <sub>5</sub>	
SR 85 Stillwell Blvd. - Bethel/Airport Rd	Trans.	D	1,252	654	61	1,967	3,110 <sub>2,3</sub> (35 mph)	NB
SR 85 Bethel/Airport - Stillwell Blvd.			1,133	480	38	1,651	1,460 <sub>4</sub> (35 mph)	
SR 85 Stillwell Blvd. - Bethel/Airport Rd	Trans.	D	1,252	654	9	1,915	1,820 <sub>4</sub> (45 mph)	NB
SR 85 Bethel/Airport - Stillwell Blvd.			1,133	480	9	1,622	1,820 <sub>4</sub> (45 mph)	
SR 85 Antioch Road - I-10	Trans	C	2,339	582	33	2,954	1,740 <sub>5</sub>	NB
SR 85 I-10 - Antioch Road			2,116	456	12	2,584	1,740 <sub>5</sub>	
SR 85 College Blvd. - Antioch Road	Trans.	C	1,657	407	68	2,132	2,450 <sub>6</sub>	NB
SR 85 Antioch Road - College Blvd.			969	194	22	1,185	2,450 <sub>6</sub>	
SR 85 SR 190 - SR 123	Trans.	D	1,488	0	2	1,490	3,110 <sub>7</sub>	SB
SR 85 SR 123 - SR 190			897	0	1	898	3,110 <sub>7</sub>	
SR 85 SR 189 - SR 123	Urban	D	1,973	0	22	1,995	3,240 <sub>8</sub>	NB
SR 85 SR 123 - SR 189			1,785	0	4	1,789	2,000 <sub>10</sub>	
SR 123 SR 85 (South) - SR 85 (North)	Trans.	D	1,245	113	24	1,382	3,110 <sub>9</sub>	NB
SR 123 SR 85 (North) - SR 85 (South)			750	58	9	817	3,110 <sub>9</sub>	
US 90 Fairchild Rd - Antioch Rd	Trans.	C	682	90	18	790	1,740 <sub>5</sub>	WB
US 90 Antioch Rd - Fairchild Rd			753	103	49	905	1,740 <sub>5</sub>	





- <sup>1</sup> Maximum Service Volume (LOS C) obtained from FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas. Uninterrupted Flow.
- <sup>2</sup> Maximum Service Volume (LOS D) obtained from FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas.
- <sup>3</sup> Uninterrupted Flow Highway. Existing Speed Limit is 35 mph on SR 85 to a point approximately .45 miles north of Stillwell Ave. No signalized intersections are within this segment.
- <sup>4</sup> Existing Speed Limit is 45 mph on SR 85 from a point approximately .45 miles north of Stillwell Ave to north of Bethel Road/Airport Road intersection. 2 signalized intersections within this segment.
- <sup>5</sup> Maximum Service Volume (LOS C) obtained from FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas. Existing Speed Limit is 45 mph or higher on SR 85 with signalized intersection(s) within this segment.
- <sup>6</sup> Existing Speed Limit is 45 mph on SR 85 and has no signalized intersections within this segment. Maximum Service Volume (LOS C) obtained from FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas. Uninterrupted Flow Highways.
- <sup>7</sup> Existing Speed Limit is 55/45 mph on SR 85 and has no signalized intersections within this segment. Maximum Service Volume (LOS D) obtained from FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas. Uninterrupted Flow Highways.
- <sup>8</sup> Uninterrupted Flow Highway. Existing Speed Limit is 55 mph on SR 85. No signalized intersections are within this segment. Maximum Service Volume (LOS D) obtained from FDOT Table 7 FDOT Generalized Peak Directional Volumes for Florida's Urbanized Areas.
- <sup>9</sup> Uninterrupted Flow Highways. No signalized intersections within this segment. Maximum Service Volume (LOS D) obtained from FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas.
- <sup>10</sup> Signalized State Arterial. Existing Speed Limit is 55 mph on SR 85. Signalized intersection within this segment. Maximum Service Volume (LOS D) obtained from FDOT Table 7 FDOT Generalized Peak Directional Volumes for Florida's Urbanized Areas.

Using the latest published FDOT traffic data, the following tables provide an evaluation of all impacted County Road segments using PM Peak Hour Traffic Volume conditions.

Segment	AADT	K Factor (%)	Bi-Directional Peak Hour Traffic	AVG PHT
PJ Adams By-Pass <sup>1</sup> SR 85 to US 90	8,800	9.5	836	1,273
	19,000	9.0	1,710	
Airport Road <sup>2</sup> SR 85 to SR 85	6,500	9.0	585	585
Old Bethel Road <sup>3</sup> US 90 to SR 85	5,300	9.0	477	504
	5,900	"	531	

<sup>1</sup> Existing traffic volume = Average of 2018 AADT x K from count stations 570280 and 570283.

<sup>2</sup> Existing traffic volume = 2018 AADT x K from count station 570289.

<sup>3</sup> Existing traffic volume = Average of 2018 AADT x K from count stations 570303 & 570305.

Segment	Area Type	Adopted LOS	Existing PHT (vph)	PM Peak Hour Bi-Directional Committed Trips	PM Peak Hour Bi-Directional Project Trips	Total Future PHT (vph)	Max Service Flow
PJ Adams By-Pass SR 85 to US 90	Urban	D	1,273	384	67	1,724	2,628 <sub>2</sub>
Airport Road SR 85 to SR 85	Rural Develop	D	585	279	36	900	2,190 <sub>3</sub>
Old Bethel Road US 90 to SR 85	Urban	D	504	244	121	869	2,170 <sub>4</sub>



- <sup>1</sup> Committed Trips were obtained from Okaloosa County Public Works.
- <sup>2</sup> According to Okaloosa County Public Works, a multi-lane project to widen PJ Adams By-Pass from SR 85 to US90 is funded for construction. This project will widen this roadway from 2 lanes to a 4-lane divided roadway. Maximum Service Volume (LOS D) obtained from FDOT Table 4 FDOT Generalized Peak Two-Way Volumes for Florida's Urbanized Areas. Existing Speed Limit is 35 mph. State Signalized Roadways, Class I (35 mph or slower) – 2,920 vph. For non-state signalized intersections reduce Maximum Service Volume (MSV) by 10%.  $MSV = 2,920 \times 0.90 = 2,628$  vph. Median & Turn Lane Adjustments: Divided with turn lane.
- <sup>3</sup> Maximum Service Volume (LOS D) obtained from 2012 FDOT Table 6 FDOT Generalized Peak Two-Way Volumes for Florida's Rural Undeveloped and Developed Areas Less than 5,000.
- <sup>4</sup> Maximum Service Volume (LOS D) obtained from 2012 FDOT Table 4 FDOT Generalized Peak Two-Way Volumes for Florida's Urbanized Areas.

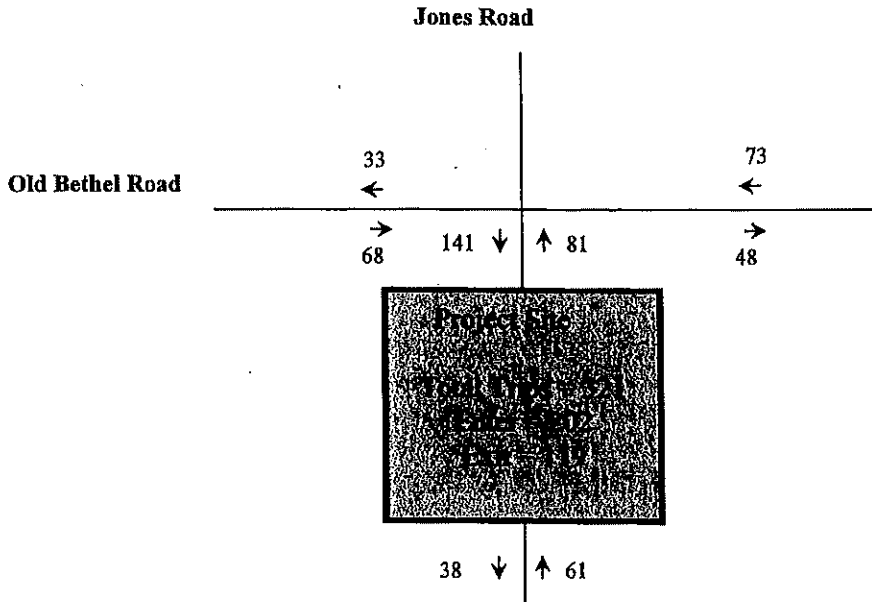
All impacted segments have sufficient capacity to handle the project trips, except the following:

- SR 85 from Antioch Road to I-10
- SR 85 from Stillwell Avenue to Old Bethel Road

**IV. Turn Lane Analysis:**

Right Turn Lane on Old Bethel Road at Jones Road

PM peak hour turning movement counts were collected at this intersection on June 19, 2019. These counts were adjusted to peak season using the latest Peak Season Correction Factor (PSCF) from the FDOT traffic data website. National Cooperative Highway Research Program Report 457, Evaluating Intersections for Improvements: An Engineering Study, was used to determine if turn lanes are warranted on Old Bethel Road at Jones Road. Speed limit on Old Bethel Road is 30 mph. A trip distribution diagram of the project trips is provided below:





Eastbound Right Turn Lane and Westbound Left Turn Lane on Old Bethel Road at Jones Road

$$\begin{aligned}\text{EB Adjusted Existing Volume} &= (\text{Left} + \text{Thru} + \text{Right}) \times (\text{PSCF}) \\ &= (6 + 231 + 1) \times 1.02 \\ &= 243 \text{ vph}\end{aligned}$$

$$\begin{aligned}\text{EB Future Volume} &= (\text{Adjusted Existing Peak Hour Traffic}) + \text{Committed Trips} + \\ &\quad \text{Project Trips} \\ &= 243 + 124 + 68 \\ &= 435 \text{ vph}\end{aligned}$$

$$\text{EB Future Right Turn Volume} = 1 + 68 = 69 \text{ vph}$$

$$\begin{aligned}\text{WB Adjusted Existing Volume} &= (\text{Left} + \text{Thru} + \text{Right}) \times (\text{PSCF}) \\ &= (1 + 306 + 28) \times 1.02 \\ &= 342 \text{ vph}\end{aligned}$$

$$\begin{aligned}\text{WB Future Volume} &= (\text{Adjusted Existing Peak Hour Traffic}) + \text{Committed Trips} + \\ &\quad \text{Project Trips} \\ &= 342 + 120 + 73 \\ &= 535 \text{ vph}\end{aligned}$$

$$\text{WB Future Left Turn Volume} = 1 + 73 = 74 \text{ vph}$$

$$\text{Future WB Volume (Advancing Volume)} = 535 \text{ vph}$$

$$\text{Percent of WB Left Turns in Advancing Volume} = 74/535 = 13.8 \%$$

$$\text{Future Opposing EB Volume} = 435 \text{ vph}$$

Results of this analysis indicate an eastbound right turn lane is not warranted but a westbound left turn lane is warranted at this intersection (see **Appendix**).

**V. Traffic Operational Analysis (PM Peak Hour):**

Turning movement counts collected on June 19, 2019 at SR 85 and CR 188 (Airport Road/Old Bethel Road) intersection and SR 85 at Commerce Drive and Garden Drive on January 30, 2020 were used in the analysis. These counts were adjusted to peak season using a peak season correction factor obtained from the latest FDOT Traffic data (See **Appendix**).

The adjusted seasonal volumes and committed trips were then input into SYNCHRO Version 9.0 along with the current operation at the intersections. The “before” LOS and delay was then calculated for the intersection and individual phase movements. New project trips were then added to the adjusted PM peak hour volumes and entered into SYNCHRO, “After” calculations were performed for Level of Service (LOS) and delay for the intersection and individual phase movements. All SYNCHRO runs are provided in **Appendix**.

The below table summarizes results of the “before” and “after” SYNCHRO analysis of the intersection. The results show that the LOS, vehicle delay and queue lengths would not be significantly impacted by the additional trips from the proposed development.



**Before Conditions** = Existing + Committed Trips

**After Conditions** = Existing + Committed Trips + Project Trips

**Arterial Level of Service**

Scenario	PM Peak Hour Peak Direction Level of Service
Before Conditions	C
After Conditions	C

**SR 85 at CR 188 (Old Bethel Road/Airport Road)**

Scenario	PM Peak Hour Intersection Average Delay (seconds/vehicle)	PM Peak Hour Intersection Level of Service
Before Conditions	53.6	D
After Conditions	56.0	E

	EB Left	EB Thru	EB Right	WB Left	WB Thru/ Right		NB Left	NB Thru	NB Right	SB Left	SB Thru/ Right
Before LOS	F	E	B	F	F		E	D	B	F	D
After LOS	F	E	B	F	F		E	E	B	F	D
Before Delay	88.8	67.4	10.4	80.3	85.7		58.2	53.1	11.7	107.0	46.9
After Delay	89.9	66.0	10.8	80.3	88.1		58.5	55.2	11.7	110.1	51.5
Before Queue Length 95 <sup>th</sup> %	239	217	61	173	284		291	946	129	102	524
After Queue Length 95 <sup>th</sup> %	253	240	67	173	349		302	946	127	102	538
Before Queue Length 95 <sup>th</sup> % Simtraffic Runs	216	209	53	162/ 174	279		339	572/ 574	104	95	343/ 345
After Queue Length 95 <sup>th</sup> % Simtraffic Runs	252	251	80	166/ 195	297		358	558/ 561	85	101	348/ 349

**SR 85 at Commerce Drive**

Scenario	PM Peak Hour Intersection Average Delay (seconds/vehicle)	PM Peak Hour Intersection Level of Service
Before Conditions	20.0	C
After Conditions	19.5	B



	EB Left/Thru/ Right	WB Left/ Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru/ Right
Before LOS	D	F	B	A	B	A	D	B
After LOS	D	F	B	A	B	A	D	B
Before Delay	53.2	86.2	11.8	4.8	19.7	0.6	39.9	12.7
After Delay	53.2	86.2	11.8	4.8	19.8	0.6	39.7	10.9
Before Queue Length 95 <sup>th</sup> %	46	55	35	7	1331	2	19	816
After Queue Length 95 <sup>th</sup> %	46	55	35	7	1344	2	18	817
Before Queue Length 95 <sup>th</sup> % Simtraffic Runs	79	157	76	33	215/ 232	62	59	109/119
After Queue Length 95 <sup>th</sup> % Simtraffic Runs	82	160	76	35	213/ 225	27	53	101/106

**SR 85 at Garden Street**

Scenario	PM Peak Hour Intersection Average Delay (seconds/vehicle)	PM Peak Hour Intersection Level of Service
Before Conditions	9.3	A
After Conditions	9.4	A

	EB Left	EB Right	NB Left	NB Thru	SB Thru/ Right
Before LOS	F	B	A	A	A
After LOS	F	B	A	A	A
Before Delay	82.7	19.8	6.8	9.0	3.4
After Delay	82.7	19.8	6.9	9.1	3.5
Before Queue Length 95 <sup>th</sup> %	168	17	19	618	127
After Queue Length 95 <sup>th</sup> %	168	17	19	625	128
Before Queue Length 95 <sup>th</sup> % Simtraffic Runs	175	53	63	219/243	72/73
After Queue Length 95 <sup>th</sup> % Simtraffic Runs	178	44	70	218/238	79/77

Results of the revised traffic analysis indicate a decrease in vehicular total delay for some movements with or without increase in traffic. Even though signal timings were not optimized, SYNCHRO calculates effective green time for actuated phases. All phases of the signals, except major through movements on SR 85, are operating in actuation mode. SYNCHRO will adjust the actuated effective green time to service the traffic demand for a specific phase. The increase in green time may have been slightly more than required which results in decrease in delay.



**VI. Mitigation Payment Estimate:**

The above Arterial Analysis shows the SR 85 segment from Stillwell Boulevard to CR 188 (Old Bethel Road/Airport Road) would operate an acceptable LOS, therefore no mitigation is required for this segment. Mitigation is required to gain transportation concurrency approval for the SR segment from Antioch road to I-10. An option used on previous projects is to make a "Mitigation Payment" towards the PJ Adams Parkway widening project. The Mitigation Payment estimate is:

Segment	Cost Per Trip	Trips All Days PM Peak Hour Dr. from Design	Cost Per Segment
SR 85 Antioch Road - I-10	\$2,817	33	\$92,961
			<b>\$92,961</b>

<sup>1</sup> Mitigation Payment Cost per Trip obtained from Transportation Infrastructure Agreement for Highlands Subdivision Project

**VII. Conclusion:**

Sufficient capacity to handle future project trips is available on all impacted segments, except SR 85 from Antioch Road to I-10. The mitigation fee estimate to offset this deficiency and satisfy the Okaloosa County transportation concurrency requirements is \$92,961.

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# APPENDIX

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FLORIDA DEPARTMENT OF TRANSPORTATION  
2018 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
0001		SR 189 - 500' N OF CR 180 (L.G. RUSSELL RD)	N	1800	S	1700	3500 C	9.5	62.4F	8.8A
0005		SR 189 - 525' N OF CR C4A	N	2700	S	2500	5200 C	9.5	62.4F	10.7A
0006		SR 4 - 250' SE OF CR C4A WEST OF BAKER	E	800	W	750	1550 C	9.5	62.4F	17.6A
0007		CR 4B (CHARLIE DAY RD) - 225' W OF SR 4, MILLIG	E	0	W	0	1200 C	9.5	52.5F	3.3F
0008		CR 2 (STEELMILL CRK RD) - 225' N OF MILLSIDE RD	E	0	W	0	300 C	9.5	52.5F	3.3F
0009		SR 10 (US90) - 650' W OF SR 4 (BAKER HWY)	E	2700	W	2700	5400 C	9.5	62.4F	9.7A
0010		CR 2 (STEELMILL CREEK RD) - 450' E OF CR 393	E	0	W	0	450 C	9.5	52.5F	3.3F
0018		SR 30 (US98) - 175' W OF EAST PASS BRIDGE	E	22500E	W	22500E	45000 F	9.0	58.2F	4.7P
0019		CR 2378 - 750' W OF COUNTY LINE (@ ENCLAVE CONDO	E	4600	W	5200	9800 C	9.0	58.2F	2.7A
0051		SR 85 - 0.225 MILE N OF CR 602 (N OF WATER TOWE	N	1900	S	1900	3800 C	9.5	62.4F	10.9A
0054		SR 85 - 350' NE OF CR 85A (2ND AVE), LAUREL HILL	N	0	S	0	3200 C	9.5	62.4F	12.1F
0088		SR 85 - 1000' S OF ANTIOCH RD @ N END OF BRIDGE	N	19500	S	20000	39500 C	9.0	62.4F	4.8A
0090		SR 4 (BAKER HWY) - 0.525 MILE N OF SR 10 (US 90)	E	4600	W	4600	9200 C	9.5	62.4F	8.5A
0098		SR 10 (US90) - 500' W OF CR 189 (LOG LAKE RD)	E	0	W	0	3500 C	9.5	62.4F	7.8F
0101		SR 10 (US90) WEST END OF YELLOW RIVER BRIDGE	E	7500	W	7500	15000 C	9.5	62.4F	7.8A
0110		SR 20 - 150' W OF COUNTY LINE RD	E	6100	W	5700	11800 C	9.0	62.4F	5.6A

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 2018 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0118		SR 85 - 975' E OF CR 85A(2ND AVE) LAUREL HILL	N 1500	S 1500	3000 C	9.5	62.4F	12.1A
0120		SR 189 - 450' S OF CR 2 (S OF RED BARROW RD)	N 2200	S 2000	4200 C	9.5	62.4F	11.1A
0121		SR 189 - 750' N OF CR 2 (EAST)	N 0	S 0	2900 C	9.5	62.4F	9.8F
0122	T	SR-10/US-90, 2 MI W OF SR-85, CRESTVIEW, OKALOOSA C	E 7250	W 6894	14144 C	9.5	52.3A	5.8A
0124		SR10 (US90) - 0.600 MILE E OF CR 393 (W OF MARE	E 0	W 0	6600 C	9.5	62.4F	7.6F
0128		SR10 (US90) - 0.500 MILE E OF CR 189 (LOG LAKE R	E 0	W 0	6000 C	9.5	62.4F	7.8F
0139		SR 85 - 0.030 M N OF LAKE SILVER RD	N 5400	S 5500	10900 C	9.0	62.4F	6.4A
0167	T	SR-30/US-98, 0.3 MI E OF SANTA ROSA C/L, OKALOOSA	E 19470	W 19582	39052 C	9.0	70.7A	4.1A
0170		CR 189 (GALIVER CUTOFF) - 550' SW OF SR 4	N 0	S 0	3000 C	9.5	52.5F	3.3F
0189		CALHOUN AVE - 425' N OF SR 30 (US 98)	E 1500	W 1600	3100 C	9.0	58.2F	3.6A
0190		SR 397 - 0.370 M S OF SR 189 (LEWIS TURNER) N OF	N 5500	S 5700	11200 C	9.0	52.5F	2.9A
0200		CR 393 - 275' N OF CR 2 (STEEL MILL CREEK RD	N 0	S 0	650 C	9.0	52.5F	3.3F
0214		CR 85A (2ND AVE) - 450' W OF SR 85	N 0	S 0	100 C	9.5	62.4F	9.2F
0217		CR 393 - 300' N OF SR 10 (US 90)	N 1000	S 1000	2000 C	9.5	62.5F	7.6A
0219	T	SR-85, 1.9 MI N SR-20, 2.2 MI S SR-123, OKALOOSA CO	N 8779	S 9081	17860 C	9.5	64.6A	4.7A
0250	T	SR-189, 1.6 MI N OF SR-188/US-98, OKALOOSA CO.	N 15423	S 15658	31081 C	9.0	52.6A	4.6A

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FLORIDA DEPARTMENT OF TRANSPORTATION  
2018 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0260		SR 85 - 0.350 MILE N OF SR 189 (LEWIS TURNER BLV)	N	25000E	S	12500E	37500 F	9.0	52.5F	5.1P
0261		SR 85 - 1 MILE S OF SR 190 (N OF AIRPORT)	N	13000E	S	13500E	26500 F	9.0	62.4F	5.8P
0275		CR 189 (LOG LAKE RD) - 825' S OF SR 10 (US 90)	N	0	S	0	4500 C	9.5	62.4F	9.2F
0278		CR 397 (OLD RIVER RD) - 500' N OF SR 10 (US90)	N	0	S	0	1400 C	9.5	62.4F	9.2F
0280		CR 4 (ANTIOCH RD) - 625' S OF SR 10 (US 90)	E	4400	W	4400	8800 C	9.5	62.4F	4.9A
0282		CR 85A WEST (3RD AVE) - 975' W OF SR 85	N	0	S	0	700 C	9.5	52.5F	3.3F
0283		P J ADAMS PKWY - 850' W OF SR 85	E	0	W	0	19000 C	9.0	62.4F	4.4F
0284		ANTIOCH RD - 300' W OF SR 85	E	1400	W	1900	3300 C	9.0	52.5F	2.2A
0285		REDWOOD AVE - 500' S OF SR 20 (JOHN SIMS PKWY)	N	3800	S	3600	7400 C	9.0	52.5F	2.7A
0289		CR 188 (AIRPORT RD) - 1400' E OF SR 85 (E OF FARM	E	0	W	0	6500 C	9.0	62.4F	9.2F
0290		SR 189 (LEWIS TURNER BLVD) - 0.250 M W OF SR 85	N	17500	S	5000	22500 C	9.0	52.5F	4.8A
0291		SR 189 (LEWIS TURNER BLVD) - 0.340 M E OF SR 85	N	6800	S	6900	13700 C	9.0	52.5F	3.3A
0294		SR 20 (JOHN SIMS PKWY) - 1200' W OF BLUEWATER BL	E	15000	W	15000	30000 C	9.0	52.5F	4.7A
0295		SR 293 (WHITE POINT RD) - 0.390 M S OF SR 20	N	2700	S	2800	5500 C	9.0	58.2F	4.2A
0296		SR 293 (DANNY WUERFFEL WAY) - 250' S OF MIDBAY B	N	11500	S	12500	24000 C	9.0	58.2F	2.9A
0297		ROCKY BAYOU DR - 250' S OF ROCKY WOOD WAY	E	3700	W	3800	7500 C	9.0	62.5F	3.6A

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FLORIDA DEPARTMENT OF TRANSPORTATION  
2018 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0298		SR 20 (JOHN SIMS PKWY) - 575' W OF LANCASTER DR	E 19000	W 20500	39500 C	9.0	52.5F	5.3F
0299		SR 123 - 1 MILE N OF SR 85	N 10500	S 10500	21000 C	9.5	62.4F	5.4A
0300		CR 189 (LOG LAKE RD) - 475' S OF BROXSON RD	N 0	S 0	1300 C	9.5	62.4F	9.2F
0301		CR 2 - 275' W OF SR 85	E 0	W 0	500 C	9.5	52.5F	3.3F
0302		SR 10 (US90) - 1150' E OF FAIRCHILD RD (W END OF	E 3700	W 3900	7600 C	9.5	52.5F	8.9A
0303		CR 188 (OLD BETHEL RD) - 0.5 MILE W OF SR 85 (W O	E 0	W 0	5300 C	9.0	62.4F	9.2F
0304		FAIRCHILD RD - 400' N OF SR 10 (US 90)	N 850	S 850	1700 C	9.0	52.5F	6.4A
0305		CR 188 (OLD BETHEL RD) - 625' N OF SR 10 (US90)	N 0	S 0	5900 C	9.0	62.4F	3.3F
0306		SR 30 (US98) - 0.75 MILE W OF CODY AVE (HURLBURT	E 24000	W 24000	48000 C	9.0	58.2F	4.1F
0307		SR 85 - 0.25 MILE S OF SR 189 (LEWIS TURNER BL	N 11000	S 11000	22000 C	9.0	52.5F	5.6A
0309	T	SR 285 - 1000' N OF COLLEGE BLVD @ NICEVILLE CIT	0E	0E	6600 F	9.5	62.4F	4.9F
0310		SR 293 (D WUERFFEL WAY) - 350' N OF SR 30 (US 98)	N 13000	S 13500	26500 C	9.0	58.2F	4.6F
0311		COMMONS DR - 0.25 MILE E OF INDIAN BAYOU DR	E 0	W 0	16500 C	9.0	62.5F	3.3F
0312		SR 123 - .25 M N OF SR 85 OVERPASS	N 9200	0	9200 C	9.5	99.9W	5.0F
0313		SR 123 SB - 100' N OF SR 85 MERGE	S 9300	0	9300 C	9.5	99.9W	5.0F
0314		SR 85 - 0.133 M N OF GEN R W BOND BLVD	N 23000	S 23000	46000 C	9.0	52.5F	3.4F

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FLORIDA DEPARTMENT OF TRANSPORTATION  
2018 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1507		SR 85 - 350' N OF WOLVERINE AVE	N 10000	S 11000	21000 C	9.0	52.5F	4.0A
1508		CR 190 (COLLEGE BLVD) - 675' E OF SR 85	E 5200	W 5200	10400 C	9.0	52.5F	4.3A
1510		SR 85 (JOHN SIMS PKWY) - 225' E OF EVANS ST	N 23000	S 23000	46000 C	9.0	52.5F	5.3F
1511		BAYSHORE SR - 475' SE OF SR 20 (JOHN SIMS PKWY)	N 0	S 0	2300 C	9.0	52.5F	4.9F
1512		VALPARAISO BLVD - 625' E OF LINDEN AVE	N 0	S 0	2700 C	9.0	52.5F	3.3F
1514		CR 190 (COLLEGE BLVD) - 375' W OF SR 85	E 0	W 0	9700 C	9.0	52.5F	3.3F
1518		SR 293 (MID-BAY BR CONNECTOR) - BTWN LAKESHORE &	N 9400	S 9500	18900 C	9.0	58.2F	4.9P
1519		SR 293 (MID-BAY BR CONNECTOR) - BTWN SR 20 & RAN	N 4900	S 4900	9800 C	9.0	62.5F	5.5A
1520		SR 20 - 250' W OF CEDAR ST	E 11500	W 11000	22500 C	9.0	52.5F	5.5A
1521		SR 293 - MID BAY BRIDGE CONNECTOR .75 M S OF SR	N 5500	S 5400	10900 C	9.0	62.5F	5.8A
1522		SR 293 - MID BAY BRIDGE CONNECTOR 1 M S OF SR 85	N 0	S 0	9200 C	9.0	62.5F	4.6F
1601		SR 10 (US90) - 650' W OF VALLEY RD	E 5600	W 6000	11600 C	9.0	52.5F	6.3A
1602		SR 10 (US90) - 1200' W OF LINDBERG ST	E 9200	W 9000	18200 C	9.0	52.5F	7.8F
1603		SR 85 -375' N OF 3RD AVE	N 12500	S 13000	25500 C	9.0	52.5F	3.3A
1605		CR 280A (CHESTNUT AVE) - 350' NW OF EDNEY AVE	E 0	W 0	500 C	9.0	52.5F	3.3F
1606		SR 85 - 600' S OF DUGGAN AVE (N OF GOODWIN AVE)	N 22000E	S 22500E	44500 F	9.0	52.5F	2.5P

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FLORIDA DEPARTMENT OF TRANSPORTATION  
2018 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1607		SR 85 - 300' N OF CRACKER BARREL RD (S OF I-10 R	N 24500	S 25000	49500 C	9.0	52.5F	4.4F
1608		SR 85 - 500' S OF HOSPITAL DR	N 21500	S 22000	43500 C	9.0	52.5F	4.4F
1701		SR 189 (BEAL PKWY) - 900' W OF MEMORIAL PKWY	N 14500	S 14500	29000 C	9.0	52.5F	3.7F
1702		SR30(US98) - 850' W OF WRIGHT PKWY	E 14500	W 14500	29000 C	9.0	58.2F	4.1F
1704		SR 85 (EGLIN PKWY) - 200' S OF HUGHES ST	N 20500	S 21000	41500 C	9.0	52.5F	3.4F
1705	T	SR 30 (US98) - 0.15 M E OF MARY ESTHER DRIVE		OE OE	44000 F	9.0	62.5F	4.4P
1706		SR 189 - 0.160 M S OF GEN ROBERT M BOND BLVD	N 18000	S 18500	36500 C	9.0	52.5F	5.1A
1707		SR 85 (EGLIN PKWY) - S END OF GARNIER BAYOU BRI	N 23500	S 23000	46500 C	9.0	52.5F	3.4F
1708		SR 393 (MARY ESTHER CUTOFF) - 350' S OF LOVE JOY	N 12500	S 12500	25000 C	9.0	52.5F	3.0A
1709		SR 85 (EGLIN PKWY) - N END OF FIVE MILE BAYOU BR	N 25500	S 26500	52000 C	9.0	52.5F	2.8A
1710		SR 85 (EGLIN PKWY) - 0.370 MILE N OF 12TH AVE	N 17500	S 18000	35500 C	9.0	52.5F	3.4F
1711		YACHT CLUB RD - 625' E OF SR 85 (EGLIN PKWY)	N 0	S 0	2700 C	9.0	52.5F	3.3F
2004		SR 8(I-10) - 0.650 MILE E OF SR 85 OVERPASS	E 11000E	W 10500E	21500 F	9.0	54.1F	24.9P
2601		I-10 - WB ON RAMP FROM CR 189	W 1500	0	1500 C	9.5	99.9W	9.2F
2602		I-10 - EB OFF RAMP TO CR 189	E 1600	0	1600 C	9.5	99.9W	9.2F
2603		I-10 - WB OFF RAMP TO CR 189	W 850	0	850 C	9.5	99.9W	9.2F

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

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 5702 OKALOOSA, URBAN

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2018 - 01/06/2018	1.06	1.08
2	01/07/2018 - 01/13/2018	1.07	1.09
3	01/14/2018 - 01/20/2018	1.08	1.10
4	01/21/2018 - 01/27/2018	1.06	1.08
5	01/28/2018 - 02/03/2018	1.05	1.07
6	02/04/2018 - 02/10/2018	1.03	1.05
7	02/11/2018 - 02/17/2018	1.01	1.03
8	02/18/2018 - 02/24/2018	1.00	1.02
9	02/25/2018 - 03/03/2018	1.00	1.02
10	03/04/2018 - 03/10/2018	0.99	1.01
11	03/11/2018 - 03/17/2018	0.99	1.01
12	03/18/2018 - 03/24/2018	0.98	1.00
13	03/25/2018 - 03/31/2018	0.98	1.00
14	04/01/2018 - 04/07/2018	0.97	0.99
15	04/08/2018 - 04/14/2018	0.97	0.99
16	04/15/2018 - 04/21/2018	0.96	0.98
17	04/22/2018 - 04/28/2018	0.97	0.99
18	04/29/2018 - 05/05/2018	0.98	1.00
19	05/06/2018 - 05/12/2018	0.98	1.00
20	05/13/2018 - 05/19/2018	0.99	1.01
21	05/20/2018 - 05/26/2018	0.99	1.01
22	05/27/2018 - 06/02/2018	1.00	1.02
23	06/03/2018 - 06/09/2018	1.00	1.02
24	06/10/2018 - 06/16/2018	1.00	1.02
25	06/17/2018 - 06/23/2018	1.00	1.02
26	06/24/2018 - 06/30/2018	1.00	1.02
27	07/01/2018 - 07/07/2018	1.01	1.03
28	07/08/2018 - 07/14/2018	1.01	1.03
29	07/15/2018 - 07/21/2018	1.01	1.03
30	07/22/2018 - 07/28/2018	1.00	1.02
31	07/29/2018 - 08/04/2018	0.99	1.01
*32	08/05/2018 - 08/11/2018	0.98	1.00
*33	08/12/2018 - 08/18/2018	0.98	1.00
*34	08/19/2018 - 08/25/2018	0.98	1.00
*35	08/26/2018 - 09/01/2018	0.98	1.00
*36	09/02/2018 - 09/08/2018	0.99	1.01
*37	09/09/2018 - 09/15/2018	0.99	1.01
*38	09/16/2018 - 09/22/2018	0.98	1.00
*39	09/23/2018 - 09/29/2018	0.97	0.99
*40	09/30/2018 - 10/06/2018	0.97	0.99
*41	10/07/2018 - 10/13/2018	0.96	0.98
*42	10/14/2018 - 10/20/2018	0.95	0.97
*43	10/21/2018 - 10/27/2018	0.97	0.99
*44	10/28/2018 - 11/03/2018	0.99	1.01
45	11/04/2018 - 11/10/2018	1.01	1.03
46	11/11/2018 - 11/17/2018	1.03	1.05
47	11/18/2018 - 11/24/2018	1.03	1.05
48	11/25/2018 - 12/01/2018	1.04	1.06
49	12/02/2018 - 12/08/2018	1.05	1.07
50	12/09/2018 - 12/15/2018	1.06	1.08
51	12/16/2018 - 12/22/2018	1.07	1.09
52	12/23/2018 - 12/29/2018	1.07	1.09
53	12/30/2018 - 12/31/2018	1.08	1.10

\* PEAK SEASON

25-FEB-2019 16:26:25

830UPD

3\_5702\_PKSEASON.TXT



**TABLE 4**

**Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas<sup>1</sup>**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
Class I (40 mph or higher posted speed limit)						Lanes					
Lanes	Median	B	C	D	E	4	B	C	D	E	
2	Undivided	*	1,510	1,600	**	6	4,120	5,540	6,700	7,190	
4	Divided	*	3,420	3,580	**	8	6,130	8,370	10,060	11,100	
6	Divided	*	5,250	5,390	**	10	8,230	11,100	13,390	15,010	
8	Divided	*	7,090	7,210	**	12	10,330	14,040	16,840	18,930	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes		Ramp			
2	Undivided	*	660	1,330	1,410	Present in Both Directions		Metering			
4	Divided	*	1,310	2,920	3,040	+ 1,800		+ 5%			
6	Divided	*	2,090	4,500	4,590						
8	Divided	*	2,880	6,060	6,130						
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%											
<b>Median &amp; Turn Lane Adjustments</b>											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
2	Divided	Yes	No	+5%							
2	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
<b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6											
<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle Lane Coverage											
		B	C	D	E						
	0-49%	*	260	680	1,770						
	50-84%	190	600	1,770	>1,770						
	85-100%	830	1,770	>1,770	**						
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
		B	C	D	E						
	0-49%	*	*	250	850						
	50-84%	*	150	780	1,420						
	85-100%	340	960	1,560	>1,770						
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)											
Sidewalk Coverage											
		B	C	D	E						
	0-84%	> 5	≥ 4	≥ 3	≥ 2						
	85-100%	> 4	≥ 3	≥ 2	≥ 1						
						<p><sup>1</sup> Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.</p> <p><sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p><sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the highest traffic flow.</p> <p>* Cannot be achieved using table input value defaults.</p> <p>** 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p> <p>Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/srv/ios/default.htm">www.dot.state.fl.us/planning/systems/srv/ios/default.htm</a></p>					



**Generalized Peak Hour Two-Way Volumes for Florida's  
Rural Undeveloped Areas and  
Developed Areas Less Than 5,000 Population<sup>1</sup>**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,220	1,350	**	4	3,020	4,510	5,490	6,300	
4	Divided	*	2,790	2,890	**	6	4,510	6,720	8,220	9,720	
6	Divided	*	4,300	4,350	**	8	6,040	8,970	10,960	12,970	
<p align="center"><b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%</p>						<p align="center"><b>Freeway Adjustments</b> Auxiliary Lanes Present in Both Directions + 1,800</p>					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		<b>Rural Undeveloped</b>					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	440	790	1,350	2,710
Multi	Undivided	Yes	No	-5%		4	Divided	2,440	3,820	4,840	5,500
Multi	Undivided	No	No	-25%		6	Divided	3,680	5,730	7,280	8,240
-	-	-	Yes	+ 5%		<b>Developed Areas</b>					
<p align="center"><b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6</p>						Lanes	Median	B	C	D	E
						2	Undivided	820	1,550	2,190	2,990
						4	Divided	2,460	3,860	4,970	5,660
						6	Divided	3,680	5,790	7,440	8,500
						<p align="center"><b>Passing Lane Adjustments</b> Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length</p>					
<b>BICYCLE MODE<sup>2</sup></b>						<b>Uninterrupted Flow Highway Adjustments</b>					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Lanes	Median	Exclusive left lanes	Adjustment factors		
<b>Rural Undeveloped</b>						2	Divided	Yes	+5%		
Paved Shoulder/Bicycle		B	C	D	E	Multi	Undivided	Yes	-5%		
Lane Coverage		*	120	190	300	Multi	Undivided	No	-25%		
0-49%											
50-84%		100	200	310	>1,010						
85-100%		250	370	1,760	>1,760						
<b>Developed Areas</b>											
Paved Shoulder/Bicycle		B	C	D	E						
Lane Coverage		*	220	460	1,480						
0-49%											
50-84%		170	430	1,270	>1,760						
85-100%		560	1,760	>1,760	**						
<b>PEDESTRIAN MODE<sup>2</sup></b>											
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage		B	C	D	E						
0-49%		*	*	220	840						
50-84%		*	120	780	1,390						
85-100%		320	940	1,560	>1,820						

<sup>1</sup> Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicycles or pedestrians using the facility.

\* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:  
Florida Department of Transportation  
Systems Planning Office  
[www.dot.state.fl.us/planning/systems/snvl/default.htm](http://www.dot.state.fl.us/planning/systems/snvl/default.htm)

**TABLE 7**

**Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas<sup>1</sup>**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>						
<b>Class I (40 mph or higher posted speed limit)</b>						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Freeway Adjustments</b>						
Lanes	Median	B	C	D	E	Auxiliary Lane +1,000		Ramp Metering +5%				
1	Undivided	*	370	750	800							
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,610	3,390	3,420							
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways -10%												
<b>Median &amp; Turn Lane Adjustments</b>												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
1	Divided	Yes	No	+5%								
1	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+5%								
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2												
<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	150	390	1,000			
50-84%						110	340	1,000	>1,000			
85-100%						470	1,000	>1,000	**			
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	140	480			
50-84%						*	80	440	800			
85-100%						200	540	880	>1,000			
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						<p><sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.</p> <p><sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p><sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p> <p>* Cannot be achieved using table input value defaults.</p> <p>** 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p> <p>Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/snv/los/default.shtml">www.dot.state.fl.us/planning/systems/snv/los/default.shtml</a></p>						

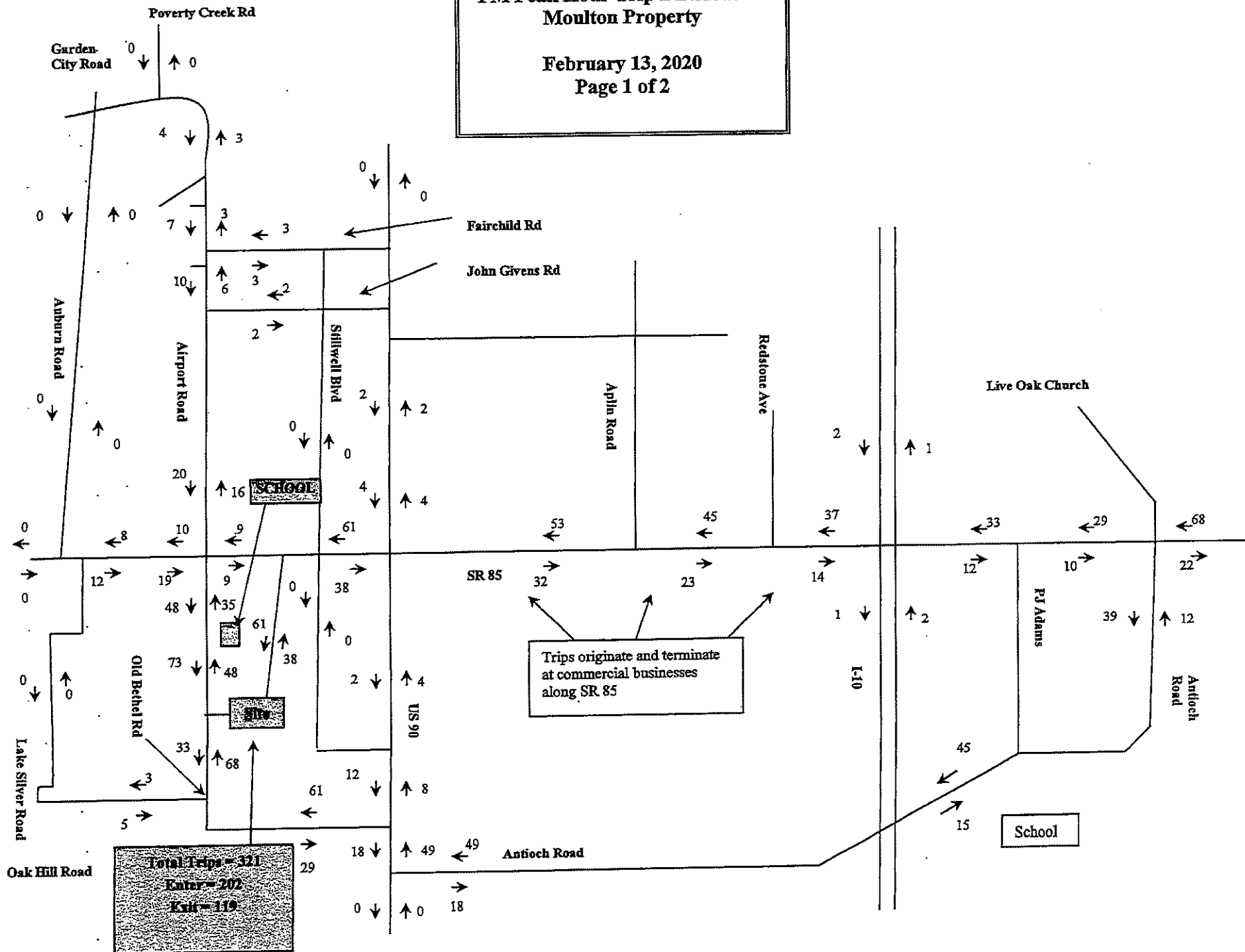
**Generalized Peak Hour Directional Volumes for Florida's  
Transitioning and  
Areas Over 5,000 Not In Urbanized Areas<sup>1</sup>**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>						
<b>Class I (40 mph or higher posted speed limit)</b>						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,200	2,880	3,440	3,580		
1	Undivided	*	710	800	**	3	3,260	4,280	5,100	5,540		
2	Divided	*	1,740	1,820	**	4	4,260	5,680	6,760	7,500		
3	Divided	*	2,670	2,740	**	5	5,300	7,080	8,440	9,440		
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Freeway Adjustments</b>						
Lanes	Median	B	C	D	E	Auxiliary Lane			Ramp Metering			
1	Undivided	*	330	680	720	+ 1,000			+ 5%			
2	Divided	*	500	1,460	1,600							
3	Divided	*	810	2,280	2,420							
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%												
<b>Median &amp; Turn Lane Adjustments</b>												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
1	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
--	--	--	Yes	+ 5%								
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2												
<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved												
Shoulder/Bicycle												
Lane Coverage	B	C	D	E								
0-49%	*	140	320	1,000								
50-84%	100	280	940	>1,000								
85-100%	380	1,000	>1,000	**								
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage												
	B	C	D	E								
0-49%	*	*	140	480								
50-84%	*	80	440	800								
85-100%	200	540	880	>1,000								
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)												
Sidewalk Coverage												
	B	C	D	E								
0-84%	> 5	≥ 4	≥ 3	≥ 2								
85-100%	> 4	≥ 3	≥ 2	≥ 1								
						<p><sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.</p> <p><sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p><sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p> <p>* Cannot be achieved using table input value defaults.</p> <p>** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become P because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including P) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p> <p>Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/sip/los/default.shtml">www.dot.state.fl.us/planning/systems/sip/los/default.shtml</a></p>						

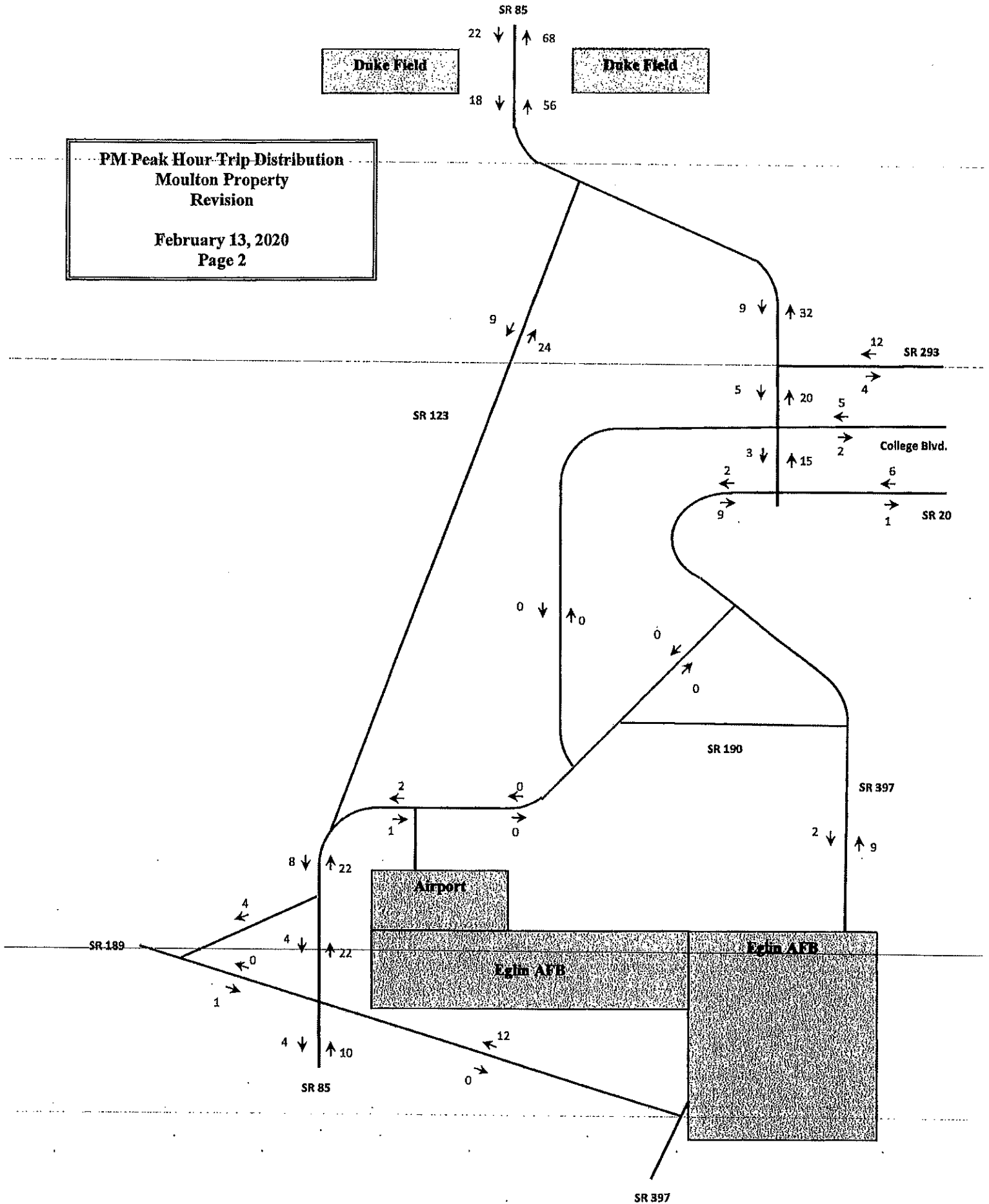
**PM Peak Hour Trip Distribution  
Moulton Property**

February 13, 2020  
Page 1 of 2



**PM Peak Hour Trip Distribution**  
**Moulton Property**  
**Revision**

February 13, 2020  
 Page 2



# Southern Traffic Services, Inc.

2911 Westfield Rd  
Gulf Breeze, FL 32563

*Traffic is our only business!!!*

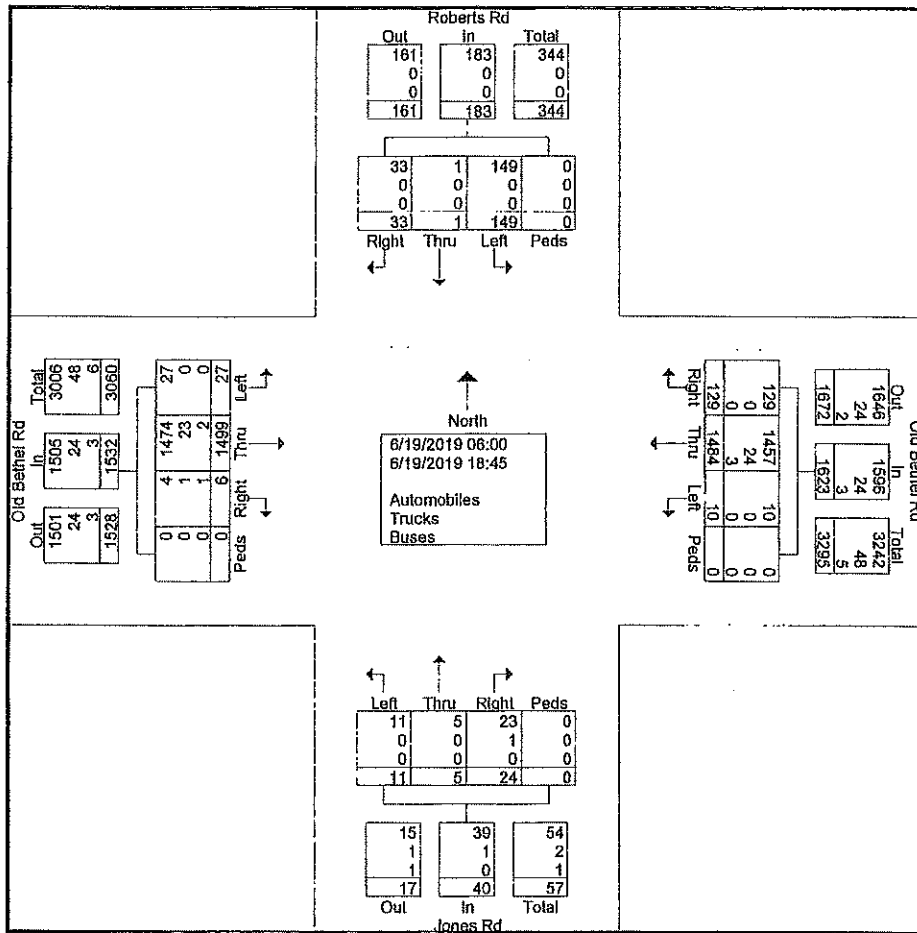
Old Bethel Rd @ Jones Rd  
Crestview, Florida

File Name : 19041-2 Old Bethel @ Jones Rd  
Site Code : 19041-2  
Start Date : 6/19/2019  
Page No : 1

### Groups Printed- Automobiles - Trucks - Buses

Start Time	Roberts Rd Southbound				Old Bethel Rd Westbound				Jones Rd Northbound				Old Bethel Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	6	0	1	0	0	11	0	0	0	0	0	0	0	22	0	0	40
06:15	5	0	3	0	0	14	0	0	0	0	0	0	0	26	0	0	48
06:30	5	0	0	0	0	16	1	0	0	0	0	0	0	27	0	0	49
06:45	5	0	0	0	0	18	1	0	0	0	0	1	0	38	0	0	63
<b>Total</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>200</b>
07:00	5	0	0	0	0	19	2	0	0	0	0	0	0	48	0	0	74
07:15	6	0	2	0	0	29	0	0	0	0	0	1	0	56	0	0	95
07:30	6	0	0	0	0	22	3	0	0	0	0	3	0	62	0	0	97
07:45	3	0	3	0	0	24	2	0	0	0	0	1	0	82	0	0	117
<b>Total</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>248</b>	<b>0</b>	<b>0</b>	<b>383</b>
08:00	5	0	1	0	0	30	1	0	0	0	0	2	0	46	0	0	85
08:15	7	0	0	0	0	23	1	0	0	0	0	0	0	37	0	0	70
08:30	7	0	1	0	0	26	3	0	0	0	0	0	0	38	0	0	76
08:45	1	0	0	0	0	23	1	0	0	0	0	0	0	48	1	0	75
<b>Total</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>169</b>	<b>1</b>	<b>0</b>	<b>306</b>
***BREAK***																	
12:00	3	0	0	0	0	46	5	0	0	0	0	0	0	35	0	0	89
12:15	4	0	1	0	1	41	0	0	0	1	0	0	0	60	0	0	98
12:30	5	0	0	0	2	37	3	0	0	0	0	0	0	44	0	0	92
12:45	5	0	1	0	1	46	2	0	0	1	1	0	0	45	1	0	103
<b>Total</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>170</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>174</b>	<b>1</b>	<b>0</b>	<b>382</b>
***BREAK***																	
15:00	3	0	1	0	1	61	5	0	0	0	0	0	1	38	0	0	110
15:15	5	0	1	0	2	62	5	0	2	0	2	0	2	52	0	0	133
15:30	3	0	3	0	0	60	5	0	1	1	1	0	1	34	0	0	109
15:45	4	0	0	0	1	62	6	0	0	0	2	0	1	52	0	0	128
<b>Total</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>245</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>176</b>	<b>0</b>	<b>0</b>	<b>480</b>
16:00	3	0	1	0	0	51	9	0	1	0	0	0	3	35	0	0	103
16:15	5	0	0	0	0	48	7	0	0	0	2	0	0	55	1	0	118
16:30	4	0	0	0	0	75	7	0	0	1	0	0	0	49	0	0	136
16:45	7	1	2	0	0	88	2	0	0	0	1	0	0	63	1	0	166
<b>Total</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>202</b>	<b>2</b>	<b>0</b>	<b>523</b>
17:00	1	0	1	0	0	72	11	0	2	0	2	0	0	50	0	0	139
17:15	5	0	3	0	0	71	11	0	1	0	1	0	2	56	0	0	150
17:30	9	0	0	0	1	75	4	0	1	0	1	0	3	62	0	0	166
17:45	9	0	0	0	0	71	4	0	0	1	2	0	0	45	2	0	134
<b>Total</b>	<b>24</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>289</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>213</b>	<b>2</b>	<b>0</b>	<b>579</b>
18:00	4	0	1	0	1	70	7	0	1	0	1	0	2	47	0	0	134
18:15	3	0	2	0	0	67	3	0	1	0	0	0	2	56	0	0	134
18:30	3	0	3	0	0	59	12	0	1	0	0	0	0	51	0	0	129
18:45	3	0	2	0	0	67	6	0	0	0	0	0	0	50	0	0	128
<b>Total</b>	<b>13</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>263</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>204</b>	<b>0</b>	<b>0</b>	<b>525</b>
<b>Grand Total</b>	<b>149</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>10</b>	<b>1484</b>	<b>129</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>24</b>	<b>0</b>	<b>27</b>	<b>1499</b>	<b>6</b>	<b>0</b>	<b>3378</b>
Approch %	81.4	0.5	18	0	0.6	91.4	7.9	0	27.5	12.5	60	0	1.8	97.8	0.4	0	
Total %	4.4	0	1	0	0.3	43.9	3.8	0	0.3	0.1	0.7	0	0.8	44.4	0.2	0	
Automobiles	149	1	33	0	10	1457	129	0	11	5	23	0	27	1474	4	0	3323
% Automobiles	100	100	100	0	100	98.2	100	0	100	100	95.8	0	100	98.3	86.7	0	98.4
Trucks	0	0	0	0	0	24	0	0	0	0	1	0	0	23	1	0	49
% Trucks	0	0	0	0	0	1.6	0	0	0	0	4.2	0	0	1.5	16.7	0	1.5
Buses	0	0	0	0	0	3	0	0	0	0	0	0	0	2	1	0	6
% Buses	0	0	0	0	0	0.2	0	0	0	0	0	0	0	0.1	16.7	0	0.2

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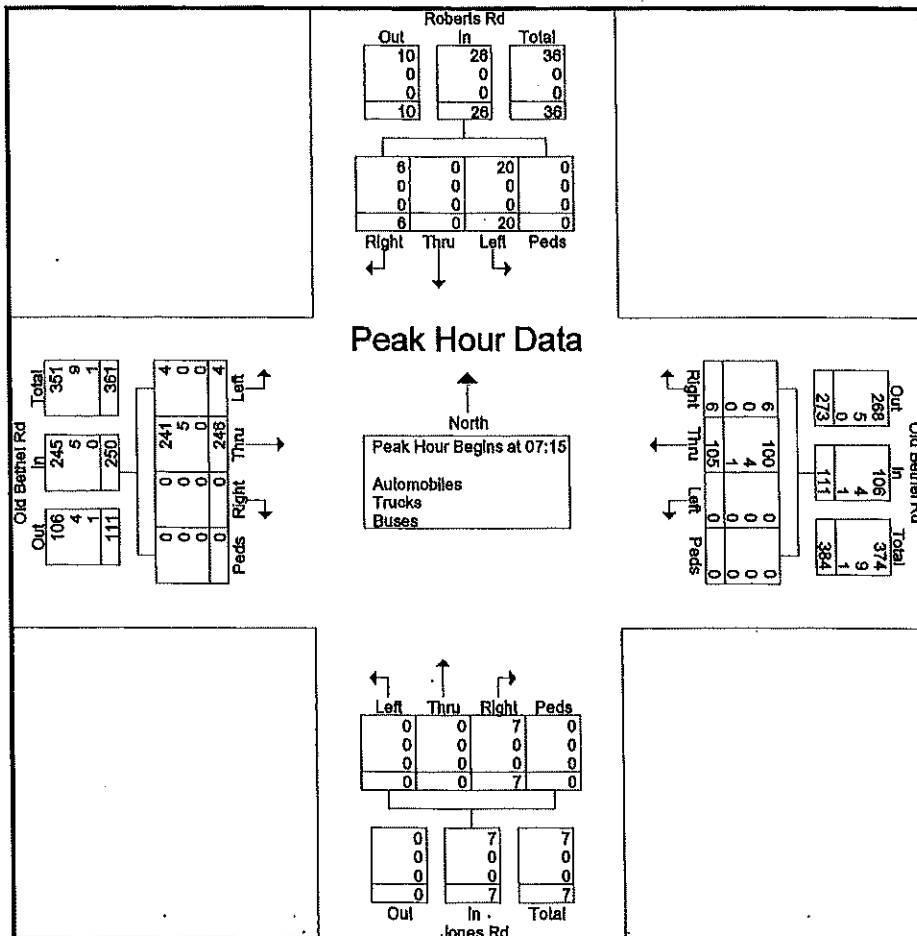
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Gulf Breeze, FL 32563

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Old Bethel Rd @ Jones Rd  
Crestview, Florida

File Name : 19041-2 Old Bethel @ Jones Rd  
Site Code : 19041-2  
Start Date : 6/19/2019  
Page No : 3

Start Time	Roberts Rd Southbound					Old Bethel Rd Westbound					Jones Rd Northbound					Old Bethel Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 08:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	6	0	2	0	8	0	29	0	0	29	0	0	1	0	1	1	66	0	0	67	95
07:30	6	0	0	0	6	0	22	3	0	25	0	0	3	0	3	1	62	0	0	63	97
07:45	3	0	3	0	6	0	24	2	0	26	0	0	1	0	1	2	82	0	0	84	117
08:00	5	0	1	0	6	0	30	1	0	31	0	0	2	0	2	0	46	0	0	46	85
Total Volume	20	0	6	0	26	0	105	6	0	111	0	0	7	0	7	4	246	0	0	250	394
% App. Total	76.9	0	23.1	0		0	94.6	5.4	0		0	0	100	0		1.6	98.4	0	0		
PHF	.833	.000	.600	.000	.813	.000	.875	.500	.000	.895	.000	.000	.683	.000	.683	.600	.750	.000	.000	.744	.842
Automobiles	100	0	100	0	100	0	95.2	100	0	95.5	0	0	100	0	100	100	98.0	0	0	98.0	97.5
% Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
% Buses	0	0	0	0	0	0	3.8	0	0	3.6	0	0	0	0	0	0	2.0	0	0	2.0	2.3
% Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.3









**Eastbound Right Turn Lane Analysis on Old Bethel Road at Jones Road**  
**2-13-20**

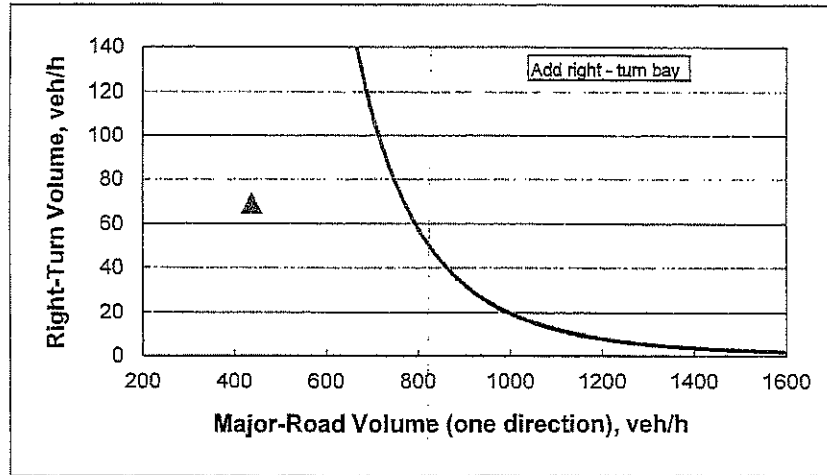
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

**INPUT**

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	85
Right-turn volume, veh/h:	69

**OUTPUT**

Variable	Value
Limiting right-turn volume, veh/h:	1079
<b>Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:</b>	
Do NOT add right-turn bay.	



## Westbound Left Turn Lane Analysis on Old Bethel Road at Jones Road

2-13-20

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

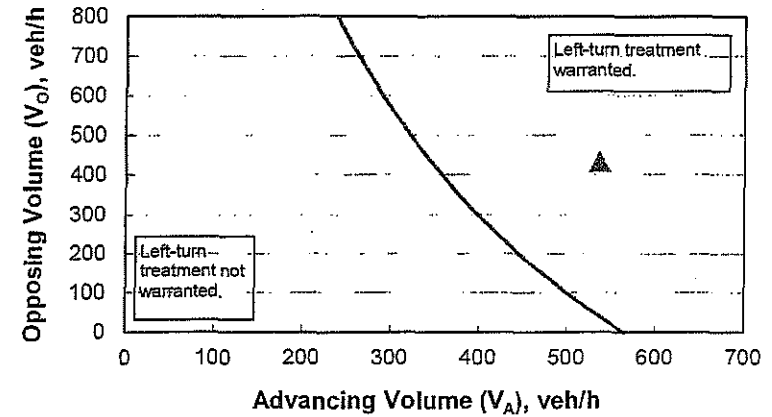
2-lane roadway (English)

INPUT

Variable	Value
85 <sup>th</sup> percentile speed, mph:	30
Percent of left-turns in advancing volume ( $V_A$ ), %:	12.5
Advancing volume ( $V_A$ ), veh/h:	535
Opposing volume ( $V_O$ ), veh/h:	425

OUTPUT

Variable	Value
Limiting advancing volume ( $V_A$ ), veh/h:	345
<b>Guidance for determining the need for a major-road left-turn bay:</b>	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	30
Critical headway, s:	9.5
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

# Southern Traffic Services, Inc.

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Gulf Breeze, Florida, 32563

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SR85 @ Old Bethel Rd  
Crestview, Florida

File Name : SR85 @ Old Bethel Rd  
Site Code : 20004  
Start Date : 1/15/2020  
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	SR85 Southbound				Airport Rd Westbound				SR85 Northbound				Old Bethel Rd Eastbound				Int. Total
	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	
16:00	11	95	7	0	35	24	23	0	39	154	46	1	36	25	27	0	523
16:15	10	81	15	0	42	17	18	0	56	165	41	1	25	25	44	0	540
16:30	9	66	19	0	57	23	13	0	57	162	65	1	34	32	33	0	571
16:45	10	78	19	0	46	26	19	0	56	174	42	2	31	33	24	0	560
Total	40	320	60	0	180	90	73	0	208	655	194	5	126	115	128	0	2194
17:00	16	108	18	0	48	19	18	0	61	183	61	0	34	33	32	0	631
17:15	10	82	12	0	47	12	25	0	60	168	50	3	36	30	35	0	570
17:30	15	98	14	0	47	11	18	0	57	157	52	1	40	19	40	0	569
17:45	16	91	7	1	58	21	20	0	44	146	53	1	23	32	28	0	541
Total	57	379	51	1	200	63	81	0	222	654	216	5	133	114	135	0	2311
18:00	7	71	16	0	49	16	17	0	57	113	55	4	30	20	28	0	483
18:15	15	78	10	1	34	9	11	0	56	127	39	0	18	12	36	0	446
18:30	20	70	6	0	29	12	14	0	40	140	46	0	20	14	20	0	431
18:45	18	56	10	0	28	9	12	0	29	97	49	3	29	20	24	0	384
Total	60	275	42	1	140	46	54	0	182	477	189	7	97	66	108	0	1744
Grand Total	157	974	153	2	520	199	208	0	612	1786	599	17	356	295	371	0	6249
Apprch %	12.2	75.7	11.9	0.2	56.1	21.5	22.4	0	20.3	59.3	19.9	0.6	34.8	28.9	36.3	0	
Total %	2.5	15.6	2.4	0	8.3	3.2	3.3	0	9.8	28.6	9.6	0.3	5.7	4.7	5.9	0	
Automobiles	155	951	150	2	516	195	208	0	612	1766	597	17	351	293	368	0	6179
% Automobiles	98.7	97.6	98	100	99.2	98	99	0	100	98.9	99.7	100	98.6	99.3	99.2	0	98.9
Trucks	2	15	3	0	4	3	1	0	0	17	2	0	5	1	3	0	56
% Trucks	1.3	1.5	2	0	0.8	1.5	0.5	0	0	1	0.3	0	1.4	0.3	0.8	0	0.9
Buses	0	8	0	0	0	1	1	0	0	3	0	0	0	1	0	0	14
% Buses	0	0.8	0	0	0	0.5	0.5	0	0	0.2	0	0	0	0.3	0	0	0.2

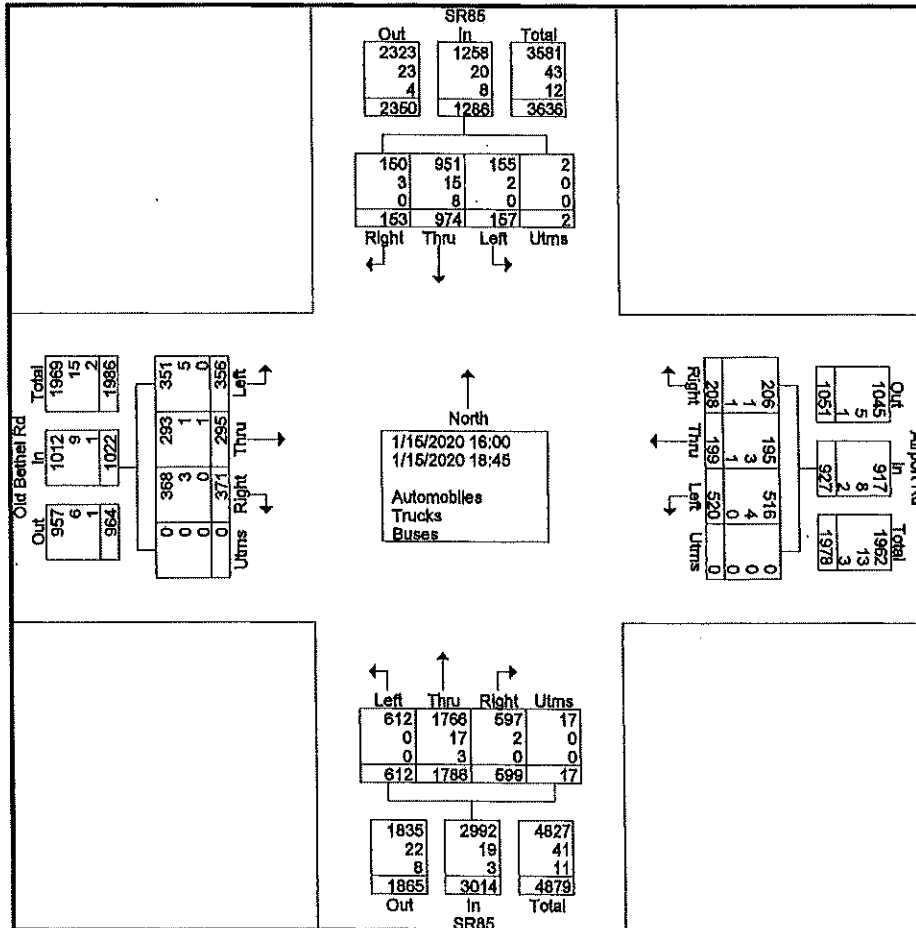
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2911 Westfield Rd  
Gulf Breeze, Florida, 32583

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SR85 @ Old Bethel Rd  
Crestview, Florida

File Name : SR85 @ Old Bethel Rd  
Site Code : 20004  
Start Date : 1/15/2020  
Page No : 2



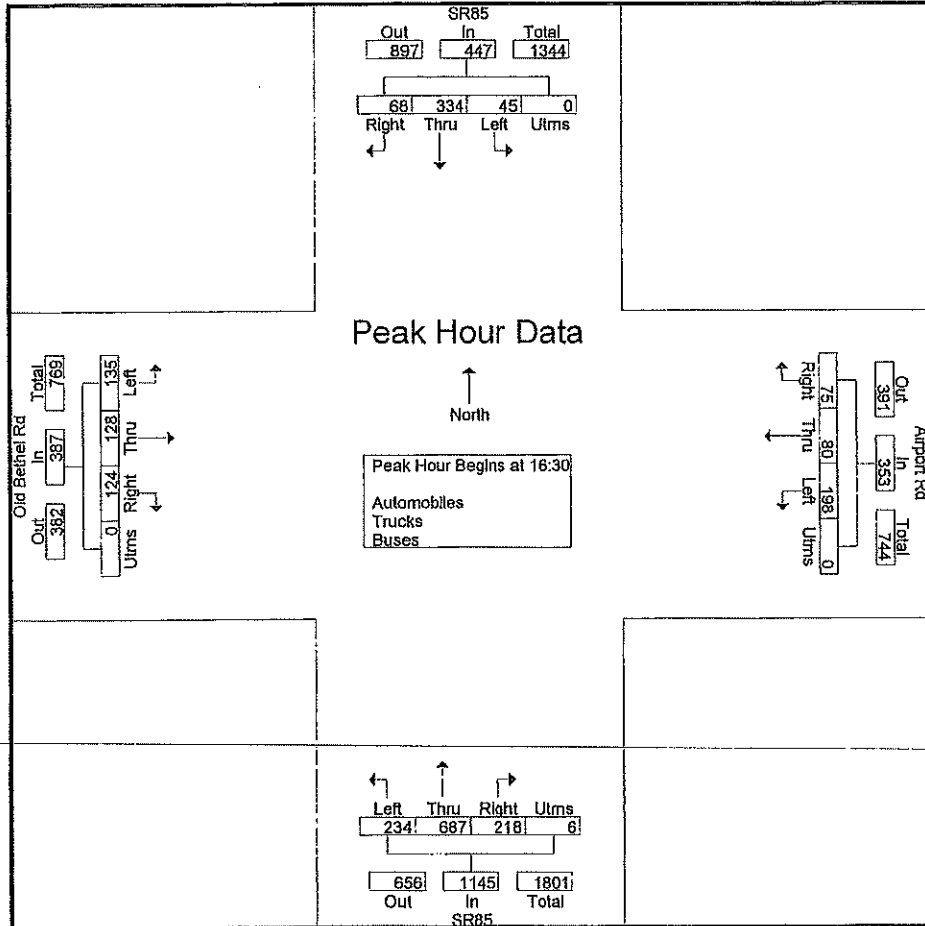
# Southern Traffic Services, Inc.

2911 Westfield Rd  
Gulf Breeze, Florida, 32563  
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SR85 @ Old Bethel Rd  
Crestview, Florida

File Name : SR85 @ Old Bethel Rd  
Site Code : 20004  
Start Date : 1/15/2020  
Page No : 3

Start Time	SR85 Southbound					Airport Rd Westbound					SR85 Northbound					Old Bethel Rd Eastbound					InL Total
	Left	Thru	Right	Utrms	App. Total	Left	Thru	Right	Utrms	App. Total	Left	Thru	Right	Utrms	App. Total	Left	Thru	Right	Utrms	App. Total	
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	66	19	0	94	57	23	13	0	93	57	162	65	1	285	34	32	33	0	99	571
16:45	10	78	19	0	107	46	26	19	0	91	56	174	42	2	274	31	33	24	0	88	560
17:00	16	108	18	0	142	48	19	18	0	85	61	183	61	0	305	34	33	32	0	99	631
17:15	10	82	12	0	104	47	12	25	0	84	60	168	50	3	281	36	30	35	0	101	570
Total Volume	45	334	68	0	447	198	80	75	0	353	234	687	218	6	1145	135	128	124	0	387	2332
% App. Total	10.1	74.7	15.2	0		56.1	22.7	21.2	0		20.4	60	19	0.5		34.9	33.1	32	0		
PHF	.703	.773	.895	.000	.787	.868	.769	.750	.000	.949	.959	.939	.838	.500	.939	.938	.970	.886	.000	.958	.924





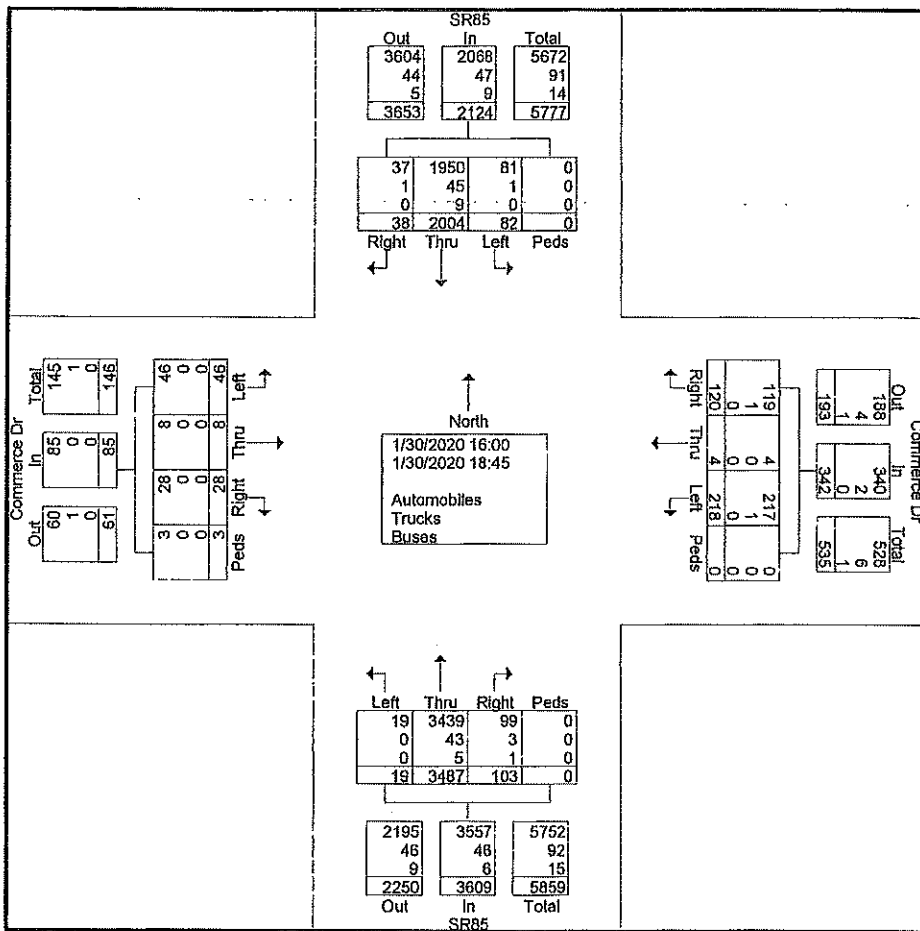


# Southern Traffic Services, Inc.

2911 Westfield Rd  
Gulf Breeze, Florida, 32563  
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SR85 @ Commerce Dr  
Crestview, Florida

File Name : SR85 @ Commerce Dr  
Site Code : 19041-1  
Start Date : 1/30/2020  
Page No : 2



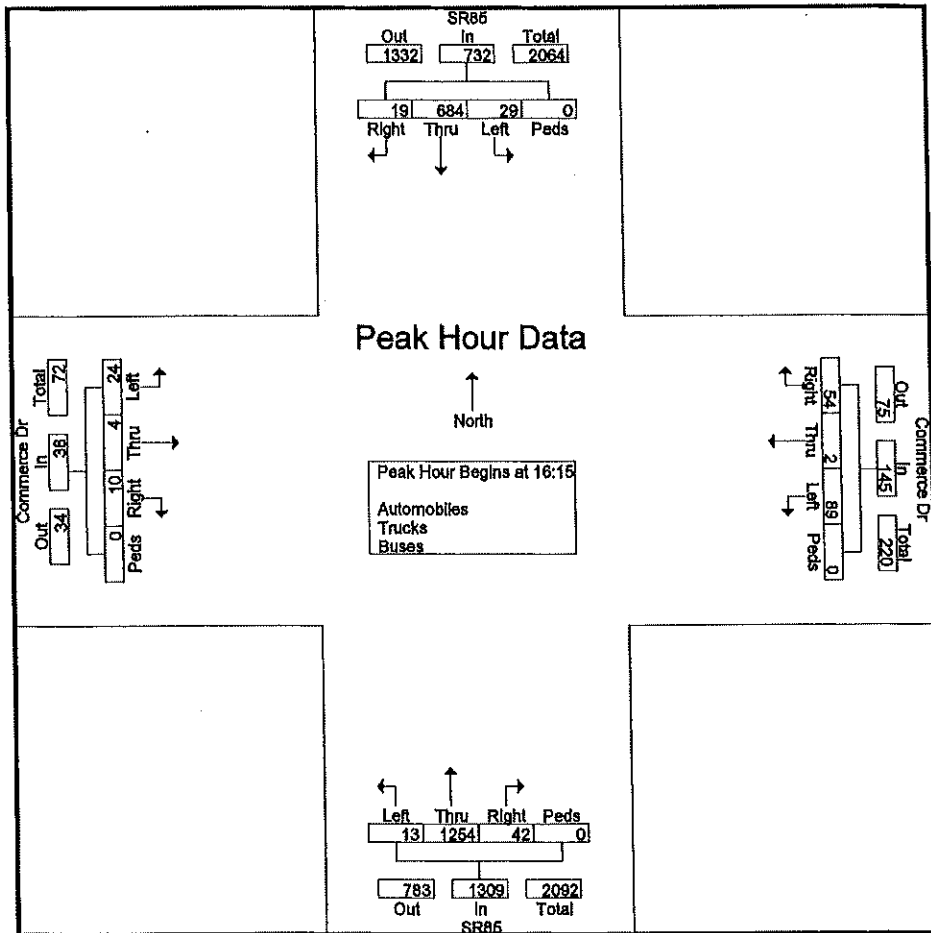
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Gulf Breeze, Florida, 32563  
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SR85 @ Commerce Dr  
Crestview, Florida

File Name : SR85 @ Commerce Dr  
Site Code : 19041-1  
Start Date : 1/30/2020  
Page No : 3

Start Time	SR85 Southbound					Commerce Dr Westbound					SR85 Northbound					Commerce Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	12	168	4	0	184	27	0	15	0	42	3	303	16	0	322	5	1	3	0	9	557
16:30	8	150	7	0	165	33	2	16	0	51	6	322	12	0	340	9	2	4	0	15	571
16:45	5	179	2	0	186	14	0	9	0	23	4	290	6	0	300	7	1	2	0	10	519
17:00	4	187	6	0	197	15	0	14	0	29	0	339	8	0	347	3	0	1	0	4	577
Total Volume	29	684	19	0	732	89	2	54	0	145	13	1254	42	0	1309	24	4	10	0	38	2224
% App. Total	4	93.4	2.6	0		61.4	1.4	37.2	0		1	95.8	3.2	0		63.2	10.5	26.3	0		
PHF	.604	.914	.679	.000	.929	.674	.250	.844	.000	.711	.542	.925	.656	.000	.943	.667	.500	.625	.000	.633	.964



# Southern Traffic Services, Inc.

2911 Westfield Rd  
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SR85 @ Garden Dr  
Crestview, Florida

File Name : SR85 @ Garden Dr  
Site Code : 19041-2  
Start Date : 1/30/2020  
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

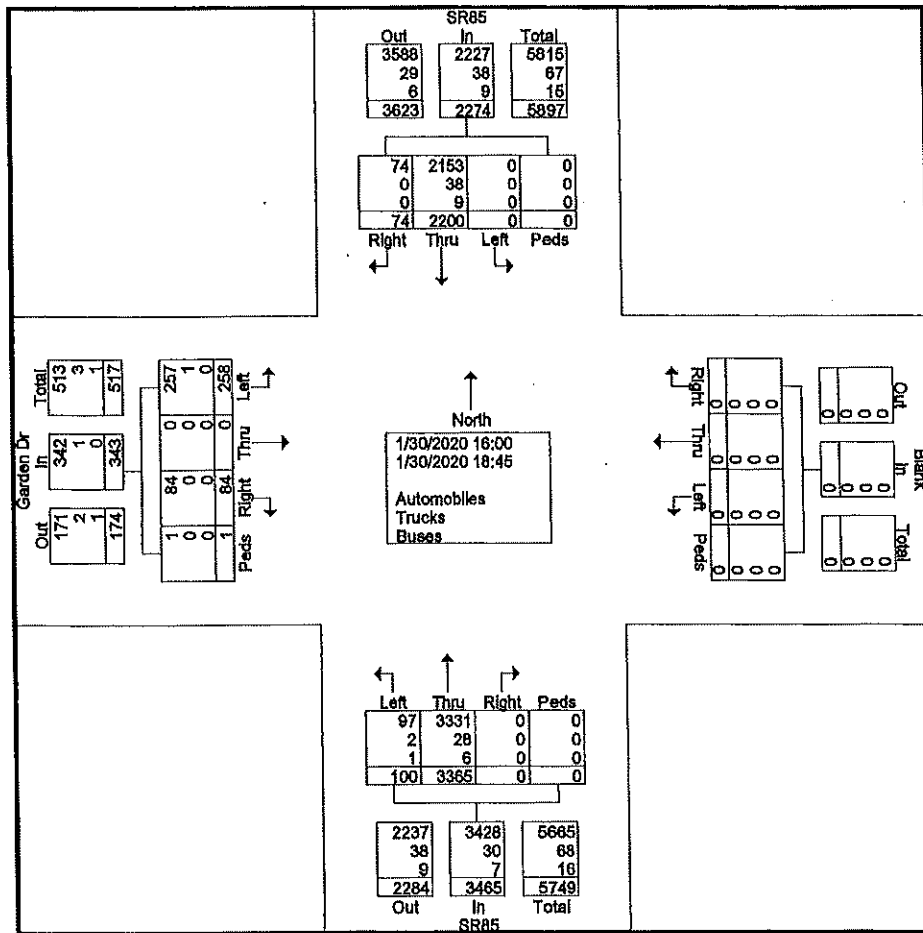
Start Time	SR85 Southbound				Blank Westbound				SR85 Northbound				Garden Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:00	0	188	4	0	0	0	0	0	8	300	0	0	24	0	10	0	534
16:15	0	191	3	0	0	0	0	0	8	296	0	0	24	0	8	0	530
16:30	0	189	4	0	0	0	0	0	11	310	0	0	20	0	15	0	549
16:45	0	189	6	0	0	0	0	0	8	286	0	0	22	0	3	0	514
Total	0	757	17	0	0	0	0	0	35	1192	0	0	90	0	36	0	2127
17:00	0	185	10	0	0	0	0	0	8	317	0	0	24	0	7	0	551
17:15	0	215	16	0	0	0	0	0	9	289	0	0	17	0	3	0	549
17:30	0	228	5	0	0	0	0	0	18	287	0	0	31	0	6	0	575
17:45	0	184	2	0	0	0	0	0	11	273	0	0	22	0	3	0	495
Total	0	812	33	0	0	0	0	0	46	1166	0	0	94	0	19	0	2170
18:00	0	201	12	0	0	0	0	0	4	287	0	0	12	0	9	1	526
18:15	0	181	6	0	0	0	0	0	3	259	0	0	30	0	7	0	486
18:30	0	128	3	0	0	0	0	0	7	265	0	0	18	0	6	0	427
18:45	0	121	3	0	0	0	0	0	5	196	0	0	14	0	7	0	346
Total	0	631	24	0	0	0	0	0	19	1007	0	0	74	0	29	1	1785
Grand Total	0	2200	74	0	0	0	0	0	100	3365	0	0	258	0	84	1	6082
Apprch %	0	96.7	3.3	0	0	0	0	0	2.9	97.1	0	0	75.2	0	24.5	0.3	
Total %	0	36.2	1.2	0	0	0	0	0	1.6	55.3	0	0	4.2	0	1.4	0	
Automobiles	0	2153	74	0	0	0	0	0	97	3331	0	0	257	0	84	1	5997
% Automobiles	0	97.9	100	0	0	0	0	0	97	99	0	0	99.6	0	100	100	98.6
Trucks	0	38	0	0	0	0	0	0	2	28	0	0	1	0	0	0	69
% Trucks	0	1.7	0	0	0	0	0	0	2	0.8	0	0	0.4	0	0	0	1.1
Buses	0	9	0	0	0	0	0	0	1	6	0	0	0	0	0	0	16
% Buses	0	0.4	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0.3

# Southern Traffic Services, Inc.

2911 Westfield Rd  
Gulf Breeze, Florida, 32563  
*Traffic is our only Business!!!*

SR85 @ Garden Dr  
Crestview, Florida

File Name : SR85 @ Garden Dr  
Site Code : 19041-2  
Start Date : 1/30/2020  
Page No : 2



# Southern Traffic Services, Inc.

2911 Westfield Rd  
 Gulf Breeze, Florida, 32563  
*Traffic is our only Business!!!*

SR85 @ Garden Dr  
 Crestview, Florida

File Name : SR85 @ Garden Dr  
 Site Code : 19041-2  
 Start Date : 1/30/2020  
 Page No : 3

Start Time	SR85 Southbound					Blank Westbound					SR85 Northbound					Garden Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	189	6	0	195	0	0	0	0	0	8	286	0	0	294	22	0	3	0	25	514
17:00	0	185	10	0	195	0	0	0	0	0	8	317	0	0	325	24	0	7	0	31	551
17:15	0	215	16	0	231	0	0	0	0	0	9	289	0	0	298	17	0	3	0	20	549
17:30	0	228	5	0	233	0	0	0	0	0	18	287	0	0	305	31	0	6	0	37	575
Total Volume	0	817	37	0	854	0	0	0	0	0	43	1179	0	0	1222	94	0	19	0	113	2189
% App. Total	0	95.7	4.3	0		0	0	0	0		3.5	96.5	0	0		83.2	0	16.8	0		
PHF	.000	.896	.578	.000	.916	.000	.000	.000	.000	.000	.597	.930	.000	.000	.940	.758	.000	.679	.000	.764	.952

# PM Peak Hour Turning Movement Counts

## Intersection SR 85 at CR 188 (Airport Road/Old Bethel Road)

Existing

1/15/2020

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30 PM - 5:30 PM	240	687	218	45	334	68	135	128	124	198	80	75	2332

Peak Season Correction Factor = 1.10

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30 PM - 5:30 PM	264	756	240	50	367	75	149	141	136	218	88	83	2565

Committed Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30 PM - 5:30 PM	0	654	0	0	396	0	0	0	0	0	0	0	1050

Total Peak Season Existing Volumes + Committed Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30 PM - 5:30 PM	264	1410	240	50	763	75	149	141	136	218	88	83	3815

Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30 PM - 5:30 PM	9	0	0	0	0	19	10	16	9	0	20	0	83

Total Peak Season Existing Volumes + Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30 PM - 5:30 PM	273	1410	240	50	763	94	159	157	145	218	108	83	3898

Total Peak Season Existing Volumes + Committed + Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30 PM - 5:30 PM	273	1410	240	50	763	94	159	157	145	218	108	83	3898

# PM Peak Hour Turning Movement Counts

## Intersection SR 85 at Commerce Drive

Existing

1/30/2020

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:15 PM - 5:15 PM	13	1254	42	29	684	19	24	4	10	89	2	54	2224

Peak Season Correction Factor = 1.07

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:15 PM - 5:15 PM	14	1342	45	31	732	20	26	4	11	95	2	58	2380

Committed Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:15 PM - 5:15 PM	0	654	0	0	480	0	0	0	0	0	0	0	1134

Total Peak Season Existing Volumes + Committed Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:15 PM - 5:15 PM	14	1996	45	31	1212	20	26	4	11	95	2	58	3514

Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:15 PM - 5:15 PM	0	9	0	0	9	0	0	0	0	0	0	0	18

Total Peak Season Existing Volumes + Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:15 PM - 5:15 PM	14	1351	45	31	741	20	26	4	11	95	2	58	2398

Total Peak Season Existing Volumes + Committed + Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:15 PM - 5:15 PM	14	2005	45	31	1221	20	26	4	11	95	2	58	3532

# PM Peak Hour Turning Movement Counts

## Intersection SR 85 at Garden Drive

Existing

1/30/2020

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:45 PM - 5:45 PM	43	1179	0	0	817	37	94	0	19	0	0	0	2189

Peak Season Correction Factor = 1.07

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:45 PM - 5:45 PM	46	1262	0	0	874	40	101	0	20	0	0	0	2342

Committed Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:45 PM - 5:45 PM	0	654	0	0	480	0	0	0	0	0	0	0	1134

Total Peak Season Existing Volumes + Committed Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:45 PM - 5:45 PM	43	1318	0	0	1354	40	101	0	20	0	0	0	3476

Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:45 PM - 5:45 PM	0	9	0	0	9	0	0	0	0	0	0	0	18

Total Peak Season Existing Volumes + Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:45 PM - 5:45 PM	43	1271	0	0	863	40	101	0	20	0	0	0	2380

Total Peak Season Existing Volumes + Committed + Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:45 PM - 5:45 PM	46	1325	0	0	1393	40	101	0	20	0	0	0	3494



Arterial Level of Service

02/20/2020

Arterial Level of Service: NB SR 85

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist. (mi)	Arterial Speed	Arterial LOS
Garden Drive	II	45	52.4	9.0	61.4	0.66	38.4	A
Commerce Drive	II	45	25.4	19.7	45.1	0.24	19.5	D
Airport Road	II	45	28.3	53.1	81.4	0.29	12.6	F
Total	II		106.1	81.8	187.9	1.19	22.7	C

Arterial Level of Service: SB SR 85

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist. (mi)	Arterial Speed	Arterial LOS
Old Bethel Road	II	45	37.4	46.9	84.3	0.40	17.0	E
High School	II	45	28.3	12.7	41.0	0.29	25.1	C
Garden Drive	II	45	25.4	3.4	28.8	0.24	30.5	B
Total	II		91.1	63.0	154.1	0.93	21.7	D

Arterial Level of Service

02/20/2020

Arterial Level of Service: NB SR 85

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Garden Drive	II	45	52.4	9.1	61.5	0.66	38.4	A
Commerce Drive	II	45	25.4	19.8	45.2	0.24	19.4	D
Airport Road	II	45	28.3	55.2	83.5	0.29	12.3	F
Total	II		106.1	84.1	190.2	1.19	22.4	C

Arterial Level of Service: SB SR 85

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Old Bethel Road	II	45	37.4	51.5	88.9	0.40	16.1	E
High School	II	45	28.3	10.9	39.2	0.29	26.3	C
Garden Drive	II	45	25.4	3.5	28.9	0.24	30.4	B
Total	II		91.1	65.9	157.0	0.93	21.3	D

Lanes, Volumes, Timings  
 3: SR 85 & Old Bethel Road/Airport Road

02/20/2020

Lane Group	EBL	EBI	EBR	WBL	WBI	WBR	NBL	NBI	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	141	136	218	88	83	264	1410	240	50	763	75
Future Volume (vph)	149	141	136	218	88	83	264	1410	240	50	763	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		350	380		0	900		660	790		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.926				0.850		0.988	
Flt-Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1881	1599	3467	1733	0	1805	3574	1615	1787	3497	0
Flt-Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	1881	1599	3467	1733	0	1805	3574	1615	1787	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		25				286		6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1504			1831			1510			2098	
Travel Time (s)		34.2			41.6			22.9			31.8	
Peak Hour Factor	0.94	0.97	0.89	0.87	0.77	0.75	0.96	0.94	0.84	0.70	0.77	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	2%	1%	0%	1%	0%	1%	2%	2%
Adj. Flow (vph)	159	145	153	251	114	111	275	1500	286	71	991	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	145	153	251	225	0	275	1500	286	71	1074	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0	15.0	4.0	15.0	
Minimum Split (s)	9.7	47.7	47.7	9.7	41.7		10.8	34.8	34.8	10.8	31.8	
Total Split (s)	30.0	31.0	31.0	25.0	26.0		43.0	88.0	88.0	16.0	61.0	
Total Split (%)	18.8%	19.4%	19.4%	15.6%	16.3%		26.9%	55.0%	55.0%	10.0%	38.1%	
Maximum Green (s)	24.3	25.3	25.3	19.3	20.3		36.2	81.2	81.2	9.2	54.2	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7		6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	4.0		3.0	5.0	5.0	3.0	5.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		29.0			21.0	21.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	19.1	25.2	25.2	16.5	22.6		29.1	84.2	84.2	9.1	64.2	
Actuated g/C Ratio	0.12	0.16	0.16	0.10	0.14		0.18	0.53	0.53	0.06	0.40	
v/c Ratio	0.75	0.49	0.40	0.71	0.85		0.84	0.80	0.29	0.70	0.76	
Control Delay	88.8	67.4	10.4	80.3	85.7		58.2	53.1	11.7	107.0	46.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	

Lanes, Volumes, Timings  
 3: SR 85 & Old Bethel Road/Airport Road

02/20/2020

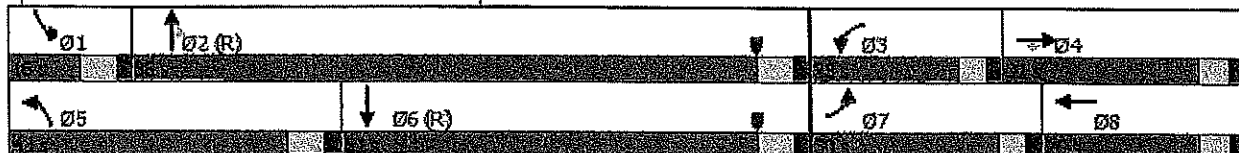


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Total Delay	88.8	67.4	10.4	80.3	85.7		58.2	53.1	11.7	107.0	46.9	
LOS	F	E	B	F	F		E	D	B	F	D	
Approach Delay		55.8			82.8			48.0			50.7	
Approach LOS		E			F			D			D	
Queue Length 50th (ft)	163	138	0	132	204		280	873	103	74	525	
Queue Length 95th (ft)	239	217	61	173	#284		m291	946	m129	102	524	
Internal Link Dist (ft)		1424			1751			1430			2018	
Turn Bay Length (ft)	270		350	380			900		660	790		
Base Capacity (vph)	271	307	393	418	266		408	1880	985	105	1406	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.59	0.47	0.39	0.60	0.85		0.67	0.80	0.29	0.68	0.76	

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 53.6  
 Intersection LOS: D  
 Intersection Capacity Utilization: 81.1%  
 ICU Level of Service: D  
 Analysis Period (min): 15  
 # 95th percentile volume exceeds capacity; queue may be longer  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 85 & Old Bethel Road/Airport Road



Lanes, Volumes, Timings  
6: SR 85 & High School/Commerce Drive

02/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕	↗	↖	↕	↕
Traffic Volume (vph)	26	4	11	95	2	58	14	1996	45	31	1212	20
Future Volume (vph)	26	4	11	95	2	58	14	1996	45	31	1212	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	240		250	230		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.964				0.850			0.850		0.997	
Flt-Protected		0.970			0.955		0.950			0.950		
Satd. Flow (prot)	0	1777	0	0	1797	1599	1805	3574	1553	1787	3494	0
Flt-Permitted		0.611			0.699		0.159			0.036		
Satd. Flow (perm)	0	1119	0	0	1316	1599	302	3574	1553	68	3494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				72			65		2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		645			1401			1287			1510	
Travel Time (s)		14.7			31.8			19.5			22.9	
Peak Hour Factor	0.67	0.50	0.63	0.67	0.25	0.84	0.54	0.93	0.66	0.60	0.91	0.68
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	1%	4%	1%	3%	3%
Adj. Flow (vph)	39	8	17	142	8	69	26	2146	68	52	1332	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	150	69	26	2146	68	52	1361	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	23.0	23.0		23.7	23.7	23.7	11.8	24.8	24.8	11.8	24.8	
Total Split (s)	47.0	47.0		47.0	47.0	47.0	16.0	97.0	97.0	16.0	97.0	
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	10.0%	60.6%	60.6%	10.0%	60.6%	
Maximum Green (s)	41.6	41.6		41.3	41.3	41.3	9.2	90.2	90.2	9.2	90.2	
Yellow Time (s)	3.4	3.4		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.4			5.7	5.7	6.8	6.8	6.8	6.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	3.0	5.0	5.0	3.0	5.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		24.7			24.4	24.4	116.7	111.7	111.7	119.9	115.2	
Actuated g/C Ratio		0.15			0.15	0.15	0.73	0.70	0.70	0.75	0.72	
v/c Ratio		0.35			0.75	0.23	0.09	0.86	0.06	0.41	0.54	
Control Delay		53.2			86.2	11.8	4.8	19.7	0.6	39.9	12.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		53.2			86.2	11.8	4.8	19.7	0.6	39.9	12.7	
LOS		D			F	B	A	B	A	D	B	
Approach Delay		53.2			62.8			18.9			13.7	

Lanes, Volumes, Timings  
6: SR 85 & High School/Commerce Drive

02/20/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			E			B			B		
Queue Length 50th (ft)	50			152			0			600		
Queue Length 95th (ft)	46			55			35			816		
Internal Link Dist (ft)	565			1321			1207			1430		
Turn Bay Length (ft)							240			250		
Base Capacity (vph)	299			339			466			2515		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.21			0.44			0.15			0.54		

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 89 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 20.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 77.6%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 6: SR 85 & High School/Commerce Drive



Lanes, Volumes, Timings  
9: SR 85 & Garden Drive

02/20/2020



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↕	↕	↗
Traffic Volume (vph)	101	20	46	1916	1354	40
Future Volume (vph)	101	20	46	1916	1354	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	225	630			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.993	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1752	3574	3517	0
Flt Permitted	0.950		0.110			
Satd. Flow (perm)	1787	1615	203	3574	3517	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29			5	
Link Speed (mph)	30			45	45	
Link Distance (ft)	765			3460	1287	
Travel Time (s)	17.4			52.4	19.5	
Peak Hour Factor	0.76	0.68	0.60	0.93	0.90	0.58
Heavy Vehicles (%)	1%	0%	3%	1%	2%	0%
Adj. Flow (vph)	133	29	77	2060	1504	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	29	77	2060	1573	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0	
Minimum Split (s)	23.4	23.4	11.8	24.8	24.8	
Total Split (s)	35.0	35.0	30.0	125.0	95.0	
Total Split (%)	21.9%	21.9%	18.8%	78.1%	59.4%	
Maximum Green (s)	29.6	29.6	23.2	118.2	88.2	
Yellow Time (s)	3.4	3.4	4.8	4.8	4.8	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4	6.8	6.8	6.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	4.0	7.0	7.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act. Effct. Green (s)	18.1	18.1	129.7	129.7	114.6	
Actuated g/C Ratio	0.11	0.11	0.81	0.81	0.72	
v/c Ratio	0.66	0.14	0.31	0.71	0.62	
Control Delay	82.7	19.8	6.8	9.0	3.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.7	19.8	6.8	9.0	3.4	
LOS	F	B	A	A	A	
Approach Delay	71.4			9.0	3.4	

Lanes, Volumes, Timings  
 9: SR 85 & Garden Drive

02/20/2020



Lane Group	EBL	EBR	WBL	WBT	WBR
Approach LOS	E			A	
Queue Length 50th (ft)	136	0	14	432	116
Queue Length 95th (ft)	168	17	19	618	127
Internal Link Dist (ft)	685			3380	1207
Turn Bay Length (ft)			225	630	
Base Capacity (vph)	330	322	389	2896	2519
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.09	0.20	0.71	0.62

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT; Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 9.3  
 Intersection LOS: A  
 Intersection Capacity Utilization 68.7%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 9: SR 85 & Garden Drive





Lanes, Volumes, Timings  
3: SR 85 & Old Bethel Road/Airport Road

02/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	157	145	218	108	83	273	1410	240	50	763	94
Future Volume (vph)	159	157	145	218	108	83	273	1410	240	50	763	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		350	380		0	900		660	790		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.934				0.850		0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1881	1599	3467	1747	0	1805	3574	1615	1787	3490	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	1881	1599	3467	1747	0	1805	3574	1615	1787	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163		20				286		7	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1504			1831			1510			2098	
Travel Time (s)		34.2			41.6			22.9			31.8	
Peak Hour Factor	0.94	0.97	0.89	0.87	0.77	0.75	0.96	0.94	0.84	0.70	0.77	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	2%	1%	0%	1%	0%	1%	2%	2%
Adj. Flow (vph)	169	162	163	251	140	111	284	1500	286	71	991	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	162	163	251	251	0	284	1500	286	71	1095	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0	15.0	4.0	15.0	
Minimum Split (s)	9.7	47.7	47.7	9.7	41.7		10.8	34.8	34.8	10.8	31.8	
Total Split (s)	30.0	31.0	31.0	25.0	26.0		43.0	88.0	88.0	16.0	61.0	
Total Split (%)	18.8%	19.4%	19.4%	15.6%	16.3%		26.9%	55.0%	55.0%	10.0%	38.1%	
Maximum Green (s)	24.3	25.3	25.3	19.3	20.3		36.2	81.2	81.2	9.2	54.2	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7		6.8	6.8	6.8	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	4.0		3.0	5.0	5.0	3.0	5.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		29.0			21.0	21.0		18.0	
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	19.7	28.1	28.1	16.5	24.9		29.7	81.5	81.5	8.9	60.7	
Actuated g/C Ratio	0.12	0.18	0.18	0.10	0.16		0.19	0.51	0.51	0.06	0.38	
v/c Ratio	0.77	0.49	0.39	0.71	0.87		0.85	0.82	0.30	0.72	0.83	
Control Delay	89.9	66.0	10.8	80.3	88.1		58.5	55.2	11.7	110.1	51.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	

Lanes, Volumes, Timings  
 3: SR 85 & Old Bethel Road/Airport Road

02/20/2020



Category	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	89.9	66.0	10.8	80.3	88.1		58.5	55.2	11.7	110.1	51.5	
LOS	F	E	B	F	F		E	E	B	F	D	
Approach Delay		56.0			84.2			49.7			55.0	
Approach LOS		E			F			D			E	
Queue Length 50th (ft)	173	155	0	132	242		290	873	103	74	544	
Queue Length 95th (ft)	253	240	67	173	#349		m302	946	m127	102	538	
Internal Link Dist (ft)		1424			1751			1430			2018	
Turn Bay Length (ft)	270		350	380			900		660	790		
Base Capacity (vph)	271	330	415	418	288		408	1820	962	102	1327	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.62	0.49	0.39	0.60	0.87		0.70	0.82	0.30	0.70	0.83	

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 56.0  
 Intersection LOS: E  
 Intersection Capacity Utilization: 82.7%  
 IOU Level of Service: E  
 Analysis Period (min): 15  
 #: 95th percentile volume exceeds capacity; queue may be longer.  
 Queue shown is maximum after two cycles.  
 m: Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: SR 85 & Old Bethel Road/Airport Road



Lanes, Volumes, Timings  
6: SR 85 & High School/Commerce Drive

02/20/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations		↕			↕	↗	↖	↗	↗	↖	↕	↕
Traffic Volume (vph)	26	4	11	95	2	58	14	2005	45	31	1221	20
Future Volume (vph)	26	4	11	95	2	58	14	2005	45	31	1221	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	240		250	230		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frnt		0.964				0.850			0.850		0.997	
Flt Protected		0.970			0.955		0.950			0.950		
Satd. Flow (prot)	0	1777	0	0	1797	1599	1805	3574	1553	1787	3494	0
Flt Permitted		0.611			0.699		0.157			0.036		
Satd. Flow (perm)	0	1119	0	0	1316	1599	298	3574	1553	68	3494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				72			65		2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		645			1401			1287			1510	
Travel Time (s)		14.7			31.8			19.5			22.9	
Peak Hour Factor	0.67	0.50	0.63	0.67	0.25	0.84	0.54	0.93	0.66	0.60	0.91	0.68
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	1%	4%	1%	3%	3%
Adj. Flow (vph)	39	8	17	142	8	69	26	2156	68	52	1342	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	150	69	26	2156	68	52	1371	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	23.0	23.0		23.7	23.7	23.7	11.8	24.8	24.8	11.8	24.8	
Total Split (s)	47.0	47.0		47.0	47.0	47.0	16.0	97.0	97.0	16.0	97.0	
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	10.0%	60.6%	60.6%	10.0%	60.6%	
Maximum Green (s)	41.6	41.6		41.3	41.3	41.3	9.2	90.2	90.2	9.2	90.2	
Yellow Time (s)	3.4	3.4		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.4			5.7	5.7	6.8	6.8	6.8	6.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	3.0	5.0	5.0	3.0	5.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)		24.7			24.4	24.4	116.7	111.7	111.7	119.9	115.2	
Actuated g/C Ratio		0.15			0.15	0.15	0.73	0.70	0.70	0.75	0.72	
v/c Ratio		0.35			0.75	0.23	0.09	0.86	0.06	0.41	0.55	
Control Delay		53.2			86.2	11.8	4.8	19.8	0.6	39.7	10.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		53.2			86.2	11.8	4.8	19.8	0.6	39.7	10.9	
LOS		D			F	B	A	B	A	D	B	
Approach Delay		53.2			62.8			19.1			12.0	

Lanes, Volumes, Timings  
 6: SR 85 & High School/Commerce Drive

02/20/2020

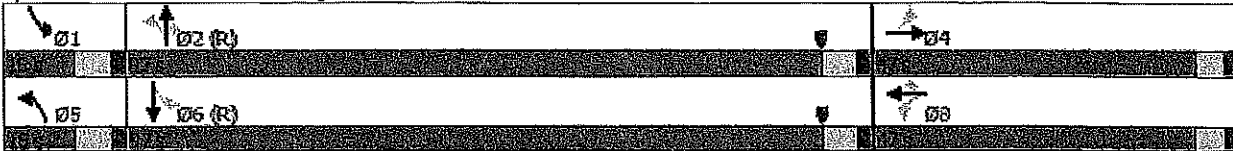


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			E			B			B		
Queue Length 50th (ft)	50			152			0	4	934	0	15	605
Queue Length 95th (ft)	46			55			35	7	#1344	2	m18	817
Internal Link Dist (ft)	565			1321					1207			1430
Turn Bay Length (ft)							240		250	230		
Base Capacity (vph)	299			339			466	308	2495	1103	151	2515
Starvation Cap Reductn	0			0			0	0	0	0	0	0
Spillback Cap Reductn	0			0			0	0	0	0	0	0
Storage Cap Reductn	0			0			0	0	0	0	0	0
Reduced v/c Ratio	0.21			0.44			0.15	0.08	0.86	0.06	0.34	0.55

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 89 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 19.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 77.8%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 85 & High School/Commerce Drive



Lanes, Volumes, Timings  
9: SR 85 & Garden Drive

02/20/2020

Lane/Group	EBL	EBR	NBL	NBT	SBL	SBR
Lane Configurations	↖	↗	↖	↕	↕	↗
Traffic Volume (vph)	101	20	46	1925	1363	40
Future Volume (vph)	101	20	46	1925	1363	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	225	630			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frnt		0.850			0.993	
Flt-Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1752	3574	3517	0
Flt-Permitted	0.950		0.108			
Satd. Flow (perm)	1787	1615	199	3574	3517	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29			5	
Link Speed (mph)	30			45	45	
Link Distance (ft)	765			3460	1287	
Travel Time (s)	17.4			52.4	19.5	
Peak Hour Factor	0.76	0.68	0.60	0.93	0.90	0.58
Heavy Vehicles (%)	1%	0%	3%	1%	2%	0%
Adj. Flow (vph)	133	29	77	2070	1514	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	133	29	77	2070	1583	0
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	15.0	15.0	
Minimum Split (s)	23.4	23.4	11.8	24.8	24.8	
Total Split (s)	35.0	35.0	30.0	125.0	95.0	
Total Split (%)	21.9%	21.9%	18.8%	78.1%	59.4%	
Maximum Green (s)	29.6	29.6	23.2	118.2	88.2	
Yellow Time (s)	3.4	3.4	4.8	4.8	4.8	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.4	5.4	6.8	6.8	6.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	4.0	7.0	7.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	18.1	18.1	129.7	129.7	114.5	
Actuated g/C Ratio	0.11	0.11	0.81	0.81	0.72	
v/c Ratio	0.66	0.14	0.32	0.71	0.63	
Control Delay	82.7	19.8	6.9	9.1	3.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.7	19.8	6.9	9.1	3.5	
LOS	F	B	A	A	A	
Approach Delay	71.4			9.0	3.5	

Lanes, Volumes, Timings  
9: SR 85 & Garden Drive

02/20/2020

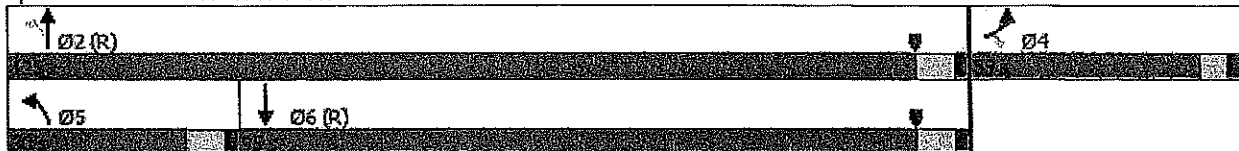


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	E		A			A
Queue Length 50th (ft)	136	0	14	437	116	
Queue Length 95th (ft)	168	17	19	625	128	
Internal Link Dist (ft)	685		3380			1207
Turn Bay Length (ft)	225		630			
Base Capacity (vph)	330	322	386	2896	2518	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.40	0.09	0.20	0.71	0.63	

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 88 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 9.4  
 Intersection LOS: A  
 Intersection Capacity Utilization 69.0%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 9: SR 85 & Garden Drive



Queuing and Blocking Report  
Existing + Committed Trips

02/20/2020

Intersection: 3: SR 85 & Old Bethel Road/Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	TR	L	T	T	R	L	T
Maximum Queue (ft)	238	235	78	181	192	326	376	610	612	169	114	372
Average Queue (ft)	132	122	13	96	120	150	213	408	419	22	46	235
95th Queue (ft)	216	209	53	162	174	279	339	572	574	104	95	343
Link Distance (ft)		1440				1767		1420	1420			2049
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270		350	380	380		900			660	790	
Storage Blk Time (%)	0	0				0			0			
Queuing Penalty (veh)	0	0				0			0			

Intersection: 3: SR 85 & Old Bethel Road/Airport Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	379
Average Queue (ft)	228
95th Queue (ft)	345
Link Distance (ft)	2049
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: SR 85 & High School/Commerce Drive

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	96	177	95	37	253	264	124	78	195	201
Average Queue (ft)	38	87	34	9	120	130	9	22	30	31
95th Queue (ft)	79	157	76	33	215	232	62	59	109	119
Link Distance (ft)	599	1342	1342		1225	1225			1420	1420
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				240			250	230		
Storage Blk Time (%)					0	0			0	
Queuing Penalty (veh)					0	0			0	

Queuing and Blocking Report  
Existing + Committed Trips

02/20/2020

Intersection: 9: SR 85 & Garden Drive

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	208	81	80	244	261	96	107
Average Queue (ft)	98	16	29	102	123	27	25
95th Queue (ft)	175	53	63	219	243	72	73
Link Distance (ft)	718			3426	3426	1225	1225
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		225	630				
Storage Blk Time (%)	0						
Queuing Penalty (Veh)	0						

Network Summary

Network-wide Queuing Penalty: 1



Queuing and Blocking Report  
Existing + Committed Trips + Project Trips

02/20/2020

Intersection: 3: SR 85 & Old Bethel Road/Airport Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	TR	L	T	T	R	L	T
Maximum Queue (ft)	285	308	123	194	224	346	408	601	604	128	120	374
Average Queue (ft)	155	141	19	95	122	174	219	409	417	25	49	242
95th Queue (ft)	252	251	80	166	195	297	358	558	561	85	101	348
Link Distance (ft)		1440				1767		1420	1420			2049
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270		350	380	380		900			660	790	
Storage Blk Time (%)	1	1				0			0			
Queuing Penalty (veh)	3	2				0			0			

Intersection: 3: SR 85 & Old Bethel Road/Airport Road

Movement	SB
Directions Served	TR
Maximum Queue (ft)	370
Average Queue (ft)	239
95th Queue (ft)	349
Link Distance (ft)	2049
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: SR 85 & High School/Commerce Drive

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	99	188	96	46	232	247	41	68	167	188
Average Queue (ft)	38	86	35	10	114	129	6	22	30	28
95th Queue (ft)	82	160	76	35	213	225	27	53	101	106
Link Distance (ft)	599	1342	1342		1225	1225			1420	1420
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				240			250	230		
Storage Blk Time (%)					0	0			0	
Queuing Penalty (veh)					0	0			0	

Queuing and Blocking Report  
 Existing + Committed Trips + Project Trips

02/20/2020

Intersection: 9: SR 85 & Garden Drive

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	211	46	83	265	270	103	105
Average Queue (ft)	101	16	31	104	124	31	30
95th Queue (ft)	178	44	70	218	238	79	77
Link Distance (ft)	718			3426	3426	1225	1225
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		225	630				
Storage Blk Time (%)	0						
Queuing Penalty (veh)	0						

Network Summary

Network wide Queuing Penalty: 6

Date: 1/8/2019  
 Basic Timing Sheet  
 010.172.040.030

2330\_SR 85 @ Airport Rd

Basic Timing Plan								
Phase Number	1	2	3	4	5	6	7	8
Min Gm	4.0	15.0	4.0	4.0	4.0	15.0	4.0	4.0
Passage	3.0	5.0	3.0	3.0	3.0	5.0	3.0	4.0
Max 1	20.0	40.0	20.0	20.0	20.0	40.0	20.0	20.0
Max 2	30.0	45.0	30.0	30.0	30.0	45.0	30.0	30.0
Yel Clr	4.8	4.8	3.7	3.7	4.8	4.8	3.7	3.7
Red Clr	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk	7.0		7.0		7.0		7.0	
Ped Clr	21.0		35.0		18.0		29.0	
Ped Delay (Delay Wk)								
Cond Serv Check								
Min Recall	On				On			
Max Recall								
Memory / Lock Call	On							

Alt Timing Plan 1								
Assigned Phase	1	2	3	4	5	6	7	8
Min Gm								
Passage								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt Timing Plan 2								
Assigned Phase	1	2	3	4	5	6	7	8
Min Gm								
Passage								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt Timing Plan 3								
Assigned Phase	1	2	3	4	5	6	7	8
Min Gm								
Passage								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt Timing Plan 4								
Assigned Phase	1	2	3	4	5	6	7	8
Min Gm								
Passage								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt Timing Plan 5								
Assigned Phase	1	2	3	4	5	6	7	8
Min Gm								
Passage								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Day Plan 1	Acn	TrngPln	Max	Cond Serv	S	M	T	W	T	F	S	
0 0	24	Basic	Mx 1		On	On	On	On	On	On	On	
6 30	4	Basic	Mx 1		Acn 24 = FREE Acn 25 = FLASH							
6 15	1	Basic	Mx 1		26 = Alt Trng Plan 1, 27 = Alt Trng Plan 2							
7 30	2	Basic	Mx 1		30 = Max 2							
15 0	3	Basic	Mx 1		Month							
18 30	2	Basic	Mx 1		J	F	M	A	M	J	J	
19 30	24	Basic	Mx 1		On	On	On	On	On	On	On	
0 0					On	On	On	On	On	On	On	
0 0					Day of Month							
0 0					1	2	3	4	5	6	7	
0 0					On	On	On	On	On	On	On	
0 0					11	12	13	14	15	16	17	
0 0					On	On	On	On	On	On	On	
0 0					21	22	23	24	25	26	27	
0 0					On	On	On	On	On	On	On	
0 0					On	On	On	On	On	On	On	
0 0					On	On	On	On	On	On	On	

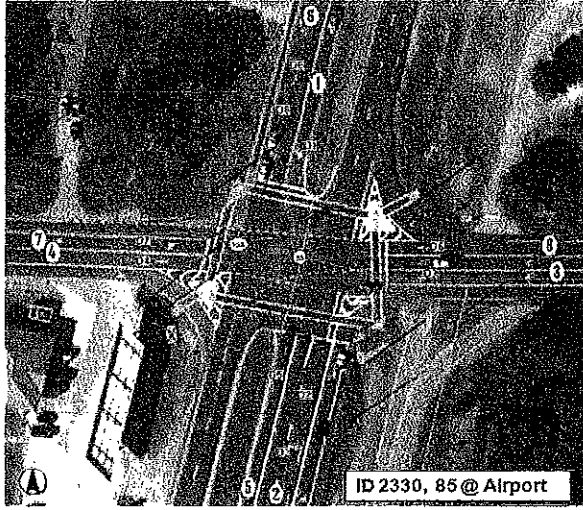
Day Plan 2	Acn	TrngPln	Max	Cond Serv	S	M	T	W	T	F	S
0 0	24	Basic	Mx 1		On						
5 30	4	Basic	Mx 1								
6 15	1	Basic	Mx 1								
7 30	2	Basic	Mx 1								
15 0	3	Basic	Mx 1		Month						
18 30	2	Basic	Mx 1		J	F	M	A	M	J	J
19 30	24	Basic	Mx 1		On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On
0 0					Day of Month						
0 0					1	2	3	4	5	6	7
0 0					On	On	On	On	On	On	On
0 0					11	12	13	14	15	16	17
0 0					On	On	On	On	On	On	On
0 0					21	22	23	24	25	26	27
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On

Day Plan 3	Acn	TrngPln	Max	Cond Serv	S	M	T	W	T	F	S
0 0	24	Basic	Mx 1		On						
7 45	4	Basic	Mx 1								
9 45	2	Basic	Mx 1								
13 30	4	Basic	Mx 1								
19 0	24	Basic	Mx 1		Month						
0 0					J	F	M	A	M	J	J
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On
0 0					Day of Month						
0 0					1	2	3	4	5	6	7
0 0					On	On	On	On	On	On	On
0 0					11	12	13	14	15	16	17
0 0					On	On	On	On	On	On	On
0 0					21	22	23	24	25	26	27
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On

Day Plan 4	Acn	TrngPln	Max	Cond Serv	S	M	T	W	T	F	S
0 0	24	Basic	Mx 1		On						
8 0	4										
18 30	24										
0 0					Month						
0 0					J	F	M	A	M	J	J
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On
0 0					Day of Month						
0 0					1	2	3	4	5	6	7
0 0					On	On	On	On	On	On	On
0 0					11	12	13	14	15	16	17
0 0					On	On	On	On	On	On	On
0 0					21	22	23	24	25	26	27
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On
0 0					On	On	On	On	On	On	On



Wlasciciel: zeznaczenia/85mapa2330.jpg



Okaloosa County

Timing Sheet

1/29/2020 6:50:17 AM

Station : 2325 - SR 85 @ Commerce Dr ( Standard File )

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	5	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	28	0	11	0	28	0	0	0	0	0	0	0	0
Min Green	5	15	0	4	5	15	0	5	5	5	5	5	5	5	5	5
Passage	3	5	0	4	3	5	0	4	1	1	1	1	1	1	1	1
Max1	15	40	0	30	15	40	0	30	25	25	25	25	25	25	25	25
Max2	30	35	0	35	30	35	0	35	50	50	50	50	50	50	50	50
Yellow	4.8	4.8	0	3.4	4.8	4.8	0	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	0	2	2	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON										
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Slm Gap Enable		ON				ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Okaloosa County

Timing Sheet

1/29/2020 6:50:17 AM

Station : 2325 - SR 85 @ Commerce Dr ( Standard File )

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry	TSZ Det	Cycle Fault	Max Cycle	Max Seek	Max Seek	Enable Run	Local Flash	Start Red	Disable Init	Yellow 3	Omit Yellow	Free Ring
---------------	----------	-------------	------------	-----------------	--------------	-----------------	------------	--------------	------------	---------	-------------	-----------	----------	----------	------------	-------------	-----------	--------------	----------	-------------	-----------

Dwell Over 8					
Dwell Over 9					
Dwell Over 10					
Dwell Over 11					
Dwell Over 12					
Ped Clear					
Yellow					
Red					
Return Min/Max					
Delay Inh					
Exit Time					
All Red B4					

Coordination, Modes,+ [2.1]  
Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Poff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
FRC	TIMED	TIMED	NO_RECYCLE	ON	OFF	OFF	OFF	OFF	0	+	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	140	160	100												
Offset Time	70	16	89	26												
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time										26	27	28	29	30	31	32
Split Number	17	18	19	20	21	22	23									
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Okaloosa County

Timing Sheet

1/29/2020 6:50:17 AM

Station : 2325 - SR 85 @ Commerce Dr ( Standard File )

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	119		41	20	119		41								
Mode	NON	MAX	OMT	NON	NON	NON	OMT	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	88		36	16	88		36								
Mode	NON	MAX	OMT	NON	NON	NON	OMT	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	97		47	16	97		47								
Mode	NON	MAX	OMT	NON	NON	NON	OMT	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	57		27	16	57		27								
Mode	NON	MAX	OMT	NON	NON	NON	OMT	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	77		41	18	77		41								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Okaloosa County

Timing Sheet

1/29/2020 6:49:30 AM

Station : 2320 - SR 85 @ Garden St ( Standard File )

Phase [1.1.1]

	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	21	0	20	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	0	5	5	15	0	0	0	0	0	0	0	0	0	0
Passage	0	7	0	4	4	7	0	0	0	0	0	0	0	0	0	0
Max1	0	40	0	30	15	40	0	0	0	0	0	0	0	0	0	0
Max2	0	35	0	35	35	35	0	0	0	0	0	0	0	0	0	0
Yellow	0	4.8	0	3.4	4.8	4.8	0	0	0	0	0	0	0	0	0	0
Red	0	2	0	2	2	2	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	60	40	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Enable		ON		ON	ON	ON										
Auto Entry				ON												
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0 0	0	0	0	0	0	0	0	0	0
5	0 0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0 0	0	0	0	0	0	0	0	0	0
7	0 0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	0	0	2	0
3	0	0	0	0	0	0	0	0	3	0
4	0	0	0	0	0	0	0	0	4	0
5	0	0	0	0	0	0	0	0	5	0
6	0	0	0	0	0	0	0	0	6	0
7	0	0	0	0	0	0	0	0	7	0
8	0	0	0	0	0	0	0	0	8	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	0	0	2	0
3	0	0	0	0	0	0	0	0	3	0
4	0	0	0	0	0	0	0	0	4	0
5	0	0	0	0	0	0	0	0	5	0
6	0	0	0	0	0	0	0	0	6	0
7	0	0	0	0	0	0	0	0	7	0
8	0	0	0	0	0	0	0	0	8	0

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Okaloosa County

Timing Sheet

1/29/2020 6:49:30 AM

Station : 2320 - SR 85 @ Garden St ( Standard File )



Dwell Over 5																				
Dwell Over 6																				
Dwell Over 7																				
Dwell Over 8																				
Dwell Over 9																				
Dwell Over 10																				
Dwell Over 11																				
Dwell Over 12																				
Ped Clear																				
Yellow																				
Red																				
Return Min/Max																				
Delay Inh																				
Exit Time																				
All Red B4																				

### Coordination, Modes, + [2.1] Modes

### Modes+

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO_RECYCLE	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF

### Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	140	160	100												
Offset Time	90	24	88	10												
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

### Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23			26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Okaloosa County

Timing Sheet

1/29/2020 6:49:30 AM

Station : 2320 - SR 85 @ Garden St ( Standard File )

### Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		154		26	45	109										
Mode	OMT	MAX	OMT	NON	NON	NON	OMT	OMT	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		106		34	20	86										
Mode	OMT	MAX	OMT	NON	NON	NON	OMT	OMT	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		125		35	30	95										
Mode	OMT	MAX	OMT	NON	NON	NON	OMT	OMT	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		66		34	16	50										
Mode	OMT	MAX	OMT	NON	NON	NON	OMT	OMT	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		110		26	19	91										
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON				ON										

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MPX	NON	NON	NON	MPX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														



**White Wolf Run Subdivision  
Jones Road Realignment/Paving  
Aerial/Location Map**

