CONTRACT, LEASE, AGREEMENT CONTROL FORM

Date: 12-21-2018

Contract/Lease Control #: C19-2764-PW

Procurement#: NA

Contract/Lease Type: AGREEMENT

Award To/Lessee: PAUL CASSADY, LOCR, INC

Owner/Lessor: OKALOOSA COUNTY

Effective Date: 12/18/2019

Expiration Date: 12/31/2023

Description of Contract/Lease: INFRASTRUCTURE AGREEMENT

Department: PW

Department Monitor: AUTREY

Monitor's Telephone #: 850-689-5772

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

Closed:

Cc: Finance Department Contracts & Grants Office

PROCUREMENT/CONTRACT/LEASE
INTERNAL COORDINATION SHEET

Procurement/Contract/Lease Number: TBD Tracking Number: 3204-19

Procurement/Contractor/Lessee Name: Paul Cassady Grant Funded: YES ___ NO X

Purpose: Infrastructure Agreement

Date/Term: 12-31-23

Amount: _____

Department: PLD

Dept. Monitor Name: Authy

1. ☒ GREATER THAN $100,000
2. ☐ GREATER THAN $50,000
3. ☐ $50,000 OR LESS

Purchasing Review

Procurement or Contract/Lease requirements are met:

_____ Date: 12-7-18

Purchasing Manager or designee — Jeff Hyde, DeRita Mason, Victoria Taravella

2CFR Compliance Review ***(if required)***

Approved as written: ND federal $

_____ Date: _____

Grants Coordinator — Danielle Garcia

Risk Management Review

Approved as written: see email attached

_____ Date: 12/7/18

Risk Manager or designee — Laura Porter or Krystal King

County Attorney Review

Approved as written: see email attached

_____ Date: 12-11-18

County Attorney — Gregory T. Stewart, Lynn Hoshihara, Kerry Parsons or Designee

Following Okaloosa County approval:

Clerk Finance

Document has been received:

_____ Date: _____

Finance Manager or designee

Revised November 3, 2017

DeRita Mason

From: Parsons, Kerry <KParsons@ngn-tally.com>
Sent: Saturday, December 08, 2018 3:04 PM
To: DeRita Mason; Greg Kisela
Cc: Lynn Hoshihara
Subject: RE: Internal Coordination Sheet for Agenda Item No. 9098

This is approved for Risk and Legal purposes.

From: DeRita Mason [mailto:dmason@myokaloosa.com]
Sent: Friday, December 07, 2018 9:15 AM
To: Parsons, Kerry; Greg Kisela
Cc: Lynn Hoshihara
Subject: FW: Internal Coordination Sheet for Agenda Item No. 9098

Please review and approve.

From: Edwin Sanguyo
Sent: Thursday, December 06, 2018 12:03 PM
To: DeRita Mason <dmason@myokaloosa.com>
Cc: Scott Bitterman <sbitterman@myokaloosa.com>; Greg Stewart <gstewart@myokaloosa.com>; Parsons, Kerry <KParsons@ngn-tally.com>; Carmen Horne <chorne@myokaloosa.com>
Subject: Internal Coordination Sheet for Agenda Item No. 9098

DeRita,

Could you please start an internal coordination sheet (see attached mini packet) for agenda item 9098?

Greg,

The developer, Mr. Paul Cassady, has executed the County reviewed and edited copy of the infrastructure agreement without any additional changes.

Thanks,

Edwin

Edwin S. Sanguyo, P.E., Engineer III
Okaloosa County Public Works Department
1759 South Ferdon Boulevard
Crestview, Florida 32536
Tel. No.: (850) 689-5772
Fax No.: (850) 689-5715

CONTRACT#: C19-2764-PW
PAUL CASSADY, LOCR, INC.
INFRASTRUCTURE AGREEMENT
EXPIRES: 12/31/2023

M.L. Carson BCC Records 12/18/18

INFRASTRUCTURE AGREEMENT

THIS INFRASTRUCTURE AGREEMENT ("Agreement") is entered into this ~~23rd~~ 18th day of ~~November~~ December, 2018, by and between the Okaloosa County, Florida, through its Board of County Commissioners (the "County") and PAUL CASSADY/LOCR (the "Developer") for the purpose of establishing the transportation infrastructure improvements necessary for a certain development located in the unincorporated area of Okaloosa County, Florida,.

WITNESSETH:

WHEREAS, Live Oak Church Road, is a public road that is owned and maintained by Okaloosa County for public use; and

WHEREAS, the Developer is the owner of a (6.57) acre parcel as described on Exhibit "A" (the "Property") on which it is the Developer's intention to construct a 40 Unit R/V and Boat Storage facility along with all the supporting accessory uses infrastructure and related improvements (including but not limited to parking areas, stormwater management, landscaping, etc.) (the "Project"); and

WHEREAS, the Property is adjacent to or has access to Live Oak Church Road; and

WHEREAS, the Developer proposes to construct a driveway connection to the Project to Live Oak Church Road to provide access; and

WHEREAS, the parties desire to enter into this Agreement to establish the respective rights and obligations of the Developer and Okaloosa County in accordance with the terms and conditions of this Agreement;

WHEREAS, in accordance with chapter 163 of the Florida Statutes has adopted a Comprehensive Growth Management Plan (Ordinance No. 90-1) as well that has been found in compliance with applicable state laws; and

WHEREAS, in accordance with Chapter 163, Florida Statutes, Okaloosa County has, through Ordinance No. 91-1, adopted land development regulations to implement the Comprehensive Plan, known as the Okaloosa County Land Development Code; and

WHEREAS, the applicant hereby elects to enter into a formal agreement with Okaloosa County to ensure the provision of infrastructure in accordance with Section 4.02.01.3 of the Okaloosa County Land Development Code (Ordinance No. 91-1, as amended); and

WHEREAS, the Property is currently zoned by the City of Crestview for Mixed Use and the Developer has submitted a development order application for the Project with the City of Crestview; and

WHEREAS, during the review of the development application, it was determined that it is necessary for the Developer to provide a Mitigation Payment to support the Project and offset the impact to transportation capacity on constrained sections of the l local roadway network; and

WHEREAS, the Developer and the County have agreed upon terms and conditions relating to the Project and the mitigation of its impacts on the transportation capacity on the local roadway network which are acceptable to the Developer and 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.

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 LOCR, Inc. 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 "Project" means the proposed R/V and Boat Storage facility and all supporting uses and amenities authorized by this Agreement, as more particularly described herein.

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

2.8 "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 Southern Traffic Services, 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.

3.2 The proposed trips resulting from the development of the Project exceeds the capacity available along segments of South Ferdon Blvd. The parties have agreed that the Developer may address the capacity constraints in the impact area as set forth as follows:

A) Mitigation Payment – Onetime payment of $8,451.00 paid to the County

3.3 In consideration of the Mitigation Payment, which provides value and capacity enhancement to the County roadway system, the County agrees to reserve a total trip capacity of three (3) trips.

3.4 The Developer shall provide the Mitigation Payment to the County prior to the beginning of construction for the connection of the Project to Live Oak Church Road.

3.5 Through Article III Section 3.2, 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 either the City of Crestview or the County nor shall it relieve the Developer from complying with all applicable rules and/or regulations of either the City of Crestview or the County pertaining to the Project.

3.6 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.

3.7 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 this Agreement. The parties hereto do agree that the Developer may act in reliance upon this Agreement. Nothing herein, however, is intended to preclude the County from exercising its proper regulatory powers to protect the health, welfare, and safety of the public.

3.8 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 as addressing consistency with the comprehensive plan and land development regulations of the City of Crestview, nor with 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 to others as to this Project 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 the 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 notify the City of Crestview and request that it 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 County shall notify the City of Crestview that 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: (Name and Address)

Paul Cassady
LOCR, Inc.
4737 Live Oak Church Road
Crestview, FL 32539

As to the County:

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

And a copy to:

County Attorney:
Gregory T. Stewart
County Attorney
1500 Mahan Drive, Suite 200
Tallahassee, Florida 32308

4.5 This Agreement shall only be amended or cancelled by written amendment or consent to cancel properly executed by the Parties. No oral modifications will be effective or binding.

4.6. The Effective Date for this Agreement shall be the date in which this Agreement is recorded by Okaloosa County in the public records of Okaloosa County. The Developer is responsible for recording fees. This Agreement shall expire on December 31, 2023. This Agreement may be further extended by mutual agreement in writing by the Parties.

4.7. Within fourteen (14) days after the Parties execute this Agreement, Okaloosa County shall record this Agreement in the Public Records of Okaloosa County, Florida. If this Agreement is amended, canceled, modified or extended, Okaloosa County shall also record such action in the public records of Okaloosa County.

4.8 This Agreement and the rights and obligations of the Parties hereunder shall be interpreted, governed by, construed under, and enforced in accordance with the applicable laws of the State of Florida, and the ordinances, rules and regulations of Okaloosa County including, without limitation, the Comprehensive Plan and Land Development Code, and any amendments thereto in effect as of the Effective Date of this Agreement. The Parties hereby consent to the sole and exclusive jurisdiction and venue for any action relating to the construction, interpretation, or enforcement of this Agreement to be in the state courts of Okaloosa County, Florida.

4.9 This Agreement contains the entire understanding between the Parties, and the Parties agree that no representation were made by or on behalf of either that is not contained in this Agreement, and that in entering into this Agreement neither relied upon, or was entitled to rely upon, any representation not herein specifically set forth.

4.10 All attachments or exhibits attached hereto contain additional terms of this Agreement and are incorporated herein by reference.

4.11 If any section, phrase, sentence or portion of this Agreement is, for any reason, held to be invalid by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

4.12 For and in consideration of the mutual agreements set forth herein, the Developer agrees the terms and conditions of this Agreement are reasonable under the totality of the circumstances, and the Developer for itself, and on behalf of its successors, assigns or trustees, and anyone claiming by, through or under any of them, do hereby fully waive, release and forever discharge Okaloosa County from and against any claims for takings, wrongful exaction, inverse condemnation, regulatory takings, U.S.C. Section 1983, or claims under Chapter 70, Florida Statutes, arising out of or resulting from the terms and conditions hereof. Developer acknowledges and agrees that its agreement to this release is a material inducement to Okaloosa County to enter into this Agreement.

4.13 The Developer shall indemnify, defend (by counsel reasonably acceptable to Okaloosa County), protect, and hold harmless Okaloosa County and its officers, employees, and agents from and against any and all claims, demands, actions, causes of action, suits, liabilities, penalties, forfeitures, damages, losses, and expenses whatsoever (including, without limitation, attorneys' fees, costs, and expenses incurred during negotiation, through litigation and all appeals therefrom) arising out of or resulting from the design, construction, and installation of the Project that are caused in whole or in part by an act or omission of the Developer, its engineers, designers, contractors, subcontractors, material suppliers, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable. The provisions of this Section 4.14 shall survive until construction of the Project is complete and the warranty period has expired.

4.14 A waiver by either Party of any breach of this Agreement shall not be binding upon the waiving Party unless such waiver is in writing. In the event of a written waiver, such a waiver shall not affect the waiving Party's rights with respect to any other or further breach of this Agreement. The making or acceptance of a payment by either Party with the knowledge of the other Party's existing default or breach of the Agreement shall not waive such default or breach, or any subsequent default or breach of this Agreement, and shall not be construed as doing so.

IN WITNESS WHEREOF, the parties have set their hands and seals this 18th day of December, 2018.

OKALOOSA COUNTY
BOARD OF COUNTY COMMISSIONERS

By _____
Graham W. Fountain
Chairman, Board of County Commissioners

SEAL

ATTEST:

J.D. Peacock II
Clerk of Circuit Court

APPROVED AS TO LEGAL FORM:

Gregory T. Stewart
County Attorney

DEVELOPER

Paul Cassady

By: _____

WITNESSES:

Adam Cassady

WITNESS ONE SIGNATURE

ADAM CASSADY

WITNESS ONE PRINTED NAME

WITNESS TWO SIGNATURE

Daniel K. Karpuk

WITNESS TWO PRINTED NAME

STATE OF FLORIDA)

COUNTY OF OKALOOSA)

SWORN TO and subscribed before me this 23RD day of NOVEMBER, 2018, by PAUL E CASSADY in his or her capacity as PRESIDENT of ~~the Seller~~ & LOCR (THE DEVELOPER) Such person(s) (Notary Public must check applicable box):

[X] is/are personally known to me.

[ ] produced a current driver license(s).

[ ] produced _____ as identification.

(NOTARY PUBLIC SEAL)

DANIEL W KEITH
MY COMMISSION # FF241201
EXPIRES June 17, 2019
(407) 398-0153 FloridaNotaryService.com

Daniel W Keith

Notary Public

_____

(Printed, Typed or Stamped Name of Notary Public

Commission No.:_____

My Commission Expires:_____

Exhibit

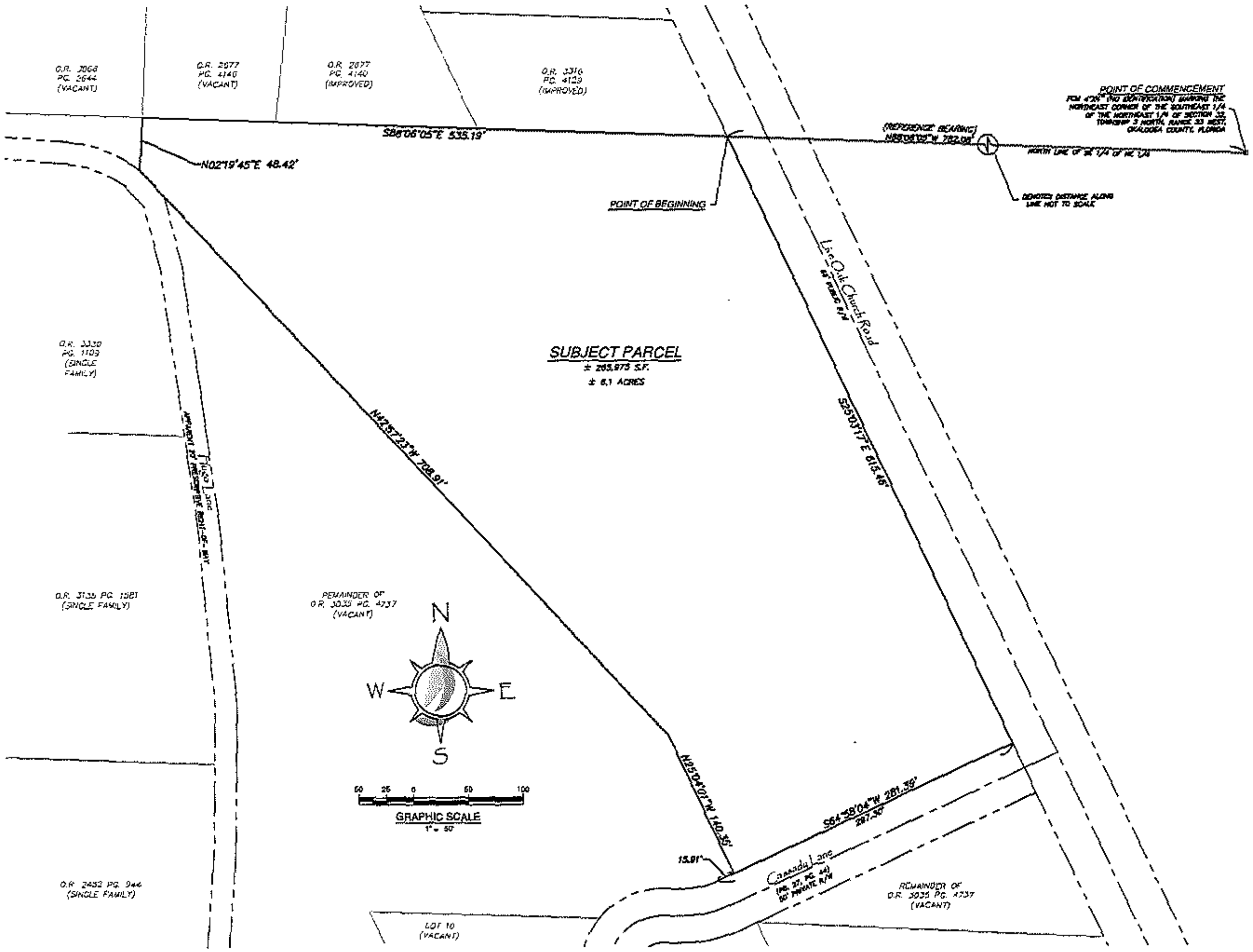
"A"

LEGAL DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 32, TOWNSHIP 3 NORTH, RANGE 23 WEST, OKALOOSA COUNTY, FLORIDA; BEING A PORTION OF THE PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 3035, PAGE 4737 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 3 NORTH, RANGE 23 WEST; THENCE PROCEED N88°06'05"W, ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER FOR A DISTANCE OF 782.08 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF LIVE OAK CHURCH ROAD (66 PUBLIC RIGHT-OF-WAY), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE PROCEED S25°03'17"E, ALONG SAID WEST RIGHT-OF-WAY LINE OF LIVE OAK CHURCH ROAD FOR A DISTANCE OF 615.46 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF CASSADY LANE AS RECORDED IN PLAT BOOK 27, PAGE 44 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA (50' PRIVATE RIGHT-OF-WAY); THENCE DEPARTING SAID WEST RIGHT-OF-WAY LINE PROCEED S64°58'04"W ALONG THE NORTH RIGHT-OF-WAY LINE OF CASSADY LANE, A DISTANCE OF 281.39 FEET; THENCE DEPARTING SAID NORTH RIGHT-OF-WAY LINE PROCEED N25°04'01"W, A DISTANCE OF 140.35 FEET; THENCE PROCEED N42°57'23"W, A DISTANCE OF 708.91 FEET; THENCE PROCEED N02°19'45"E, A DISTANCE OF 48.42 FEET; THENCE PROCEED S88°06'05"E, A DISTANCE OF 535.19 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 6.1 ACRES, MORE OR LESS.

NOT A BOUNDARY SURVEY



Abbreviations:

D	= DEED
F	= FIELD
C/L	= CENTERLINE
R/W	= RIGHT-OF-WAY
P/L	= PROPERTY LINE
L.B.	= LICENSED SURVEYING & MAPPING BUSINESS
P.S.M.	= PROFESSIONAL SURVEYOR & MAPPER
TYP.	= TYPICAL
O.R.	= OFFICIAL RECORDS BOOK
PG.	= PAGE
#	= NUMBER
FB	= FIELD BOOK
S.F.	= SQUARE FEET
LLC	= LIMITED LIABILITY COMPANY
&	= AND
SEAS	= SEASIDE ENGINEERING & SURVEYING, LLC
NAD83	= NORTH AMERICAN DATUM 1983
1/4	= QUARTER
FCM	= FOUND CONCRETE MONUMENT

Legend:

- FOUND CONCRETE MONUMENT
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- CENTERLINE OF RIGHT-OF-WAY
- ADJACENT PROPERTY LINE

Legal Description:

A PARCEL OF LAND SITUATED IN SECTION 32, TOWNSHIP 3 NORTH, RANGE 23 WEST, OKALOOSA COUNTY, FLORIDA; BEING A PORTION OF THE PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 3035, PAGE 4737 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 3 NORTH, RANGE 23 WEST; THENCE PROCEED N88°06'05"W, ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER FOR A DISTANCE OF 782.08 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF LIVE OAK CHURCH ROAD (66 PUBLIC RIGHT-OF-WAY), SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE PROCEED S25°03'17"E, ALONG SAID WEST RIGHT-OF-WAY LINE OF LIVE OAK CHURCH ROAD FOR A DISTANCE OF 615.46 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF CASSADY LANE AS RECORDED IN PLAT BOOK 27, PAGE 44 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA (50' PRIVATE RIGHT-OF-WAY); THENCE DEPARTING SAID WEST RIGHT-OF-WAY LINE PROCEED S64°58'04"W ALONG THE NORTH RIGHT-OF-WAY LINE OF CASSADY LANE, A DISTANCE OF 281.39 FEET; THENCE DEPARTING SAID NORTH RIGHT-OF-WAY LINE PROCEED N25°04'01"W, A DISTANCE OF 140.35 FEET; THENCE PROCEED N42°57'23"W, A DISTANCE OF 708.91 FEET; THENCE PROCEED N02°19'45"E, A DISTANCE OF 48.42 FEET; THENCE PROCEED S88°06'05"E, A DISTANCE OF 535.19 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 6.1 ACRES, MORE OR LESS.

Survey Notes:

1. SEASIDE ENGINEERING AND SURVEYING, LLC (SEAS) HAS NOT BEEN PROVIDED A TITLE OPINION OR ABSTRACT OF THE PROPERTY SHOWN HEREON, NOR HAS SEAS PERFORMED A SEARCH OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
2. BEARINGS ARE STATE PLANE COORDINATE SYSTEM, FLORIDA NORTH ZONE, NORTH AMERICAN DATUM 1983 (NAD 83) AND ARE REFERENCED TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 32, TOWNSHIP 3 NORTH, RANGE 23 WEST, OKALOOSA COUNTY, FLORIDA HAVING A BEARING OF N88°06'05"W.
3. THERE MAY BE ADDITIONAL RESTRICTIONS AND EASEMENTS NOT SHOWN ON THIS DRAWING THAT MAY BE FOUND IN THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
4. UNDERGROUND ENCROACHMENTS, IF ANY, WERE NOT LOCATED.
5. SURVEY DATA DEPICTED HEREON WHICH IS OUTSIDE OF THE DESCRIBED PROPERTY DOES NOT IMPLY OWNERSHIP AND IS SHOWN STRICTLY FOR INFORMATIONAL PURPOSES ONLY.
6. GRAPHICAL REPRESENTATION OF UTILITIES, SIGNAGE, AND SURVEY MONUMENTS MAY BE EXAGGERATED IN SCALE FOR CLARITY.
7. THIS IS NOT A BOUNDARY SURVEY.

TYPE OF SURVEY: SKETCH OF DESCRIPTION	LEGAL DESCRIPTION: SEE LEFT
DATE OF SURVEY: 4/19/2018	OKALOOSA COUNTY, FLORIDA
SURVEY FOR: LOOR, INC.	PLAT BOOK N/A PAGE N/A
FIELD BOOK — DATE DRAWN: 11/7/2018	SECTION 32 TOWNSHIP 3N RANGE 23W
SHEET 1 OF 1 — DRAWN BY: KES	
PROJECT PATH: P:\Current\Surveying\18-803 (Cassady Commercial Park II)	
SEAS PROJECT No.: 18-803-00018	

SEAS
Seaside Engineering And Surveying, LLC
6575 Hwy 189 N
Baker, FL 32531
Ph: (850) 650-9563
Fax: (850) 398-6012

SEAS
Seaside Engineering And Surveying, LLC
Land Business No. 7191

Licensed Surveyor:
Timothy D. Bowden, P.S.M.
FL License No. 6929

REVISIONS	DATE	BY

Exhibit

"B"

TRAFFIC IMPACT ANALYSIS
Revision
Cassidy Commerce Park

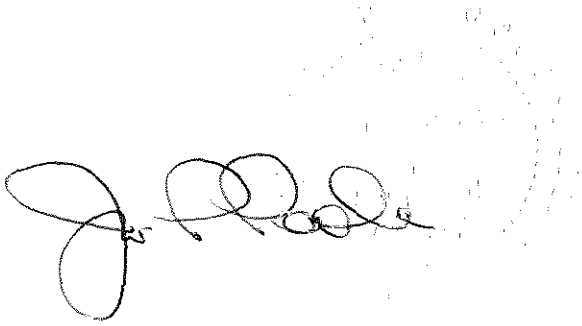
Live Oak Church Road
Crestview, Florida

Prepared for:
Mr. Tim Bowden, P.E., PSM
Seaside Engineering and Surveying, LLC
6575 Highway 189 N
Baker, FL 32531
(850) 650-9563

Submitted by:

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

FL License No.: 00007809



Joe P. Poole, P.E.
FL Professional Engineer No. 42038
October 8, 2018

I. Introduction:

Cassidy Commerce Park is a planned development on Live Oak Church Road in Crestview, Florida. The project would consist of 32,500 square feet of warehouse. 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 (10th Edition) was used to determine the project trips to be generated by the proposed development. Land Use Code 150 (Warehousing) was used for the analysis. PM peak hour trip generation and distribution was developed for each phase. The total estimated net new PM peak hour are show below:

PM Peak Hour Net New Project Trips Summary

Land Use/ITE Code	ITE Equation	Area (1000 square feet)	Total Trips	Enter Trips (27%)	Exit Trips (73%)
Warehousing/150	T = 0.12(X) + 27.82	32.5	32	9	23

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 (32) generated is 2 trips. Trip distribution diagrams are provided in the **Appendix**.

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 Stillwell to Bethel/Airport Road
- SR 85 from Antioch Road to I-10
- SR 85 from College Blvd. 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)

County Highways

- CR 4 (Antioch Road) from PJ Adams to US 90

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

Segment	AADT	K Factor (%)	D Factor (%)	Peak Hour Traffic	AVG PHT
SR 85 [1] Antioch Road to I-10	52,000	9.0	52.0	2,434	2,434
SR 85 [2] College Blvd. to Antioch Road	41,500 17,594	9.0 9.5	60.0 67.5	2,241 1,128	1,685
SR 85 [3] SR 123 to SR 190	26,500	9.0	60.0	1,431	1,431
SR 85 [4] SR 189 to SR 123	36,500 44,500	9.0 9.0	52.0 "	1,708 2,083	1,896
SR 123 [5] SR 85 (South) to SR 85 (North)	20,000	9.5	60.0	1,140	1,140

[1] Existing traffic volume = 2017 AADT x K x D from count stations 571607.
[2] Existing traffic volume = Average of 2017 AADT x K x D from count stations 570088 & 570219.
[3] Existing traffic volume = 2017 AADT x K x D from count stations 570261.
[4] Existing traffic volume = Average of 2017 AADT x K x D from count stations 570260 & 570314.
[5] Existing traffic volume = 2017 AADT x K x D from count station 570299.

PM Peak Hour Evaluation

Segment	Area Type	Adopted LOS	Existing PHT (vph)	PM Peak Hour Peak Direction Committed Trips [1]	PM Peak Hour Peak Direction Project Trips	Total Future PHT (vph)	Max Service Flow
SR 85 Antioch Road to I-10	Trans.	C	2,434	703	3	3,140	1,370 [2]
SR 85 College Blvd. to Antioch Rd.	Trans.	C	1,685	405	2	2,092	2,510 [3]
SR 85 SR 123 to SR 190	Trans.	D	1,431	0	1	1,392	3,140 [4]
SR 85 SR 189 to SR 123	Urbanized	D	1,896	0	1	1,877	3,350 [5]
SR 123 SR 85 (S) to SR 85 (N)	Trans.	D	1,140	94	1	1,235	3,140 [6]

1 Committed Trips obtained from Okaloosa County Public Works.
2 Existing Speed Limit is 45 mph on SR 85 with multiple signalized intersections within this segment. Maximum Service Volume (LOS C) obtained from 2018 FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas.
3 Maximum Service Volume (LOS C) obtained from 2018 FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas. Uninterrupted Flow Highways.
4 Maximum Service Volume (LOS D) obtained from 2018 FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas. Uninterrupted Flow Highways.
5 Uninterrupted Flow Highway. No signalized intersections are within this segment. Maximum Service Volume (LOS D) obtained from 2018 FDOT Table 7 FDOT Generalized Peak Directional Volumes for Florida's Urbanized Areas.
6 Uninterrupted Flow Highways. No signalized intersections within this segment. Maximum Service Volume (LOS D) obtained from 2018 FDOT Table 8 FDOT Generalized Peak Directional Volumes for Florida's Transitioning and Areas under 5,000 Not in Urbanized Areas. Uninterrupted Flow Highways.

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
CR 4 (Antioch Road) [2] PJ Adams to US 90	8,900	9.5	846	846

[1] Existing traffic volume = 2017 AADT x K from count station 570280.

PM Peak Hour Evaluation

Segment	Area Type	Adopted LOS	Existing PHT (vph)	PM Peak Hour Peak Bi-Direction Committed Trips	PM Peak Hour Peak Direction Project Trips	Total Future PHT (vph)	Max Service Flow
CR 4 (Antioch Road) PJ Adams to US 90	Urban	D	846	169	6	1,021	2,290 [1]

[1] Maximum Service Volume (LOS D) obtained from 2018 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 (Hugo Lane)

IV. Mitigation Payment Estimate:

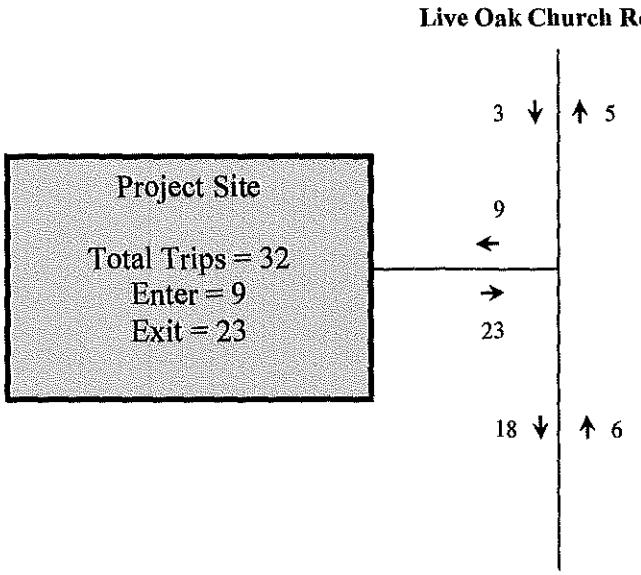
Since several impacted roadway segments are over-capacity, mitigation of these impacts is required to gain transportation concurrency approval. An option used on previous projects is to make a "Mitigation Payment" towards the PJ Adams Parkway widening project. The Mitigation Payment estimate is:

With Consideration of Future Retail Center on SR 85 at Live Oak Church Road			
Segment	**Cost[1] Per Trip**	**Proposed Project PM Peak Hour Dir Traffic Demand**	**Cost Per Segment**
SR 85 [2] Antioch Road– I-10	$2,817	3	$8,451
Total Mitigation Payment Estimate			**$8,451**

[1] Mitigation Payment Cost per Trip obtained from Transportation Infrastructure Agreement for Highlands Subdivision Project.

V. Turn Lane Analysis:

An analysis was performed to determine if any turn lanes were required on Live oak Church Road at Project Entrance. PM peak hour turning movement counts were collected at SR 85 and Live Oak Church Road intersection on March 28, 2018 and used in this analysis. These counts were adjusted to peak season using latest peak season correction factor (PSCF) obtained from the Florida Department of Transportation (FDOT) traffic data information. Below is a trip distribution diagram of the project trips including pass-by trips:



National Cooperative Highway Research Program Report 457, Evaluating Intersections for Improvements: An Engineering Study Guide, was used to determine if a **left turn lane is warranted in the northbound direction on Live oak Church Road at Project Entrance**. Speed limit on this roadway section is 30 mph. The following data was used in the analysis:

SB Existing Volume (PHT) = SB Left + SB Thru + SB Right

= 38 + 17 + 26 = 81 vph

Peak Season Adjusted SB PHT = SB Existing Volume x Peak Season Correction Factor (PSCF). PSCF obtained from 2017 FDOT Online Traffic Data.

Peak Season Adjusted SB PHT = 38 x 1.00 = 81 vph

SB Future Volume = PS Adjusted SB PHT + Project Trips

= 81 vph + 3 vph = 84 vph

NB Existing Volume (PHT) = EB Thru + SB Left + NB Right

= 14 + 114 + 333 = 461 vph

Peak Season Adjusted NB PHT = 461 x 1.00 = 461 vph

NB Future Volume = PS Adjusted NB PHT + Project Trips
= 461 vph + 6 vph = 467 vph

Left Turn Volume (NB) = 6 vph Percent of Left Turn Volume = 1.3%
Advancing volume (NB) = 467 vph
Opposing volume (SB) = 84 vph

Advancing volume (SB) = 84
Right Turn Volume (SB) = 3

Results of this analysis show a northbound left turn lane and a southbound right turn lane is not warranted at the project entrance (see **Appendix**).

VI. Traffic Operational Analysis:

Turning movement counts collected on March 28, 2018 at SR 85 and Live Oak Church Road intersection 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 project trips were then input into SYNCHRO Version 9.0 along with the current operation at this intersection. 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**.

Scenario	PM Peak Hour Intersection Average Delay (seconds/vehicle)	PM Peak Hour Intersection Level of Service
Existing Conditions (Before)	16.5	B
Future Conditions with Project Trips (After)	18.0	B

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.

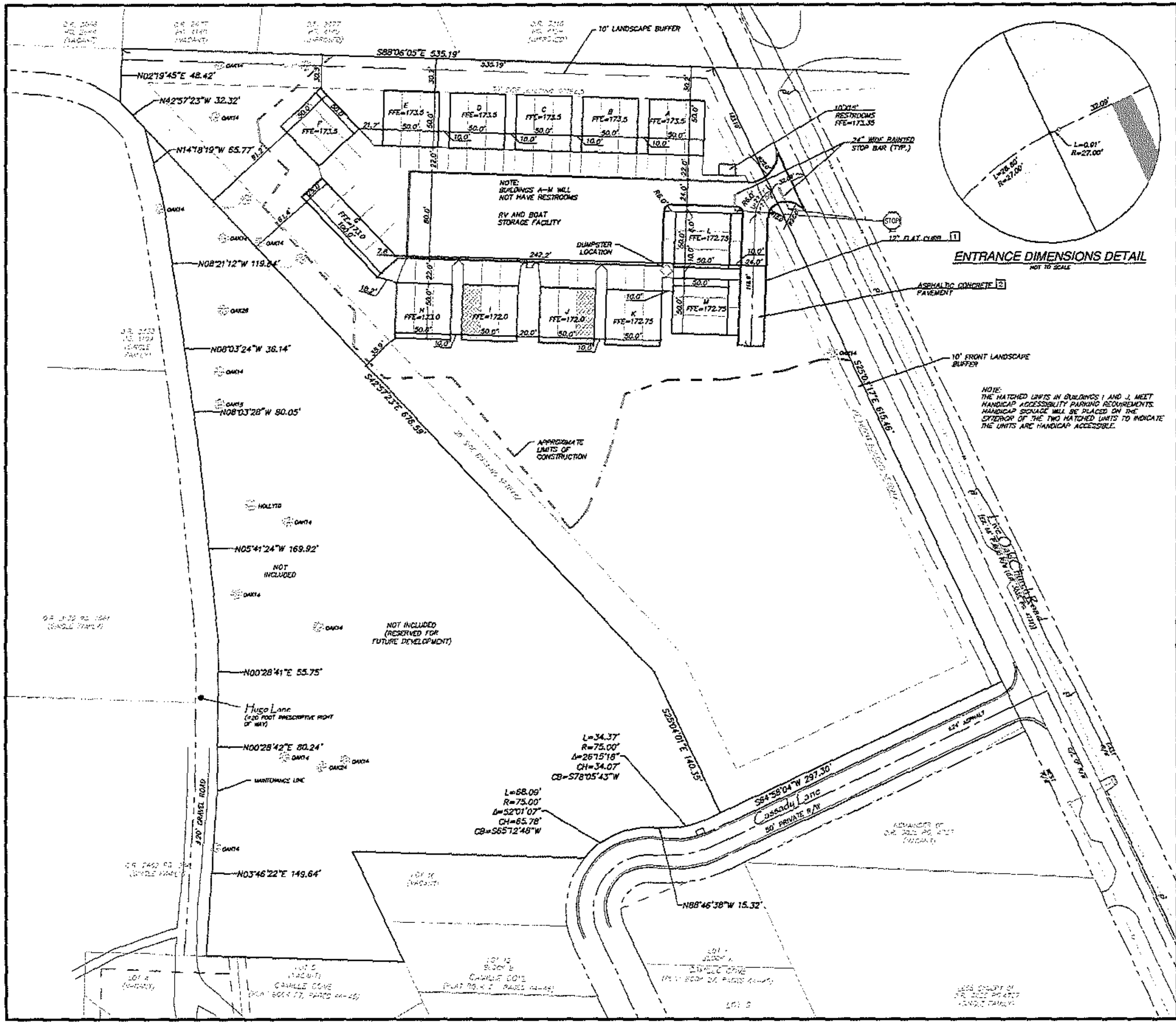
		EB Left/ Thru/ Right	WB Left/ Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
Before LOS		E	F	A	A	B	A	D	A	A
After LOS		E	F	B	A	B	A	D	B	A
Before Delay		69.8	102.1	7.3	8.3	18.6	4.1	35.1	9.2	1.5
After Delay		62.8	92.9	8.2	9.1	20.1	4.4	43.1	10.8	1.4
Before Queue Length 95th %		90	114	0	75	951	100	114	303	12
After Queue Length 95th %		89	128	0	86	951	101	132	337	10

Results of the revised traffic analysis indicate a decrease in vehicular total delay for some movements (e.g. EB 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 signal, 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.

VII. Conclusion:

Results of this analysis indicate all impacted roadway segments have sufficient available capacity to accommodate the project trips, except the SR 85 segment from Antioch Road to I-10. These capacity deficiencies could be offset with making a "Mitigation Payment" of **$8,451**.

APPENDIX



GRAPHIC SCALE
1" = 40'

SITE DATA SUMMARY

ZONING DISTRICT I
FUTURE LAND USE CATEGORY .... MU

TOTAL PARCEL AREA .... 443,042 S.F. (10.17 Ac.)
PROJECT AREA PARCEL .... 265,975 S.F. (6.11 Ac.)
LIMITS OF CONSTRUCTION .... 135,469 S.F. (3.11 Ac.)
IMPERVIOUS SURFACE .... 73,114 S.F. (1.67 Ac.)
LANDSCAPE/OPEN AREA .... 62,355 S.F. (1.44 Ac.)
IMPERVIOUS SURFACE RATIO 0.28
GROSS FLOOR AREA .... 32,500 S.F.
FLOOR AREA RATIO 0.12
MAXIMUM FLOOR AREA RATIO 1.0
MAX. ALLOWABLE BLDG. HEIGHT .... 3 STORIES (45')

PARKING REQUIREMENT

WAREHOUSE .... 1 PER 3000 S.F.
WAREHOUSE SPACE .... 32,500 S.F.
SPACES REQUIRED 11
TOTAL SPACES PROVIDED 40
(2 UNITS WILL BE HANDICAP ACCESSIBLE)

BUILDING SETBACK REQUIREMENT

FRONT .... 20'
REAR .... 30'
SIDE .... 30'

NOTES

1. BEARINGS AND COORDINATES SHOWN HEREON ARE REFERENCED TO THE STATE PLANE COORDINATE SYSTEM (SPCS), FLORIDA NORTH ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83).
2. UNDERGROUND ENCROACHMENTS, IF ANY, NOT LOCATED.
3. ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP No. 12091C0260H (COMM. PANEL No. 120173 0260H) DATED DECEMBER 6, 2002, THE PROPERTY IS IN ZONE X.
4. SEE ARCHITECTURAL PLANS FOR ADDITIONAL DIMENSIONS AND DETAILS FOR PROPOSED BUILDING.
5. BUILDING DIMENSIONS ARE MEASURED TO THE OUTSIDE FACE OF BUILDING.
6. PAVEMENT DIMENSIONS ARE MEASURED TO THE PAVEMENT EDGE.
7. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN ON THIS DRAWING THAT MAY BE FOUND IN THE PUBLIC RECORDS OF OKALOOSA COUNTY.
8. THE OWNER WILL INSTALL "UNDER–EAVE" LIGHTING ALONG THE PERIMETER OF THE STORAGE UNITS. ALL LIGHTING SHALL BE POSITIONED TO REFLECT AWAY FROM THE ADJOINING PROPERTIES. NO ADDITIONAL SITE LIGHTING WILL BE INSTALLED FOR THIS PROJECT. THEREFORE, NO SITE LIGHTING PLAN IS INCLUDED IN THIS SET OF CONSTRUCTION DRAWINGS.

LEGEND

	ASPHALTIC CONCRETE PAVEMENT
	CONCRETE
	GRAVEL/RIP-RAP
	PROPERTY LINE
	LIMITS OF CONSTRUCTION
	CENTERLINE OF DRIVES OR RIGHT-OF-WAY

48 HOURS BEFORE YOU DIG
CALL SUNSHINE ONE
1-800-432-4770
www.callsunshine.com

FOR CONSTRUCTION

DRAWN	T.D.B.
CHECKED	M.C.O.
DATE	6/29/2018
SCALE	1"=40'
PROJECT NO.	18-803
F.B. NO.	17-112

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SHEET C2 of 9

CASSADY COMMERCE PARK II

SITE PLAN

SEAS
Seaside Engineering And Surveying, LLC
6578 Highway 189 N
Baker, FL 32531
Ph: (850) 650-9563
Fax: (850) 398-6812

REVISIONS	DATE	BY
1 REV PER OWNER	8/01/2018	M.C.O.
2 REV PER TAC	8/23/2018	M.C.O.
3		
4		
5		

Seaside Engineering And Surveying, LLC
Certificate of Authorization No. EB-0009313

Licensed Engineer:
Timothy D. Bowden, P.E.
FL No. 68275

Traffic Concurrency

Committed Trips

February, 2018 (Revised)

SR 123, SR 85, SR 10 (US 90), Old Bethel Road, Airport Road, Antioch Road, P.J. Adams Pkwy. & John King Road

	Project Name/Location	Date Project or D.O. Approved	PM Peak Hr. Trips	SR 123						SR 85												SR 10 (US 90)												SR 4		Old Bethel Road		Airport Road		Antioch Road		P.J. Adams		John King Road		CR 188/Gulliver	
				SR 85 to SR 85		College Blvd. to SR 123		SR 123 to Antioch Rd		Antioch Road to Huge Lane A. to P.J.		Antioch Road to Huge Lane P.J. to J. King		Suttles Blvd. to Old Bethel Rd		Old Bethel Rd to 2-lane		Begin 2-lane to Sentarfit Rd		Sentarfit Rd to Co. Line		County Line to SR 4		SR 4 to Antioch Road		Antioch Rd to City Limits		City Limits to Fairchild Rd		Fairchild Rd to County Line		SR 189 to US 90		SR 85 to US 90		SR 85 to John Givens Road		US 90 to P.J. Adams		Antioch Rd to SR 85		SR 85 to End		US 90 to SR 4	
				EB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	SB	NB	EB	WB	EB	WB	SB	NB	EB	WB	EB	WB	SB	NB
1	Lake Arthur Estates SR 85	2/4/05	215	6	10	4	7	10	17	10	18	10	18	59	101	66	115	66	115	66	115					5	3		1					1	1	2	3								
2	Chanan Est. 1st Add. Airman Memorial	6/20/05	85	3	5	5	9	8	14	8	14	8	14																											1		40	31				
3	Burleson Springs Master Plan	2/28/06	247	9	15	27	47	36	62	37	63	39	66	71	120	77	133	23	14	23	14			7	4	10	6	6	10	4	7			5	2	4	6			3	2				
4	Timberland Ridge	4/24/06	108			6	6	6	6	6	15	6	17	23	35	28	40	8	5	8	5							4	4					5	3	7	3			2			1		
5	Ashdin Estates	6/13/06	68	2	4	7	11	9	15	9	15	9	15	17	28	19	32	5	3	5	3							1	1					2	1	1	2								
6	Charleston Place Phase 1	8/23/06	92	4	7	11	19	15	26	15	27	15	28	28	44	27	45	7	4	7	4			1		3	5	1	2		1			8	4	1	2								
7	Vicarri Estates	4/16/07	18			3	4	3	4	3	4	3	4	3	6											1		1		2	1			1	1	7	4								
8	Willow Creek Phase II	4/17/07	116					17	29	18	30	18	30	49	30	3										2	2	1	2	1	4			3	5	54	35								
9	River Park PUD Master Plan ***	3/17/08	612	5	30	10	86	15	116	15	120	20	130	122	302	18	2							1	1	4	4	10	10	10	8			15	15	317	137	3	3						
10	Duggan Pond Commercial ***	7/31/08	975							0	0	235	250											5	5	45	41	5	5					45	41			89	75	151	149				
11	Twin Creek Retail	6/1/10	92											16	16									1	1	2	2	2	2					2	2	2	2			2	2				
12	Twin Creek Crossing - all Phases	1/11/11	485									24	15	103	65	11	18	11	18	11	18													9	14	9	6			8	12	15	10		
15	Nature's Lake	12/5/12	160	5	8	7	12	18	30	22	38	22	38	31	53	53	90	10	5	10	5					4	2							22	22	37	37								
16	Highlands S/D		242	5	15	10	25	18	57	13	47	14	49	41	95	56	114	5	5	5	5			3	2	17	7	3	3					15	11	9	9	7	12						
17	Currie Lakes		160						27		27	1	29	31	59	53	90	10	5	10	5			3	6	3	6	16	14	16	14			1	5	14	21			2	1	1	1		
	Total Committed Trips =			39	94	99	226	158	405	159	418	425	703	695	954	414	679	148	174	148	174	0	0	21	19	95	78	50	54	33	35	0	0	134	130	464	269	79	90	169	166	56	43	0	0

** Background trips to be used in the traffic analysis must be ≤ one (1) year old.*

** If the background trips to be used in the traffic analysis were taken after a project C.O. is issued, the project(s) with C.O. issued before the counts were taken should be removed from the list.*

**** Approved by the BCC per the Development Agreement.*

FLORIDA DEPARTMENT OF TRANSPORTATION
2017 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	1500	S	1500	3000	C	9.5	60.0F	9.9A
0005		SR 189 - 525' N OF CR C4A	N	2800	S	2900	5700	C	9.5	60.0F	9.7A
0006		SR 4 - 250' SE OF CR C4A WEST OF BAKER	E	800	W	750	1550	C	9.5	60.0F	16.0A
0007		CR 4B (CHARLIE DAY RD) - 225' W OF SR 4, MILLIG	E	0	W	0	1300	C	9.5	52.0F	4.3F
0008		CR 2 (STEELMILL CRK RD) - 225' N OF MILLSIDE RD	N	0	S	0	300	C	9.5	52.0F	4.3F
0009		SR 10 (US90) - 650' W OF SR 4 (BAKER HWY)	E	2500	W	2400	4900	C	9.5	60.0F	9.1A
0010		CR 2 (STEELMILL CREEK RD) - 450' E OF CR 393	E	0	W	0	350	C	9.5	52.0F	4.3F
0018		SR 30 (US98) - 175' W OF EAST PASS BRIDGE	E	21500	W	21500	43000	C	9.0	58.1F	4.7A
0019		CR 2378 - 750' W OF COUNTY LINE (@ ENCLAVE CONDO	E	4200	W	4800	9000	C	9.0	58.1F	2.8A
0051		SR 85 - 0.225 MILE N OF CR 602 (N OF WATER TOWE	N	1800	S	1800	3600	C	9.5	60.0F	8.0A
0054		SR 85 - 350' NE OF CR 85A (2ND AVE), LAUREL HILL	N	0	S	0	3100	C	9.5	60.0F	11.1F
0088		SR 85 - 1000' S OF ANTIOCH RD @ N END OF BRIDGE	N	20500	S	21000	41500	C	9.0	60.0F	5.3A
0090		SR 4 (BAKER HWY) - 0.525 MILE N OF SR 10 (US 90)	E	4900	W	5300	10200	C	9.5	60.0F	6.9A
0098		SR 10 (US90) - 500' W OF CR 189 (LOG LAKE RD)	E	0	W	0	3500	C	9.5	60.0F	8.3F
0101		SR 10(US90)WEST END OF YELLOW RIVER BRIDGE	E	7500	W	7600	15100	C	9.5	60.0F	8.0A
0110		SR 20 - 150' W OF COUNTY LINE RD	E	5600	W	5700	11300	C	9.0	60.0F	6.4A

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

FLORIDA DEPARTMENT OF TRANSPORTATION
2017 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	1300	S	1300	2600 C	9.5	60.0F	11.1A
0120		SR 189 - 450' S OF CR 2 (S OF RED BARROW RD)	N	1900	S	1800	3700 C	9.5	60.0F	11.3A
0121		SR 189 - 750' N OF CR 2 (EAST)	N	0	S	0	2500 C	9.5	60.0F	9.8F
0122	T	SR-10/US-90,2 MI W OF SR-85,CRESTVIEW,OKALOOSA C	E	7126	W	6872	13998 C	9.5	51.5A	7.4A
0124		SR10 (US90) - 0.600 MILE E OF CR 393 (W OF MARE	E	0	W	0	5900 C	9.5	60.0F	7.0F
0128		SR10 (US90) - 0.500 MILE E OF CR 189 (LOG LAKE R	E	0	W	0	5800 C	9.5	60.0F	8.3F
0139		SR 85 - 0.030 M N OF LAKE SILVER RD	N	5200	S	5300	10500 C	9.0	60.0F	8.0A
0167	T	SR-30/US-98,0.3 MI E OF SANTA ROSA C/L,OKALOOSA	E	19374	W	19465	38839 C	9.0	70.7A	4.0A
0170		CR 189 (GALIVER CUTOFF) - 550' SW OF SR 4	N	0	S	0	2600 C	9.5	52.0F	4.3F
0189		CALHOUN AVE - 425' N OF SR 30 (US 98)	E	1400	W	1800	3200 C	9.0	58.1F	5.1A
0190		SR 397 - 0.370 M S OF SR 189 (LEWIS TURNER) N OF	N	6100	S	5300	11400 C	9.0	52.0F	3.2A
0200		CR 393 - 275' N OF CR 2 (STEEL MILL CREEK RD	N	0	S	0	500 C	9.0	52.0F	4.3F
0214		CR 85A (2ND AVE) - 450' W OF SR 85	N	0	S	0	100 C	9.5	60.0F	9.7F
0217		CR 393 - 300' N OF SR 10 (US 90)	N	950	S	900	1850 C	9.5	61.1F	7.4A
0219	T	SR-85,1.9 MI N SR-20,2.2 MI S SR-123,OKALOOSA CO	N	8858	S	8736	17594 C	9.5	67.5P	4.5A
0250	T	SR-189,1.6 MI N OF SR-188/US-98,OKALOOSA CO.	N	14996	S	15140	30136 C	9.0	52.4A	4.4A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
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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	24500	S	12000	36500 C	9.0	52.0F	5.1A
0261		SR 85 - 1 MILE S OF SR 190 (N OF AIRPORT)	N	13000	S	13500	26500 C	9.0	60.0F	5.8A
0275		CR 189 (LOG LAKE RD) - 825' S OF SR 10 (US 90)	N	0	S	0	4400 C	9.5	60.0F	9.7F
0278		CR 397 (OLD RIVER RD) - 500' N OF SR 10 (US90)	N	0	S	0	1300 C	9.5	60.0F	9.7F
0280		CR 4 (ANTIOCH RD) - 625' S OF SR 10 (US 90)	E	4400	W	4500	8900 C	9.5	60.0F	4.0A
0282		CR 85A WEST (3RD AVE) - 975' W OF SR 85	N	0	S	0	800 C	9.5	52.0F	4.3F
0283		P J ADAMS PKWY - 850' W OF SR 85	E	0	W	0	18000 C	9.0	60.0F	4.4F
0284		ANTIOCH RD - 300' W OF SR 85	E	1400	W	1800	3200 C	9.0	52.0F	3.0A
0285		REDWOOD AVE - 500 ' S OF SR 20 (JOHN SIMS PKWY)	N	3600	S	3400	7000 C	9.0	52.0F	3.4A
0289		CR 188(AIRPORT RD) - 1400' E OF SR 85 (E OF FARM	E	0	W	0	6300 C	9.0	60.0F	9.7F
0290		SR 189 (LEWIS TURNER BLVD) - 0.250 M W OF SR 85	N	17500	S	6200	23700 C	9.0	52.0F	4.6A
0291		SR 189 (LEWIS TURNER BLVD) - 0.340 M E OF SR 85	N	6500	S	6700	13200 C	9.0	52.0F	3.8A
0294		SR 20 (JOHN SIMS PKWY) - 1200' W OF BLUEWATER BL	E	14500	W	16000	30500 C	9.0	52.0F	4.6A
0295		SR 293 (WHITE POINT RD) - 0.390 M S OF SR 20	N	2600	S	2700	5300 C	9.0	58.1F	2.9A
0296		SR 293 (DANNY WUERFFEL WAY) - 250' S OF MIDBAY B	N	10500	S	11500	22000 C	9.0	58.1F	3.8A
0297		ROCKY BAYOU DR - 250' S OF ROCKY WOOD WAY	E	3400	W	3700	7100 C	9.0	61.1F	2.7A

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;
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FLORIDA DEPARTMENT OF TRANSPORTATION
2017 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	19500	W	19500	39000 C	9.0	52.0F	5.4F
0299		SR 123 - 1 MILE N OF SR 85	N	10000	S	10000	20000 C	9.5	60.0F	5.5A
0300		CR 189 (LOG LAKE RD) - 475' S OF BROXSON RD	N	0	S	0	1200 C	9.5	60.0F	9.7F
0301		CR 2 - 275' W OF SR 85	E	0	W	0	450 C	9.5	52.0F	4.3F
0302		SR 10(US90) - 1150' E OF FAIRCHILD RD (W END OF	E	3400	W	3500	6900 C	9.5	52.0F	7.8A
0303		CR 188(OLD BETHEL RD) - 0.5 MILE W OF SR 85 (W O	E	0	W	0	4800 C	9.0	60.0F	9.7F
0304		FAIRCHILD RD - 400' N OF SR 10 (US 90)	N	850	S	850	1700 C	9.0	52.0F	8.3A
0305		CR 188 (OLD BETHEL RD) - 625' N OF SR 10 (US90)	N	0	S	0	5600 C	9.0	60.0F	4.3F
0306		SR 30(US98) - 0.75 MILE W OF CODY AVE (HURLBURT	E	23500	W	23000	46500 C	9.0	58.1F	4.0F
0307		SR 85 - 0.25 MILE S OF SR 189 (LEWIS TURNER BL	N	9500	S	9800	19300 C	9.0	52.0F	5.5A
0309		SR 285 - 1000' N OF COLLEGE BLVD @ NICEVILLE CIT	N	0	S	0	6400 C	9.5	60.0F	8.6P
0310		SR 293(D WUERFFEL WAY) - 350' N OF SR 30 (US 98)	N	11500	S	12500	24000 C	9.0	58.1F	4.4F
0311		COMMONS DR - 0.25 MILE E OF INDIAN BAYOU DR	E	0	W	0	15000 C	9.0	61.1F	4.3F
0312		SR 123 - .25 M N OF SR 85 OVERPASS	N	10500		0	10500 C	9.5	99.9W	5.0F
0313		SR 123 SB - 100' N OF SR 85 MERGE	S	10500		0	10500 C	9.5	99.9W	5.0F
0314		SR 85 - 0.133 M N OF GEN R W BOND BLVD	N	22000E	S	22500E	44500 F	9.0	52.0F	4.3F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2017 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	26000	S	26000	52000 C	9.0	52.0F	4.4F
1608		SR 85 - 500' S OF HOSPITAL DR	N	21500	S	23000	44500 C	9.0	52.0F	4.4F
1701		SR 189 (BEAL PKWY) - 900' W OF MEMORIAL PKWY	N	14500	S	15000	29500 C	9.0	52.0F	3.4F
1702		SR30(US98) - 850' W OF WRIGHT PKWY	E	14500	W	14500	29000 C	9.0	58.1F	4.0F
1704		SR 85(EGLIN PKWY) - 200' S OF HUGHES ST	N	20500	S	21000	41500 C	9.0	52.0F	4.3F
1705		SR 30 (US98) - 0.15 M E OF MARY ESTHER DRIVE	E	21500	W	21500	43000 C	9.0	61.1F	4.4A
1706		SR 189 - 0.160 M S OF GEN ROBERT M BOND BLVD	N	17000	S	17000	34000 C	9.0	52.0F	5.1A
1707		SR 85 (EGLIN PKWY) - S END OF GARNIER BAYOU BRI	N	23500E	S	23500E	47000 F	9.0	52.0F	4.3F
1708		SR 393(MARY ESTHER CUTOFF) - 350' S OF LOVE JOY	N	12500	S	13000	25500 C	9.0	52.0F	3.1A
1709		SR 85 (EGLIN PKWY) - N END OF FIVE MILE BAYOU BR	N	24500	S	25000	49500 C	9.0	52.0F	2.8A
1710		SR 85 (EGLIN PKWY) - 0.370 MILE N OF 12TH AVE	N	17500	S	17500	35000 C	9.0	52.0F	4.3F
1711		YACHT CLUB RD - 625' E OF SR 85 (EGLIN PKWY)	N	0	S	0	2700 C	9.0	52.0F	4.3F
2004		SR 8(I-10) - 0.650 MILE E OF SR 85 OVERPASS	E	10500	W	10000	20500 C	9.0	54.2F	24.9A
2601		I-10 - WB ON RAMP FROM CR 189	W	1400		0	1400 C	9.5	99.9W	9.7F
2602		I-10 - EB OFF RAMP TO CR 189	E	1500		0	1500 C	9.5	99.9W	9.7F
2603		I-10 - WB OFF RAMP TO CR 189	W	750		0	750 C	9.5	99.9W	9.7F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
2	Undivided	*	360	1,250	1,690
4	Divided	90	2,450	3,250	3,400
6	Divided	150	3,710	4,890	5,130

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
2	Undivided	*	*	380	1,290
4	Divided	*	850	2,530	3,350
6	Divided	*	1,600	3,980	5,050

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(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	**

PEDESTRIAN MODE[2]

(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%	*	*	260	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,560	6,200	7,690	7,870
6	6,650	9,150	11,350	11,820
8	8,760	12,130	15,110	15,760
10	11,960	16,800	19,710	**
12	14,820	19,980	23,640	**

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,110	1,690	2,290	3,070
4	Divided	3,350	4,840	6,090	6,840
6	Divided	5,040	7,250	9,130	10,250

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] 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.

[2] 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.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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/sm/los/default.shtm

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
1	Undivided	*	200	690	930
2	Divided	50	1,350	1,790	1,870
3	Divided	80	2,040	2,690	2,820

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
1	Undivided	*	*	210	710
2	Divided	*	470	1,390	1,840
3	Divided	*	880	2,190	2,780

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(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	**

PEDESTRIAN MODE[2]

(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

BUS MODE (Scheduled Fixed Route)[3]

(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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,510	3,410	4,230	4,330
3	3,660	5,030	6,240	6,500
4	4,820	6,670	8,310	8,670
5	6,580	9,240	10,840	**
6	8,150	10,990	13,000	**

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,840	2,660	3,350	3,760
3	Divided	2,770	3,990	5,020	5,640

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] 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.

[2] 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.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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/sm/los/default.shtm

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

03/14/2018

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Principal (1 signal per half mile)

Lanes	Median	B	C	D	E
1	Undivided	*	440	910	930
2	Divided	*	1,370	1,840	**
3	Divided	460	2,130	2,800	**

Minor (1 signal per quarter mile)

Lanes	Median	B	C	D	E
1	Undivided	*	*	150	750
2	Divided	*	630	1,370	1,800
3	Divided	*	1,110	2,110	2,750

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(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	**

PEDESTRIAN MODE[2]

(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

BUS MODE (Scheduled Fixed Route)[3]

(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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,520	3,270	3,870	**
3	3,640	4,800	5,730	5,800
4	4,760	6,330	7,570	7,740
5	6,160	8,220	9,670	**

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,740	2,510	3,140	3,460
3	Divided	2,610	3,770	4,720	5,190

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] 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.

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[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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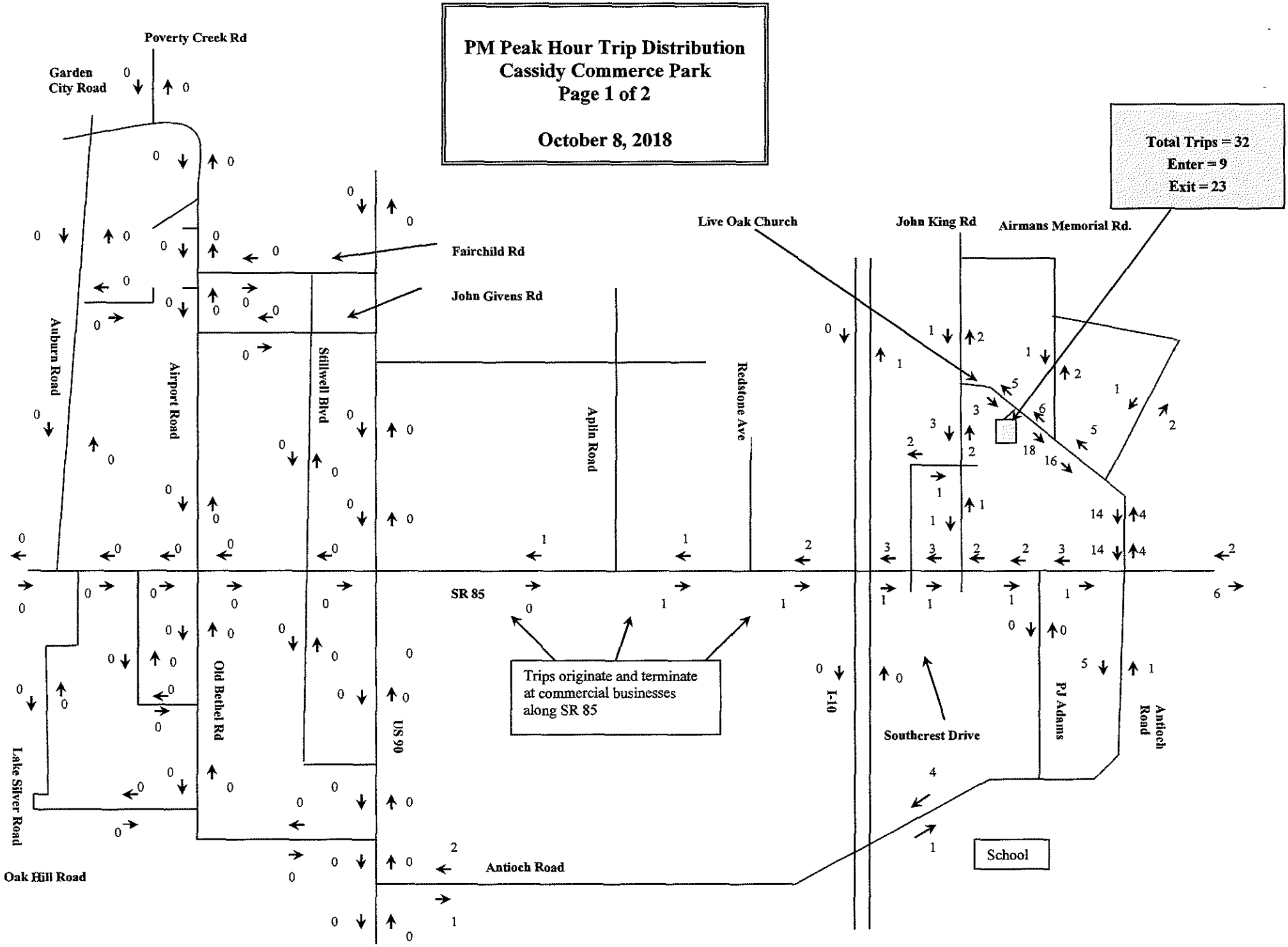
Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

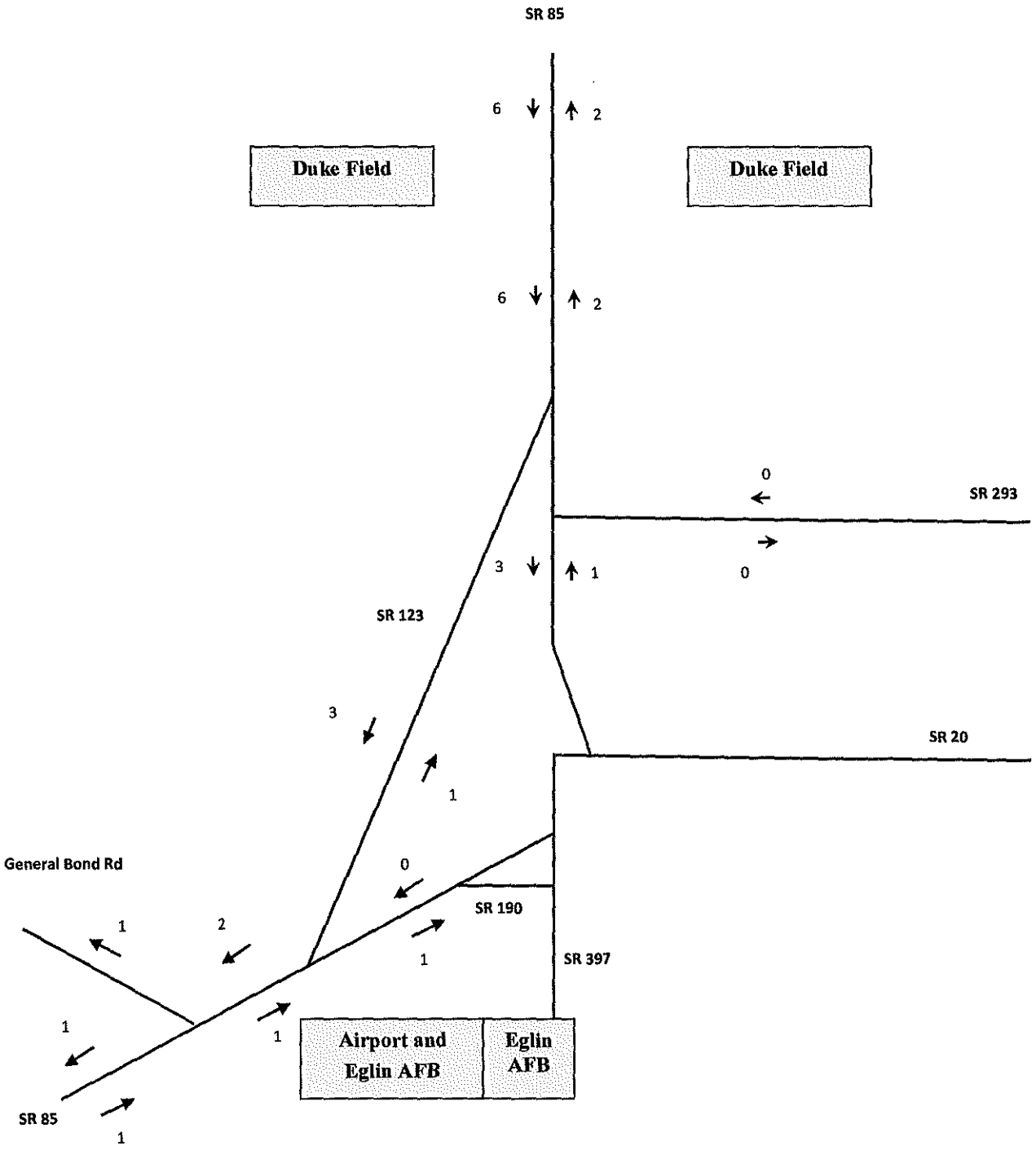

PM Peak Hour Trip Distribution
Cassidy Commerce Park
Page 1 of 2
October 8, 2018
Total Trips = 32
Enter = 9
Exit = 23
Poverty Creek Rd
Garden City Road
Fairchild Rd
John Givens Rd
Live Oak Church
John King Rd
Airmans Memorial Rd.
Auburn Road
Airport Road
Stillwell Blvd
Aplin Road
Redstone Ave
SR 85
Trips originate and terminate at commercial businesses along SR 85
I-10
Southcrest Drive
PJ Adams
Antioch Road
Old Bethel Rd
US 90
Lake Silver Road
Oak Hill Road
Antioch Road
School

PM Peak Hour Trip Distribution

Cassidy Commerce Park

April 20, 2018

Page 2



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
Traffic is our only business!!!

SR85 @ Live Oak Church Rd
Fort Walton, Florida

File Name : SR85 @ Live Oak Church Rd
Site Code : 18040-1
Start Date : 3/28/2018
Page No : 1

Groups Printed- Autos - Trucks - Buses

	SR85 Southbound				Live Oak Church Rd Westbound				SR85 Northbound				Antioch Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Utrns	Left	Thru	Right	Peds	Left	Thru	Right	Utrns	Int. Total
16:00	31	245	13	0	10	3	11	0	35	477	78	0	3	4	9	0	919
16:15	25	251	17	0	9	5	3	0	62	481	94	0	5	5	6	0	963
16:30	28	241	21	0	10	4	6	0	47	463	89	0	5	4	2	0	920
16:45	30	219	15	0	9	5	6	0	61	480	72	0	3	1	10	0	911
Total	114	956	66	0	38	17	26	0	205	1901	333	0	16	14	27	0	3713
17:00	20	236	17	0	10	3	6	0	55	449	79	0	4	5	10	0	894
17:15	23	230	18	0	6	0	5	0	62	504	77	0	4	2	9	0	940
17:30	33	197	24	0	7	2	5	0	53	471	71	0	7	2	4	0	876
17:45	19	179	16	0	4	3	7	0	43	496	77	0	9	5	6	0	864
Total	95	842	75	0	27	8	23	0	213	1920	304	0	24	14	29	0	3574
18:00	23	184	20	0	7	3	11	0	51	482	74	0	7	3	7	0	872
18:15	30	177	11	0	15	3	5	0	34	381	36	0	2	3	5	0	702
18:30	22	159	7	0	6	2	8	0	30	333	32	0	6	3	4	0	612
18:45	15	141	16	0	6	2	6	0	23	293	31	0	8	2	3	0	546
Total	90	661	54	0	34	10	30	0	138	1489	173	0	23	11	19	0	2732
Grand Total	299	2459	195	0	99	35	79	0	556	5310	810	0	63	39	75	0	10019
Apprch %	10.1	83.3	6.6	0	46.5	16.4	37.1	0	8.3	79.5	12.1	0	35.6	22	42.4	0	
Total %	3	24.5	1.9	0	1	0.3	0.8	0	5.5	53	8.1	0	0.6	0.4	0.7	0	
Autos	296	2415	194	0	99	35	79	0	554	5233	805	0	61	37	74	0	9882
% Autos	99	98.2	99.5	0	100	100	100	0	99.6	98.5	99.4	0	96.8	94.9	98.7	0	98.6
Trucks	3	42	1	0	0	0	0	0	2	67	4	0	2	2	1	0	124
% Trucks	1	1.7	0.5	0	0	0	0	0	0.4	1.3	0.5	0	3.2	5.1	1.3	0	1.2
Buses	0	2	0	0	0	0	0	0	0	10	1	0	0	0	0	0	13
% Buses	0	0.1	0	0	0	0	0	0	0	0.2	0.1	0	0	0	0	0	0.1

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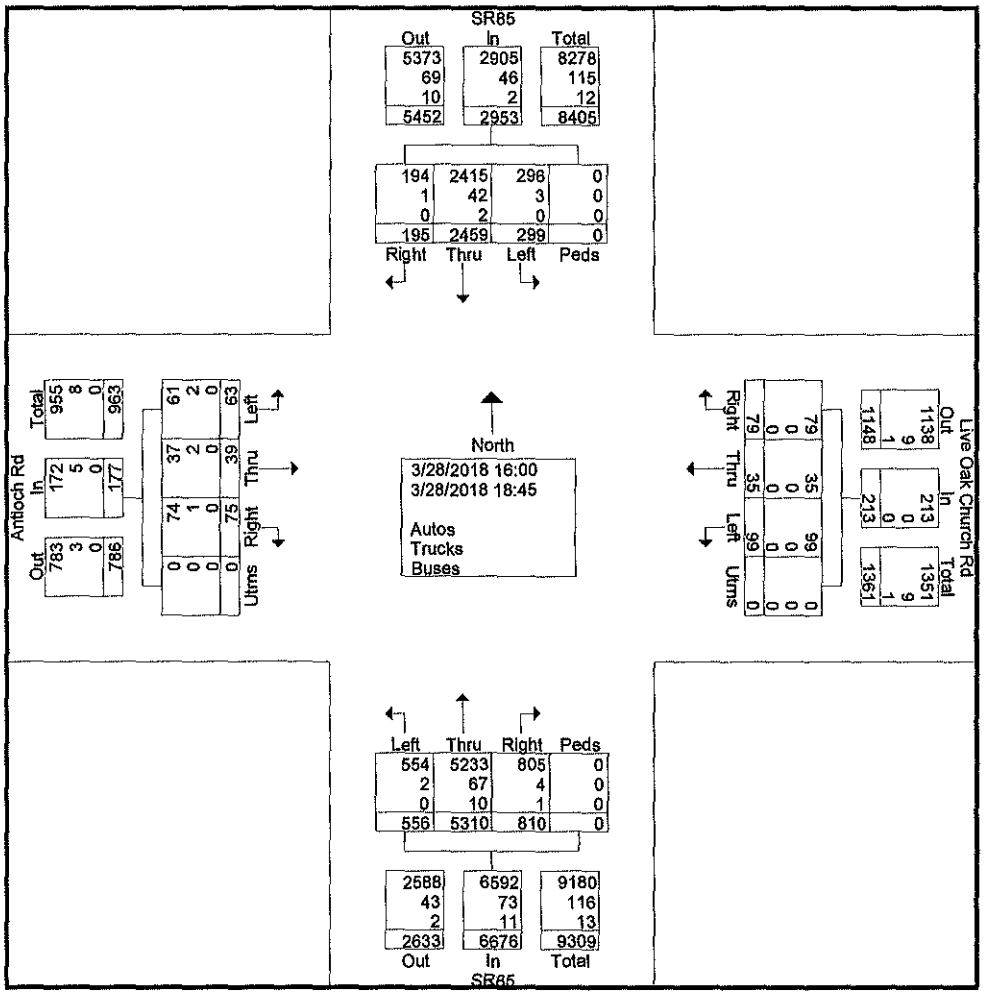
SR85 @ Live Oak Church Rd
Fort Walton, Florida

File Name : SR85 @ Live Oak Church Rd
Site Code : 18040-1
Start Date : 3/28/2018
Page No : 2



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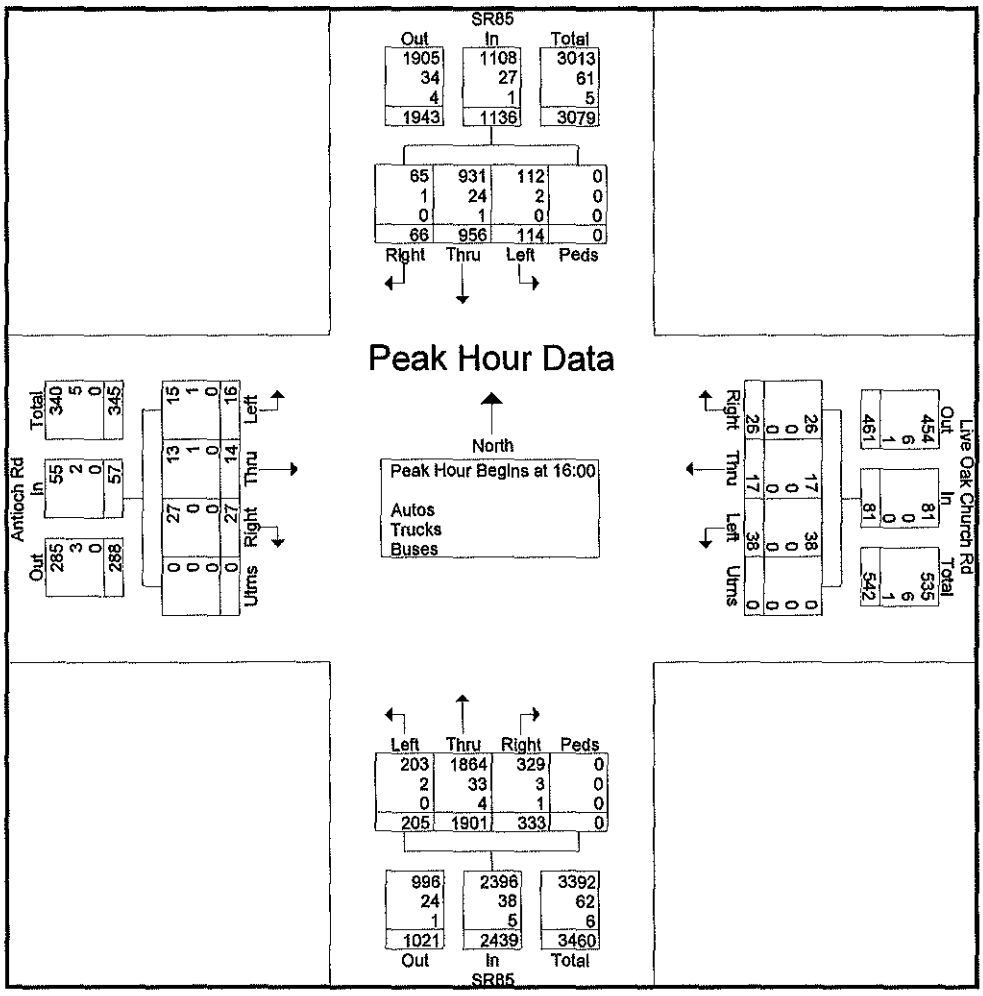
SR85 @ Live Oak Church Rd
Fort Walton, Florida

File Name : SR85 @ Live Oak Church Rd
Site Code : 18040-1
Start Date : 3/28/2018
Page No : 3

	SR85 Southbound					Live Oak Church Rd Westbound					SR85 Northbound					Antioch Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	**31**	245	13	0	289	**10**	3	**11**	0	**24**	35	477	78	0	590	3	4	9	0	**16**	919
16:15	25	**251**	17	0	**293**	9	**5**	3	0	17	**62**	**481**	**94**	0	**637**	**5**	**5**	6	0	16	**963**
16:30	28	241	**21**	0	290	10	4	6	0	20	47	463	89	0	599	5	4	2	0	11	920
16:45	30	219	15	0	264	9	5	6	0	20	61	480	72	0	613	3	1	**10**	0	14	911
Total Volume	114	956	66	0	1136	38	17	26	0	81	205	1901	333	0	2439	16	14	27	0	57	3713
% App. Total	10	84.2	5.8	0		46.9	21	32.1	0		8.4	77.9	13.7	0		28.1	24.6	47.4	0		
PHF	.919	.952	.786	.000	.969	.950	.850	.591	.000	.844	.827	.988	.886	.000	.957	.800	.700	.675	.000	.891	.964
Autos	112	931	65	0	1108	38	17	26	0	81	203	1864	329	0	2396	15	13	27	0	55	3640
% Autos	98.2	97.4	98.5	0	97.5	100	100	100	0	100	99.0	98.1	98.8	0	98.2	93.8	92.9	100	0	96.5	98.0
Trucks	2	24	1	0	27	0	0	0	0	0	2	33	3	0	38	1	1	0	0	2	67
% Trucks	1.8	2.5	1.5	0	2.4	0	0	0	0	0	1.0	1.7	0.9	0	1.6	6.3	7.1	0	0	3.5	1.8
Buses	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	6
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0.3	0	0.2	0	0	0	0	0	0.2



2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 5702 OKALOOSA, URBAN

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	1.06	1.09
2	01/08/2017 - 01/14/2017	1.06	1.09
3	01/15/2017 - 01/21/2017	1.07	1.10
4	01/22/2017 - 01/28/2017	1.05	1.08
5	01/29/2017 - 02/04/2017	1.04	1.07
6	02/05/2017 - 02/11/2017	1.02	1.05
7	02/12/2017 - 02/18/2017	1.01	1.04
8	02/19/2017 - 02/25/2017	1.00	1.03
9	02/26/2017 - 03/04/2017	1.00	1.03
*10	03/05/2017 - 03/11/2017	0.99	1.02
*11	03/12/2017 - 03/18/2017	0.99	1.02
*12	03/19/2017 - 03/25/2017	0.98	1.01
*13	03/26/2017 - 04/01/2017	0.97	1.00
*14	04/02/2017 - 04/08/2017	0.96	0.99
*15	04/09/2017 - 04/15/2017	0.95	0.98
*16	04/16/2017 - 04/22/2017	0.96	0.99
*17	04/23/2017 - 04/29/2017	0.96	0.99
*18	04/30/2017 - 05/06/2017	0.97	1.00
*19	05/07/2017 - 05/13/2017	0.97	1.00
*20	05/14/2017 - 05/20/2017	0.98	1.01
*21	05/21/2017 - 05/27/2017	0.99	1.02
*22	05/28/2017 - 06/03/2017	1.00	1.03
23	06/04/2017 - 06/10/2017	1.01	1.04
24	06/11/2017 - 06/17/2017	1.02	1.05
25	06/18/2017 - 06/24/2017	1.02	1.05
26	06/25/2017 - 07/01/2017	1.02	1.05
27	07/02/2017 - 07/08/2017	1.02	1.05
28	07/09/2017 - 07/15/2017	1.02	1.05
29	07/16/2017 - 07/22/2017	1.01	1.04
30	07/23/2017 - 07/29/2017	1.00	1.03
31	07/30/2017 - 08/05/2017	0.99	1.02
32	08/06/2017 - 08/12/2017	0.98	1.01
33	08/13/2017 - 08/19/2017	0.98	1.01
34	08/20/2017 - 08/26/2017	0.98	1.01
35	08/27/2017 - 09/02/2017	0.98	1.01
36	09/03/2017 - 09/09/2017	0.98	1.01
37	09/10/2017 - 09/16/2017	0.99	1.02
38	09/17/2017 - 09/23/2017	0.98	1.01
39	09/24/2017 - 09/30/2017	0.98	1.01
40	10/01/2017 - 10/07/2017	0.98	1.01
41	10/08/2017 - 10/14/2017	0.98	1.01
42	10/15/2017 - 10/21/2017	0.98	1.01
43	10/22/2017 - 10/28/2017	0.99	1.02
44	10/29/2017 - 11/04/2017	1.00	1.03
45	11/05/2017 - 11/11/2017	1.01	1.04
46	11/12/2017 - 11/18/2017	1.03	1.06
47	11/19/2017 - 11/25/2017	1.03	1.06
48	11/26/2017 - 12/02/2017	1.04	1.07
49	12/03/2017 - 12/09/2017	1.05	1.08
50	12/10/2017 - 12/16/2017	1.06	1.09
51	12/17/2017 - 12/23/2017	1.06	1.09
52	12/24/2017 - 12/30/2017	1.07	1.10
53	12/31/2017 - 12/31/2017	1.07	1.10

* PEAK SEASON

Northbound Left Turn Lane Analysis on Live Oak Church Road at Project Entrance
7-9-18

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

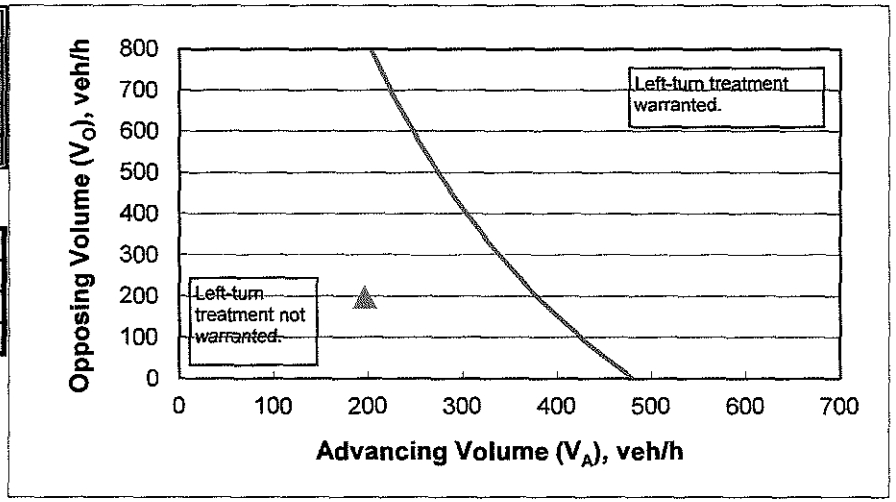
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	467
Opposing volume (V_O), veh/h:	84

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	380
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

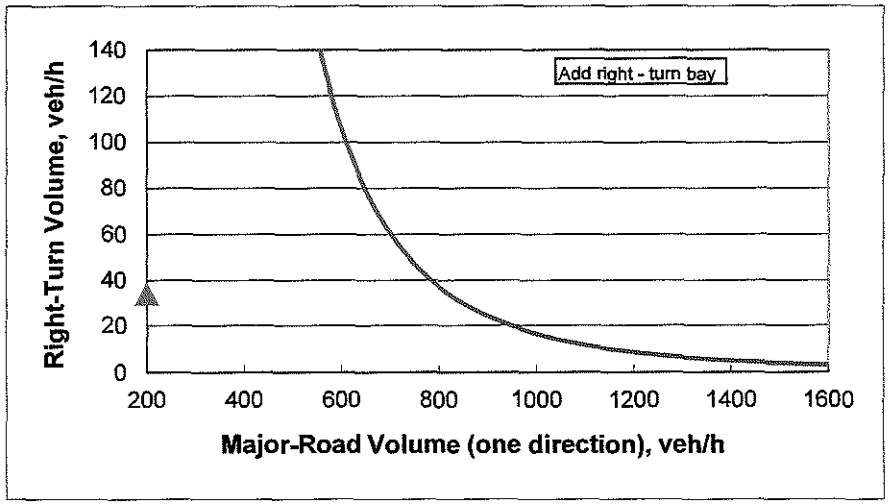
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	84
Right-turn volume, veh/h:	3

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	5753
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



PM Peak Hour Turning Movement Counts

Intersection SR 85 at Live Oak Church Road

Existing **3/28/2018**

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM - 5:00 PM	205	1901	333	114	956	66	16	14	27	38	17	26	3713

Peak Season Correction Factor = 1.00

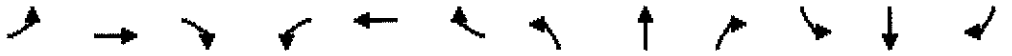
Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM - 5:00 PM	205	1901	333	114	956	66	16	14	27	38	17	26	3713

Project Trips

Intervals	Northbound			Southbound			Eastbound			Westbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM - 5:00 PM	0	0	2	1	0	0	0	1	0	6	5	6	21

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	
4:00 PM - 5:00 PM	205	1901	335	115	956	66	16	15	27	44	22	32	3734



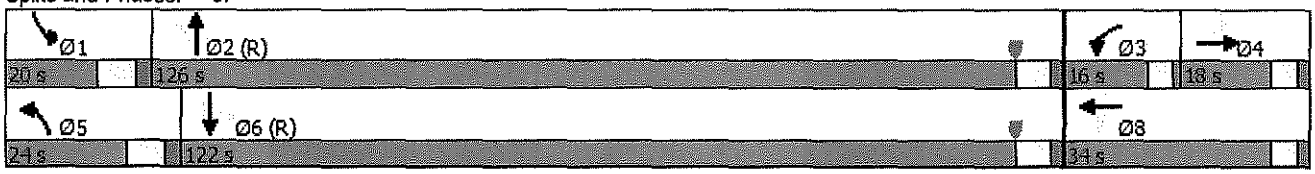
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	14	27	38	17	26	207	1910	336	115	966	67
Future Volume (vph)	16	14	27	38	17	26	207	1910	336	115	966	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	260		250	340		400
Storage Lanes	0		0	0		1	1		1	1		1
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	1.00
Frt		0.932				0.850			0.850			0.850
Flt Protected		0.988			0.968		0.950			0.950		
Satd. Flow (prot)	0	1694	0	0	1839	1615	1787	3539	1599	1770	3505	1583
Flt Permitted		0.901			0.624		0.263			0.062		
Satd. Flow (perm)	0	1545	0	0	1186	1615	495	3539	1599	115	3505	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				67			248			88
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		9544			6906			8252			4087	
Travel Time (s)		216.9			157.0			187.5			92.9	
Peak Hour Factor	0.80	0.70	0.68	0.95	0.85	0.59	0.83	0.99	0.87	0.82	0.95	0.79
Heavy Vehicles (%)	6%	7%	0%	0%	0%	0%	1%	2%	1%	2%	3%	2%
Adj. Flow (vph)	20	20	40	40	20	44	249	1929	386	140	1017	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	60	44	249	1929	386	140	1017	85
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		5.0	4.0	4.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	23.7	23.7		9.5	23.7	23.7	11.3	26.8	26.8	11.3	26.8	26.8
Total Split (s)	18.0	18.0		16.0	34.0	34.0	24.0	126.0	126.0	20.0	122.0	122.0
Total Split (%)	10.0%	10.0%		8.9%	18.9%	18.9%	13.3%	70.0%	70.0%	11.1%	67.8%	67.8%
Maximum Green (s)	12.3	12.3		11.5	28.3	28.3	16.7	119.2	119.2	12.7	115.2	115.2
Yellow Time (s)	3.7	3.7		3.5	3.7	3.7	5.3	4.8	4.8	5.3	4.8	4.8
All-Red Time (s)	2.0	2.0		1.0	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
Total Lost Time (s)		5.7			5.7	5.7	7.3	6.8	6.8	7.3	6.8	6.8
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	8.0	8.0	3.0	8.0	8.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		15.2			15.2	15.2	140.8	131.0	131.0	148.2	134.7	134.7
Actuated g/C Ratio		0.08			0.08	0.08	0.78	0.73	0.73	0.82	0.75	0.75
v/c Ratio		0.54			0.60	0.22	0.54	0.75	0.31	0.63	0.39	0.07
Control Delay		69.8			102.1	7.3	8.3	18.6	4.1	35.1	9.2	1.5
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		69.8			102.1	7.3	8.3	18.6	4.1	35.1	9.2	1.5
LOS		E			F	A	A	B	A	D	A	A
Approach Delay		69.8			62.0			15.4			11.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			E			B			B	
Queue Length 50th (ft)		68			70	0	45	676	46	52	204	0
Queue Length 95th (ft)		90			114	0	75	951	100	114	303	12
Internal Link Dist (ft)		9464			6826			8172			4007	
Turn Bay Length (ft)						150	260		250	340		400
Base Capacity (vph)		157			186	310	523	2574	1230	235	2622	1206
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.51			0.32	0.14	0.48	0.75	0.31	0.60	0.39	0.07

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 125.2 (70%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 16.5 Intersection LOS: B
Intersection Capacity Utilization 85.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3:



Lanes, Volumes, Timings
3: SR 85 & Antioch Rd/Live Oak Church Rd

10/08/2018

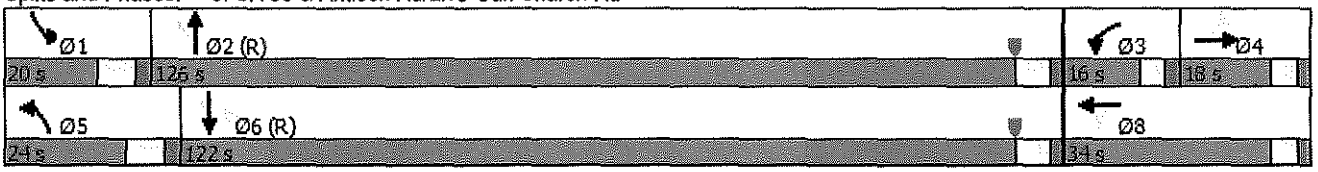
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	15	27	44	22	29	207	1910	338	116	966	67
Future Volume (vph)	16	15	27	44	22	29	207	1910	338	116	966	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	260		250	340		400
Storage Lanes	0		0	0		1	1		1	1		1
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	1.00
Frt		0.933				0.850			0.850			0.850
Flt Protected		0.988			0.969		0.950			0.950		
Satd. Flow (prot)	0	1696	0	0	1841	1615	1787	3539	1599	1770	3505	1583
Flt Permitted		0.905			0.657		0.257			0.059		
Satd. Flow (perm)	0	1553	0	0	1248	1615	483	3539	1599	110	3505	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				67			250			95
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		9544			6906			8252			4087	
Travel Time (s)		216.9			157.0			187.5			92.9	
Peak Hour Factor	0.80	0.70	0.68	0.95	0.85	0.59	0.83	0.99	0.87	0.82	0.95	0.79
Heavy Vehicles (%)	6%	7%	0%	0%	0%	0%	1%	2%	1%	2%	3%	2%
Adj. Flow (vph)	20	21	40	46	26	49	249	1929	389	141	1017	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	0	72	49	249	1929	389	141	1017	85
Turn Type	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		5.0	4.0	4.0	4.0	20.0	20.0	4.0	20.0	20.0
Minimum Split (s)	23.7	23.7		10.7	23.7	23.7	11.3	26.8	26.8	11.3	26.8	26.8
Total Split (s)	18.0	18.0		16.0	34.0	34.0	24.0	126.0	126.0	20.0	122.0	122.0
Total Split (%)	10.0%	10.0%		8.9%	18.9%	18.9%	13.3%	70.0%	70.0%	11.1%	67.8%	67.8%
Maximum Green (s)	12.3	12.3		10.3	28.3	28.3	16.7	119.2	119.2	12.7	115.2	115.2
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	5.3	4.8	4.8	5.3	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	2.0
Lost Time Adjust (s)		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	7.3	6.8	6.8	7.3	6.8	6.8
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	8.0	8.0	3.0	8.0	8.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		18.3			18.3	18.3	139.0	128.7	128.7	143.8	131.1	131.1
Actuated g/C Ratio		0.10			0.10	0.10	0.77	0.72	0.72	0.80	0.73	0.73
v/c Ratio		0.46			0.57	0.22	0.55	0.76	0.32	0.67	0.40	0.07
Control Delay		62.8			92.9	8.2	9.1	20.1	4.4	43.1	10.8	1.4
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		62.8			92.9	8.2	9.1	20.1	4.4	43.1	10.8	1.4
LOS		E			F	A	A	C	A	D	B	A
Approach Delay		62.8			58.6			16.7			13.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			E			B			B	
Queue Length 50th (ft)		68			83	0	51	725	50	61	223	0
Queue Length 95th (ft)		89			128	0	86	951	101	132	337	10
Internal Link Dist (ft)		9464			6826			8172			4007	
Turn Bay Length (ft)						150	260		250	340		400
Base Capacity (vph)		181			196	310	508	2530	1214	220	2552	1178
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.45			0.37	0.16	0.49	0.76	0.32	0.64	0.40	0.07

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 10 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 85.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: SR 85 & Antioch Rd/Live Oak Church Rd



Date: 4/20/2018 2210_ SR 85 @ Live Oak Church
Basic Timing Sheet
010.172.040.006

Paste Values

Basic Timing Plan

Phase Number >	1	2	3	4	5	6	na	8
Min Grn	4.0	20.0	4.0	4.0	4.0	20.0		4.0
Passage	3.0	8.0	3.0	3.0	3.0	8.0		3.0
Max 1	20.0	70.0	14.0	30.0	14.0	70.0		30.0
Max 2	20.0	120.0	30.0	30.0	30.0	120.0		30.0
Yel Clr	5.3	4.8	3.7	3.7	4.8	5.3		3.7
Red Clr	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Walk								
Ped Clr								
Ped Delay (Delay Wlk)								
Cond Serv Check								
Min Recall		On				On		
Max Recall								
Memory / Lock Call		On				On		

Alt Timing Plan 1

	1	2	3	4	5	6	7	8
Ped Clr								
Min Grn								
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 Grn								
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 Grn								
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 Grn								
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 Grn								
Passage								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Day Plan 1	Actn	TmgPln	Max	Cnd Serv
0:0	23	Basic	Mx 1	
5:0	24	Basic	Mx 1	
5:45	5	Basic	Mx 1	
6:45	1	Basic	Mx 1	
9:30	2	Basic	Mx 1	
14:45	3	Basic	Mx 1	
18:45	24	Basic	Mx 1	
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				

S	M	T	W	T	F	S
	On	On	On	On		

Actn 24 = FREE Actn 25 = FLASH
26 = Alt Tmg Plan 1, 27 = Alt Tmg Plan 2
30 = Max 2

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Day Plan 2	Actn	TmgPln	Max	Cnd Serv
0:0	23	Basic	Mx 1	
5:0	24	Basic	Mx 1	
5:45	5	Basic	Mx 1	
6:45	1	Basic	Mx 1	
9:30	2	Basic	Mx 1	
14:45	3	Basic	Mx 1	
18:45	24	Basic	Mx 1	
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				

S	M	T	W	T	F	S
					On	

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Day Plan 3	Actn	TmgPln	Max	Cnd Serv
0:0	24	Basic	Mx 1	
9:0	2	Basic	Mx 1	
18:45	24	Basic	Mx 1	
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				

S	M	T	W	T	F	S
						On

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Day Plan 4	Actn	TmgPln	Max	Cnd Serv
0:0	24	Basic	Mx 1	
10:0	2			
18:0	24			
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				
0:0				

S	M	T	W	T	F	S
On						

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Det #	Ph Call	Switch	Delay	Source
1	1			
2	1			
3	2			
4	2			
5	3	4		
6	3			
7	4			
8	4			
9	5			
10	5			
11	6			
12	6			
13	7			
14	7			
15	8			
16	8			
17	1			
18	1			
19	2			
20	2			
21	3	4		
22	3			
23	4			
24	4			
25	5			
26	5			
27	6			
28	6			
29				
30				
31	8			
32	8			

Det #	Ph Call	Source	
33			EB LT
34			EB LT
35			EB T 3
36			EB T 2
37		23	EB T 1
38			EB RT
39			EB RT
40			WB LT
41		21	WB LT
42			WB T 3
43			WB T 2
44			WB T
45			WB RT
46		31	WB RT
47			NB LT
48		25	NB LT
49			NB T 3
50		4	NB T 2
51		3	NB T 1
52			NB RT
53			NB RT
54			SB LT
55		17	SB LT
56			SB T 3
57		12	SB T 2
58		11	SB T 1
59			SB RT
60			SB RT
61	4	5	
62			
63	8	5	
64			

Day Plan 5	Actn	TmgPln	Max	Cnd Serv	S	M	T	W	T	F	S
0:0	24	Basic	Mx 1								On
9:0	4	Basic	Mx 1								
18:45	24	Basic	Mx 1								
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Day Plan 6	Actn	TmgPln	Max	Cnd Serv	S	M	T	W	T	F	S
0:0	24	Basic	Mx 1		On						
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Day Plan 7	Actn	TmgPln	Max	Cnd Serv	S	M	T	W	T	F	S
0	24	Basic	Mx 1		On						
0											
0											
0											
0											
0											
0											
0											
0											
0											
0											
0											
0											
0											
0											

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Day Plan 8	Actn	TmgPln	Max	Cnd Serv	S	M	T	W	T	F	S
0:0					On						
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											
0:0											

Month

J	F	M	A	M	J	J	A	S	O	N	D
On	On	On	On	On	On	On	On	On	On	On	On

Day of Month

1	2	3	4	5	6	7	8	9	10
On	On	On	On	On	On	On	On	On	On
11	12	13	14	15	16	17	18	19	20
On	On	On	On	On	On	On	On	On	On
21	22	23	24	25	26	27	28	29	30	31
On	On	On	On	On	On	On	On	On	On	On

Sequence: STD8									
	Ring 1	1	2	3	4				
	Ring 2	5	6	7	8				
	Ring 3								
	Ring 4								

	Ph1	Ph2	Ph3	Ph4	Ph5	Ph6	Ph7	Ph8
Split 1, Cycle: 160, Offset: 120	14	125	24	17	14	125		41
Split 2, Cycle: 160, Offset: 150	18	102	18	22	23	97		40
Split 3, Cycle: 160, Offset: 10	20	126	16	18	24	122		34
Split 4, Cycle: 160, Offset: 90	18	102	18	22	23	97		40
Split 5, Cycle: 160, Offset: 120	14	130	21	15	14	130		36
Split 6, Cycle: 0, Offset: 0								
Split 7, Cycle: 0, Offset: 0								
Split 8, Cycle: 0, Offset: 0								
Split 9, Cycle: 0, Offset: 0								
Split 10, Cycle: 0, Offset: 0								
Split 11, Cycle: 0, Offset: 0								
Split 12, Cycle: 0, Offset: 0								
Split 13, Cycle: 0, Offset: 0								
Split 14, Cycle: 0, Offset: 0								
Split 15, Cycle: 0, Offset: 0								
Split 16, Cycle: 0, Offset: 0								
Split 17, Cycle: 0, Offset: 0								
Split 18, Cycle: 0, Offset: 0								
Split 19, Cycle: 0, Offset: 0								
Split 20, Cycle: 0, Offset: 0								
Split 21, Cycle: 0, Offset: 0								
Split 22, Cycle: 0, Offset: 0								
Split 23, Cycle: 0, Offset: 0								
Split 24, Cycle: 0, Offset: 0								
Split 25, Cycle: 0, Offset: 0								
Split 26, Cycle: 0, Offset: 0								
Split 27, Cycle: 0, Offset: 0								
Split 28, Cycle: 0, Offset: 0								
Split 29, Cycle: 0, Offset: 0								
Split 30, Cycle: 0, Offset: 0								
Split 31, Cycle: 0, Offset: 0								
Split 32, Cycle: 0, Offset: 0								

OL A = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	
OL B = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	
OL C = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	
OL D = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	
OL E = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	
OL F = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	
OL G = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	
OL H = Type,	NORMAL	Incld		
G	Y	R	Cnfl Ph	
0	3.5	1.5	Cnfl Ped	

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