

**REGULAR MEETING
DESTIN CITY COUNCIL
OCTOBER 16, 2023
ANNEX COUNCIL CHAMBERS
6:00 PM**

*****Core Value of the Month - Transparency*****

CALL TO ORDER

*** INVOCATION (Pastor David J. Butler - Faith Assembly Christian Church)**

PLEDGE OF ALLEGIANCE

AGENDA APPROVAL *(Matters not specifically listed on the agenda may be added and acted upon with a super-majority vote of the Council members present and eligible to vote on the matter)*

1. PROCLAMATIONS / RECOGNITIONS / SPECIAL / **PUBLIC PRESENTATIONS / ANNOUNCEMENTS

A. Resolution 23-25, ADA Transition Plan, recommendation by PWPS committee for adoption
(June 20, 2023: Councilmember Destin moved to send this matter before the Public Works/Safety Committee, seconded by Councilmember Bagby. Motion passed 7-0.

2. PUBLIC COMMENTS (Section 5 - Public Hearings has separate public comments time for these items) (Note: Individual speakers will be limited to 3 minutes. At the discretion of the mayor, this 3 minute allowance may be adjusted depending on the level of business coming before the City Council)

3. * CONSENT AGENDA**

- A. Demolition of Three Structures for Crosstown Connector, authorization to issue a Purchase Order
- B. Replacement of Library Carpet, authorization to issue a Purchase Order
- C. Short-Term Rental Impact Committee Schedule - Resolution 23-24
- D. Destin High School, Inc. Annual 5/10k Run Event
- E. Approval of minutes of August 7, 2023 Regular City Council Meeting
- F. Capital Project Status - **Informational Only**

4. CITY MANAGER REPORTS

- A. Cross Town Connector Update
- B. US98 Feasibility Study (Marler Bridge to Airport Road) & Signal Retiming Update)
Informational Item
- C. City Owned Properties
- D. State Appropriation Requests
- E. TDC Monthly Report-Informational Only
- F. Net Positive Environmental Benefit (NPEB) Fee – LDC 11.05.02.N
- G. Announcements
- H. Undergrounding Overhead Utilities - FPL BCE and Conversion Agreement

I. Resolution 23-22 -- Reimbursement Resolution for Undergrounding

5. PUBLIC HEARINGS

- A. First reading of Ordinance 23-15-CC - Requiring undergrounding of utilities; changing the name of Chapter 18 of the Code of Ordinances from "Streets and Public Places" to "Utilities, Streets, and Public Places"; amending Chapter 18 of the Code of Ordinances to establish a new Article V "Undergrounding of Utility Facilities" and making other amendments to Chapter 18 for consistency with Article V.
- B. First reading of Ordinance 23-18-CN - Relating to a Natural Gas Utility Franchise of the Okaloosa Gas District; extending Ordinance 13-02-CN for an additional ten years pursuant to the same terms and conditions set forth in Ordinance 13-02-CN

6. COMMENTS / PRESENTATIONS FROM MAYOR, COUNCIL, AND CITY ATTORNEY

- A. Councilmember Sweetser
- B. Councilmember Geile
 - 1. Project Status Update
- C. Councilmember Destin
- D. Councilmember Bagby
- E. Councilmember Hebert
 - 1. Add an additional Council meeting on November 27, 2023
- F. Councilmember King
- G. Councilmember Schmidt
- H. Mayor Wagner
- I. City Attorney

7. PUBLIC COMMENTS (Comments from the public on any matters considered at the meeting, or on any matters not on the agenda)

8. ADJOURN

* Any invocation that is offered before the official start of the City Council meeting shall be the voluntary offering of a private person, to and for the benefit of the City Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the City Council, or the City staff, and the City is not allowed by law to endorse the religious beliefs or views of this, or any other speaker. Persons in attendance at the City Council meeting are invited to stand during the opening invocation and Pledge of Allegiance. However, such invitation shall not be construed as a demand, order, or any other type of command. No person in attendance at the meeting shall be required to participate in any opening invocation that is offered. A person may exit the City Council Chambers and return upon completion of the opening invocation if a person does not wish to participate in or witness the opening invocation.

** To be placed on the agenda under public presentations, citizens must contact the City Manager or City Clerk's office one (1) week prior to the scheduled City Council Meeting, completing a Speakers Request Form and providing any accompanying documentation as requested in the form's instructions.

*** All items listed under Consent Agenda are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and may be considered separately.

If a person decides to appeal any decision made by the Council with respect to any matter considered at this meeting, he/she may need a record of the proceedings, and for such purpose, he/she may need to ensure that verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. FS 286.0105.

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2023-6908

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Action Item**AGENDA OUTLINE NUMBER:**

1.A.

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Michael Burgess, Public Services Director**DATE:** 09/26/2023

SUBJECT: Resolution 23-25, ADA Transition Plan, recommendation by PWPS committee for adoption
(June 20, 2023: Councilmember Destin moved to send this matter before the Public Works/Safety Committee, seconded by Councilmember Bagby. Motion passed 7-0.

I. BACKGROUND: Per the motion passed by Council at their June 20 2023 meeting, this matter was brought before the Public Works/Public Safety Committee at their meeting on July 18th. After a brief presentation, a motion was passed to support staff's work on the Plan. The Committee's motion was revisited at their September meeting where the motion was revised to recommend that City Council adopt the Plan. Resolution 23-25 (ATT4) is provided as the vehicle of the Council's adoption of the Plan.

Staff from Baskerville-Donovan, one of the City's continuing service engineering firms, will be available to answer any questions the Council may have in its consideration of the Plan's adoption.

II. DISCUSSION: The end-product of this multi-year endeavor, our ADA Transition Plan for Pedestrian Facilities, is provided as ATT1. An estimate of project costs (based on priority) is provided as ATT2. The draft minutes from the September 12 Public Works & Public Safety Meeting are provided as ATT3.

Please note that much of the work identified in the attached estimate has already been, or will be, accomplished by City forces.

A. Link to Strategic Goals / Objectives: I. Financially Sound City providing Service Excellence

II. Enhanced Quality of Life and Safety for Families

IV. Effective, Efficient, and Aesthetically Pleasing Infrastructure

V. Improve Mobility and Connectivity

B. Effect on Budget (EOB): Implementation of Plan Components will be addressed in each year's budget process. The approved FY24 budget includes funding for both the renewal/replacement of roadways as well as sidewalks, ramps, ADA mats, etc.

Staff has already begun the process of repairing sidewalks and installing/replacing ADA mats based on the findings of this report and will continue during FY24. The RR054 (transportation) budget for FY24 is approximately \$2,500,000.

In addition, the Public Works & Public Safety Committee has \$100,000 budgeted in FY24 for transportation safety improvements and similar projects.

C. Level of Service (LOS): Increased compliance with the American with Disabilities Act through the repair, renewal and replacement of Destin's pedestrian transportation network.

D. Legislative Sponsor:

III. CONCLUSION: The development and implementation of an ADA transition plan is a federal requirement. The pedestrian transportation system condition assessment and subsequent transition plan development are required by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disability Act of 1990 for all public agencies. By approving this item, the City will increase its level of compliance with this mandate.

IV. RECOMMENDED MOTION: I move that the City Council adopt the ADA Transition Plan for Pedestrian Facilities as provided.

Attachments:

1. ATT1: Final Draft, Destin ADA Transition Plan
2. ATT2: Destin ADA Transition Plan, Final Estimate by Priority Location
3. ATT3: 9-12-23 pwps minutes (draft)
4. ATT4: RESOLUTION 23-25 ADA Transition Plan Adoption

CITY OF DESTIN ADA TRANSITION PLAN PHASE II

TRANSITION REPORT

CITY OF DESTIN PUBLIC WORKS

MAY 2023



Job No. 48201.02

Project Manager
Michael Langston, P.E.
Florida P.E. #49463

Project Engineer
Jason Frick, P.E.
Florida P.E. #88469



449 West Main Street Pensacola,
Florida 32502
Engineering Business: EB-0000340
850-438-9661



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Introduction

The City of Destin has developed the Americans with Disabilities Act (ADA) Transition Plan to improve accessibility and address obstacles within the city's walking paths. The plan aligns with federal standards and aims to benefit the public by ensuring compliance with accessibility guidelines. It identifies barriers to accessibility and provides a roadmap for implementation to achieve a higher level of inclusivity. This transition plan has been executed in two phases, with Phase II encompassing data collection on improvements made since Phase I, analysis of deficiencies, assessment of hindrances to access, and a high-level cost analysis to inform future repair planning.

Priority Classification

The City has categorized its areas into three priority levels: Priority 1, Priority 2, and Priority 3. These classifications were determined based on ADA guidelines, the significance of access within the city, and input from the public. The priorities are as follows:

Priority 1: Collector class roadways, government buildings, and public transportation stops.

Priority 2: Parks, beach access, and boat launches.

Priority 3: All other areas maintained by the city.

Report of Findings

Phase I involved identifying elements that impede accessibility within the designated areas. These findings were compiled into a comprehensive report, which underwent review by city staff and was presented to the public during a meeting at the City Annex on February 24, 2023. Valuable feedback and comments from stakeholders were incorporated into the report, resulting in the development of the transition plan outlined in this document.

Purpose and Objectives

The City of Destin's administration and City Council are dedicated to providing accessible pedestrian infrastructure within the city limits. To fulfill this commitment, city staff, supported by consultants from Baskerville-Donovan, Inc., conducted an evaluation of the public walking infrastructure. The evaluation has led to the creation of this transition plan, which will serve as a guiding document for future planning, budgeting, and improvements to facilities identified as having accessibility barriers. By following this plan, the community will gain access to major travel routes, local roads, government buildings, transit stops, beaches, and parks, fostering inclusivity for all residents and visitors.

Title II of the Americans with Disabilities Act (ADA): Ensuring Accessibility in the City of Destin

The Americans with Disabilities Act (ADA), established in 1990, is a federal civil rights law that prohibits discrimination based on disabilities. It covers various domains, including employment, state and local



government, public accommodations, commercial facilities, transportation, and telecommunications. The U.S. Department of Justice (DOJ) oversees the implementation of this law, issuing regulations, standards, and technical assistance to ensure compliance.

Title II of the ADA specifically applies to state and local government agencies, including the City of Destin. It encompasses a wide range of facilities, services, programs, activities, and events. However, this transition plan primarily focuses on improving accessibility in pedestrian walking facilities maintained by the City of Destin. It represents the initial step towards achieving an accessible standard, with potential inclusion of other city-maintained features in the future, as budgetary considerations permit.

Program Accessibility under 28 CFR Part 35, Subpart D

The program accessibility regulations outlined in 28 CFR Part 35, Subpart D, govern the implementation of Title II ADA requirements. This subpart emphasizes that each service, program, or activity, when viewed comprehensively, must be readily accessible and usable by individuals with disabilities. It also allows flexibility for addressing accessibility concerns by considering programs in their entirety.

Transition Plan Requirements under 28 CFR 35.150(d)

The Transition Plan, as stipulated in 28 CFR 35.150(d), mandates that a public entity employing 50 or more individuals must develop a plan within six months of January 26, 1992, outlining the necessary steps to achieve program accessibility through structural changes to facilities. The public entity must provide an opportunity for interested individuals with disabilities or organizations representing them to participate in the plan's development by submitting comments. Additionally, the plan must be made available for public inspection.

If a public entity has jurisdiction over streets, roads, or walkways, its transition plan must include a schedule for providing curb ramps or other sloped areas at pedestrian crossings. Priority should be given to walkways serving entities covered by the ADA, including state and local government offices and facilities, transportation, places of public accommodation, and employers. The plan must fulfill certain minimum requirements, including:

Identification of physical obstacles in the public entity's facilities that limit program accessibility for individuals with disabilities.

A detailed description of the methods to be employed for achieving accessibility in the facilities.

Specification of a schedule for implementing the necessary steps to achieve compliance. If the transition plan extends beyond one year, it should outline the actions to be taken during each year of the transition period.

Indication of the official responsible for implementing the plan.

In cases where a public entity has already complied with the transition plan requirements of a Federal agency public meeting regulation implementing Section 504 of the Rehabilitation Act of 1973, the requirements in this paragraph (d) apply only to policies and practices not previously included in the transition plan.



Project Location

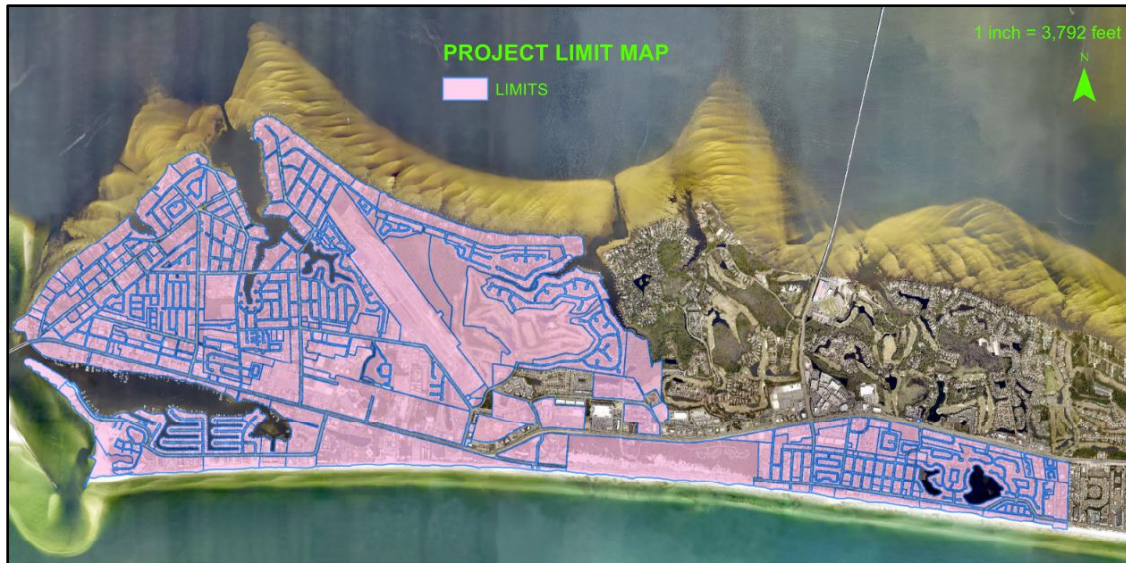


Figure 1 Project Limits Map

Scope of the Transition Plan Project

The Transition Plan project focuses on the public walking infrastructure within the City of Destin limits. This encompasses sidewalks, curb ramps, and ramps with railings. However, certain areas were excluded from the survey and report, including regions without sidewalks, gated communities, and sections along U.S. 98, which falls under the authority of the Florida Department of Transportation (FDOT).

Public Involvement and Input

To ensure comprehensive community involvement, the development of this Transition Plan incorporated input from local stakeholders, organizations, and individuals dedicated to promoting accessibility. A public meeting was conducted on February 24, 2023, at the city annex. The meeting was widely advertised, allowing attendees to ask questions and provide comments regarding the summary of the findings report. Public comments were accepted until the close of business on Friday, March 3rd. It is worth noting that no public comments were received during this period.

City of Destin Grievance Procedure

In adherence to Title II of the ADA, the City of Destin has implemented a grievance procedure to address reports or complaints related to Title II services, programs, and activities within the city. For reference, the City of Destin Grievance Procedure can be found in **Appendix A** of this document.

The designated ADA Coordinator for the City of Destin is:



Michael Burgess
4200 Indian Bayou Trail
Destin, FL 32541
850-837-4242
ADACoordinator@cityofdestin.com

Transition Plan

Evaluating Accessibility and Prioritizing Improvements

The transition plan plays a crucial role in defining the evaluation criteria that will be utilized to identify obstacles to accessibility, prioritize locations, establish location boundaries, quantify deficiencies, and estimate the costs and timeline for implementing the plan.

Evaluation Criteria

The initial evaluation focused on comprehensive data collection of existing public access routes. The evaluation aimed to identify barriers by comparing them against the following criteria:

- Compliance with the Americans with Disabilities Act (ADA) 2010 Design Standards.
- Florida Accessibility Code.
- Public input and opinions on public access.

Tables 1 to 3 provide an overview of the specific criteria employed in the ADA evaluation of sidewalks, curb ramps, and ramps with railings. These criteria have been derived from the 2012 Florida Accessibility Code for Building Construction.

Table 1 Sidewalk Criteria

Sidewalks		
Walking Surface Components	Accessibility Criteria	Reference Section
Cross Slope Maximums	2.0% Maximum	Chapter 4 section 403.3
Running Slope Maximums	1:20 Maximum	Chapter 4 section 403.3
Openings/Gaps	½ inch Maximum	Chapter 3 section 302.3
Changes in Level	¼ inch or ½ inch if beveled Maximum	Chapter 3 sections 303.2 and 303.3 and Exception
Clear Width Minimums	36 inches but can be reduced to 32 inches minimum for a maximum length of 24 inches. Multiple segments must be separated by 48 inches	Chapter 4 section 403.5.1 and Exception



Table 2 Curb Ramp Criteria

Curb Ramps		
Curb Ramp Components	Accessibility Criteria	Reference Section
Running Slope Maximums	8.33% Maximum	Chapter 4 section 405.2
Cross Slope Maximums	2.0% Maximum	Chapter 4 section 405.3
Openings/Gaps	½ inch Maximum	Chapter 3 section 302.3
Changes in Level	¼ inch or ½ inch if beveled Maximum	Chapter 3 sections 303.2 and 303.3 and Exception
Detectable Warning Device	Does the ramp provide a Detectable Warning	Chapter 4 section 406.8
Detectable Warning Device Damage	Does the Detectable Warning Device Have Damage	Chapter 4 section 406.8
Clear Length of Landing	36" Minimum	Chapter 4 section 406.4
Clear Width of Landing	36" Minimum	Chapter 4 section 406.4
Ramp Width	36" Minimum	Chapter 4 section 403.5.1 and Exception

Table 3 Ramps with Railings Criteria

Ramps with Railings		
Ramp and Railing Components	Accessibility Criteria	Reference Section
Running Slope Maximums	8.33% Maximum	Chapter 4 section 405.2
Cross Slope Maximums	2.0% Maximum	Chapter 4 section 405.3
Clear Width where handrails are provided	36 inches minimum	Chapter 4 section 405.5
Ramp Rise and Length	30 inches maximum and limited to 30 feet at 1:12 slope	Chapter 4 section 405.6
Ramp Landing	Must contain a landing	Chapter 4 sections 405.7 and 405.7.4
Clear Width of Landing	36" Minimum	Chapter 4 section 405.7.2
Length of Landing	60 inches minimum	Chapter 4 section 405.7.3
Handrails	Required with runs greater than 6 inches	Chapter 4 section 405.8 and comply with 505
Handrails on both sides and continuous	Left and Right Handrails shall be Provided and continuous	Chapter 5 sections 505.2 and 505.3
Handrail height	Between 34 inches minimum and 38 inches maximum	Chapter 5 section 505.4
Handrail Extensions and Returns	Shall Extend 12 inches beyond the top and bottom runs and shall return to a wall, guard, or the landing surface	Chapter 5 section 505.10.1



Priority Locations by Ranking

In this section, locations within the city are categorized based on their access priority, designated as Priority 1, Priority 2, and Priority 3. These rankings help identify key points of interest throughout the city and are crucial for prioritizing accessibility improvements. The rankings presented in this report were developed for the summary of findings and were subject to public input and comments.

The priority locations include the following:

Priority 1:

Collector-class roadways
Local government buildings
Intersections
Roadways serving public transportation

Priority 2:

Parks
Beach accesses

Priority 3:

Other city-maintained pedestrian routes

These rankings guide the allocation of resources and efforts in addressing accessibility barriers within each category. By focusing on priority locations, the transition plan ensures a systematic approach to improving accessibility throughout the city.

Priority 1 rankings

Category_1A: Collector class roadway intersections

	Major Collector	Limits
1A-100	Stahlman Ave. South	U.S. Hwy. 98 to Benning Dr.
1A-101	Benning Dr.	U.S. Hwy. 98 to Calhoun Ave.
1A-102	Beach Dr.	U.S. Hwy. 98 to Bay Ct.
1A-103	Main Street	98 Palms Blvd to Indian Trail
1A-104	Gulf Shore Dr. West	Noriego Point to Durango Rd.
1A-105	Matthew Boulevard	U.S. Hwy. 98 to Scenic Hwy. 98
1A-106	Hutchinson Street	U.S. Hwy. 98 to Scenic Hwy. 98
1A-107	Kelly Street	Calhoun Ave. to Stahlman Ave.
1A-108	Azalea Dr.	Benning Dr. to Stahlman Ave.
1A-110	Legion Dr. East	Beach Dr. to Main St.
1A-111	Airport Rd.	U.S. Hwy. 98 to Main St.
1A-112	Commons Boulevard	Airport Rd. to Indian Bayou Trail
1A-113	Scenic Hwy. 98 East	East of Matthew Blvd. to Chateau La Mar



	Minor Collector	Limits
1A-114	Calhoun Ave.	U.S. Hwy. 98 to Carter Lane
1A-115	Sibert Ave.	Calhoun Ave. to East of Kelly St.
1A-116	Cross Street	Calhoun Ave. to South of Sibert Ave.
1A-118	Mountain Dr.	Stahlman Ave. to Beach Dr.
1A-119	Gulf Shore Dr. East	Durango Rd. to U.S. 98
1A-120	Legion Dr. West	Benning Dr. to Beach Dr.
1A-122	Indian Trail	Bayou Dr. to Indian Bayou North
1A-123	98 Palms Boulevard	Main Street to U.S. Hwy. 98
1A-124	Mattie M. Kelly Boulevard	Airport Rd. Extending south then east
1A-126	Indian Bayou Trail	Country Club Dr. to U.S. Hwy. 98
1A-127	Restaurant Row	U.S. Hwy. 98 South
1A-128	Scenic Hwy. 98 West	West of Henderson Beach State Park
1A-130	Crystal Beach Dr.	U.S. Hwy. 98 Scenic Hwy. 98
1A-131	Dolphin Street	Luke Ave. south to Scenic Hwy. 98

Category_1B: Intersections and Roadway Segments Serving Local Government Buildings.

	Government Buildings	Limits
1B-132	Destin Library	Adjacent Stahlman Ave.
1B-133	Community Center	Adjacent Stahlman Ave.
1B-134	Destin Fishing Museum	Adjacent Stahlman Ave. to Hwy. 98.
1B-135	Destin City Annex	Indian Bayou Trail
1B-136	Destin Maintenance Facility	Adjacent on Commons Dr. to Airport Rd.
1B-137	Lifeguard Station	South of Grand Palms Boulevard
1B-138	Emergency Vehicles	South of Grand Palms Boulevard
1B-139	Destin City Hall	Entrance to City Hall on Indian Bayou Trail

Category_1C: Intersections and roadways serving public transportation access EC Rider Stops

	Public Transportation Stop	Limits
1C-140	98 Palms Plaza	South of 98 Palms Plaza
1C-141	Crystal Beach Plaza	East and West Crystal Beach Plaza
1C-142	Holiday Inn Express and Suites	Entrance to Holiday Inn Express
1C-143	Destin Downtown Shopping Center	East side of Main Street between Hwy. 98 and 98 Palms Blvd.
1C-145	Sandpiper Cove	Entrance to Sandpiper Cove
1C-147	Waterview Towers	Entrance to Waterview Towers
1C-148	East Pass Towers	Entrance to East Pass Towers
1C-149	Gulf Breeze Ct. and Gulf Shores Dr	Entrance to Gulf Breeze Ct.



1C-150	Destin Pointe/Jetty East	Entrance at Melrose Ave.
1C-151	Holiday Surf and Racquet Club - Gulf Shores Dr	Entrance to Holiday Surf and Racquet Club
1C-152	Destin On The Gulf - Gulf Shores Dr	Entrance to Destin on the Gulf
1C-154	Benning Dr and Harbor Blvd	East Side of Benning Dr. between Hwy. 98 and Mountain Dr.
1C-169	Windgate by Windham	Limits of Palm Street to Hwy. 98
1C-172	The Inn at Crystal Beach	Entrance to the Inn at Crystal Beach
1C-173	Crystal Sands	Entrance to Crystal Sands
1C-174	James Lee Park	Entrance to James Lee Park
1C-177	Hampton Inn	Entrance to Hampton Inn
1C-178	Back Porch Restaurant - Scenic Hwy. 98	Entrance to Back Porch Restaurant

Priority 2 rankings

Category_2A Parks/Beach Parks/Beach Trails

	Parks	Limits
2A-200	Captain Leonard Destin Park	Entrance to Leonard Destin Park on Calhoun
2A-201	Clement Taylor Park	Entrance to Clement Taylor Park on Calhoun
2A-205	Nancy Weidenhammer Dog Park	North Side of Commons Dr. between Indian Bayou and Airport Rd.
2A-206	Morgan Sports Complex	East of Airport Rd. and south of Commons Dr.
2A-207	Buck Destin Park	Entrance to Buck Destin Park on Legion Dr.
2A-208	Dalton Threadgill Park	South Side of Hickory from Calhoun to Stahlman Ave.
2A-210	Kell-Aire Nature Walk	Juniper Street to Juniper Ct.to Kell Aire Dr.
2A-211	Main Street Park	Main Street between Bayview Street and Bayou Dr.
2A-212	Mattie Kelly Park and Nature Walk	Mattie Kelly Park Entrance on Beach Dr.
2A-213	June White Decker Park	Entrance to June White Decker Park on Restaurant Row
2A-214	Norriego Point Beach Access	West end of Gulf Shore Dr.
2A-215	The Shore at Crystal Beach Park	Entrance to Shore at Crystal Beach Park south Side of Scenic Hwy. 98
2A-218	O'Steen Beach Trail	South side of Gulf Shore Dr. at Beach Access
2A-219	Calhoun Beach Trail	Calhoun Beach Access on the South Side of Scenic Hwy. 98
2A-220	Shirah St. Beach Trail	Shirah St. to Entrance of Shirah St. Beach Trail



2A-221	Crystal Beach Trail Access	Entrance to Crystal Beach Trail on Scenic Hwy. 98.
2A-222	Barracuda St. Beach Trail	Barracuda St to Entrance of Barracuda St. Beach Trail
2A-223	Pompano St. Beach Trail	Pompano St. to Entrance of Pompano St. Beach Trail
2A-224	Tarpon St. Beach Trail	Tarpon St. to Entrance of Tarpon St. Beach Trail.
2A-225	Silver Shells Trail	South Side of Scenic Hwy. 98 between US 98 and Restaurant Row
2A-228	Kell Aire Park	Spanish Moss Trail to Juniper Ct.

Category_2B Boat Launches

	Boat Launch	Limits
2B-227	Joe's Bayou Boat Launch	Joe's Bayou Boat Launch Entrance on Beach Dr.

Priority 3 rankings

Category_3A All Other Areas

	All Areas not Previously Included	Limits
3A-667	All Other Surveyed Locations	Remaining Areas

Summary of Deficiencies

This section provides a general quantification of the deficiencies observed in the field within each priority location. The deficiencies are categorized into sections for sidewalks, curb ramps, and ramps with railings, along with associated barriers to accessibility. The quantities presented within each priority are intended to provide a comprehensive understanding of the accessibility challenges by location and are used to develop the cost estimates for future planning budgets.

Sidewalks

Barrier To Access	Quantity Identified
Cross Slope deviations greater than 2.00%	
Priority 1 Locations	489
Priority 2 Locations	79
Priority 3 Locations	807
Running slope deviations greater than 5.0%	
Priority 1 Locations	27
Priority 2 Locations	5
Priority 3 Locations	18



Openings/Gaps greater than ½"	
Priority 1 Locations	175
Priority 2 Locations	23
Priority 3 Locations	164
Changes in Level	
Priority 1 Locations	338
Priority 2 Locations	39
Priority 3 Locations	517
Clear Width	
Priority 1 Locations	2
Priority 2 Locations	1
Priority 3 Locations	5
Damaged Concrete	
Priority 1 Locations	87
Priority 2 Locations	14
Priority 3 Locations	76
Total Deficiencies	2866

Curb Ramps

Barrier To Access	Quantity Identified
Landing Lengths of less than 3 feet	
Priority 1 Locations	79
Priority 2 Locations	12
Priority 3 Locations	14
Ramps with slopes greater than 1:12 or 8.33%	
Priority 1 Locations	7
Priority 2 Locations	2
Priority 3 Locations	0
Cross-slope deviations greater than 2.00%	
Priority 1 Locations	10
Priority 2 Locations	0
Priority 3 Locations	0
Landing slope deviations greater than 2.0% in any direction	
Priority 1 Locations	91
Priority 2 Locations	15
Priority 3 Locations	0
Damaged/Missing detectable warning device	
Priority 1 Locations	156
Priority 2 Locations	58
Priority 3 Locations	187
Abrupt changes in level greater than ¼"	



Priority 1 Locations	11
Priority 2 Locations	2
Priority 3 Locations	0
Gaps or openings in the walking surface greater than ½"	
Priority 1 Locations	7
Priority 2 Locations	1
Priority 3 Locations	0
Ramp Widths less than 3 feet	
Priority 1 Locations	25
Priority 2 Locations	3
Priority 3 Locations	2
Damaged concrete	
Priority 1 Locations	33
Priority 2 Locations	6
Priority 3 Locations	69
Total Deficiencies	790

Ramps with Handrails

Barrier To Access	Quantity Identified
Ramp lengths over 30'	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Ramp running slopes greater than 8.33%	
Priority 1 Locations	2
Priority 2 Locations	0
Priority 3 Locations	0
Ramp cross slopes greater than 2.0%	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Ramp clear width less than 36"	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Ramp Landing slopes greater than 2.0% in any direction	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Ramp Landing lengths less than 60"	
Priority 1 Locations	0



Priority 2 Locations	0
Priority 3 Locations	0
Ramp Landing clear width less than 36"	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Handrails provided on only one side	
Priority 1 Locations	8
Priority 2 Locations	0
Priority 3 Locations	0
Handrails that are not continuous	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Handrail gripping surface below 34" or less than 38"	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Handrail extensions extending less than 12" horizontally above the landing.	
Priority 1 Locations	0
Priority 2 Locations	0
Priority 3 Locations	0
Damaged concrete	
Priority 1 Locations	4
Priority 2 Locations	0
Priority 3 Locations	0
Total Deficiencies	14

Estimates of Probable Cost

The estimates of probable cost have been developed based on recent bids for similar work in the area. Repair budgets were created using the field data collected during Phase I and compared with the defined limits in the Evaluation Criteria section. A reasonable replacement quantity was then applied to the unit costs for repairing each type of deficiency. The primary focus of repairs is expected to involve the removal and replacement of concrete, including the installation of detectable warning devices where applicable.

Data points for sidewalks were collected at intervals of approximately 100 feet, with observations made for damaged concrete, changes in elevation, and gaps between collection points. These observations were then captured at the subsequent data collection point.



A 15% contingency has been incorporated into the unit item cost to account for unforeseen field conditions and the multi-year nature of the project. It should be noted that this cost estimate presents a worst-case scenario, and some areas may require less extensive repair methods. Additionally, compliance may be technically infeasible in cases where the roadway profile and surrounding grades make it unreasonable to expect adjacent sidewalks to meet accessibility standards.

The following summary estimates are grouped based on priority location. **Appendix B** provides detailed estimates for each location.

Summary Estimates by Priority Location

The summary estimates provide an overview of the expected costs associated with improving accessibility at each priority location. These estimates serve as a guide for budgeting and planning purposes, ensuring that adequate resources are allocated to address accessibility barriers effectively. For more detailed cost breakdowns, please refer to **Appendix B**.

Priority Location 1 Repairs	\$1,653,130
Priority Location 2 Repairs	\$262,100
Priority Location 3 Repairs	\$2,131,562
Total Location Repairs	\$4,046,792

Funding and Schedule of Implementation

To fully fund the implementation of this transition plan, an estimated \$4,046,792 will be required over the course of 10 years. The recommended approach is to prioritize work on Priority 1 and Priority 2 locations during the first five years, with an annual budget of \$383,046. Priority 3 locations, which include residential areas, can be addressed during years 6 to 10, with an annual budget of \$426,312.

It is important to note that the budgets provided in **Appendix B** represent the anticipated total repairs and do not account for cost-saving offsets that may be realized from capital improvement projects. Any capital improvement projects that involve paving, roadway reconstruction, intersection work, drainage, signalization, or maintenance should include improvements to adjacent ADA facilities. The costs associated with these improvements should be subtracted from the ADA Transition Budget for the respective year.

New Construction Projects

The city has adopted a policy requiring all new construction projects for improvements within the city to comply with applicable accessibility standards and codes. It is recommended that, where practical, minimum standards provided by sources such as ADA Title II, The Access Board, and the Florida Accessibility Code be used. Additionally, seeking input from local users during programming and design phases is encouraged whenever possible to ensure that accessibility needs are met effectively.



By adhering to these guidelines, the city can ensure that accessibility considerations are integrated into all new construction projects, promoting inclusivity and compliance with accessibility standards and codes.

Phase I Existing Condition Site Inspections and Data Collection

Study Limits

The survey conducted for this transition plan was conducted within specific geographical boundaries. The western limit of the survey was set at the foot of the Marler Bridge, while the northern limit included Bayou Dr. and Indian Trail. The eastern limit extended to the entrance of Chateau La Mer on Scenic Hwy. 98, and the southern limit was set at Gulf Shore Dr. at Norriego Point Beach Access.

Data collection was focused on walking facilities within the authority of the city. Therefore, private gated communities and facilities along Hwy. 98 were excluded from the survey, as the maintenance and responsibility for those areas lie with other entities.

By establishing these study limits, the survey focused on the areas directly under the jurisdiction of the city and aimed to assess and address accessibility barriers within those boundaries.

Inspection Methodology

Equipment Used

For data collection and archiving purposes, digital software and GPS equipment were utilized. The Trimble R1 unit was employed to obtain location data with sub-meter accuracy. To record the attributes of the City's walking infrastructure, custom data collection menus were developed internally and implemented through the Survey 123 app. These menus were categorized into sidewalks, curb ramps, and ramps with railings. The captured data was stored in real-time using an ESRI cloud-based online server.

Content of Data Collection

Sidewalks

The evaluation of sidewalks was conducted in accordance with FDOT Design Standards Index 522-001 and the 2012 Florida Accessibility Code for Building Construction. Detailed assessments were conducted at 100-foot intervals, which included measurements of slope, identification of breaks in grade exceeding $\frac{1}{4}$ inch, identification of gaps or openings in the concrete greater than $\frac{1}{2}$ inch, and identification of any obstructions that would reduce the width of the walking path to less than 36 inches. Photographs were taken at each collection point and included in the accompanying data files.

Additionally, detailed field notes were provided at relevant locations to aid in future understanding of the conditions observed during data collection. These notes serve as valuable references for further analysis and planning.



Curb Ramps

During the data collection process, curb ramps were categorized based on FDOT Design Standards Index 522-002. The following types of curb ramps were included in the evaluation:

Parallel Curb Ramps: These curb ramps are designed to provide access to the sidewalk for individuals using wheelchairs or other mobility devices. They run parallel to the direction of the curb and provide a smooth transition from the street level to the sidewalk.

Perpendicular Curb Ramps: Perpendicular curb ramps are installed at intersections and provide access to pedestrians crossing the street. They are oriented perpendicular to the curb and allow for a safe and accessible transition between the sidewalk and the roadway.

Blended Transition Curb Ramps: Blended transition curb ramps are designed to blend the slope of the curb ramp with the adjacent sidewalk grade. They provide a smooth and seamless transition for pedestrians with disabilities and are typically used in areas where space is limited.

Detectable Warning Surface: Curb ramps often include detectable warning surfaces, which are tactile surfaces with distinctive patterns that provide sensory cues to individuals with visual impairments. These surfaces indicate the presence of a transition point from the pedestrian walkway to the vehicular area.

During the evaluation, the condition and compliance of each type of curb ramp were assessed, considering factors such as slope, dimensions, alignment, and detectable warning surfaces, to ensure they met the required accessibility standards.

CR-A	CR-F
CR-B	CR-G
CR-C	CR-H
CR-D	CR-K
CR-E	CR-L
Type 2 (Curbed Returns with radial sidewalk)	Type 3 (Linear sidewalk)
CR-X Undefined in the Field	

During the data collection process for ramps with handrails, visual identification was used to determine the type of ramp in the field. Measurements of dimensions and slopes were taken at each ramp location. The evaluation also included an inspection of the condition and compliance of the ramps and handrails according to the 2012 Florida Accessibility Code for Building Construction, FDOT Design Standards Index 515-051 (Steel Bridge Pedestrian/Bicycle Railing), and FDOT Design Standards Index 515-061 (Aluminum Bridge Pedestrian/Bicycle Railing).

The documentation at these facilities included identifying the number of ramps and landings at each location. Detailed measurements were taken for length, width, direction of travel, and cross slopes of the



ramps. The concrete condition was assessed for any damage, gaps, openings, or breaks in grade. The ramps and railings were evaluated based on the applicable FDOT Design Standards and the Florida Accessibility Code.

Photographs were taken at each collection point to provide visual documentation, and detailed notes were recorded to provide additional information about the existing conditions at each location.

Site inspections were conducted in accordance with the standards and specifications provided by the 2012 Florida Accessibility Code, Americans with Disabilities Act (ADA), and other relevant resources. The observations and recommendations in the inspection reports are based on these regulatory standards and specifications. The recommendations consider barriers identified during the inspection and may include improvements beyond the minimum standards, considering public input and other factors.

It should be noted that recommendations for improvements may go beyond the minimum standards and consider options beyond what is required by the regulations.



Appendices

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Appendix A

City of Destin Grievance Procedure

DRAFT

ADA Grievance Policy & Procedure

1. PURPOSE:

This ADA Grievance Policy & Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990, as amended. It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Destin. The City of Destin's Human Resources Policy governs employment-related complaints of disability discrimination.

2. REFERENCES:

Americans with Disabilities Act of 1990, as amended. 42 U.S.C. § 12101

3. POLICY & PROCEDURE:

A. The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request. If you require a different format to file a complaint, please contact the City's ADA Title II Coordinator using the contact information provided below.

B. If a person with a disability is unable to access program, service, or activity of the City of Destin, they are encouraged to contact the ADA Title II Coordinator either via postal service at 4200 Indian Bayou Trail, Destin, FL 32541, call (850) 837-4242, email ADACoordinator@cityofdestin.com or submit a form via the City's Help Desk Portal (Report a Problem/Let Us Know link). Through this interactive process, the ADA Title II Coordinator will work with the individual to discuss the issue and explore options for improving access to the program, service or activity.

C. The City of Destin will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. No surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs will be assessed.

D. Within 15 calendar days after receipt of the complaint, the ADA Coordinator or their designee will meet with the complainant to discuss the complaint and the possible

resolutions. Within 15 calendar days of the meeting, ADA Coordinator or their designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio recording. The response will explain the position of the City of Destin and offer options for substantive resolution of the complaint.

E. If the response by ADA Coordinator or their designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his/her designee. Within 15 calendar days after receipt of the appeal, the City Manager or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

4. **RECORDKEEPING**

All written and/or electronic complaints received by the ADA Coordinator or his/her designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained according to the Florida Records Retention Statutes and Laws.



Lance A. Johnson
City Manager

Attachments:

1. None



Appendix B

Estimates of Probable Cost

DRAFT

Unit Cost

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 6,045.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Missing detectable warning device	Install detectable warning device	1	1	\$ 519.80	\$ 519.80
	Missing or Damaged Detectable Warning Device	Remove and replace detectable warning device	1	1	\$ 634.80	\$ 634.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	3596	\$ 3,596.00
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	3596	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	3596	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	1	1	3596	\$ -
Subtotal						\$ 12,921.89
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	1	150	\$ 12.09	\$ 1,813.50
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	1	150	\$ 12.09	\$ 1,813.50
	Ramp clear width less than 36"	SF Remove and Replace Concrete	1	150	\$ 12.09	\$ 1,813.50
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Handrails provided on only one side	LF handrail install	1	30	\$ 185.20	\$ 5,555.88
	Handrails that are not continuous	LF handrail install	1	30	\$ 185.20	\$ 5,555.88
	Handrail gripping surface below 34" or less than 38"	LF handrail install	1	30	\$ 185.20	\$ 5,555.88
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	1	30	\$ 185.20	\$ 5,555.88
	Damaged concrete	SF Remove and Replace Concrete	1	85	\$ 12.09	\$ 1,027.65
Subtotal						\$ 29,900.67
Grand Total						\$ 31,411.92

Priority 1 Total

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	489	125	\$ 12.09	\$ 739,001.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	27	125	\$ 12.09	\$ 40,803.75
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	175	50	\$ 12.09	\$ 105,787.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	338	50	\$ 12.09	\$ 204,321.00
	Clear Width	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged Concrete	SF Remove and Replace Concrete	87	125	\$ 12.09	\$ 131,478.75
Subtotal						\$ 1,221,996.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	79	25	\$ 12.09	\$ 23,877.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	7	28	\$ 12.09	\$ 2,369.64
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	10	28	\$ 12.09	\$ 3,385.20
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	91	25	\$ 12.09	\$ 27,504.75
	Missing or Damaged detectable warning device	Remove and replace detectable warning device	156	1	\$ 519.80	\$ 81,088.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	11	1	\$ 634.80	\$ 6,982.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	7	1	\$ 3,596.00	\$ 25,172.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	25	1	\$ 3,596.00	\$ 89,900.00
	Damaged concrete	Remove and replace Curb Ramp	33	1	\$ 3,596.00	\$ 118,668.00
Subtotal						\$ 378,948.94
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	2	150	\$ 12.09	\$ 3,627.00
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	8	30	\$ 185.20	\$ 44,447.04
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	4	85	\$ 12.09	\$ 4,110.60
Subtotal						\$ 52,184.64
Grand Total						\$1,653,130.33

Priority 2 Totals

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	79	125	\$ 12.09	\$ 119,388.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	23	50	\$ 12.09	\$ 13,903.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	39	50	\$ 12.09	\$ 23,575.50
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	14	125	\$ 12.09	\$ 21,157.50
Subtotal						\$ 185,883.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	12	25	\$ 12.09	\$ 3,627.00
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	2	28	\$ 12.09	\$ 677.04
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	15	25	\$ 12.09	\$ 4,533.75
	Damaged or missing detectable warning device	Remove and replace detectable warning device	58	1	\$ 519.80	\$ 30,148.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	2	1	\$ 634.80	\$ 1,269.60
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
	Damaged concrete	Remove and replace Curb Ramp	6	1	\$ 3,596.00	\$ 21,576.00
Subtotal						\$ 76,215.79
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 262,099.54

Priority 3 Totals

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	807	125	\$ 12.09	\$ 1,219,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	18	125	\$ 12.09	\$ 27,202.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	164	50	\$ 12.09	\$ 99,138.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	517	50	\$ 12.09	\$ 312,526.50
	Clear Width	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Damaged Concrete	SF Remove and Replace Concrete	76	125	\$ 12.09	\$ 114,855.00
Subtotal						\$ 1,774,812.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	14	25	\$ 12.09	\$ 4,231.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	187	1	\$ 519.80	\$ 97,202.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Damaged concrete	Remove and replace Curb Ramp	69	1	\$ 3,596.00	\$ 248,124.00
Subtotal						\$ 356,750.10
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,131,562.10

Total All Locations

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1,375	125	\$ 12.09	\$ 2,077,968.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	50	125	\$ 12.09	\$ 75,562.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	362	50	\$ 12.09	\$ 218,829.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	894	50	\$ 12.09	\$ 540,423.00
	Clear Width	SF Remove and Replace Concrete	8	25	\$ 12.09	\$ 2,418.00
	Damaged Concrete	SF Remove and Replace Concrete	177	125	\$ 12.09	\$ 267,491.25
Subtotal						\$ 3,182,692.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	105	25	\$ 12.09	\$ 31,736.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	9	28	\$ 12.09	\$ 3,046.68
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	10	28	\$ 12.09	\$ 3,385.20
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	106	25	\$ 12.09	\$ 32,038.50
	Damaged detectable warning device	Remove and replace detectable warning device	401	1	\$ 519.80	\$ 208,439.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	13	1	\$ 634.80	\$ 8,252.40
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	8	1	\$ 3,596.00	\$ 28,768.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	30	1	\$ 3,596.00	\$ 107,880.00
	Damaged concrete	Remove and replace Curb Ramp	108	1	\$ 3,596.00	\$ 388,368.00
Subtotal						\$ 811,914.83
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ 4,110.60
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	2	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	8	30	\$ 185.20	\$ 44,447.04
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	4	85	\$ 12.09	\$ 4,110.60
Subtotal						\$ 52,184.64
Grand Total						\$ 4,046,791.97

1A-100. Stahlman Avenue

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	26	125	\$ 12.09	\$ 39,292.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	31	50	\$ 12.09	\$ 18,739.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 70,726.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	28	\$ 12.09	\$ 1,015.56
	Missing or Damaged Detectable Warning Device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 5,131.36
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 75,857.86

1A-101. Benning Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	35	125	\$ 12.09	\$ 52,893.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	23	50	\$ 12.09	\$ 13,903.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	36	50	\$ 12.09	\$ 21,762.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 91,581.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	7	25	\$ 12.09	\$ 2,115.75
	Damaged detectable warning device	Remove and replace detectable warning device	12	1	\$ 519.80	\$ 6,237.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 16,186.12
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 107,767.87

1A-102. Beach Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	58	125	\$ 12.09	\$ 87,652.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	24	50	\$ 12.09	\$ 14,508.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 107,601.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	44	25	\$ 12.09	\$ 13,299.00
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	13	1	\$ 3,596.00	\$ 46,748.00
	Damaged concrete	Remove and replace Curb Ramp	5	1	\$ 3,596.00	\$ 17,980.00
Subtotal						\$ 80,916.37
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 188,517.37

1A-103. Main Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	31	125	\$ 12.09	\$ 46,848.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	9	50	\$ 12.09	\$ 5,440.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	12	50	\$ 12.09	\$ 7,254.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	14	125	\$ 12.09	\$ 21,157.50
Subtotal						\$ 88,257.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	28	\$ 12.09	\$ 1,354.08
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	6	1	\$ 519.80	\$ 3,118.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	2	1	\$ 634.80	\$ 1,269.60
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 18,041.73
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 106,298.73

1A-104. Gulf Shore Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 15,414.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	8	1	\$ 519.80	\$ 4,158.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
Subtotal						\$ 15,581.20
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 30,995.95

1A-105. Matthew Boulevard

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 6,045.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	6	1	\$ 519.80	\$ 3,118.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 11,858.32
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 17,903.32

1A-106. Hutchinson Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 13,299.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 640.77
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 13,939.77

1A-107. Kelly Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	31	125	\$ 12.09	\$ 46,848.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	17	50	\$ 12.09	\$ 10,276.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 66,495.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 2,550.85
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 69,045.85

1A-108. Azalea Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 19,646.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 9,138.35
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 28,784.60

1A-110. Legion Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 18,437.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 11,151.27
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 29,588.52

1A-111. Airport Road

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	25	125	\$ 12.09	\$ 37,781.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	12	50	\$ 12.09	\$ 7,254.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	10	125	\$ 12.09	\$ 15,112.50
Subtotal						\$ 63,774.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	9	25	\$ 12.09	\$ 2,720.25
	Damaged detectable warning device	Remove and replace detectable warning device	16	1	\$ 519.80	\$ 8,316.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	4	1	\$ 3,596.00	\$ 14,384.00
Subtotal						\$ 33,217.55
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 96,992.30

1A-112. Commons Boulevard

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 4,231.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 338.52
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 4,570.02

1A-113. Scenic Highway 98 East

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	28	125	\$ 12.09	\$ 42,315.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	7	50	\$ 12.09	\$ 4,231.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	13	50	\$ 12.09	\$ 7,858.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
Subtotal						\$ 69,517.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	13	25	\$ 12.09	\$ 3,929.25
	Damaged detectable warning device	Remove and replace detectable warning device	16	1	\$ 519.80	\$ 8,316.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 27,869.35
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 97,386.85

1A-114. Calhoun Avenue

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	40	125	\$ 12.09	\$ 60,450.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	27	50	\$ 12.09	\$ 16,321.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	41	50	\$ 12.09	\$ 24,784.50
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
Subtotal						\$ 113,948.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	15	25	\$ 12.09	\$ 4,533.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	15	1	\$ 519.80	\$ 7,797.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	4	1	\$ 3,596.00	\$ 14,384.00
Subtotal						\$ 37,502.75
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 151,451.00

1A-115. Sibert Avenue

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	19	50	\$ 12.09	\$ 11,485.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	43	50	\$ 12.09	\$ 25,993.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
Subtotal						\$ 55,614.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	6	25	\$ 12.09	\$ 1,813.50
	Damaged detectable warning device	Remove and replace detectable warning device	16	1	\$ 519.80	\$ 8,316.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	#####	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	#####	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	#####	\$ -
Subtotal						\$ 11,375.57
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 66,989.57

1A-116. Cross Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	7	50	\$ 12.09	\$ 4,231.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 16,019.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 5,542.35
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 21,561.60

1A-118. Mountain Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	21	125	\$ 12.09	\$ 31,736.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	10	50	\$ 12.09	\$ 6,045.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
Subtotal						\$ 52,591.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	10	25	\$ 12.09	\$ 3,022.50
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 5,101.70
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 57,693.20

1A-119. Gulf Shore Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	34	125	\$ 12.09	\$ 51,382.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	13	50	\$ 12.09	\$ 7,858.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	11	125	\$ 12.09	\$ 16,623.75
Subtotal						\$ 87,048.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 14,076.20
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 101,124.20

1A-120 Legion Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
Subtotal						\$ 20,250.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 20,250.75

1A-122. Indian Trail Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	32	125	\$ 12.09	\$ 48,360.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	7	50	\$ 12.09	\$ 4,231.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	15	50	\$ 12.09	\$ 9,067.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
Subtotal						\$ 69,215.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	10	1	\$ 519.80	\$ 5,198.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 6,775.82
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 75,991.07

1A-123. 98 Palms Boulevard

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,209.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,209.00

1A-124. Mattie M. Kelly Bouleva

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,154.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,154.60

1A-126. Indian Bayou Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,239.30
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,750.55

1A-127. Restaurant Row

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 7,858.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	28	\$ 12.09	\$ 677.04
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,281.54
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 9,140.04

1A-128. Scenic Highway 98 West

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 2,418.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	28	\$ 12.09	\$ 677.04
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 677.04
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,095.04

1A-130. Crystal Beach Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	15	125	\$ 12.09	\$ 22,668.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 30,225.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	6	25	\$ 12.09	\$ 1,813.50
	Damaged detectable warning device	Remove and replace detectable warning device	13	1	\$ 519.80	\$ 6,757.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 27,826.47
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 58,051.47

1A-131. Dolphin Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 2,381.45
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,381.45

1B-132. Destin Library

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 4,836.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 4,836.00

1B-133. Community Center

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,039.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	8	30	\$ 185.20	\$ 44,447.04
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	4	85	\$ 12.09	\$ 4,110.60
Subtotal						\$ 48,557.64
Grand Total						\$ 51,108.49

1B-134. Destin Fishing Museum

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 5,440.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 3,898.25
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 9,338.75

1B-135. Destin City Annex

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1B-136. Destin Maint. Facility

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 2,720.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,720.25

1B-137. Lifeguard Station

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 634.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 634.80

1B-138. Emergency Vehicles

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1B-139. City Hall Entrance

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1C-140. 98 Palms Plaza

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	10	125	\$ 12.09	\$ 15,112.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	5	50	\$ 12.09	\$ 3,022.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
Subtotal						\$ 23,273.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 3,898.25
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 27,171.50

1C-141. Crystal Beach Plaza

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,324.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,324.75

1C-142. Holiday In Express

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1C-143. Destin Downtown Shoppin

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 14,508.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 14,508.00

1C-145. Sandpoper Cove North

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 8,160.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 4,200.50
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 12,361.25

1C-146. Gulf Shores Dr.

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1C-147. Waterview Towers

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 8,231.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 8,231.60

1C-148. East Pass Towers

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,022.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 822.05
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,844.55

1C-149. Gulf Breeze Ct.

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,976.65
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,976.65

1C-150. Destin Pointe Jetty Ea

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

1C-151. Holiday Surf & Racquet

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 8,160.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 8,160.75

1C-152. Destin on the Gulf

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 10,578.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 10,578.75

1C-154. Benning Dr. & Harbor B

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 8,160.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	#####	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	#####	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	#####	\$ -
Subtotal						\$ 822.05
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 8,982.80

1C-169. Windgate by Windham

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 6,951.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 6,951.75

1C-172. The Inn at Crystal Bea

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 9,974.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 4,937.85
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 14,912.10

1C-173. Crystal Sands

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 11,787.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,039.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 12,827.35

1C-174. James Lee Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

1C-177. Hampton Inn

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,627.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,627.00

1C-178. Back Porch Restaurant

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

2A-200. Captain Leonard Destin

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 12,694.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,644.10
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 14,338.60

2A-201. clement Taylor Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,627.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,627.00

2A-205. Nancy Weidenhammer par

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 5,742.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 5,742.75

2A-206. Morgan Sports Complex

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	12	125	\$ 12.09	\$ 18,135.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 22,366.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 22,366.50

2A-207. Buck Destin Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 4,533.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 519.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 5,053.55

2A-208. Dalton Threadgill Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 17,832.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 822.05
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 18,654.80

2A-210. Kell-Aire Nature Walk

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 4,836.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	3	1	\$ 519.80	\$ 1,559.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 13,888.95
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 18,724.95

2A-211. Main Street Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	10	125	\$ 12.09	\$ 15,112.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
Subtotal						\$ 31,434.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	3	1	\$ 519.80	\$ 1,559.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,559.40
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 32,993.40

2A-212. Mattie Kelly Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 13,299.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	5	1	\$ 519.80	\$ 2,599.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 14,898.25
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 28,197.25

2A-213. June White Decker Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,022.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,022.50

2A-214. Norriego Point Beach A

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 519.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 519.80

2A-215. The Shore at Crystal Be

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 2,720.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 2,417.72
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 5,137.97

2A-218. O'Steen Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 519.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 519.80

2A-219. Calhoun Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

2A-220. Shirah St. Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 14,205.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	5	1	\$ 519.80	\$ 2,599.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 6,799.50
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 21,005.25

2A-221. Crystal Beach Trail Acc

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,341.85
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,853.10

2A-222. Barracuda St. Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 11,787.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	4	25	\$ 12.09	\$ 1,209.00
	Damaged detectable warning device	Remove and replace detectable warning device	7	1	\$ 519.80	\$ 3,638.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
						\$ 8,443.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 20,231.35

2A-223. Pompano St. Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 8,765.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	7	1	\$ 519.80	\$ 3,638.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 8,782.12
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 17,547.37

2A-224. Tarpon St. Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,022.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	6	1	\$ 519.80	\$ 3,118.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 7,319.30
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 10,341.80

2A-225. Silver Shells Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

2A-228 Kell Aire Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 13,601.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	10	1	\$ 519.80	\$ 5,198.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 6,739.55
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 20,340.80

2B-227 Joes Bayou Boat Launch

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 7,858.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 7,858.50



Appendix C
Public Meeting Presentation

DRAFT

City of Destin ADA Transition Plan
Phase II



PUBLIC INFORMATION MEETING AGENDA

Friday, February 24th, 9:00 AM
City Hall Annex 4100 Indian Bayou Trail
Destin, FL 32541
(850)-837-4242

1. Introduction

- a. Purpose for the public meeting
 - i. Present the plan developed and ask for input from the community to further develop the priority locations.

2. ADA Coordinator and role responsibilities

- a. Michael Burgess interim ADA Coordinator
 - i. City plan for a full-time staff position

3. City of Destin grievance process

- a. Draft grievance process
 - i. City plan to develop and adopt the grievance process.

4. Discussion on full implementation of the transition plan

- a. Future phases will include parks and public buildings.

5. PowerPoint presentation Covering Phase I and II for City Rights-of-Way

- a. Phase I data collection scope and methods
- b. Phase II priority rankings within the City.

6. Conclusion and instruction for comment cards.

City of Destin ADA Transition Plan
Phase II



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4. Discussion on full implementation of the transition plan

- a. Future phases will include parks and public buildings.

5. PowerPoint presentation Covering Phase I and II for City Rights-of-Way

- a. Phase I data collection scope and methods
- b. Phase II priority rankings within the City.

6. Conclusion and instruction for comment cards.



ADA Transition Plan Phase II 2023



- Purpose of the ADA Transition plan
 - Americans with Disabilities Act of 1990, Specifically, Title II
- Importance of Accessibility within the community

Transition Plan Phase I

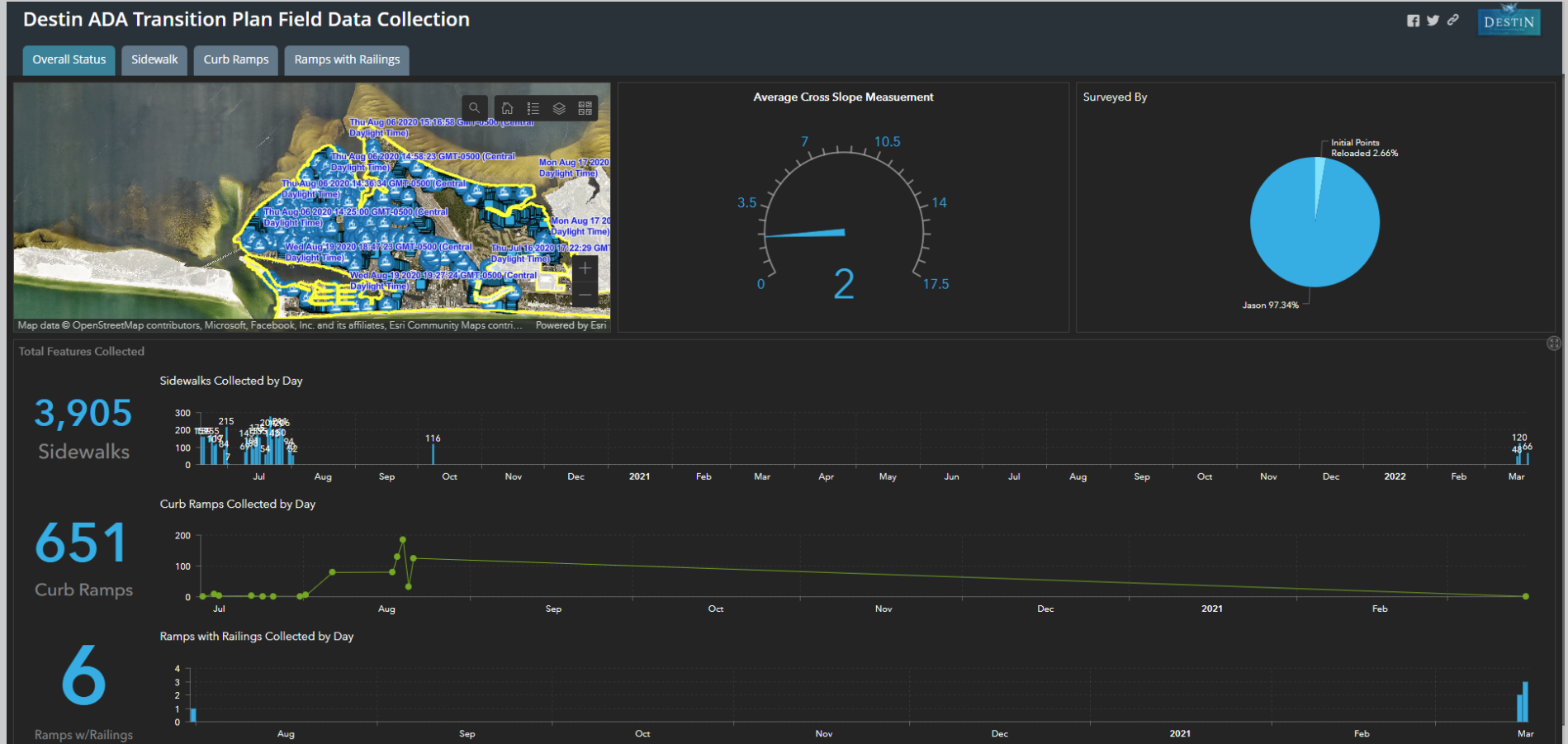
An architectural drawing or blueprint is visible in the background of the top right corner, showing various lines, dimensions, and technical specifications.

- **Phase I Data Collection within the City Rights-of-way:**
- **Inventory and conditions of the existing pedestrian facilities including sidewalks, curb ramps and ramps.**
- **Create the City of Destin Dashboard to facilitate progress of the plan implementation.**

Transition Plan Phase I



Transition Plan Phase I



Transition Plan Phase I

Destin ADA Transition Plan Field Data Collection

Overall Status

Sidewalk

Curb Ramps

Ramps with Railings

Sidewalks

3,905

Total Points Collected

Last 50 Points Collected in Descending Order

10/8/2020, 5:50 PM

jfrick_bdiol

Cross Slope Measurement at 100' Interval	1.80
Slope in the direction of travel at 100' interval	6.60
Measure ____ the abrupt change in elevation greater than 1/2"	0.50
Measurement the number of openings (gaps) greater than 1/2"	0.00
In any sidewalk area identify areas that have an obstructed walking width of less than 36"	
Are there any obstructed walking widths of 36" or less?	No
Notes on obstructions:	
Is the restricted width at least 24"?	
Notes on restricted width 24":	
Is the 32" minimum walked with obstruction(s) for a distance less than or equal to 24"?	
Notes on 32" minimum walked:	
Is the 32" restricted width section separated from another restricted width section by a distance of 48" or greater?	
Notes on separation:	
Is there a Curb Ramp?	No
Slope measurement in the direction of travel ____% on either side of curb ramps at the joint where the sidewalk ends and the curb ramp begins:	
X-Slope measurement ____% on either side of curb ramps at the joint where the sidewalk ends and the curb ramp begins:	
Priority Level	

Notes:

sidewalks_image_repeat: 5050



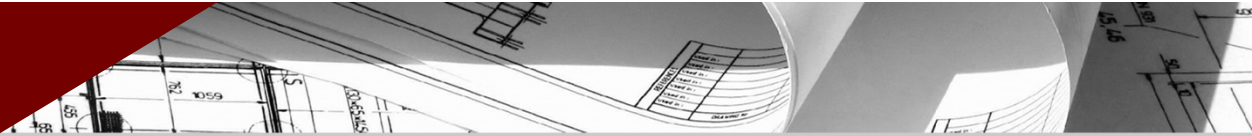
Last edited by jfrick_bdiol on 10/8/2020, 5:50 PM.



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Powered by Esri

Transition Plan Phase II

Architectural blueprints showing various technical drawings, including a table with columns for 'ITEM NO.', 'DESCRIPTION', and 'QUANTITY'.

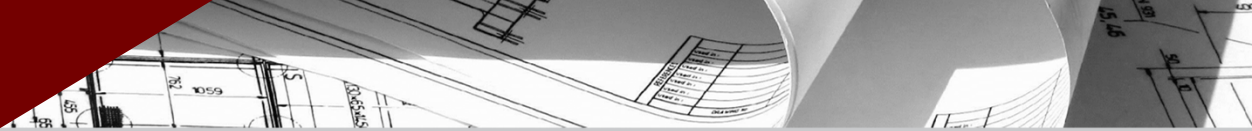
- **Phase II Problems, Priorities, Solutions and Plan Development**
 - ☐ Identified Deficiencies
 - ☐ Priority Locations
 - ☐ **Public Workshop (Today)**
 - ☐ Solutions
 - ☐ ADA Plan Development

Transition Plan Phase II

■ Identified Deficiencies

- | | |
|--|------------------------|
| ☐ Cross Slope | Maximums at 2.0% |
| ☐ Running Slope | Maximums 8.33% |
| ☐ Sides of Curb Ramp | Maximum of 10% |
| ☐ Openings/Gaps | Maximum of ½ Inch |
| ☐ Changes in Level | Maximum of ¼ Inch |
| ☐ Clear Width | Minimum of 36 Inches |
| ☐ Detectable Warning Device | Included at curb ramps |
| ☐ Detectable Warning Device | Not be Damaged |

Transition Plan Phase II



- **Priority Locations**

- ☐ Priority 1A Collector Class Roadways and Intersections.
- ☐ Priority 1B Intersections and Roadway Sections serving Local Government Buildings.
- ☐ Priority 1C Intersections and Roadways Serving Public Transportation Access.

Transition Plan Phase II

Architectural blueprints showing various technical drawings, including a table with columns for 'Item No.', 'Description', 'Quantity', and 'Unit'. The table contains several rows of data, including items like '1.000' through '1.005'.

- **Priority Locations**

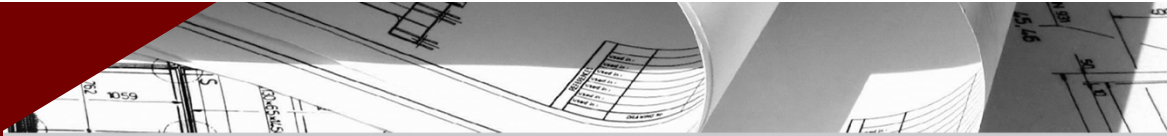
- ☐ Priority 2A Parks, Beach Parks, and Beach Trails.
- ☐ Priority 2B Boat Launches.
- ☐ Priority 3A all other areas not included in 1 and 2.

Goals and Objectives

Architectural blueprints showing various structural drawings and tables, partially visible on the right side of the slide.

- **Introduce ADA Coordinator.**
- **Present Draft Grievance Process.**
- **Short-term and Long-term Goals.**
- **Prioritization of Improvements.**
- **Establish Budgets and Timelines.**

Accessibility Improvements

An architectural drawing of a building with a ramp, showing structural details and dimensions. The drawing is partially visible on the right side of the slide, overlapping the dark red header.

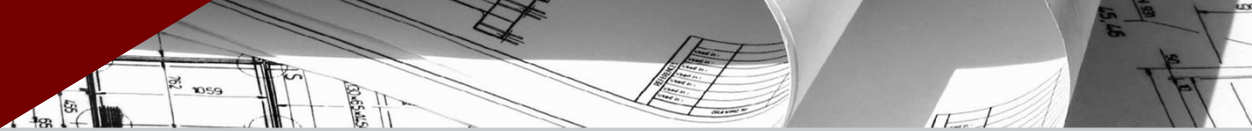
- Repairs/Updates to Sidewalks.
- Repairs/Updates to Curb Ramps.
- Repairs/Updates to ramps with railing.
- Updates to Pedestrian Crossings.

Community Outreach

Architectural blueprints are visible in the top right corner of the slide, showing various technical drawings and tables.

- **Public Engagement Through the ADA Coordinator.**
- **Public Input and Feedback Through the Grievance Process.**
- **Partnering with local Interested Organizations to Improve Accessibility Within the City.**

Implementation

Architectural blueprints showing various technical drawings and tables, partially visible on the right side of the slide.

- **Develop Implementation Plan.**
 - ☐ Prioritize Repairs by Locations of Highest Use.
- **Monitoring Progress.**
 - ☐ Utilize the Dashboard to Track Progress.
- **Evaluation of Effectiveness.**
 - ☐ Utilizing Public Input from the ADA Coordinator.
- **Updates to the Program as the City Develops.**

Closing Summary

Architectural blueprints and technical drawings are visible in the background of the top header area, showing various lines, dimensions, and tables.

- **Recap of Goals and Objectives**

- ☐ Importance of Accessibility.
- ☐ Evaluation of Effectiveness.
- ☐ Commitment of City to Ensure Welcoming and Inclusive Community.

Baskerville-Donovan, Inc.



ADA Transition Plan Phase II

Sign-In Sheet

[illegible]



Appendix D

Approved Concrete Pricing

DRAFT

S.H. Hayes Enterprises

1776 Tranquil Court
Chipley, FL 32428
(850) 326-5471
ShannonH@SHHayesEnterprises.com

March 02, 2023

City of Destin
4100 Indian Bayou Trail
Destin, FL 32541

To Whom It May Concern,

As many of you may know, during the last two years the price of lumber, concrete, rebar, diesel fuel, and every other construction material has soared in price. Due to the epidemic of Coronavirus, we have made little to no profit from our work with the City of Destin performing miscellaneous concrete projects because of these soaring prices. These are some examples of the inflation in our current economy.

- **FDOT Regulation 4000 PSI Concrete - Exhibit A**
 - September 23, 2021 - \$135/Cubic Yard
 - February 15, 2023 - \$175/Cubic Yard
 - **\$40/Cubic Yard Price Increase (30%)**

- **Concrete Fiber - Exhibit B**
 - November 11, 2021 - \$7.50/Cubic Yard
 - February 15, 2023 - 10.50/Cubic Yard
 - **\$3/ Cubic Yard Price Increase (40%)**

- **USA Average Diesel Fuel - Exhibit C**
 - September 23, 2021 - \$3.38/Gallon
 - February 13, 2023 - 4.44/Gallon
 - **\$1.05/Gallon Price Increase (31%)**

These economic price increases are affecting S.H. Hayes as a business, as well as affecting our concrete suppliers.

Today, we are asking to amend our contract prices to better serve you, and the citizens of Destin, FL. A revised price sheet is attached to this letter.

When reviewing our revised prices, please take into consideration that our prices are based on what we as a business have to profit in order to pay our vendors as well as pay our employees.

We would be more than happy to explain our prices, answer any questions, or discuss price changes.

Best regards,

James "Dylan" Wright

dylanw@shhayesenterprises.com

(850) 814-3866

Project Manager, S.H. Hayes Enterprises

RBM CONTRACTING
SERVICES-LLC

118 Industrial Park Rd
Freeport, FL 32439
Office: 850-622-1434

Invoice

Date	11/11/2021
Invoice #	807
Terms	Due on receipt

PAST DUE

Bill To
S H Hayes 707 W 8th St Lynn Haven, FL 32444

Ship To
862 US Hwy 98 Destin, FL

P.O. No.	
----------	--

Description	Qty	Rate	Amount
Ticket # 24591-Pour Date 11/10/21			
Concrete Sales-4000 PSI W/89 Stone	4.85	135.00	654.75T
Fuel Surcharge	1	40.00	40.00
Fiber	4.85	7.50	36.38T

Exhibit A**Exhibit B**

RBM Concrete Services appreciates your patronage.
Florida CGC# 1518187 - WOSB & FDOT Certified
www.rbmcontracting.com

Subtotal \$731.13**Sales Tax (6.5%)** \$44.93**Total** \$776.06**Payments/Credits** \$0.00**Balance Due** \$776.06

RBM CONTRACTING SERVICES-LLC

Quote

Date: 2/15/2023

Bill To:

Job Site Address:

Item Code	Description	Price Each	Quantity	Amount
Concrete Sales	3000 psi concrete	165.00	1	165
Concrete Sales	3500 psi concrete	170.00	1	170
Concrete Sales	4000 psi concrete	175.00	1	175
Concrete Sales	4500 psi concrete	180.00	1	180
Concrete Sales	5000 psi concrete	185.00	1	185
	Fiber per yard	10.50	1	10.5
	Surcharge per truck	40.00	1	40
	1% calcium	10.50	1	10.50
	2% calcium	21.00	1	21.00
	Over hour fee \$25/ 15 minutes over first hour	25.00	1	25
	*** 4 YDS Minimum ***			
Total				\$982.00

Exhibit A

Exhibit B

Search



DATA

TOOLS

SUPPORT

PLANS



b 27 2023

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EXPORT

Annotate

CHART OPTIONS

ADD

1D 5D 1M 3M 6M YTD 1Y 3Y 5Y 10Y MAX DATE RANGE 09/20/2021 10/20/2021

US Retail Diesel Price (I:USRDP)

Sep 20 '21

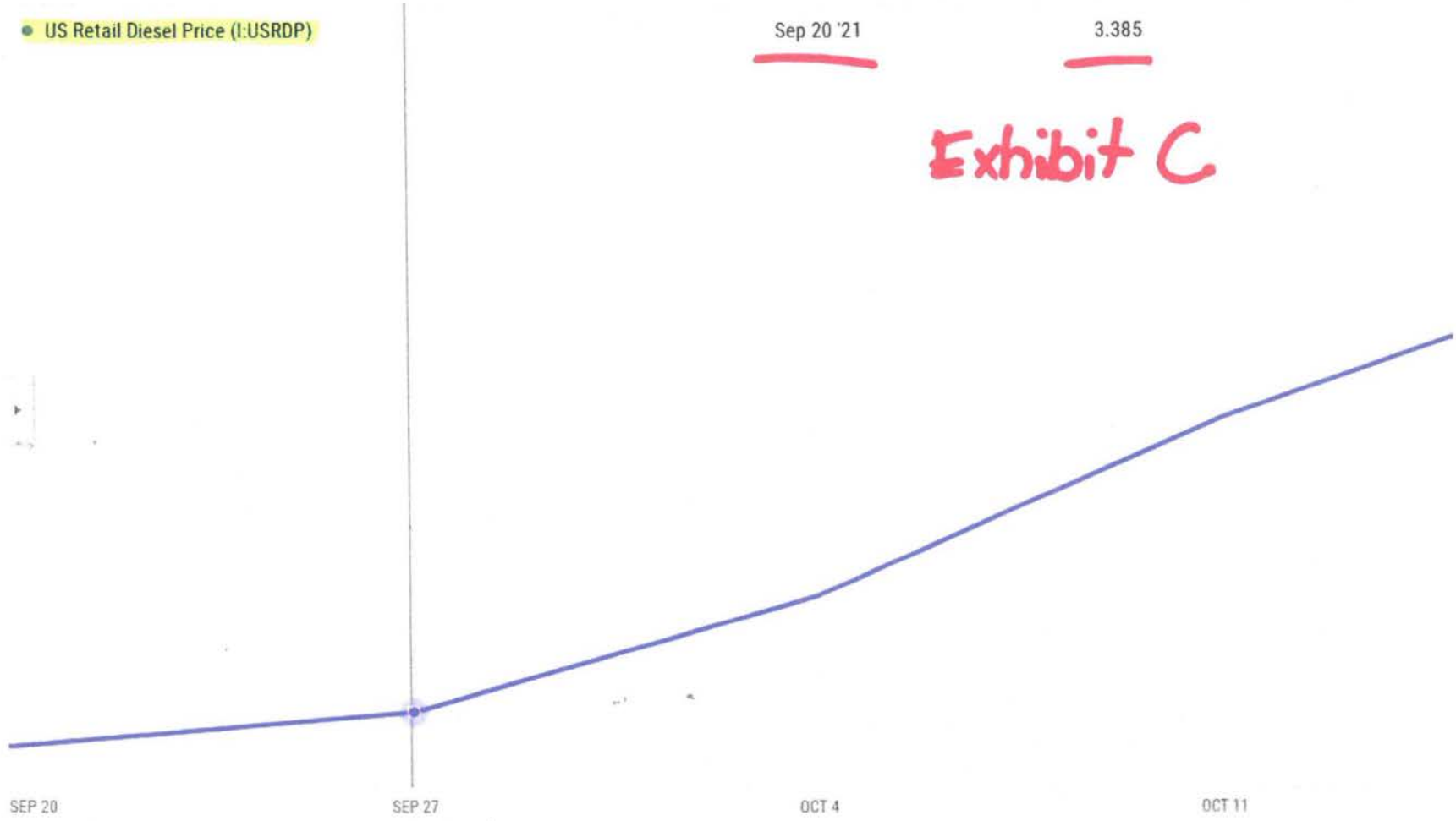
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Exhibit C

ADD BROWSE

LIST

+ CREATE



Search



DATA

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PLANS



27 2023

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EXPORT

Annotate



CHART OPTIONS



PI

ADD

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MAX

DATE RANGE

09/20/2021

02/20/2023

US Retail Diesel Price (I:USRDP)

Feb 13 '23

4.444

Exhibit C

ADD

BROWSE

LIST

+ CREATE

JAN '22

MAY '22

SEP '22

13

Item	Unit	Previous Unit Price	New Unit Price
Concrete Driveway, 6 Inches Thick*	Square Foot	\$8.95	\$11.99
Concrete Sidewalk, 4 Inches Thick*	Square Foot	\$6.25	\$8.37
Concrete Flat/Ribbon Curb (12" Wide by 8" Deep)*	Linear Foot	\$18.00	\$24.12
Concrete Type "D" Curb*	Linear Foot	\$18.00	\$24.12
Concrete "E" Curb & Gutter*	Linear Foot	\$24.00	\$32.16
Concrete Type "F" Curb & Gutter*	Linear Foot	\$30.00	\$40.20
Concrete Modified (18") Type "F" Curb & Gutter*	Linear Foot	\$30.00	\$40.20
Fill Dirt Provided, Delivered, Spread, and Compacted	Cubic Yard	\$24.00	\$31.44
FDOT Qualified Traffic Control (MOT) Cost	Per Day	\$200.00	\$250.00
Bermuda Sod Installed	Square Foot	\$0.87	\$0.87
St. Augustine Sod Installed	Square Foot	\$0.97	\$0.97
Centipede Sod Installed	Square Foot	\$0.86	\$0.86
Removal of Concrete 4 Inches Thick	Square Foot	\$2.00	\$2.62
Removal of Concrete 6 Inches Thick	Square Foot	\$3.00	\$3.93
Removal of Asphalt (Up to 4 Inches Thick)	Square Foot	\$2.00	\$2.62

Clear & Grub	Square Foot	\$2.50	\$3.27
Debris Hauling	Cubic Yard	\$40.00	\$52.40
Silt Fence	Linear Foot	\$4.25	\$4.25
Asphalt Cut with Abrasive Blade	Linear Foot	\$4.50	\$5.89
Concrete Cut with Abrasive Blade	Linear Foot	\$5.50	\$7.20

Tree Trimming	Per Hour	\$100.00	\$131.00
Aluminum Pipe Guiderail (FDOT Index 870)	Linear Foot	\$140.00	\$183.40
Irrigation Repair	Per Hour	\$60.00	\$60.00
Manhole Adjustments	One Ring & Lid	\$475.00	\$475.00
Asphalt Patching (Hot Mix)	Square Foot x 2" Thick	\$34.50	\$34.50
Excavation	Square Foot	\$2.50	\$2.50
Curb Removal	Square Foot	\$6.50	\$6.50

*All Concrete Installations shall be fiber-reinforced 4000psi.

Unit Cost



Priority 1 Total

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	489	125	\$ 12.09	\$ 739,001.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	27	125	\$ 12.09	\$ 40,803.75
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	175	50	\$ 12.09	\$ 105,787.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	338	50	\$ 12.09	\$ 204,321.00
	Clear Width	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged Concrete	SF Remove and Replace Concrete	87	125	\$ 12.09	\$ 131,478.75
Subtotal						\$ 1,221,996.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	79	25	\$ 12.09	\$ 23,877.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	7	28	\$ 12.09	\$ 2,369.64
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	10	28	\$ 12.09	\$ 3,385.20
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	91	25	\$ 12.09	\$ 27,504.75
	Missing or Damaged detectable warning device	Remove and replace detectable warning device	156	1	\$ 519.80	\$ 81,088.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	11	1	\$ 634.80	\$ 6,982.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	7	1	\$ 3,596.00	\$ 25,172.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	25	1	\$ 3,596.00	\$ 89,900.00
	Damaged concrete	Remove and replace Curb Ramp	33	1	\$ 3,596.00	\$ 118,668.00
Subtotal						\$ 378,948.94
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	2	150	\$ 12.09	\$ 3,627.00
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	8	30	\$ 185.20	\$ 44,447.04
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	4	85	\$ 12.09	\$ 4,110.60
Subtotal						\$ 52,184.64
Grand Total						\$1,653,130.33

Priority 2 Totals

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	79	125	\$ 12.09	\$ 119,388.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	23	50	\$ 12.09	\$ 13,903.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	39	50	\$ 12.09	\$ 23,575.50
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	14	125	\$ 12.09	\$ 21,157.50
Subtotal						\$ 185,883.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	12	25	\$ 12.09	\$ 3,627.00
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	2	28	\$ 12.09	\$ 677.04
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	15	25	\$ 12.09	\$ 4,533.75
	Damaged or missing detectable warning device	Remove and replace detectable warning device	58	1	\$ 519.80	\$ 30,148.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	2	1	\$ 634.80	\$ 1,269.60
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
	Damaged concrete	Remove and replace Curb Ramp	6	1	\$ 3,596.00	\$ 21,576.00
Subtotal						\$ 76,215.79
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 262,099.54

Priority 3 Totals

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	807	125	\$ 12.09	\$ 1,219,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	18	125	\$ 12.09	\$ 27,202.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	164	50	\$ 12.09	\$ 99,138.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	517	50	\$ 12.09	\$ 312,526.50
	Clear Width	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Damaged Concrete	SF Remove and Replace Concrete	76	125	\$ 12.09	\$ 114,855.00
Subtotal						\$ 1,774,812.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	14	25	\$ 12.09	\$ 4,231.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	187	1	\$ 519.80	\$ 97,202.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Damaged concrete	Remove and replace Curb Ramp	69	1	\$ 3,596.00	\$ 248,124.00
Subtotal						\$ 356,750.10
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,131,562.10

Total All Locations

[illegible]

1A-100. Stahlman Avenue

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	26	125	\$ 12.09	\$ 39,292.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	31	50	\$ 12.09	\$ 18,739.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 70,726.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	28	\$ 12.09	\$ 1,015.56
	Missing or Damaged Detectable Warning Device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 5,131.36
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 75,857.86

1A-101. Benning Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	35	125	\$ 12.09	\$ 52,893.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	23	50	\$ 12.09	\$ 13,903.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	36	50	\$ 12.09	\$ 21,762.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 91,581.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	7	25	\$ 12.09	\$ 2,115.75
	Damaged detectable warning device	Remove and replace detectable warning device	12	1	\$ 519.80	\$ 6,237.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 16,186.12
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 107,767.87

1A-102. Beach Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	58	125	\$ 12.09	\$ 87,652.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	24	50	\$ 12.09	\$ 14,508.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 107,601.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	44	25	\$ 12.09	\$ 13,299.00
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	13	1	\$ 3,596.00	\$ 46,748.00
	Damaged concrete	Remove and replace Curb Ramp	5	1	\$ 3,596.00	\$ 17,980.00
Subtotal						\$ 80,916.37
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 188,517.37

1A-103. Main Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	31	125	\$ 12.09	\$ 46,848.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	9	50	\$ 12.09	\$ 5,440.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	12	50	\$ 12.09	\$ 7,254.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	14	125	\$ 12.09	\$ 21,157.50
Subtotal						\$ 88,257.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	28	\$ 12.09	\$ 1,354.08
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	6	1	\$ 519.80	\$ 3,118.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	2	1	\$ 634.80	\$ 1,269.60
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 18,041.73
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 106,298.73

1A-104. Gulf Shore Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 15,414.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	8	1	\$ 519.80	\$ 4,158.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
Subtotal						\$ 15,581.20
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 30,995.95

1A-105. Matthew Boulevard

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 6,045.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	6	1	\$ 519.80	\$ 3,118.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 11,858.32
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 17,903.32

1A-106. Hutchinson Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 13,299.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 640.77
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 13,939.77

1A-107. Kelly Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	31	125	\$ 12.09	\$ 46,848.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	17	50	\$ 12.09	\$ 10,276.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 66,495.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 2,550.85
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 69,045.85

1A-108. Azalea Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 19,646.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 9,138.35
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 28,784.60

1A-110. Legion Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 18,437.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 11,151.27
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 29,588.52

1A-111. Airport Road

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	25	125	\$ 12.09	\$ 37,781.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	12	50	\$ 12.09	\$ 7,254.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	10	125	\$ 12.09	\$ 15,112.50
Subtotal						\$ 63,774.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	9	25	\$ 12.09	\$ 2,720.25
	Damaged detectable warning device	Remove and replace detectable warning device	16	1	\$ 519.80	\$ 8,316.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	4	1	\$ 3,596.00	\$ 14,384.00
Subtotal						\$ 33,217.55
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 96,992.30

1A-112. Commons Boulevard

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 4,231.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 338.52
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 4,570.02

1A-113. Scenic Highway 98 East

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	28	125	\$ 12.09	\$ 42,315.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	7	50	\$ 12.09	\$ 4,231.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	13	50	\$ 12.09	\$ 7,858.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
Subtotal						\$ 69,517.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	13	25	\$ 12.09	\$ 3,929.25
	Damaged detectable warning device	Remove and replace detectable warning device	16	1	\$ 519.80	\$ 8,316.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 27,869.35
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 97,386.85

1A-114. Calhoun Avenue

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	40	125	\$ 12.09	\$ 60,450.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	27	50	\$ 12.09	\$ 16,321.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	41	50	\$ 12.09	\$ 24,784.50
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
Subtotal						\$ 113,948.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	15	25	\$ 12.09	\$ 4,533.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	15	1	\$ 519.80	\$ 7,797.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	4	1	\$ 3,596.00	\$ 14,384.00
Subtotal						\$ 37,502.75
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 151,451.00

1A-115. Sibert Avenue

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	19	50	\$ 12.09	\$ 11,485.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	43	50	\$ 12.09	\$ 25,993.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
Subtotal						\$ 55,614.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	6	25	\$ 12.09	\$ 1,813.50
	Damaged detectable warning device	Remove and replace detectable warning device	16	1	\$ 519.80	\$ 8,316.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 11,375.57
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 66,989.57

1A-116. Cross Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	7	50	\$ 12.09	\$ 4,231.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 16,019.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 5,542.35
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 21,561.60

1A-118. Mountain Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	21	125	\$ 12.09	\$ 31,736.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	10	50	\$ 12.09	\$ 6,045.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
Subtotal						\$ 52,591.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	10	25	\$ 12.09	\$ 3,022.50
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 5,101.70
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 57,693.20

1A-119. Gulf Shore Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	34	125	\$ 12.09	\$ 51,382.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	13	50	\$ 12.09	\$ 7,858.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	11	125	\$ 12.09	\$ 16,623.75
Subtotal						\$ 87,048.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 14,076.20
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 101,124.20

1A-120 Legion Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
Subtotal						\$ 20,250.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 20,250.75

1A-122. Indian Trail Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	32	125	\$ 12.09	\$ 48,360.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	7	50	\$ 12.09	\$ 4,231.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	15	50	\$ 12.09	\$ 9,067.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
Subtotal						\$ 69,215.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	10	1	\$ 519.80	\$ 5,198.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 6,775.82
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 75,991.07

1A-123. 98 Palms Boulevard

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,209.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,209.00

1A-124. Mattie M. Kelly Bouleva

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,154.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,154.60

1A-126. Indian Bayou Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,239.30
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,750.55

1A-127. Restaurant Row

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 7,858.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	28	\$ 12.09	\$ 677.04
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,281.54
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 9,140.04

1A-128. Scenic Highway 98 West

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 2,418.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	28	\$ 12.09	\$ 677.04
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 677.04
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,095.04

1A-130. Crystal Beach Drive

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	15	125	\$ 12.09	\$ 22,668.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	11	50	\$ 12.09	\$ 6,649.50
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 30,225.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	6	25	\$ 12.09	\$ 1,813.50
	Damaged detectable warning device	Remove and replace detectable warning device	13	1	\$ 519.80	\$ 6,757.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 27,826.47
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 58,051.47

1A-131. Dolphin Street

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 2,381.45
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,381.45

1B-132. Destin Library

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 4,836.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 4,836.00

1B-133. Community Center

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,039.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	8	30	\$ 185.20	\$ 44,447.04
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	4	85	\$ 12.09	\$ 4,110.60
Subtotal						\$ 48,557.64
Grand Total						\$ 51,108.49

1B-134. Destin Fishing Museum

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 5,440.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 3,898.25
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 9,338.75

1B-135. Destin City Annex

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1B-136. Destin Maint. Facility

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 2,720.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,720.25

1B-137. Lifeguard Station

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 634.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 634.80

1B-138. Emergency Vehicles

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1B-139. City Hall Entrance

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1C-140. 98 Palms Plaza

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	10	125	\$ 12.09	\$ 15,112.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	5	50	\$ 12.09	\$ 3,022.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
Subtotal						\$ 23,273.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 3,898.25
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 27,171.50

1C-141. Crystal Beach Plaza

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,324.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,324.75

1C-142. Holiday In Express

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1C-143. Destin Downtown Shoppin

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 14,508.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 14,508.00

1C-145. Sandpoper Cove North

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 8,160.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 4,200.50
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 12,361.25

1C-146. Gulf Shores Dr.

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

1C-147. Waterview Towers

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 8,231.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 8,231.60

1C-148. East Pass Towers

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,022.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 822.05
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,844.55

1C-149. Gulf Breeze Ct.

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,976.65
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,976.65

1C-150. Destin Pointe Jetty Ea

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

1C-151. Holiday Surf & Racquet

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 8,160.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 8,160.75

1C-152. Destin on the Gulf

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 10,578.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 10,578.75

1C-154. Benning Dr. & Harbor B

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 8,160.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$3,596.00	\$ -
Subtotal						\$ 822.05
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 8,982.80

1C-169. Windgate by Windham

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 6,951.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 6,951.75

1C-172. The Inn at Crystal Bea

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 9,974.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 4,937.85
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 14,912.10

1C-173. Crystal Sands

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 11,787.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,039.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 12,827.35

1C-174. James Lee Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

1C-177. Hampton Inn

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,627.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,627.00

1C-178. Back Porch Restaurant

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ -

2A-200. Captain Leonard Destin

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	3	50	\$ 12.09	\$ 1,813.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 12,694.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,644.10
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 14,338.60

2A-201. clement Taylor Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,627.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,627.00

2A-205. Nancy Weidenhammer par

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 5,742.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 5,742.75

2A-206. Morgan Sports Complex

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	12	125	\$ 12.09	\$ 18,135.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
Subtotal						\$ 22,366.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 22,366.50

2A-207. Buck Destin Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 4,533.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 519.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 5,053.55

2A-208. Dalton Threadgill Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	7	125	\$ 12.09	\$ 10,578.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Clear Width	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 17,832.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 822.05
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 18,654.80

2A-210. Kell-Aire Nature Walk

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 4,836.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	3	1	\$ 519.80	\$ 1,559.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	2	1	\$ 3,596.00	\$ 7,192.00
Subtotal						\$ 13,888.95
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 18,724.95

2A-211. Main Street Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	10	125	\$ 12.09	\$ 15,112.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	6	50	\$ 12.09	\$ 3,627.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
Subtotal						\$ 31,434.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	3	1	\$ 519.80	\$ 1,559.40
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,559.40
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 32,993.40

2A-212. Mattie Kelly Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	4	125	\$ 12.09	\$ 6,045.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	4	50	\$ 12.09	\$ 2,418.00
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	8	50	\$ 12.09	\$ 4,836.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 13,299.00
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	5	25	\$ 12.09	\$ 1,511.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	5	1	\$ 519.80	\$ 2,599.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	3	1	\$ 3,596.00	\$ 10,788.00
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 14,898.25
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 28,197.25

2A-213. June White Decker Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,022.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 3,022.50

2A-214. Norriego Point Beach A

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 519.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 519.80

2A-215. The Shore at Crystal Be

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 2,720.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	4	1	\$ 519.80	\$ 2,079.20
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 2,417.72
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 5,137.97

2A-218. O'Steen Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ -
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	1	1	\$ 519.80	\$ 519.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 519.80
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 519.80

2A-219. Calhoun Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

2A-220. Shirah St. Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 14,205.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	2	25	\$ 12.09	\$ 604.50
	Damaged detectable warning device	Remove and replace detectable warning device	5	1	\$ 519.80	\$ 2,599.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 6,799.50
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 21,005.25

2A-221. Crystal Beach Trail Acc

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	2	1	\$ 519.80	\$ 1,039.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 1,341.85
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 2,853.10

2A-222. Barracuda St. Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	6	125	\$ 12.09	\$ 9,067.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 11,787.75
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	4	25	\$ 12.09	\$ 1,209.00
	Damaged detectable warning device	Remove and replace detectable warning device	7	1	\$ 519.80	\$ 3,638.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
						\$ 8,443.60
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 20,231.35

2A-223. Pompano St. Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	5	125	\$ 12.09	\$ 7,556.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 8,765.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	1	28	\$ 12.09	\$ 338.52
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	7	1	\$ 519.80	\$ 3,638.60
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 8,782.12
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 17,547.37

2A-224. Tarpon St. Beach Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	2	125	\$ 12.09	\$ 3,022.50
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 3,022.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	1	25	\$ 12.09	\$ 302.25
	Damaged detectable warning device	Remove and replace detectable warning device	6	1	\$ 519.80	\$ 3,118.80
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	1	1	\$ 3,596.00	\$ 3,596.00
Subtotal						\$ 7,319.30
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 10,341.80

2A-225. Silver Shells Trail

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
Subtotal						\$ 1,511.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 1,511.25

2A-228 Kell Aire Park

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	8	125	\$ 12.09	\$ 12,090.00
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	0	50	\$ 12.09	\$ -
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 13,601.25
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	3	25	\$ 12.09	\$ 906.75
	Damaged detectable warning device	Remove and replace detectable warning device	10	1	\$ 519.80	\$ 5,198.00
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	1	1	\$ 634.80	\$ 634.80
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ 6,739.55
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 20,340.80

2B-227 Joes Bayou Boat Launch

Sidewalks	Observed Deficiency	Corrective Action	Qty Identified	Est. Repair Qty.	Unit Cost	Total
	Cross Slope deviations greater than 2.00%	SF Remove and Replace Concrete	3	125	\$ 12.09	\$ 4,533.75
	Running slope deviations greater than 5.0%	SF Remove and Replace Concrete	0	125	\$ 12.09	\$ -
	Openings/Gaps greater than ½"	SF Remove and Replace Concrete	1	50	\$ 12.09	\$ 604.50
	Abrupt changes in level greater than ¼"	SF Remove and Replace Concrete	2	50	\$ 12.09	\$ 1,209.00
	Clear Width	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged Concrete	SF Remove and Replace Concrete	1	125	\$ 12.09	\$ 1,511.25
Subtotal						\$ 7,858.50
Curb Ramps						
	Landing Lengths less than 3 feet	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramps with slopes greater than 8.33%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Cross slope deviations greater than 2.00%	SF Remove and Replace Concrete	0	28	\$ 12.09	\$ -
	Landing slope deviations greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Damaged detectable warning device	Remove and replace detectable warning device	0	1	\$ 519.80	\$ -
	Abrupt changes in level greater than ¼"	Remove and replace Curb Ramp	0	1	\$ 634.80	\$ -
	Gaps or openings in the walking surface greater than ½"	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Ramp Widths less than 3 feet	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
	Damaged concrete	Remove and replace Curb Ramp	0	1	\$ 3,596.00	\$ -
Subtotal						\$ -
Ramps with Handrails						
	Ramp lengths over 30'	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp running slopes greater than 8.33%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp cross slopes greater than 2.0%	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp clear width less than 36"	SF Remove and Replace Concrete	0	150	\$ 12.09	\$ -
	Ramp Landing slopes greater than 2.0% in any direction	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing lengths less than 60"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Ramp Landing clear width less than 36"	SF Remove and Replace Concrete	0	25	\$ 12.09	\$ -
	Handrails provided on only one side	LF handrail install	0	30	\$ 185.20	\$ -
	Handrails that are not continuous	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail gripping surface below 34" or less than 38"	LF handrail install	0	30	\$ 185.20	\$ -
	Handrail extensions extending less than 12" horizontally above the landing.	LF handrail install	0	30	\$ 185.20	\$ -
	Damaged concrete	SF Remove and Replace Concrete	0	85	\$ 12.09	\$ -
Subtotal						\$ -
Grand Total						\$ 7,858.50

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**PUBLIC WORKS/PUBLIC SAFETY COMMITTEE
MEETING MINUTES DESTIN CITY HALL BOARDROOM
TUESDAY, SEPTEMBER 12, 2023 - 5:30 PM**

1. CALL TO ORDER & PLEDGE OF ALLEGANCE:

Chairman Wood called the Public Works/Public Safety Committee to order on Tuesday, September 12, 2023, at 5:30 p.m.

2. ROLL CALL:

<u>Members Present</u>	<u>Member Absent</u>	<u>Staff</u>
James T. Wood, Jr.	Marcie Bell	Kim Montgomery Deputy City Clerk
John Green		Michael Burgess PW Director
Tom Weidenhamer		JT Hart PW Deputy Director
John Stephens		Ryan Scott City Engineer
Sam Perman		Noell Bell Building Official
Curtis Smith		

3. NEW BUSINESS:

A) Residential Development Construction Parking Plans

According to Mrs. Noell Bell, Council directed staff to create a construction parking plan for residential developments, noting that most of the city is now built out and most developments or redevelopments that are being built, are on almost all of the usable space, therefore, there is not a lot of room available for deliverables for the site and subsequently, staff has received an outcry from the citizens about the condition and safety of the construction sites. She also explained staff has provided them with the current provisions in the LDC, that does have requirements specifically for residential construction and site specific parking and unloading for construction. She also briefly outlined the three options that staff created for their review and consideration in order to make a recommendation to Council.

Motion by Committee member Perman to recommend City Council approval of Option 3 with Committee member Green providing the second. In discussion, Committee member Weidenhamer spoke of an incident where construction of a home took place in his subdivision and the construction materials and the dumpster along with the vehicles of the workers was continuously in the ROW.

Committee member Smith spoke of how he runs into this a lot as well, and no one pays attention to the signage posted on the job site.

Committee member Green recommends that the FDOT standards should be included in the guidelines.

Mr. Burgess asked if they agree that a staging plan be required as well as providing the

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perimeters.

Committee member Smith suggested that a schematic be included of where the dumpster would be located as well as other pertinent information regarding inspections of the asphalt and concrete that was present prior to the start of the construction. So that if found damaged at the conclusion of the project, the contractor would be found responsible for the repairs at his expense. Committee member Green and Smith both agree that MUTCED guidelines should be included if sidewalks needed to be closed during construction.

The City Engineer suggested including the schematic in the design manual and Chairman Wood agreed that would be a good idea to include it in the Design Manual to ensure that anyone in the construction business will know what the rules are.

Chairman Wood amended the motion to recommend Option 3 with the addition of the items identified to be in the schematics and be included in the design manual and wherever else it ends up being placed. Committee member Smith provided the second and the motion passed with a unanimous vote of 6-0.

B) Revisiting the ADA Transition Plan motion of 07/18/2023, clarification

Mr. Burgess explained this was previously discussed and at the end of the presentation the motion made by Committee member Smith to support staff's work, he would like to have them endorse the plan and recommend to Council to adopt it for more clarity and direction for staff in order to be able to obtain the necessary funding.

Motion by Chairman Wood to recommend to the City Council to adopt the ADA Transition Plan for pedestrian facilities, with Committee member Stephens providing the second. A brief discussion on why it was brought back took place. Additionally, Committee member Stephens had to step away for a call. The motion passed 5-0 with Committee member Stephens not being present for the vote.

4. CONTINUING BUSINESS:

A) 2023-2024 PWPS Work Plan, for approval

Chairman Wood explained their plan is basically the same, however, he did make some modifications to the wording and removed the speakers because currently, he wants to work on reducing the length of their meetings. Therefore, until a time where he feels they can have functional meetings and speakers and it not to have two plus hour long meetings, he will keep it as it is.

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Motion by Chairman Wood to adopt the Public Works/Public Safety Meeting Workplans with Committee member Weidenhamer providing the second, the motion passed with a 6-0 vote.

B) Speed Hump Policy, for approval

Mr. Burgess explained to the members that he has gone through and made the revisions and corrections from their discussions, and it is now ready to bring it before the Council for adoption.

Motion by Committee member Green that the Public Works/Safety Committee approves the draft speed hump policy and recommends it be brought before the City Council for their consideration and possible approval at their second meeting in September. Committee member Weidenhamer provided the second. With no further discussion, the motion passed with a 6-0 vote.

C) Speed Analysis, Kelly Street, and others

Mr. Burgess explained staff was tasked to take a comprehensive look at speeding issues in the city, and with that direction, staff deployed the stealth speed devices in various areas for 3-4 days at a time, to determine if there are truly speeding issues. Out of the various areas in the city where people have complained and wanted investigated, Kelly and Spring Lake Drive, Kelly and Fleshman, Beach Drive and Second, Indian Trail and Jupiter did not meet the warranted guidelines. However, Indian Trail at Mesa & Lauren However, did meet the warranted 85th percentile being 13 mph over the speed limit and staff will get with the applicant to start the process.

Motion by Committee member Weidenhamer for the Engineering Department to recommend to City Council, at their second meeting in September, to direct the City Manager to have staff get with the applicant to start the process to install speed humps on Indian Trail at Mesa Drive and Lauren Court, with Chairman Wood providing the second.

In discussion, Committee member Stephens stated that he travels Lauren Court a lot and sees the speeding problems daily and even has had people ride his bumper however, he is not in favor of the request.

According to the City Engineer, going forward, staff will be placing the device on Wednesday evenings throughout the weekend in all locations where a request is made so that they have a consistent analysis. With no further discussion, Chairman Wood called for the vote and **the motion passed with a 5-1 vote with Committee member Stephens dissenting.**

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D) Public Works and Emergency Management Update

Mr. Burgess provided the members with the current status of projects in his department as well as the status of the vacant positions his department has. The members briefly discussed strategies that should be put in place to get the positions filled.

E) Stormwater/Floodplain Management Issues from the Committee or Public

Chairman Wood opened the public portion of the meeting for comment. With no one coming forward, he closed the public.

6. DISCUSSION:

➤ **Committee Member Discussion and Updates:**

A) Curtis Smith – Spoke of an incident he witnessed of an 18 wheel truck parked in the right lane on Airport Road at Destin Surgery Center and how it doesn't seem to be practical or safe to be blocking the lane, especially during the peak time of morning rush hour traffic. Mr. Burgess suggested that if he witnesses this again, to contact the Code Compliance division.

7. ADJOURNMENT:

Having no further business at this time, the meeting adjourned at 6:30 p.m.

Adopted and approved this _____ day of _____ 2023.

John Green, Vice Chairman

Kim Montgomery, Deputy City Clerk

RESOLUTION 23-25

A RESOLUTION OF THE CITY COUNCIL OF DESTIN, FLORIDA, ADOPTING AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS AND IMPLEMENTATION OF THE TRANSITION PLAN, AS REQUIRED BY THE LOCAL AGENCY PROGRAM (LAP); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Destin wishes to be in compliance with the Americans with Disabilities Act (ADA) for the benefit of the citizens of and visitors to Destin.

WHEREAS, the adoption of an ADA compliance transition plan is required to maintain the City's Local Agency Program (LAP) certification.

WHEREAS, Baskerville-Donovan was hired to perform an evaluation of all City pedestrian infrastructure to identify where barriers to accessibility exist and prioritize improvements to address accessibility, safety, & security, as specified by the ADA.

WHEREAS, Baskerville-Donovan, on behalf of the City, has developed an ADA Transition Plan with steps to mitigate barriers to accessibility and to begin implementation of improvements based on anticipated funding.

WHEREAS, the ADA Transition Plan developed for the City is to be used as a guide for implementing remediation where warranted; and

WHEREAS, the facilities improved may vary based on prioritization and funding capacity, but the Town commits to continued improvement every year.

IT IS HEREBY RESOLVED BY THE CITY OF DESTIN AS FOLLOWS:

Section 1. Incorporation of Whereas Clauses. The above "Whereas" clauses are hereby incorporated by reference as though fully set forth herein.

Section 2. Adoption of an ADA Transition Plan. The ADA Transition Plan, as developed on behalf of the City by Baskerville-Donovan, with the understanding that it is to be used as a guide, is hereby adopted by the City Council of the Destin.

Section 3. Effective Date. This resolution shall take effect immediately upon its adoption by the City Council.

ADOPTED this ____ day of _____, 2023 by the City Council of Destin, Florida.

CITY OF DESTIN, FLORIDA

Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE AND RELIANCE OF THE CITY OF DESTIN SOLELY:

Kimber Kopp, City Attorney

2023-7045

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Action Item**AGENDA OUTLINE NUMBER:**

3.A.

TO: City Council**THRU:** Lance Johnson, City Manager
Jeffrey Cozadd, Grants Manager
Krystal Strickland, Finance Director**FROM:** Michael Burgess, Public Services Director**DATE:** 09/08/2023**SUBJECT:** Demolition of Three Structures for Crosstown Connector, authorization to issue a Purchase Order

I. BACKGROUND: As part of the Crosstown Connector Project, certain real properties were required for purchase. Those purchases were completed in August of 2023. The next step is to demolish the purchased structures along with appurtenances to said buildings.

II. DISCUSSION: The City advertised RFB 23-08-PW, Demolition of Three Structures and Appurtenances the first week of September 2023. The City received and opened four bids on October 5th. The Bid Committee then met to discuss and score the submittals on October 10th. After the scores were tabulated, a motion was passed to recommend to City Council that Cross Environmental Services, Inc. be selected to perform this work at a proposed cost of \$88,920.

Note: Staff has already started the coordination process with the utility companies and our strategic partners to make this process as smooth as possible. The neighborhood will be advised as to the schedule of the work one week prior to its commencement.

Attachments:

ATT1 - RFB 23-08-PW, Demolition of Three Structures and Appurtenances

2023-7045

ATT2 - Maps depicting the structures to be demolished.

ATT3 - Bid Submittal of CES, Inc.

ATT4 - Bid Tabulation Scoresheet

A. Link to Strategic Goals / Objectives: I. Financially Sound City providing Service Excellence

II. Enhanced Quality of Life and Safety for Families

IV. Effective, Efficient, and Aesthetically Pleasing Infrastructure

V. Improve Mobility and Connectivity

B. Effect on Budget (EOB): The following budgeted funds are available for demolition:

	31554032-565000-		
	31554031-565000-	EN615	
	EN615	Multi-Modal	
	Gas Tax #2	Impact Fees	TOTAL
	\$ 1,000,000	\$ 26,307	\$ 1,026,307
FY 24 Adopted Budget*	1,000,000	26,307	1,026,307
Previous Expenses/Encumbrances	-	-	-
Available Program Budget	1,000,000	26,307	1,026,307
This Agreement +(-)	(88,920)	-	(88,920)
FY 24 Remaining Program Budget	\$ 911,080	\$ 26,307	\$ 937,387

C. Level of Service (LOS): Removal of three structures (1 tri-plex and 11 townhomes) in preparation for the construction of the last segment of the Cross Town Connector.

D. Legislative Sponsor:

III. CONCLUSION: If approved, staff will prepare a Purchase Order for the City Manager's signature as soon as possible. The RFB stated that all work should be completed by December 1, 2023.

IV. RECOMMENDED MOTION: I move that the City Manager be authorized to issue a Purchase Order to Cross Environmental Services, Inc. in the amount of \$88,920 to demolish three structures necessary to complete the Cross Town Connector.

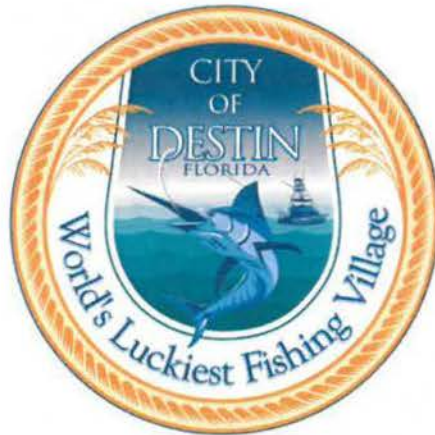
Attachments:

1. ATT1: RFB 23-08-PW Demo of Three Structures
2. ATT2: RFB 23-08-PW Demo Structure reports all
3. ATT3: CES Bid
4. ATT4: RFP 23-08-PW - Demo - Bid Committee Scores

CITY OF DESTIN, FLORIDA

**REQUEST FOR BIDS
RFB NO. 23-08-PW**

**DEMOLITION, SALVAGE, AND REMOVAL OF
THREE STRUCTURES AND APPURTENANCES**



City of Destin, Florida
August 31, 2023

Lance A. Johnson, City Manager
Phone (850) 837-4242
Facsimile (850) 837-3267
4200 Indian Bayou Trail
Destin, Florida 32541

**REQUEST FOR BIDS
RFB NO. 23-08-PW
DEMOLITION, SALVAGE, AND REMOVAL OF THREE STRUCTURES AND APPURTENANCES**

NOTICE TO BIDDERS

The City of Destin, Florida, is currently receiving sealed competitive Bids for the demolition of three structures and appurtenances for the City of Destin.

Bid specifications for this project can be obtained from the City Clerk's Office at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541. Bid submissions must be received by the City Clerk's Office at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541, in a sealed envelope clearly marked **"RFB No. 23-08-PW, DEMOLITION, SALVAGE, AND REMOVAL OF THREE STRUCTURES AND APPURTENANCES"**, along with the name, return address and telephone number of the bidder, no later than 2:00 p.m. CST, on **October 5, 2023** at which time they will be opened. The City reserves the right to reject any and all Bids or portions thereof, to waive minor defects and informalities in the process, to accept the Bid(s) or take any other actions deemed by the City to be in the City's best interest.

Reports for each structure (from the Okaloosa County Property Appraiser's website) are attached to this RFB.

Lance A. Johnson
City Manager

REQUEST FOR BIDS
RFB NO. 23-08-PW
DEMOLITION, SALVAGE, AND REMOVAL OF THREE STRUCTURES AND APPURTENANCES

1.0 INTRODUCTION

The City of Destin is issuing a Request for Bid (RFB) to secure proposals from qualified contractors for the **DEMOLITION, SALVAGE, AND REMOVAL OF THREE STRUCTURES AND APPURTENANCES**. This project is funded as a City of Destin Fiscal 2024 Capital Improvement Project.

It is the responsive bidder's responsibility to read and understand the requirements of this request for bid. Responsive bidders are required to state exactly what they intend to furnish the City of Destin via this solicitation and must indicate any variances to the terms, conditions and specifications of this proposal, no matter how slight. If variations are not stated in the proposal, it shall be construed that the bid fully complies with all conditions identified.

Before submitting a bid, each responsive bidder will, at bidder's own expenses, make or obtain any additional examinations, investigations and studies, and obtain any additional information and data that may affect costs, permitting, progress, performance of furnishing of the project and that the responsive bidder's deems necessary to determine its proposal.

Responsive bidder will examine all documents included in this Request for Bid (RFB) carefully and shall make a written request to the City's authorized representative for interpretation or correction of any ambiguity, inconsistently, or error herein.

Any interpretation or correction will be issued as an Addendum by the City. Only a written interpretation or correction by Addendum shall be binding. Responsive bidders are cautioned against relying up on any interpretation or correction given by any other method.

The submission of a bid shall not be deemed an agreement between the responsive bidder and the City. The bid is a contractual offer by the responsive bidder to perform services in accordance with the Bid Solicitation. The City shall not be obligated to respond to any bid submitted nor be bound in any manner by the submission.

2.0 INSTRUCTION TO RESPONDENTS

- A. All RFB's will be publicly opened and recorded for acknowledgement of receipt in the City Hall Boardroom on **October 5, 2023** no later than 2:00 P.M. (CST). All responsive bidders or their representatives are invited to be present. The City Hall Boardroom is located at Destin City Hall, 4200 Indian Bayou Trail Destin, FL 32541.
- B. Any responses received after the stated time and date will **NOT** be considered. It shall be the sole responsibility of the responsive bidder to have their RFB submittal **delivered to City Clerk's Office** for receipt on or before the above stated time and

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- date. RFB responses which arrive after the above stated deadline as a result of delay by the mail service shall not be considered, and arrangements shall be made for their return at the responsive bidder's request and expense. The City reserves the right to consider submittals that have been determined by the City to be received late due solely to mishandling by the City after receipt of the RFB and prior to the award being made.
- C. Respondents may request information regarding the RFB in writing from City Clerk Rey Bailey, clerk@cityofdestin.com. Such a request shall be received in writing at least seven (7) days prior to the submittal deadline.
- D. If any addendum(s) are issued to this Request for Bid, the City will attempt to notify all prospective respondents. It shall be the responsibility of each respondent, prior to submitting the RFB response, to contact the City Clerk's Office, at (850) 837-4242 to determine if any addendum(s) were issued and to complete any addendum acknowledgements as part of their RFB response.
- E. Complete and submit Responsive Bidder Qualification Statement, form herein as Exhibit B. Clearly indicate the legal name, address and telephone number of the responsive bidder. Responses shall be signed above the typed or printed name and title of the signer. The signer shall have the authority to bind the responsive bidder to the submitted RFB. Responsive bidders must note their Federal I.D. number on their RFB submittal.
- F. One (1) original, so designated, six (6) copies for a total of seven (7) submissions, and one (1) digital copy of the RFB responses (on USB drive). Submissions shall be portrait orientation, "8 1/2 X 11" where practical and double-sided. One sheet of paper printed on both sides is considered 2 pages. **Please do not use wire spiral bindings, plastic covers, and plastic binding materials for your submittals.**
- G. All expenses for making RFB submittals to the city are to be borne by the responsive bidder.
- H. Responses shall be evaluated by the Bid Committee based on all information submitted and the lowest, most responsive and responsible bidder will be recommended to the City Council for approval.
- I. The Bid Committee shall consist of City of Destin staff members.
- J. Each responsive bidder, by submission of an RFB submission, acknowledges that in the event of any legal action challenging the award of the RFB; damages, if any, shall be limited to the actual cost of the preparation of the RFB.
- K.

PROCUREMENT SCHEDULE	
Tasks	Date
RFB Advertised	Week of September 4, 2023
On-Site Pre-Bid Meeting (not mandatory)	September 21, 2023 at 9am (Thursday)

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Last Day for Questions to be Submitted	September 28, 2023
Due Date/Bid Opening	October 5, 2023
Tentative Date - Bid Committee Evaluation	October 12, 2023
Tentative Date - City Council Meeting	October 16, 2023
Tentative Date - Notice of Award	Week of October 16, 2023
Tentative Date - Execution of Contract	Week of October 16, 2023
Tentative Date - Notice to Proceed	Week of October 16, 2023
On-Site Pre-Demolition Meeting	TBD
Project Completion By	Friday December 1, 2023

3.0 PROJECT CONTRACTOR REQUIREMENTS

The City of Destin is seeking an independent contractor, to include all necessary independent subcontractors, with all applicable licenses for work on this project.

3.1 Licensing Requirements

Provide all applicable contractor licenses: include license name, license numbers and contact information. Contractor must be Florida Certified or Okaloosa Registered and provide a license of qualifier. Must also register in the City of Destin <https://www.cityofdestin.com/DocumentCenter/View/12259/Contractor-Packet>

3.2 Insurance Requirements

- a. Respondents shall be required to provide proof of General Liability Insurance with a minimum liability insurance requirement of \$1,000,000 for combined single limit and Worker's Compensation Insurance in accordance with the laws of the State of Florida and in amounts sufficient to secure the benefits of the Florida Workmen's Compensation Law for all types of employees, including those of subcontractors.
- b. Respondent shall produce proof of insurance in the types and amounts required by the City, including the foregoing and any additional coverages, including Automobile Liability and or Builder's Risk Insurance, as may be defined at the time of contract. The City shall be named as an additional insured party and all binders, policies or certificates of insurance shall include a provision that such insurance coverage shall not be cancelled or amended without at least thirty days' notice to the City. All coverage shall be with carriers admitted doing business in the State of Florida. Carriers shall be A rated (or better) by A M Best Company. City reserves the right to modify its insurance requirements with 60 days' notice.

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3.3 Bonding Requirements

Performance and Payment Bond - A performance and payment bond will not be required for this project.

3.4 Permitting Requirements

Contractor is required to obtain all required permits prior to the start of construction.

- a. City of Destin Demolition Permit – each parcel will require a separate permit
- b. City of Destin Right of Way Permits – each parcel will require a separate permit
- c. All applicable and/or required federal, state, and local permits

3.5 Codes and Standards

All project work shall be done in accordance with all applicable Federal, State and local codes and standards which include, but not limited State Building Codes, City Codes and Ordinances, etc.

4.0 CONTRACTOR SCOPE OF SERVICES (PLANNING AND LOGISTICS)

Description: The successful bidder should possess broad expertise in demolition. Services required may include any of the following:

1. Providing advice on matters and participate in the planning of projects related to the demolition and clean-up of the buildings and appurtenances located at:
 - 601 – 611 Sandalwood Dr
 - 602 – 608 Sandalwood Dr
 - 700 Legion Dr
2. Creating, reviewing, and revising demolition and clean-up plans.
3. Preparing necessary reports to the City related to the project's progress.
4. Providing project management and inspections during the preparation, demolition, and clean-up and providing any requested reports to the Chief Building Official, or their designee.
5. Professional support and advice to City staff.
6. Providing other related services as requested by the City of Destin.
7. Attending City meetings, public hearings and conferences with funding and regulatory agencies, if necessary.
8. Prior to the primary demolition activities, the contractor will remove (with minimal breakage) any and all windows, glass, or mirrors from the structure. City staff will perform a pre-demo inspection to ensure that these materials have been completely

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removed. Once approved by City Staff, the contractor may begin the demolition process.

9. Once the demolition waste has been removed from the site, the contractor will remove any remaining debris over 1" in length from the site to a depth of 6".

4.1 PROJECT SPECIFICATIONS & SCOPE OF WORK

Ability to meet or accomplish the following specific project requirements:

1. Successful Bidder, at Successful Bidder's cost, shall secure the necessary permits, including Demolition and Right-of-Way Construction Permits as required by the City of Destin.
2. Coordinate with City Staff to discontinue utility services.
3. Contractor will cut and cap all City Sewer, Storm Sewer and Water lines within the right-of-way and obtain a Cut/Cap Inspection from the City's Department of Community Development by calling (850-654-1119). Water lines will be capped at the meter and sewer caps will be clearly marked for future use.
4. Install erosion and sedimentation control measures to include perimeter silt fence and shall be installed in accordance with LDC Article 11.09.03.
5. Provide for the protection of adjacent structures to include dust and vibration mitigation measures throughout the project by wetting the structures during and after demolition.
6. Demolition and removal of all groundcovers (trees and shrubbery) and irrigation systems.
7. Demolition and removal of main structures, any accessory structures, footings, mailboxes, sidewalks, patios and concrete slabs.
8. Removal of all other interior impervious surfaces on the site to include swimming pools.
9. Completely remove all building material, rubbish, or refuse from the project site. No material or debris may be buried on site.
10. Furnish to the City all documentation regarding the proper disposal of all rubbish, soil, refuse, and any other debris.
11. The Contractor shall keep the surface of the streets affected by its work in a clean, neat, and safe condition, limiting to the extent possible dust and smoke on and around the project site. The Successful Bidder shall sprinkle with water or otherwise treat the site surface and surrounding area being used by the contractor (i.e. street, right-of-way, etc.) sufficiently to keep down any dust generated during the progress of work. Successful Bidder must remove all piles of dirt or debris.
12. There shall be NO fires of any kind or burning of any debris.
13. Contractor will arrange for each structure to be tested for asbestos. Contractor will provide both the City's Department of Community Development and the Project Manager with results of the analyses. Contractor will be responsible for the proper

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removal of any asbestos and will comply with applicable laws related thereto.

14. Fill/Backfill to attain indicated specified grades:

- a. Grades shall not be completed as to cause any increase of water velocity or damming of surface water as to create a water issue at adjacent or neighboring sites.
- b. Once all demolition debris and debris >1" to a depth of 6" have been removed. The Contractor will provide a finish rake/combing of the site.

15. Limit hours of operation to Monday through Friday during the hours of 7:00 a.m. to 7:00 p.m. Hours of Operation on weekends is from 8am to 6pm. Special hours of operation outside normal hours must be pre-approved by the City. No construction or demolition noise is allowed on Federal holidays.

16. Project implementation for this scope of work under this RFB includes all labor, materials, equipment and services required for construction/demolition including any permitting, compliance with all federal, state and local codes and construction of the project.

17. Work Zone Traffic Control – Work zone traffic control will be provided during all project phases in compliance with standards identified in the Manual of Traffic Control Devices (MUTCD) and Florida Department of Transportation Standard Plans 102-600 series.

4.2 Schedule for Delivery of Materials

The successful respondent shall be responsible for receiving all materials delivered.

4.3 Waste Disposal

Contractor shall be responsible for disposal of all waste and debris.

4.4 Site Utilities (Potable Water, Wastewater, and Storm Drainage/Stormwater)

All site utilities shall be demolished to the right-of-way line in accordance and coordination with each utility owner.

4.5 Material Data

No use of backfill or supplemental sand is expected.

4.6 Labor and Materials Warranty

Bidder should include information in this submittal on any warranties for labor/installation provided directly by the bidder. Bidder shall also provide manufacturer warranty information any products installed.

4.7 Project Meetings and Documentation Deliverables

Project progress meetings will be required and shall be weekly or bi-weekly at the

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City's discretion. Project documentation shall be provided to the City at different stages of construction. Pre-construction photos of the entire project site will be required. Daily reports with photos shall be submitted at each progress meeting or at the City's discretion. A copy of the asbestos report for the five-unit townhome shall be provided to the City prior to the notice to proceed with the demolition component of this facility.

4.8 Pre-Demolition Salvaging of Fixtures, Equipment and Building Components

Contractor shall have salvage rights to building materials and contents. Contractor may remove any fixtures, equipment or building components desired prior to the commencement of demolition. The City is in no way responsible for the condition, or function of any fixture, equipment or building component salvaged. After the Notice to Proceed has been issued, the contractor may arrange with the Project Manager to inspect and salvage those items desired.

5.0 DISCLOSURES

5.1 No Contact Clause

All prospective bidders are hereby instructed to not contact any member of the City of Destin City Council, City Manager, or City of Destin staff member other than the authorized city contact person identified below, regarding this solicitation or the bidder's submittal package. In order to ensure a fair, competitive, and open process, once a project is advertised, all communications between interested bidders and the City must be directed to:

City Clerk Rey Bailey
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242
clerk@cityofdestin.com

Office Hours: Monday- Friday, 8:00 A.M. TO 5:00 P.M.

Any such contact with anyone but the Clerk may be cause for rejection of your submittal.

5.2 Inquiries

The City will not respond to oral inquiries. Proposers may submit written, e-mailed or faxed, inquiries regarding this RFB. The City will respond to written, e-mailed or faxed; inquiries received at least five (5) working days prior to the RFB due date. The

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last day for inquiries is **September 28, 2023**. Questions or requests for Bid documents, plans and specifications regarding this RFB may be directed to the City Clerk, 4200 Indian Bayou Trail 32541 (850) 837-4242 or rbailey@cityofdestin.com

5.3 Addenda

Submitter acknowledges that it is the submitter's responsibility to determine whether an Addendum has been issued; and if so, to obtain copies of such Addendum from the City Clerk of Destin, and agrees to be bound by all addenda that have been issued for this Request for Proposal. If addendum is issued, responsive bidder shall sign and return each addendum with the submittal package. Failure to return signed any and all addenda may disqualify the submittal.

5.4 Conflict of Interest Disclosure

Each proposal is subject to the provisions of Florida Statutes, Chapter 112, providing that all responsive bidders must disclose with the RFP submittal the name of any officer, director, or agent who is also a public officer or an employee of the City of Destin. Further, all responsive bidder must disclose the name of any City officer or employee who owns, directly or indirectly, an interest of five percent or more in the Bidding firm.

5.5 Drug-Free Workplace Program

Preference may be given by the City of Destin to companies demonstrating a Drug-Free Workplace Program whenever two or more proposals, which are equal in respect to quality and service, are received and rated by the City. Responsive bidders intending to demonstrate a Drug-Free Workplace Program shall provide certification form with the RFB submittal.

5.6 Public Entity Crime Disclosure

Each submittal shall contain a completed Public Entity Crime Form (Attachment #1) pursuant to Florida Statutes, Section 287.132-133, providing that no public entity shall accept any proposal from or award any contract to, or transact any business in excess of the threshold amount for Category Two (\$25,000) for a period of thirty-six months from the date placed on the convicted vendor list.

5.7 Reservation of Rights

The City reserves the right to reject any and all proposals or portions thereof, to waive minor defects and informalities in the process, to re-advertise, to accept the proposal or award multiple proposals or take any other actions deemed by the City to be in the City's best interest.

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5.8 Public Records

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (850) 837-4242, CITY CLERK, 4200 INDIAN BAYOU TRAIL, DESTIN, FL.

The successful responsive bidder shall:

1. Keep and maintain public records required by the CITY to perform the service.
2. Upon request from the City's custodian of public records, provide the CITY with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this FS Chapter 119 or as otherwise provided by law.
3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONTRACTOR does not transfer the records to the public agency.
4. Upon completion of the contract, transfer, at no cost, to the CITY all public records in possession of the contractor or keep and maintain public records required by the CITY agency to perform the service. If the GROUP transfers all public records to the CITY upon completion of the contract, the CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONTRACTOR keeps and maintains public records upon completion of the contract, the GROUP shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CITY, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the CITY.

6.0 BID & SUBMITTAL REQUIREMENTS

All bids to be considered must be in the possession of the Destin City Clerk no later than 2:00 p.m. CST, on **October 5, 2023**. Submittals may be mailed or delivered to the Office of the City Clerk at the address below and shall be submitted in a sealed envelope clearly marked shall be submitted in a sealed package clearly marked on the outside "**RFB NO. 23-08-PW, DEMOLITION, SALVAGE, AND REMOVAL OF THREE STRUCTURES**

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AND APPURTENANCES” and note the time and date of the opening. Regardless of method of delivery, each responsive bidder shall be responsible for their Bid being delivered on time, as the City of Destin assumes no responsibility for same. Proposals offered or received after the time set for the Bid Opening will be rejected and returned unopened to the submitter.

Mailing and Hand Delivery Address:

City Clerk Rey Bailey
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242
clerk@cityofdestin.com

Office Hours: Monday- Friday, 8:00 A.M. TO 5:00 P.M.

6.1 Submittal Preparation

Submittals should be prepared in the following order:

1. **Submittal Coversheet:** provide a submittal cover sheet that includes project number, project name, bid opening date and responsive bidder contact information.
2. **Bid Form**, Exhibit A
3. **Responsive Bidder Qualification Statement**, Exhibit B
4. **Completed Public Entity Crime Form**, Exhibit C
5. **Completed Drug Free Workplace Certification Form**, Exhibit D
6. **Completed Bid Bond Form**, Exhibit E
7. **Qualification and Experience Narrative (no more than 2 pages, single-spaced, one-sided)**
8. **Project Approach and Timeline Proposal (no more than 2 pages, single-spaced, one-sided)**
9. **Three (3) References (will contain the following at a minimum)**
 - a. Name
 - b. Organization
 - c. Types of Services Provided
 - d. Telephone Number
 - e. E-mail
10. **Proof of Insurance:** provide proof of insurance meeting minimum insurance requirements as outlined in section 3.2 Insurance Requirements.
11. **Proof of licensing and certifications:** provide proof of licensing and certifications meeting minimum requirements as outlined in section 3.1 License Requirements.
12. **Addendums** (if applicable)

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One (1) original, so designated, six (6) copies for a total of seven (7) submissions, and one (1) digital copy of the RFB responses (on CD or USB drive). Submissions shall be portrait orientation, "8 1/2 X 11" where practical and double-sided. One sheet of paper printed on both sides is considered 2 pages. Please do not use wire spiral bindings, plastic covers, and plastic binding materials for your submittals.

Failure to provide any of the above listed mandatory information shall result in the elimination of the submittal package from consideration.

6.2 Criteria for Determining Lowest, Most Responsive and Responsible Bidder

The City of Destin's Bid Committee will recommend the lowest, most responsive and responsible bidder to the City Council for their approval. The criteria to be used for this determination is listed below by relative order of importance.

EVALUATION CRITERIA	POINTS
Price Proposal/Warranties	40
Qualifications/Experience	20
Project Approach/Proposed Timeline	20
Past Performance/References	20
TOTAL	100

1. Price Proposal (Lump Sum)

- a) Costs will be evaluated based on the Lump Sum Prices provided.
- b) Are costs reasonable compared to the work performed? Are assumptions used in developing costs reasonable?
- c) Did responsive bidder provide all the requested cost information?
- d) How competitive is the price proposal compared to the others received?

2. Qualifications and Experience

- a) Does the contractor have the experience necessary to carry out the specific work for this project? Does the contractor have experience with similar projects?
- b) Does the background and qualifications of individual key team members provide proven technical, operational, and managerial experience needed to handle the proposed project? Are the company structure and the relation of the project team clearly shown?
- c) Do financial qualifications clearly demonstrate financial stability of the company?

3. Project Approach and Performance Differentiators

- a) Does the submittal include detailed information that demonstrates the responsive bidder's understanding of the scope of work and how they intend to meet the objectives of the project?

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- b) Does submittal demonstrate the firm's ability to manage existing budgets and implement cost controls throughout a project?
- c) Has responsive bidder demonstrated knowledge of local site conditions and applicable requirements? Does submittal contain approach to receiving permitting and maintaining the original construction scheduled as provided for in the scope of work?
- d) Is project approach specific, describing the means and methods of accomplishing the work. Does it identify any key issues on the project and/or propose some potential solutions?
- e) Does contractors schedule and availability practical and meet project requirements?

4. Past Performance

- a) Do past performance evaluations and/or past performance information provided reflect a trend of satisfactory performance?
Basis of evaluation:
 - (i) A pattern of successful completion of work
 - (ii) A pattern of work identical to, similar to, or related to the work the project requires.
 - (iii) Ability shown, through workmanship provided on other projects.
- (b) Did the supplied references affirm the company's quality of work?

EXHIBIT A

CITY OF DESTIN, FLORIDA
RFB NO. 23-08-PW,
DEMOLITION, SALVAGE, AND REMOVAL OF THREE STRUCTURES AND
APPURTENANCES

BID FORM

PART I Bid submitted by:

Company: _____

Address: _____

City & State: _____ Zip Code: _____

Telephone: _____ Fax: _____

E-mail: _____ F

Number of Years in Business: _____ Contact Name _____

PART II (complete as appropriate, include additional sheets as needed)

List the total bid cost to the City of Destin. Note, if bid is payment to City or cost to City based on salvage and demolition costs.

Item Description	Units	\$/Unit	Units	Bid Amount
Demolition of 601-611 Sandalwood Dr Townhouse structure and appurtenances per scope provided	lump	NA	NA	\$
Demolition of 602-608 Sandalwood Dr Townhouse structure and appurtenances per scope provided	lump	NA	NA	\$
Demolition of 700 Legion Dr structure and appurtenances per scope provided	lump	NA	NA	\$
Asbestos Testing for all buildings/units	lump	NA	NA	\$
Other – use separate sheets as necessary for description and tabulation	lump	NA	NA	\$
		Total		\$

THE BID FORM IS CONTINUED ON THE NEXT PAGE

Proposed Timeline: (timeline for construction with projected completion date):

--

PART III Certifications:

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I(we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: _____
(Print or Type)

Signature: _____

Date of Bid: _____

Note: See RFB Section III, Bid Requirements, and attach all required information to Bid form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful Bidder based upon their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

EXHIBIT B
RESPONSIVE BIDDER QUALIFICATION STATEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

Submitted By: _____

Name: _____

Address: _____

City, State, Zip: _____

Telephone No.: _____

Fax No.: _____

Check One

☐ Corporation

☐ Partnership

☐ Individual

☐ Other

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

The correct name of the responsive bidder is:

The address of the principal place of business is:

2. If responsive bidder is a corporation, answer the following:

- a. Date of Incorporation: _____
- b. State of Incorporation: _____
- c. President's name: _____
- d. Vice President's name: _____
- e. Secretary's name: _____
- f. Treasurer's name: _____
- g. Name and address of Resident Agent: _____

3. If responsive bidder is an individual or a partnership, answer the following:

- a. Date of organization: _____
- b. Name, address and ownership units of all partners:

- c. State whether general or limited partnership: _____

4. If responsive bidder is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

-
-
5. If responsive bidder is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

6. How many years has your organization been in business under its present business name?
-

Under what other former names has your organization operated?

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.
-
-

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:
-
-

9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)
-
-

10. State the name of the individual who will have personal supervision of the work:
-

11. State the name and address of attorney, if any, for the business of the responsive bidder:
-

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the responsive bidder's business and indicate the percentage owned of each such business and/or individual:
-
-
-

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by responsive bidder:

14. Annual Average Revenue of the responsive bidder for the last three years as follows:

		<u>Revenue Index Number</u>
a.	Government Related Work	
b.	Non-Governmental Related Work	
	Total Work (a +b):	

Revenue Index Number

1.	Less than \$100,000
2.	\$100,000 to less than \$250,000
3.	\$250,000 to less than \$500,000
4.	\$500,000 to less than \$1 million
5.	\$1 million to less than \$2 million
6.	\$2 million to less than \$5 million
7.	\$5 million to less than \$10 million
8.	\$10 million to less than \$25 million
9.	\$25 million to less than \$50 million
10.	\$50 million or greater

15. Bank References:

Bank	Address	Telephone

16. What will be your turnaround time for written responses to City inquiries?

17. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the responsive bidder, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

18. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the responsive bidder or its predecessor organization(s) during the last five (5) years. The list

shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute.

19. List and describe all criminal proceedings or hearings concerning business related offenses to which the responsive bidder, its principals or officers or predecessors' organization(s) were defendants.

20. Has the responsive bidder, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

The responsive bidder acknowledges and understands that the information contained in response to this qualification statement shall be relied upon by owner in awarding the contract and such information is warranted by responsive bidder to be true. The discovery of any omission or misstatement that materially affects the responsive bidder qualifications to perform under the contract shall cause the owner to reject the submittal, and if after the award, to cancel and terminate the award and/or contract.

(Signed) _____

(Title) _____

Subscribed and sworn to before me

This _____ day of _____, 20 _____

Notary Public (Signature)

My Commission Expires: _____

END OF SECTION

EXHIBIT C
PUBLIC ENTITY CRIMES DISCLOSURE

SWORN STATEMENT UNDER SECTION 287.133 (3) (A)
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER
OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid, Proposal or Contract _____

2. This sworn statement is submitted by _____ whose business
address is _____

and (if applicable) Federal Employer Identification Number (FEIN) is _____ (If the entity
has no FEIN, include the Social Security Number of the individual signing this sworn statement:

3. My name is _____ and my relationship to the entity named
above is _____

4. I understand that a "public entity crime" as defined in Paragraph 287.133(a)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(a)(b), Florida Statutes, means finding of guilt or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of records relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

1. A predecessor or successor of a person convicted of a public entity crime; or
2. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one of shares constituting a controlling income among persons when not for fair interest in another person, or a pooling of equipment or income among persons when not for fair market value under a length agreement, shall be a prima facie case that one person controls another person. A person who was knowingly convicted of a public entity crime, in Florida

during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of the state or of the United States with the legal power to enter into a binding contract for provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies)

____ Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

____ The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. (please attach a copy of the final order)

____ The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in public interest to remove the person or affiliate from the convicted vendor list. (please attach a copy of the final order)

____ The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by, or pending with, the Department of General Services.)

(Signature) Date: _____

STATE OF FLORIDA
COUNTY OF _____

PERSONALLY APPEARED BEFORE ME, the undersigned authority, who, after first being sworn by me, affixed his/her signature at the space provided above on this _____ day of _____, 2020, and is personally known to me, or has provided _____ as identification.

Notary Public

My Commission expires:

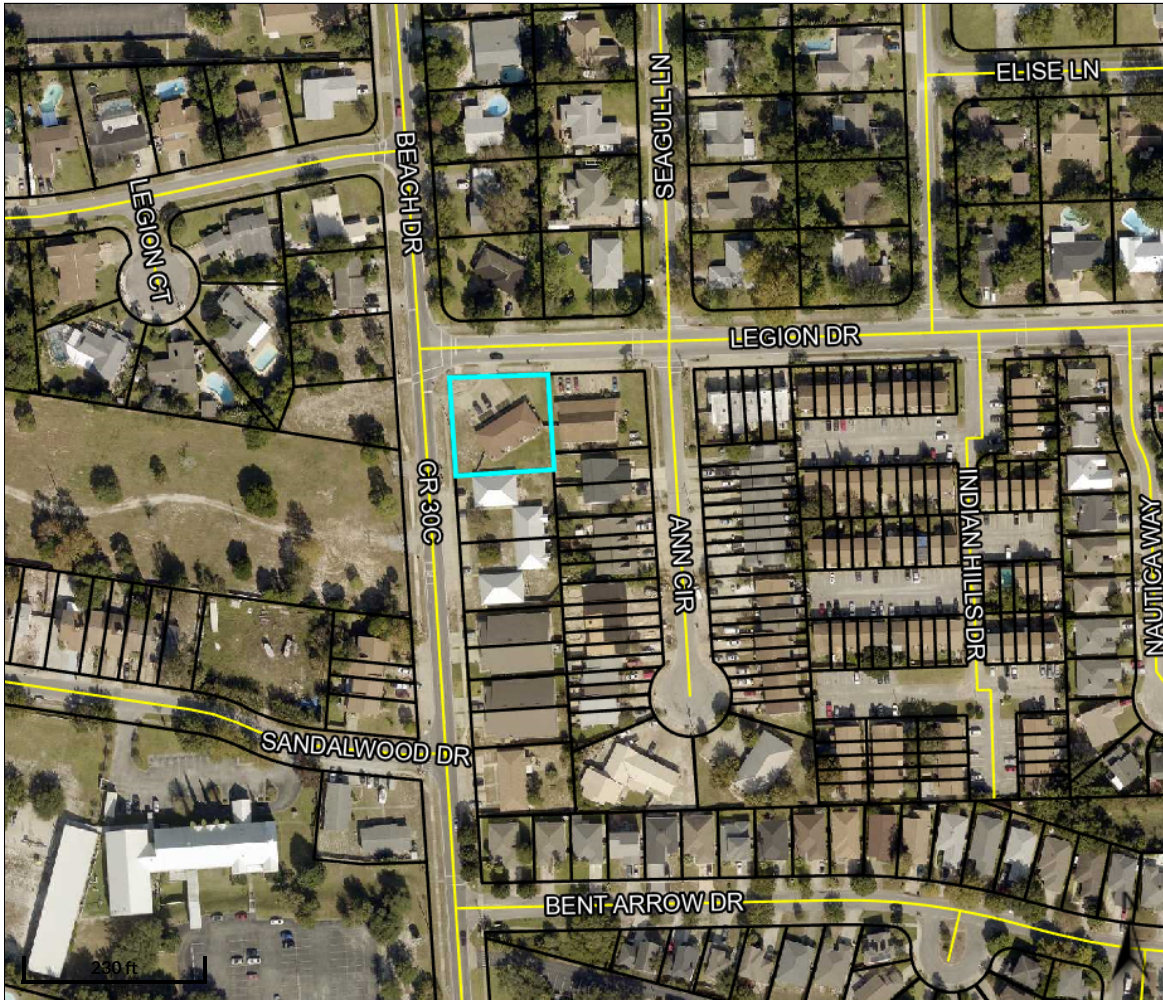
EXHIBIT D
DRUG-FREE WORKPLACE CERTIFICATION

The below signed Bidder certifies that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

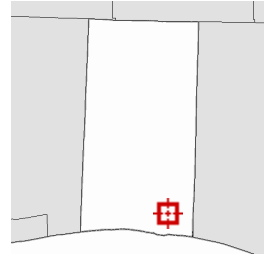
1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling rehabilitation and employee assistance programs and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection 1.
4. In the statement specified in subsection 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation occurring in the workplace no later than five (5) working days after such conviction.
5. Impose a sanction on or require the satisfactory participation in drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this firm complies fully with the above drug-free workplace requirements.

COMPANY: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP CODE: _____
TELEPHONE NUMBER: _____
SIGNATURE: _____ DATE: _____
NAME (TYPED OR PRINTED): _____
TITLE: _____



Overview



Legend

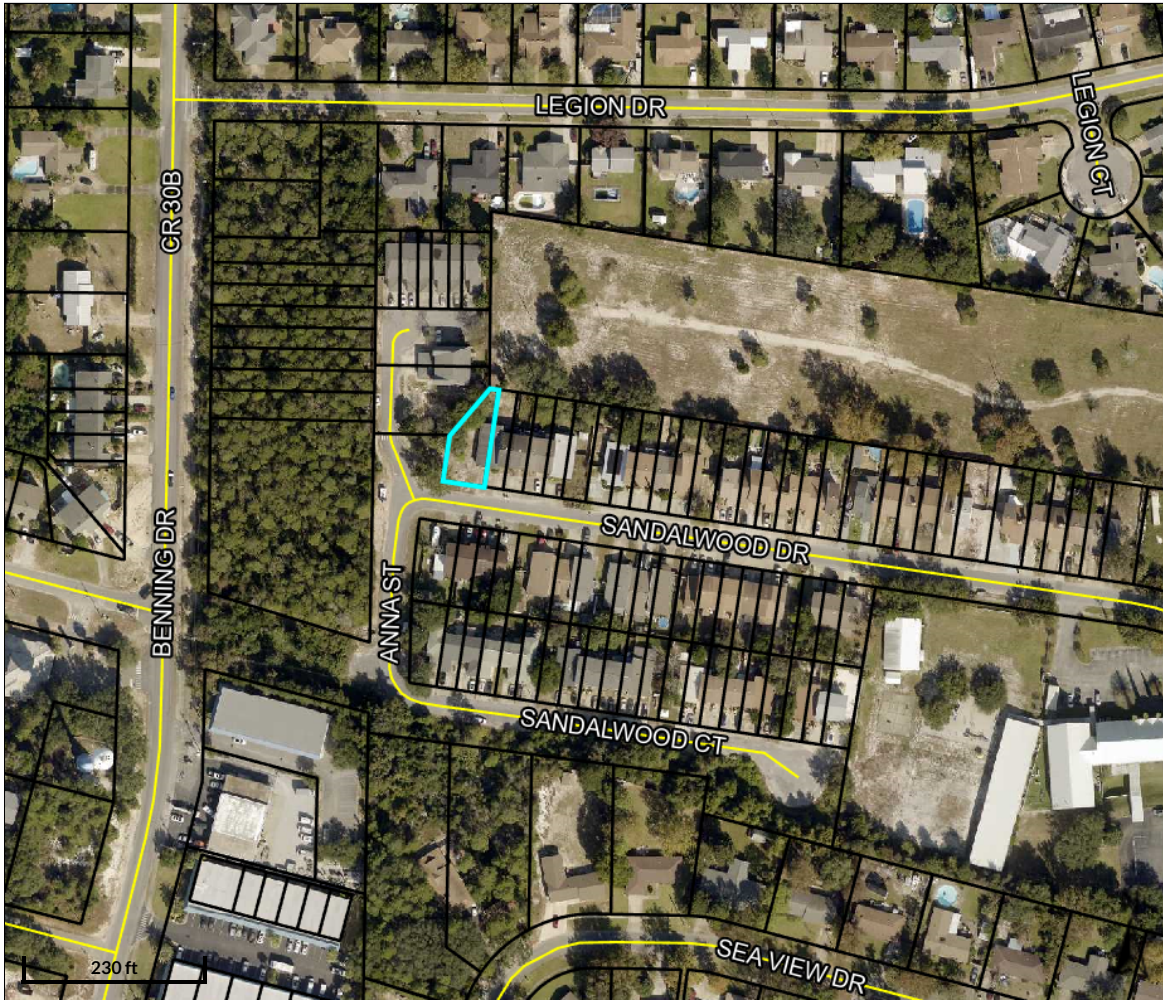
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2335-0000-0130	Physical Address	700 LEGION DR DESTIN	Land Value	\$57,068	Last 2 Sales Date		Price		Reason		Qual
Acres (GIS)	0.32	Mailing Address	CITY OF DESTIN FLORIDA	Ag Land Value	\$0		5/15/2023	\$622500		UNQUAL/FEDERAL/STATE/LOCAL GOV		U
Property Class	MULTI-FAMI	Address	4200 INDIAN BAYOU TRAIL	Building Value	\$72,900		12/21/2021	\$100		UNQUAL/CORRECTIVE/QCD,TD		U
Taxing District	10		DESTIN, FL 32541	Misc Value	\$1,435							
				Just Value	\$131,403							
				Assessed Value	\$131,403							
				Exempt Value	\$0							
				Taxable Value	\$131,403							

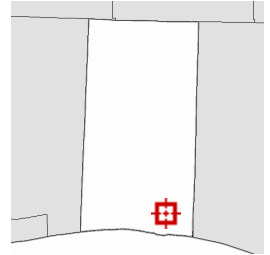
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Overview



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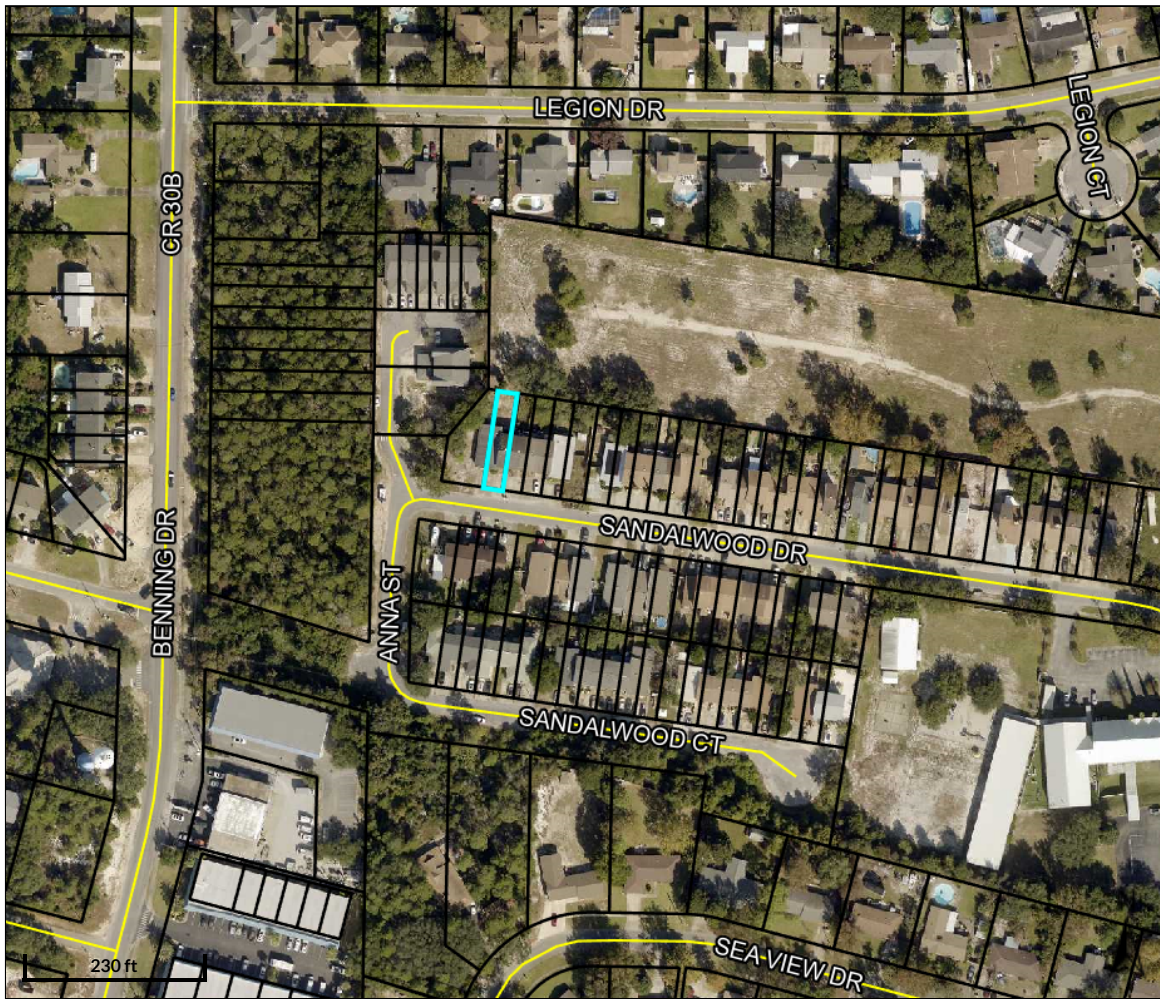
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2167-0000-0300	Physical Address	601 SANDALWOOD DR	Land Value	\$72,600	Last 2 Sales Date	3/26/2019	Price	\$154,000	Reason	UNQUAL/FEDERAL/STATE/LOCAL U	Qual	
Acres (GIS)	0.11		DESTIN	Ag Land Value	\$0						GOV		
Property Class	SFR/TOWNHO	Mailing Address	CITY OF DESTIN 4200 INDIAN BAYOU TRAIL DESTIN, FL 32541	Building Value	\$116,684	3/16/2004		\$111,000		N/A		Q	
Taxing District	10			Misc Value	\$0								
				Just Value	\$189,284								
				Assessed Value	\$146,627								
				Exempt Value	\$146,627								
				Taxable Value	\$0								

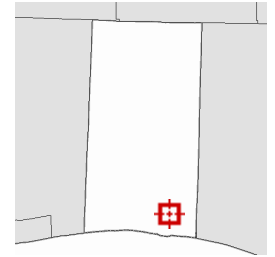
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Overview



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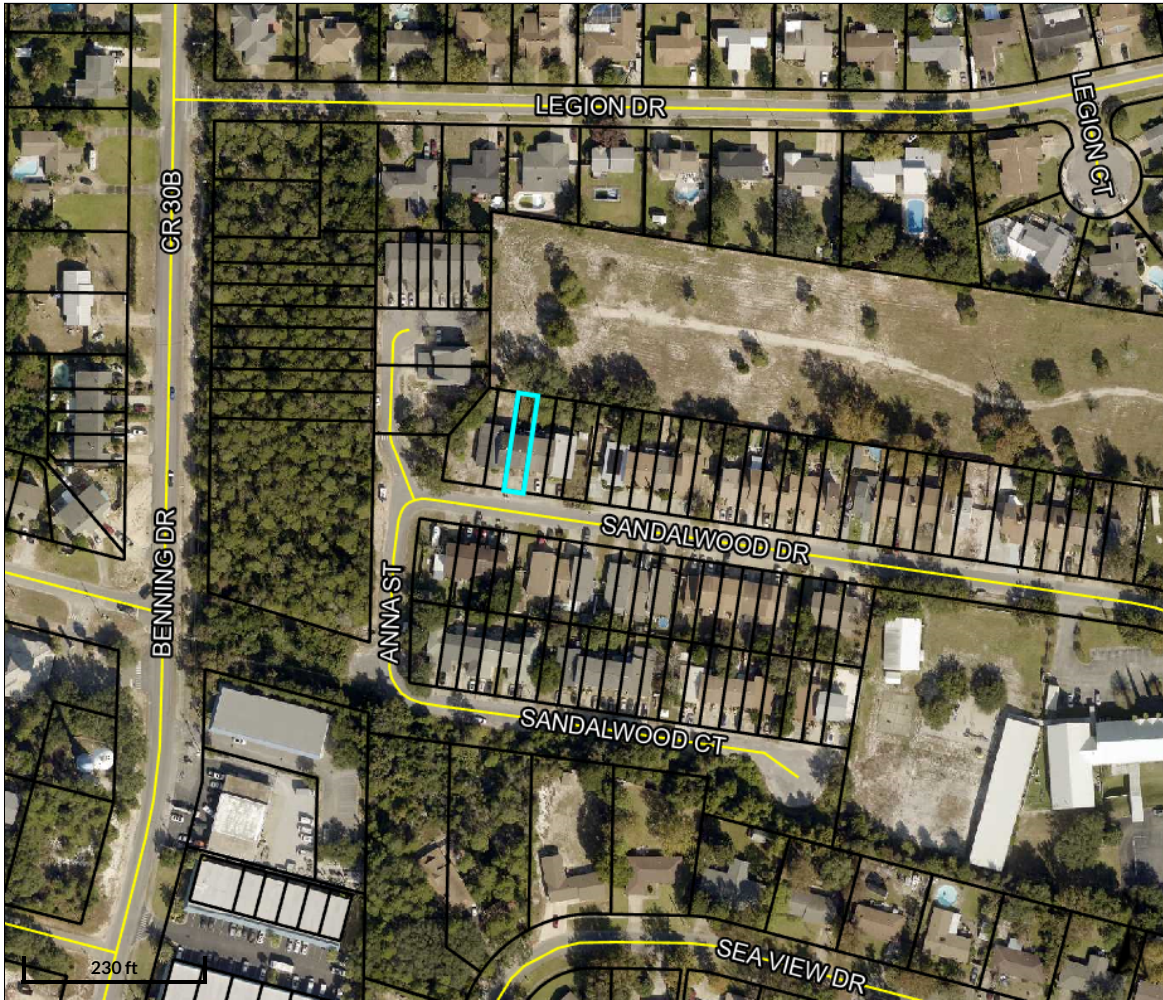
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-	Physical	603	Land	\$60,000	Last 2 Sales			
	2167-0000-	Address	SANDALWOOD	Value		Date	Price	Reason	Qual
	0280		DR	Ag Land	\$0	5/14/2018	\$85000	UNQUAL/BANKRPTCY,EXECUTRS,GUAD	U
Acres	0.07		DESTIN	Value		3/3/1998	\$49500	N/A	Q
(GIS)		Mailing	CITY OF	Building	\$129,877				
Property	SFR/TOWNHO	Address	DESTIN	Value					
Class			4200 INDIAN	Misc	\$0				
Taxing	10		BAYOU TRL	Value					
District			DESTIN, FL	Just	\$189,877				
			32541	Value					
				Assessed	\$141,086				
				Value					
				Exempt	\$141,086				
				Value					
				Taxable	\$0				
				Value					

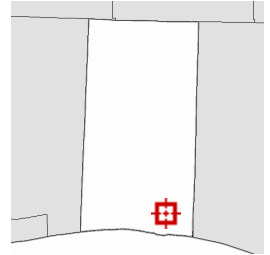
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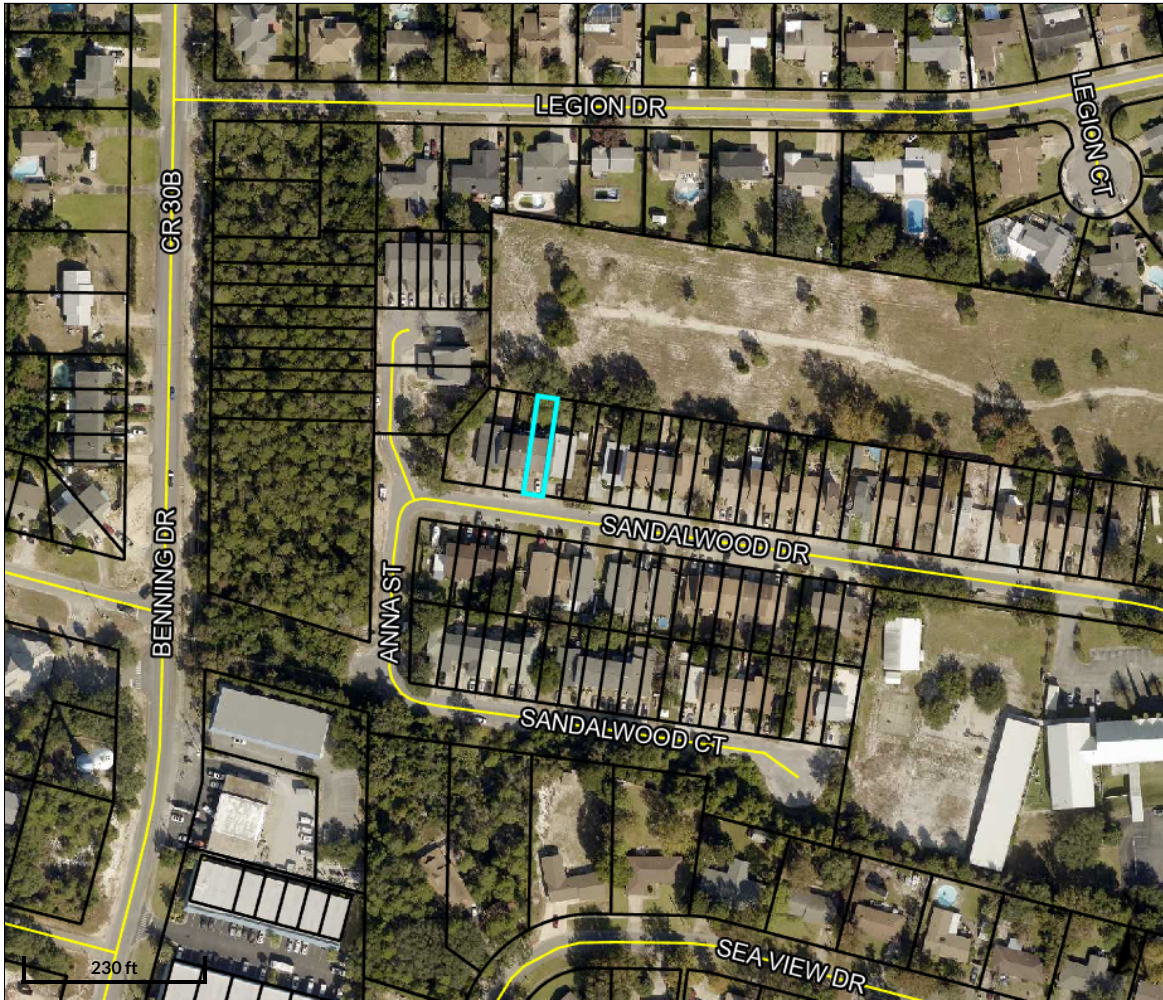
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-2S-22-2167-0000-029A	Physical Address	605 SANDALWOOD DR DESTIN CITY OF DESTIN	Land Value	\$60,000	Last 2 Sales Date	8/8/2022	Price	0	Reason	UNQUAL/FEDERAL/STATE/LOCAL U GOV	Qual	U
Acres (GIS)	0.07	Mailing Address	4200 INDIAN BAYOU TRL DESTIN, FL 32541	Ag Land Value	\$0								
Property Class	SFR/TOWNHO			Building Value	\$132,312	5/23/2011		\$51000		UNQUAL/DEED TO/FROM FINAN INST		U	
Taxing District	10			Misc Value	\$0								
				Just Value	\$192,312								
				Assessed Value	\$192,312								
				Exempt Value	\$192,312								
				Taxable Value	\$0								

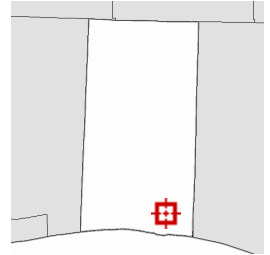
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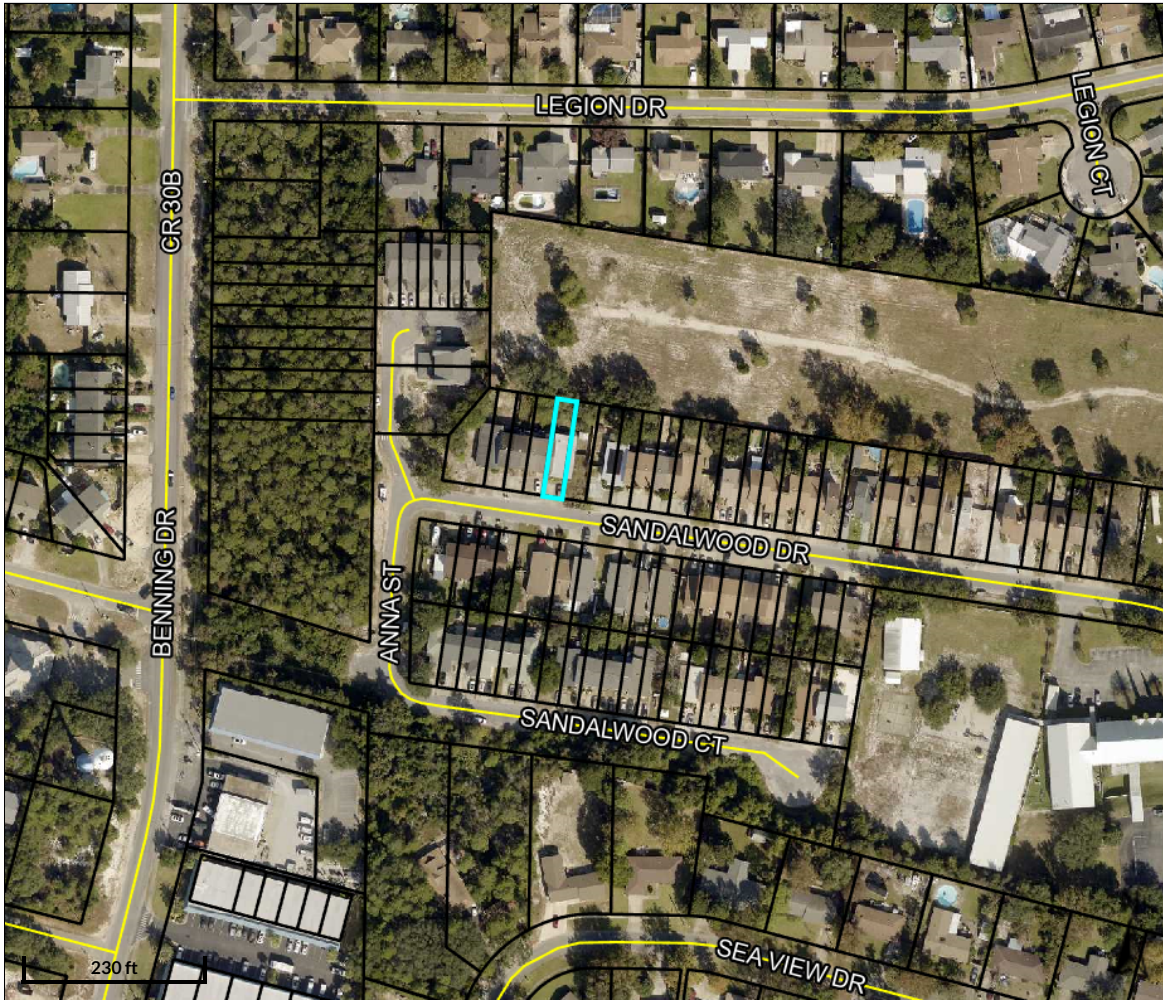
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2167-0000-0270	Physical Address	607 SANDALWOOD DR	Land Value	\$60,000	Last 2 Sales Date	3/26/2019	Price	\$145,000	Reason	UNQUAL/FEDERAL/STATE/LOCAL U GOV	Qual	U
Acres (GIS)	0.07	Mailing Address	CITY OF DESTIN 4200 INDIAN BAYOU TRAIL DESTIN, FL 32541	Ag Land Value	\$0								
Property Class	SFR/TOWNHO			Building Value	\$127,064	5/12/1998		\$100		QUAL/PHY PROP CHGD AFTER SALE		U	
Taxing District	10			Misc Value	\$0								
				Just Value	\$187,064								
				Assessed Value	\$144,174								
				Exempt Value	\$144,174								
				Taxable Value	\$0								

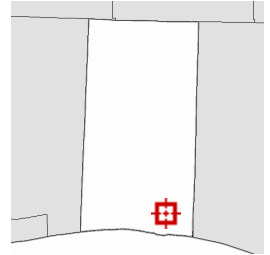
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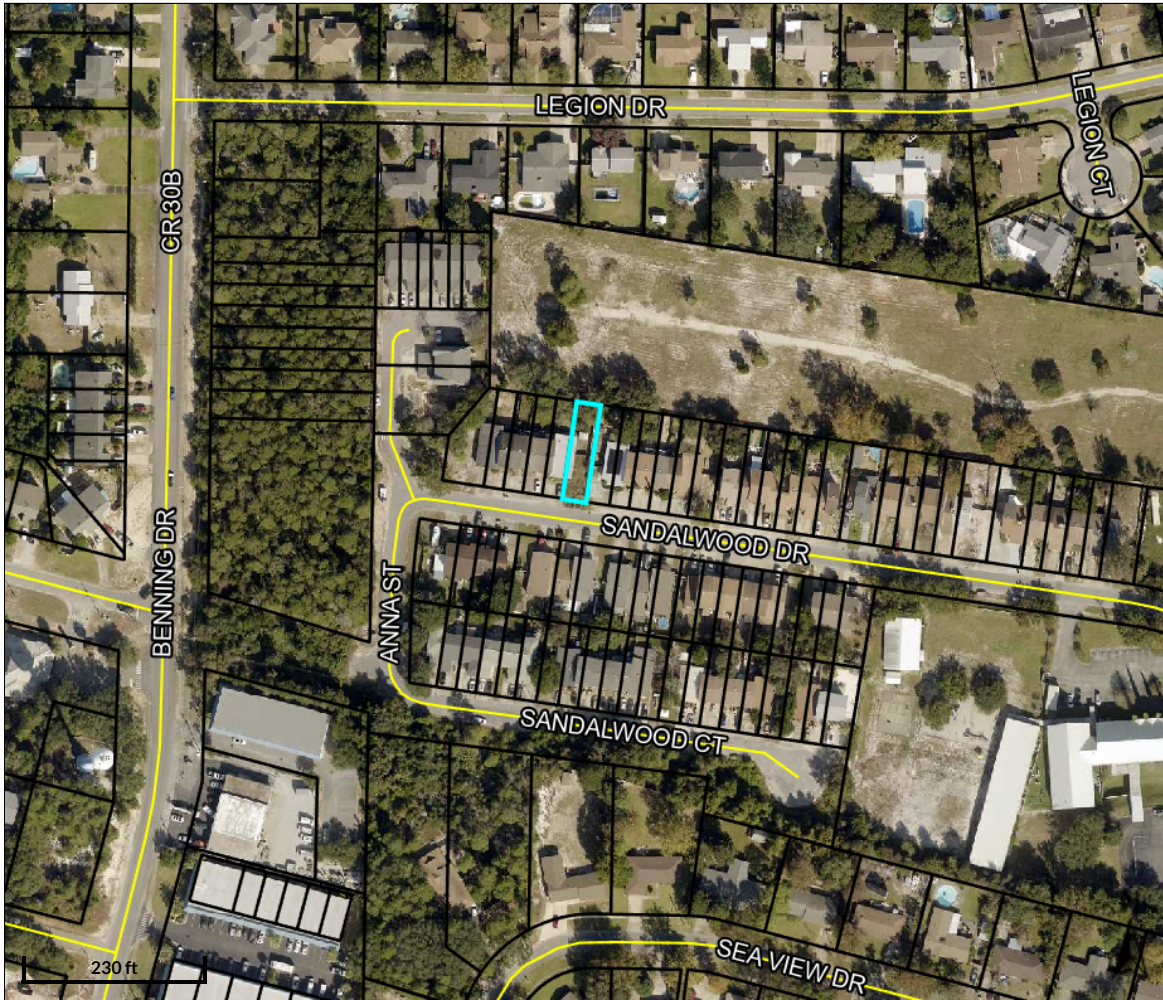
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2167-0000-0260	Physical Address	609 SANDALWOOD DR DESTIN CITY OF DESTIN 4200 INDIAN BAYOU TRAIL DESTIN, FL 32541	Land Value	\$60,000	Last 2 Sales Date	4/26/2023	Price	\$360,000	Reason	UNQUAL/FEDERAL/STATE/LOCAL GOV	Qual	U
Acres	0.07	Mailing Address	DESTIN CITY OF DESTIN 4200 INDIAN BAYOU TRAIL DESTIN, FL 32541	Ag Land Value	\$0								
(GIS)				Building Value	\$127,064	10/7/2013		\$29,700		QUAL/CREDIBLE, VERIF/DOC/EVIDEN		Q	
Property Class	SFR/TOWNHO			Misc Value	\$0								
Taxing District	10			Just Value	\$187,064								
				Assessed Value	\$124,978								
				Exempt Value	\$0								
				Taxable Value	\$124,978								

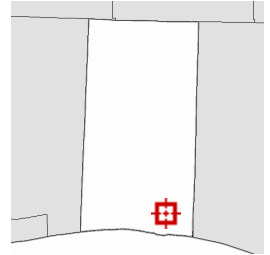
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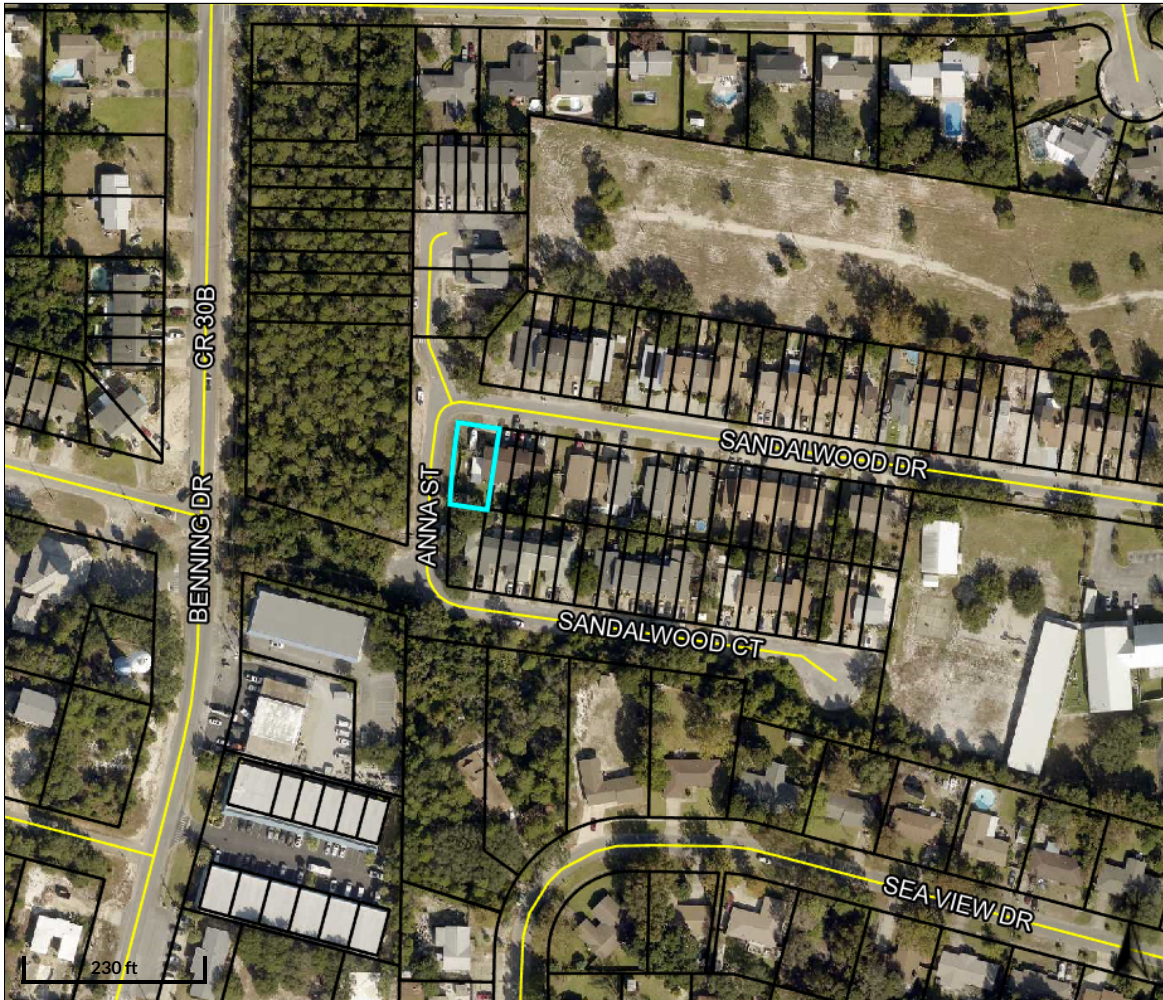
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2167-0000-0250	Physical Address	611 SANDALWOOD DR	Land Value	\$28,080	Last 2 Sales Date	6/22/2023	Price	\$504,500	Reason	UNQUAL/FEDERAL/STATE/LOCAL GOV	Qual	U
Acres (GIS)	0.08		DESTIN	Ag Land Value	\$0								
Property Class	SFR/TOWNHO	Mailing Address	CITY OF DESTIN	Building Value	\$53,410	6/21/2023	0			UNQUAL/CORRECTIVE/QCD,TD		U	
Taxing District	10		4200 INDIAN TRAIL TRL	Misc Value	\$0								
			DESTIN, FL 32541	Just Value	\$81,490								
				Assessed Value	\$81,490								
				Exempt Value	\$0								
				Taxable Value	\$81,490								

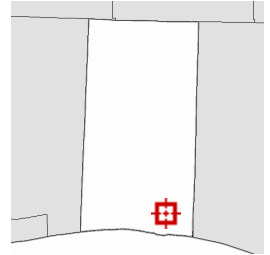
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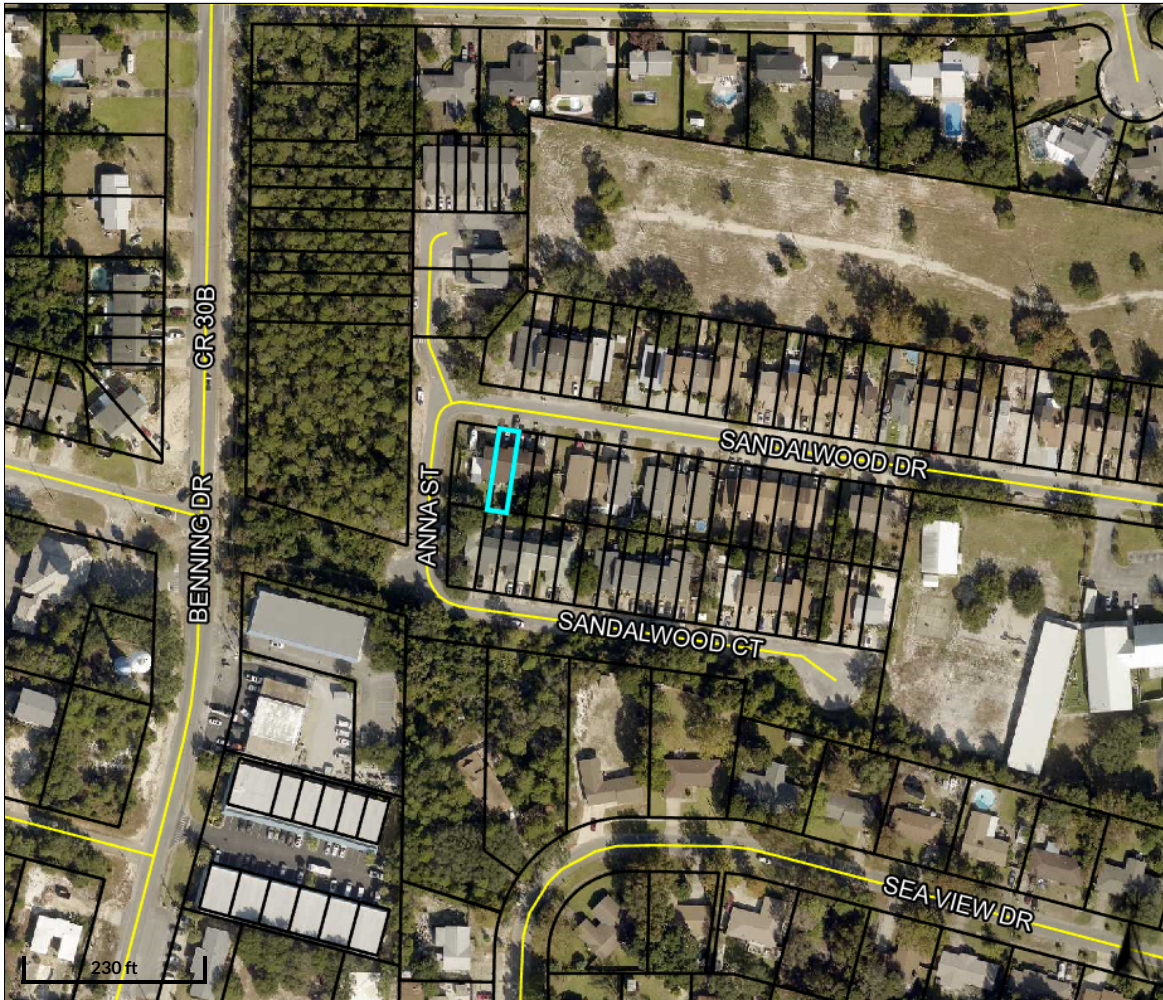
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2167-0000-0310	Physical Address	602 SANDALWOOD DR	Land Value	\$72,600	Last 2 Sales Date	Price	Reason	Qual
Acres (GIS)	0.11		DESTIN	Ag Land Value	\$0	4/26/2023	\$215000	UNQUAL/FEDERAL/STATE/LOCAL U GOV	U
Property Class	SFR/TOWNHO	Mailing Address	CITY OF DESTIN 4200 INDIAN BAYOU TRAIL DESTIN, FL 32541	Building Value	\$138,241	1/30/2015	\$107000	QUAL/DEED EXAMINATION	Q
Taxing District	10			Misc Value	\$0				
				Just Value	\$210,841				
				Assessed Value	\$107,648				
				Exempt Value	\$50,000				
				Taxable Value	\$57,648				

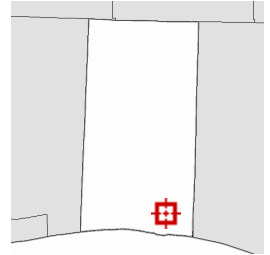
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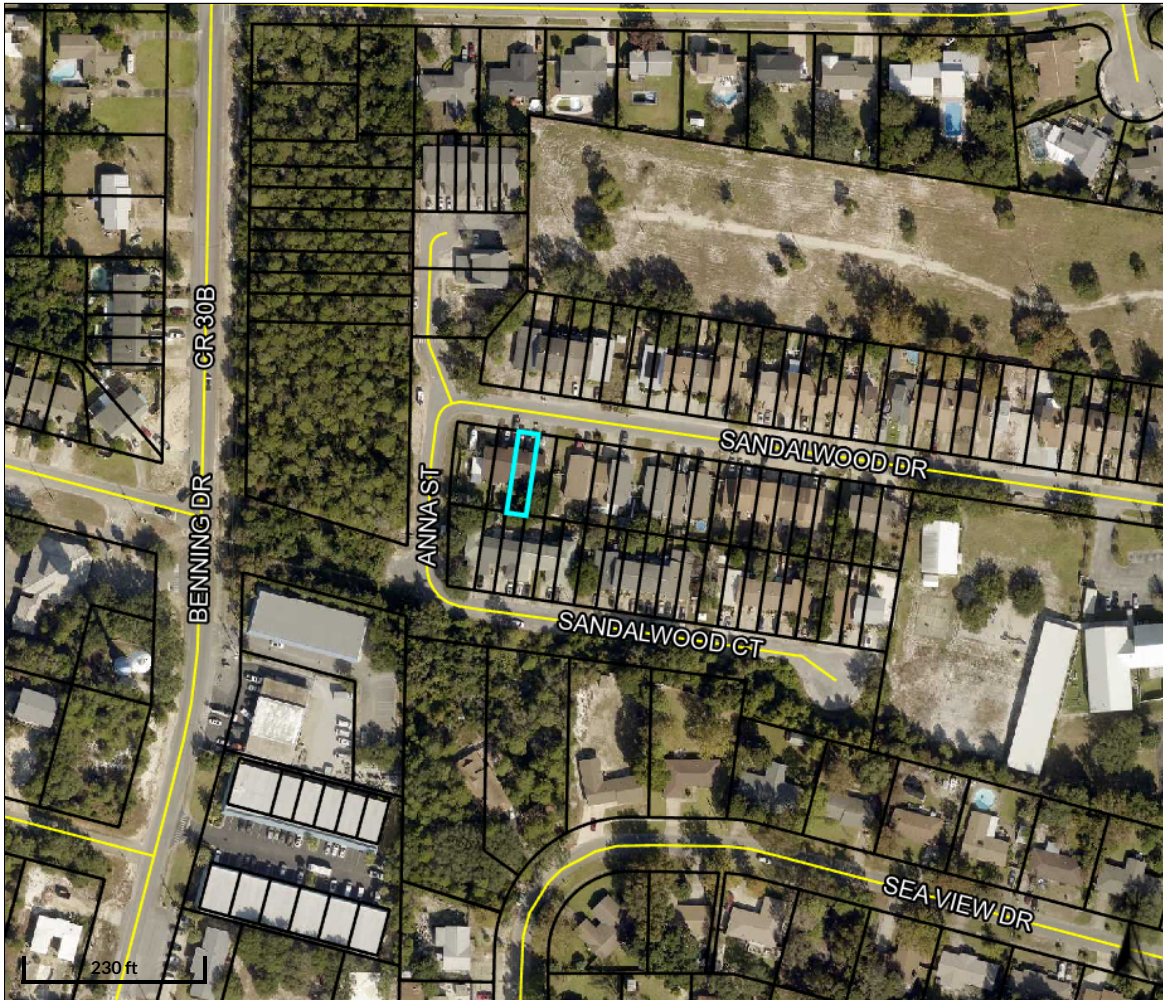
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2167-0000-0320	Physical Address	604 SANDALWOOD DR	Land Value	\$60,000	Last 2 Sales Date	Price	Reason	Qual
Acres (GIS)	0.06		DESTIN	Ag Land Value	\$0	4/26/2023	\$195000	UNQUAL/FEDERAL/STATE/LOCAL U GOV	U
Property Class	SFR/TOWNHO	Mailing Address	CITY OF DESTIN 4200 INDIAN BAYOU TRAIL DESTIN, FL 32541	Building Value	\$141,118	7/12/2019	\$179900	QUAL/DEED EXAMINATION	Q
Taxing District	10			Misc Value	\$0				
				Just Value	\$201,118				
				Assessed Value	\$142,336				
				Exempt Value	\$50,000				
				Taxable Value	\$92,336				

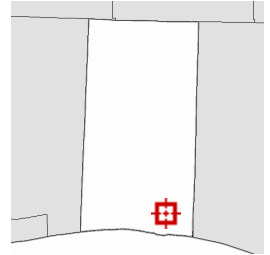
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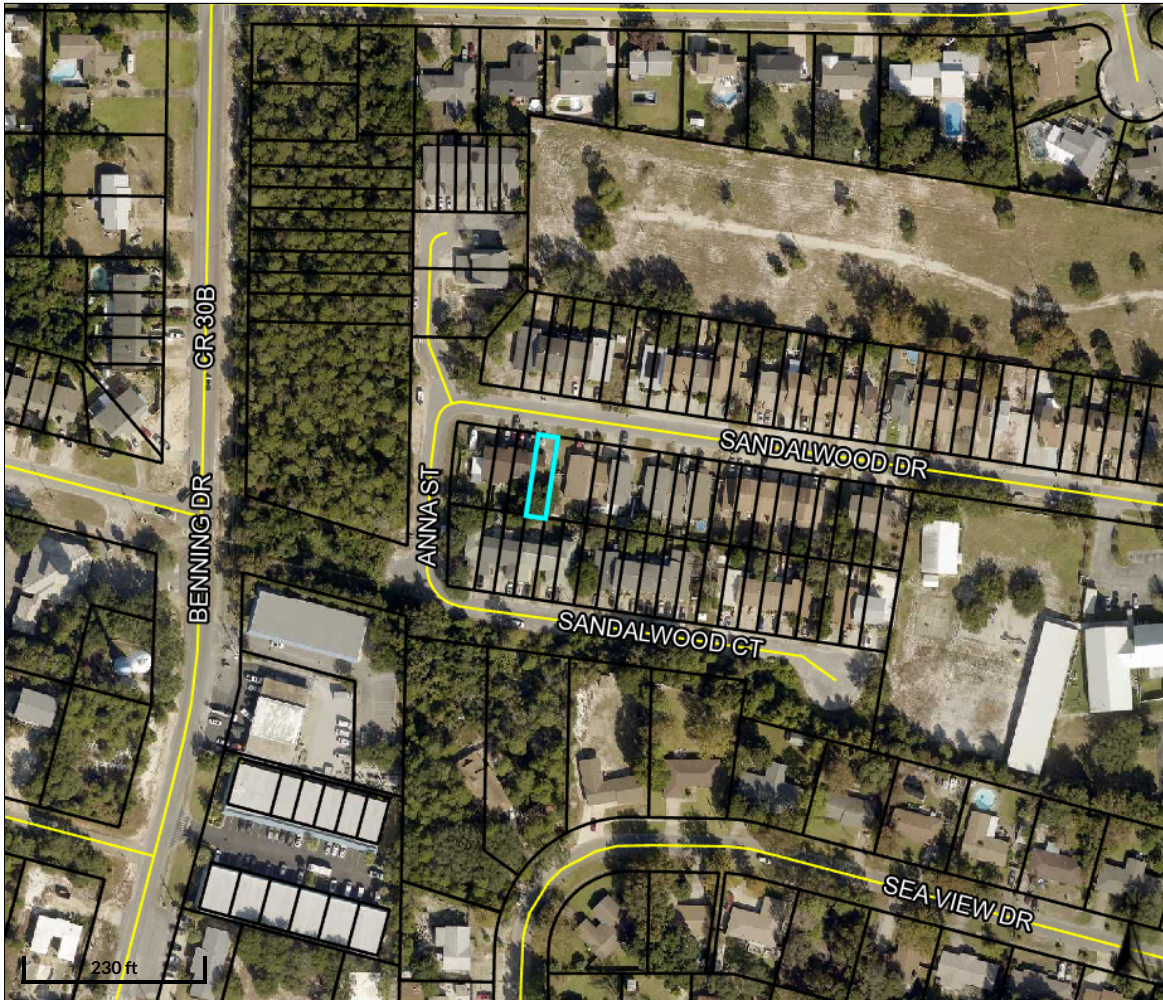
- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-25-22-2167-0000-0330	Physical Address	606 SANDALWOOD DR DESTIN CITY OF DESTIN 4200 INDIAN BAYOU TRL DESTIN, FL 32541	Land Value	\$60,000	Last 2 Sales Date	8/8/2022	Price	0	Reason	UNQUAL/FEDERAL/STATE/LOCAL U GOV	Qual	U
Acres (GIS)	0.06	Mailing Address		Ag Land Value	\$0								
Property Class	SFR/TOWNHO			Building Value	\$116,492	5/11/2005		\$170000		N/A		Q	
Taxing District	10			Misc Value	\$0								
				Just Value	\$176,492								
				Assessed Value	\$176,492								
				Exempt Value	\$176,492								
				Taxable Value	\$0								

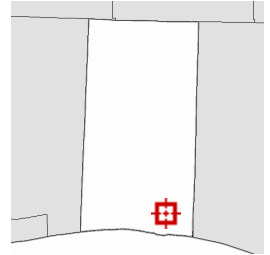
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- Parcels
- Roads
- Water
- City Labels

Parcel ID	00-2S-22-	Physical	608	Land	\$60,000	Last 2 Sales			
	2167-0000-	Address	SANDALWOOD	Value		Date	Price	Reason	Qual
	0340		DR	Ag Land	\$0	8/8/2022	0	UNQUAL/FEDERAL/STATE/LOCAL GOV	U
Acres	0.06		DESTIN	Value		1/6/2017	\$30000	UNQUAL/BANKRPTCY,EXECUTRS,GUAD	U
(GIS)		Mailing	CITY OF	Building	\$122,458				
Property	SFR/TOWNHO	Address	DESTIN	Value					
Class			4200 INDIAN	Misc	\$0				
Taxing	10		BAYOU TRL	Value					
District			DESTIN, FL	Just	\$182,458				
			32541	Value					
				Assessed	\$182,458				
				Value					
				Exempt	\$182,458				
				Value					
				Taxable	\$0				
				Value					

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RFB NO. #23-08-PW

**Demolition, Salvage, and Removal
Of Three Structures and Appurtenances**

Prepared for:

**City of Destin, FL
City Clerks Office
4200 Indian Bayou Trail
Destin, FL 32541**

**Cross Environmental Services, Inc.
P.O. Box 1299, Crystal Springs, FL 33524
(850)864-2200 | www.crossenv.com
CGC062981 | CJC049572**

EXHIBIT A

CITY OF DESTIN, FLORIDA
RFB NO. 23-08-PW,
DEMOLITION, SALVAGE, AND REMOVAL OF THREE STRUCTURES AND
APPURTENANCES

BID FORM

PART I Bid submitted by:

Company: Cross Environmental Services, Inc.
Address: 39646 Fig Avenue
City & State: Zephyrhills, FL Zip Code: 33540
Telephone: (850) 864-2200 Fax: (813) 788-9114
E-mail: bbishop@crossenv.com or ddavezac@crossenv.com
Number of Years in Business: 35 Contact Name Brandon Bishop

PART II (complete as appropriate, include additional sheets as needed)

List the total bid cost to the City of Destin. Note, if bid is payment to City or cost to City based on salvage and demolition costs.

Item Description	Units	\$/Unit	Units	Bid Amount
Demolition of 601-611 Sandalwood Dr Townhouse structure and appurtenances per scope provided	lump	NA	NA	\$ 43,900.00
Demolition of 602-608 Sandalwood Dr Townhouse structure and appurtenances per scope provided	lump	NA	NA	\$ 26,250.00
Demolition of 700 Legion Dr structure and appurtenances per scope provided	lump	NA	NA	\$ 13,270.00
Asbestos Testing for all buildings/units	lump	NA	NA	\$ 5,500.00
Other – use separate sheets as necessary for description and tabulation	lump	NA	NA	\$
			Total	\$ 88,920.00

THE BID FORM IS CONTINUED ON THE NEXT PAGE

Proposed Timeline: (timeline for construction with projected completion date):

3 Weeks from NTP, not including any possible asbestos abatement.

PART III Certifications:

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I(we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: Brandon Bishop, VP and Regional Mgr. of NW Florida

Signature:  (Print or Type)

Date of Bid: 10/05/2023

Note: See RFB Section III, Bid Requirements, and attach all required information to Bid form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful Bidder based upon their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

EXHIBIT B
RESPONSIVE BIDDER QUALIFICATION STATEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: (850) 837-4242

Submitted By:

Name: Cross Environmental Services, Inc.
Address: 39646 Fig Avenue
City, State, Zip: Zephyrhills, FL 33540
Telephone No.: (850) 864-2200
Fax No.: (813) 788-9114

Check One

☒ Corporation

☐ Partnership

☐ Individual

☐ Other

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

The correct name of the responsive bidder is:

Cross Environmental Services, Inc.

The address of the principal place of business is:

39646 Fig Avenue

Zephyrhills, FL 33540

2. If responsive bidder is a corporation, answer the following:

- a. Date of Incorporation: 02/10/1988
b. State of Incorporation: Florida
c. President's name: Clyde A. Biston
d. Vice President's name: James L. Smith, Sr.
e. Secretary's name: John Tostanoski
f. Treasurer's name: Sharon Rosenbauer
g. Name and address of Resident Agent: Diane Watson, 39646 Fig Ave., Zephyrhills, FL 33540

3. If responsive bidder is an individual or a partnership, answer the following:

- a. Date of organization: n/a
b. Name, address and ownership units of all partners:
n/a

- c. State whether general or limited partnership: n/a

4. If responsive bidder is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

n/a

5. If responsive bidder is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

n/a

6. How many years has your organization been in business under its present business name?
35

Under what other former names has your organization operated?

n/a

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.

CGC062981 / CJC049572

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:

No

9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)

See attached resumes

10. State the name of the individual who will have personal supervision of the work:

Brandon Bishop

11. State the name and address of attorney, if any, for the business of the responsive bidder:

Diane Watson, 39646 Fig Avenue, Zephyrhills, FL 33540

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the responsive bidder's business and indicate the percentage owned of each such business and/or individual:

CES Synergies, Inc. PO Box 1299, Crystal Springs, FL 33524, 100%

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by responsive bidder:

n/a

14. Annual Average Revenue of the responsive bidder for the last three years as follows:

		<u>Revenue Index Number</u>
a.	Government Related Work	8
b.	Non-Governmental Related Work	6
	Total Work (a +b):	\$16,025,681.00

Revenue Index Number

1.	Less than \$100,000
2.	\$100,000 to less than \$250,000
3.	\$250,000 to less than \$500,000
4.	\$500,000 to less than \$1 million
5.	\$1 million to less than \$2 million
6.	\$2 million to less than \$5 million
7.	\$5 million to less than \$10 million
8.	\$10 million to less than \$25 million
9.	\$25 million to less than \$50 million
10.	\$50 million or greater

15. Bank References:

Bank	Address	Telephone
Chris Moyer, Bank Florida, cmoyer@bankflorida.com		(813) 267-9675

16. What will be your turnaround time for written responses to City inquires?
48 hours

17. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the responsive bidder, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

n/a

18. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the responsive bidder or its predecessor organization(s) during the last five (5) years. The list

shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute. Cross Environmental Services, Inc. v Matcon Construction Services, Inc., Hillsborough County, FL Circuit Court Case No. 22-CA 005036. CES filed suit against Matcon Construction Services for unpaid amounts claimed due under a contract. Case was voluntarily dismissed after Mateon filed for Bankruptcy protection.

19. List and describe all criminal proceedings or hearings concerning business related offenses to which the responsive bidder, its principals or officers or predecessors' organization(s) were defendants.

n/a

20. Has the responsive bidder, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

No

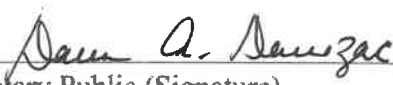
The responsive bidder acknowledges and understands that the information contained in response to this qualification statement shall be relied upon by owner in awarding the contract and such information is warranted by responsive bidder to be true. The discovery of any omission or misstatement that materially affects the responsive bidder qualifications to perform under the contract shall cause the owner to reject the submittal, and if after the award, to cancel and terminate the award and/or contract.

(Signed) 

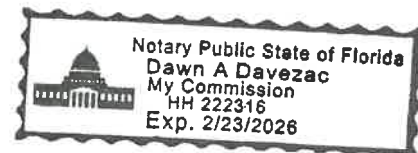
(Title) VP and Regional Manager of NW Florida

Subscribed and sworn to before me

This 5th day of October, 20 23


Notary Public (Signature)

My Commission Expires: _____



END OF SECTION

EXHIBIT C
PUBLIC ENTITY CRIMES DISCLOSURE

SWORN STATEMENT UNDER SECTION 287.133 (3) (A)
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid, Proposal or Contract RFB No. 23-08-PW

2. This sworn statement is submitted by Cross Environmental Services, Inc. whose business address is 39646 Fig Avenue, Zephyrhills, FL 33540

and (if applicable) Federal Employer Identification Number (FEIN) is 59-2866646 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:

3. My name is Brandon Bishop and my relationship to the entity named above is VP and Regional Manager of NW Florida

4. I understand that a "public entity crime" as defined in Paragraph 287.133(a)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(a)(b), Florida Statutes, means finding of guilt or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of records relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

1. A predecessor or successor of a person convicted of a public entity crime; or

2. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one of shares constituting a controlling income among persons when not for fair interest in another person, or a pooling of equipment or income among persons when not for fair market value under a length agreement, shall be a prima facie case that one person controls another person. A person who was knowingly convicted of a public entity crime, in Florida

during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of the state or of the United States with the legal power to enter into a binding contract for provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies)

X Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. (please attach a copy of the final order)

_____ The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in public interest to remove the person or affiliate from the convicted vendor list. (please attach a copy of the final order)

_____ The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by, or pending with, the Department of General Services.)

(Signature)

Date: 10/5/23

STATE OF FLORIDA
COUNTY OF Okaloosa

PERSONALLY APPEARED BEFORE ME, the undersigned authority, who, after first being sworn by me, affixed his/her signature at the space provided above on this 5th day of October, 2023, and is personally known to me, or has provided _____ as identification.

Dawn A. Davezac

Notary Public

My Commission expires:

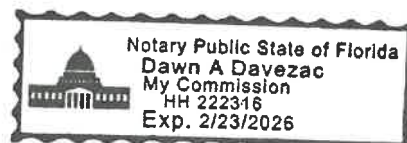
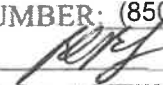


EXHIBIT D
DRUG-FREE WORKPLACE CERTIFICATION

The below signed Bidder certifies that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling rehabilitation and employee assistance programs and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection 1.
4. In the statement specified in subsection 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation occurring in the workplace no later than five (5) working days after such conviction.
5. Impose a sanction on or require the satisfactory participation in drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this firm complies fully with the above drug-free workplace requirements.

COMPANY: Cross Environmental Services, Inc.
ADDRESS: 39646 Fig Avenue
CITY: Zephyrhills STATE: FL ZIP CODE: 33540
TELEPHONE NUMBER: (850) 864-2200
SIGNATURE:  DATE: 10/5/23
NAME (TYPED OR PRINTED): Brandon Bishop
TITLE: VP and Regional Manager of NW Florida

Qualifications and Experience

Cross Environmental Services, Inc. ("CES" or the "Company") is a specialty environmental contractor with a primary focus on abatement and demolition work. After being organized in 1988 by current President and CEO, Clyde A. Biston, CES has grown into one of the largest demolition and asbestos abatement firms in the State of Florida. From its four offices, the Company has performed and continues to pursue projects in the 12 states where licensing is maintained. Office locations include Fort Walton Beach, FL; Crystal Springs, FL; and Davie, FL. The Crystal Springs, FL office serves as corporate headquarters. Given its proximity to Destin, FL, work performed under this contract, if awarded, would be managed from the Fort Walton Beach, FL office.

CES has maintained steady growth over the past 35 years by consistently creating value for customers by placing emphasis on quality and timeliness of work, as well maintaining a partnership with the customer during the project. The positive reputation that CES enjoys in and around the industry is a product of that philosophy, and the credibility gained through successful completion of a number of large/key projects. Having employees aligned with the Company's philosophy has been, and continues to be, critical to success. In recognition of that, considerable time and energy is devoted to hiring and retaining individuals with those qualities in addition to the skills and experience necessary to perform under contracts such as this.

The range of project sizes and types considered typical for CES easily encompasses the scope of work to be performed under this contract and having been awarded numerous demo and abatement contracts in the past, the Company has extensive experience performing work in that context. For those reasons, our project team is uniquely qualified to perform the services required under this contract.

CES we pride ourselves on our ability to always be able to respond to increases in workload with our in-house resources and without sacrificing safety, health, or the timeliness of project completion.

Our in-house capabilities include decades of hands-on project experience involving the design and implementation of remediation projects, asbestos/lead abatement, hazardous material removal, demolition, engineering, and reconstruction. The information contained in this proposal will demonstrate to you the strength, experience, and depth of CES in the areas of environmental contracting services.

As a licensed General Contractor and Abatement Contractor, CES will provide abatement and demolition services as outlined in the Scope of Work.

Upon notice by the City of Destin, CES will evaluate the appropriate means and methods to complete the remediation and demolition as shown by the survey and as required by the scope of work. Asbestos removal services shall begin upon receiving a "Letter of Authorization" (LOA) from the City of Destin, pending asbestos survey results.

CROSS ENVIRONMENTAL SERVICES

Capabilities

www.crossenv.com



CES is a Florida based small business that has provided an array of environmental contracting services for over thirty years. Our training and experience have made us the choice of federal and state agencies, municipalities, hospitals, universities, airports, Fortune 500 companies and manufacturing and industrial sites throughout the United States and abroad. With three fully staffed offices strategically located throughout Florida, CES is able to mobilize quickly and efficiently saving valuable time and money.

Core Competencies

- Asbestos Abatement
- Lead-Based Paint Abatement
- Industrial Cleaning, Heavy Metals
- Indoor Air Quality/Mold Remediation
- HVAC/Duct Cleaning
- Interior/Selective Demolition
- Full-Scale Demolition & Wrecking
- Concrete Crushing and Recycling

Past Performance

- Florida Department of Transportation: Districts I- VII
- United States Department of the Air Force
- United States Army Corps of Engineers
- United States Department of the Navy
- United States Department of Veterans Affairs
- United States Department of Justice



Corporate Office

39646 Fig Ave.
Zephyrhills, FL 33524
(813) 783-1688

South Florida Office

5000 Oakes Road, Suite E
Davie, FL 33314
(954) 583-9528

Fort Walton Beach Office

753 Lovejoy Road NW
Ft. Walton Beach, FL 32548
(850) 864-2200

NAICS Codes: 238910, 562910

DUNS: 363806704

CAGE Code: 1B1Z9

UEI: GR86CWJ224A3

Year Incorporated: 1988

State Incorporated: Florida

EMR: .74

FL GC #CGC062981

FL Asbestos #CJC049572

FL Mechanical #CMC1250157

AL GC #21749

AR Asbestos #000544

GA GC #GCCO002129

LA Building & Construction #33725

LA Mold #250214

MS Asbestos #11409-SC

NC Asbestos #43634

OH Asbestos #AC2021

SC Asbestos #ASB-515

TN GC #42141

TN Asbestos #A-F-1124-90812

TX Mold #RC01172

TX Asbestos #801000

CONTACT:

Brandon Bishop, VP & Reg. Manager
Phone: (256) 239-4486
bbishop@crossenv.com

Experts in Environmental Contracting for over 30 years

Project Approach and Timeline Proposal

Cross Environmental Services, Inc. ("CES" or the "Company") is a specialty environmental contractor with primary focus on abatement and demolition work. We have been in business since 1988 and have completed numerous State and Federal projects all over the country and beyond. The positive reputation that CES enjoys in and around the industry is a product of that philosophy, and the credibility gained through successful completion of several projects. Our Mission is to continue our client satisfaction by completing this project safely, on schedule and in compliance with all federal, state, and local regulatory requirements. Based upon past project experience we feel confident in the dedication and availability of our entire project team. With our firm's total resources and construction equipment & personnel, we are certain that we have the ability to self-perform all elements required within the scope of work requested.

- **Subfactor 1: Project Schedule**

Our schedule for all 3 buildings will be nearly identical and can be coordinated depending on The City of Destin's priority.

- 1. Pre-demolition assessment (2 weeks)**

We plan to start with have an asbestos survey performed on all 3 structures. Building demolition is always a joy to watch and this fencing will keep all site seeing at a safe distance from the work area. "Do NOT Enter" signs, as well as others, will be posted on the fencing around the site. Once the site is secure, we will proceed with a building assessment that includes but not limited to bulb and ballast locations, HVAC units needing freon extraction, mercury switches and exit sign locations. All these items will need to be removed, handled, and disposed of properly. During this assessment, the utilities will be located and terminated accordingly. Coordination and scheduling with Okaloosa Gas for the gas disconnection usually takes 2 weeks, in our experience. FPL has always been available within a few days of the request. We plan to cut and cap the water and sewer lines in house and marked appropriately. All locate request, dig permits, and DEP notifications will be submitted during this phase.

- 2. Asbestos abatement, freon extraction, bulb, ballast, and mercury removal.
(Duration of work depends on survey results, TBD)**

Based on the asbestos survey that will be provided, we will price any found asbestos and immediately start up pending approval from the City. During asbestos abatement, a separate crew will begin removing bulbs, ballasts, mercury switches, smoke detectors, exit signs and all other items not permitted in a C&D landfill. All these items will be packaged and recycled at Pensacola Recycling and a manifest will be provided to the City. All asbestos that is removed will be manifested and sent to Rose Hill Landfill in Alabama in strict accordance with all federal, state, and local regulations.

3. Structure demolition. (3 weeks)

Structure demolition will begin once all items referenced above are completed. We will demolish the building using a 160-size excavator with a bucket and thumb working from the top of the structure down to the bottom. The demolition will be controlled so that the debris stays within the footprint of the building all while being sprayed with water to control dust. During the demolition materials will be sorted so that we can minimize the amount of debris sent to Arena Landfill in Crestview. The C&D debris will be hauled using semi-trucks with end dump trailers. As much concrete as possible will be separated and sent to our yard just by the east gate for recycling. The concrete will be hauled using dump trucks and roll-off container trucks. All metals will be recycled at Metal Recycling, Inc. located in Fort Walton Beach. Metal will be hauled using roll-off trucks. Once the building is demolished and hauled away, we will begin removing the slab and all other concrete referenced on the drawings. All concrete will be recycled.

4. Site restoration (1 week)

After all foreign material has been removed, we will begin backfilling the site with approved fill. The site will be leveled and graded with a skid steer to promote positive drainage. No sodding or seeding of site is required per specifications.

References

CES has developed a reputation second to none in the provision of professional services to our established and growing list of satisfied clients. CES maintains a fully certified workforce of EPA, OSHA and MSHA accredited personnel at the project management, supervisor, and worker levels. They are provided with state of the art, company owned equipment to ensure optimum safety and efficiency in every step of the demolition and asbestos removal process.

Project: Tyndall Demo - Bayview & Shoal Point
Description: This project included asbestos abatement and demolition. CES removed 14,407 LF of caulk that contained asbestos and demolished 52 military housing units. This project ran from Oct. 2020 to Jan. 2021 with a contract value of \$673,940.
Client: Dominguez Design-Build, Inc. (DDB)
Address: 4340 Devereux Dr., Pensacola, FL 32504
Contact: Shawn Dominguez, (850)776-9618, shawn@ddbconstruct.com
Project Location: Tyndall AFB, FL

Project: Right of Way Demolition and Removal Services
Description: Provide demolition and/or removal services necessary to clear structures, other improvements, and debris from FDOT lands and/or any State controlled areas adjacent to the right of way. This project ran from May 2017 to present with an Indefinite Quantity Contract value.
Client: Florida Department of Transportation – District 3
Address: 1074 Highway 90 East, Chipley, FL 32428
Contact: Heather Banas, (850)330-1317, heather.banas@dot.state.fl.us
Project Location: 16 Counties located in District 3

Project: Tyndall AFB - Beacon Beach Demo
Description: CES removed asbestos materials throughout this 220-unit project prior to completing the demolition. This project ran from Apr. 2021 to Sept. 2021 with a contract value of \$4,986,113.
Client: MIA General Contracting, LLC
Address: 3960 W Navy Blvd., Suite 20, Pensacola, FL
Contact: Paul Macip, (337)519-6157, pmacip@mia-gc.com
Project Location: Tyndall AFB, FL



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/4/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Sterling Seacrest Pritchard, Inc. 3111 W Dr Martin Luther King Jr Blvd Suite 350 Tampa FL 33607	CONTACT NAME: Faridah Kanchwala PHONE (A/C, No, Ext): 813-498-1197 E-MAIL ADDRESS: Fkanchwala@sspins.com	FAX (A/C, No):
INSURED Cross Environmental Services, Inc. P.O. Box 1299 Crystal Springs FL 33524	License#: 70726 CROSENV-01	
INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A: Zurich American Insurance Co		16535
INSURER B: Zurich-American		16535
INSURER C:		
INSURER D:		
INSURER E:		
INSURER F:		

COVERAGES**CERTIFICATE NUMBER:** 984271742**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR ☒ Max Agg 10M/Pol ☒ Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☐ LOC ☒ OTHER: XCU Included			GPL 0908543-04	3/1/2023	3/1/2024	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 6,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000 Deductible BI/PD \$ 5,000/claim
B	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☒ NON-OWNED AUTOS ONLY			BAP0551277-04	3/1/2023	3/1/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ Includes MCS 90 \$
A	☒ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION \$			SXS090854203	3/1/2023	3/1/2024	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	WC 0908541-04	3/1/2023	3/1/2024	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	Pollution Liability Professional Liability			GPL 0908543-04	3/1/2023	3/1/2024	Per Incident 2,000,000 Per Incident 2,000,000 Deductible 5,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The following applies when required in a written contract or agreement: Certificate holder and owner are included as additional insureds on a primary and non-contributory basis with respect to General Liability (including completed operations), Auto Liability and Umbrella. Waiver of subrogation is provided on General Liability, Auto Liability, Umbrella and Workers Compensation.

CERTIFICATE HOLDER**CANCELLATION**

CITY OF DESTIN 4200 Indian Bayou Trail Destin FL 32541	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
---	---

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State of Florida

Department of State

I certify from the records of this office that CROSS ENVIRONMENTAL SERVICES, INC. is a corporation organized under the laws of the State of Florida, filed on February 10, 1988.

The document number of this corporation is M67631.

I further certify that said corporation has paid all fees due this office through December 31, 2023, that its most recent annual report/uniform business report was filed on February 10, 2023, and that its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Tenth day of February, 2023*



A handwritten signature in black ink, appearing to be "J. B. Smith", written over a horizontal line.

Secretary of State

Tracking Number: 4264862008CC

To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>



Ron DeSantis, Governor

Melanie S. Griffin, Secretary



**STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION**

CONSTRUCTION INDUSTRY LICENSING BOARD

THE GENERAL CONTRACTOR HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 489, FLORIDA STATUTES

BISTON, CLYDE ALAN

CROSS ENVIRONMENTAL SERVICES INC
39646 FIG AVENUE
CRYSTAL SPRINGS FL 33524

LICENSE NUMBER: CGC062981

EXPIRATION DATE: AUGUST 31, 2024

Always verify licenses online at MyFloridaLicense.com



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This is your license. It is unlawful for anyone other than the licensee to use this document.



Ron DeSantis, Governor

Melanie S. Griffin, Secretary



**STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION**

ASBESTOS LICENSING UNIT

THE ASBESTOS CONTRACTOR HEREIN IS LICENSED UNDER THE
PROVISIONS OF CHAPTER 469, FLORIDA STATUTES

(INDIVIDUAL MUST MEET ALL LOCAL LICENSING
REQUIREMENTS PRIOR TO CONTRACTING IN ANY AREA)

BISTON, CLYDE ALAN

CROSS ENVIRONMENTAL SERVICES, INC.
39646 FIG AVENUE
PO BOX 1299
CRYSTAL SPRINGS FL 33524

LICENSE NUMBER: CJC049572

EXPIRATION DATE: NOVEMBER 30, 2024

Always verify licenses online at MyFloridaLicense.com



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Clyde "Al" Biston

Owner/President

Cross Environmental Services, Inc.

P.O. Box 1299
Crystal Springs, FL 33524

www.crossenv.com

813.783.1688
cab@crossenv.com

Experience:

Clyde "Al" Biston is a pioneer in the environmental contracting business. He started in the construction industry in 1972 and through hard work and innovation has progressed to being an industry leader in environmental contracting services. Mr. Biston is the sole owner of Cross Environmental Services, Inc. (CES), which is the largest domestically housed asbestos abatement, lead paint remediation, interior demolition and structural demolition firm in Florida. Incorporated in February of 1988, CES has progressed from humble beginnings into a well-regarded and esteemed firm that focuses on the specialty environmental and demolition trades. Mr. Biston has a broad range of experience, some of which include large scale environmental and demolition projects.

Many of the techniques utilized in the asbestos abatement industry were developed in the field as the industry progressed. Mr. Biston helped develop or facilitate development of what currently is the industry's state of the art asbestos removal procedures. In doing so, he has also established and understands the production rates and man-hour loadings that are essential to the profitability of a project.

Mr. Biston has over 50 years' experience in the general construction and environmental contracting industry. Prior to entering the abatement profession, he owned and operated a masonry contracting business. Subsequent to the incorporation of CES, Mr. Biston has supervised the removal of more than 40 million square feet of asbestos containing materials on projects in Florida and Georgia as well as many large-scale demolition and remediation projects.

Mr. Biston's experience and pioneering efforts give CES perspective and leadership that is second to none.

Selective Project Involvement:

- *First Florida Tower: 35-Story interior demolition and abatement*
- *Midway Atoll: Lead and asbestos removal*
- *Florida Federal Building: 38-Story interior gutting*
- *Daytona International Speedway, Grandstand Demolition*
- *Louisiana Land Trust-Abatement and Demolition-Hurricanes Katrina & Rita*
- *Trade Winds Cruise Ship Asbestos Abatement-Curacao*
- *Key West Hotels (4)-Asbestos Removal and Select Demolition*
- *Orlando City Hall-Pre-weakening for Implosion – Lethal Weapon Movie*
- *St. Petersburg City Hall-Interior Demolition and Abatement 28 Stories*
- *Waste Water Treatment Plant-ECUA Demolition and Abatement 22 Acre Site*

Clyde "Al" Biston
Owner/President
Cross Environmental Services, Inc.

P.O. Box 1299
Crystal Springs, FL 33524

www.crossenv.com

813.783.1688
cab@crossenv.com

Licenses:

Florida Certified General Contractor: CGC062981
Florida Asbestos Abatement Contractor: CJC049572
Additional State Licenses:

AL GC #21749
AR Asbestos #000544
GA GC #GCCO002129
GA ASBRN #9581
LA Mold #250214
LA Building & Construction #33725
MS Asbestos #11409-SC
NC Asbestos #43634
OH Asbestos #AC2021
SC Asbestos #ASB-515
TN GC #42141
TN Asbestos #A-F-1124-90812
TX Asbestos #801000

Certifications:

- EPA Certified: TSCA Title II (AHERA)
- Certified AHERA Inspector:
 - Facility Survey and Building Systems
- Certified Project Manager and Supervisor
- Certified AHERA Management Planner:
 - Asbestos Abatement
- Lead Based paint Abatement: EPA Sponsored Training
- Hazardous Waste Operations/Emergency Response



James "Brandon" Bishop
Vice President and Regional
Manager NW Florida
Cross Environmental Services, Inc.

753 Lovejoy Road NW

www.crossenv.com

256-239-4486

Fort Walton Beach, FL 32548

bbishop@crossenv.com

Experience:

Mr. Bishop has over 19 years of experience managing disaster recovery services, hazardous material abatement & remediation, as well as demolition projects throughout the Southeastern United States.

Mr. Bishop has experience as an operations manager, supervisor, and estimator of construction, abatement, remediation, and full-scale wrecking & selective demolition projects throughout the United States. He has supervised projects in the states of Florida, Alabama, Mississippi, Louisiana, Texas and Missouri.

He has managed multiple projects in Louisiana and Florida during recovery efforts for Hurricane Katrina and Hurricane Michael. His clients include federal, state and municipal governmental entities, school boards, hospitals, hotels, motels, property managers, and private owners. His leadership, hands-on experience and customer service make him a valuable asset to the CES team.

Selective Project Involvement:

- *Louisiana Land Trust, St Bernard Parish, Abatement & Demolition for Hurricane Katrina*
- *Press Park, NOLA Housing Authority, Abatement & Demolition*
- *Corvias Military Housing at Eglin AFB, Abatement & Demolition*
- *Whiteman AFB Industrial Cleaning, Heavy Metals*
- *Tyndall AFB Phase I Demolition & Abatement Hurricane Michael*
- *Escambia County Courthouse, Asbestos Abatement, Alabama*
- *Building 1 and Building 11, Eglin AFB, Abatement & Selective Demolition*
- *Hangar #5 Demolition, Tyndall AFB*
- *Fort Walton Beach Housing Authority, Mold Abatement*
- *Bay County High School Fine Arts Building, Asbestos Abatement*
- *Panama City Mall, Asbestos Abatement*
- *Bay County Board of County Commissioners, Abatement & Demolition*
- *Buccaneer Lounge & Restaurant, Asbestos Abatement*
- *Tyndall AFB Phase 6 Demolition & Asbestos Abatement from Hurricane Michael*
- *Tyndall AFB Beacon Beach Housing Demolition & Abatement from Hurricane Michael*

Credentials:

Asbestos Contractor Supervisor: FL, LA, TX
Lead Contractor Supervisor: LA
40 Hour Hazwoper
30 Hour OSHA
Building Contaminant Technician
CPR and First Aid Certified



Debbie Vilar
Director of Health & Safety
Cross Environmental Services, Inc.

P.O. Box 1299
Crystal Springs, FL 33524

www.crossenv.com

813.422.4342
dvilar@crossenv.com

Experience:

As a Certified Safety Professional (CSP) Mrs. Vilar is responsible for Cross Environmental Services, Inc.'s safety program development, site inspections, training, audits and incident investigations. She has the authority to issue stop work orders to prevent mishaps for the protection of life and property. She provides internal and external consultation for safety, health and the environment, and manages projects involving special or unusual hazardous materials, biological or physical hazards.

Mrs. Vilar has over 15 years' experience in industrial hygiene, project management as well as site assessments. Her project experience has been for private, commercial, and public clients which include professional service firms, manufacturing facilities, various county educational facilities, and municipal government agencies. Her safety and health inspections are mostly unannounced, with results passed on to other senior managers as a review of current procedures, and to make corrective actions, Debbie produces site-specific, general and special area safety and health plans which are foundations to good and proper safety actions and responses. With her site experience it gives her a solid foundation of core knowledge for a company of more than 200 employees.

Professional Memberships or Affiliations:

- *Board of Certified Safety Professionals- Associate Safety Professional*
- *American Industrial Hygiene Association (AIHA)*

Credentials:

- Master of Business
- Bachelor of Science
- Additional Studies at University of South Florida, College of Public Health, "Principles of Environmental Health and Safety"

Licenses:

Florida Licensed Mold Assessor- MRSA2255

Certifications and Certificates:

Certified Safety Professional (CSP) #39973

Florida Licensed Mold Assessor MRSA 2255

Certified Instructor – Fall Protection Competent Person EM385 #6424504497

AIHA 100 Hour Course Certificate "Elements of Industrial Hygiene"

Accredited Asbestos Contractor/Supervisor, Inspector and Management Planner

NIOSH 582 Sampling for Airborne Asbestos Dusts

EPA Lead RRP Certified Renovator

Asbestos Project Design, Inspector, Supervisor Contractor,

EM385-1-1 USACE Safety & Health - 24-hour

8 Hour HAZWOPER

FDBPR Approved Instructor for University of Florida Asbestos Courses

Timothy Boeh

Project Supervisor

Cross Environmental Services, Inc.

PO Box 1299 Crystal Springs, FL 33524 – Phone: 813-783-1688 – Fax: 813-788-9114

Website: www.crossenv.com

Experience:

Mr. Boeh has been working with CES since its inception in of 2003. Tim has over nineteen (19) years of experience as in heavy equipment operation and on-site demolition supervision.

Tim's duties include supervision and operation of work areas along with preparation and inspection. He also oversees all the supervision and operations for the demolition removal services, construction debris hauling and disposal, and clearing and project site grading. Enrique is the key coordinator for all the sub-contract work which consists of any well drilling, plumbing and electric disconnect work.

Selective Project Involvement as Supervisor:

- *Bid Package LLT-21, various locations, Louisiana*
 - *Type of work - Demolition*
- *Groveland Citrus Plant – Groveland Fl*
 - *Type of work – Asbestos and Demolition*
- *ECUA Main Street WWTPP – Pensacola Fl*
 - *Type of work – Asbestos and Demo*
- *Onsite Concrete Crushing Serv. – Viera Fl*
 - *Type of work –100% crushing Concrete*
- *Tyndal Demo ph VI – Tyndall AFB Fl*
 - *Type of work - Demolition*
- *Tyndall Beacon Beach – Tyndall AFB Fl*
 - *Type of work – Asbestos and Demolition*
- *Advent NP Lobby – Tarpon Springs Fl*
 - *Type of work – Interior demo*
- *FDOT 7 Parcel 145 shop – Dover Fl*
 - *Type of work – Demolition*
- *FDOT 4, Various Parcels - West Palm Beach Fl*
 - *Type of work – Demolition*

Credentials:

OSHA 10 & 30 Hours

Forklift Safety – Operator

Aerial Lift – Operator

Authorized Equipment Operator



City of Destin

RFP 23-08-PW Demolition of Three Structures and Appurtenances*

SCORE TABULATION SUMMARY SHEET

Date: 10/10/2023

	MKM Quality Construction	Jobe's Dirt Works, LLC	C&M Contracting - Trucking Inc.	CES Contractors	
Lisa Firth	85	85	95	90	
Ryan Scott	80	95	75	100	
Michael Burgess	83	95	75	95	
Jeff Cozadd	90	95	60	100	
Total Score	338	370	305	385	

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Action Item**AGENDA OUTLINE NUMBER:**

3.B.

TO: City Council**THRU:** Lance Johnson, City Manager
Krystal Strickland, Finance Director**FROM:** Michael Burgess, Public Services Director**DATE:** 09/08/2023**SUBJECT:** Replacement of Library Carpet, authorization to issue a Purchase Order

I. BACKGROUND: The carpet in the Destin Public Library is original (circa 2003) to the building with a few small exceptions. The replacement of this carpet is consistent with the City's Renewal and Replacement Program and has been budgeted for FY24.

II. DISCUSSION: The City advertised RFB 23-05-PW, Replacement of Destin Library Carpet the second week of September 2023. The City received and opened four bids on October 5. The Bid Committee then met to discuss and score the submittals on October 10. After the scores were tabulated, a motion was passed to recommend to City Council that Destin Flooring Inc. be selected to perform this work at a proposed cost of \$84,248.72.

Attachments:

ATT1 - RFB 23-05-PW, Replacement of Destin Library Carpet

ATT2 - Library floorplan showing areas to be addressed

ATT3 - Bid Submittal of Destin Flooring

ATT4 - Bid Tabulation Scoresheet

A. Link to Strategic Goals / Objectives: I. Financially Sound City providing Service Excellence

II. Enhanced Quality of Life and Safety for Families

IV. Effective, Efficient, and Aesthetically Pleasing Infrastructure

B. Effect on Budget (EOB): The following funds were budgeted for this project:

	30058585-565000-
	RR571
	GF RR FOR
	LIBRARY
	\$ 127,500
FY 24 Adopted Budget*	127,500
Previous Expenses/Encumbrances	-
Available Program Budget	127,500
This Agreement +(-)	(84,249)
FY 24 Remaining Program Budget	\$ 43,251

C. Level of Service (LOS): Replacement of 20-year old carpet in the Destin Public Library.

D. Legislative Sponsor:

III. CONCLUSION: If approved, staff will begin the process of creating a Purchase Order for the City Manager's signature. Staff will also begin the process of coordinating with the contractor to both insure that the City receives a quality product, but also provide a minimal amount of disruption to Library service delivery.

IV. RECOMMENDED MOTION: I move that the City Manager be authorized to issue a purchase order to Destin Flooring Inc. in the amount of \$84,248.32 to replace the carpet in the Destin Public Library with a contingency for an additional 10% (\$8,425) in the event that unexpected conditions be encountered during the site prep, removal and/or replacement process(es).

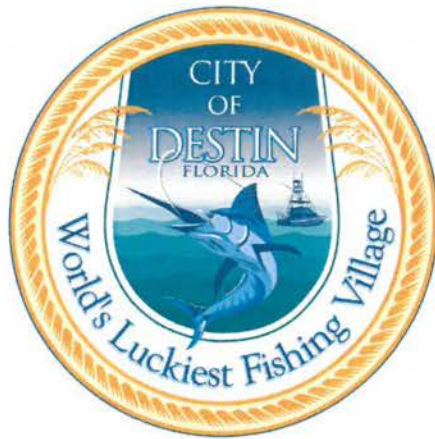
Attachments:

1. ATT1: RFB 23-05-PW Library Carpet signed
2. ATT2: Library Flooring Area Plan
3. ATT3: Destin Flooring, Inc. Bid
4. ATT4: RFP 23-05-PW - Library Carpet - Bid Committee Scores

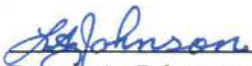
CITY OF DESTIN, FLORIDA

**REQUEST FOR BIDS
RFB NO. 23-05-PW**

**REPLACEMENT OF CARPET
DESTIN PUBLIC LIBRARY**



City of Destin, Florida
September 5, 2023



Lance A. Johnson, City Manager
Phone (850) 837-4242
4200 Indian Bayou Trail
Destin, Florida 32541

**REQUEST FOR BIDS
RFB NO. 23-05-PW
REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY**

NOTICE TO BIDDERS

The City of Destin, Florida, is currently receiving sealed competitive Bids for the replacement of carpet at the Destin Public Library (150 Sibert Avenue).

Bid specifications for this project can be obtained from the City Clerk's Office at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541. Bid submissions must be received by the City Clerk's Office at the City of Destin, 4200 Indian Bayou Trail, Destin, Florida 32541, in a sealed envelope clearly marked **“RFB No. 23-05-PW, REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY”**, along with the name, return address and telephone number of the bidder, no later than 2:00 p.m. CDT, on **October 5, 2023** at which time they will be opened. The City reserves the right to reject any and all Bids or portions thereof, to waive minor defects and informalities in the process, to accept the Bid(s) or take any other actions deemed by the City to be in the City's best interest.

Lance A. Johnson
City Manager

REQUEST FOR BIDS
RFB NO. 23-05-PW
REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

1.0 INTRODUCTION

The City of Destin, Florida (“City”) is soliciting Proposals from qualified commercial carpet installers (“Contractor”) to replace carpet (~10,000 sq. ft.) at the Destin Public Library located at (150 Sibert Avenue, Destin FL 32541). The successful contractor will furnish, install, and provide manufactured carpet tile/squares **(of the City’s desired color, texture, pattern, etc.)** and ancillary materials needed to deliver a complete project. The Destin Public Library, open 6 days a week, requires that the successful contractor work closely and coordinate with staff during the entire project. All areas within the Library Facility shall be policed, including the removal of all debris and sweeping of all work areas, prior to the end of each contractor’s work shift.

It is the responsive bidder's responsibility to read and understand the requirements of this request for bid. Responsive bidders are required to state exactly what they intend to furnish the City of Destin via this solicitation and must indicate any variances to the terms, conditions and specifications of this proposal, no matter how slight. If variations are not stated in the proposal, it shall be construed that the bid fully complies with all conditions identified.

Before submitting a bid, each responsive bidder will, at bidder's own expenses, make or obtain any additional examinations, investigations and studies, and obtain any additional information and data that may affect costs, permitting, progress, performance of furnishing of the project and that the responsive bidders deem necessary to determine its proposal.

Responsive bidder will examine all documents included in this Request for Bid (RFB) carefully and shall make a written request to the City’s authorized representative for interpretation or correction of any ambiguity, inconsistency, or error herein.

Any interpretation or correction will be issued as an Addendum by the City. Only a written interpretation or correction by Addendum shall be binding. Responsive bidders are cautioned against relying upon any interpretation or correction given by any other method.

The submission of a bid shall not be deemed an agreement between the responsive bidder and the City. The bid is a contractual offer by the responsive bidder to perform services in accordance with the Bid Solicitation. The City shall not be obligated to respond to any bid submitted nor be bound in any manner by the submission.

2.0 INSTRUCTION TO RESPONDENTS

A. All RFB’s will be publicly opened and recorded for acknowledgement of receipt in the

REQUEST FOR BIDS

RFB NO. 23-05-PW

REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

City Hall Boardroom on **October 5, 2023** no later than 2:00 P.M. (CDT). All responsive bidders or their representatives are invited to be present. The City Hall Boardroom is located at Destin City Hall, 4200 Indian Bayou Trail Destin, FL 32541.

- B. Any responses received after the stated time and date will NOT be considered. It shall be the sole responsibility of the responsive bidder to have their RFB submittal **delivered to the City Clerk's Office** for receipt on or before the above stated time and date. RFB responses which arrive after the above stated deadline as a result of delay by the mail service shall not be considered, and arrangements shall be made for their return at the responsive bidder's request and expense. The City reserves the right to consider submittals that have been determined by the City to be received late due solely to mishandling by the City after receipt of the RFB and prior to the award being made.
- C. Respondents may request information regarding the RFB in writing from City Clerk Rey Bailey, clerk@cityofdestin.com. Such a request shall be received in writing at least seven calendar (7) days prior to the submittal deadline.
- D. If any addendum(s) are issued to this Request for Bid, the City will attempt to notify all prospective respondents. It shall be the responsibility of each respondent, prior to submitting the RFB response, to contact the City Clerk's Office, at (850) 837-4242 to determine if any addendum(s) were issued and to complete any addendum acknowledgements as part of their RFB response.
- E. Complete and submit Responsive Bidder Qualification Statement, form herein as Exhibit B. Clearly indicate the legal name, address and telephone number of the responsive bidder. Responses shall be signed above the typed or printed name and title of the signer. The signer shall have the authority to bind the responsive bidder to the submitted RFB. Responsive bidders must note their Federal I.D. number on their RFB submittal.
- F. One (1) original, so designated, six (6) copies for a total of seven (7) submissions, and one (1) digital copy of the RFB responses (on USB drive). Submissions shall be portrait orientation, "8 1/2 X 11" where practical and double-sided. One sheet of paper printed on both sides is considered 2 pages. **Please do not use wire spiral bindings, plastic covers, and plastic binding materials for your submittals.**
- G. **Bidder will supply samples of the carpet products proposed for use for this project. Separate Exhibit A forms will be submitted for each carpet product proposed.**
- H. All expenses for making RFB submittals to the city are to be borne by the responsive bidder.
- I. Responses shall be evaluated by the Bid Committee based on all information submitted and the lowest, most responsive and responsible bidder will be recommended to the City Council for approval.
- J. The Bid Committee shall consist of City of Destin staff members.
- K. Each responsive bidder, by submission of an RFB submission, acknowledges that in

REQUEST FOR BIDS

RFB NO. 23-05-PW

REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

the event of any legal action challenging the award of the RFB; damages, if any, shall be limited to the actual cost of the preparation of the RFB.

PROCUREMENT SCHEDULE	
Tasks	Date
RFB Advertised	Week of September 4, 2023
On-Site Pre-Bid Meeting (not mandatory)	September 21, 2023 (Thursday) at 11am
Last Day for Questions to be Submitted	September 28, 2023
Due Date/Bid Opening	October 5, 2023
Tentative Date - Bid Committee Evaluation	October 12, 2023
Tentative Date - City Council Meeting	October 16, 2023
Tentative Date - Notice of Award	Week of October 16, 2023
Tentative Date - Execution of Contract	Week of October 16, 2023
Tentative Date - Notice to Proceed	Week of October 16, 2023
Project Completion By	Friday December 15, 2023

3.0 PROJECT CONTRACTOR REQUIREMENTS

The City of Destin is seeking an independent contractor, to include all necessary independent subcontractors, with all applicable licenses for work on this project.

3.1 Licensing Requirements

Provide all applicable contractor licenses: include license name, license numbers and contact information. The Contractor must be Florida Certified or Okaloosa Registered and provide a license of qualifier. Must also register in the City of Destin <https://www.cityofdestin.com/DocumentCenter/View/12259/Contractor-Packet>

3.2 Insurance Requirements

- a. Respondents shall be required to provide proof of General Liability Insurance with a minimum liability insurance requirement of \$1,000,000 for combined single limit and Worker's Compensation Insurance in accordance with the laws of the State of Florida and in amounts sufficient to secure the benefits of the Florida Workmen's Compensation Law for all types of employees, including those of subcontractors.
- b. Respondent shall produce proof of insurance in the types and amounts required by the City, including the foregoing and any additional coverages, including Automobile Liability and or Builder's Risk Insurance, as may be defined at the time of contract. The City shall be named as an additional insured party and all binders,

REQUEST FOR BIDS

RFB NO. 23-05-PW

REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

policies or certificates of insurance shall include a provision that such insurance coverage shall not be cancelled or amended without at least thirty days' notice to the City. All coverage shall be with carriers admitted doing business in the State of Florida. Carriers shall be A rated (or better) by A M Best Company. The City reserves the right to modify its insurance requirements with 60 days' notice.

3.3 Permitting Requirements

Contractors are required to obtain all required permits prior to the start of construction.

- a. All applicable and/or required federal, state, and local permits.

3.4 Codes and Standards

All project work shall be done in accordance with all applicable Federal, State and local codes and standards which include, but not limited to, State Building Codes, City Codes and Ordinances, etc.

4.0 CONTRACTOR SCOPE OF WORK

4.1 Project Specifications & Scope of Work/Installation Details

Installation Details

a) Work Schedule

- i) The successful Contractor will submit a work schedule to the Project Manager at least two weeks prior to work to plan a work schedule to minimize the disruption of library services to the public and allow time for Library staff to remove books from the shelves if needed.
- ii) Once the work schedule is agreed upon, any proposed changes will be immediately coordinated with the Project Manager, but not less than 24 hours in advance of the performance of work for any workspace. Work shall not commence in any workspace without prior coordination with the Project Manager.
- iii) During the performance of work, the Contractor will brief the Project Manager or other Library staff (designated by the Project Manager) on the planned activities for the next day.

b) Furniture Moving

- i) The Contractor will be responsible for moving furniture and other equipment for the removal of existing carpet and the installation of new carpet tile.
- ii) All workspace computers, phones, data lines and electrical devices shall stay intact and shall not be unplugged unless coordinated with the Project Manager or other Library staff.
- iii) The Project Manager/Staff will ensure that City employees' personal effects are boxed at each workstation and/or ready to be moved prior to the start of the work/shift.

REQUEST FOR BIDS

RFB NO. 23-05-PW

REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

iv) At the end of the Contractor's work shift, all furniture, equipment, and boxed items shall be returned to their original locations.

c) Carpet Removal

i) Most of the existing carpet to be removed is wall-to-wall carpeting with releasable glue.

ii) At the end of the Contractor's work shift each day, all removed old carpet and debris must be removed from the building and disposed of by the Contractor.

d) Floor Preparation

i) Contractor shall prep the floor, to include leveling if required, in accordance with manufacturer's specifications prior to installing the new carpet tiles.

e) Differing Subsurface Conditions

i) If the Contractor believes that any subsurface condition that is uncovered is of such

nature as to require a change in the scope of services or is of unusual nature, and differs materially from conditions ordinarily encountered and generally recognized as inherent in work of the character provided for in floor prep, then the Contractor shall immediately notify the Project Manager in writing about such condition. Contractor shall not perform any work in connection therewith until receipt of written order to do so.

ii) After receipt of written notice, the Project Manager will promptly review the pertinent condition, and advise the Contractor in writing of City's findings and conclusions.

f) New Carpet

i) The Contractor shall furnish and install all carpet tile (**of the City's desired color, texture, pattern, etc.**) and ancillary materials needed for the performance of the defined work.

ii) The areas to be carpeted will be detailed on the floor plans provided to the Contractor. It will be the responsibility of the contractor to determine the specifics: quantities of new carpet tile, cove base, glue, extra stock and any/all building materials that need to be provided.

g) Extra Stock

i) The Contractor will provide, to the City, extra stock (new and unused) equivalent to 5% of the total square footage of new carpet tile installed. The stock will be stored onsite at 150 Sibert Avenue, Destin FL 32541 and will be used in the case of future spills, tears, etc.

h) Building use

i) Telephones, computers and office equipment shall not be used at any time during the project.

ii) Restrooms within the building can be used by the Contractor while work is in progress.

REQUEST FOR BIDS

RFB NO. 23-05-PW

REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

- iii) No smoking is permitted inside the building. No smoking is permitted on site.
- iv) Carpet and carpet material may be stored in designated areas within the building and must be removed once the project is complete.
- v) Contractor's staff and all subcontractor's staff will be courteous to City staff and Library patrons at all times.

4.2 Schedule for Delivery of Materials

The successful Bidder shall be responsible for receiving all materials delivered.

4.3 Waste Disposal

The Contractor shall be responsible for disposal of all waste and debris. The Library's dumpster is not available for use by the Contractor. An area adjacent to the Library is made available for the temporary storage of a large waste container.

4.4 Labor and Materials Warranty

Bidders should include information in this submittal on any warranties for labor/installation provided directly by the bidder. Bidders shall also provide manufacturer warranty information for any products installed. Carpet products proposed will be stain-resistant and not subject to wear (no more than 10% of the surface pile weight loss due to abrasive wear). Carpet product will also not edge ravel/zipper, delaminate, and will not lose its dimensional stability (per AACHEN test ISO 2551.)

4.5 Project Meetings and Documentation Deliverables

Project progress meetings will be required and shall be weekly or bi-weekly at the City's discretion. Project documentation shall be provided to the City at different stages of completion. Pre-installation photos of the entire project site will be required. Daily reports with photos shall be submitted at each progress meeting or at the City's discretion.

**REQUEST FOR BIDS
RFB NO. 23-05-PW
REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY**

5.0 DISCLOSURES

5.1 No Contact Clause

All prospective bidders are hereby instructed to not contact any member of the City of Destin City Council, City Manager, or City of Destin staff member other than the authorized city contact person identified below, regarding this solicitation or the bidder's submittal package. In order to ensure a fair, competitive, and open process, once a project is advertised, all communications between interested bidders and the City must be directed to:

City Clerk Rey Bailey
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242
clerk@cityofdestin.com

Office Hours: Monday- Friday, 8:00 A.M. TO 5:00 P.M.

Any such contact with anyone but the Clerk may be cause for rejection of your submittal.

5.2 Inquiries

The City will not respond to oral inquiries. Bidders may submit written, e-mailed or faxed inquiries regarding this RFB. The City will respond to written, e-mailed, or faxed inquiries received at least five (5) working days prior to the RFB due date. The last day for inquiries is **September 28, 2023**. Questions or requests for Bid documents, plans and specifications regarding this RFB may be directed to the City Clerk, 4200 Indian Bayou Trail 32541 (850) 837-4242 or rbailey@cityofdestin.com

5.3 Addenda

Bidder acknowledges that it is the Bidder's responsibility to determine whether an Addendum has been issued; and if so, to obtain copies of such Addendum from the City Clerk of Destin and agrees to be bound by all addenda that have been issued for this Request for Bid. If an addendum is issued, responsive bidder shall sign and return each addendum with the submittal package. Failure to return signed, any and, all addenda may disqualify the submittal.

5.4 Conflict of Interest Disclosure

Each proposal is subject to the provisions of Florida Statutes, Chapter 112, providing that all responsive Bidders must disclose with the RFP submittal the name of any

REQUEST FOR BIDS

RFB NO. 23-05-PW

REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

officer, director, or agent who is also a public officer or an employee of the City of Destin. Further, all responsive Bidders must disclose the name of any City officer or employee who owns, directly or indirectly, an interest of five percent or more in the Bidding firm.

5.5 Drug-Free Workplace Program

Preference may be given by the City of Destin to companies demonstrating a Drug-Free Workplace Program whenever two or more proposals, which are equal in respect to quality and service, are received and rated by the City. Responsive bidders intending to demonstrate a Drug-Free Workplace Program shall provide certification form with the RFB submittal.

5.6 Public Entity Crime Disclosure

Each submittal shall contain a completed Public Entity Crime Form (Attachment #1) pursuant to Florida Statutes, Section 287.132-133, providing that no public entity shall accept any proposal from or award any contract to or transact any business in excess of the threshold amount for Category Two (\$25,000) for a period of thirty-six months from the date placed on the convicted vendor list.

5.7 Reservation of Rights

The City reserves the right to reject any and all proposals or portions thereof, to waive minor defects and informalities in the process, to re-advertise, to accept the proposal or award multiple proposals or take any other actions deemed by the City to be in the City's best interest.

5.8 Public Records

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (850) 837-4242, CITY CLERK, 4200 INDIAN BAYOU TRAIL, DESTIN, FL.

The successful responsive bidder shall:

1. Keep and maintain public records required by the CITY to perform the service.
2. Upon request from the City's custodian of public records, provide the CITY with a copy of the requested records or allow the records to be inspected or copied within a

REQUEST FOR BIDS

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reasonable time at a cost that does not exceed the cost provided in this FS Chapter 119 or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONTRACTOR does not transfer the records to the public agency.
4. Upon completion of the contract, transfer, at no cost, to the CITY all public records in possession of the contractor or keep and maintain public records required by the CITY agency to perform the service. If the GROUP transfers all public records to the CITY upon completion of the contract, the CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONTRACTOR keeps and maintains public records upon completion of the contract, the GROUP shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CITY, upon request from the City's custodian of public records, in a format that is compatible with the information technology systems of the CITY.

6.0 BID & SUBMITTAL REQUIREMENTS

All bids to be considered must be in the possession of the Destin City Clerk no later than 2:00 p.m. CST, on **October 5, 2023**. Submittals may be mailed or delivered to the Office of the City Clerk at the address below and shall be submitted in a sealed envelope clearly marked shall be submitted in a sealed package clearly marked on the outside "**RFB No. 23-05-PW, REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY**" and note the time and date of the opening. Regardless of method of delivery, each responsive bidder shall be responsible for their Bid being delivered on time, as the City of Destin assumes no responsibility for same. Proposals offered or received after the time set for the Bid Opening will be rejected and returned unopened to the submitter.

Mailing and Hand Delivery Address:

City Clerk Rey Bailey
City of Destin
4200 Indian Bayou Trail
Destin, Florida 32541
850-837-4242

clerk@cityofdestin.com

Office Hours: Monday- Friday, 8:00 A.M. TO 5:00 P.M.

REQUEST FOR BIDS
RFB NO. 23-05-PW
REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

6.1 Submittal Preparation

Submittals should be prepared in the following order:

1. **Submittal Coversheet:** provide a submittal cover sheet that includes project number, project name, bid opening date and responsive bidder contact information.
2. **Bid Form**, Exhibit A (one for each carpet product proposed)
3. **Responsive Bidder Qualification Statement**, Exhibit B
4. **Completed Public Entity Crime Form**, Exhibit C
5. **Completed Drug Free Workplace Certification Form**, Exhibit D
6. **Completed Bid Bond Form**, Exhibit E
7. **Qualification and Experience Narrative (no more than 2 pages, single-spaced, one-sided)**
8. **Project Approach and Timeline Proposal (no more than 2 pages, single-spaced, one-sided)**
9. **Three (3) References (will contain the following at a minimum)**
 - a. Name
 - b. Organization
 - c. Types of Services Provided
 - d. Telephone Number
 - e. E-mail
10. **Proof of Insurance:** provide proof of insurance meeting minimum insurance requirements as outlined in section 3.2 Insurance Requirements.
11. **Proof of licensing and certifications:** provide proof of licensing and certifications meeting minimum requirements as outlined in section 3.1 License Requirements.
12. **Carpet product sample for each product proposed.**
13. **Addendums** (if applicable)

One (1) original, so designated, six (6) copies for a total of seven (7) submissions, and one (1) digital copy of the RFB responses (on CD or USB drive). Submissions shall be portrait orientation, “8 1/2 X 11” where practical and double-sided. One sheet of paper printed on both sides is considered 2 pages. Please do not use wire spiral bindings, plastic covers, and plastic binding materials for your submittals.

Failure to provide any of the above listed mandatory information shall result in the elimination of the submittal package from consideration.

6.2 Criteria for Determining Lowest, Most Responsive and Responsible Bidder

The City of Destin’s Bid Committee will recommend the lowest, most responsive and responsible bidder to the City Council for their approval. The criteria to be used for this determination is listed below by relative order of importance.

REQUEST FOR BIDS
RFB NO. 23-05-PW
REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

EVALUATION CRITERIA	POINTS
Price Proposal/Warranties	40
Qualifications/Experience	20
Project Approach/Proposed Timeline	20
Past Performance/References	20
TOTAL	100

1. Price Proposal (Unit and Lump Sum)

- a) Costs will be evaluated based on the Prices provided.
- b) Are costs reasonable compared to the work performed? Are assumptions used in developing costs reasonable?
- c) Did the responsive bidder provide all the requested cost information?
- d) How competitive is the price proposal compared to the others received?

2. Qualifications and Experience

- a) Does the contractor have the experience necessary to carry out the specific work for this project? Does the contractor have experience with similar projects?
- b) Does the background and qualifications of individual key team members provide proven technical, operational, and managerial experience needed to handle the proposed project? Are the company structure and the relation of the project team clearly shown?
- c) Do financial qualifications clearly demonstrate financial stability of the company?

3. Project Approach and Performance Differentiators

- a) Does the submittal include detailed information that demonstrates the responsive bidder's understanding of the scope of work and how they intend to meet the objectives of the project?
- b) Does submittal demonstrate the firm's ability to manage existing budgets and implement cost controls throughout a project?
- c) Has the responsive bidder demonstrated knowledge of local site conditions and applicable requirements? Does submittal contain an approach to receiving permitting and maintaining the original construction scheduled as provided for in the scope of work?
- d) Is project approach specific, describing the means and methods of accomplishing the work. Does it identify any key issues on the project and/or propose some potential solutions?
- e) Does contractors schedule and availability practical and meet project requirements?

4. Past Performance

- a) Do past performance evaluations and/or past performance information provided reflect a trend of satisfactory performance?

Basis of evaluation:

- (i) A pattern of successful completion of work

REQUEST FOR BIDS

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REPLACEMENT OF CARPET – DESTIN PUBLIC LIBRARY

- (ii) A pattern of work identical to, similar to, or related to the work the project requires.
- (iii) Ability shown, through workmanship provided on other projects.
- (b) Do references affirm the company's quality of work?

EXHIBIT A

CITY OF DESTIN, FLORIDA
RFB No. 23-05-PW,
REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY

BID FORM

PART I Bid submitted by:

Company: _____

Address: _____

City & State: _____ Zip Code: _____

Telephone: () _____ Fax: () _____

E-mail: _____

Number of Years in Business: _____ Contact Name _____

PART II (complete as appropriate, include additional sheets as needed)

List the total bid cost to the City of Destin. Note, if bid is payment to City or cost to City based on salvage and demolition costs.

Include separate Exhibit A forms for each carpet product proposed.

Item Description Carpet Product ID: _____	Units	\$/Unit	Units	Bid Amount
Carpet Tiles/Squares	Sq Ft			\$
Furniture Moving	lump			\$
Carpet Removal/Floor Preparation	Sq Ft			\$
Carpet Installation	Sq Ft			\$
Other – (Glue, etc.) use separate sheets as necessary for description and tabulation	Sq Ft or Lump			\$
		Total		\$

THE BID FORM IS CONTINUED ON THE NEXT PAGE

Proposed Timeline: (timeline for construction with projected completion date):

--

PART III Certifications:

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I(we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: _____
(Print or Type)

Signature: _____

Date of Bid: _____

Note: See RFB Section III, Bid Requirements, and attach all required information to Bid form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful Bidder based upon their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

EXHIBIT B
RESPONSIVE BIDDER QUALIFICATION STATEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: 850-837-4242

Submitted By: _____

Name: _____

Address: _____

City, State, Zip: _____

Telephone No.: _____

Fax No.: _____

Check One

☐ Corporation

☐ Partnership

☐ Individual

☐ Other

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

The correct name of the responsive bidder is:

The address of the principal place of business is:

2. If responsive bidder is a corporation, answer the following:

- a. Date of Incorporation: _____
- b. State of Incorporation: _____
- c. President's name: _____
- d. Vice President's name: _____
- e. Secretary's name: _____
- f. Treasurer's name: _____
- g. Name and address of Resident Agent: _____

3. If responsive bidder is an individual or a partnership, answer the following:

- a. Date of organization: _____
- b. Name, address and ownership units of all partners:

- c. State whether general or limited partnership: _____

4. If responsive bidder is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

5. If responsive bidder is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

6. How many years has your organization been in business under its present business name?

Under what other former names has your organization operated?

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:

9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)

10. State the name of the individual who will have personal supervision of the work:

11. State the name and address of attorney, if any, for the business of the responsive bidder:

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the responsive bidder's business and indicate the percentage owned of each such business and/or individual:

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by responsive bidder:

14. Annual Average Revenue of the responsive bidder for the last three years as follows:

		<u>Revenue Index Number</u>
a.	Government Related Work	
b.	Non-Governmental Related Work	
	Total Work (a +b):	

Revenue Index Number

1.	Less than \$100,000
2.	\$100,000 to less than \$250,000
3.	\$250,000 to less than \$500,000
4.	\$500,000 to less than \$1 million
5.	\$1 million to less than \$2 million
6.	\$2 million to less than \$5 million
7.	\$5 million to less than \$10 million
8.	\$10 million to less than \$25 million
9.	\$25 million to less than \$50 million
10.	\$50 million or greater

15. Bank References:

Bank	Address	Telephone
------	---------	-----------

16. What will be your turnaround time for written responses to City inquiries?

17. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the responsive bidder, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

18. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the responsive bidder or its predecessor organization(s) during the last five (5) years. The list

shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute.

19. List and describe all criminal proceedings or hearings concerning business related offenses to which the responsive bidder, its principals or officers or predecessors' organization(s) were defendants.

20. Has the responsive bidder, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

The responsive bidder acknowledges and understands that the information contained in response to this qualification statement shall be relied upon by owner in awarding the contract and such information is warranted by responsive bidder to be true. The discovery of any omission or misstatement that materially affects the responsive bidder qualifications to perform under the contract shall cause the owner to reject the submittal, and if after the award, to cancel and terminate the award and/or contract.

(Signed) _____

(Title) _____

Subscribed and sworn to before me

This _____ day of _____, 20 _____

Notary Public (Signature)

My Commission Expires: _____

END OF SECTION

EXHIBIT C
PUBLIC ENTITY CRIMES DISCLOSURE

SWORN STATEMENT UNDER SECTION 287.133 (3) (A)
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid, Proposal or Contract _____

2. This sworn statement is submitted by _____ whose business address is _____

and (if applicable) Federal Employer Identification Number (FEIN) is _____ (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: _____)

3. My name is _____ and my relationship to the entity named above is _____

4. I understand that a "public entity crime" as defined in Paragraph 287.133(a)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(a)(b), Florida Statutes, means finding of guilt or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of records relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

1. A predecessor or successor of a person convicted of a public entity crime; or
2. An entity under the control of any natural person who is active in the management of

the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one of shares constituting a controlling income among persons when not for fair interest in another person, or a pooling of equipment or income among persons when not for fair market value under a length agreement, shall be a prima facie case that one person controls another person. A person who was knowingly convicted of a public entity crime, in Florida during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of the state or of the United States with the legal power to enter into a binding contract for provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies)

☐ Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

☐ The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. (please attach a copy of the final order)

☐ The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in public interest to remove the person or affiliate from the convicted vendor list. (please attach a copy of the final order)

☐ The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by, or pending with, the Department of General Services.)

(Signature)

Date: _____

STATE OF FLORIDA

COUNTY OF _____

PERSONALLY APPEARED BEFORE ME, the undersigned authority, who, after first being sworn by me, affixed his/her signature at the space provided above on this _____ day of _____, 2023, and is personally known to me, or has provided as identification.

Notary Public

My Commission expires:

EXHIBIT D
DRUG-FREE WORKPLACE CERTIFICATION

The below signed Bidder certifies that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling rehabilitation and employee assistance programs and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection 1.
4. In the statement specified in subsection 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation occurring in the workplace no later than five (5) working days after such conviction.
5. Impose a sanction on or require the satisfactory participation in drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this firm complies fully with the above drug-free workplace requirements.

COMPANY: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

TELEPHONE NUMBER: _____

SIGNATURE: _____ DATE: _____

NAME (TYPED OR PRINTED): _____

TITLE: _____

EXHIBIT E
BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, as _____ Principal, and as Surety, are hereby held and firmly bound unto the **City of Destin, Florida** as Owner in the penal sum of, (five percent (5%) of the Contract Bid) _____ for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors and assigns to pay Owner upon default of Bidder the penal sum set forth on the face of this Bond.

Signed, this _____ day of _____, 2023.

The condition of the obligation is such that whereas the Principal has submitted to **City of Destin, Florida** a certain Bid, attached hereto and hereby made a part hereof, to enter a contract in writing, for the **"RFB No. 23-05-PW, REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY"**

NOW THEREFORE,

1. Default of Bidder shall occur upon the failure of Bidder to deliver within the time required by the Bidding Documents the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents and Contract Documents.
2. This obligation shall be null and void if:
 - 2.1 Owner accepts Bidder's bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents and Contract Documents, or
 - 2.2 All bids are rejected by Owner, or
 - 2.3 Owner fails to issue a notice of award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by paragraph 5 hereof).
3. Payment under this Bond will be due and payable upon default of Bidder and within thirty (30) calendar days after receipt of Bidder and Surety of written notice of default from Owner which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.
4. Surety waives notice of any and all defenses based on or arising out of any time extension to issue notice of award agreed to in writing by Owner and Bidder, provided that the time for issuing notice of award including extensions shall not in the aggregate exceed one hundred twenty (120) days from Bid Due without Surety's written consent.
5. No suit or action shall be commenced under this Bond prior to thirty (30) calendar days after the notice of default required in paragraph 3 above is received by Bidder and Surety, and in no case later than one year after Bid Due Date.
6. Any suit or action under this Bond shall be commenced only in a court of competent jurisdiction located in the state in which the Project is located.
7. Notice required hereunder shall be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery,

commercial courier or by United States Registered or Certified Mail, return receipt requested, postage pre-paid, and shall be deemed to be effective upon receipt by the part concerned.

8. Surety shall cause to be attached to this Bond a current and effective Power of Attorney evidencing the authority of the officer, agent or representative who executed this Bond on behalf of Surety to execute, seal and deliver such Bond and bind the Surety thereby.
9. This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond shall be deemed to be included herein as if set forth at length. If any provision of the Bond conflicts with any applicable provision of any applicable statute, then the provision of said statute shall govern and the remainder of the Bond that is not in conflict therewith shall continue in full force and effect.
10. The term "bid" as used herein includes a bid, offer or proposal as applicable.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

Principal (Print Full Name):

Surety (Print Full Name):

(Seal) Surety's Name and Corporate Seal

By: _____

By: _____
Signature (attach power of attorney)

Title: _____

Title: _____

Attest: _____
Signature and Title

Attest: _____
Signature and Title

IMPORTANT - Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State of Florida. See Article 5 of the General Conditions as amended by Supplementary Conditions.

END OF SECTION

NOT TO SCALE

FLOORING SQUARE FOOTAGE

CARPET:

MAIN ROOM -	6,785.19
CHILDRENS STORY ROOM -	302.72
STAFF AREA - 749.52 -	749.52
CALHOUN ROOM -	992.16
STORAGE ROOM "C" -	137.90
DAVID NEAL COMPUTER LAB -	492.94
CONFERENCE ROOM -	233.44
CASS/CARVEL MEDIA LAB -	213.99
ROOM "A" -	105.0
ROOM "B" -	105.0

TOTAL CARPETED AREA = 10117.86 SQ. FT.

TILE:

MENS RESTROOM -	225.11
WOMENS RESTROOM -	225.11
STAFF RESTROOM -	48.5
STORAGE ROOM "A" -	53.43
STORAGE ROOM "B" -	101.23
LOBBY AREA -	1092.75

TOTAL TILED AREA = 1746.13 SQ. FT.

VINYL:

LIBRARY DIRECTOR -	277.56
ENTRY AREA -	92.2
BREAK ROOM -	165.17

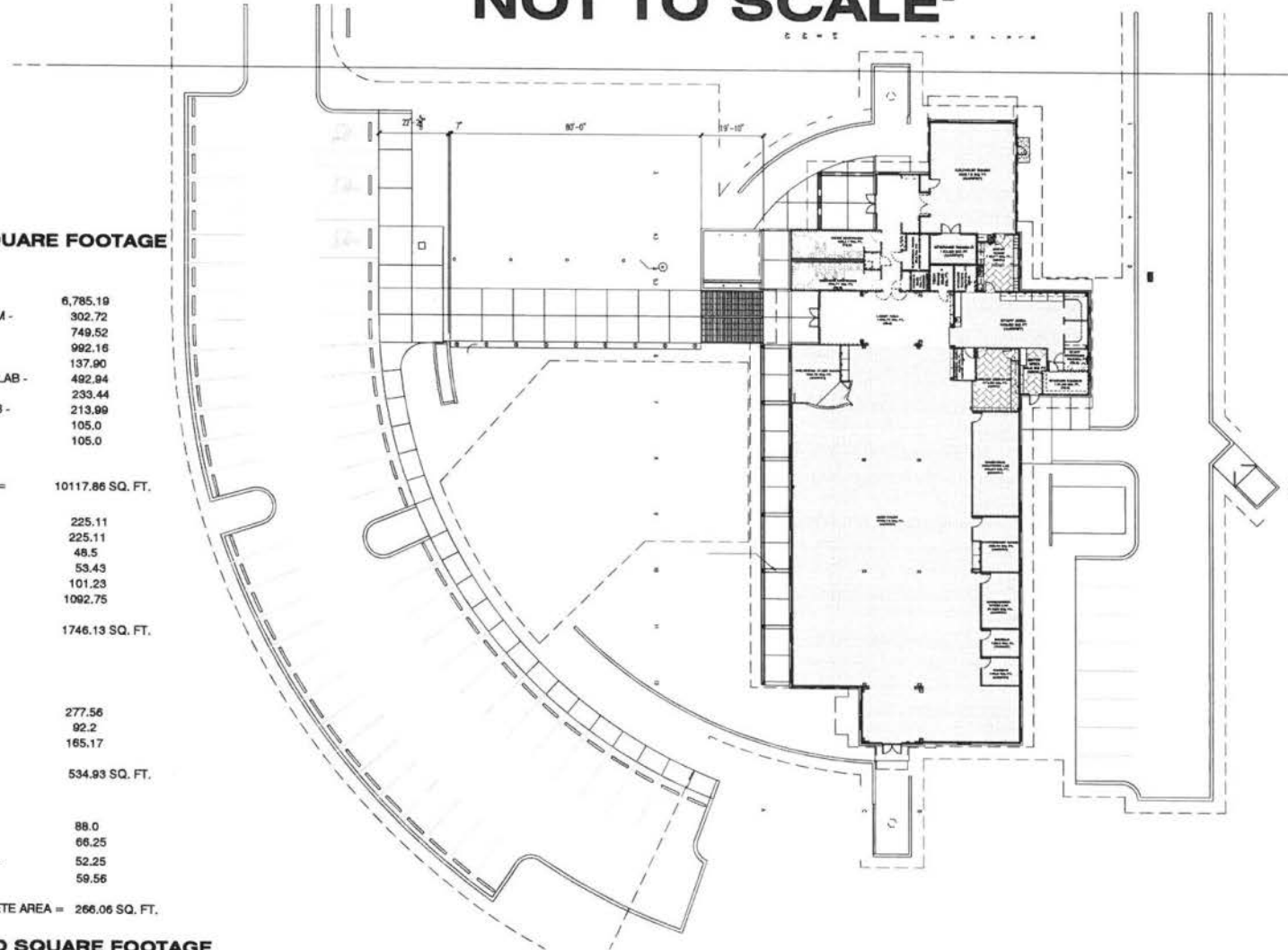
TOTAL VINYL AREA = 534.93 SQ. FT.

PAINTED CONCRETE:

ELECTRICAL ROOM -	88.0
MECHANICAL "A" -	66.25
MECHANICAL ROOM "B" -	52.25
TECH ROOM -	59.56

TOTAL PAINTED CONCRETE AREA = 266.06 SQ. FT.

TOTAL HEATED SQUARE FOOTAGE
12664.98 SQ. FT.



THIS DESIGN, CONCEPT, ENGINEERING, AND
CONSTRUCTION OF THE CITY OF DESTIN
LIBRARY AND ITS FACILITIES IS THE PROPERTY
OF THE CITY OF DESTIN, FLORIDA. IT IS
TO BE USED ONLY FOR THE CITY OF DESTIN
LIBRARY AND ITS FACILITIES.

CITY OF DESTIN
LIBRARY
150 SILBERT AVE.
DESTIN, FLORIDA 32541

CITY OF DESTIN
ENGINEERING DEPARTMENT

TEL: (904) 837-4544 FAX: (904) 837-4547
FAX: (904) 837-4547

REVISIONS

DATE: 04/11/2004
SCALE: 1/4" = 1'-0"

SHEET NO. 1 OF 1

DESIGNED BY: JCC
DRAWN BY: CJ

CHECKED BY:

NOT TO SCALE

FLOORING SQUARE FOOTAGE

CARPET:

MAIN ROOM -	6,785.19
CHILDRENS STORY ROOM -	302.72
STAFF AREA -	749.52
CALHOUN ROOM -	992.16
STORAGE ROOM "C" -	137.90
DAVID NEAL COMPUTER LAB -	492.94
CONFERENCE ROOM -	233.44
CASS/CARVEL MEDIA LAB -	213.99
ROOM "A" -	105.0
ROOM "B" -	105.0

TOTAL CARPETED AREA = 10,117.86 SQ. FT.

TILE:

MENS RESTROOM -	225.11
WOMENS RESTROOM -	225.11
STAFF RESTROOM -	48.5
STORAGE ROOM "A" -	53.43
STORAGE ROOM "B" -	101.23
LOBBY AREA -	1,092.75

TOTAL TILED AREA = 1,746.13 SQ. FT.

VINYL:

LIBRARY DIRECTOR -	277.56
ENTRY AREA -	92.2
BREAK ROOM -	165.17

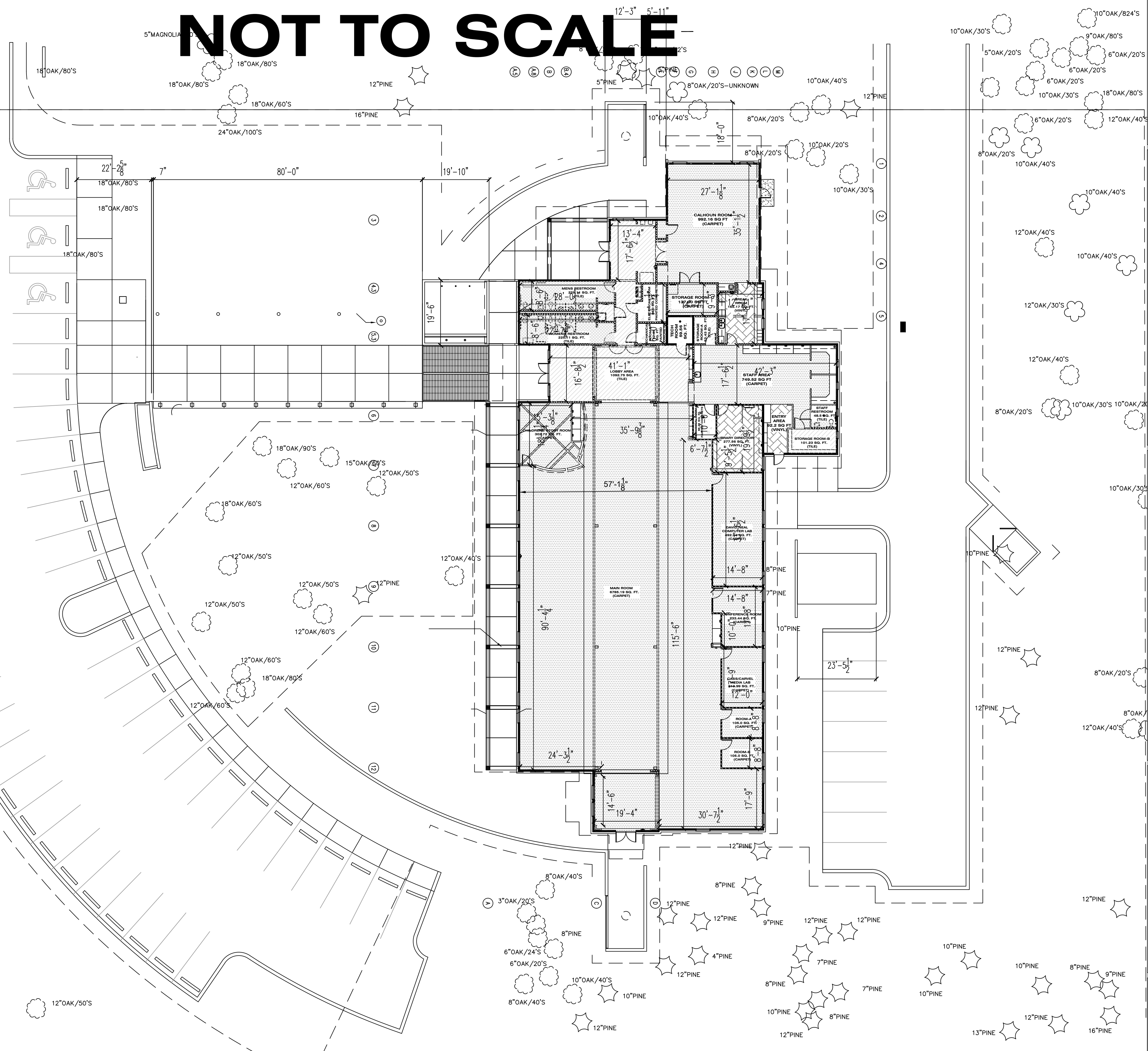
TOTAL VINYL AREA = 534.93 SQ. FT.

PAINTED CONCRETE:

ELECTRICAL ROOM -	88.0
MECHANICAL "A" -	66.25
MECHANICAL ROOM "B" -	52.25
TECH ROOM -	59.56

TOTAL PAINTED CONCRETE AREA = 266.06 SQ. FT.

TOTAL HEATED SQUARE FOOTAGE
12664.98 SQ. FT.



THIS DESIGN, CONCEPT, SPECIFICATIONS, AND DOCUMENTS HEREIN ARE THE PROPERTY OF THE CITY OF DESTIN, FLORIDA AND NO PART THEREOF SHALL BE COPIED OR OTHERWISE DISCLOSED TO ANY OTHER PARTY WITHOUT THE WRITTEN CONSENT OF THE CITY OF DESTIN, FLORIDA.

CITY OF DESTIN
LIBRARY
150 SIBERT AVE.
DESTIN, FLORIDA 32541

CITY OF DESTIN
ENGINEERING DEPARTMENT
4200 TWO TREES ROAD
DESTIN, FLORIDA 32541
TEL: (850) 837-4242 FAX: (904) 837-9287
TEL: (850) 837-5684

FILE NO.	DATE: AUG. 11, 2023
C:\DRAWINGS**********	SCALE: NOT TO SCALE
DESIGNED BY: DOC	SHEET NO. 1
DRAWN BY: CJ	OF 1
CHECKED BY:	

SUBMITTAL COVER SHEET

PROJECT NUMBER: RFB No. 23-05-PW

PROJECT NAME: REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY

BID OPENING DATE: OCTOBER 5, 2023

RESPONSIVE BIDDER CONTACT INFORMATION:

- NAME: JAMES L TURNPAUGH
- ORGANIZATION: DESTIN FLOORING INC.
- ADDRESS: 12889 EMERALD COAST PKWY SUITE 113-B
- OFFICE PHONE: (850) 650-8511
- OFFICE FAX: (850) 650-8513
- E-MAIL: admin@destinflooring.us

EXHIBIT A

CITY OF DESTIN, FLORIDA
RFB No. 23-05-PW,
REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY

BID FORM

PART I Bid submitted by:

Company: DESTIN FLOORING, INC.
Address: 12889 EMERALD COAST PKWY STE 113-B
City & State: DESTIN, FL Zip Code: 32550
Telephone: (850) 650-8511 Fax: (850) 650-8513
E-mail: admin@destinflooring.us
Number of Years in Business: 25 Contact Name JOHN FEUTIGER

PART II (complete as appropriate, include additional sheets as needed)

List the total bid cost to the City of Destin. Note, if bid is payment to City or cost to City based on salvage and demolition costs.

Include separate Exhibit A forms for each carpet product proposed.

Item Description <u>MAIN CARPET TILE throughout</u> Carpet Product ID: <u>SHAW-PETO II going for green</u>	Units	\$/Unit	Units	Bid Amount
Carpet Tiles/Squares	Sq Ft	4.8179	10,217.61	\$ 49,227.09
Furniture Moving	lump	3,300	lump	\$ 3,300.00
Carpet Removal/Floor Preparation	Sq Ft	0.50	9,459	\$ 4,729.50
Carpet Installation	Sq Ft	1.25	9,459	\$ 11,823.75
Other – (Glue, etc.) use separate sheets as necessary for description and tabulation	Sq Ft or Lump			\$ 11,075.90
			Total	\$

THE BID FORM IS CONTINUED ON THE NEXT PAGE

EXHIBIT A

CITY OF DESTIN, FLORIDA
RFB No. 23-05-PW,
REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY

BID FORM

PART I Bid submitted by:

Company: _____
Address: _____
City & State: _____ Zip Code: _____
Telephone: () _____ Fax: () _____
E-mail: _____
Number of Years in Business: _____ Contact Name _____

PART II (complete as appropriate, include additional sheets as needed)

List the total bid cost to the City of Destin. Note, if bid is payment to City or cost to City based on salvage and demolition costs.

Include separate Exhibit A forms for each carpet product proposed.

Item Description	Units	\$/Unit	Units	Bid Amount
CARPET BORDER Carpet Product ID: <u>SHAW T&N COLONS ALOE</u>				
Carpet Tiles/Squares	Sq Ft	5.68	720	\$ 4,092.48
Furniture Moving	lump			\$
Carpet Removal/Floor Preparation	Sq Ft			\$
Carpet Installation	Sq Ft			\$
Other – (Glue, etc.) use separate sheets as necessary for description and tabulation	Sq Ft or Lump			\$
Total				\$ 84,248.72

THE BID FORM IS CONTINUED ON THE NEXT PAGE

Proposed Timeline: (timeline for construction with projected completion date):

7-10 DAYS TO ORDER MATERIALS (MAX. 2 WEEKS)
4-5 DAYS TO COMPLETE PROJECT (MAX. 1 WEEK)

PART III Certifications:

In accordance with your request for Bids, instructions and specifications, attached hereto, and subject to all conditions thereof, I(we), the undersigned, hereby propose and agree if this Bid is accepted, to contract with the City of Destin, Florida to construct any items or furnish any service requested herein and deliver same without additional cost to the City of Destin at the specified location for the quotations listed above.

The undersigned further declares that he/she has carefully examined the specifications referenced on this Bid Form and is thoroughly familiar with them and their provision(s). He further declares that no other person than the Bidder herein named has any interest in this Bid or in the contract to be executed, and that it is made without any connection with any other person(s) making Bid for the same articles, and it is in all respects fair and without collusion and fraud.

Signature and Certification:

Name and Title of Authorized Representative: JAVIER PERAZA / OPERATIONS MANAGER
(Print or Type)

Signature: _____



Date of Bid: _____

10/05/2023

Note: See RFB Section III, Bid Requirements, and attach all required information to Bid form.

The City of Destin reserves the right to reject any and all Bids or portions thereof, to waive minor defects in the process and to accept the Bid or any combination of Bid Items or take any other actions deemed by the City to be in the City's best interest. The City also reserves the right to assign additional work to the successful Bidder based upon their Bid proposal or negotiation as may be necessary to meet grant funding or completion requirements.

END OF BID FORM

Destin Flooring

PROPOSAL

CRESTVIEW
2254 South Ferdon Blvd
Crestview, FL 32536
(850) 689-8977

Date	Estimate #
8/25/2023	44260

CUSTOMER		SHIP TO	
City of Destin- Destin Library 4200 Indian Bayou Trail Destin, FL 32541			
TERMS	REP	PROJECT	INVOICE #
75% Deposit - Bal on Completion	JF	carpet	
ITEM	DESCRIPTION		TOTAL
Materials	Peto II Going For Green -main body of carpet throughout library and office areas. carpet tile 24X24		49,227.09T
Materials	Tru Colours Aloe -carpet to replace existing boarder in main reading room of library. Carpet tile 24X24		4,092.48T
Materials	Carpet Adhesive		1,462.00T
Materials	carpet removal machine		2,325.00T
Stock-Feather Finish	Floor Patch 10lb. -floor patch to be used in areas that are damaged or unlevelled		467.33T
Dumpster-Mobile PullBe...	Dumpster - Pull behind		1,020.00T
Freight	delivery of materials to warehouse		1,700.00
Stone, wood, and other natural products exhibit significant variations, the samples are only general representations and my not depict the actual product you receive. Stone products are not stored in climate-controlled conditions at our warehouse. Absolutely no returns on these special orders are accepted.			
Signature of acceptance		Date	
		Subtotal	
		Sales Tax (7.0%)	
		Total	
SIGNATURE:		DATE:	

Destin Flooring

PROPOSAL

CRESTVIEW
2254 South Ferdon Blvd
Crestview, FL 32536
(850) 689-8977

Date	Estimate #
8/25/2023	44260

CUSTOMER		SHIP TO	
City of Destin- Destin Library 4200 Indian Bayou Trail Destin, FL 32541			
TERMS	REP	PROJECT	INVOICE #
75% Deposit - Bal on Completion	JF	carpet	
ITEM	DESCRIPTION		TOTAL
Labor	r/r of furniture including bookcases -empty bookcases will be moved to complete carpet replacement and will be replaced in their location after carpet replacement is completed. -office furniture will be moved and replaced to complete carpet replacement. ** due to liability reasons, Destin Flooring does not remove computer/ electrical devices		3,300.00
Labor-Removal-G/D Cpt	removal of existing carpet and glue		4,729.50
Labor-G/D-Empty/New ...	installation of carpet and boarder		11,823.75
Stone,wood, and other natural products exhibit significant variations, the samples are only general representations and my not depict the actual product you receive. Stone products are not stored in climate-controlled conditions at our warehouse. Absolutely no returns on these special orders are accepted.			
Signature of acceptance _____		Date _____	
Payment in full is required upon acceptance of proposal. Quotes are valid for 14 days and contingent upon physical measurement by Destin Flooring, Inc. A 1.5% interest charge will be added to all invoices over 30 days past due. Freight and a 25% restocking fee will be assessed on all product returns. Customer is responsible for all collection, court, legal and attorney costs for unpaid balance. Customer authorizes payment by credit card, if provided and when due, unless alternative arrangement is made in advance and in writing. Resetting of commodes and reconnection of water supply lines prohibited. A \$35.00 returned check fee will apply.		Subtotal	\$80,147.15
		Sales Tax (7.0%)	\$4,101.57
		Total	\$84,248.72
SIGNATURE:		DATE:	

EXHIBIT B
RESPONSIVE BIDDER QUALIFICATION STATEMENT

The undersigned certifies under oath the truth and correctness of all statements and of all answers to questions made hereinafter:

SUBMITTED TO: City of Destin
CITY CLERK'S OFFICE
4200 Indian Trail Bayou
Destin, Florida 32541
Telephone: 850-837-4242

Submitted By:

Name: JAMES L. TURNPAUGH
Address: 12889 EMERALD COAST PKWY STE. 113-B
City, State, Zip: DESTIN, FL 32550
Telephone No.: (850) 650-8511
Fax No.: (850) 650-8513

Check One

☒ Corporation
☐ Partnership
☐ Individual
☐ Other

1. State the true, exact, correct and complete name of the partnership, corporation, trade or fictitious name under which you do business and the address of the place of business.

The correct name of the responsive bidder is:

DESTIN FLOORING, INC.

The address of the principal place of business is:

12889 EMERALD COAST PKWY STE 113-B
DESTIN, FL 32550

2. If responsive bidder is a corporation, answer the following:

a. Date of Incorporation: 07/16/1998
b. State of Incorporation: FL
c. President's name: JAMES L. TURNPAUGH
d. Vice President's name: DANIEL K. CARR
e. Secretary's name: JANET STUCKEY
f. Treasurer's name: _____
g. Name and address of Resident Agent: _____

3. If responsive bidder is an individual or a partnership, answer the following:

a. Date of organization: _____
b. Name, address and ownership units of all partners:
N/A { _____

c. State whether general or limited partnership: _____

4. If responsive bidder is other than an individual, corporation or partnership, describe the organization and give the name and address of principals:

N/A

5. If responsive bidder is operating under a fictitious name, submit evidence of compliance with the Florida Fictitious Name Statute.

6. How many years has your organization been in business under its present business name?

25 YEARS

Under what other former names has your organization operated?

N/A

7. Indicate registration, license numbers or certificate numbers for the businesses or professions, which are the subject of this Bid. Please attach certificate of competency and/or state registration.

OKALOOSA COUNTY - LOCAL BUSINESS ACCOUNT # 132132

CITY OF DESTIN - PROFESSIONAL LICENSE CERTIFICATE

LICENSE # SPREG - 003764 - 2022

8. Have you ever failed to complete any work awarded to you? If so, state when, where and why:

N/A

9. List the pertinent experience of the key individuals of your organization (continue on insert sheet, if necessary)

25 YEARS IN THE FLOORING BUSINESS HANDLING

RESIDENTIAL, COMMERCIAL AND CONTRACTOR JOBS.

10. State the name of the individual who will have personal supervision of the work:

NICHOLAS LENNARD

11. State the name and address of attorney, if any, for the business of the responsive bidder:

BEGGS & LANE, LLP

501 COMMENDENCIA ST., PENSACOLA, FL

12. State the names and addresses of all businesses and/or individuals who own an interest of more than five percent (5%) of the responsive bidder's business and indicate the percentage owned of each such business and/or individual:

JAMES L TURNBOUGH 80% 12889 EMERALD COAST PKWY STE 113-B DESTIN, FL 32550
DANIEL K PARR 10% 330 SALLEISH CIRCLE DESTIN, FL 32541
JANET STUCKEY 10% 48 WHISPERING SHORE COVE
SANTA ROSA BEACH, FL 32459

13. State the names, addresses, and the type of business of all firms that are partially or wholly owned by responsive bidder:

DESTIN FLOORING, INC.
12889 EMERALD COAST PKWY SUITE 113-B
DESTIN, FL 32550

14. Annual Average Revenue of the responsive bidder for the last three years as follows:

		Revenue Index Number
a.	Government Related Work	4
b.	Non-Governmental Related Work	7
	Total Work (a + b):	11

Revenue Index Number

1.	Less than \$100,000
2.	\$100,000 to less than \$250,000
3.	\$250,000 to less than \$500,000
4.	\$500,000 to less than \$1 million
5.	\$1 million to less than \$2 million
6.	\$2 million to less than \$5 million
7.	\$5 million to less than \$10 million
8.	\$10 million to less than \$25 million
9.	\$25 million to less than \$50 million
10.	\$50 million or greater

15. Bank References:

Bank	Address	Telephone
<u>THE FIRST BANK-</u>	<u>9461 HIGHWAY 98 WEST</u>	<u>(850) 654-5021</u>
<u>MIRAMAR BEACH</u>	<u>MIRAMAR BEACH, FL</u>	
<u>NMLS # 2069967</u>	<u>32550</u>	

16. What will be your turnaround time for written responses to City inquiries?

UP TO 48 HR

17. List and describe all bankruptcy petitions (voluntary or involuntary) which have been filed by or against the responsive bidder, its parent or subsidiaries or predecessor organizations during the past five (5) years. Include in the description, the disposition of each such petition.

N/A

18. List all claims, arbitrations, administrative hearings and lawsuits brought by or against the responsive bidder or its predecessor organization(s) during the last five (5) years. The list

shall include all case names, case arbitration or hearing identification numbers, the name of the project which the dispute arose, and a description of the subject matter of the dispute.

FILING # 179815732 (8/16/2023) CASE N° 23 CAS04

19. List and describe all criminal proceedings or hearings concerning business related offenses to which the responsive bidder, its principals or officers or predecessors' organization(s) were defendants.

N/A

20. Has the responsive bidder, its principals, officers or predecessors' organization(s) been CONVICTED OF a Public Entity Crime, debarred or suspended from bidding by any government during the last five (5) years? If so, provide details.

N/A

The responsive bidder acknowledges and understands that the information contained in response to this qualification statement shall be relied upon by owner in awarding the contract and such information is warranted by responsive bidder to be true. The discovery of any omission or misstatement that materially affects the responsive bidder qualifications to perform under the contract shall cause the owner to reject the submittal, and if after the award, to cancel and terminate the award and/or contract.

(Signed) [Signature]

(Title) PRESIDENT

Subscribed and sworn to before me

This 5th day of OCTOBER, 20 23

[Signature]

Notary Public (Signature)

My Commission Expires: 6/27/27



SHARIE MORRIS
Notary Public
State of Florida
Comm# HH415331
Expires 6/27/2027

END OF SECTION

EXHIBIT C
PUBLIC ENTITY CRIMES DISCLOSURE

SWORN STATEMENT UNDER SECTION 287.133 (3) (A)
FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted with Bid, Proposal or Contract RFB NO. 23-
OS- PW REPLACEMENT OF CARPET - DESTIN PUBLIC LIBRARY

2. This sworn statement is submitted by DESTIN FLOORING, INC. whose business address is 12889 EMERALD COAST PKWY SUITE 113-B
DESTIN, FL 32550

and (if applicable) Federal Employer Identification Number (FEIN) is 59-3525321 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:

3. My name is JAMES L TURNBAUGH and my relationship to the entity named above is PRESIDENT

4. I understand that a "public entity crime" as defined in Paragraph 287.133(a)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or with the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or any agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

5. I understand that "convicted" or "conviction" as defined in paragraph 287.133(a)(b), Florida Statutes, means finding of guilt or a conviction of a public entity crime with or without an adjudication of guilt, in any federal or state trial court of records relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

6. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:

1. A predecessor or successor of a person convicted of a public entity crime; or
2. An entity under the control of any natural person who is active in the management of

the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one of shares constituting a controlling income among persons when not for fair interest in another person, or a pooling of equipment or income among persons when not for fair market value under a length agreement, shall be a prima facie case that one person controls another person. A person who was knowingly convicted of a public entity crime, in Florida during the preceding 36 months shall be considered an affiliate.

7. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of the state or of the United States with the legal power to enter into a binding contract for provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

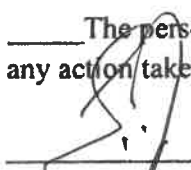
8. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. (Please indicate which statement applies)

☒ Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, nor affiliate of the entity have been charged with and convicted of a public entity crime subsequent to July 1, 1989.

☐ The entity submitting this sworn statement, or one or more of the officers, directors, executives, partners, shareholders, employees, members, or agents who are active in management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. (please attach a copy of the final order)

☐ The person or affiliate was placed on the convicted vendor list. There has been a subsequent proceeding before a hearing officer of the State of Florida, Division of Administrative Hearings. The final order entered by the hearing officer determined that it was in public interest to remove the person or affiliate from the convicted vendor list. (please attach a copy of the final order)

☐ The person or affiliate has not been placed on the convicted vendor list. (Please describe any action taken by, or pending with, the Department of General Services.)



(Signature)

Date: 10/05/2023

STATE OF FLORIDA

EXHIBIT D
DRUG-FREE WORKPLACE CERTIFICATION

The below signed Bidder certifies that it has implemented a drug-free workplace program. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling rehabilitation and employee assistance programs and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in subsection 1.
4. In the statement specified in subsection 1., notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation occurring in the workplace no later than five (5) working days after such conviction.
5. Impose a sanction on or require the satisfactory participation in drug abuse assistance or rehabilitation program if such is available in the employee's community, by any employee who is convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of this section.

As the person authorized to sign this statement, I certify that this firm complies fully with the above drug-free workplace requirements.

COMPANY: DESTIN FLOORING, INC.
ADDRESS: 12889 EMERALD COAST PKWY SUITE 113-B
CITY: DESTIN STATE: FL ZIP CODE: 32550
TELEPHONE NUMBER: (850) 650-8511
SIGNATURE: [Signature] DATE: 10/05/2023
NAME (TYPED OR PRINTED): JANER PERAZA
TITLE: OPERATIONS MANAGER

COUNTY OF OKALOOSA

PERSONALLY APPEARED BEFORE ME, the undersigned authority, who, after first being sworn by me, affixed his/her signature at the space provided above on this 5th day of OCTOBER, 2023, and is personally known to me, or has provided as identification.


Notary Public

My Commission expires: 6/27/27



SHARIE MORRIS
Notary Public
State of Florida
Comm# HH415331
Expires 6/27/2027

EXHIBIT E
BID BOND

KNOW ALL MEN BY THESE PRESENTS, that we, the undersigned, as N/A.
Principal, and as Surety, are hereby held and firmly bound unto the City of Destin, Florida as Owner in the penal sum of, (five percent (5%) of the Contract Bid) _____ for the payment of which, well and truly to be made, we hereby jointly and severally bind ourselves, successors and assigns to pay Owner upon default of Bidder the penal sum set forth on the face of this Bond.

Signed, this 5TH day of OCTOBER, 2023.

The condition of the obligation is such that whereas the Principal has submitted to City of Destin, Florida a certain Bid, attached hereto and hereby made a part hereof, to enter a contract in writing, for the "RFB No. 23-05-PW, REPLACEMENT OF CARPET, DESTIN PUBLIC LIBRARY"

NOW THEREFORE,

1. Default of Bidder shall occur upon the failure of Bidder to deliver within the time required by the Bidding Documents the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents and Contract Documents.
2. This obligation shall be null and void if:
 - 2.1 Owner accepts Bidder's bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by Owner) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents and Contract Documents, or
 - 2.2 All bids are rejected by Owner, or
 - 2.3 Owner fails to issue a notice of award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by paragraph 5 hereof).
3. Payment under this Bond will be due and payable upon default of Bidder and within thirty (30) calendar days after receipt of Bidder and Surety of written notice of default from Owner which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.
4. Surety waives notice of any and all defenses based on or arising out of any time extension to issue notice of award agreed to in writing by Owner and Bidder, provided that the time for issuing notice of award including extensions shall not in the aggregate exceed one hundred twenty (120) days from Bid Due without Surety's written consent.
5. No suit or action shall be commenced under this Bond prior to thirty (30) calendar days after the notice of default required in paragraph 3 above is received by Bidder and Surety, and in no case later than one year after Bid Due Date.
6. Any suit or action under this Bond shall be commenced only in a court of competent jurisdiction located in the state in which the Project is located.
7. Notice required hereunder shall be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery,

commercial courier or by United States Registered or Certified Mail, return receipt requested, postage pre-paid, and shall be deemed to be effective upon receipt by the part concerned.

8. Surety shall cause to be attached to this Bond a current and effective Power of Attorney evidencing the authority of the officer, agent or representative who executed this Bond on behalf of Surety to execute, seal and deliver such Bond and bind the Surety thereby.
9. This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond shall be deemed to be included herein as if set forth at length. If any provision of the Bond conflicts with any applicable provision of any applicable statute, then the provision of said statute shall govern and the remainder of the Bond that is not in conflict therewith shall continue in full force and effect.
10. The term "bid" as used herein includes a bid, offer or proposal as applicable.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers, the day and year first set forth above.

Principal (Print Full Name):

Surety (Print Full Name):

N/A.

(Seal) Surety's Name and Corporate Seal

By: _____

By: _____

Signature (attach power of attorney)

Title: _____

Title: _____

Attest: _____

Attest: _____

Signature and Title

Signature and Title

IMPORTANT - Surety companies executing bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State of Florida. See Article 5 of the General Conditions as amended by Supplementary Conditions.

END OF SECTION



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/03/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Gilmore Insurance & Bonding, Inc. P.O. Box 249 Mary Esther FL 32569		CONTACT NAME: Johanna Hernandez PHONE (A/C No. Ext.): (850) 244-3387 FAX (A/C No.): (850) 244-2810 E-MAIL ADDRESS: johanna@insurancefast.com	
INSURED Destin Flooring Inc 12889 Us Highway 98 W Ste 113 Destin FL 32550-3243		INSURER(S) AFFORDING COVERAGE INSURER A: Southern-Owners Ins. Co. NAIC # 10190 INSURER B: Auto-Owners Ins. 18988 INSURER C: FCBI INSURER D: INSURER E: INSURER F:	

COVERAGES**CERTIFICATE NUMBER:** CL234601460**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDITIONAL INSURED	SUBROGATION	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PROJECT ☐ LOC ☐ OTHER:	Y		78782226	04/10/2023	04/10/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COM/OP AGG \$ 2,000,000 \$
	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS ONLY	Y		4989311000	06/03/2023	06/03/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	☐ UMBRELLA LIAB ☐ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	☒ WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	106-66757	04/01/2023	04/01/2024	☒ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City of Destin is included as additional insured with respects to the General Liability and Automobile Liability as per attached endorsements. Should the above General Liability and Automobile Liability policies are canceled or non-renewed, the City of Destin will be notified at least 30 days in advanced.

BID- Replacement of Carpet Destin Public Library

CERTIFICATE HOLDER**CANCELLATION**

City of Destin 4200 Indian Bayou Trail Destin FL 32541	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

- A. Under SECTION II - WHO IS AN INSURED** is amended. The following provision is added. A person or organization is an Additional Insured, only with respect to liability caused, in whole or in part, by "your work" for that Additional Insured by or for you:
1. If required in a written contract or agreement; or
 2. If required by an oral contract or agreement only if a Certificate of Insurance was issued prior to the loss indicating that the person or organization was an Additional Insured.
- B. SECTION III - LIMITS OF INSURANCE** is amended. The following provision is added. The limits of liability for the Additional Insured are those specified in the written contract or agreement between the insured and the owner, lessee or contractor or those specified in the Certificate of Insurance, if an oral contract or agreement, not to exceed the limits provided in this policy. These limits are inclusive of and not in addition to the limits of insurance shown in the Declarations.
- C. SECTION IV - COMMERCIAL GENERAL LIABILITY CONDITIONS** is amended.
1. The following condition is added to **4. Other Insurance**.
This insurance is primary for the Additional Insured, but only with respect to liability caused,

in whole or in part, by "your work" for that Additional Insured by or for you. Other insurance available to the Additional Insured will apply as excess insurance and not contribute as primary insurance to the insurance provided by this endorsement.

2. The following condition is added.
Other Additional Insured Coverage Issued By Us
If this policy provides coverage for the same loss to any Additional Insured specifically shown as an Additional Insured in another endorsement to this policy, our maximum limit of insurance under this endorsement and any other endorsement shall not exceed the limit of insurance in the written contract or agreement between the insured and the owner, lessee or contractor, or the limits provided in this policy, whichever is less. Our maximum limit of insurance arising out of an "occurrence", shall not exceed the limit of insurance shown in the Declarations, regardless of the number of insureds or Additional Insureds.

All other policy terms and conditions apply.

58504 (1-15)

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE - BLANKET COVERAGE

This endorsement modifies insurance provided under the following:

COMMERCIAL AUTO POLICY

SECTION II - COVERED AUTOS LIABILITY COVERAGE is amended. The following provision is added. Any person or organization is an **insured** for Covered Autos Liability Coverage, but only to the extent that

person or organization qualifies as an **insured** under **SECTION II - COVERED AUTOS LIABILITY COVERAGE, A. COVERAGE, 1. Who Is An Insured.**

All other policy terms and conditions apply.

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Page 1 of 1

58583 (1-15)

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF OUR RIGHT TO RECOVER PAYMENTS (WAIVER OF SUBROGATION) - BLANKET

This endorsement modifies insurance provided under the following:

COMMERCIAL AUTO POLICY

SECTION V CONDITIONS, A. LOSS CONDITIONS is amended. **5. Our Right to Recover Payments** is deleted and replaced by the following condition.

5. Our Right to Recover Payments

If we make a payment under this policy and the person to or for whom payment is made has a right to recover damages from another, we will be entitled to that right. That person shall do everything necessary to transfer that right to us and do nothing to prejudice it.

However, we waive our right to recover payments made for **bodily injury** or **property damage**:

- a. Covered by the policy; and
- b. Arising out of the operation of autos covered by the policy, in accordance with the terms and conditions of a written contract between you and such person or entity

only if such rights have been waived by the written contract prior to the **accident** or **loss** which caused the **bodily injury** or **property damage**.

All other policy terms and conditions apply.

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Page 1 of 1



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

12/29/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Emerald Coast Insurance Services Inc. 8940 N Davis Hwy Pensacola FL 32514		CONTACT NAME: Dianna Radominski PHONE (A/C, No, Ext): 850-417-4821 FAX (A/C, No): 888-316-1927 E-MAIL ADDRESS: mark@ecsmall.com	
INSURED Parra Flooring Inc. 7515 Blackjack Circle Navarre 32566		INSURER(S) AFFORDING COVERAGE INSURER A : Cypress Property and Casualty INSURER B : State National Ins Co Inc INSURER C : INSURER D : INSURER E : INSURER F :	

COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC OTHER:			FGL 5022790 02 81	12/20/2022	12/20/2023	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 1,000,000 PRODUCTS - COMP/OP AGG \$ 1,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☐ HIRED AUTOS ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB ☐ EXCESS LIAB DED RETENTION \$	☐ OCCUR ☐ CLAIMS-MADE					EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☒ N	N/A	NXTVCYYXF-01-WC	12/17/2022	12/17/2023	☒ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER**CANCELLATION**

Destin Flooring America 12889 Emerald Coast Parkway STE 113B Destin FL 32550	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE <i>Dianna Radominski A024431</i>
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QUALIFICATION AND EXPERIENCE NARRATIVE

Proud to Be Destin's Best Flooring Company

The doors to Destin Flooring America opened in the spring of 1998 and started in a humble 1,000 square foot showroom where the owner worked as our sales representative, estimator, and installer.

In 2007, we opened our second location in Crestview known as Crestview Flooring America.

Today, Destin Flooring America is located in Miramar Beach with a 3,500 square foot designer showroom and a bustling team of flooring experts.

In 2021, our sister store, Emerald Coast Flooring America opened their doors in Fort Walton Beach.

Destin Flooring America is proud to have won the award “Best in Destin” for 6 years running.

In 2023 we have completed similar large scope projects for Destin Worship Center & Gateway Academy.

PROJECT APPROACH AND TIMELINE PROPOSAL

Submission of work schedule and material receiving two weeks prior to start date

- | | |
|--|--------|
| • Furniture moving and material delivery | 1-day |
| • Carpet removal (incl. debris) and disposal | 1-day |
| • Floor preparation and installation of new carpet | 2-days |
| • Storage of extra stock and furniture moving | 1-day |

REFERENCES

NAME: Phil Grimm
ORGANIZATION: Destiny Worship Center
TYPE OF SERVICES PROVIDED: Modular carpet tile, commercial vinyl tile & porcelain tile.
TELEPHONE NUMBER: (850) 685-1375
E-MAIL: phil@destinyworship.com

NAME: Julie Liebetreu
ORGANIZATION: Louisiana Lagniappe
TYPE OF SERVICES PROVIDED: Carpet installation (dining room)
TELEPHONE NUMBER: (850) 428-1011
E-MAIL: jldesign1@aol.com

NAME: Randy
ORGANIZATION: Southern Restaurant Group
TYPE OF SERVICES PROVIDED: Modular Carpet tile (installation and materials)
TELEPHONE NUMBER: (850) 499-0579
E-MAIL: lesliel@srgcorp.net

NAME: Christy Spurlin
ORGANIZATION: Compass SRB
TYPE OF SERVICES PROVIDED: Modular Carpet tile (installation and materials)
TELEPHONE NUMBER: (678) 362-1871
E-MAIL: christyspurlin@comcast.net



2023 / 2024 OKALOOSA COUNTY LOCAL BUSINESS TAX RECEIPT

BEN ANDERSON

Okaloosa County Tax Collector

The issuance of this receipt does not ensure competency.

BUSINESS NAME: DESTIN FLOORING INC

ACCOUNT NUMBER: 132132

EXPIRES: SEPTEMBER 30, 2024

RECEIPT NUMBER: 3600100756089

TYPE OF BUSINESS: Non-Regulated

BUSINESS ADDRESS: 12889 EMERALD COAST PKWY SUITE 113
DESTIN, FL 32550

**Paid
07/10/2023**

T		0.00
C		35.00
E		
F	NT	0.00
P		0.00
C		0.00
T	Paid	35.00

**RENEW ANNUALLY AT
OkaloosaTax.com**

E-check is **FREE**

DESTIN FLOORING INC
12889 EMERALD COAST PKWY SUITE 113
DESTIN, FL 32550

**SCAN WITH
PHONE
TO RENEW**



THIS BECOMES A TAX RECEIPT WHEN VALIDATED BELOW

Paid 0-23008732 35.00 07/10/2023

TAX RECEIPT MUST BE DISPLAYED ON PREMISES

IMPORTANT RECEIPT INFORMATION

ANNUAL RENEWAL OPTIONS

ONLINE

OkaloosaTax.com

E-check is **FREE!**

MAIL

DROP BOX

PHONE

#TAX

IMPORTANT PAYMENT INFORMATION

FORMS OF PAYMENT ACCEPTED



Echeck
It's **FREE!**



Check



Cash



Credit Card

HOW TO CHANGE/UPDATE A RECEIPT

HOW TO CLOSE AN ACCOUNT

QUESTIONS?

Visit **OkaloosaTax.com**
Call **#TAX** (#829) from your mobile device.



City of Destin

4200 Indian Bayou Train, Destin FL 32541
(850) 654-1119

PROFESSIONAL LICENSE CERTIFICATE

Issued To:	JAMES TURNPAUGH	Certification(s):	Ok BTR - Specialty BTR Only
Mailing Address:	12889 Emerald Coast Pkwy Suite 113B PKWY Miramar Beach,, FL 32550		
License Number:	SPREG-005399-2023	License Type:	Specialty Contractor Registration
Issued Date:	10/2/2023	Classification:	Specialty Flooring
Expiration Date:	9/30/2024	Fees Paid:	\$57.20

TO BE POSTED IN A CONSPICUOUS PLACE

ADDENDUMS - CARPET PRODUCT SPECS

ShawContract®

Peto II 26 Tile

style name	Peto II 26 Tile	
style number	59371	
color name	going for green	
color number	71545	
collection	Toppiare	
product type	Carpet Tile	
construction	Textured Loop	
fiber	EcoSolution Q100™ Nylon	
dye method	100% Solution Dyed	
primary backing	Synthetic	
secondary backing	EcoWorx® Tile	
protective treatment	SSP® Shaw Soil Protection	
warranty	Lifetime Commercial Limited U.S.	
product size	24.0 X 24.0 inches	Metric 61.0 X 61.0 cm
gauge	1/10 inch	39.4 per 10cm
stitches	11 per inch	43 per 10cm
finished pile thickness	0.114 inches	2.90 mm
average density	8211 per cu.yd.	15.11 Kilotex
tufted weight	26.0 oz/yd2	881.6 gms/sqm

coordinating products

Carpet Tile: Peto II 20

Broadloom: Peto II

recommended installation methods



monolithic



This sample is returnable and / or recyclable
shawcontract.com | 1 800 257 7429 | 706 532 7984
© 2018 Shaw Industries Group Inc, A Berkshire Hathaway Company



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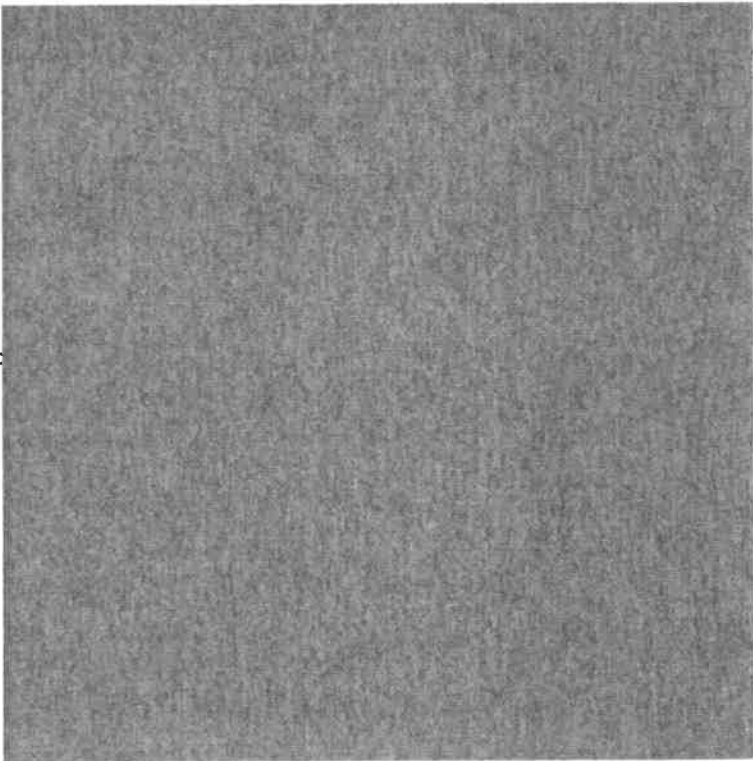


5206936857

Peto II 26 Tile

Product Type	Carpet Tile
Style Number	59371
Construction	Textured Loop
Fiber	Ecosolution Q100™ Nylon
Dye Method	100% Solution Dyed
Primary Backing	Synthetic
Secondary Backing	Ecoworx® Tile
Protective Treatments	SSP® Shaw Soil Protection
Recommended Adhesive	LokWorx+ Carpet Tile Adhesive 4 gallon, LokWorx+ Carpet Tile Adhesive 1 gallon, LokWorx+ Multi-Use Adhesive, LokDots, LokWorx Adhesive Tabs, Shaw 3800 or LokWorx Carpet Tile Adhesive

	U.S.	metric
Product Size	24 in x 24 in	61 cm x 61 cm
Area per Carton	48 ft²	4.46 m²
Pieces per Carton	12 pcs	
Gauge	1/10 in	39.4 per 10 cm
Stitches	10.5 per in	42.5 per 10 cm
Finished Pile Thickness	0.114 in	2.9 mm
Average Density	8211 oz/yd³	0.304 g/cm³
Kilotex		15.11
Total Thickness	0.264 in	6.71 mm
Tufted Weight	26 oz/yd²	881.5 g/m²



Recommended Installation Method



Monolithic

Performance + Testing

Radiant Panel	Class I
NBS Smoke	Less Than 450
Electrostatic Propensity	Less Than 3.5 kv
CRI Green Label Plus (GLP)	CRI Green Label Plus (GLP) GLP9968
Pill Test	Pass*
ADA Compliance	>0.6, meets the recommended static coefficient of friction for ADA walking surfaces and accessible routes***

Test Reports may be included or listed by the manufacturing/inventory style number as opposed to the noted selling style number.

Warranties

Lifetime Commercial Limited Warranty

Recommended Installation Method



Monolithic

Diversity, Equity & Inclusion

We believe all humans are equal. Individually and collectively, we need to proactively create and promote opportunities that give everybody an equal footing in life. We nurture an environment where every voice and perspective can be heard, and proactively promote accessibility and inclusivity inside our network and beyond. One proof point is our ability to meet the criteria of the Social Fairness pillar of the Cradle to Cradle Product Standard. At Shaw Industries, we promote supplier participation that is reflective of Shaw's diverse customer base and local community. More than 42% of our spend**** is with small and diverse businesses. We believe having a strong Supplier Diversity Program is strategic for bringing more innovation to our businesses and opening new markets for growth.

Material Health & Environmental Certifications

Certifications below apply exclusively to the carpet tile rug itself and not the LokWorx® Ialys adhesive

Health & Wellbeing

Material Ingredient Transparency

Cradle to Cradle Certified® | Silver Level (Version 4.0)
Health Product Declaration (HPD) | 1,000 ppm Disclosure
Living Building Challenge (LBC) | Free of Red List Chemicals
Declare | LBC Compliant
NSF 140 | Gold

Indoor Air Quality

CRI Green Label Plus (GLP) | GLP9968

Climate Impact

Environmental Product Declaration (EPD)

3rd Party Certified in Accordance with ISO14044, ISO14025 & EN15804

Embodied Carbon (Cradle to Gate)

5.1 kg CO₂/m²

Life-Cycle Carbon Emissions

Carbon Neutral

Total Recycled Content

62% (Pre-Consumer 62% | Post-Consumer 0%)

Product Packaging

100% Recyclable

Global Product Assessment

Building Research Establishment (BRE) | Certified

Singapore Green Label | Certified

GSA | Approved

CE Marking (EN 14041) | 3rd Party Certified

Environmental Guarantee* | Re[turn] Reclamation Program* | Through Our Environmental Guarantee, Shaw Pledges to Transport And Recycle Any Ecovorx Carpet Within The United States And Canada At No Cost to The Customer.

Country of Origin | USA**

WELL V2 Contribution Credit

X08 Hazardous Material Reduction

C2C Silver Level (Version 4.0)

Part 1: Limit Hazardous Materials Optimization

C2C Silver Level (Version 4.0)

X10 Volatile Compound Reduction

Part 1 (A): Manage Volatile Organic Compounds (VOCs) Optimization

Green Label Plus Certification: GLP9968

X11 Long Term Emissions Control

Part 2: Flooring Optimization

C2C Silver Level (Version 4.0)

X13 Enhanced Material Precaution

Part 1: Select Optimized Materials Optimization

C2C Silver Level (Version 4.0)

X14 Material Transparency

Part 1: Promote Ingredient Disclosure Optimization

Corporate Headquarters +1 800 257 7429 | +1 763 532 7984 | Atlanta +1 404 853 7429 | Bengaluru +91 80 6773 0202 | Beijing +86 10 6568 588 | Chicago +1 312 467 1331 | Dubai +971 4 584 6956 | Hong Kong +852 2623 0371 | Latin America (Miami) +1 305 827 5912 | London +44 207 961 4120 | Los Angeles +1 800 233 1614 | Melbourne +61 3 9339 5543 | Mexico City +52 5010 7600 | Mumbai +91 22 6284 5050 | Nantong +86 400 800 7429 | New York +1 212 953 7429 | Paris +33 (0) 1 81 22 14 39 | San Francisco +1 415 955 1320 | Santiago +562 2431 5300 x 550 | São Paulo +55 11 3071 1700 | Shanghai +86 21 3338 4000 | Singapore +65 6733 1811 | Sydney +1 800 556 302

Leed v4 Contribution Credits

MR Credit: Building Product Disclosure and Optimization
Environmental Product Declarations - Option 1: Environmental Product Declaration (EPD)

MR Credit: Building Product Disclosure and Optimization
Material Ingredients - Option 1: Material Ingredient Reporting

MR Credit: Building Product Disclosure and Optimization
Material Ingredients - Option 2: Material Ingredient Optimization

MR Credit: Building Product Disclosure and Optimization
Sourcing of Raw Materials - Option 2: Leadership Extraction Practices

EO Credit: Low Emitting Materials
Option 1: Product Category Calculations

MR Credit: Interiors Life-Cycle Impact Reduction
Option 3: Design for Flexibility

3rd Party Certified in Accordance with ISO14044, ISO14025 & EN15804

C2C Silver Level (Version 4.0)

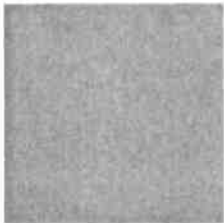
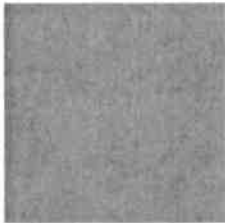
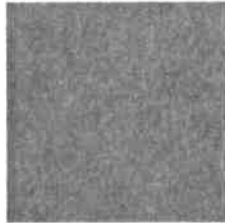
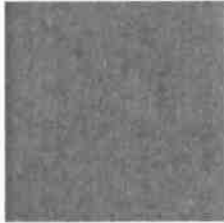
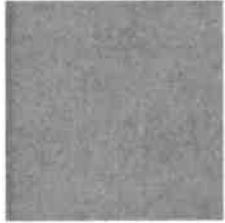
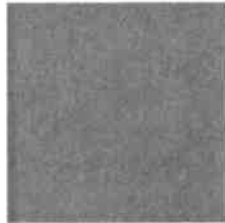
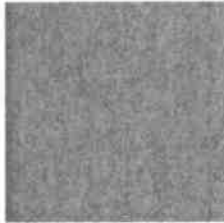
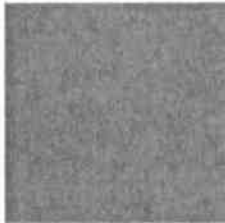
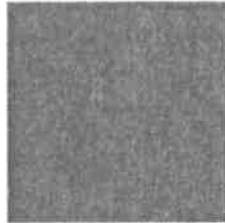
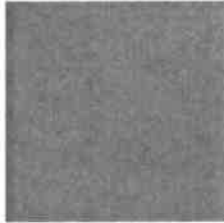
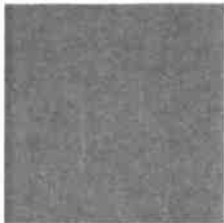
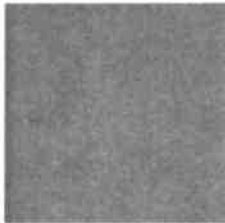
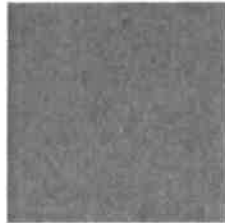
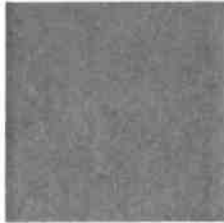
3rd Party Certified in Accordance with ISO14044, ISO14025 & EN15804

Environmental Guarantee: Re[turn] Reclamation Program* | Through Our Environmental Guarantee, Shaw Pledges to Transport And Recycle Any Ecoworx Carpet Within The United States And Canada At No Cost to The Customer.

Green Label Plus Certification: GLP9968

Ecworx Tile with Lokdots Installation System

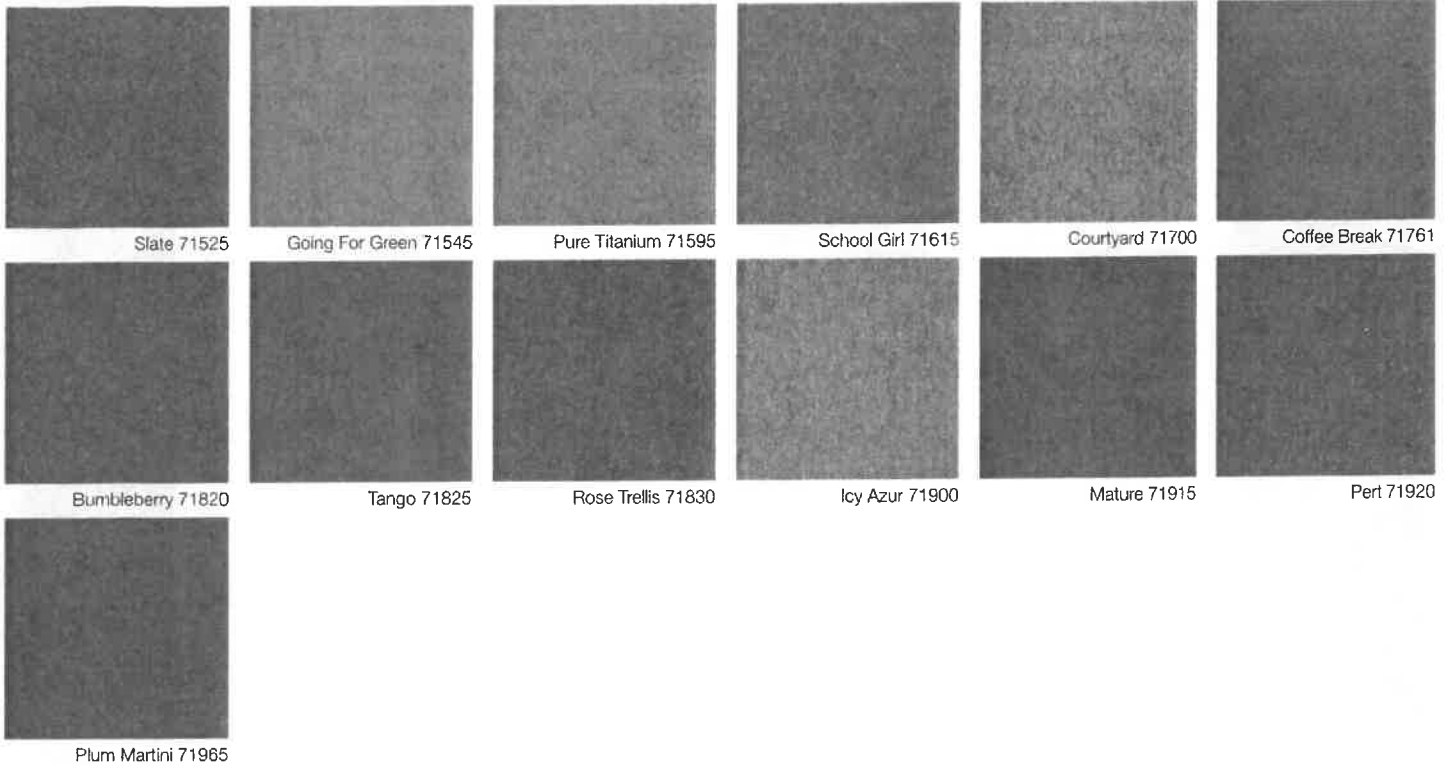
Light Reflectance Value

					
Coconut 71111	Beechwood 71150	Bronze 71205	Jade Pebbles 71300	Spa Day 71306	Indian Chai Tea 71309
					
Coastal Getaway 71321	Oak Alley 71330	Gecko 71335	Water Lily 71345	Sun And Moon 71350	Reflecting Pool 71351
					
Mastermind 71355	Sing Blue Silver 71402	Nautical 71435	Bon Voyage 71440	Manhattan Blues 71445	Bird Bath 71450
					
Bluegrass Jazz 71455	Poolside 71460	Wisdom 71465	Blu Crush 71481	Moonstruck 71505	Top Brass 71520

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October 4, 2023

3 of 4



Additional Information

* To learn more about the recyclability of our products and our re[TURN], please visit shawcontract.com/sustainability.

**Meets or exceeds all local and national regulations in country of manufacture.

***This carpet is manufactured to be ADA compliant, but to be fully ADA compliant, the end-user must ensure the carpet is adhered to the floor and installed as outlined in the ADA standards.

Installation Guidelines

Maintenance Guidelines

Specifications are subject to nominal manufacturing variance. Material supply and/or manufacturing processes may necessitate changes without notice.

This product is an exclusive design and may not be duplicated in any manner. Use of this design in the creation of another product design is also strictly prohibited.

Visit shawcontract.com/testing for more information.



Declare.



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October 4, 2023

Tru Colours Tile

ShawContract®

style name	Tru Colours Tile	
style number	59368	
color name	aloe	
color number	68546	
collection	NO COLLECTION	
product type	Carpet Tile	
construction	Level Loop	
fiber	EcoSolution Q100™ Nylon	
dye method	100% Solution Dyed	
primary backing	Synthetic	
secondary backing	EcoWorx® Tile	
protective treatment	SSP® Shaw Soil Protection	
warranty	Lifetime Commercial Limited	
	U.S.	Metric
product size	24.0 X 24.0 inches	61.0 X 61.0 cm
gauge	1/10 inch	39.4 per 10cm
stitches	11.5 per inch	45 per 10cm
finished pile thickness	0.093 inches	2.36 mm
average density	11613 per cu.yd.	16.04 Kilotex
tufted weight	30.0 oz/yd ²	1017.2 gms/sqm

coordinating products

This solid color textured tile coordinates with most tile products.

recommended installation methods



Quarter turn installation approved in full room application. For borders, approved monolithic no wider than 2 tiles.



This sample is returnable and / or recyclable

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5206936097

Tru Colours Tile

Product Type	Carpet Tile
Style Number	59368
Construction	Level Loop
Fiber	Ecosolution Q100™ Nylon
Dye Method	100% Solution Dyed
Primary Backing	Synthetic
Secondary Backing	Ecworx® Tile
Protective Treatments	SSP® Shaw Soil Protection
Recommended Adhesive	LokWorx+ Carpet Tile Adhesive 4 gallon, LokWorx+ Carpet Tile Adhesive 1 gallon, LokWorx+ Multi-Use Adhesive, LokDots, LokWorx Adhesive Tabs, Shaw 3800 or LokWorx Carpet Tile Adhesive

	U.S.	metric
Product Size	24 in x 24 in	61 cm x 61 cm
Area per Carton	48 ft²	4.46 m²
Pieces per Carton	12 pcs	
Gauge	1/10 in	39.4 per 10 cm
Stitches	11.5 per in	45.0 per 10 cm
Finished Pile Thickness	0.093 in	2.36 mm
Average Density	11613 oz/yd³	0.43 g/cm³
Kilotex		16.04
Total Thickness	0.263 in	6.68 mm
Tufted Weight	30 oz/yd²	1017.2 g/m²



Recommended Installation Method



Quarter Turn

Product should be installed in a 1/4 turn installation. Approved for all field applications, borders, and inserts may be installed monolithically.

Performance + Testing

Radiant Panel	Class I
NBS Smoke	Less Than 450
Electrostatic Propensity	Less Than 3.5 kv
CRI Green Label Plus (GLP)	CRI Green Label Plus (GLP) GLP9968
Pill Test	Pass*
ADA Compliance	>0.6, meets the recommended static coefficient of friction for ADA walking surfaces and accessible routes***

Test Reports may be included or listed by the manufacturing/inventory style number as opposed to the noted selling style number.

Warranties

Lifetime Commercial Limited Warranty

Recommended Installation Method



Quarter Turn

Product should be installed in a 1/4 turn installation. Approved for all field applications, borders, and inserts may be installed monolithically.

Diversity, Equity & Inclusion

We believe all humans are equal. Individually and collectively, we need to proactively create and promote opportunities that give everybody an equal footing in life. We nurture an environment where every voice and perspective can be heard, and proactively promote accessibility and inclusivity inside our network and beyond. One proof point is our ability to meet the criteria of the Social Fairness pillar of the Cradle to Cradle Product Standard. At Shaw Industries, we promote supplier participation that is reflective of Shaw's diverse customer base and local community. More than 42% of our spend**** is with small and diverse businesses. We believe having a strong Supplier Diversity Program is strategic for bringing more innovation to our businesses and opening new markets for growth.

Material Health & Environmental Certifications

Certifications below apply exclusively to the carpet tile rug itself and not the LokWorx Tabs adhesive

Health & Wellbeing

Material Ingredient Transparency

Cradle to Cradle Certified® | Silver Level (Version 4.0)
Health Product Declaration (HPD) | 1,000 ppm Disclosure
Living Building Challenge (LBC) | Free of Red List Chemicals
Declare | LBC Compliant
NSF 140 | Gold

Indoor Air Quality

CRI Green Label Plus (GLP) | GLP9968

Climate Impact

Environmental Product Declaration (EPD)

3rd Party Certified in Accordance with ISO14044, ISO14025 & EN15804

Embodied Carbon (Cradle to Gate)

5.35 kg CO₂/m²

Life-Cycle Carbon Emissions

Carbon Neutral

Total Recycled Content

64% (Pre-Consumer 64% | Post-Consumer 0%)

Product Packaging

100% Recyclable

Global Product Assessment

Building Research Establishment (BRE) | Certified

Singapore Green Label | Certified

GSA | Approved

CE Marking (EN 14041) | 3rd Party Certified

Environmental Guarantee* | Re[turn] Reclamation Program* | Through Our Environmental Guarantee, Shaw Pledges to Transport And Recycle Any Ecoworx Carpet Within The United States And Canada At No Cost to The Customer.

Country of Origin | USA**

WELL V2 Contribution Credit

X08 Hazardous Material Reduction

C2C Silver Level (Version 4.0)

Part 1: Limit Hazardous Materials Optimization

X10 Volatile Compound Reduction

C2C Silver Level (Version 4.0)

Part 1 (A): Manage Volatile Organic Compounds (VOCs) Optimization

X11 Long Term Emissions Control

Green Label Plus Certification: GLP9968

Part 2: Flooring Optimization

X13 Enhanced Material Precaution

C2C Silver Level (Version 4.0)

Part 1: Select Optimized Materials Optimization

X14 Material Transparency

C2C Silver Level (Version 4.0)

Part 1: Promote Ingredient Disclosure Optimization

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 October 4, 2023

Leed v4 Contribution Credits

MR Credit: Building Product Disclosure and Optimization
Environmental Product Declarations - Option 1: Environmental Product Declaration (EPD)

MR Credit: Building Product Disclosure and Optimization
Material Ingredients - Option 1: Material Ingredient Reporting

MR Credit: Building Product Disclosure and Optimization
Material Ingredients - Option 2: Material Ingredient Optimization

MR Credit: Building Product Disclosure and Optimization
Sourcing of Raw Materials - Option 2: Leadership Extraction Practices

EO Credit: Low Emitting Materials
Option 1: Product Category Calculations

MR Credit: Interiors Life-Cycle Impact Reduction
Option 3: Design for Flexibility

3rd Party Certified in Accordance with ISO14044, ISO14025 & EN15804

C2C Silver Level (Version 4.0)

3rd Party Certified in Accordance with ISO14044, ISO14025 & EN15804

Environmental Guarantee: Re[turn] Reclamation Program* | Through Our Environmental Guarantee, Shaw Pledges to Transport And Recycle Any Ecoworx Carpet Within The United States And Canada At No Cost to The Customer.

Green Label Plus Certification: GLP9968

Ecoworx Tile with Lokdots Installation System

Light Reflectance Value

Pecan 68101	Gilded 68103	Light Taupe 68104	Cornsilk 68111	Flax 68122	Tumbleweed 68145
Tobacco 68150	Mineralite 68155	Autumn Gold 68171	Citrus 68201	Ochre 68210	Glaze 68255
Herbal 68302	Timber 68309	Foliage 68310	Russian Sky 68314	Patina 68315	Eucalyptus 68320
Dark Green 68321	Brite Green 68325	Sage 68327	Glass 68330	Ivy 68335	Green 68350

Cactus 68370

Envy 68375

Bluestone 68400

Ink 68401

Sky 68402

Saxony Blue 68405

Blue 68407

Electric 68408

Blue Green 68412

Marina 68415

Nordic 68447

Slate 68481

Deep Navy 68485

Ebony 68500

Black 68505

Sterling 68518

Grey Metal 68530

Lichen 68544

Fescue 68545

Aloe 68546

Lava 68549

Dolphin 68557

Flannel 68595

Russet 68665

Paprika 68668

Orange 68675

Chocolate 68713

Brasserie 68725

Suede 68740

Coffee 68750

Taupe 68760

Portabella 68761

Crimson 68802

Mahogany 68804

Henna 68850

Regal Red 68851

Clear Red 68855

Sundried 68870

Calypso 68890

Purple 68901

Plumberry 68965

Purple Heart 68979

Eggplant 68990

Additional Information

* To learn more about the recyclability of our products and our re[TURN], please visit shawcontract.com/sustainability.

**Meets or exceeds all local and national regulations in country of manufacture.

***This carpet is manufactured to be ADA compliant, but to be fully ADA compliant, the end-user must ensure the carpet is adhered to the floor and installed as outlined in the ADA standards.

Installation Guidelines

Maintenance Guidelines

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City of Destin

RFP 23-05-PW Destin Library Carpet Replacement

SCORE TABULATION SUMMARY SHEET

Date: 10/10/2023

	Destin Flooring, Inc.	Freeport Flooring	Renovation Flooring	Curren Flooring	
Lisa Firth	80			80	
Ryan Scott	94			85	
Michael Burgess	100			90	
Jeff Cozadd	95			80	
Total Score	369	0	0	335	
		RFB incomplete	RFB incomplete		

2023-7145

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Consent Agenda**AGENDA OUTLINE NUMBER:**

3.C.

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Kimberly Kopp, City Attorney
Troy Williams, Code Compliance Director**DATE:** October 11, 2023**SUBJECT:** Short-Term Rental Impact Committee Schedule - Resolution 23-24

I. BACKGROUND: On March 6, 2023, the City Council established the Short Term Rental Impact Committee, which was set to automatically sunset on October 1, 2023.

The purpose of the Committee is to provide the City Council with a final report regarding the impacts of Short-Term Rentals on residents, as more fully explained in the attached adopted copy of Resolution 2023-04.

The report is currently near completion, but staff believes up to two more meetings will be required to finalize the report and therefore respectfully requests that the Committee be allotted additional time (until November 8, 2023) before it automatically sunsets.

II. DISCUSSION: Proposed Resolution 23-24 makes no changes to Resolution 2023-04 other than to extend the sunset date for the Committee from October 1, 2023 to November 8, 2023. This will allow the Committee to have an additional two meetings to complete the final report. The proposed schedule is as follows:

October 24th – STR IMPACT COMMITTEE MEETING - All portions of the report are due. Final draft of report reviewed by Committee, and any final adjustments made.

2023-7145

November 7 – STR IMPACT COMMITTEE MEETING - Last meeting of the STR Impact Committee. Final vote to pass report on to Council.

Note: The Committee has been advised that if there is not a quorum at the November 7th committee meeting, the report will be sent to Council anyway in its current form as of that date. The report has been discussed by the Committee at various meetings and is near completion.

December 11, 2023 - CITY COUNCIL MEETING - Final Report will be included on December 11th City Council agenda for Council review and consideration to authorize forwarding to the State Legislature and League of Cities.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

D. Legislative Sponsor: Council Member Torey Geile

III. CONCLUSION: Staff recommends approval of Resolution 23-24.

IV. RECOMMENDED MOTION: I move to approve Resolution 23-24.

Attachments:

1. Signed Resolution 23-04 Establishing the STR Impact Committee
2. Resolution 2023-24 STR Impact Committee Sunset Ext

RESOLUTION 23-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, ESTABLISHING THE SHORT-TERM RENTAL IMPACT COMMITTEE, WHICH SHALL BE SUBJECT TO THE SUNSHINE LAW; AUTHORIZING THE COMMITTEE TO DESCRIBE THE IMPACTS OF SHORT-TERM RENTALS ON RESIDENTS IN RESIDENTIAL AREAS; PROVIDING FOR SUNSENT; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, a home is typically the largest investment a family will make in their lifetime, with the home held sacred in popular culture as the heart and the center of the family unit; and

WHEREAS, local governments apply design standards tailored for residential neighborhoods for their roads, driveways, parking areas, emergency services planning, public shelters, emergency evacuation plans, solid waste collection, utilities, buffers, and are also tailored in assessing their infrastructure impacts; and

WHEREAS, traditional lodging establishments (hotels, motels and bed and breakfasts) are restricted to non-residentially zoned areas where more intense uses are separated from less busy and quieter residential uses; and

WHEREAS, the presence of short-term vacation rentals in established residential neighborhoods can create compatibility impacts, among which may include, but are not limited to, excessive noise, on-street parking, accumulation of trash, and diminished public safety; and

WHEREAS, some short-term vacation rental owners will make investments in upgrading building safety measures of their rental properties whereas other owners will not make such investments; and

WHEREAS, over the past several years, short-term vacation rentals have increased in popularity and it is estimated that there are over 600 short term rentals in the City of Destin, as advertised on various websites;

WHEREAS, some short-term vacation rental owners have now begun advertising their single and multi-family residential properties as destinations for events such as weddings, reunions, and other celebrations that attract large crowds in residential neighborhoods creating noise, traffic, and parking problems; and

WHEREAS, the City of Destin promotes tourism, including appreciation and enjoyment of the City's abundant preserved natural areas, pristine beaches, and walking and bicycling paths that make the City of Destin unique among Florida's coastal municipalities; and

WHEREAS, many local jurisdictions in the State of Florida including the City of Destin, and other local governments across the nation, have standards in place to minimize the impacts caused by short-term vacation rentals; and

WHEREAS, the City desires to encourage short-term vacation rentals that are safe, fit in with the character of the neighborhood, provide positive impacts for tourism, increase property values, and achieve greater neighborhood compatibility; and

WHEREAS, the City seeks to balance respect for private property rights and incompatibility concerns between the investors/short-term vacation rentals and families/permanent single and multi-family residences in established residential neighborhoods through the use of reasonable development standards; and

WHEREAS, the City Council desires to create a fact-finding committee for the purpose of describing actual and ongoing impacts from short-term rentals in residential areas located within the City of Destin;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DESTIN, that:

Section 1. Recitals. The foregoing recitals are true and correct, and incorporated into this Resolution.

Section 2. Establishment and Purpose of Short Term Rental Impacts Committee. The City Council of the City of Destin hereby establishes the Short Term Rental Impacts Committee (“**Committee**”), whose sole purpose is fact-finding. Specifically, the Committee will gather facts relating to the impacts of existing short-term rentals in residential areas within the City of Destin, and provide a report setting forth such facts and findings to the City Council (“**Report**”). This Committee shall not be responsible for making recommendations to the City Council with respect to additional or modified City regulations. However, upon completion of the Report, the City Council may forward findings of the Committee to legislators of the State of Florida, the Florida League of Cities, and/or other appropriate entities involved with State regulation.

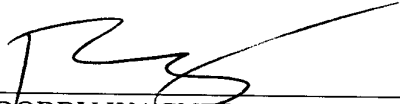
Notwithstanding the Committee’s role as a fact-finding Committee, the Committee shall be subject to the Sunshine Law, and all meetings of the Committee will be held in the Sunshine.

Section 3. Make up of Committee: The Committee shall consist of seven (7) residents, each of which shall be appointed by a different member of the City Council, such that every Council Member makes one appointment. The Committee shall choose one member to act as its Chairperson. Although the following individuals are not members of the Committee, the Community Development Director, Code Compliance Director, and City Land Use Attorney are encouraged to attend meetings of the Committee whenever possible.

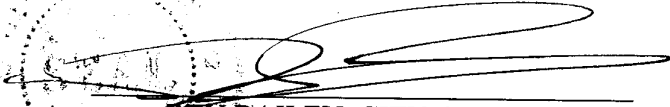
Section 4. Sunset. The Committee shall automatically sunset on October 1, 2023.

Section 5. Effective Date. This Resolution shall become effective immediately upon its adoption.

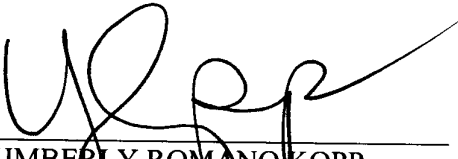
PASSED AND ADOPTED BY THE CITY OF DESTIN, FLORIDA THIS 6TH DAY OF MARCH, 2023.


BOBBY WAGNER, MAYOR

ATTEST:


KEY BAILEY, CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY FOR THE
CITY OF DESTIN, ONLY:


KIMBERLY ROMANO KOPP
CITY LAND USE ATTORNEY

RESOLUTION 23-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, EXTENDING THE SUNSET DATE SET FORTH IN RESOLUTION 23-04, WHICH ESTABLISHED THE SHORT-TERM RENTAL IMPACT COMMITTEE; SUNSETTING THE COMMITTEE ON NOVEMBER 8, 2023; MAKING NO OTHER MODIFICATIONS TO RESOLUTION 2023-04; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, this resolution modifies Resolution 2023-04 by changing the sunset date of the Committee from October 1, 2023 to November 8, 2023.

WHEREAS, the City Council desires to make no other changes to Resolution 2023-04; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DESTIN, that:

Section 1. Recitals. The foregoing recitals are true and correct, and incorporated into this Resolution.

Section 2. Extension of Sunset Date set forth in Resolution 2023-04. The Committee shall automatically sunset on ~~October 1, 2023~~ November 8, 2023.

Section 3. Resolution 2023-04. All terms of Resolution 2023-04 not explicitly modified herein remain unchanged.

Section 4. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY OF DESTIN, FLORIDA THIS 16TH DAY OF OCTOBER, 2023.

BOBBY WAGNER, MAYOR

ATTEST:

REY BAILEY, CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY FOR THE
CITY OF DESTIN, ONLY:

KIMBERLY ROMANO KOPP
CITY ATTORNEY

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Consent Agenda**AGENDA OUTLINE NUMBER:**

3.D.

TO: City Council**THRU:** Rey Bailey, City Clerk**FROM:** Kimberly Montgomery, Deputy City Clerk**DATE:** October 11, 2023**SUBJECT:** Destin High School, Inc. Annual 5/10k Run Event

I. BACKGROUND: The Destin High School, Inc. is requesting the use of the city streets to hold their annual 5K/10K road race on November 4, 2023, and have provided all of the required documentation. The Okaloosa County Sheriff's Office, Destin Fire Control District, and the Okaloosa County Emergency Medical Services have been notified of the upcoming request and maps indicating the race routes are included. The Okaloosa County Sheriff's Posse will control the traffic where necessary and the race sponsors will maintain the traffic elsewhere and remove any debris left after the request.

II. DISCUSSION:

A. Link to Strategic Goals / Objectives: I. Enhance Quality of Life

I.E. Enhance the City's Recreational Services

B. Effect on Budget (EOB): The City of Destin shall not incur any expense or revenue as a result of this request

C. Level of Service (LOS): There is no staff requirement for this request.

D. Legislative Sponsor:

III. CONCLUSION: All related and required documentation has been submitted and approved for legal sufficiency by both the City Attorney and the Risk Manager, and staff

2023-7144

recommends approval of this request.

IV. RECOMMENDED MOTION: I move to approve the Destin High School, Inc. 5k/10k Run request for use of City streets on November 4, 2023.

Attachments:

1. Destin High School, Inc. Request



CHECKLIST FOR USE OF PUBLIC FACILITIES OR PROPERTY:

Name of Organization: Destin High School, Inc.
Type of Event: 5K Road Race
Date(s) of Event: November 4, 2023
Location of Event: Route enclosed. Registration at Beach Camp Pub Brewery

- 1.* Certificate of Insurance (**Endorsement to the Policy & Acord is required.**) provided: Yes: ☒ This is required. Date on which provided: _____
- 2.* Hold Harmless (**Signed Original**) provided: Yes: ☒ This is required. Date on which provided: 9/28/23
- 3.** Permission granted from FDOT for use of State roadway (applicable only if using and closing any portion of State Highway 98) Yes _____ No _____ Date written permission granted: N/A
- 4.** Local law enforcement services requested: Yes ☒ This is required. Law enforcement officer contacted: Tami Cokanougher - tcokanougher@sheriff.okaloosa.org
Joseph Fulghum - jfulghum@sheriff.okaloosa.org
- 5.** Destin Fire Control District contacted: Yes ☒ This is required. Person contacted: Matt Taylor - mtaylor@destinfire.com
- 6.** Okaloosa County Emergency Medical Services contacted: Person contacted: Darrell Welborn Yes ☒ This is required
dwelborn@myokaloosa.com
7. Please provide map of race route(s). _____
8. Describe steps being taken to ensure removal of all directional arrows, signage, as well as trash left on City streets upon conclusion of the event:
Adult volunteers will remove all signs and debris.
9. Please provide location & pertinent information regarding sufficient and approved event participant parking for the event: Beach Camp Pub + Brewery

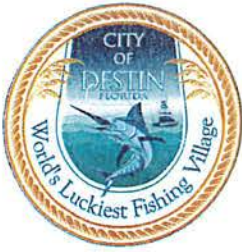
Any unauthorized event participant parking is subject to being towed from private property at vehicle owner's expense

10. City Park Permit needed: Yes _____ No ☒ If yes, please contact Lisa Firth at Destin Community Center @ 850-654-5184 to make arrangements to reserve the park.

11. Will the event be in a residential neighborhood and will there be excessive noise or light glare from the event? The event will be in a residential neighborhood with limited noise

Christine L. Crutchfield
(Requester's or Acting Agent's Signature)

- * **Original Certificate of Insurance and signed Hold Harmless** must be provided to the City of Destin to be presented to City Council prior to their approval of the event, as well as a map of the race route.
- ** Provide the City a written acknowledgement/concurrence from the agency.



HOLD HARMLESS AGREEMENT

Destin High School, Inc. agrees to indemnify and hold harmless the City of Destin from any and all liability, defense costs, including attorney fees and all other fees incidental to defense, loss or damage the City of Destin may suffer as a result of claims, demands, costs or judgments against it arising from the Destin Shark 5K to be held on November 4, 2023.

In addition, the Destin High School, Inc. agrees to provide the City of Destin a Certificate of Insurance naming the City as an Additional Insured reflecting general liability coverage of not less than \$2,000,000.00.

DESTIN HIGH SCHOOL, INC
(Corporate Name)

Heidi R. Locicero, president
Signature of President

HEIDI R. LOCICERO, president
Print name and print President next to name

STATE OF Florida

COUNTY OF Okaloosa

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐

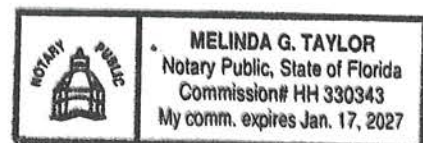
online notarization, on this 28 day of September 2023

by Heidi Locicero who is personally known by me ☐ or has produced identification ☒ Type of Identification: Fl. Dr. Lic

Melinda Taylor
Signature of Notary Taking Acknowledgement

(Seal)

Melinda Taylor
Printed name of Notary Taking Acknowledgement





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/10/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Acentria Insurance - Destin
4634 Gulfstarr Drive
Destin FL 32541

License#: L100460

DESTHIG-01

INSURED
Destin High School Inc.
4325 Commons Drive West
Destin FL 32541

CONTACT NAME: Stacey Brannen

PHONE
(A/C, No, Ext): 850-257-2995FAX
(A/C, No): 850-387-0935E-MAIL
ADDRESS: stacey.brannen@acentria.com

INSURER(S) AFFORDING COVERAGE

NAIC #

INSURER A: (SI) Florida Insurance Alliance

INSURER B:

INSURER C:

INSURER D:

INSURER E:

INSURER F:

COVERAGES**CERTIFICATE NUMBER: 277587604****REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC OTHER:	Y		70123161	7/13/2023	7/1/2024	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ Included MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ Included GENERAL AGGREGATE \$ 1,000,000 PRODUCTS - COMP/OP AGG \$ Included \$
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS NON-OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY			70123161	7/13/2023	7/1/2024	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	☐ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE DED RETENTION \$			70123161	7/13/2023	7/1/2024	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	WC70123161	7/13/2023	7/1/2024	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Destin High School, Inc. d.b.a. Destin High School
4325 Commons Drive West
Destin, FL 32541

GENERAL LIABILITY COVERAGE:

Abuse and Molestation Limit \$1,000,000; Abuse and Molestation Aggregate Limit \$1,000,000

Employee Benefits Liability Limit, per person Limit \$1,000,000; Employee Benefits Liability Aggregate Limit \$2,000,000

School Leaders Liability /Employment Practices Liability Limit Per Claim \$1,000,000; School Leaders Liability /Employment Practices Liability Limit Aggregate See Attached...

CERTIFICATE HOLDER**CANCELLATION**

City of Destin
4200 Indian Bayou Trail
Destin FL 32541

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

© 1988-2015 ACORD CORPORATION. All rights reserved.

AGENCY CUSTOMER ID: DESTHIG-01

LOC #: _____



ADDITIONAL REMARKS SCHEDULE

Page 1 of 1

AGENCY Acentria Insurance - Destin		NAMED INSURED Destin High School Inc. 4325 Commons Drive West Destin FL 32541	
POLICY NUMBER			
CARRIER	NAIC CODE	EFFECTIVE DATE:	

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

Limit \$2,000,000; School Leaders Liability /Employment Practices Liability Deductible \$5,000
Cyber Liability Sublimit Included Under SLL/EPLI Limit: \$1,000,000 each claim/annual aggregate; Social Engineering Limit: \$250,000

EXCESS LIABILITY COVERAGE:

Excess liability applies over and above General Liability, School Leaders Liability, Auto Liability

*Excess coverage does not apply to Employment Practices Liability Insurance (EPLI), and Abuse and Molestation Coverage.

5K Fun Run on November 4, 2023

Booster Club Sponsors for Destin High School

City of Destin is listed as Additional Insured with respect to general liability, when requested for written contract, for a 5k run/walk race taking place on November 4, 2023, beginning at 8:30 am.



**PUBLIC ENTITY
AUTOMATIC ADDITIONAL COVERED PARTIES**

THIS ENDORSEMENT CHANGES THE AGREEMENT. PLEASE READ IT CAREFULLY.

This endorsement modifies coverage provided under the **AUTOMOBILE LIABILITY COVERAGE FORM, FIA 500** and the **GENERAL LIABILITY COVERAGE FORM, FIA 300**

Where indicated by (☑) below, coverage applies to the person(s) or organization(s) as their interest may appear. The provisions in this endorsement do not supersede Florida Statute 768.28, Article 10 § 13 of the Florida Constitution, or any other Statute or law limiting whom a Public Entity can indemnify.

☑ ADDITIONAL COVERED PARTY - BY CONTRACT, AGREEMENT OR PERMIT

SECTION I - WHO IS A COVERED PARTY is amended to include any person(s) or organization(s) (hereinafter called **Additional Covered Party**) with whom the **Covered Party** agrees in a written **insured contract** to name as an **Additional Covered Party**, but only with respect to liability arising, in whole or in part, out of the **Covered Party's** operations, **your work** or facilities owned or used by the **Covered Party**.

The coverage afforded to the **Additional Covered Party** does not apply:

- (1) Unless the written **insured contract**, agreement or permit was executed prior to the **bodily injury, property damage, personal injury or advertising injury**;
- (2) To any person(s) or organization(s) included as a **Covered Party** under this coverage agreement or by an endorsement made part of this coverage agreement.

☑ ADDITIONAL COVERED PARTY - OWNERS OF LEASED EQUIPMENT

SECTION II - WHO IS A COVERED PARTY is amended to include any person(s) or organization(s) (hereinafter called **Additional Covered Party**) with whom the **Covered Party** agrees in a written equipment lease or rental agreement to name as an **Additional Covered Party**, but only with respect to liability arising out of the sole negligence of the **Covered Party**, and only while such equipment is in the care, custody or control of the **Covered Party**, or any employee or agent of the **Covered Party**.

The coverage afforded to the **Additional Covered Party** does not apply to:

- (1) **Bodily injury or property damage** occurring after you cease to lease or rent the equipment;
- (2) **Bodily injury or property damage** arising out of any negligence of the **Additional Covered Party**;
- (3) Structural alterations, new construction or demolition operations performed by or on behalf of the **Additional Covered Party**;
- (4) Liability assumed by the **Additional Covered Party** under any contract or agreement;
- (5) **Property damage** to:
 - (a) Property owned, used, occupied by, or rented to the **Additional Covered Party**;
 - (b) Property in the care, custody or control of the **Additional Covered Party** or its employees or agents, or of which the **Additional Covered Party**, its employees or agents are for any purpose exercising physical control.

☑ ADDITIONAL COVERED PARTY - MANAGERS OR LESSORS OF PREMISES

SECTION II - WHO IS A COVERED PARTY is amended to include any person(s) or organization(s) (hereinafter called **Additional Covered Party**) with whom the **Covered Party** agrees in a written agreement to name as an **Additional Covered Party**, but only with respect to liability arising, in whole or in part, out of the **premises** leased to the **Covered Party** by such person(s) or organization(s).

The coverage afforded to the **Additional Covered Party** does not apply to:

- (1) **Bodily injury or property damage** occurring after the **Covered Party** ceases to be a tenant in that **premises**;
- (2) **Bodily injury or property damage** arising out of any negligence of the **Additional Covered Party**;
- (3) Structural alterations, new construction or demolition operations performed by or on behalf of the **Additional Covered Party**;
- (4) Liability assumed by the **Additional Covered Party** under any contract or agreement;
- (5) **Property damage** to:
 - (a) Property owned, used, occupied by, or rented to the **Additional Covered Party**;
 - (b) Property in the care, custody or control of the **Additional Covered Party** or its employees or agents, or of which the **Additional Covered Party**, its employees or agents are for any purpose exercising physical control.

Notwithstanding any other provision of this agreement, nothing in this agreement shall be construed as a waiver of either the **Covered Party's** or the **Additional Covered Party's** sovereign immunity nor shall any provision of this agreement increase the liability of the **Covered Party** or the **Additional Covered Party**, or the sums for which the covered party may be liable, beyond the limits provided in §768.28, Florida Statutes.

19 August 2023

TO: Okaloosa County Sherriff's Department

FROM: Deputy Thomas Henry, on behalf of
Christine Cruickshank
Principal, Destin High School

SUBJECT: Destin High School 5K – Proposed Route

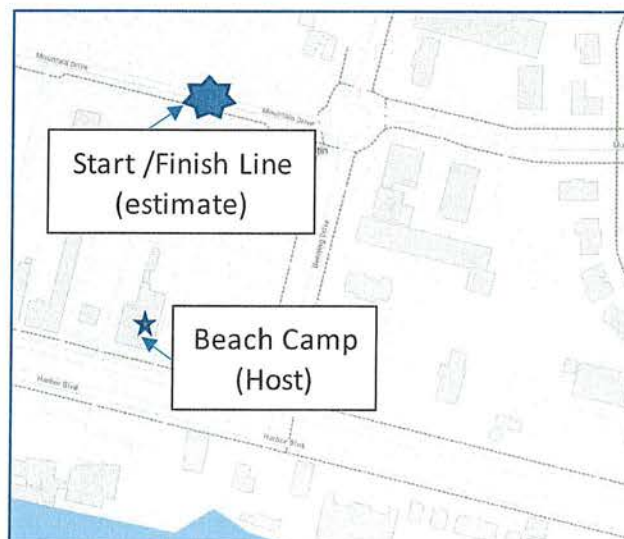
To Whom It May Concern:

Destin High School (DHS) opened its doors in August 2021. Over the past two years, we have grown and expanded our athletics department to include 23 sports teams. To help fund for the safety equipment, uniforms, fields, coaches, and all the logistics required to field 23 teams, the DHS Athletics Departments hosts two major fundraising events. The first is a golf tournament held in the spring. The other major fundraising event is our 5K.

In this package, we present the route option for consideration and provide additional details for your consideration. Of note, one of our Booster Club parents (who is affiliated with the Northwest Florida Track Club) ran the identified courses and provided recommendations. The routes are listed in order of preference. Considerations were given to sidewalks, major intersections, and wanting to provide the runners a pleasant course with water views.

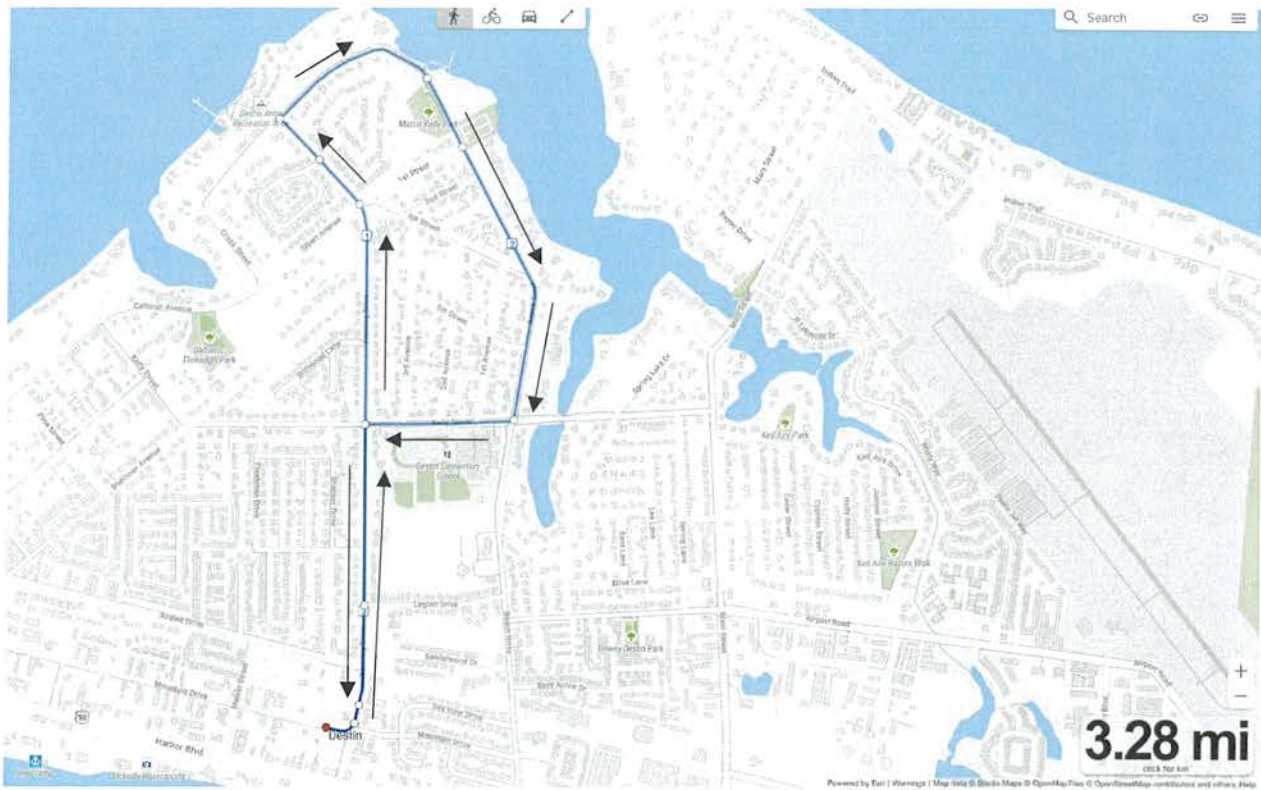
Starting Point

Our host for this event is the new Beach Camp Co. at 541 US-98, Destin, FL 32541. The image below identifies the start line on Mountain Drive, behind the Beach Camp facility. To accommodate the professional runners and provide a true 5K, we anticipate the course finish line to move slightly from the Start line.



Route Option 1 (Preferred)

The image below is the preferred route. The route is clean and has sidewalk coverage. As drawn in the image, the route is 3.28 miles, so we would stagger the Start and Finish line to make it a true 5K.



The following represents a zoomed in version of the route and identifies spots where we intend on posting safety guards.

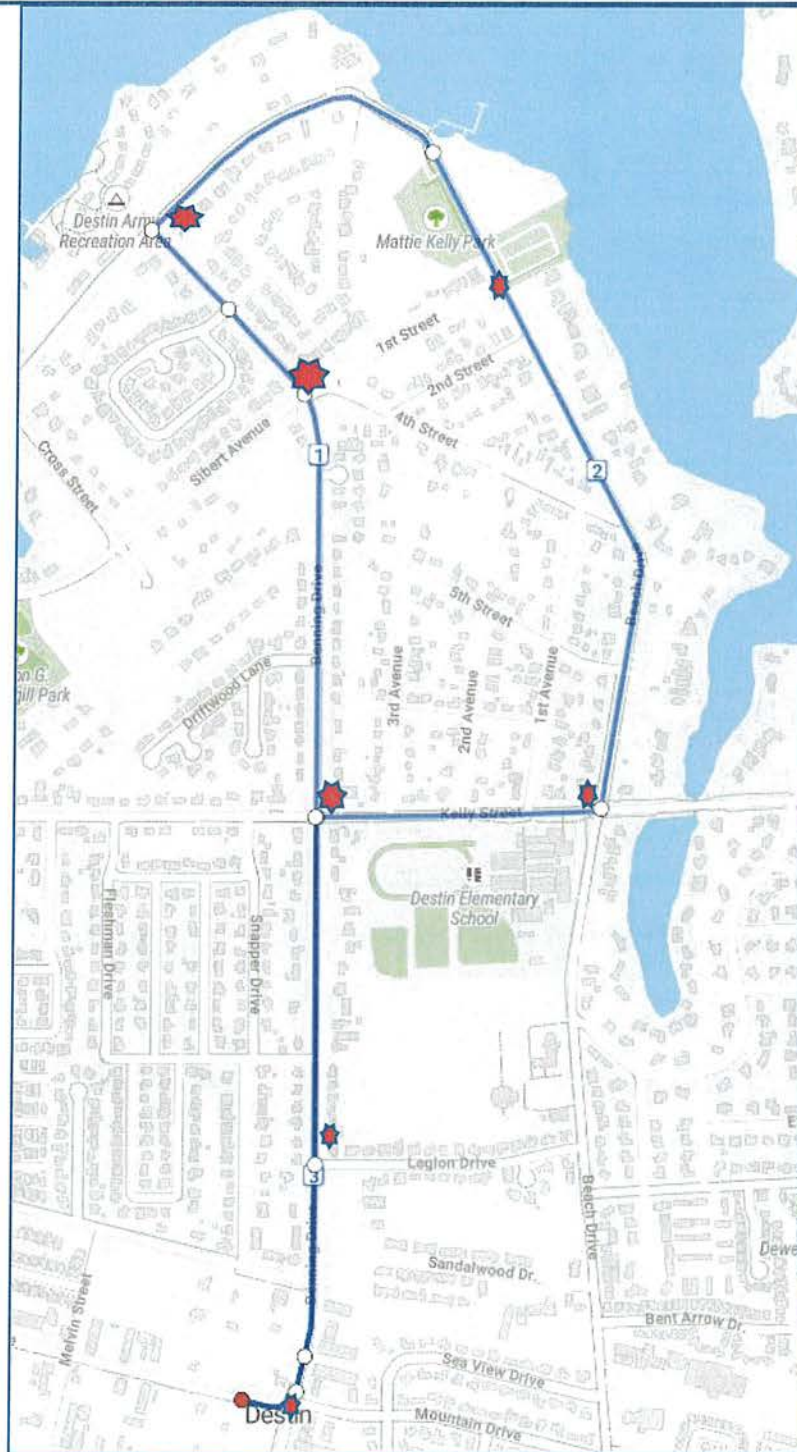


Figure 1 ★ Represents locations where we would post safety personnel

- Total Number of Safety Patrol Locations = 7.
 1. Benning / Mountain Circle
 2. Benning / Legion Intersection

Tom Henry

From: Tom Henry
Sent: Monday, September 18, 2023 3:43 PM
To: mabbott@sheriff-okaloosa.org; jfulghum@sheriff-okaloosa.org; tcokonougher@sheriff-okaloosa.org; Matt Taylor; Darrel Welborn
Cc: Christine Cruickshank
Subject: Destin High School 2023 Fall 5K
Attachments: Destin High School 5K 2023.docx

Good Afternoon to all,

Destin High School is planning this year's 5K. This year the planned date is November 4, 2023.(0800hrs). In regard to the planning of a 5K for the Destin High School Athletics, I am sending this email to all , to make sure this date and the route meet to your approval. They have forwarded this information through me since I work at the school, and they keep me informed of events they are planning. Please let me know if the route they utilized last year is the best to be followed. If all responses to this email could be sent as "reply all", took keep everyone in the loop It would be greatly appreciated.

Thank you for your time in this matter.

Thomas Henry

Deputy Sheriff – Destin High School SRO
4325 W Commons Dr.
Destin, Florida 32541
(850)204-7410

Tom Henry

From: Tom Henry <thenry@sheriff-okaloosa.org>
Sent: Wednesday, September 27, 2023 8:42 AM
To: Tom Henry
Subject: FW: DHS 5k

From: Joseph J. Fulghum <jfulghum@sheriff-okaloosa.org>
Sent: Wednesday, September 27, 2023 8:11 AM
To: Tom Henry <thenry@sheriff-okaloosa.org>
Cc: Patrick Maddox <pmaddox@myokaloosa.com>; Brian M. Parkton <bparkton@sheriff-okaloosa.org>; Tamra L. Cokonougher <tcokonougher@sheriff-okaloosa.org>; Kim Montgomery <kmontgomery@cityofdestin.com>
Subject: DHS 5k

Tom,

As long as your group complies with the directions provided by Lt. Parkton, you 5k is approved by the OCSO. I hope you have a safe and successful event.

Joseph Jason Fulghum
Captain, East District
Okaloosa County Sheriff's Office
4300 E. Legendary Dr. Suite 250
Destin, FL 32541
(850)613-2208

Please note that Florida has a broad records law. All work-related correspondence sent to or from this email address may be subject to public disclosure.

We are committed to upholding the Constitution of the United States and the laws of Florida with excellence and integrity. We strive to reduce crime while providing fair and equal treatment for all. We are honored to serve and protect.

Tom Henry

From: Tamra L. Cokonougher <tcokonougher@sheriff-okaloosa.org>
Sent: Tuesday, September 26, 2023 2:27 PM
To: Tom Henry; Brian M. Parkton
Cc: OCSO Posse
Subject: Re: Destin High School 2023 Fall 5K

Tom, we have been approved to provide a Lead and Follow vehicle for the HS 5K.

I have it for Nov. 4 beginning at 0800.

Let me know if anything changes.

Tami L. Cokonougher
Captain
Okaloosa County Sheriff's Posse
50 2nd Street
Shalimar, Florida 32579
(850) 259-3081

TCokonougher@sheriff-okaloosa.org
OCSOPosse@sheriff-okaloosa.org

~~245-195-260-334-164-119~~

From: Tom Henry <henryt@destinhigh.org>
Sent: Monday, September 18, 2023 3:42 PM
To: Matthew D. Abbott <mabbott@sheriff-okaloosa.org>; Joseph J. Fulghum <jfulghum@sheriff-okaloosa.org>; Tamra L. Cokonougher <tcokonougher@sheriff-okaloosa.org>; Matt Taylor <mtaylor@destinfire.com>; Darrel Welborn <dwelborn@myokaloosa.com>
Cc: Christine Cruickshank <principal@destinhigh.org>
Subject: Destin High School 2023 Fall 5K

WARNING: This E-Mail Originated Outside of the Sheriff's Office.
DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.
Good Afternoon to all,

Destin High School is planning this year's 5K. This year the planned date is November 4, 2023.(0800hrs). In regard to the planning of a 5K for the Destin High School Athletics, I am sending this email to all , to make sure this date and the route meet to your approval. They have forwarded this information through me since I work at the school, and they keep me informed of events they are planning. Please let me know if the route they utilized last year is the best to be followed. If all responses to this email could be sent as "reply all", took keep everyone in the loop It would be greatly appreciated.

Thank you for your time in this matter.

Tom Henry

From: Matt Taylor <MTaylor@destinfire.com>
Sent: Wednesday, September 20, 2023 7:27 AM
To: Tom Henry; mabbott@sheriff-okaloosa.org; jfulghum@sheriff-okaloosa.org; tcokonougher@sheriff-okaloosa.org; Darrel Welborn
Cc: Christine Cruickshank; Mike Landis; Justin Blixt; Jeff Anderson
Subject: RE: Destin High School 2023 Fall 5K

Follow Up Flag: Follow up
Flag Status: Flagged

Deputy Henry,

Thank you for notifying the Destin Fire Control District of the Destin High School 5K on November 4, 2023 at 8am. The appropriate shift has been copied on this e-mail.

Please advise all participants to maintain an awareness for any responding emergency vehicle during all stages of the event and to immediately cede the right-of-way.

Have a great run and if you need any other assistance, please contact me.

This e-mail will serve as the Destin Fire Control District's acknowledgement of this event. Please forward it to the appropriate agencies.

*Matt Taylor, Fire Marshal
Destin Fire Control District
850-837-8413*

From: Tom Henry <henryt@destinhigh.org>
Sent: Monday, September 18, 2023 3:43 PM
To: mabbott@sheriff-okaloosa.org; jfulghum@sheriff-okaloosa.org; tcokonougher@sheriff-okaloosa.org; Matt Taylor <MTaylor@destinfire.com>; Darrel Welborn <dwelborn@myokaloosa.com>
Cc: Christine Cruickshank <principal@destinhigh.org>
Subject: Destin High School 2023 Fall 5K

Good Afternoon to all,

Destin High School is planning this year's 5K. This year the planned date is November 4, 2023.(0800hrs). In regard to the planning of a 5K for the Destin High School Athletics, I am sending this email to all , to make sure this date and the route meet to your approval. They have forwarded this information through me since I work at the school, and they keep me informed of events they are planning. Please let me know if the route they utilized last year is the best to be followed. If all responses to this email could be sent as "reply all", took keep everyone in the loop It would be greatly appreciated.

Thank you for your time in this matter.

Tom Henry

From: Darrel Welborn <dwelborn@myokaloosa.com>
Sent: Friday, September 29, 2023 9:11 AM
To: Tom Henry
Subject: FW: Destin High School 2023 Fall 5K
Attachments: Destin High School 5K 2023.docx

From: Patrick Maddox <pmaddox@myokaloosa.com>
Sent: Wednesday, September 20, 2023 11:24 AM
To: 'mabbott@sheriff-okaloosa.org' <mabbott@sheriff-okaloosa.org>; 'Joseph J. Fulghum' <jfulghum@sheriff-okaloosa.org>; 'tcokonougher@sheriff-okaloosa.org' <tcokonougher@sheriff-okaloosa.org>; 'mtaylor@destinfire.com' <mtaylor@destinfire.com>; Darrel Welborn <dwelborn@myokaloosa.com>
Cc: 'principal@destinhigh.org' <principal@destinhigh.org>; Tamara Young Destin PIO <tyoung@cityofdestin.com>
Subject: Destin High School 2023 Fall 5K

Good Morning All,

Okaloosa Public Safety has no concern pending S/O route approval. I have also copied Destin's PIO here in case any local event permitting is required.

Stay safe,

Patrick Maddox, LE CDR(R)
Director of Public Safety
Okaloosa County Board of County Commissioners
90 College Blvd E.
Niceville, FL 32578
(850) 651-7150
pmaddox@myokaloosa.com



18 August 2022

TO: Okaloosa County Sherriff's Department

FROM: Phil Dorn
Athletic Director
Destin High School

SUBJECT: Destin High School 5K – Proposed Route Options

To Whom It May Concern:

Destin High School (DHS) opened its doors in August 2021. Over the past year, we have grown and expanded our athletics department to include 23 sports teams. To help fund for the safety equipment, uniforms, fields, coaches, and all the logistics required to field 23 teams, the DHS Athletics Departments hosts two major fundraising events. The first is a golf tournament held in the spring. The other major fundraising event is our 5K.

In this package, we present three route options for consideration and provide additional details for your consideration. Of note, one of our Booster Club parents (who is affiliated with the Northwest Florida Track Club) ran the identified courses and provided recommendations. The routes are listed in order of preference. Considerations were given to sidewalks, major intersections, and wanting to provide the runners a pleasant course with water views.

Starting Point

Our host for this event is the new Beach Camp Co. at 541 US-98, Destin, FL 32541. The image below identifies the start line on Mountain Drive, behind the Beach Camp facility. To accommodate the professional runners and provide a true 5K, we anticipate the course finish line to move slightly from the Start line.



Route Option 1 (Preferred)

The image below is the preferred route. The route is clean and has sidewalk coverage. As drawn in the image, the route is 3.28 miles, so we would stagger the Start and Finish line to make it a true 5K.



The following represents a zoomed in version of the route and identifies spots where we intend on posting safety guards.



Figure 1 ★ Represents locations where we would post safety personnel

- Total Number of Safety Patrol Locations = 7.
 1. Benning / Mountain Circle
 2. Benning / Legion Intersection

3. Benning / Kelly Intersection
4. Benning / Sibert multiway Intersections
5. Benning / Beach Intersection
6. Joes Bayou Entrance
7. Beach / Kelly Intersection

Route Option 2

This is another clean route that maximizes water views, sidewalks, and attempts to minimize traffic disruptions. This route is very close to being a true 5K, so the Start and Finish Line would slightly vary.



The following represents a zoomed in version of the route and identifies spots where we intend on posting safety guards.



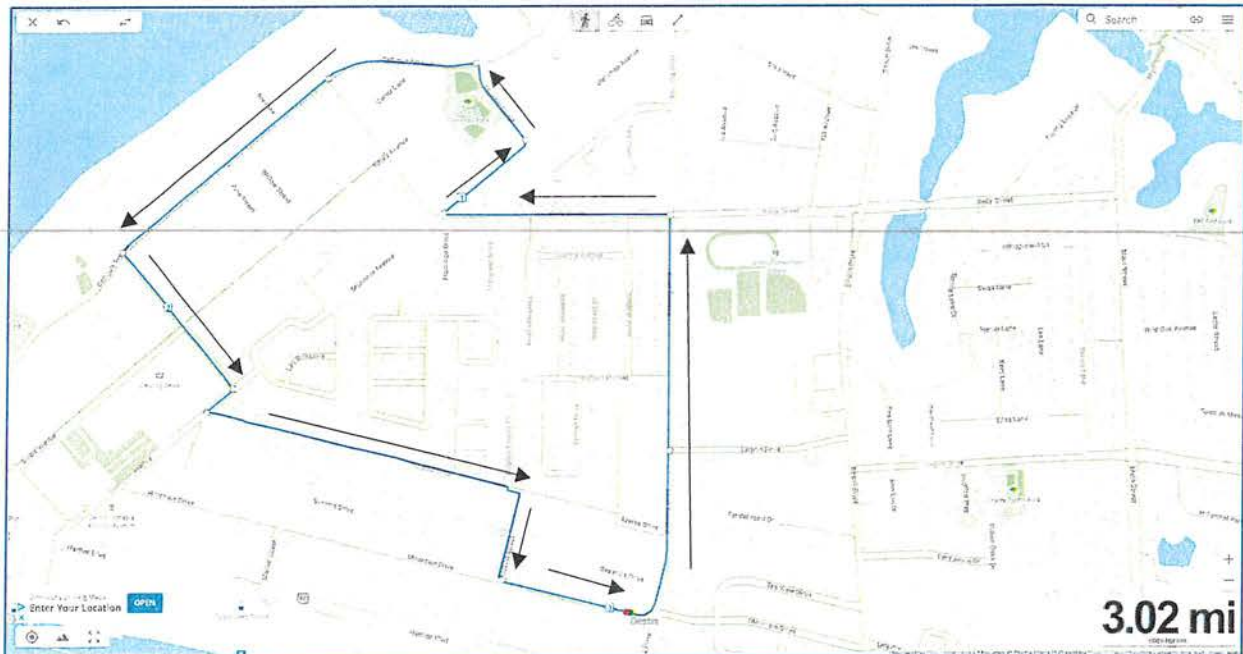
- Total Number of Safety Patrol Locations = 12.

 1. Benning / Mountain Circle
 2. Benning / Legion Intersection
 3. Benning / Kelly Intersection
 4. Benning / Sibert multiway Intersection
 5. Calhoun / Cross Street Intersection
 6. Calhoun / Kelly Intersection
 7. Calhoun / Forest Intersection

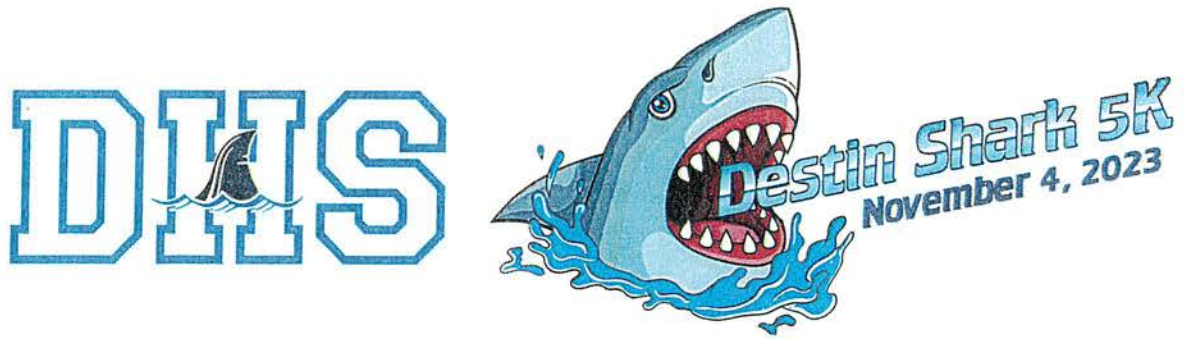
8. Forest / Sibert Intersection
9. Forest / Stahlman Intersection
10. Stahlman / Azalea multiway intersection
11. Azalea / Melvin St
12. Melvin St / Mountain

Route Option 3

This is another nice route that maximizes sidewalk use and provides a pleasant route. As shown in the image below, the route is 3.02 miles. Therefore, we would adjust the Start and Finish Lines to provide a true 5K.



4. Kelly / Stahlman Intersection
 5. Hickory/ Calhoun Intersection
 6. Calhoun / Kelly Intersection
 7. Calhoun / Forest Intersection
 8. Forest / Sibert Intersection
 9. Forest / Stahlman Intersection
 10. Stahlman / Azalea multiway intersection
 11. Azalea / Melvin St
 12. Melvin St / Mountain
-



DHS Booster Club

Agenda
August 24, 2023

- I. Welcome
- II. Overview of Boosters
- III. Major Fundraisers
 - a. Shark 5K
 - b. Celebrity Luncheon
 - c. Golf Outing
- IV. Shark 5K Planning Kickoff
 - a. Nov 4th;
 - i. Need to confirm: location, route, major sponsor
 - ii. Approval of Course by City Council
 - iii. SPONSORS, SPONSORS, SPONSORS
 1. Sponsorship levels
- V. Ideas, Questions, Comments
- VI. Adjourn

From: [Kyle Bauman](#)
To: [Kim Montgomery](#); [Kimberly Kopp](#)
Cc: [Rey Bailey](#)
Subject: RE: Destin High 5K
Date: Thursday, October 12, 2023 11:17:29 AM

[CAUTION: This email originated from outside of the City of Destin email system. DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

It looks good to go

From: Kim Montgomery <kmontgomery@cityofdestin.com>
Sent: Thursday, October 12, 2023 11:12 AM
To: Kimberly Kopp <kkopp@romanokopplaw.com>; Kyle Bauman <kbauman@asglegal.com>
Cc: Rey Bailey <rbailey@cityofdestin.com>
Subject: RE: Destin High 5K

Can I get a quick response, if it all is good for legal sufficiency, from either one of you, please? Thanks!

From: Jamie Dittmer <jdittmer@cityofdestin.com>
Sent: Thursday, October 12, 2023 9:50 AM
To: Kim Montgomery <kmontgomery@cityofdestin.com>; Kimberly Kopp <kkopp@romanokopplaw.com>
Cc: Rey Bailey <rbailey@cityofdestin.com>; Sharon Gardner <sgardner@cityofdestin.com>; Kyle Bauman <kbauman@asglegal.com>
Subject: RE: Destin High 5K

Looks good.

Thanks!

Jamie Dittmer, MHR, SHRM-CP
Human Resources Director
CITY OF DESTIN
4200 Indian Bayou Trail
Destin, Florida 32541
O: 850-837-4242, ext 1301
C: 850-714-2484
F: 850-269-9890



From: Kim Montgomery <kmontgomery@cityofdestin.com>

**REGULAR MEETING
DESTIN CITY COUNCIL
AUGUST 7, 2023
CITY HALL ANNEX COUNCIL CHAMBERS
5:30 PM**

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Bobby Wagner

Councilmember Torey Geile

Councilmember Terésa Hebert

Councilmember Jim Bagby

Councilmember Dewey Destin

Councilmember Kevin Schmidt

Councilmember Matthew Sweetser

Destin City Staff

City Manager Lance Johnson

Parks/Rec Director Lisa Firth

IT Director Andy Peters

Finance Director Krystal Strickland

Library Director Wen Livingston

City Attorney Kimberly Kopp

City Clerk Rey Bailey

Public Works Director Michael Burgess

Community Development Director Louis Zunguze

Grants/Project Manager Jeffrey Cozadd

Public Information Director Tamara Young

Code Compliance Director Troy Williams

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Bobby Wagner called the meeting to order at 5:30 PM. The mayor called for a moment of silence, which was then followed by the recitation of the Pledge of Allegiance.

AGENDA APPROVAL

Councilmember Bagby requests Consent Agenda item 3A be pulled for discussion.

Councilmember Schmidt requests Consent Agenda item 3B be pulled for discussion.

Councilmember Destin requests Consent Agenda item 3C be pulled for discussion.

Councilmember Sweetser requests item 6A(2) – *Destin History and Fishing Museum 5K Run* be added under his name on the agenda.

Motion by Councilmember Schmidt, seconded by Councilmember Geile, to approve the agenda, as amended, passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

1. PROCLAMATIONS / RECOGNITIONS / SPECIAL / PUBLIC PRESENTATIONS / ANNOUNCEMENTS

2. PUBLIC COMMENTS

Several business owners and vendors on Crab Island expressed their gratitude to Mayor Wagner and Congressman Matt Gaetz for their expressed support in promoting the local economy and opposing the blanket approach by the National Park Service (NPS) to control local vending on Crab Island. It was noted that Crab Island has become a highly popular recreational site, drawing thousands of visitors and increasing diversity as well as local economic growth. The NPS is proposing to implement a commercial service strategy which is supposed to better manage commercial operations in the Crab Island area. They urged the council to support Congressman Gaetz' position that improving safety and responsible commerce on Crab Island is best done in partnership with local communities, not as a federal mandate.

Mr. Mike Abadie, a Destin resident and livery vessel operator, noted that the city opened a new park on Calhoun Avenue and on the harbor, and is considering opening a new park by the Destin Bridge, all of which are potential locations for illegal charters to pick up and drop off passengers. He pointed out that this illegal operation is happening all year long, but he has a copy of the report showing that the city's Code Compliance Department issues no written citations in May, June, and July this year; just warning citations. He urged the council to consider approving the hiring of additional code enforcement officers at their upcoming budget meeting to help control this situation.

Mr. Timothy Singleton, a Destin resident, stated there has been no traffic enforcement on Holiday Isle. He stated that he personally spent a half hour at noon time and another half hour late afternoon for a total of one hour counting cars at the intersection in front of Destin Point on the way to Norriego. There were 289 cars that passed through that intersection during that one-hour period. Out of the 289 cars, only 30 came to a complete stop at the stop sign, 227 cars rolled through it, and 32 blew by the sign at a high rate of speed, which is a danger to people riding their bikes or crossing the street with their dogs. He urged the council to consider increasing the number of officers available per shift as they are not nearly enough to control traffic at that very busy intersection.

Ms. Sabina Zunguze, speaking on behalf of the Okaloosa County Commission on the status of women (OCCSW). The OCCSW was established by the Board of County Commission in 1995. Its purpose is to eliminate barriers to achievement for women through research, education, and communications, and to recognize and honor women who have made significant contributions toward improving women with made such great stride for their country. The OCCSW has 15 members. Each County Commissioner elects two women into this organization, and the other members come from the women's organization in the commission. In 2019, they formed a fiduciary part of the commission which they use to raise funds for the county and enhance community outreach. Ms. Zunguze stated that as the 2023 Chair of OCCSW, her primary goal is to raise awareness of this organization and gain the support of the City of Destin for the work that they are doing. This organization meets the last Monday of each month. Each year they honor a woman who have made significant contribution to the county. She also noted that this organization is currently working on two projects, one of which is to fight human trafficking. They have created some signs urging the public to report any suspicious activity, and they are asking the City of Destin to place them on their website and at every public facility. She further stated that the organization is working on mental health issues which is a serious

issue in the community. They are raising awareness for people with mental health problems where they could go to seek help.

Mr. Robert McPherson, a Destin resident, stated that he wishes to file a formal complaint against a city council member. He stated that he has been living in his home on Main Street for over 23 years and has not had any complaint or any problems with his neighbors; but in recent months, there have been several complaints about the appearance of his front yard and the several vehicles park in front of his yard instead of the driveway. He has also received a citation from the city's Code Compliance Department. He stated that these complaints have been spearheaded by a council member.

The City Attorney noted that these complaints will be addressed properly at a Special Magistrate Hearing.

3. CONSENT AGENDA

- A. Quarterly Investment Report
- B. Resolution 23-14, Maintenance Agreement for US98 Median Improvements, East Pass Bridge to Airport Road
- C. RFB 23-05-PW Replacement of Carpet - Destin Public Library
- D. Destin Rodeo Run
- E. 701 Sixth Street, Residential Marine Construction, HWB-001093-2023
- F. Approval of minutes of July 11, 2023, City Council Budget Workshop
- G. Approval of minutes of May 15, 2023, Regular City Council Meeting
- H. Minutes of Boards and Committees

Councilmember Schmidt moved to approve Consent Agenda items 3D through 3H was seconded by Councilmember Bagby and passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted "yes"; Councilmember King was absent from the meeting).

Referencing Consent Agenda item 3A, Finance Director Krystal Strickland noted that the current quarterly investment report with schedules showing the status of the city's investment accounts with Raymond James. This includes a listing of investments by type with their book and market values. She stated there is over \$7 million available to be invested.

Councilmember Bagby pointed out there is an unrestricted cash at Trustmark for \$7,328,970 in Table 1 of the report. He stated that staff is trying to figure out how to find the money to purchase the 1 Harbor parcel. However, even if they take the money from the Harbor CRA and add it to this amount, it still would not be enough to finance the harbor parcel. He continued that there is also \$5 million in cash at Trustmark which is the minus 3 months of General Fund operating. There is a total of over \$12 million that is earning 0.1% interest for the city.

Councilmember Bagby moved to direct staff to invest the unrestricted money that is in Trustmark into Raymond James Money Market account immediately, seconded by Councilmember Hebert.

The Finance Director explained that when the council first requested staff to start negotiating for the property, the hope was they could get a better price for the property if they could promise quick closing. She stated they currently do not have a money market account with Raymond James, but they will open one up tomorrow to have a safe place to keep the money for now; adding that they could still request a transfer to the escrow account on the day of closing.

Motion passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

Motion by Councilmember Bagby, seconded by Councilmember Hebert, to approve Consent Agenda item 3A passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

Next, the City Attorney stated that she has requested Consent Agenda item 3B be pulled so that the motion could include a condition that there could be a legal review involved in the maintenance agreement.

Motion by Councilmember Schmidt, seconded by Councilmember Hebert, to authorize the City Manager to execute the Maintenance Agreement for the medians in US98 from the East Pass Bridge to Airport Road starting in February 2025, pending legal review, passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

Next, Councilmember Destin addressed Consent Agenda item 3C. He stated that since they only had one bidder for the project, and that he feels the bid amount of \$98,039.68 is way too high, he would prefer they rebid this project.

Motion by Councilmember Destin, seconded by Councilmember Hebert, to reject the bid of T.A. Stillinger for RFB 23-05-PW and re-bid the project, passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

4. CITY MANAGER REPORTS

A. 1 Harbor Blvd Parcel - Purchase Agreement

(July 17, 2023: Motion by Councilmember Hebert, seconded by Councilmember King, to approve the \$9 million counteroffer for 1 Harbor Blvd property with the intent for public use of the property at this time, and subject to the purchase agreement staff will bring back at the next council meeting passed 7-0).

The City Manager noted that the council authorized a purchase price of \$9 million for the 1 Harbor Blvd parcel. The proposed contract is being presented for council consideration.

Motion by Councilmember Hebert, seconded by Councilmember Schmidt, to approve the contract as presented, and authorize the mayor to sign the contract passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

B. Resolution 23-13 -- Reimbursement Resolution for Harbor Blvd parcel

The City Manager stated that the proposed resolution will allow the city to reimburse itself for expenditures made prior to the issuance of any debt for the 1 Harbor Blvd parcel.

Councilmember Bagby recommends they add the addendum Ms. Sandy Trammell previously suggested that they make clear that the Harbor CRA is reimbursing the city for the expenditures.

The Finance Director noted that the city's special counsel Kyle Bauman assured her that he has already drafted the Memorandum of Understanding that will be between the Harbor CRA and the City of Destin which will be part of the funding package. It will very explicitly states that the harbor district will be the one paying the debt service on their portion of the debt on this property.

Motion by Councilmember Bagby, seconded by Councilmember Hebert, to approve Resolution 23-13 passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted "yes"; Councilmember King was absent from the meeting).

C. Opposition to speed regulations on fishing vessels - Resolution 23-15

(July 17, 2023: Councilmember Destin moved to direct staff to bring back a resolution at the next council meeting supporting the county's action to oppose the proposed speed regulation on vessels fishing in the Gulf; seconded by Councilmember Hebert. Motion passed 7-0).

Councilmember Destin recommends the following addendum be added to Resolution 23-15: "Whereas, the City of Destin is home to the largest charter fleet in the State of Florida."

Motion by Councilmember Destin, seconded by Councilmember Hebert, to approve Resolution 23-15, as amended, passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted "yes"; Councilmember King was absent from the meeting).

D. Stahlman/US Hwy 98 Intersection Status Update

The City Manager noted that in anticipation of the completion of the Crosstown Connector, staff was directed by the city council to assess the effects of the new traffic patterns at the Stahlman Avenue/US Hwy 98 intersection. Pursuant to that directive, staff requested a proposal from Baskerville-Donovan, Inc., the city's continuing service contractor, to study the intersection and to prepare a report of their recommendations for intersection improvements. To complement this effort, the City Engineer has coordinated with FDOT which has agreed to immediately begin a study of the signal timing and traffic counts at this intersection. The anticipated timeline for finalizing their recommendations is 3 months or less. The FDOT recommendations will assist Baskerville-Donovan in their overall assessment of the intersection.

Motion by Councilmember Destin, seconded by Councilmember Schmidt, to authorize payment of \$75,000 to accomplish the study using Gas Tax #2 funds that are restricted to

traffic related issues, passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

E. 2nd Draft FY2024-29 Strategic Plan: Council objectives

According to the City Manager, the first draft of the FY 2024-2029 Council Objectives was reviewed and commented on at the July 17th council meeting. This second draft takes into consideration those discussions as well as getting the objectives into the correct priority group as those priority groups are currently defined.

Council objectives are prioritized based on Council input and the currently approved definitions for each priority level that follows.

PRIORITY LEVELS DEFINED:

CRITICAL PRIORITY*

An objective that must be successfully accomplished within a specified amount of time. [Funding for current project and/or phase has been allocated or will be available by the projected start date.]

IMPORTANT PRIORITY*

A priority that can have a significant impact on performance. Resources are fixed and the variable is either time or the objective.

DESIRABLE PRIORITY*

A priority where both resources and time are variables. The organization desires an outcome but cannot absolutely commit specific resources over any specifiable time period.

**Resources are fixed for CRITICAL and IMPORTANT priorities; therefore, it may become necessary to transfer resources from funded DESIRABLE priorities to CRITICAL priorities.*

Below, for the Council's consideration, are proposed Council objectives for FY2024-29. It should be noted that there was discussion at the last Council meeting about moving items 1.3 and 1.6 to a lower priority classification. They are included in the Critical Priorities because they meet the classification's definition. The Council can modify these or any other objectives listed in the draft as they see fit.

2nd DRAFT, PROPOSED COUNCIL OBJECTIVES FY2024(-2029)

CRITICAL PRIORITIES *(All required resources [money, people, equipment] needed to begin and complete the project (or specific phase) by a target date have been approved by the City Council.)*

1.1 Work with stakeholders to pursue the Destin City Center. (Phase 1 Feasibility Study), (II., III.).(OPR: CD) [\$50,000 budgeted for FY23, \$50,000 budgeted for FY24 if not used in FY23]

- 1.2 Public Waterfront acquisition initiative; Acquire property at the foot of the Marler Bridge. (II., IV., V.) (OPR: GPC) [\$9.1 million budgeted for FY24]
- 1.3 Underground Utilities; Begin Phase 1 (II., IV., VI.) (OPR: GPC) [\$20,200,000 budget proposed for FY24]
- 1.4 Stahlman and US 98 pedestrian and vehicle improvement concepts in cooperation with FDOT. (II., V.) (OPR: CD/ENG) [\$75k budgeted for FY23]
- 1.5 Pedestrian access concepts under the Marler Bridge. (II., V.) (OPR: CD/ENG) [\$150k on Current PO]
- 1.6 Two-lane Crosstown Connector (Beach to Benning); Phase 1. (II., V.). (OPR: CD/GPC) [\$6,212,457 proposed for inclusion in the FY24 Budget]
- 1.7 Improve parking, explore options (i.e., parking garage, surface parking), (V.). (OPR: PW) [\$525k proposed for inclusion in the FY24 Budget for Sibert-Zerbe parking lot consolidation.]

IMPORTANT PRIORITIES: A priority that can have a significant impact on performance. Resources are fixed and the variable is either time or the objective.

- 1.8 Annexation of unincorporated enclaves (I.). (OPR: CD/CMO) [\$10k budgeted for FY23 and \$10k budgeted for FY24 if not used in FY23]
- 1.9 Expansion of recreational programming for residents and visitors. (OPR: PR)

DESIRABLE PRIORITIES: A priority where both resources and time are variables. The organization desires an outcome but cannot absolutely commit specific resources over any specifiable time period.

- 1.10 Support for regional Transit and Ferry systems (V.) (OPR: GPC) [\$0 Budgeted for FY24]
- 1.11 City Marina (Phase 1 Feasibility Study), (III, V.). (OPR: CD) [\$0 Budgeted for FY23 and \$50k Budgeted for FY24]
- 1.12 Support Beach Re-nourishment, planning & scheduling in partnership with the County & State. (II., VI.) (OPR: CD/CMO)
- 1.13 Support regional workforce housing initiatives.

Councilmember Schmidt moved to approve the FY 2024 council objectives with the following modifications:

- **Move 1.8 – *Annexation of unincorporated enclaves* – up to Critical Priorities.**
- **Change 1.9 – *Expansion of recreational programming for residents and visitors*, to a language that speaks more along the lines of “Morgan Sports Complex and Dalton Threadgill Master Plan Renovation.”**

Councilmember Hebert provided the second to the motion, which passes 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

F. Announcements

1. The city has completed its community rating system audit for the 2022/2023 period and that their participation in this program and the activities involved provided Destin properties with flood insurance coverage a 20% discount on their premiums per their status as a Class 6 CRS community.

2. The western end of the FDOT median project from the Marler Bridge to Airport Road is experiencing some issues with irrigation. They will be working for some solutions with FDOT contractors to fix these issues.
3. There will be two grant applications that will be submitted to FDEP in August totaling approximately \$250,000.
4. About 400 people attended the Big Truck event last Friday, August 4th.
5. The Public Information Officer is working with the county to create 3 PSAs on Pedestrian Safety for OCHIP in the Health Department. One video was shot in Crestview, one will be shot at Fort Walton Beach, and another one in Destin. The one in Destin will focus on round-about safety.

5. PUBLIC HEARINGS

- A. First reading of Ordinance 23-10-LC, amending Article 7 - Zoning and Regulatory Controls of the Land Development code; changing the list of permitted conditional and prohibited uses to include Luxury Motor Home Resorts as a Conditional Use in the Town Center Mixed Use (TCMU) zoning district, amending Table 7-2, Table of Allowable Uses; including conditions and criteria for approval.

The City Attorney read proposed Ordinance 23-10-LC by title, and then presented it to the city council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING ARTICLE 7, ZONING AND REGULATORY CONTROLS , OF THE LAND DEVELOPMENT CODE; CHANGING THE LIST OF PERMITTED, CONDITIONAL AND PROHIBITED USES TO INCLUDE LUXURY MOTOR HOME RESORTS AS A CONDITIONAL USE IN THE TOWN CENTER MIXED USE (TCMU) ZONING DISTRICT; AMENDING TABLE 7-2 , TABLE OF ALLOWABLE USES; INCLUDING CONDITIONS AND CRITERIA FOR APPROVAL; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the mayor closed the public hearing portion and turned the matter over to the city council for their discussion and consideration.

Councilmember Hebert moved to approve Ordinance 23-10-LC on first reading and advertise it for second reading on August 21st; seconded by Councilmember Schmidt.

Councilmember Bagby stated that he will not be supporting this ordinance. Firstly, he believes it will impact traffic in probably one of the worst traffic places they have in Destin. Secondly, his personal view with regards to his vision for Destin does not include a luxury RV park located right on US Hwy 98.

According to Councilmember Destin, he drove by a similar park on Okaloosa Island several times during the past month and has yet to see an RV pull in into that park and so he has not seen

any evidence of a problem so far. He believes the design of the Destin RV Park could lend itself to remediating any problems at that location.

Councilmember Geile noted that he interviewed some of the homeowners down the street adjoining Camping on the Gulf. Approximately 80% of the homeowners are supportive of the RV Park.

Councilmember Hebert commented that most of the people she has spoken to are very much supportive of a high-class RV Park in Destin.

Motion passed 5-1 (Council members Schmidt, Hebert, Destin, Geile, and Sweetser voted “yes”; Councilmember Bagby voted “no”; Councilmember King was absent from the meeting).

6. COMMENTS / PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

A. Councilmember Sweetser

1. Kelly Street Traffic

Councilmember Sweetser stated that traffic is a huge issue in Destin. They need to find a way to slow it down, especially on Kelly Street where Destin Elementary School, multiple bus stops, and some day care centers are located. They could consider placing either speed bumps or 4-way stop signs at that location.

Motion by Councilmember Destin, seconded by Councilmember Hebert, to direct the Public Works Department to provide a quick preliminary analysis on putting a 4-way stop signs at the intersection of Spring Lake and Kelly Street as well as on Fleshman Drive and bring that information back to the council passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

2. Destin History and Fishing Museum 5K Run

Councilmember Sweetser requests the council’s approval of the use of the city’s rights-of-way for the Destin History and Fishing Museum 5K Run. All the required paperwork has been submitted to the city and approved by the City Attorney. There just was not enough time to place it on the agenda for council’s approval in time for the event.

Motion by Councilmember Sweetser, seconded by Councilmember Hebert, to approve the Destin History and Fishing Museum 5k Run passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

B. Councilmember Geile

1. Harbor Dredging

According to the City Engineer, he has learned from the Army Corps of Engineers that the city has a dredging maintenance permit that is good until 2030. The next step is to conduct a survey of the channel to determine exactly where and how much dredging needs to be done, which would cost approximately \$15,000 just for the survey.

Motion by Councilmember Bagby, seconded by Councilmember Hebert, to use \$15,000 from the Council Contingency Fund to pay for the survey of the channel passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted “yes”; Councilmember King was absent from the meeting).

Councilmember Bagby stated that the city needs to budget for the actual dredging which would cost a lot more than \$15,000.

Councilmember Destin asked staff and City Attorney to determine whether it is allowable to use NPEB funds for this purpose since the deeper channel facilitates flow from their pumping mechanism.

Next, Councilmember Geile reported witnessing a lot of illegal activities while spending the weekend at Joe’s Bayou. He also witnessed illegal operators threatening and disregarding the directions of Joe’s Bayou workers. He asked staff to come back with some security measures or a plan of action that would be feasible to ensure the safety of Joe’s Bayou workers and help them perform their job more effectively, possibly sometime in September.

The City Manager noted that they currently have some security measures in place, and that they have plans to add some additional security measures utilizing some AI technology in the near future.

Also, according to Councilmember Geile, several members of the public have questioned him about the city not having its own police department. He discussed this issue with the Finance Director who conducted an in-depth study and concluded that they almost have to double their ad valorem tax rate in order to make it happen.

Councilmember Bagby noted that an actual study was conducted around 2010 or 2011, and it was determined then that the initial cost estimate for establishing Destin’s own police force was around \$2.4 million, which did not include paying their salary, insurance, retirement, and so forth. This figure would probably have doubled by now. He added that the cost for establishing the city’s own police force is cost prohibitive with a 2-mil cap on ad valorem taxes.

- C. Councilmember Destin
- D. Councilmember Bagby
- E. Councilmember Hebert
- F. Councilmember King

G. Councilmember Schmidt

1. Beach Flag Safety

Councilmember Schmidt would like to volunteer to be the legislative sponsor and continue conversation with the Destin Fire Control District Beach Safety Division Chief D' Agostino and the County in regard to beach safety flags for the City of Destin in collaboration with the county.

Motion by Councilmember Hebert, seconded by Councilmember Destin, to appoint Councilmember Schmidt as the Legislative Sponsor to continue conversation with Beach Safety Division of the Destin Fire Control District as well as with Okaloosa County regarding beach flag safety passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted "yes"; Councilmember King was absent from the meeting).

Councilmember Schmidt would like to support the request made earlier by Ms. Zunguze, the Chair of the Okaloosa County Commission on the Status of Women, in regard to posting on the city's website and on the city facilities, some of the signs the commission created to fight human trafficking urging the public to report any suspicious activity. He would also like the city to be able to support their cause in any way possible.

The City Manager replied affirmatively, stating they could post those signs at the community center, library, and other city facilities.

Councilmember Schmidt requested an update on the status of Clement Taylor Park.

Grants/Program Manager Jeff Cozadd noted they have been working with Mr. Scott Jenkins, the city's Engineering Consultant, and the legal counsel to obtain the needed documentation. They pretty much have all the required documentation to forward to the county who will then upload the information in the portal to the Treasury Department to get the application completely submitted.

H. Mayor Wagner

1. Voting Delegate - Florida League of Cities Annual Conference

Motion by Councilmember Bagby, seconded by Councilmember Hebert, to appoint Mayor Wagner as the city's voting delegate at the Florida League of Cities Annual Conference passed 6-0 (Council members Schmidt, Hebert, Bagby, Destin, Geile, and Sweetser voted "yes"; Councilmember King was absent from the meeting).

2. Crab Island Resolution

Motion by Councilmember Herbert, seconded by Councilmember Schmidt, to direct staff to bring back a resolution supporting the denial of the National Park Service's bid proposal that would limit the number of vendors on Crab Island passed 5-0 (Council

members Schmidt, Hebert, Destin, Geile, and Sweetser voted “yes”; Councilmember Bagby abstained from voting; Councilmember King was absent from the meeting).

J. City Attorney

7. PUBLIC COMMENTS

ADJOURNMENT

Having no further business at this time, the meeting was adjourned at 8:55 PM.

Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

2023-7127

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Consent Agenda**AGENDA OUTLINE NUMBER:**

3.F.

TO: City Council**THRU:** Lance Johnson, City Manager
Kimberly Kopp, City Attorney**FROM:** Krystal Strickland, Finance Director
Jeffrey Cozadd, Grants Manager
Michael Burgess, Public Services Director
Lisa Firth, Parks & Rec Director
Ryan Scott, City Engineer**DATE:** October 12, 2023**SUBJECT:** Capital Project Status - **Informational Only**

I. BACKGROUND: This item is informational only.**II. DISCUSSION:** Please find attached a summary of the current capital improvement projects, showing status and Year-to-Date expenditures and encumbrances.**A. Link to Strategic Goals / Objectives:** 1. Financially sound city providing service excellence**B. Effect on Budget (EOB):****C. Level of Service (LOS):****D. Legislative Sponsor:****III. CONCLUSION:****IV. RECOMMENDED MOTION:** Not applicable. Informational only.

2023-7127

ITEM #

Attachments:

1. 2023 0930 Capital Projects

CITY OF DESTIN CAPITAL IMPROVEMENT PLAN - Monthly Status Report

COUNCIL/ MGMT OBJECTIVE	October 1, 2022 to September 30, 2023		FY2023 Budget*	YTD Actuals	YTD Encumbrances	FY2023 Available Budget	Status	Notes
PRIORITY	Citizen/Council Directed							
1.3	EN615	Cross-Town Connector	\$ 8,775,202	\$ 3,509,495	\$ 43,485	\$ 5,222,222	Ongoing	Permitting process started
1.4	CM001	Crystal Beach Development	2,712,104	157,465	30,409	2,524,230	Ongoing	Tarpon Beach purchased and cleared. TDC has presented the 30% beach park design.
1.4	CM002	Tarpon Beach Acquisition & Development	16,750,000	14,349,303	51,417	2,349,280	Ongoing	Tarpon Beach purchased and cleared. TDC has presented the 30% beach park design.
1.2	EVENT	City Center Feasibility/Planning/Design	50,000	-	-	50,000	Ongoing	Council agreed to rate Synalovski Romakik Saye (SRS) as first choice in selection process begin contract negotiations.
1.5	UNDER	Undergrounding	11,956,015	207,955	885,088	10,862,972	Ongoing	Survey was ordered and completed. 104/126 (83%) easements have letters of intent. Completed 17/48 surveys to finalize/record easements. Waiting on a binding cost estimate arrived from FPL.
1.8	TR621	Transit Trolley	-	-	-	-	In process	This is being reviewed as part of the mobility study in process with 3TP Ventures.
1.9	MARINA	City Marina	-	-	-	-		
1.7	ANNEX	Annexation Study	10,000	-	-	10,000	Done	Policy passed City Council May 2023
1.6	CRH60	Pedestrian Pathway Under the Marler Bridge	-	-	149,571	(149,571)	Restarted August 2023	Baskerville-Donovan engineering firm presented 60% design. FDOT is reconsidering project as it may align with bridge renovation plans.
	EN617	US98/Stahlman Intersection	75,000	-	75,000	-	In process	Study has begun September 2023
	Renewal & Replacement		-	-	-	-		
3.2	RR051	General Government	58,693	39,106	19,437	150	Ongoing	Replaced HVAC Unit in Annex. Replaced gas and diesel tanks at Maintenance Facility. Replacing HVAC units at City Hall.
3.2	RR052	Public Safety	267,000	22,291	18,230	226,479	Ongoing	Replaced transfermer at City Hall for backup generator. Replaced service panel and troubleshot HVAC at Sherriff's Substation. Replacing safety camera at Joe's Bayou.
3.2	RR053	Physical Environment (Stormwater, Cemetery)	150,000	-	149,938	62	Ongoing	Harbor Sluice Gate will go to Council in April 2023.
3.7	RR054	Roads, Sidewalks, Street Lighting (Gas Tax 1 + GF RR Fund)	1,231,626	722,011	436,998	72,616	Ongoing	Complete: Crystal Beach Restripe; Airport Rd patches; Main St and Indian Trl restripe. Underway: Sidewalk repairs; Scenic 98 resurface underway, Moreno Point Road approved, Vintage Circle and Vintage Court.
3.2	RR057	General Culture & Recreation (contracted items rolled forward from FY22)	64,884	67,884	-	(3,000)	Complete	
3.2	RR571	Library	224,000	-	-	224,000	Ongoing	Carpet RFP to be re-advertised in September (move bookshelves, replace carpet) est \$85k

COUNCIL/ MGMT OBJECTIVE	October 1, 2022 to September 30, 2023		FY2023 Budget*	YTD Actuals	YTD Encumbrances	FY2023 Available Budget	Status	Notes
3.2	RR572	Parks and Recreation	505,130	181,772	78,661	244,697	Ongoing	AC unit replaced at Com Ctr. Backstop at Elementary School. Outfield netting at elementary. Sod ordered for Morgan Sport Center. Windows for Com Ctr - seeking contractor.
3.2	RR573	Other Facilities (i.e. Museum)	39,500	6,203	-	33,297	Started	Staff made dumpster enclosure. Sidewalk repairs complete. Exterior repairs pending.
3.2	RRVEH	Vehicles	768,920	228,277	544,363	(3,720)	Ongoing	Received: Power Tilt Trailer; Mini Excavator; Gator. Ordered: Tractor, Gator and Sprayer, F-150, Bronco Sport; Dumptruck purchased in FY21 should be received by Fall FY23.
	Growth Necessitated & Comp Plan		-	-	-	-		
	CE002	Code Enforcement Equipment	10,000	-	-	10,000		
	LB002	Library Impact Fee Projects	140,000	-	-	140,000		
	NORG1	Norriego Point Road	-	-	-	-	Ongoing	Road design complete; developer beginning construction.
1.10	TR619	Sibert-Zerbe Parking Lot Consolidation	150,000	-	-	150,000	Tabled	Finalized design and requested quotes. Council asked to table the project for now.
	TR620	ADA Transition - Pedestrian Facilities	96,993	73,899	23,094	-	Ongoing	Phase 2 (prioritization; engineering estimate of costs) underway.
1.10	TR622	General Parking Improvements	250,000	3,789	-	246,211		For paid-parking facilities. Roll to FY 2024 (source = parking fund)
	Other Capital Projects		-	-	-	-		
4.15	ARP	Stormwater Infrastructure Projects	1,454,763	258,686	728,333	467,744	In Process	One IT Security project and one Stormwater project approved to date. Task orders for 9 more projects in process, including 4 Prong Lake project.
4.9	CRH63	Captain Royal Melvin Heritage Park and Plaza (RESTORE)	191,862	140,494	7,340	44,028	Completed	Park was opened in July 2023.
	CRT64	Wayfinding	100,000	-	-	100,000	On Hold	
4.16	CRT17	Town Center CRA Easement Trail/Linear Park	730,000	213,000	517,000	-	Ongoing	DAG is working on the design.
	HURRC	Hurricane Response	100,000	-	-	100,000		
	IT002	Tech Fund Hardware/Software Replacements	157,000	6,878	-	150,122	Ongoing	
	IT003	Other Hardware/Software Replacements	65,000	2,509	-	62,491	Ongoing	
	PE003	Vulnerability Assessment	70,000	-	70,000	-	Completed	Notice to Proceed granted to Dewberry Engineering
	RC101	Harbor Boardwalk Improvements	339,469	193,931	-	145,537	Completed	
	RC124	Morgan's Children's Park Playground Structure	100,000	-	-	100,000	In Process	Plaground contractor is working on a design (and quote) to best fit our budget.
	RC125	Buck Destin Restrooms	200,000	-	99,544	100,456	Ongoing	Modular components on order. Wastewater system needs updated. Installation will be completed in FY 2024 (\$100k).
4.17	RC127	Pickleball Court	400,000	1,250	50,150	348,600		August 2023 Scott Jenkins design task order goes to Council. \$350k moved to FY 2024 to complete permitting and construction

COUNCIL/ MGMT OBJECTIVE	October 1, 2022 to September 30, 2023		FY2023 Budget*	YTD Actuals	YTD Encumbrances	FY2023 Available Budget	Status	Notes
	RC128	Morgan's Bathrooms/Storage/Fieldhouse	345,000	-	-	345,000		Moving project to 2024
4.12	RC216	Clement Taylor Park Renovations	764,918	41,037	7,243	716,638		New Construction Project manager will be tasked to draft construction RFP when subagreement comes from the County (winter 2024).
	SW53	Stormwater Master Plan	4,023	6,148	-	(2,125)	Completed	
	TRSAF	Intersection Safety	169,270	166,770	4,888	(2,388)	Ongoing	Last encumbrances for the year approved at 04/03/23 council meeting
	XMAS	Holiday Decorations	50,000	-	35,804	14,197		Staff presented to CRA's in April 2023
		Total Projects	49,526,371	20,600,153	4,025,992	24,900,225		

*Includes encumbrances rolled forward from prior years.

CITY OF DESTIN 5-YEAR CAPITAL IMPROVEMENT PLAN

STRATEGIC OBJECTIVE			PY Encumbrances rolling forward 08/21/2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
	PRIORITY	Citizen/Council Directed							
	1.3	EN615 Cross-Town Connector	\$ 325,366	\$ 6,877,809	\$ -	\$ -	\$ -	\$ -	\$ 6,877,809
	1.4	CM001 Beach Acquisition	95,364	25,357,849	-	-	-	-	25,357,849
	1.2	EVENT City Center Feasibility/Planning/Design	-	50,000	-	-	-	-	50,000
	1.5	UNDER Undergrounding	171,421	11,815,000	5,775,000	5,400,000	8,375,000	325,000	31,690,000
	1.8	TR621 Transit Trolley	-	-	-	-	-	-	-
	1.9	MARINA City Marina	-	-	75,000	-	-	-	75,000
	1.7	ANNEX Annexation Study	-	10,000	-	-	-	-	10,000
		Renewal & Replacement							
	3.2	RR051 General Government	3,669	30,000	53,500	30,500	30,500	30,500	175,000
	3.2	RR052 Public Safety	20,666	286,000	184,044	128,044	239,500	239,500	1,077,089
	3.2	RR053 Physical Environment (Stormwater, Cemetery)	69,048	150,000	26,307	1,117,307	100,307	26,307	1,420,227
	3.7	RR054 Roads, Sidewalks, Street Lighting (Gas Tax 1)	440,420	1,147,000	1,031,667	1,011,667	1,011,667	1,044,167	5,246,167
	3.2	RR057 General Culture & Recreation	118,434	-	-	-	-	-	-
	3.2	RR571 Library	-	224,000	90,833	50,833	50,833	50,833	467,332
	3.2	RR572 Parks and Recreation	-	508,718	733,978	265,978	298,978	258,978	2,066,631
	3.2	RR573 Other Facilities (i.e. Museum)	-	39,500	24,701	9,701	9,701	9,701	93,303
	3.2	RRVEH Vehicles	419,326	598,000	-	-	-	-	598,000
		Growth Necessitated & Comp Plan							
		CE002 Code Enforcement Equipment	-	10,000	-	-	-	-	10,000
		LB002 Library Impact Fee Projects	-	140,000	235,000	-	-	-	375,000
		NORG1 Norriego Point Road	6,981	-	-	-	-	-	-
		SW54 Stormwater Cleanouts	14,995	-	-	-	-	-	-
	1.6	TR618 Zerbe-Calhoun Pedestrian Pathway	149,571	-	-	-	-	-	-
	1.10	TR619 Sibert-Zerbe Parking Lot Consolidation	-	150,000	-	-	-	-	150,000
		TR620 ADA Transition - Pedestrian Facilities	109,475	-	-	-	-	-	-
	1.10	TR622 General Parking Improvements	4,426	250,000	100,000	-	-	-	350,000
		Other Capital Projects							
	4.15	ARP Stormwater Infrastructure Projects	483,779	1,135,133	-	-	-	-	1,135,133
		CE001 Code Compliance Boat Trailer	7,500	-	-	-	-	-	-
	4.9	CRH63 Captain Royal Melvin Heritage Park and Plaza (REST)	70,815	90,000	-	-	-	-	90,000
		CRH64 Harbor CRA Wayfinding Plan Signage	-	-	150,000	-	-	-	150,000
	4.16	CRT17 Town Center CRA Easement Trail/Linear Park	-	540,000	50,000	1,000,000	-	-	1,590,000
		CRT64 Town Center CRA Wayfinding Plan Signage	-	100,000	-	-	-	-	100,000
		TR64 General Wayfinding Plan Signage	-	-	-	-	-	-	-
	HURRIC	Hurricane Response	-	100,000	-	-	-	-	100,000
	IT002	Tech Fund Hardware/Software Replacements	-	157,000	-	-	-	-	157,000

STRATEGIC OBJECTIVE			PY Encumbrances rolling forward 08/21/2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
	IT003	Other Hardware/Software Replacements	-	65,000	85,000	-	-	-	150,000
	LB001	Library Tablet Station & Biblioteca RFID and Mobil A	4,853	-	-	-	-	-	-
3.9	MM001	Multimodal expansion program	-	-	-	-	-	-	-
	PW015	Vehicle WashDown Station	-	-	-	-	-	-	-
	RC101	Harbor Boardwalk Improvements	313,904	21,500	-	-	-	-	21,500
	RC124	Morgan's Children's Park Playground Structure	-	100,000	-	-	-	-	100,000
	RC125	Buck Destin Restrooms	-	200,000	-	-	-	-	200,000
4.17	RC127	Pickleball Court	-	400,000	-	-	-	-	400,000
	RC128	Morgan's Bathrooms/Storage/Fieldhouse	-	345,000	-	-	-	-	345,000
4.12	RC216	Clement Taylor Park Renovations	-	764,918	-	-	-	-	764,918
	SALLY	Hurricane Sally	2,457	-	-	-	-	-	-
	SW53	Stormwater Master Plan	4,023	-	-	-	-	-	-
4.15	SW56	Stormwater Swale Work	-	-	-	-	-	-	-
4.15	SW57	Stormwater Basin Studies	-	-	-	-	-	-	-
	TRSAF	Intersection Safety	37,470	100,000	100,000	100,000	100,000	100,000	500,000
	XMAS	Holiday Decorations	-	50,000	-	-	-	-	50,000
Total Projects			\$ 2,873,961	\$ 51,812,427	\$ 8,715,030	\$ 9,114,030	\$10,216,486	\$ 2,084,986	\$ 81,942,958

			PY Encumbrances rolling forward 08/21/2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Funding Sources									
General Fund	0151212	GENERAL FUND	\$ -	-	-	-	-	-	-
General Fund	30058585	RR GENERAL	695,523	\$ 2,228,218	\$ 1,615,363	\$ 2,084,363	\$ 1,211,819	\$ 1,097,819	\$ 8,237,582
General Fund	30558500	GENERAL FUND	208,095	905,000	160,000	-	-	-	1,065,000
TC CRA	10258500	TOWN CENTER CRA	-	920,000	50,000	1,000,000	4,000,000	-	5,970,000
Harbor CRA	11058500	HARBOR CRA	-	6,000,000	150,000	-	-	-	6,150,000
Parking Fund	12254500	PARKING FUND	4,426	496,000	120,667	20,667	20,667	20,667	678,667
Tech Fund	12552400	TECHNOLOGY FUND	-	112,000	-	-	-	-	112,000
Oka 1/2 Penny	12953831	OKA 1/2 STORMWATER	-	-	-	-	-	-	-
Oka 1/2 Penny	12953931	OKA 1/2 UNDERGROUNDING	171,421	1,940,000	2,400,000	2,400,000	1,375,000	325,000	8,440,000
Oka 1/2 Penny	12954100	OKA 1/2 PUBLIC WORKS & SAFETY	-	100,000	100,000	100,000	100,000	100,000	500,000
Oka 1/2 Penny	12957231	OKA 1/2 BEACH ACQ	71,941	982,997	-	-	-	-	982,997
Gas Taxes	30054131	GAS TAX#1 RR ROADS	376,039	509,000	509,000	509,000	509,000	541,500	2,577,500
Gas Taxes	31554031	GAS TAX#2 COMP PLAN	4,023	500,000	-	-	-	-	500,000
Impact Fees	31552000	POLICE IMPACT FEES	7,500	10,000	-	-	-	-	10,000
Impact Fees	31554032	MULTI-MODAL IMPACT FEES	109,475	140,000	-	-	-	-	140,000

STRATEGIC OBJECTIVE			PY						
			Encumbrances rolling forward 08/21/2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Impact Fees	31554132	ROAD IMPACT FEES	61,072	1,600,000	-	-	-	-	1,600,000
Impact Fees	31557132	LIBRARY IMPACT FEES	-	140,000	235,000	-	-	-	375,000
Impact Fees	31557232	PARK IMPACT FEES	5,412	422,000	-	-	-	-	422,000
Restricted	12753700	NPEB	-	150,000	-	-	-	-	150,000
Restricted	31553833	STORMWATER TRUST FUND	14,995	-	-	-	-	-	-
Franch fees	31553977	ELECTRIC FRANCHISE UNDERGROUNDING	-	3,375,000	3,375,000	3,000,000	3,000,000	-	12,750,000
Grant	30554100	BOCC XTOWN CONSTRUCTION	-	3,300,000	-	-	-	-	3,300,000
Grant	30554036	DEVELOPER CONTRIBUTION	3,491	-	-	-	-	-	-
Grant	30554133	FDOT TRIP GRANT	267,785	1,337,809	-	-	-	-	1,337,809
Grant	30554200	STATE GRANT LINEAR TRL	-	270,000	-	-	-	-	270,000
Grant	30557133	LIBRARY/MUSEUM GRANTS	4,853	-	-	-	-	-	-
Grant	30557233	RESTORE PARK GRANT	46,806	729,918	-	-	-	-	729,918
Grant	30557212	TDC 12.5% (includes Advanced Funding)	313,904	11,032,045	-	-	-	-	11,032,045
Grant	30557237	BOCC (TDC) BEACH ACQ GRANT	23,423	13,454,307	-	-	-	-	13,454,307
Grant	30555900	AMERICAN RESCUE PLAN	483,779	1,135,133	-	-	-	-	1,135,133
Grant	31557236	MORGANS KID PARK GRANT	-	23,000	-	-	-	-	23,000
Total Sources			\$ 2,873,961	\$ 51,812,427	\$ 8,715,030	\$ 9,114,030	\$10,216,486	\$ 2,084,986	\$ 81,942,958
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

		5-Year Capital Budget Amount
Council Objectives		
1.1	Offer livable wages & benefits to attract and maintain high caliber, qualified staff	\$ -
1.2	Work with stakeholders to pursue the Destin City Center	50,000
1.3	Complete two-lane Crosstown Connector	6,877,809
1.4	Public Beachfront acquisition initiative	25,357,849
1.5	Underground Utilities	31,690,000
1.6	Stahlman/US 98 pedestrian and vehicle improvements in cooperation with FDOT	-
1.7	Annexation of unincorporated enclaves	10,000
1.8	Transit/Trolley system	-
1.9	City Marina (phase 1 Feasibility Study)	75,000
1.10	Improve parking, explore options (i.e., parking garage, surface parking)	500,000
1.11	Beach re-nourishment, planning and scheduling	-
Management Objectives		
2.1-2.11	These are management-related, not capital project related	-
Management in Progress		
3.1	Memorialize institutional knowledge	-
3.2	Plan for renewal and replacement of city facilities and infrastructure	5,897,582
3.3	Monitor & Manage current grant & funding awards	-
3.4	Find and secure new funding opportunities for city services and city projects	-
3.5	Complete Land Development Code (LDC) revisions	-
3.6	Develop/Implement Wayfinding Program; Improve the City's gateways	-
3.7	Implement a pavement management program	5,246,167
3.8	Provide orientation and key training to Board and Committee members	-
3.9	Improve sidewalks (wider, more walkable)	-
3.10	Redevelopment (Update CRA's Master Plans)	-
3.11	Reestablish environmental committee	-
Major Projects		
4.1	Implement and manage COMPASS software (in progress)	-
4.2	Harbor Capacity Study (USACE) (in progress)	-
4.3	Land Development Code revision (in progress)	-
4.4	Impact Fee Study (in progress)	-
4.5	Building Permit Fee Study (in progress)	-
4.5	Building Permit Fee Study (in progress)	-
4.6	Develop and implement the Mobility Plan and associated Fees (in progress)	-
4.7	Update Business Tax Receipts (BTR) Fee Schedule and processes	-
4.8	Research Stormwater Utility options and Funding	-

4.9	Construct Capt Royal Melvin Heritage Park (in progress)	90,000
4.10	FDOT Median Improvement project (in progress)	-
4.11	Norriego Point Park improvements Phase III - Recreation Components (Pending GSD Roadway extension) (in progress)	-
4.12	Renovate Clement Taylor Park	764,918
4.13	Redevelop Joe's Bayou Recreation Area (in progress)	-
4.14	Continuity of streetlights/Conversion to LEDS (in progress)	-
4.15	Implement prioritized stormwater improvements based on the Stormwater Master Plan (in progress)	1,135,133
4.16	Linear Park: (In partnership with FPL) Secure additional funding, complete design, secure required easements, construct phase 1 Mattie Kelly Blvd to 98 Palms	1,590,000
4.17	Pickleball Courts: Secure additional funding, acquire land, complete design and construct	400,000
	TOTAL	\$ 79,684,458

TOTAL FY2023-2027 CAPITAL BUDGET \$ 81,942,958
% FOR STRATEGIC PLAN 97%

FY 2023 PROPOSED CAPITAL BUDGET
by Governmental Activity

		FY 2023 ORIG BUDGET
General Government		
ANNEX	Annexation Study	10,000
EVENT	Multi-Use Convention/Sports/Comm Ctr	50,000
IT002	Tech Fund Hardware/Software Replacements	157,000
IT003	Other Hardware/Software Replacements	65,000
MARINA	City Marina	-
RR051	General Government	30,000
RRVEH	Vehicles	598,000
Subtotal		910,000
Public Safety		
CE002	Code Enforcement Equipment	10,000
HURRC	Hurricane Response	100,000
RR052	Public Safety	286,000
Subtotal		396,000
Physical Environment		
ARP	Stormwater Infrastructure Projects	1,135,133
RR053	Physical Environment (Stormwater, Cemetery)	150,000
SW53	Stormwater Equipment	
UNDER	Undergrounding	11,815,000
Subtotal		13,100,133
Transportation		
EN615	Cross-Town Connector	6,877,809
EN617	US98/Stahlman Intersection	
RR054	Roads, Sidewalks, Street Lighting (Gas Tax 1)	1,147,000
TR619	Sibert-Zerbe Parking Lot Consolidation	150,000
TR620	ADA Transition - Pedestrian Facilities	-
TR621	Transit Trolley	-
TR622	General Parking Improvements	250,000
TRSAF	Intersection Safety	100,000
Subtotal		8,524,809
Economic Development		
CRH63	Captain Royal Melvin Heritage Park and Plaza (RESTORE	90,000
CRT17	Town Center CRA Easement Trail/Linear Park	540,000
CRT64	Town Center CRA Wayfinding Plan Signage	100,000
Subtotal		730,000
Culture & Recreation		
CM001	Beach Acquisition	25,357,849

LB002	Library Impact Fee Projects	140,000
RC101	Harbor Boardwalk Improvements	21,500
RC124	Morgan's Children's Park Playground Structure	100,000
RC125	Buck Destin Restrooms	200,000
RC127	Pickleball Court	400,000
RC128	Morgan's Bathrooms/Storage/Fieldhouse	345,000
RC216	Clement Taylor Park Renovations	764,918
RR057	Culture & Recreation	-
RR571	Library	224,000
RR572	Parks and Recreation	508,718
RR573	Other Facilities (i.e. Museum)	39,500
XMAS	Holiday Decorations	50,000
Subtotal		28,151,485
GRAND TOTAL		51,812,427
		check figure

**FY 2023 FINAL
ADOPTED
BUDGET**

10,000
50,000
157,000
65,000

-

58,693

768,920

1,109,614

10,000

100,000

267,000

377,000

1,454,763

150,000

4,023

11,956,015

13,564,801

8,775,202

75,000

1,231,626

150,000

96,993

-

250,000

169,270

10,748,091

191,862

730,000

100,000

1,021,862

19,462,104

140,000

339,469

100,000

200,000

400,000

345,000

764,918

64,884

224,000

505,130

39,500

50,000

22,635,004

49,456,371

49,526,371

2023-7049

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Presentation**AGENDA OUTLINE NUMBER:**

4.A.

TO: City Council**THRU:** Lance Johnson, City Manager
Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney**FROM:** Ryan Scott, City Engineer**DATE:** October 16, 2023**SUBJECT:** Cross Town Connector Update

I. BACKGROUND:

The last segment of the Cross Town Connector is in the final steps of design and permitting. The remaining major permits and zoning activities are as follows:

- Subdivision
- Major Development Order
- FLUM
- Rezone
- Northwest Florida Water Management District (NFWMD) – Environmental Resource Permit (ERP)

The purpose of the report is twofold:

1. Determine the right-of-way alignment.
2. Determine whether to pursue both Federal and State grants or just State grants.

II. DISCUSSION:

1. Previously, the City Council had directed that the right-of-way for the new portion

2. For the Cross Town Connector to be eligible for State and/or Federal grants for construction, different variations of a Project Development and Environment (PD&E) study re-evaluation will need to be completed. After Staff and Atkins met with the Florida Department of Transportation two different proposals have been provided. The **Destin Cross Town Connector (DCTC) Reeval Scope for potential State Grants (\$110,370.50 – 8-month process)** proposal will allow Atkins to perform an Environmental Impact Report (EIR) re-evaluation that will unlock the ability to apply for State grants. The **DCTC PD&E Scope for potential Federal Grants (\$750,000 to \$1 million – 24-month process)** proposal will allow Atkins to perform a PD&E re-evaluation that will unlock the ability to apply for State & Federal grants.

B. Effect on Budget (EOB): FY 2024 CURRENT AVAILABLE BUDGET (Effect on Budget will be determined by Council's Direction):

III. CONCLUSION:

2023-7049

1. Staff is also looking for direction on the right-of-way location.
2. Staff is looking for direction from City Council on which direction shall be taken with respect to the PD&E re-evaluation. The three options are as follows:
 - a) Take no action – the project would not be eligible for any State or Federal grant opportunities.
 - b) Approve **DCTC Reeval Scope for potential State Grants**, allows for the project to be eligible for State grant opportunities.
 - c) Approve **DCTC PD&E Scope for potential Federal Grants**, allows for the project to be eligible for State and Federal grant opportunities.

IV. RECOMMENDED MOTION:

I would like to direct the City Manager to have staff move forward with the right-of-way location as directed by the Florida Department of Transportation and to move forward with PD&E re-evaluation option **(a, b, or c)**.

I would like to direct the City Manager to have staff move forward with the right-of-way location along the back of the proposed curb line even through properties purchased using TRIP funds, as was originally directed by City Council and to move forward with PD&E re-evaluation option **(a, b, or c)**.

Attachments:

1. TRIP Funds-Layout1 - 20231016
2. TRIP Funds-Layout2 - 20231016
3. DCTC Reeval Scope for potential State Grants
4. DCTC PD&E Scope for potential Federal Grants

LEGEND

PROPERTIES
PURCHASED WITH TRIP
FUNDS

EXISTING PROPERTIES
LINES

EXISTING
RIGHT-OF-WAY

PROPOSED
RIGHT-OF-WAY

C:\USERS\RSCOTT\CITY OF DESTIN, FL\ENGINEERING – DOCUMENTS\CAD\DRAWINGS\CITY PROJECTS\CROSS TOWN CONNECTOR\EXHIBITS\TRIP FUNDS.DWG


CITY OF DESTIN
ENGINEERING DIVISION
4100 INDIAN BAYOU TRAIL
DESTIN, FL 32541
PHONE: (850) 654-1119

THE DESIGN, CONCEPTS, SPECIFICATIONS, AND DOCUMENTS HEREIN ARE THE PROPERTY OF THE CITY OF DESTIN, FLORIDA AND NO PART THEREOF SHALL BE COPIED OR OTHERWISE DISCLOSED TO OR USED BY OTHERS WITHOUT THE WRITTEN CONSENT OF THE CITY OF DESTIN, FLORIDA

CROSS TOWN CONNECTOR
CITY OF DESTIN, FLORIDA

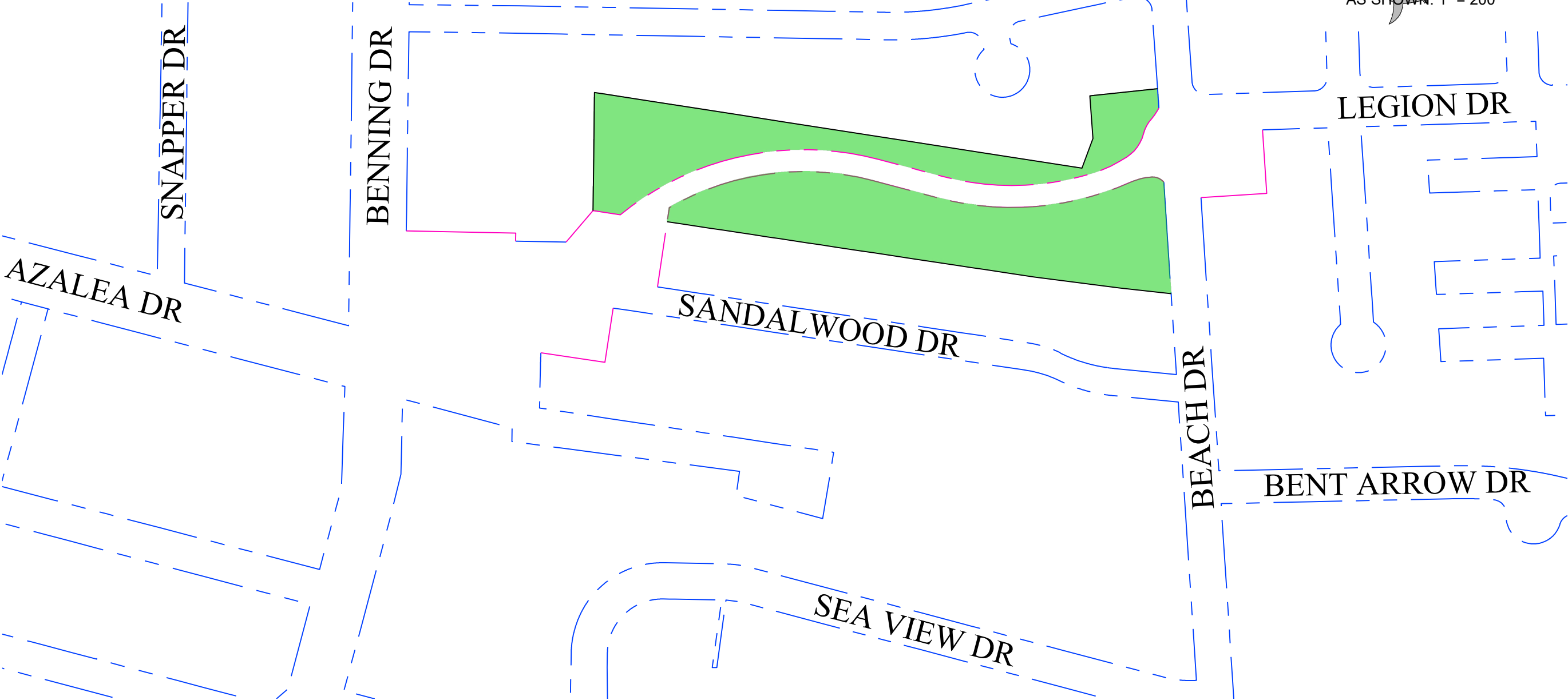
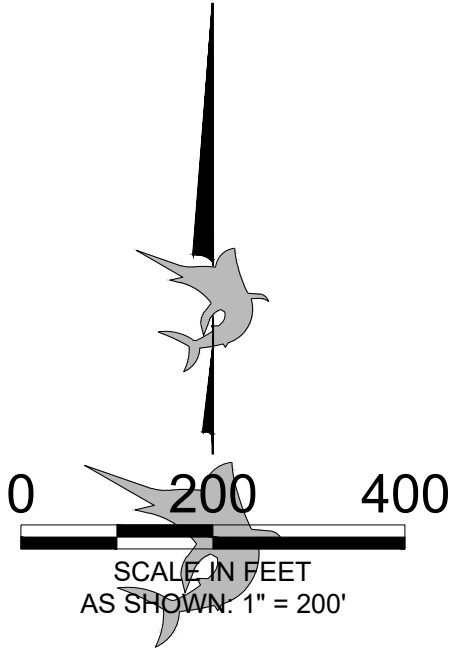
DATE	
REVISIONS	
DESCRIPTION	
NO.	
DATE:	OCT. 2023
PROJECT NO.:	N/A
FILE NO.:	N/A
SCALE:	1" = 200'
SHEET TITLE	PROPOSED ROW EXHIBIT
SHEET NUMBER	1 OF 2

LEGEND

PROPOSED PARK AREA

EXISTING
RIGHT-OF-WAY

PROPOSED
RIGHT-OF-WAY



Description for a Re-evaluation Scope of Work (October 9, 2023)

- The City met with FDOT District 3 on 9/20/23 to discuss the remaining requirements for the City to able to apply for additional state funding for the proposed project.
- District 3 indicated that the City would need permits for the project and a signed Re-evaluation of the existing environmental document (EIR).
- District 3 also indicated that City would sign the completed Re-evaluation.
- Attached is a scope of services, fee estimate, and schedule for completing the Re-evaluation.

AMENDMENT NO. 6 TO

**AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES BETWEEN CITY
OF DESTIN AND ATKINS NORTH AMERICA, INC.**

THIS AMENDMENT is made and entered into this the _____ day of October, 2023, by and between the **CITY OF DESTIN** (hereinafter referred to as “CITY”) and **ATKINS NORTH AMERICA, INC.** (hereinafter referred to as “CONSULTANT”), to extend and amend the professional engineering services agreement dated October 19, 2020, for professional consulting engineering services; and

NOW, THEREFORE, the **CITY** and the **CONSULTANT** further amend the agreement as follows:

1. Addition of Services:

The Consultant shall analyze and document changes that have occurred to the proposed project, the project study area, circumstances, regulations, and/or environmental impacts since the approval of the *Destin Cross Town Connector Environmental Impact Report* (EIR) Signed by the City in September 2020. The analysis of changes shall be in accordance with Part 1, Chapter 13 of the Florida Department of Transportation (FDOT) *Project Development and Environment (PD&E) Manual*. Additional detail is described in the Scope of Services (Attachment A).

2. Compensation and Schedule:

The City shall pay ____ for the additional services as outlined in the Fee Schedule (Attachment B).

IN WITNESS WHEREOF, the City and Consultant, through their duly authorized representative, execute this Amendment.

CITY OF DESTIN

ATKINS NORTH AMERICA, INC.

Lance Johnson, City Manager
City Manager

Matthew A. Taylor, PE
Vice President

Attest to Signature:

Rey Bailey, City Clerk

ATTACHMENT A
SCOPE OF SERVICES

Amendment #6 Scope

This is a supplemental agreement, as requested by City Council on October 18, 2023, to prepare a Design Change and Construction Re-evaluation for the changes in impacts that have occurred since the *Destin Cross Town Connector Environmental Impact Report* was signed by the City in September 2020. This task requires identification and analysis of the changes in project design and the impacts on the social, cultural, natural and physical environment located in the project study area.

This task includes:

1. Description of major design changes and their anticipated affects including but not limited to:
 - a. A new project description of the project being advanced to construction.
 - b. Changes in applicable laws or regulations
 - c. Evaluation of major design changes
 - d. Public involvement activities conducted since completion of PD&E
 - e. Project planning consistency
 - f. Changes in right-of-way needs
 - g. Assessment of any changes in impacts to the following environmental issues:
 - i. Social Environment (social, economic, land use, mobility, aesthetics, relocations)
 - ii. Cultural Resources (archeological and historic resources, recreation)
 - iii. Natural Resources (wetlands, essential fish habitat, wildlife and habitat, floodplains, water resources)
 - iv. Physical Resources (noise environment, air quality, construction impacts, contamination)
 - h. Commitment Status
 - i. Status of permits

Coordination will occur as needed with the City of Destin, the FDOT District 3, the State Historic Preservation Office, the Northwest Florida Water Management District, the US Fish and Wildlife Service, and the Florida Fish and Wildlife Conservation Commission.

Submittals:

FDOT Reevaluation Form, **Form No. 650-050-29** with Technical Memoranda Attachments
Cultural Resources Assessment Survey Update
Design Change and Construction Re-evaluation Schedule

Assumptions:

No additional public involvement is required for this re-evaluation, however, the City will provide summaries of City Council meetings involving the proposed project that occurred since the EIR was approved in September 2020.

Project documentation will be prepared in accordance with the FDOT Re-evaluation form found in the FDOT's PD&E Manual, Part 1, Chapter 13.

No further traffic analysis is required.

The City will review and approve the Design Change and Construction Re-evaluation.

ATTACHMENT B
FEE ESTIMATE

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project:

Destin Cross Town Connector

County:

FPN:

44050

FAP No.:

Consult. Name:

Atkins North America, Inc.

Consult. No.

Date:

10/9/2023

Estimator:

Cathie Cash

Staff Classification	Total Staff Hours	Project Manager	Sr Planner	Sr Scientist	Prj Engineer	Env Specialist	Staff Classification 6	Staff Classification 7	Staff Classification 8	Staff Classification 9	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH By	Salary Cost By	Average Rate Per
		\$69.92	\$46.34	\$46.34	\$40.53	\$32.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Activity	Activity	Task
Project General & Project Common Tasks	282	106	172	0	0	4	0	0	0	0	0	0	0	282	\$15,511	\$55.00
Public Involvement	47	0	47	0	0	0	0	0	0	0	0	0	0	47	\$2,178	\$46.34
Engineering Analysis & Report	57	4	4	0	19	30	0	0	0	0	0	0	0	57	\$2,201	\$38.62
Environmental Analysis & Reports	400	0	64	91	0	245	0	0	0	0	0	0	0	400	\$15,074	\$37.69
Environmental Document	81	0	50	0	0	31	0	0	0	0	0	0	0	81	\$3,316	\$40.93
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0.00
Total Staff Hours	867	110	337	91	19	310	0	0	0	0	0	0	0	867		
Total Staff Cost		\$7,691.20	\$15,616.58	\$4,216.94	\$770.07	\$9,985.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$38,279.89	\$44.15

Check = \$38,279.89

Survey Field Days by Subconsultant

4 - Person Crew:

SALARY RELATED COSTS:		\$38,279.89
OVERHEAD:	158.25%	\$60,577.93
OPERATING MARGIN:	15.00%	\$5,741.98
FCCM (Facilities Capital Cost Money):	0.20%	\$74.65
EXPENSES:	14.88%	\$5,696.05
SALARY SUBTOTAL:		\$110,370.50
Survey (Field - if by Prime)	0.00	4-man crew @ \$ / day \$0.00
SUBTOTAL - PRIME		\$110,370.50
Subconsultant:	Sub 1	\$0.00
Subconsultant:	Sub 2	\$0.00
Subconsultant:	Sub 3	\$0.00
Subconsultant:	Sub 4	\$0.00
Subconsultant:	Sub 5	\$0.00
Subconsultant:	Sub 6	\$0.00
Subconsultant:	Sub 7	\$0.00
Subconsultant:	Sub 8	\$0.00
Subconsultant:	Sub 9	\$0.00
Subconsultant:	Sub 10	\$0.00
Subconsultant:	Sub 11	\$0.00
Subconsultant:	Sub 12	\$0.00
SUBTOTAL ESTIMATED FEE:		\$110,370.50
Optional Services		\$0.00
GRAND TOTAL ESTIMATED FEE:		\$110,370.50

WORK HOURS BY PROJECT TASKS

2. PROJECT DESCRIP & OBJECTIVES

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
2.2	Project Requirements and Provisions for Work					
	2.2.6 Meetings and Presentations	LS	4	24	96	Three in-person meetings X 8 hours/mtg (includes meeting attendance, meeting agenda, exhibits, follow-up) = 24 hours/meeting x 4 people = 96 hours
	2.2.9 Schedule *	LS	1	8	8	4 hours scheduler + 4 hours graphics
	2.2 Project Requirements and Provisions Work Total				104	
2.3	Coordination with Other Consultants and Entities	LS	8	18	144	Coordination with City, FDOT and other entities @ 8 months x 18 hours/month = 144 hours
2.4	Contract Management	LS	4	8	32	4 hrs. x 8 months = 32 hours

3. PUBLIC INVOLVEMENT

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
3.6	Additional Public Involvement Requirements					
	General Public Correspondence *	LS	1	0	0	
	News Letters, Fact Sheets, Preparation / Distribution *	LS	1	0	0	
	Frequently Asked Questions (FAQs) *	LS	1	0	0	
	Videos, Renderings, Fly-through, 3-D Visualization *	LS	1	0	0	
	Design Charrettes *	LS	1	0	0	
	Other *	LS	1	44	44	Review & summarize Council meetings
	3.6 Additional Public Involvement Requirements Total				44	
Public Involvement Subtotal					44	
Hours Subject to QC					44	
	Quality Assurance / Quality Control	LS	%	7%	3	
PUBLIC INVOLVEMENT TOTAL HOURS					47	

4. ENGINEERING ANALYSIS

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
4.1	Review of Previous Studies	LS	1	0	0	
4.2	Existing Conditions Analysis					
	Field Review	LS	1	0	0	
	4.2 Existing Conditions Analysis Total				0	
4.3	Survey					
	4.3.1 Survey Design *	LS	1	0	0	
	Survey Coordination	LS	1	0	0	
	4.3.2 Photogrammetry *	LS	1	0	0	
	Aerial Photography	LS	1	0	0	
	4.3 Survey Total				0	
4.4	Geotechnical Investigation					
	Soils	LS	1	0	0	
	Geotechnical Coordination	LS	1	0	0	
	Geotechnical Design Services *	LS	1	0	0	
	4.4 Geotechnical Investigation Total				0	
4.5	Traffic Analysis					
	4.5.1 Traffic Analysis Methodology *	LS	1	0	0	
	4.5.2 Traffic Counts *	LS	1	0	0	
	4.5.3 Vehicle Class. Counts on Roadway Segments and Ramps *	LS	1	0	0	
	4.5.4 Pedestrian, Bicycle, and Other Multimodal Data *	LS	1	0	0	
	4.5.5 Calibration and Validation Data *	LS	1	0	0	
	4.5.6 Existing Traffic Operational Analysis *	LS	1	0	0	
	4.5.7 Model Calibration and Validation *	LS	1	0	0	
	4.5.8 Future Demand Forecasting *	LS	1	0	0	
	4.5.9 No-Build Analysis *	LS	1	0	0	
	4.5.10 Development and Screening of Alternatives *	LS	1	0	0	
	4.5.11 Operational Evaluation of Build Alternatives *	LS	1	0	0	
	4.5.12 Project Traffic Analysis Report *	LS	1	0	0	
	4.5.13 Interchange Access Request *	LS	1	0	0	
	4.5.14 Traffic Data for Noise Study *	EA	0	0	0	

Task No.	Task	Units	# of Units	Hours / Unit	Hours	
	4.5.15 Traffic Data for Air Quality Analysis *	EA	0	0	0	
	4.5.16 Signalization Analysis *	LS	1	0	0	
	4.5 Traffic Analysis Total				0	
4.6	Signage *	LS	1	0	0	
4.7	Tolling Concepts *	LS	1	0	0	
4.8	Safety					
	4.8.1 Crash Data *	LS	1	0	0	
	4.8.2 Safety Analysis					
	Historical Crash Analysis *	LS	1	0	0	
	HSM Safety Analysis *	LS	1	0	0	
	4.8.3 Documentation of Safety Analysis *	LS	1	0	0	
	4.8 Safety Total				0	
4.9	Utilities and Railroads					
	4.9.1 Utilities *	EA	1	3	3	
	4.9.2 Railroad *	EA	1	0	0	
	4.9 Utilities and Railroads Total				3	
4.10	Roadway Analysis					
	4.10.1 Design Controls and Criteria *	LS	1	0	0	
	4.10.2 Typical Section Analysis *	EA	0	10	10	
	4.10.3 Geometric Design *	LS	1	20	20	
	4.10.4 Intersections and Interchange Evaluation *	EA	0	4	4	
	4.10.5 Access Management *	LS	1	4	4	
	4.10.6 Multimodal Accommodations *	LS	1	4	4	
	4.10.7 Maintenance of Traffic *	LS	1	0	0	
	4.10.8 Lighting *	LS	1	0	0	
	4.10 Roadway Total				42	
4.11	Identify Construction Segments *	LS	1	0	0	
4.12	Transportation Systems Management and Operations *	LS	1	0	0	
4.13	Structures					
	4.13.1 Existing Structures*	EA	0	0	0	
	4.13.2 Structure Typical Sections *	EA	0	0	0	
	4.13.3 Structure Design Alternatives *	EA	0	0	0	
	4.13 Structures Total				0	
4.14	Drainage					
	4.14.1 Floodplain and Environmental Permit Data Collection *	LS	1	0	0	

	4.14.2 Drainage Analysis *	Per Basin	0	0	0	
	4.14.3 Floodplain Compensation Analysis *	Per Encroach.	0	0	0	
	4.14.4 Stormwater Management Analysis					
	Enviro. Look Around (ELA) Meeting and Pond Siting Meeting	LS	1	0	0	
Task No.	Task	Units	# of Units	Hours / Unit	Hours	
	Stormwater Management *	Per Basin	0	0	0	
	Pond Siting Report or Conceptual Drainage Design Report*	LS	1	0	0	
	4.14.5 Drainage Design *	LS	1	4	4	
	4.14.6 Location Hydraulic Report *	LS	1	0	0	
	4.14.7 Bridge Hydraulic Evaluation*	EA	0	0	0	
	4.14 Drainage Total				4	
4.15	Landscaping Analysis *	LS	0	0	0	
4.16	Construction and Right of Way Cost Estimates					
	4.16.1 Construction Cost Estimates *	LS	1	0	0	
	4.16.2 Right of Way Cost Estimates *	LS	1	0	0	
	4.16 Construction and Right of Way Cost Estimates Total				0	
4.17	Alternatives Evaluation					
	4.17.1 Comparative Alternatives Evaluation *	LS	1	0	0	
	4.17.2 Selection of Recommended Alternative *	LS	1	0	0	
	4.17.3 Value Engineering *	LS	1	0	0	
	4.17 Alternatives Evaluation Total				0	
4.18	Concept Plans					
	4.18.1 Base Map *	Sheet	1	0	0	
	4.18.2 Alternatives Concept Plans *	Sheet	0	0	0	
	4.18.3 Preferred Alternative *	Sheet	0	0	0	
	4.18.4 Typical Section Package *	LS	1	0	0	
	4.18.5 Design Exceptions and Design Variations *	EA	0	2	0	
	4.18 Concept Plans Total				0	
4.19	Transportation Management Plan *	LS	1	0	0	
4.20	Risk Management					
	Meeting Materials*	LS	1	0	0	
	Meeting Participation	LS	1	0	0	
	4.20 Risk Management Total				0	
4.21	Engineering Analysis Documentation					
	Draft Engineering Analysis Documentation*	LS	1	0	0	

	Final Engineering Analysis Documentation *	LS	1	0	0		
	4.21 Engineering Analysis Documentation Total				0		
4.22	Planning Consistency						
	4.22.1 Transportation Plans	LS	1	0	0		
	4.22.2 Planning Consistency Form *	LS	1	4	4		
	4.22 Planning Consistency Total				4		
4.23	Transit Systems and Service						
	4.23.1 Transit Concepts and Alternatives						
	Review of Transit Concepts and Alternatives Report (TCAR)	LS	1	0	0		
Task No.	Task	Units	# of Units	Hours / Unit	Hours		
	Review of Bicycle/Greenway plans	LS	1	0	0		
	Develop Transit Concepts and Alternatives Report *	LS	1	0	0		
	4.23.2 Existing and Planned Transit Infrastructure and Services *	LS	1	0	0		
	4.23.3 Connectivity and Accessibility *	LS	1	0	0		
	4.23.4 Transit Operational Analysis *	LS	1	0	0		
	4.23.5 Ridership and Revenue Estimations						
	Ridership and Revenue Forecasts *	LS	1	0	0		
	Operating and Ridership Sensitivity Testing *	LS	1	0	0		
	Ridership and Revenue Results Documentation *	LS	1	0	0		
	4.23.6 Transit Cost Estimates and Financial Commitments *	LS	1	0	0		
	4.23.7 Proposed Transit Service and Operations Plan *	LS	1	0	0		
	4.23.8 Transit Infrastructure Alternatives *	LS	1	0	0		
	4.23.9 Constructability Review *	LS	1	0	0		
	4.23 Transit Systems, Service, and Design Total				0		
	Engineering Analysis and Report Subtotal					53	
	Hours Subject to QC					53	
	Quality Assurance / Quality Control	LS	%	7%	4		
ENGINEERING ANALYSIS AND REPORT TOTAL HOURS					57		

5. ENVIRON. ANALYSIS & REPORTS

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
NOTE: * subject to QC						
5.1	Sociocultural Effects					
	5.1 Sociocultural Effects Evaluation or Report *	LS	1	0	0	
	5.1.1 Social *	LS	1	0	0	
	5.1.2 Economic *	LS	1	3	3	
	5.1.3 Land Use Changes *	LS	1	2	2	
	5.1.4 Mobility *	LS	1	0	0	
	Transit Only *	LS	1	0	0	
	5.1.5 Aesthetics *	LS	1	3	3	
	5.1.6 Relocation Potential					
	Review and Impact Determination *	LS	1	0	0	
	Conceptual Stage Relocation Plan (CSRP) *	LS	1	0	0	
	5.1 Sociocultural Effects Total				8	
5.2	Cultural Resources					
	Research Design and Survey Methodology *	LS	1	0	0	
	5.2.1 Archaeological and Historic Resources					
	Cultural Resource Assessment Survey (CRAS) *	LS	1	160	160	Review historical documents (12 hours). Field survey (travel to and from site - 1 person @ 8 hours and 1 persons 16 hours = 24 hours total travel time) & 4 hours ea. field review for 2 people = 8 hours Field survey total 32 hours . Prepare addendum to Draft CRAS (64 hours), prepare Final CRAS addendum (40 hours) = 104 hours total for CRAS addendum + 12 hours for graphic
	CRAS Addendum or Technical Memo. for Pond Sites *	LS	1	0	0	
	Determination of Eligibility (DOE) As Required	LS	1	0	0	
	Case Study Report *	LS	1	0	0	
	Memorandum of Agreement (MOA) *	LS	1	0	0	
	Section 4(f) Evaluation for Historic Resources *	LS	1	0	0	
	Section 106 Consultation Meetings	LS	1	0	0	
	Native American Coordination Meeting	LS	1	0	0	
	Section 106 Public Involvement	LS	1	0	0	
	Florida Master Site File Form *	LS	1	10	10	Complete Florida Master Site Form(s). Assumes 1 person 5 hours each x 2 forms = 10 hours.
	5.2.2 Recreational, Section 4(f) *					

	Section 4(f) Determination of Applicability *	EA	0	0	0	
	Section 4(f) "de minimis" documentation *	EA	0	0	0	
	Section 4(f) Evaluation *	EA	0	0	0	
	5.2 Cultural Resources Total				170	
5.3	Natural Resources					
Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
	5.3.1 Wetlands					
	Wetlands - Data Collection	LS	1	0	0	None Present
	Wetlands - Evaluation *	LS	1	0	0	
	5.3.2 Essential Fish Habitat					None Present
	Essential Fish Habitat - Data Collection	LS	1	0	0	
	Essential Fish Habitat Assessment *	LS	1	0	0	
	5.3.3 Wildlife and Habitat					
	Data Collection	LS	1	24	24	Reviewing prior reports, database reviews, updating PCRs
	Specific Survey and Consultation	LS	1	56	56	Field Review to verify absence of listed species/habitat (travel to and from site 8 hours = 16 x 2 people = 32 hours + 8 hours for field review x 2 = 16 hours. 32 + 16 = 48 hours for field review. 8 hours for downloading data, safety paper work, setting up of field maps, etc. 48 + 8 = 56 hours
	Analysis *	LS	1	0	0	
	Conservation Measures and Mitigation Plan *	LS	1	0	0	
	5.3.4 Natural Resource Evaluation (NRE) Report *	LS	1	86	86	Prepare Draft Technical Memorandum 40 hours + 12 hours for graphics = 52 hours for Draft Document. Response to comments 8 hours. Final document 26 hours. Report total 52 + 8 + 26 = 86 hours.
	5.3.5 Water Quality *	LS	1	0	0	
	5.3.6 Special Designations *	LS	1	0	0	
	5.3.7 Identify Permit Needs *	LS	1	0	0	
	5.3.8 Farmland *	LS	1	0	0	
	5.3 Natural Resources Total				166	
5.4	Physical Effects					
	5.4.1 Noise					
	Methodology Meeting	LS	1	0	0	
	Data Collection	LS	1	0	0	
	Land Use Field Review/Outdoor Advertising Identification	LS	1	0	0	
	Field Measurement and Model Validation *	LS	1	0	0	
	Outdoor Advertising Identification	LS	1	0	0	
	Construction Noise and Vibration Assessment *	LS	1	0	0	
	Analysis and Noise Abatement Evaluation *	EA	0	0	0	
	Noise Report *	LS	1	11	11	Not a report but a tech memo summarizing changes
	5.4.2 Transit Noise and Vibration Analysis *	LS	1	0	0	

	5.4.3 Air Quality					Study area in compliance
	Data Collection	LS	1	0	0	
	Screening Analysis *	LS	1	0	0	
	Air Quality Modeling *	LS	1	0	0	
	Air Quality Technical Memorandum *	LS	1	0	0	
	Mobile Air Toxics Analysis *	LS	1	0	0	
	5.4.4 Construction Impact Analysis *	LS	1	0	0	
	5.4.5 Contamination					Contamination completed
	Field Data	LS	1	0	0	
	Analysis and Report *	LS	1	0	0	
	5.4 Physical Effects Total				11	
5.5	Cumulative Effects Evaluation *	EA	0	0	0	
Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
5.6	Project Commitments Record *	LS	1	4	4	Document status of commitments
Environmental Analysis and Report Subtotal					359	
Hours Subject to QC					279	
	Quality Assurance / Quality Control	LS	%	7%	20	
ENVIRONMENTAL ANALYSIS AND REPORT TOTAL HOURS					379	

6. ENVIRONMENTAL DOCUMENT

Task No.	Task	Units	# of Units	Hours / Unit	Hours	Comments
NOTE: * subject to QC						
6	Environmental Document					
	Categorical Exclusion Type 2 *	LS	1	0	0	
	Environmental Assessment *	LS	1	0	0	
	Finding of No Significant Impact (FONSI) *	LS	1	0	0	
	Draft Environmental Impact Statement (DEIS) *	LS	1	0	0	
	Final Environmental Impact Statement (FEIS) *	LS	1	0	0	
	Record of Decision (ROD) *	LS	1	0	0	
	Combined FEIS/ROD *	LS	1	0	0	
	State Environmental Impact Report *	LS	1	0	0	
	Reevaluation *	LS	1	76	76	45 hours to prepare draft + 31 hours for graphics
Environmental Document Subtotal					76	
Hours Subject to QC					76	
	Quality Assurance / Quality Control	LS	%	7%	5	
ENVIRONMENTAL DOCUMENT TOTAL HOURS					81	

ATTACHMENT C
RE-EVALUATION SCHEDULE

Design Change and Construction Authorization Reevaluation



Description for a PD&E Study Scope of Work (October 9, 2023)

- At a meeting with FDOT District 3 on 9/20/23, District 3 indicated that for the City to be eligible for federal funds, they would have to follow the federal process and conduct a new environmental study (PD&E study). It is anticipated that the documentation for that study would be a Type 2 Categorical Exclusion.
- Attached is a scope of services and general schedule to complete a Type 2 Categorical Exclusion.
- If the City decides to pursue this option, Atkins will prepare the detailed scope, fee, and schedule for City approval.
- Based on other PD&E Studies conducted around the state, Atkins anticipates the cost a Destin Cross Town Connector PD&E Study to be within the range of \$750 thousand to \$1 million.
- Note that the PD&E Study would involve the following:
 - FDOT would become the lead agency.
 - FDOT District 3 would review and approve all deliverables before submitting to the FDOT Central Office, Office of Environmental Management (OEM).
 - The OEM would review and approve all deliverables.
 - OEM would approve the environmental study (known as Location Design Concept Acceptance or LDCA).
 - The project may have to go through FDOT's ETDM (Efficient Transportation Decision Making) process before conducting the PD&E study.
 - There would be public involvement activities, including but not necessarily limited to a public kick-off meeting, a public workshop, and a public hearing.
 - A new traffic study would be required for the 2045 design year.
 - Because the previous traffic study forecasted the need for a 4-lane roadway by the design year, it is expected that the new traffic study will reach the same conclusion. Federal regulations require that the PD&E Study evaluate improvements that meet the needs for the 20-year planning horizon. Therefore, it is anticipated that a 4-lane roadway would have to be evaluated as part of the study.

AMENDMENT NO. 6 TO

**AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES BETWEEN CITY
OF DESTIN AND ATKINS NORTH AMERICA, INC.**

THIS AMENDMENT is made and entered into this the ____ day of October, 2023, by and between the **CITY OF DESTIN** (hereinafter referred to as “CITY”) and **ATKINS NORTH AMERICA, INC.** (hereinafter referred to as “CONSULTANT”), to extend and amend the professional engineering services agreement dated October 19, 2020, for professional consulting engineering services; and

NOW, THEREFORE, the **CITY** and the **CONSULTANT** further amend the agreement as follows:

1. Addition of Services:

The Consultant shall develop and analyze transportation improvements in the Destin Cross Town Connector corridor in accordance with the Florida Department of Transportation’s (FDOT’s) *Project Development and Environment (PD&E) Manual*. The results of the evaluation and analysis shall be documented in a Type 2 Categorical Exclusion in sufficient detail for the FDOT to reach a decision on the Location, Design Concept and Acceptance (LDCA). Additional detail is described in the Scope of Services (Attachment A).

2. Compensation and Schedule:

The City shall pay ____ for the additional services as outlined in the Fee Schedule (Attachment B).

IN WITNESS WHEREOF, the City and Consultant, through their duly authorized representative, execute this Amendment.

CITY OF DESTIN

ATKINS NORTH AMERICA, INC.

Lance Johnson, City Manager
City Manager

Matthew A. Taylor, PE
Vice President

Attest to Signature:

Rey Bailey, City Clerk

ATTACHMENT A
SCOPE OF SERVICES

Amendment #6 Scope

This is a supplemental agreement, as requested by City Council on October 18, 2023, to conduct a new Project Development and Environment (PD&E) study for the Destin Cross Town Connector project to support the application for federal funding to construct the segment from Benning Drive to Beach Drive.

This task includes:

1. Traffic Analysis
 - a. Traffic analysis methodology memorandum
 - b. Traffic counts
 - c. Multimodal data (bicycle/pedestrian)
 - d. Calibration and validation data
 - e. Existing traffic analysis
 - f. Model validation and calibration
 - g. Future demand forecasting
 - h. No Build & Build alternatives analyses
 - i. Traffic data for noise and air quality analyses
2. Engineering Analysis
 - a. Existing conditions analysis
 - b. Safety analysis
 - c. Utilities
 - d. Roadway analysis
 - e. Identification of construction segments
 - f. Transportation Systems Management and Operations
 - g. Structures analysis
 - h. Drainage analysis
 - i. Landscaping
 - j. Construction and right of way costs
 - k. Alternatives analysis
 - l. Concept plans
3. Consistency with Transportation Plans (LRTP Cost Feasible Plan, TIP, and STIP)
4. Environmental Analysis
 - a. Social Environment (social, economic, land use, mobility, aesthetics, relocations)
 - b. Cultural Resources (archeological and historic resources, recreation)
 - c. Natural Resources (wetlands, essential fish habitat, wildlife and habitat, floodplains, water resources)
 - d. Physical Resources (noise environment, air quality, construction impacts, contamination)
5. Preparation for, participation in, and provision of follow-up tasks for a Public Kick-Off Meeting, Public Information Workshop and a Public Hearing, including the following tasks:
 - a. Update mailing list.
 - b. Prepare Public Involvement Plan (PIP)

- c. Preparation of letters of meeting notification, display advertisements, etc.
 - d. Preparation of graphics, brochures, presentation script, and other materials.
 - e. Attendance at the Public Kick-off Meeting, Public Information Workshop and Public Hearing to assist public in understanding the study versus the project segment being advanced.
 - f. Cataloguing and preparing response letters to public comments.
 - g. Website development
 - h. Comments and Coordination Report
6. Coordination with the City of Destin, the FDOT District 3, the FDOT Office of Environmental Management, the State Historic Preservation Office, the Northwest Florida Water Management District, the US Fish and Wildlife Service, and the Florida Fish and Wildlife Conservation Commission.

Draft and Final Submittals:

Project Traffic Analysis Report, including Traffic Methodology Memorandum
 Concept Plans
 Transportation Management Plan
 Typical Section Package
 Location Hydraulic Report
 Pond Siting Report
 Preliminary Engineering Report
 Conceptual Stage Relocation Plan
 Cultural Resources Assessment Survey, including Methodology Memorandum
 Natural Resources Evaluation Report or Technical Memorandum
 Water Quality Impact Evaluation Form
 Air Quality Technical Memorandum
 Noise Study Report, including Noise Methodology Memorandum
 Contamination Screening Evaluation Report
 Comments and Coordination Report
 Type 2 Categorical Exclusion Form

General Assumptions:

1. A new traffic analysis will be required. This analysis will be required to determine the design year (2045) traffic demand within “logical termini” not the project limits. Logical termini for this analysis are US 98 at Stahlman Road and US 98 at Airport Road.
2. Based on the previous traffic analysis, it is expected the design year (2045) traffic demand will necessitate a four-lane roadway. Therefore, the development and analysis of alternatives will consider an alternative that provides a four-lane alternative within the logical termini.
3. A single build alternative, encompassing the proposed project, and the No Build alternative will be carried forward for detailed analysis.
4. Documentation of the PD&E study is anticipated to be a Type 2 Categorical Exclusion consistent with the FDOT PD&E Manual. It is possible, depending on the impacts of the

over-all build alternative, an Environmental Assessment (EA) could be required by FDOT. However, this scope of work does not include the additional work that could be required for an EA.

5. Although the PD&E study will address the transportation improvements within the logical termini, the study will identify phasing of the improvements with the proposed project as the first phase.
6. Frequent coordination with FDOT will be required throughout the PD&E study.
7. All documents submitted for review will be submitted in accordance with FDOT procedures with hard copies to the City.

Task Specific Assumptions:

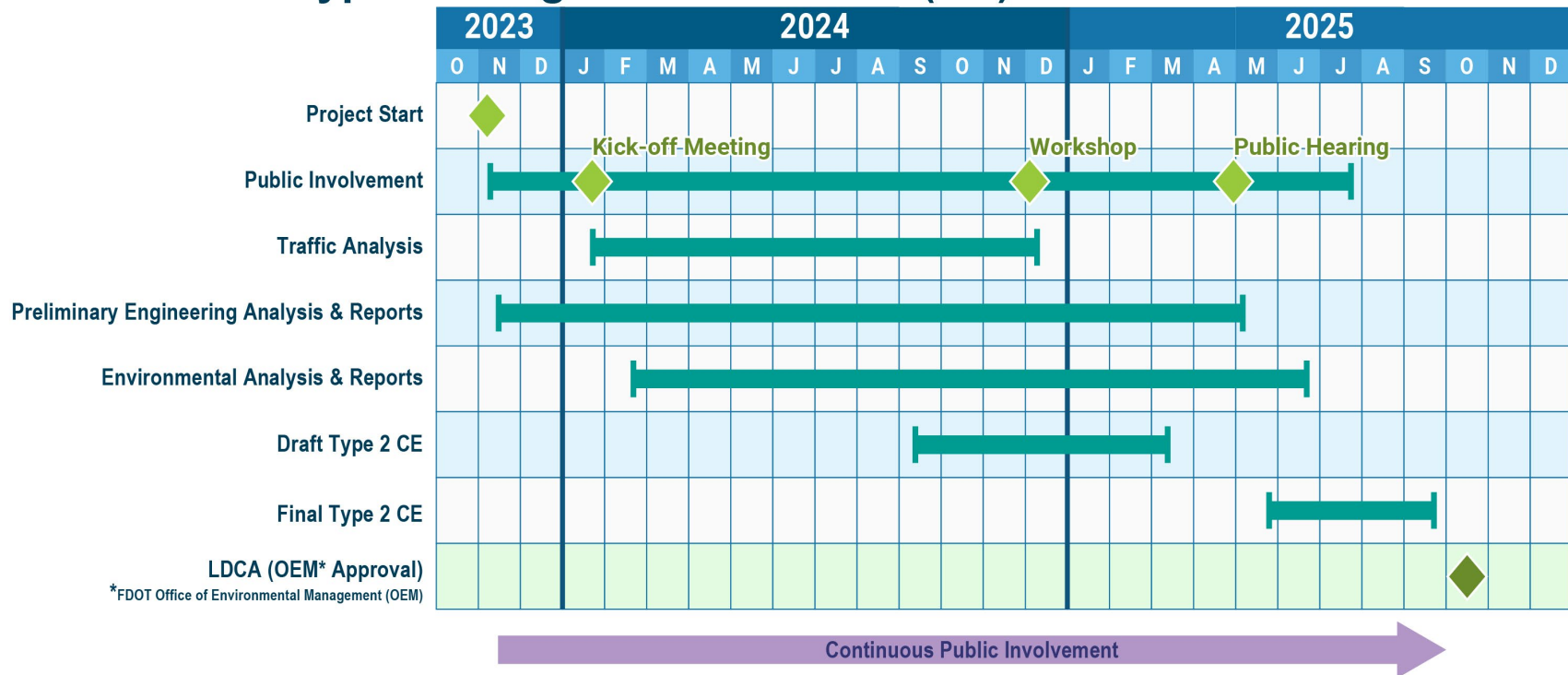
1. Multimodal transportation analysis will be limited to bicycle and pedestrian facilities. Any transit facilities or services will be identified but no transit analysis will be conducted.
2. Structures analysis will be limited to drainage structures.
3. Landscaping analysis consists of identifying locations where landscaping would be appropriate and any landscaping requirements for identified sites.
4. Assumes no neighborhood meetings or MPO presentations will be required.
5. Assumes City arranges security for public meetings.
6. Assumes Consultant pays postage.
7. Assumes no environmental justice issues which, if present, requires additional public involvement.
8. Assumes no significant historic sites requiring consultation and Section 4(f) documentation and coordination.
9. Assumes no recreational sites impacted therefore no Section 4(f) coordination necessary.

ATTACHMENT B
FEE ESTIMATE

To be provided if the City selects this PD&E Study.

ATTACHMENT C
PD&E SCHEDULE

PD&E with a Type 2 Categorical Exclusion (CE)



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Action Item**AGENDA OUTLINE NUMBER:**

4.B.

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney
Ryan Scott, City Engineer**DATE:** October 16, 2023**SUBJECT:** US98 Feasibility Study (Marler Bridge to Airport Road) & Signal Retiming Update) Informational Item

I. BACKGROUND:

The Florida Department of Transportation (FDOT) started a Project Development and Environment (PD&E) study for the segment of Harbor Boulevard (US Highway 98 East) from east abutment of Marler Bridge to Airport Road. The current study along Harbor Blvd/US 98 was closed at a feasibility level due to lack of funding with only preliminary data obtained. Staff received the **Feasibility Report** in the last week of September 2023. The report shows three overall options:

- **No Build Alternative**
- **Four Lane Access Management Alternative**
- **Six Lane Access Management Alternative**

Currently, FDOT plans to procure the PD&E study contract sometime between August to December 2023 that will look at the portion of US-98 on Okaloosa Island that will include the Marler Bridge.

Staff along with Baskerville-Donovan are reviewing the significance of this report and will give further updates when the review is complete. Baskerville-Donovan has been tasked by the City Staff to review the corridor and propose mitigation efforts for deficiencies to FDOT in the corridor within the City. Baskerville-Donovan obtained the report in its coordination efforts with FDOT as part of the City's task order.

FDOT has also finished a signal retiming study for 22 signals along US-98 (±6.63 miles) through Destin. The project results anticipate the following savings and recommendations:

- A weekly time savings of approximately 5,500 vehicle-hours along the corridor.
- A weekly fuel savings of approximately 20,000 gallons.
- Recommendation to re-stripe the southbound thru-lane of Gulf Shores Drive at US-98 to a shared left-turn/thru lane.

II. DISCUSSION:

This item is an update of significance to bring to the City Council's attention.

- The No Build Alternative would include two turn lanes with no other major improvements.
- The Four Lane Access Management Alternative proposes to reduce the number of median cuts from 44 to 23 and increase the traffic signals from six to nine. These additional signals would relocate/combine some of the pedestrian HAWK signals to the nearest road intersection.
- The Six Lane Access Management Alternative would include all the improvements proposed in the Four Lane Access Management Alternative and add two additional travel lanes.

As a quick example of FDOT guidelines, the city currently has 44 median openings within the 3-mile study area. The minimum spacing between median openings for full access median opening is 1,320 feet and a directional opening is 660 feet. A three-mile segment of roadway for full access should be 24 openings. Baskerville-Donovan is taking a deeper dive into the report as part of the task they are currently working on and propose some possible alternatives which accommodate Destin's interests.

A. Link to Strategic Goals / Objectives:

- I. Enhanced quality of life and safety for families
- II. Improve mobility and connectivity.

B. Effect on Budget (EOB): N/A

C. Level of Service (LOS): N/A

D. Legislative Sponsor:

III. CONCLUSION:

The PD&E Study for the subject area was closed at the feasibility level. The data in the **Feasibility Report** is preliminary only. Baskerville-Donovan is reviewing the Feasibility Report and will incorporate this information into the overall City Study of the same corridor.

The goal of the Baskerville-Donovan Study is to ensure that the City clearly communicates its preferred traffic and development wishes to FDOT and take any necessary measures to mitigate deficiencies.

IV. RECOMMENDED MOTION: Informational Item

Attachments:

1. SR 30 (US 98) in Destin Peak Season Retiming Report 8SEP23 - 20231016
2. SR 30 (US 98) in Destin Peak Season Signal Retiming APPENDIX - 20231016
3. 414132_7_Destin_Feasibility Report_Final (Original) - 20231016
4. 4 vs. 6 Laning-Overall Exhibit - 20231016

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT THREE TRAFFIC OPERATIONS**



**DISTRICTWIDE TRAFFIC SIGNAL
STUDY / RETIMING**

**STATE ROAD 30 (US 98) IN DESTIN -
PEAK SEASON**

COUNTY: OKALOOSA

**FDOT FINANCIAL ID NO: 220898-5-32-03
CONTRACT NO: C-AH42
TASK WORK ORDER NO. 8**

FINAL REPORT

PREPARED BY:

**FLORIDA TRANSPORTATION ENGINEERING, INC. (FTE)
171 STATE HWY. 83 NORTH, SUITE A202
DEFUNIAK SPRINGS, FLORIDA 32433**

**PHILLIP KURTH, PE PTOE IMSA III
SENIOR TRAFFIC ENGINEER
FL PE NO. 72434
9/8/2023**

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1. Executive Summary

The Florida Transportation Engineering (FTE) team performed a comprehensive traffic signal retiming project on SR 30 (US 98) in Destin during the Peak Season. The overall purpose of the retiming / coordination project was to optimize the mainline progression on SR 30 (US 98), along with one (1) intersection adjacent to the corridor, while minimizing the side street delay at the signalized intersections as much as practical.

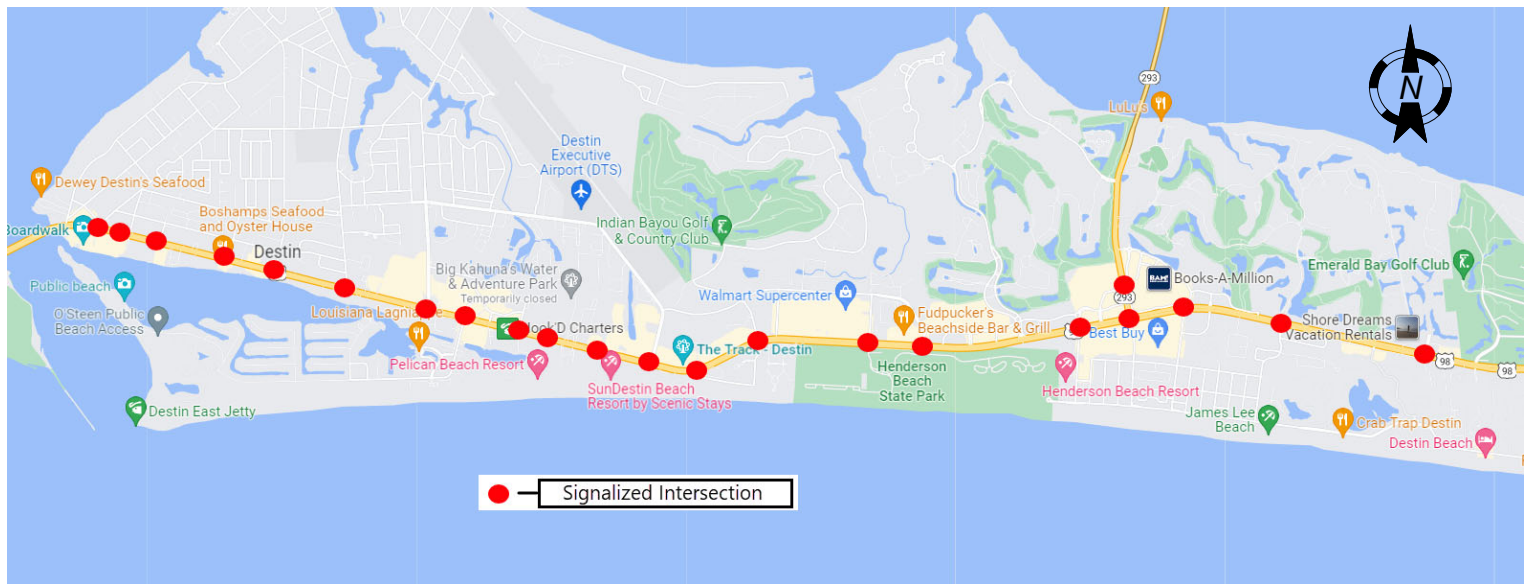
Conclusions:

- The SR 30 (US 98) Arterial in Destin currently services an average of 374,000 vehicles per week within the retiming project area during the Peak Season.
- 22 traffic signals were retimed / coordinated along the approximately 6.63-mile corridor from Stahlman Avenue on the west end of the project area to Tequesta Drive on the east end of the project area, which included one (1) intersection adjacent to the corridor: SR 293 at Commons Drive.
- All 22 of the signalized intersections operate coordinated signal timing plans in the AM Weekday, Mid-Day Weekday, PM Weekday, Weekend, and Off-Peak time periods for the peak season.
- Stahlman Avenue and all exclusive pedestrian signals were placed into FREE operation during the off-peak plans.
- The length of time the 180-second cycle plans operate has been reduced significantly from the pre-implementation condition. Off-Peak cycle lengths were reduced for all days of the week. There are time periods where cycle length was reduced from 180 seconds to 120 seconds.
- Based on the non-intrusive Bluetooth detection data, there is a weekly time savings of approximately 5,500 vehicle-hours per week along the corridor resulting from the retiming efforts.
- According to the Synchro model calculations, there is also a weekly fuel savings of approximately 20,000 gallons.
- The Benefit / Cost Ratio of the SR 30 (US 98) in Destin Signal Retiming Peak Season Project is 170:1 over the estimated three (3) year life of the project.

Recommendations:

- It is recommended that the City of Destin should re-stripe the southbound thru-lane of Gulf Shores Drive at SR 30 (US 98) to a shared left-turn/thru lane due to split phase operations.

2. Location Map



Based on the Scope of Work dated 5/10/2023, the Study Area / Retiming Project included the following 22 signalized intersections:

1. SR 30 (US 98) at Stahlman Avenue
2. SR 30 (US 98) at Pedestrian Signal between Stahlman Avenue and Palmetto Street
3. SR 30 (US 98) at Pedestrian Signal between Palmetto Street and Marler Street
4. SR 30 (US 98) at Pedestrian Signal between Marler Street and Melvin Street
5. SR 30 (US 98) at Benning Drive
6. SR 30 (US 98) at Beach Drive
7. SR 30 (US 98) at Main Street
8. SR 30 (US 98) at Gulf Shore Drive
9. SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)
10. SR 30 (US 98) at Pedestrian Signal for Big Kahunas Water Park
11. SR 30 (US 98) at Pedestrian Signal West of Gulf Terrace Drive
12. SR 30 (US 98) at Airport Road
13. SR 30 (US 98) at CR 2378 (Scenic Highway 98)
14. SR 30 (US 98) at Indian Bayou Trail
15. SR 30 (US 98) at Henderson Beach Road
16. SR 30 (US 98) at Triumph Road
17. SR 30 (US 98) at Matthew Boulevard
18. SR 30 (US 98) at SR 293
19. SR 30 (US 98) at Crystal Beach / Legendary Drive
20. SR 30 (US 98) at Regatta Bay Drive
21. SR 30 (US 98) at Tequesta Drive
22. SR 293 at Commons Drive

3. Roadway Characteristics

SR 30 (US 98) in Destin entails 21 of the 22 project intersections and is classified as an Urban Principle Arterial per the FDOT Straight Line Diagrams. SR 30 (US 98) is an east-west traversing arterial. SR 293 at Commons Drive is the remaining project intersection and is classified as an Urban Minor Arterial which traverses north-south. The speed limit through the Project Area is as follows:

- Posted speed limit of 35 mph along SR 30 (US 98) from Stahlman Avenue to Gulf Shore Drive.
- Posted speed limit of 40 mph along SR 30 (US 98) from Gulf Shore Dr to Ped Signal w/o Gulf Terrace Dr.
- Posted speed limit of 45 mph along SR 30 (US 98) from Ped Signal w/o Gulf Terrace Dr to Tequesta Dr.
- Posted speed limit of 45 mph along SR 293 from SR 30 (US 98) to Commons Drive.

The number of lanes and access classification through the Project Area is as follows:

- Four-lane divided arterial, Access Class 5 along SR 30 (US 98) from Stahlman Avenue to Airport Road with a minimum signal spacing of 1,320 feet (1/4 mile).
- Six-lane divided arterial, Access Class 3 along SR 30 (US 98) from Airport Road to Tequesta Drive with a minimum signal spacing of 2,640 feet (1/2 mile).
- Six-lane divided arterial, Access Class 4 along SR 293 from SR 30 (US 98) to Commons Drive with a minimum signal spacing of 2,640 feet (1/2 mile).

21 of the 22 signalized intersections along SR 30 (US 98) intersect local collector or county-maintained roadways, while one (1) of the signalized location intersects with a State maintained roadway: SR 293.

4. Ten Hour Turning Movement Counts

FTE collected and summarized ten (10) hours of fifteen (15) minute turning movement counts (TMCs) at the 22 identified intersections using the procedures contained in the DEPARTMENT's Manual on Uniform Traffic Studies (MUTS), Chapter IV, "Summary of Vehicle Movements". The counts were collected during 10 hours of the day and included the AM peak, Mid-Day peak, PM peak, and Off-peak periods. The counts also included heavy vehicles and pedestrian counts. The TMCs were collected for two (2) consecutive weekdays and the results were averaged for input into the traffic model. Weekend TMCs were collected on a Saturday. The raw TMC count data has been included in the appendix.

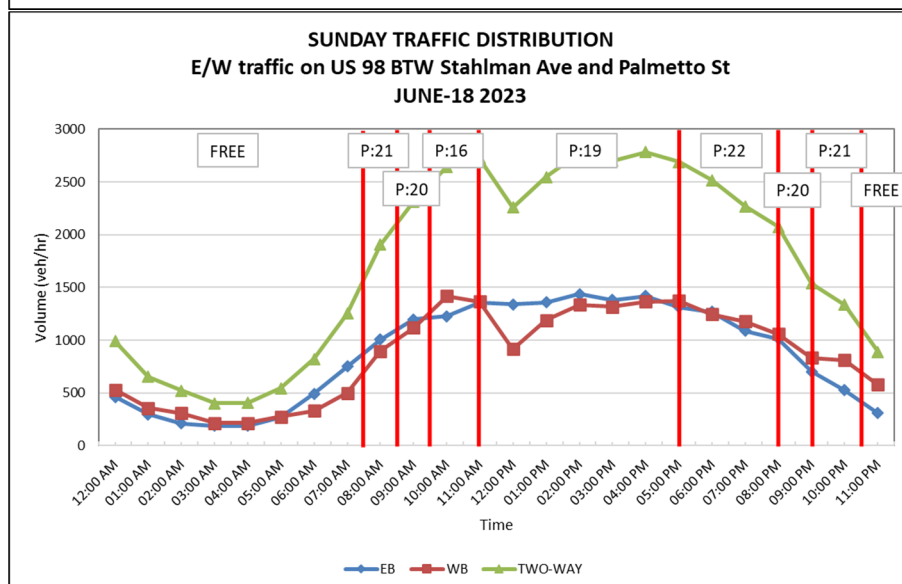
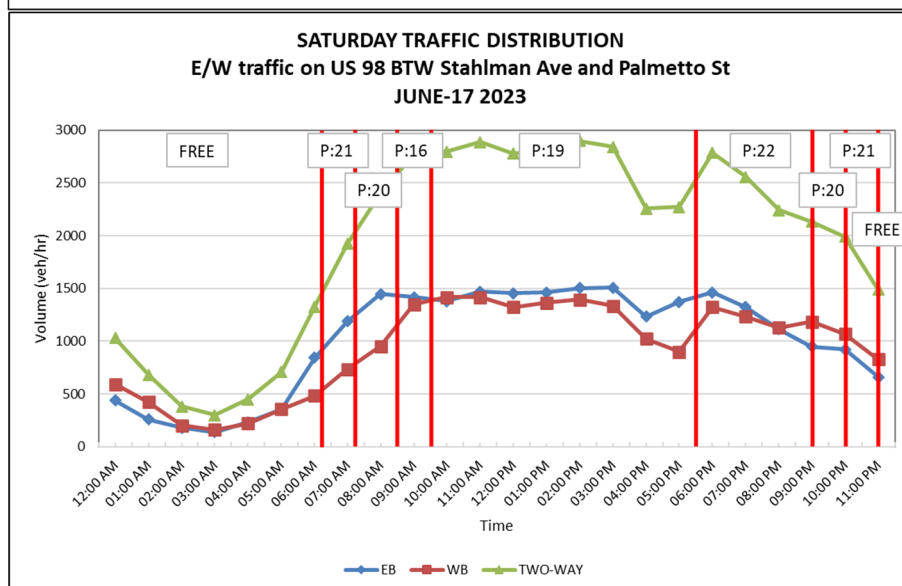
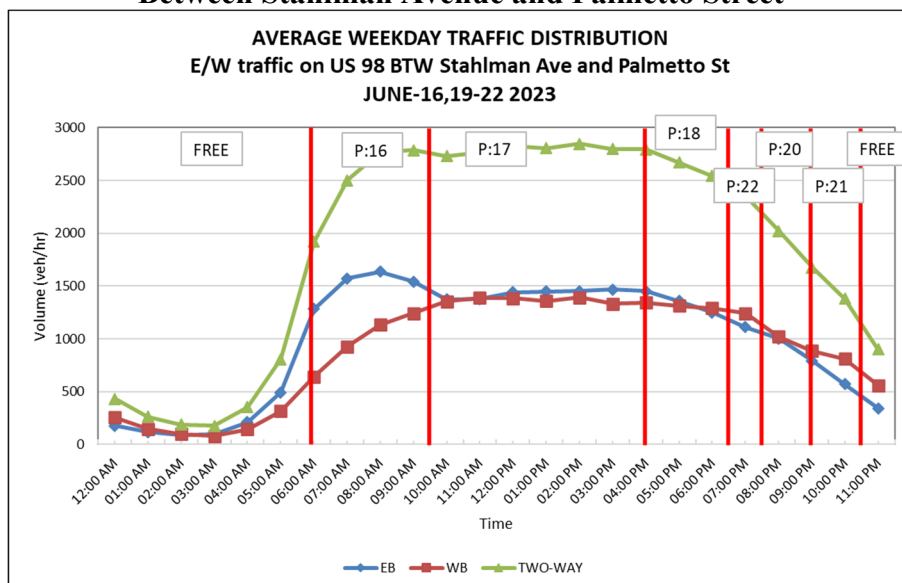
5. Seven Day Bi-Directional Volume Counts

FTE collected bi-directional traffic volume counts on SR 30 (US 98) for seven (7) consecutive days in each direction of travel at the following four (4) locations:

1. SR 30 (US 98) between Stahlman Avenue and Palmetto Street (314,894 vehicles per week)
2. SR 30 (US 98) between Old US 98 (CR 2378) and Indian Bayou Trail (389,576 vehicle per week)
3. SR 30 (US 98) between Regatta Bay Drive and Tequesta Drive (417,325 vehicles per week)
4. SR 293 between SR 30 (US 98) and Commons Drive (192,843 vehicles per week)

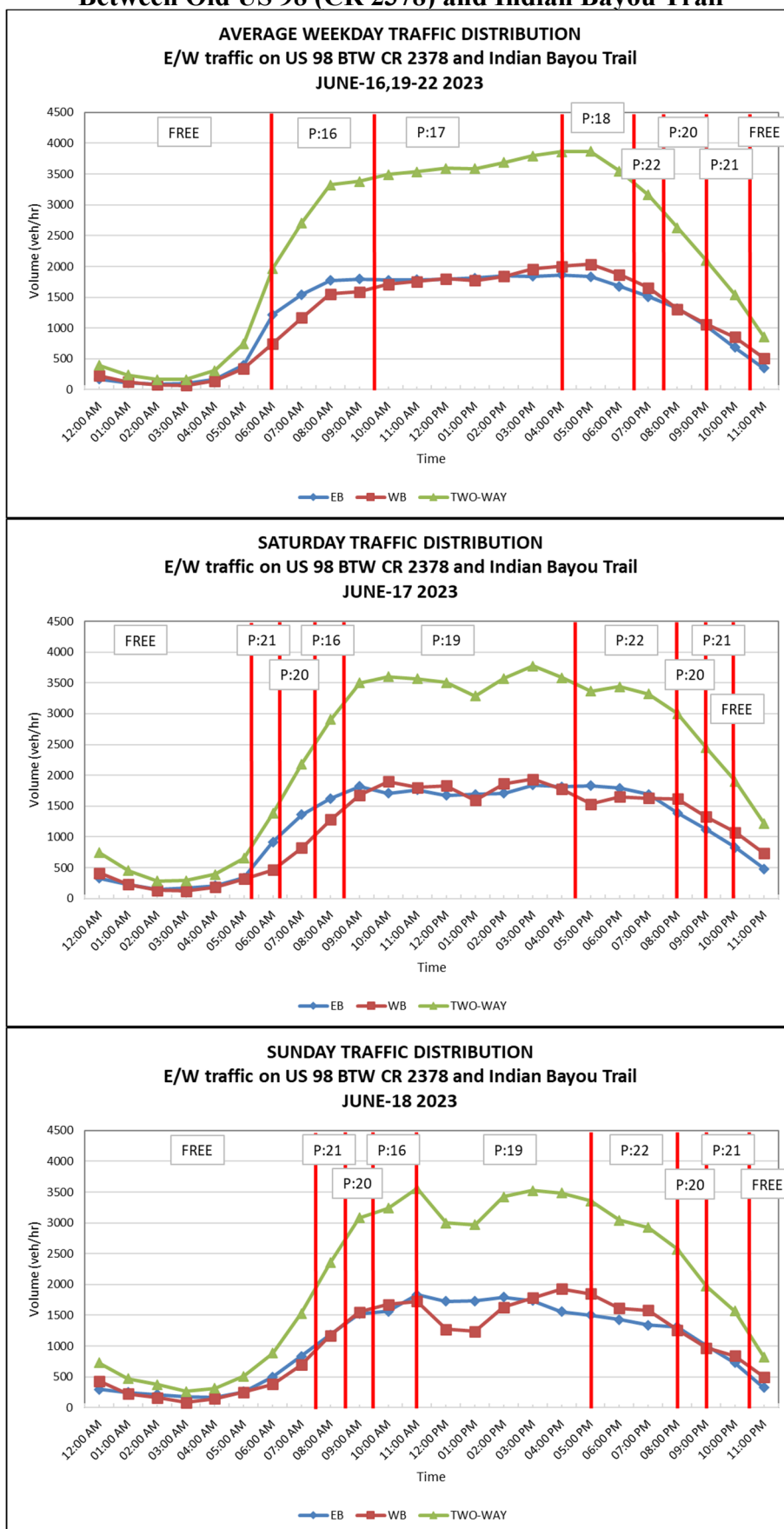
The bi-directional volume counts were used to identify peak period characteristics of the subject arterial, to determine the operating time periods for each developed timing pattern, and to calculate the overall travel time reduction in vehicle-hours along the arterial. The 7-day volume count data has been included in the appendix in tabular form broken down into direction of travel, days, and hours with 15-minute increments and hourly totals. The following are the bi-directional volume graphs of the four (4) locations:

LOCATION 1 Between Stahlman Avenue and Palmetto Street

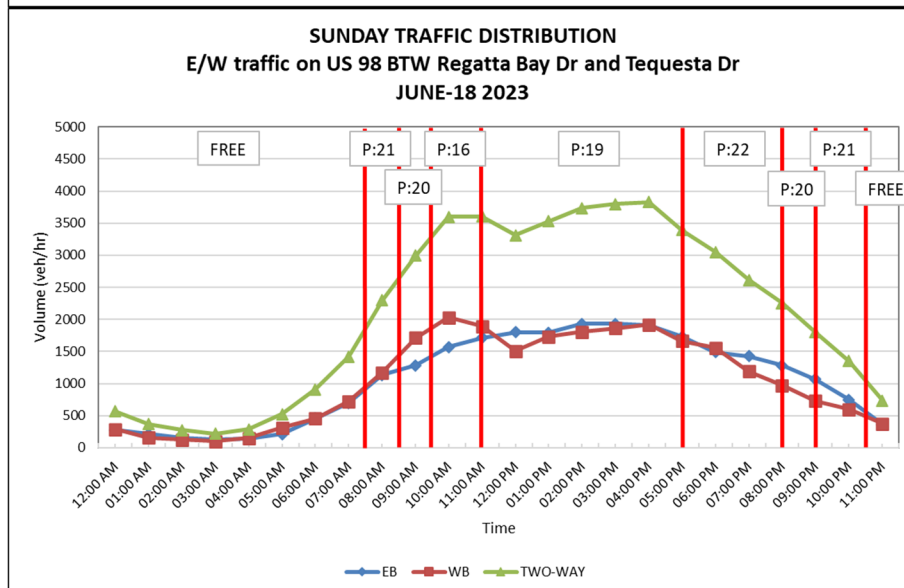
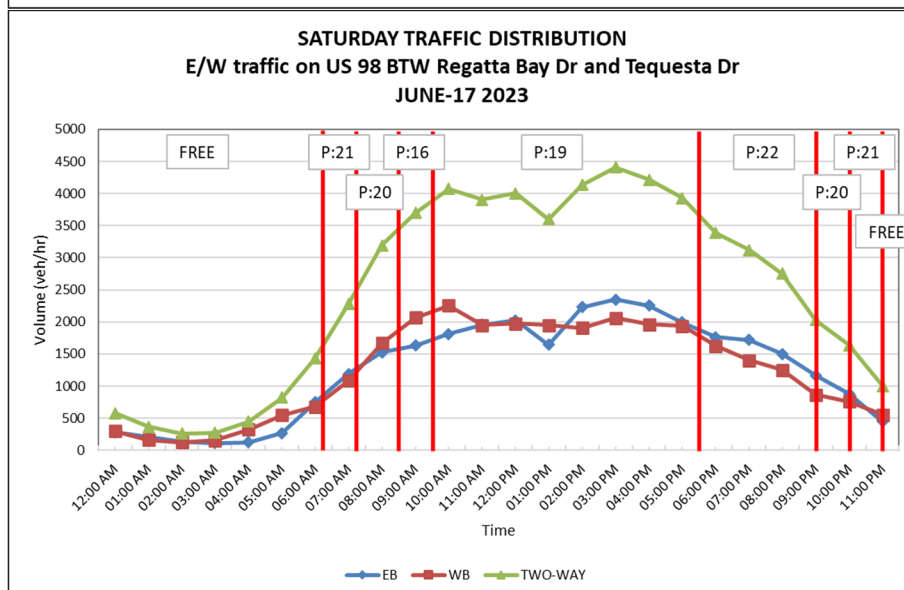
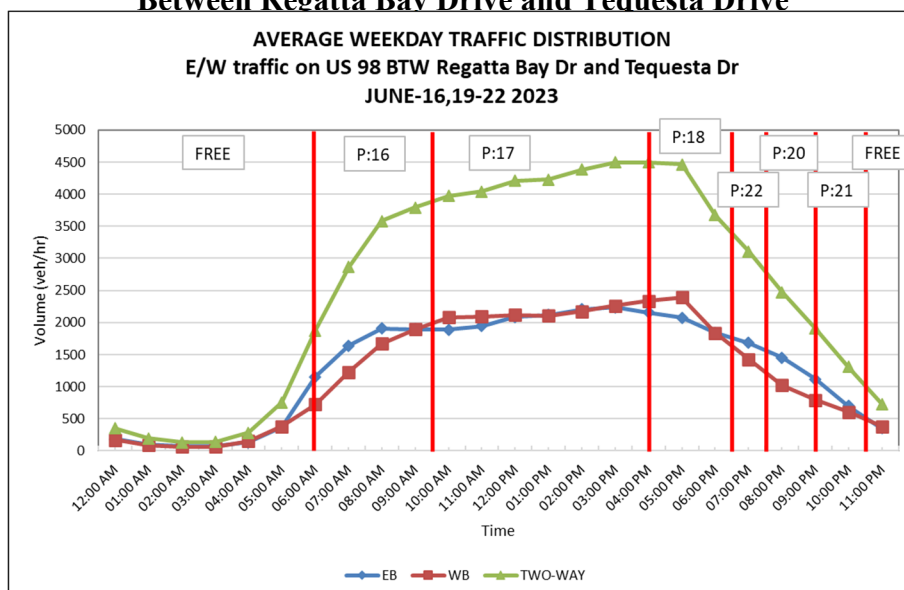


LOCATION 2

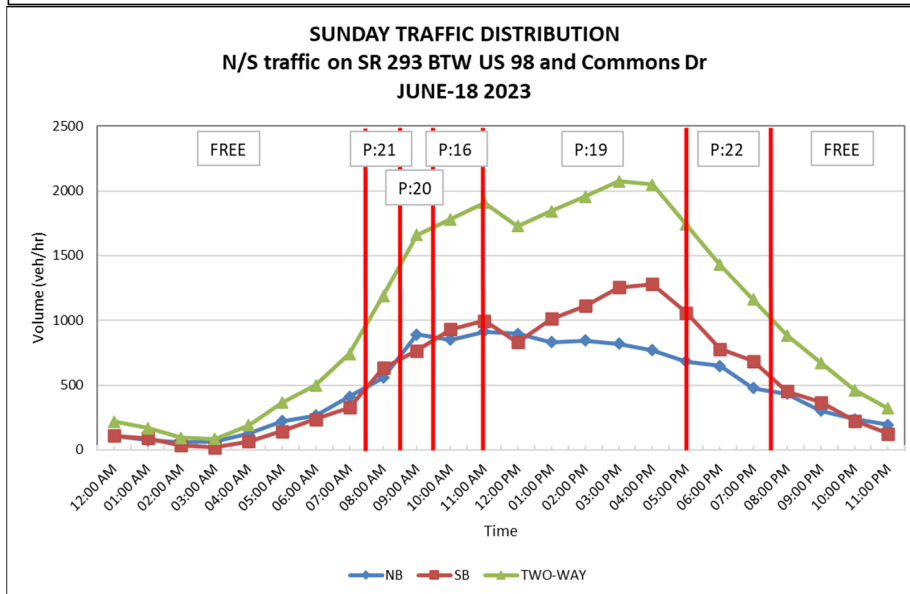
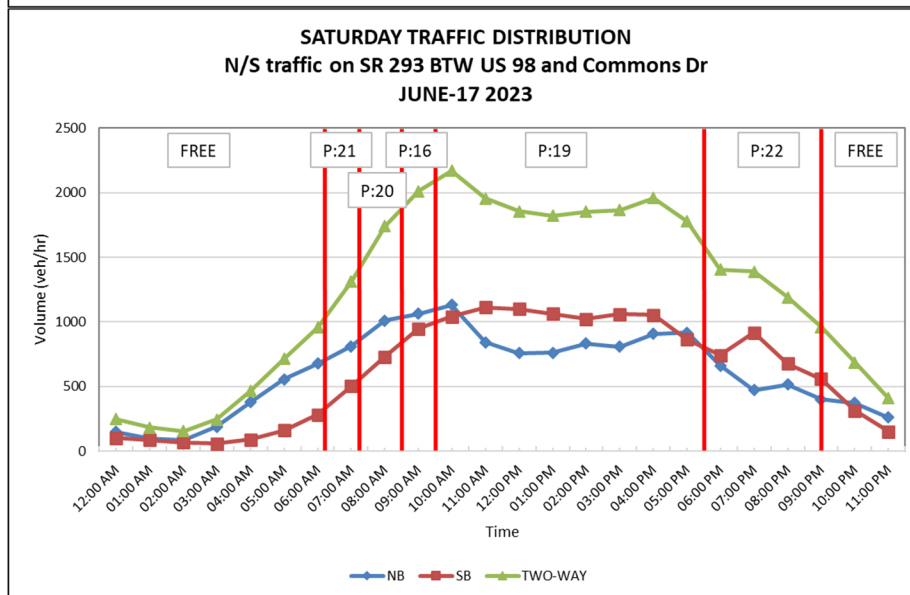
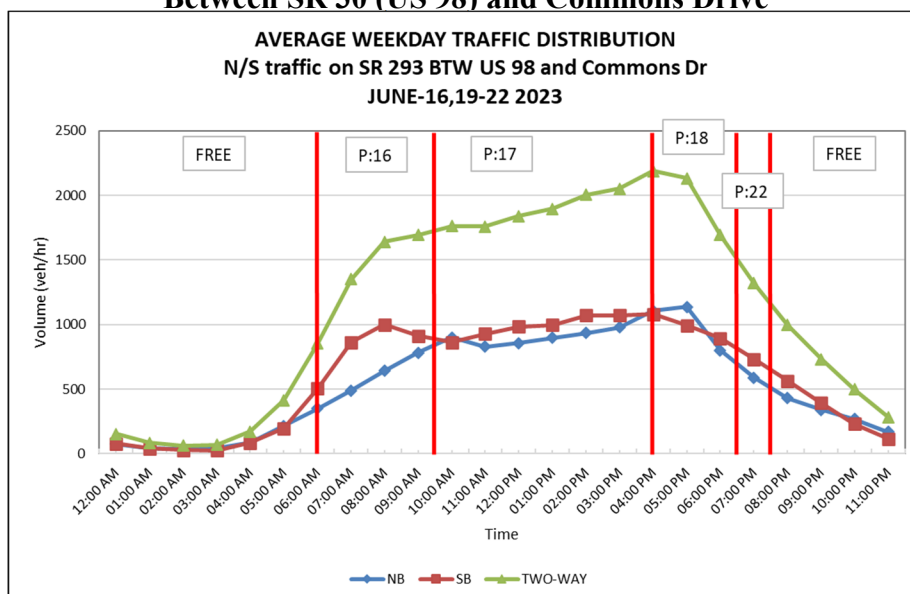
Between Old US 98 (CR 2378) and Indian Bayou Trail



LOCATION 3
Between Regatta Bay Drive and Tequesta Drive



LOCATION 4
Between SR 30 (US 98) and Commons Drive



6. Collection of Pre-Existing Traffic Signal Data

The pre-existing traffic signal data was provided by Okaloosa County for all 22 intersections within the project area. The traffic signal data included the basic signal timings, phasing sequence, recall modes, time of day (TOD) plans, cycle lengths, offsets, and phase allocations. The pre-existing traffic signal data has been included in the study appendix.

7. Comprehensive Field Review

A comprehensive field review was conducted along the SR 30 (US 98) corridor in Destin to include the 22 project intersections. This effort was an ongoing process as issues were identified and resolved. Throughout the retiming process, other field condition issues occurred. The following is a list of identified issues and status:

- SR 30 (US 98) West End of Destin – Vehicles were observed stacking within the McGuire's shopping center parking lot, which causes vehicles to spill out onto SR 30 (US 98) and not allow traffic to flow westbound during rain/special events. Similarly, eastbound slow downs occurred due to spillback out of the Destin Harbor area establishments.
 - Status – Unresolved.
- SR 30 (US 98) @ Pedestrian Signals – Five (5) exclusive pedestrian signalized intersections are located along the SR 30 (US 98) corridor. Pedestrians were observed to cross SR 30 (US 98) prior to pedestrian signal activation when gaps in traffic permitted. All exclusive pedestrian signals were placed into FREE operation during the off-peak plans to reduce pedestrian wait times as traffic volumes lessen, and gaps increase.
 - Status – Resolved.
- SR 30 (US 98) @ Stahlman Avenue – Heavy pedestrian volumes require longer cycle lengths in order to keep the intersection in coordination when servicing pedestrian activations. Therefore, the intersection was placed into FREE operation during the off-peak plans.
 - Status – Resolved.
- SR 30 (US 98) @ Gulf Shore Drive – Intersection operates at or near saturation causing SR 30 (US 98) east/west thru movement cycle failures. Green time was reallocated from minor movements to east/west thru movements. Side street operates as split phasing. 51% of southbound approach volumes are left-turns. Currently lane geometry is left-turn lane, thru lane, and shared thru/right-turn lane.
 - Status – See recommendations.
- SR 30 (US 98) @ SR 293 – Bluetooth device malfunctioned. Sufficient data utilizing this device was not available. Alternatively, pair data between Airport Road to Tequesta Drive devices were utilized.
 - Status – Resolved.

8. Assessment of Saturation Flow Rate

The saturation flow rate was determined to be approximately 1900 vplph for the entire SR 30 (US 98) retiming project in Destin based on local knowledge of traffic patterns and extensive field observations. During the calibration of the traffic model, 1900 vplph was determined to be appropriate to best replicate existing field conditions.

9. Pre-Existing Conditions Software Models

The SYNCHRO software was used to model the pre-existing conditions and timing plans for the weekday AM, Mid-Day, and PM peak periods along with the Weekend period for each identified intersection. The SimTraffic model was used to verify that the SYNCHRO runs were an accurate reflection of the pre-existing conditions. The detailed SYNCHRO Reports are included in the study appendix. Performance indicators generated by the program for the 22 signalized intersections are summarized in Tables 1 – 4 on the following pages:

TABLE 1
PRE-EXISTING CONDITIONS
WEEKDAY - AM PEAK PERIOD

INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	53.4	E	76.1	C	27.1	C	20.9	C	34.2
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	B	15.6	C	22.5	A	5.6				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	2.8	A	3.4	A	1.8				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	A	5.2	A	7.4	A	2.5				
SR 30 (US 98) at Benning Drive	A	7.4	A	5.1	A	6.0			D	51.3
SR 30 (US 98) at Beach Drive	B	17.3	B	16.3	B	13.2	E	57.8	D	47.4
SR 30 (US 98) at Main Street	B	12.8	B	12.5	A	8.6			D	42.0
SR 30 (US 98) at Gulf Shore Drive	C	34.6	C	28.3	C	31.0	E	56.7	E	61.0
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)										
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	5.4	A	4.9	A	6.0				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	B	10.1	A	4.6	B	16.1				
SR 30 (US 98) at Airport Road	C	26.5	C	24.0	C	21.4	E	61.4	E	56.4
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	6.0	A	5.3	A	4.6	D	44.4	E	60.5
SR 30 (US 98) at Indian Bayou Trail	C	27.9	C	21.7	C	28.7	D	53.2	E	62.5
SR 30 (US 98) at Henderson Beach Road	B	16.2	B	14.3	B	12.4	D	49.2	E	58.7
SR 30 (US 98) at Triumph Road	A	6.4	A	7.3	A	1.6			D	49.6
SR 30 (US 98) at Matthew Boulevard	C	29.6	C	29.7	C	21.9	E	59.7	D	54.5
SR 30 (US 98) at SR 293	C	27.6	B	19.9	C	23.4	E	59.9	D	41.1
SR 30 (US 98) at Crystal Beach / Legendary Drive	C	24.8	B	18.9	C	27.9	D	55.0	D	42.8
SR 30 (US 98) at Regatta Bay Drive	B	10.9	A	8.7	A	8.2	D	51.0	D	52.6
SR 30 (US 98) at Tequesta Drive	B	10.5	B	10.8	A	8.3	D	42.9	C	32.7
SR 293 at Commons Drive	C	20.9	E	62.3	E	55.2	A	8.9	B	18.1

TABLE 2
PRE-EXISTING CONDITIONS
WEEKDAY – MID DAY PERIOD

INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	42.2	D	52.2	C	34.6	C	33.1	D	39.3
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	A	4.3	A	4.0	A	4.6				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	8.1	A	5.2	B	11.2				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	A	9.4	A	7.9	B	11.0				
SR 30 (US 98) at Benning Drive	A	5.2	A	2.3	A	2.4			E	60.5
SR 30 (US 98) at Beach Drive	B	14.1	B	14.5	A	9.3	D	51.5	D	52.7
SR 30 (US 98) at Main Street	B	10.9	A	9.3	A	6.2			D	44.6
SR 30 (US 98) at Gulf Shore Drive	C	33.8	C	22.8	C	21.5	E	75.5	E	79.3
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)										
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	7.3	A	5.3	A	9.2				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	A	6.4	A	9.1	A	3.5				
SR 30 (US 98) at Airport Road	C	31.8	B	18.9	D	39.5	D	51.1	D	51.4
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	6.1	A	3.5	A	5.7	D	37.1	E	64.4
SR 30 (US 98) at Indian Bayou Trail	C	21.5	B	10.7	B	17.7	F	84.4	F	98.5
SR 30 (US 98) at Henderson Beach Road	C	20.2	B	16.2	B	15.7	E	56.4	E	67.7
SR 30 (US 98) at Triumph Road	A	6.0	A	2.8	A	3.8			E	56.7
SR 30 (US 98) at Matthew Boulevard	C	28.3	C	23.0	B	9.0	E	68.0	E	66.1
SR 30 (US 98) at SR 293	D	44.0	D	36.6	D	40.7	E	70.1	D	53.8
SR 30 (US 98) at Crystal Beach / Legendary Drive	C	34.5	C	33.1	C	29.0	E	63.9	E	56.5
SR 30 (US 98) at Regatta Bay Drive	C	21.7	C	27.6	A	9.8	E	60.1	E	58.8
SR 30 (US 98) at Tequesta Drive	C	20.2	C	24.4	B	13.9	D	48.9	D	48.2
SR 293 at Commons Drive	D	38.7	F	87.3	E	67.3	B	15.5	C	28.3

TABLE 3
PRE-EXISTING CONDITIONS
WEEKDAY – PM PEAK PERIOD

INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	44.3	D	47.9	C	29.6	D	52.6	E	65.9
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	A	3.2	A	3.0	A	3.3				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	5.5	A	2.5	A	8.7				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	A	4.8	A	3.4	A	6.3				
SR 30 (US 98) at Benning Drive	A	4.7	A	3.2	A	1.3			E	63.2
SR 30 (US 98) at Beach Drive	A	7.9	A	6.4	A	4.0	E	64.9	E	63.4
SR 30 (US 98) at Main Street	A	8.3	A	5.6	A	4.8			D	53.0
SR 30 (US 98) at Gulf Shore Drive	C	34.7	C	26.5	B	15.0	F	88.7	F	83.4
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)										
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	5.4	A	4.4	A	6.5				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	A	4.7	A	5.1	A	4.3				
SR 30 (US 98) at Airport Road	C	28.3	C	23.4	C	21.8	F	87.6	E	69.4
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	8.6	A	5.5	A	6.0	D	48.8	F	88.6
SR 30 (US 98) at Indian Bayou Trail	C	25.6	A	6.5	B	19.3	F	160.8	F	139.9
SR 30 (US 98) at Henderson Beach Road	C	21.9	C	20.8	B	13.5	E	61.0	E	76.8
SR 30 (US 98) at Triumph Road	A	5.0	A	3.5	A	1.0			E	66.6
SR 30 (US 98) at Matthew Boulevard	C	31.5	C	27.0	C	22.3	E	73.9	E	74.2
SR 30 (US 98) at SR 293	D	45.6	C	34.7	C	34.5	F	100.9	E	68.3
SR 30 (US 98) at Crystal Beach / Legendary Drive	D	45.4	D	42.0	D	43.4	E	73.3	E	60.2
SR 30 (US 98) at Regatta Bay Drive	B	18.2	A	5.1	C	21.4	E	72.2	E	77.1
SR 30 (US 98) at Tequesta Drive	B	12.0	A	8.3	B	13.0	E	74.7	D	42.8
SR 293 at Commons Drive	C	32.5	D	53.1	D	39.0	C	20.8	C	34.2

TABLE 4
PRE-EXISTING CONDITIONS
WEEKEND - PEAK PERIOD

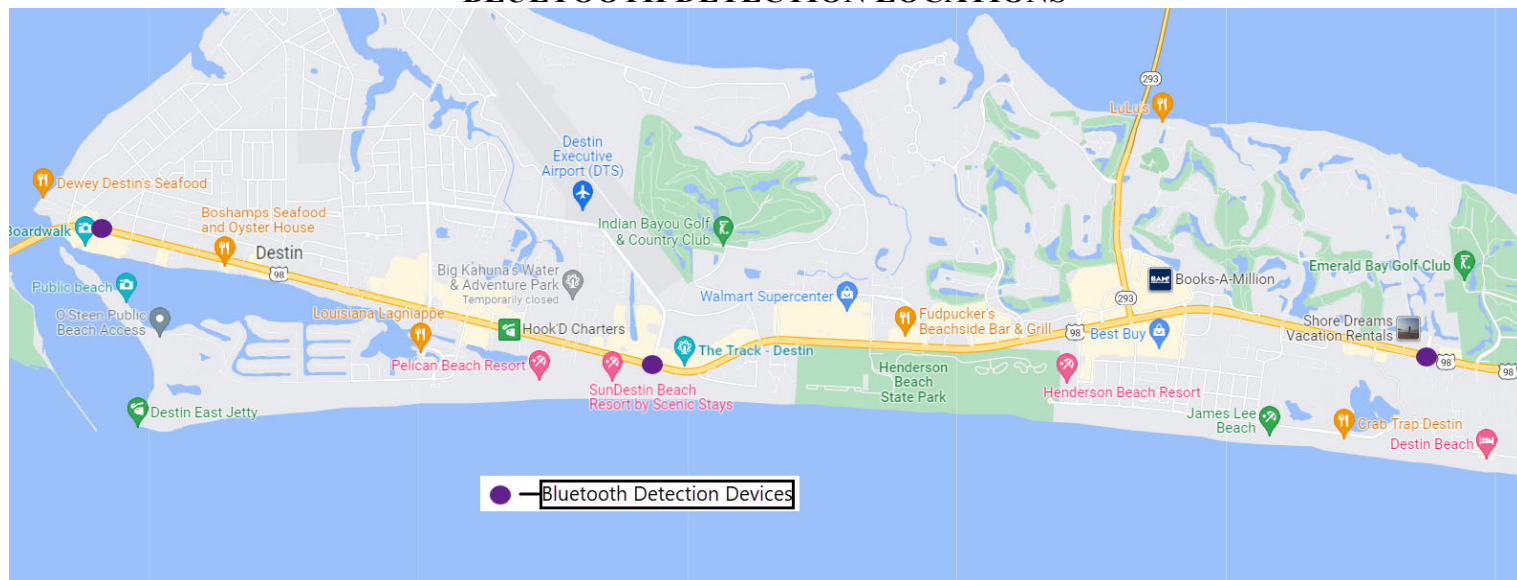
INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	38.6	D	40.8	C	23.4	C	31.6	E	68.7
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	A	4.3	A	3.0	B	5.6				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	4.8	A	1.8	A	7.7				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	A	8.1	A	8.6	A	7.6				
SR 30 (US 98) at Benning Drive	A	5.5	A	2.9	A	1.8			E	68.9
SR 30 (US 98) at Beach Drive	A	8.6	A	7.3	A	4.7	D	57.9	E	60.6
SR 30 (US 98) at Main Street	A	7.4	A	4.2	A	5.0			D	50.8
SR 30 (US 98) at Gulf Shore Drive	D	40.5	C	27.3	C	15.1	F	105.4	F	90.2
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)										
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	5.9	A	3.7	A	8.2				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	A	8.4	A	7.3	A	9.4				
SR 30 (US 98) at Airport Road	C	22.2	B	19.3	B	13.1	E	57.6	E	65.4
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	6.4	A	4.7	A	4.3	D	42.9	E	76.6
SR 30 (US 98) at Indian Bayou Trail	D	41.9	A	5.4	B	12.6	F	284.7	F	368.3
SR 30 (US 98) at Henderson Beach Road	C	27.8	C	25.8	B	15.0	E	62.3	F	81.5
SR 30 (US 98) at Triumph Road	A	5.3	A	4.1	A	1.1			E	69.4
SR 30 (US 98) at Matthew Boulevard	C	29.2	C	22.3	B	19.2	E	71.4	E	76.5
SR 30 (US 98) at SR 293	D	38.7	C	29.4	C	30.0	E	78.0	E	58.1
SR 30 (US 98) at Crystal Beach / Legendary Drive	D	42.5	D	40.8	D	37.2	E	67.0	E	60.2
SR 30 (US 98) at Regatta Bay Drive	B	15.4	A	5.2	B	17.4	D	52.9	F	89.9
SR 30 (US 98) at Tequesta Drive	A	8.4	A	6.0	A	8.6	E	62.5	D	50.2
SR 293 at Commons Drive	C	33.3	D	49.9	D	48.9	B	18.3	C	32.2

10. Pre-Implementation Travel Time and Speed Analysis

Bluetooth detection devices were utilized at three (3) intersections to collect “Pre-Existing” travel time and speed data along the SR 30 (US 98) Arterial. The Bluetooth detection devices were utilized at the following locations:

1. SR 30 (US 98) at Stahlman Avenue
2. SR 30 (US 98) at Airport Road
3. SR 30 (US 98) at Tequesta Drive

BLUETOOTH DETECTION LOCATIONS



The Bluetooth detection devices were actively monitored and maintained at the aforementioned locations throughout the signal retiming / coordination process. The collected “Pre-Existing” travel time and speed data may be found in the *Post Implementation Travel Time and Delay Study* Section of this report for comparison with the “Post Implementation” travel time and speed data.

11. Development of Timing Plans, Coordination, and Time of Day Settings

New timing plans for each identified intersection were developed using SYNCHRO software to determine the optimal signal phasing, cycle length, and splits for the SR 30 (US 98) Arterial. The offsets from the time-space diagrams generated by SYNCHRO were refined using Tru-Traffic software. Multiple timing plans were developed for each intersection ranging from 100 – 180 second cycle lengths in 10 second increments. The 7-day bi-directional volume counts were used to visually estimate the breakpoints for each Time-of-Day (TOD) Schedule and were adjusted in the field based on the operational characteristics of the roadway segment. The implemented timing plans, hours of operation, and cycle lengths are depicted in Table 5 on the following page.

TABLE 5
TIME OF DAY PLANS

Roadway Segment	Intersections	Day	Hours	Pattern	Cycle (sec)
SR 30 (US 98)	Stahlman - Tequesta	Monday - Friday*	6:00-9:30	16	160
			9:30-16:00	17	180
			16:00-18:30	18	180
			18:30-19:30	22	160
			19:30-21:00	20	120
			21:00-22:30	21	100
		Saturday	6:15-7:15	21	100
			7:15-8:30	20	120
			8:30-9:30	16	160
			9:30-17:30	19	180
			17:30-21:00	22	160
			21:00-22:00	20	120
			22:00-23:00	21	100
		Sunday	7:30-8:30	21	100
			8:30-9:30	20	120
			9:30-11:00	16	160
			11:00-17:00	19	180
			17:00-20:00	22	160
			20:00-21:00	20	120
			21:00-22:30	21	100

* Thursdays and Fridays operate Pattern 22 until 22:00 and then run FREE operation

Note: Length of time the 180 second cycle length plans operate have been reduced significantly. Existing timing plans operated the PM peak plan until 9pm, Mondays through Thursdays and until 10pm on Fridays. Off-Peak plan cycle lengths were reduced for all days of the week. There are time periods where cycle length was reduced from 180 seconds to 120 seconds.

The following intersections vary in TOD schedule due to their operational characteristics:

1. SR 30 (US 98) at Stahlman Avenue
2. SR 30 (US 98) at Pedestrian Signal between Stahlman Avenue and Palmetto Street
3. SR 30 (US 98) at Pedestrian Signal between Palmetto Street and Marler Street
4. SR 30 (US 98) at Pedestrian Signal between Marler Street and Melvin Street
5. SR 30 (US 98) at Pedestrian Signal for Big Kahunas Water Park
6. SR 30 (US 98) at Pedestrian Signal West of Gulf Terrace Drive
7. SR 293 at Commons Drive

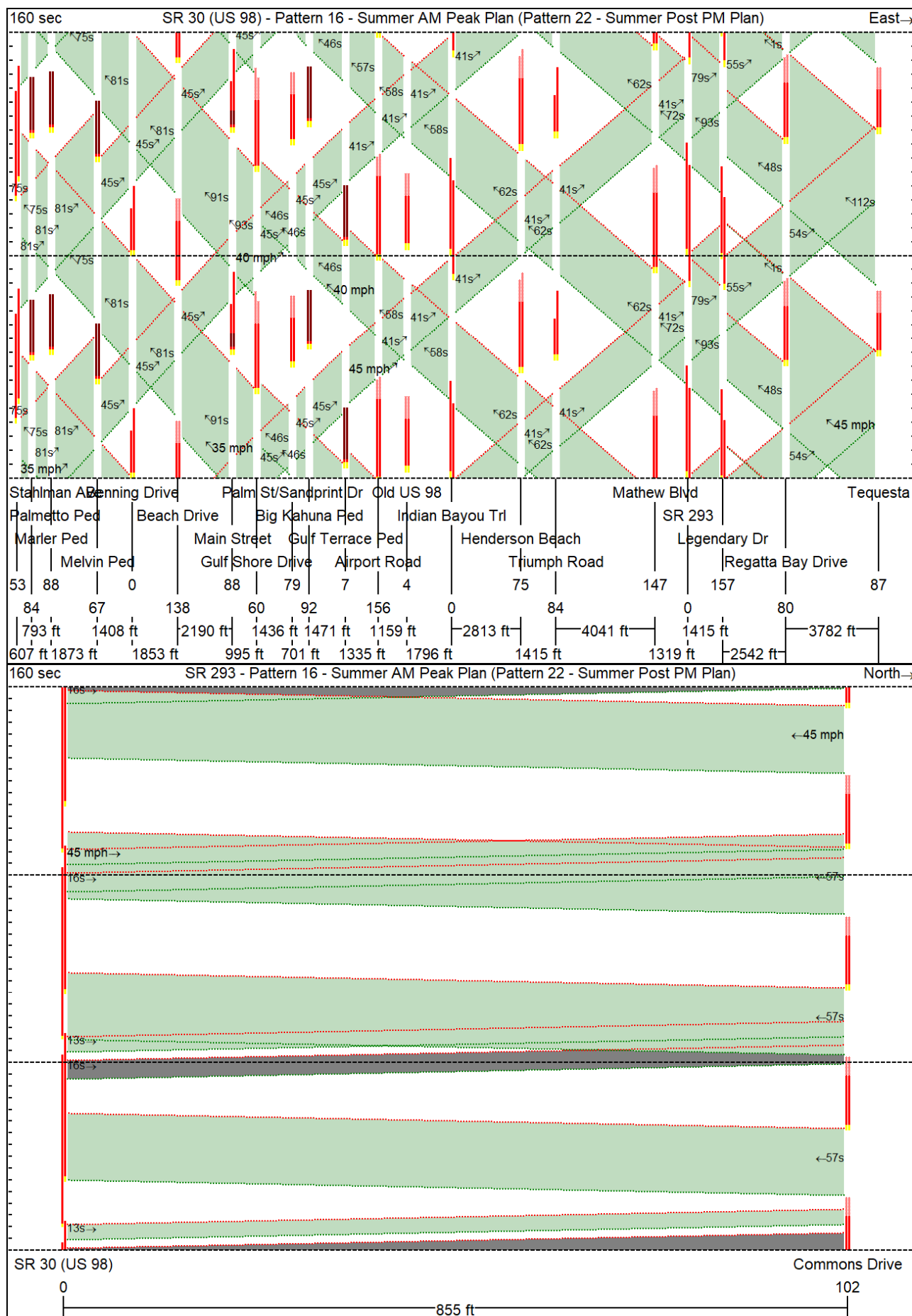
12. Time-Space Diagrams

Time-Space Diagrams were generated for the signal timing plans using Tru-Traffic software. The green bandwidths, direction of travel, speed limits, intersection names, offsets, and signal spacing are shown on each time-space diagram. It should be noted that the Tru-Traffic model represents the theoretical progression of vehicles along the arterial in a steady state environment such as constant speed, consistent actuation, and maximum split times. Actual “green bands” observed in the field account for early release or skipped phases. The SR 30 (US 98) Arterial exhibited the following operational characteristics which increased the effective green band:

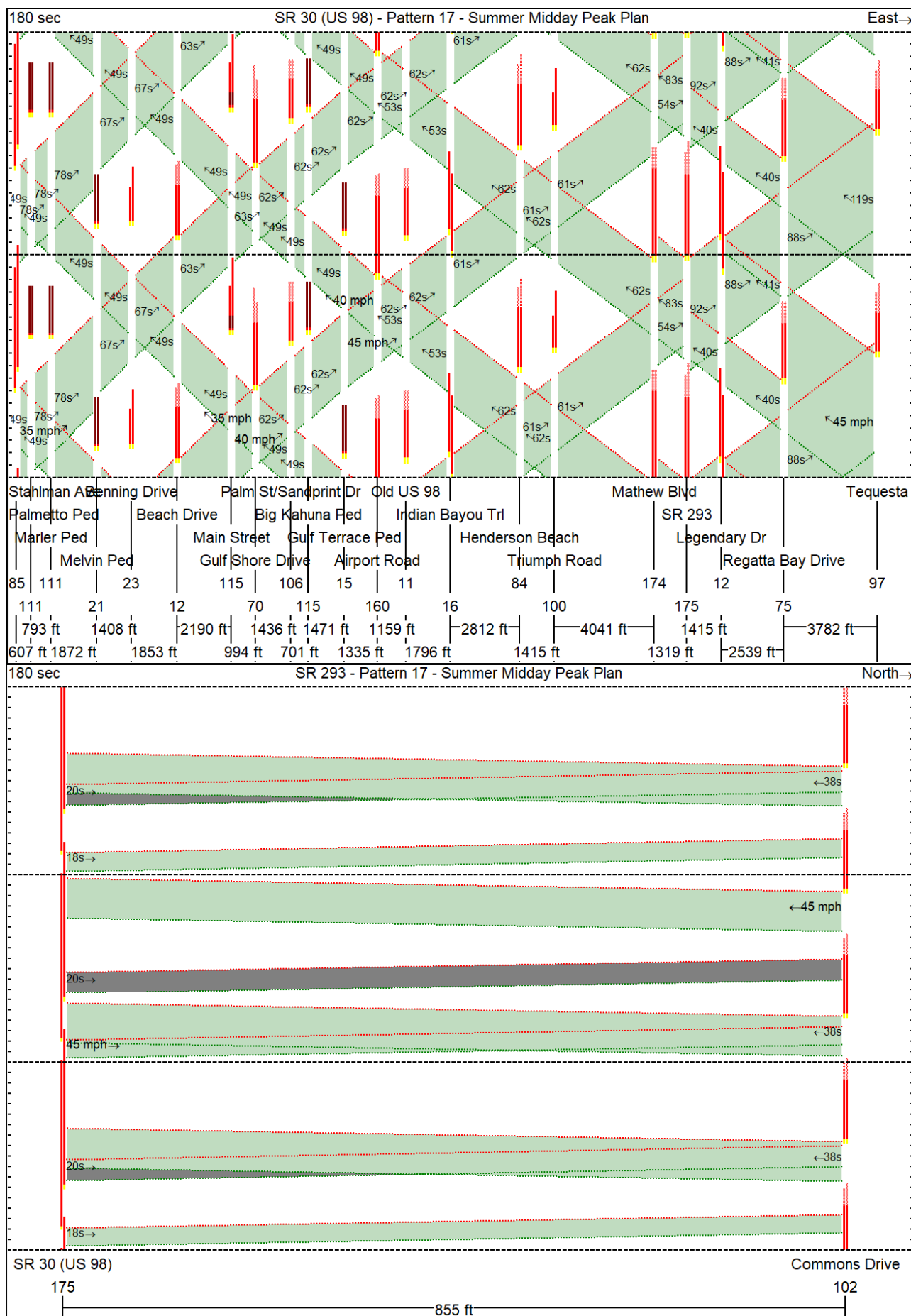
- There are multiple locations where the Protected / Permissive Left Turn Phases are routinely skipped as vehicles clear the queue during the Permissive Left Turn Phase.
- There are multiple low volume intersections in which the minor movements gap out early throughout periods of the day or are entirely skipped.

Time-Space Diagrams that were generated for the implemented signal timing plans, using Tru-Traffic software, may be found on the following pages.

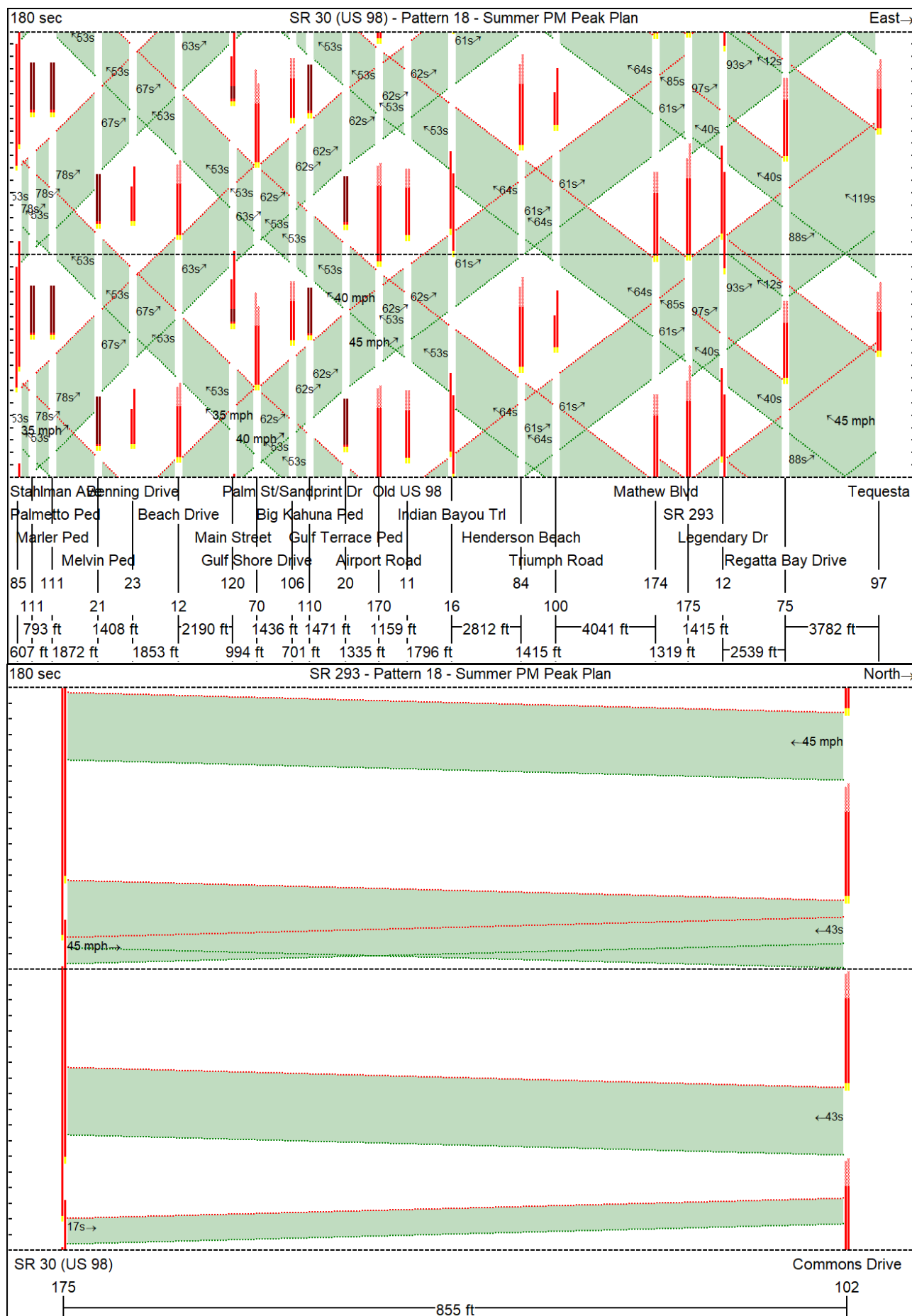
SR 30 (US 98) in Destin – Peak Season Signal Retiming
September 8, 2023



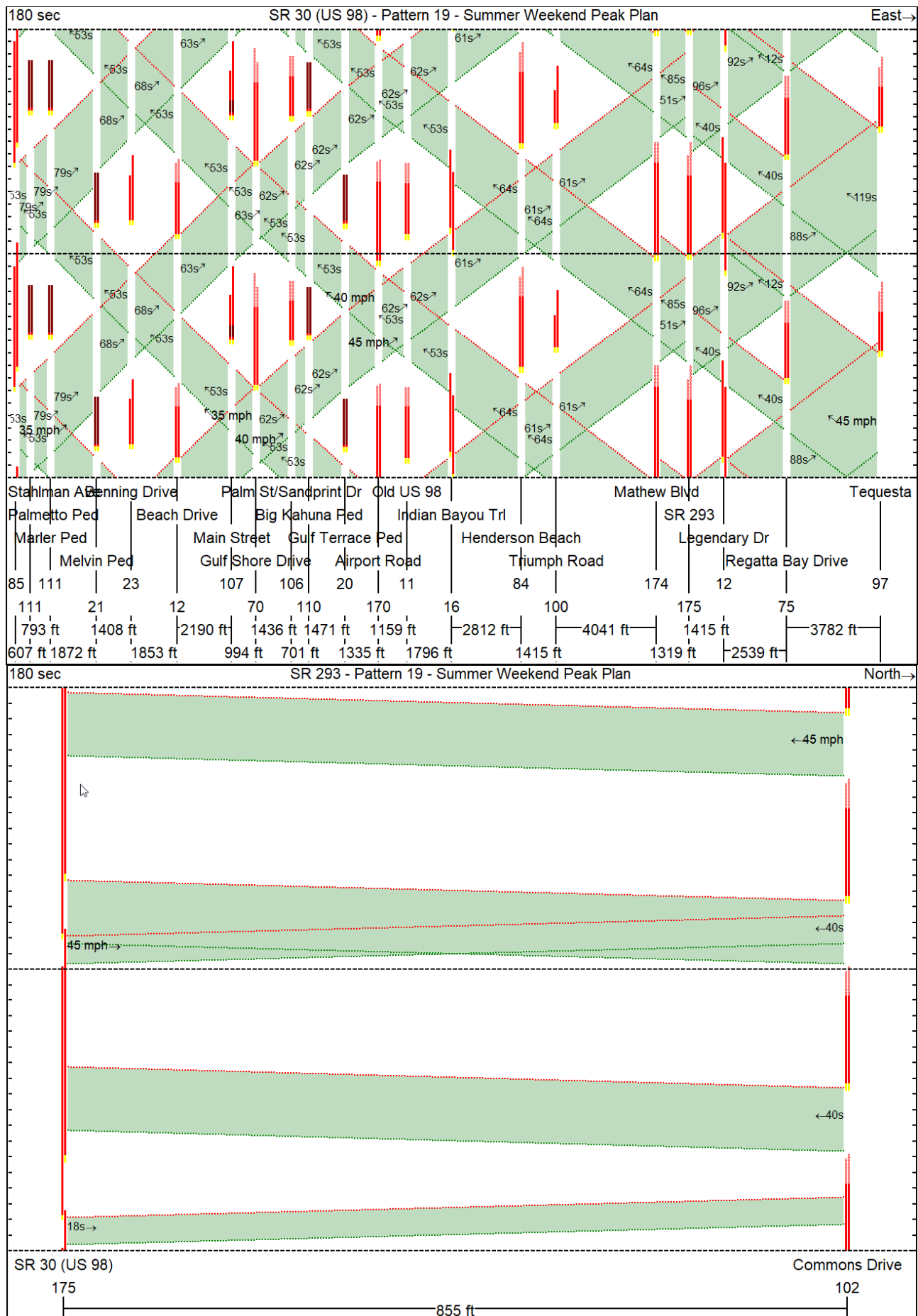
SR 30 (US 98) in Destin – Peak Season Signal Retiming
September 8, 2023



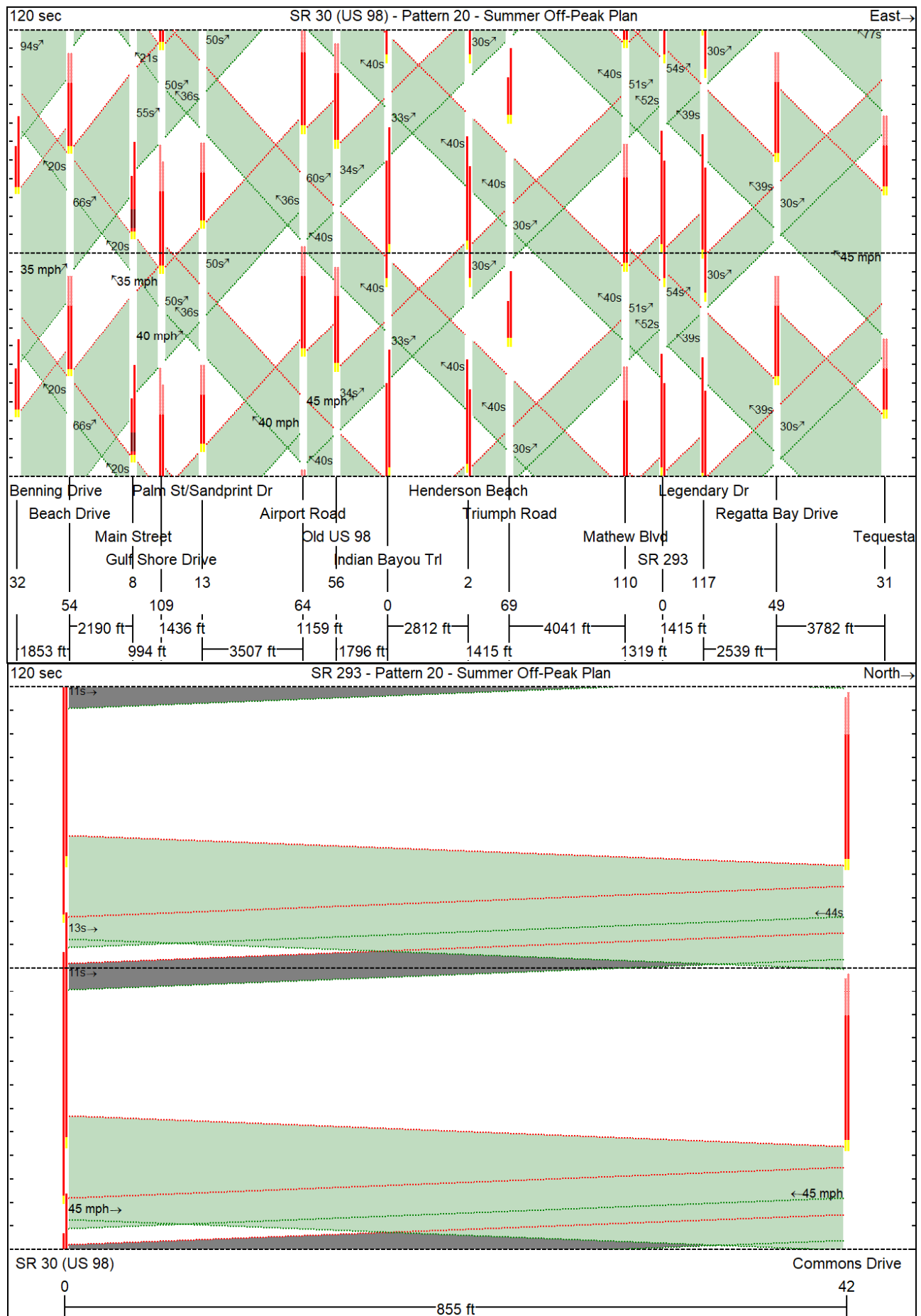
SR 30 (US 98) in Destin – Peak Season Signal Retiming
September 8, 2023



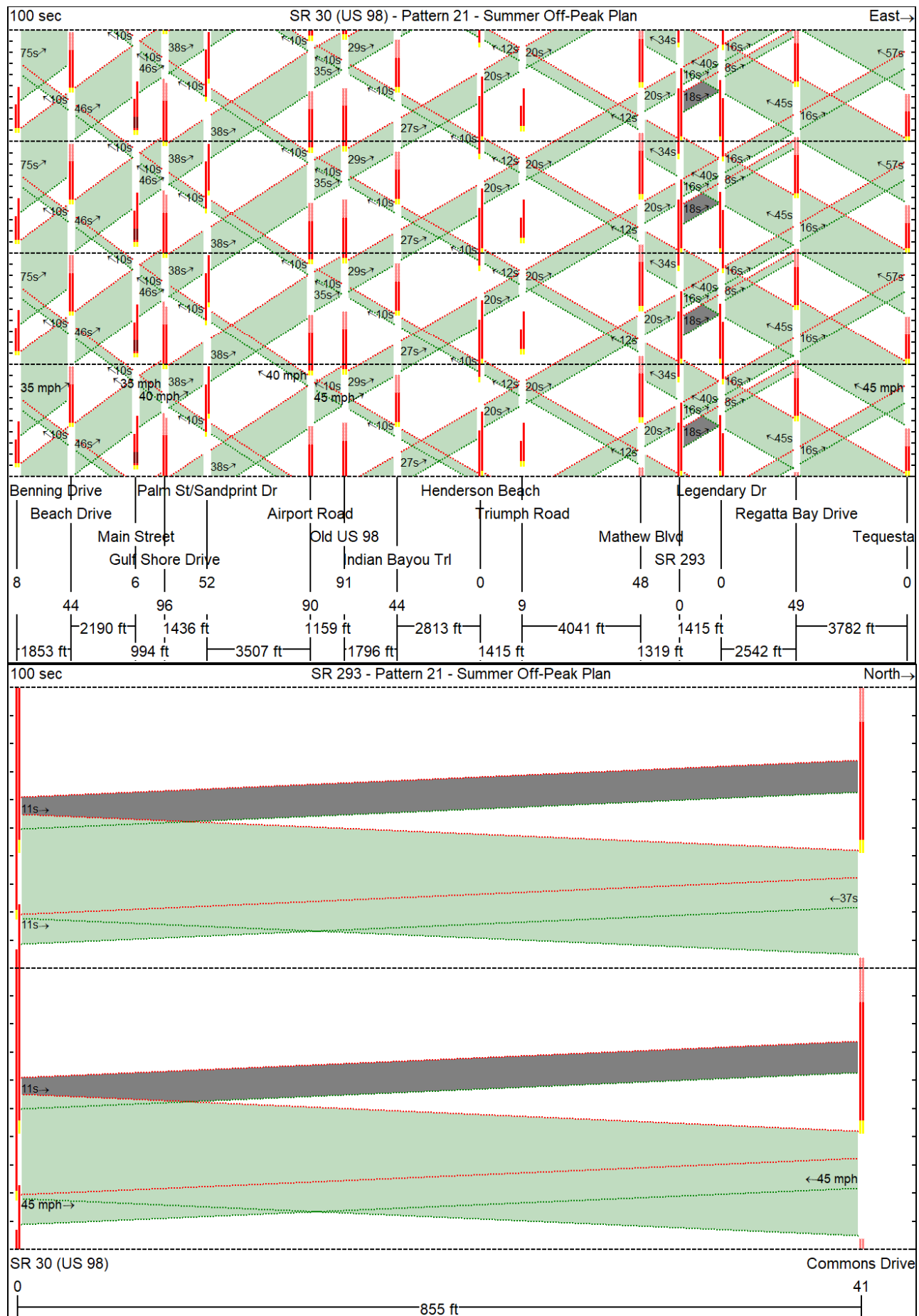
SR 30 (US 98) in Destin – Peak Season Signal Retiming
September 8, 2023



SR 30 (US 98) in Destin – Peak Season Signal Retiming
September 8, 2023



SR 30 (US 98) in Destin – Peak Season Signal Retiming September 8, 2023



13. Deployment and Fine Tuning of Timing Plans

The new timing patterns were deployed along the SR 30 (US 98) Arterial in July 2023 and subsequently refined based on field observation. Left-turn Lead/Lag strategies were analyzed using Tru-Traffic software to optimize the efficiency of the coordinated roadway segments. Each potential Lead/Lag scenario was then evaluated in the field to ensure viable operation and functionality. All implemented Lead/Lag operations were deployed at intersections with Protected Only Left Turn Phasing to avoid the “Yellow Trap” scenario. The operational timing plans, included in the appendix of the report, identify Lead/Lag operations by Time-of-Day Plan for each relevant intersection.

14. Post-Implementation Software Models

The SYNCHRO software was used to model the post-implementation timing plans for the weekday AM, Mid-Day, and PM peak periods along with the Weekend period for each identified intersection. The detailed SYNCHRO Reports are included in the study appendix. Performance indicators generated by the program for the 22 signalized intersections are summarized in Tables 6 – 9 on the following pages:

TABLE 6
POST-IMPLEMENTATION CONDITIONS
WEEKDAY – AM PEAK PERIOD

INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	36.4	D	43.7	C	26.7	C	25.4	D	38.3
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	A	4.6	A	7.0	A	1.2				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	0.7	A	0.6	A	0.9				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	A	4.1	A	5.4	A	2.4				
SR 30 (US 98) at Benning Drive	A	6.1	A	5.0	A	1.8			E	68.2
SR 30 (US 98) at Beach Drive	B	12.3	A	8.7	A	8.8	E	66.1	E	56.1
SR 30 (US 98) at Main Street	B	11.1	A	8.9	A	7.4			D	51.2
SR 30 (US 98) at Gulf Shore Drive	C	30.6	C	27.0	B	16.4	E	66.2	F	83.7
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)	A	6.5	A	2.8	A	4.9	E	68.7	D	48.3
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	2.1	A	1.2	A	3.1				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	A	8.3	B	12.0	A	4.3				
SR 30 (US 98) at Airport Road	B	16.4	B	10.3	B	10.2	E	70.4	E	65.0
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	2.8	A	2.3	A	0.5	E	55.8	E	76.5
SR 30 (US 98) at Indian Bayou Trail	B	12.8	A	9.6	A	6.4	E	66.5	E	63.6
SR 30 (US 98) at Henderson Beach Road	B	15.1	B	16.4	A	6.8	E	61.0	E	66.6
SR 30 (US 98) at Triumph Road	A	3.3	A	1.2	A	0.7			E	57.1
SR 30 (US 98) at Matthew Boulevard	C	21.3	B	17.6	B	11.8	E	78.0	E	61.4
SR 30 (US 98) at SR 293	C	24.4	B	15.6	B	12.5	E	74.0	D	49.6
SR 30 (US 98) at Crystal Beach / Legendary Drive	B	14.8	B	11.4	B	12.2	E	65.1	D	50.6
SR 30 (US 98) at Regatta Bay Drive	C	20.6	C	22.5	B	14.4	D	51.8	E	55.8
SR 30 (US 98) at Tequesta Drive	A	8.1	A	6.0	A	7.6	D	54.1	D	44.2
SR 293 at Commons Drive	C	21.6	D	50.4	D	44.2	B	12.1	C	20.5

TABLE 7
POST-IMPLEMENTATION CONDITIONS
WEEKDAY – MID DAY PEAK PERIOD

INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	40.1	D	52.7	C	29.1	C	34.9	D	37.9
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	A	2.2	A	1.6	A	2.9				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	4.2	A	1.1	A	7.5				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	B	11.9	B	16.7	A	6.9				
SR 30 (US 98) at Benning Drive	A	5.9	A	1.7	A	2.7			E	75.1
SR 30 (US 98) at Beach Drive	C	20.6	B	10.6	C	25.6	E	57.8	E	61.2
SR 30 (US 98) at Main Street	B	10.2	A	8.5	A	4.1			D	53.0
SR 30 (US 98) at Gulf Shore Drive	D	35.7	B	14.6	C	21.0	F	103.4	F	99.2
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)	B	10.2	A	4.0	B	10.2	E	55.3	E	69.5
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	9.3	A	1.5	B	17.0				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	A	9.2	B	15.9	A	2.3				
SR 30 (US 98) at Airport Road	C	25.0	B	15.1	C	26.6	D	48.5	E	57.1
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	5.0	A	4.6	A	1.3	D	43.1	F	86.8
SR 30 (US 98) at Indian Bayou Trail	C	24.4	A	7.0	C	26.8	F	94.2	F	88.1
SR 30 (US 98) at Henderson Beach Road	C	20.0	B	19.5	B	10.0	E	70.4	E	79.4
SR 30 (US 98) at Triumph Road	A	4.9	A	2.6	A	0.9			E	64.1
SR 30 (US 98) at Matthew Boulevard	D	36.9	D	37.9	C	23.2	F	84.2	E	62.9
SR 30 (US 98) at SR 293	C	34.5	C	29.6	B	16.6	F	83.3	E	59.9
SR 30 (US 98) at Crystal Beach / Legendary Drive	D	36.7	B	16.7	D	45.6	E	77.4	E	64.8
SR 30 (US 98) at Regatta Bay Drive	C	25.3	C	21.6	C	23.3	E	58.8	E	62.5
SR 30 (US 98) at Tequesta Drive	B	12.7	A	8.1	B	14.3	E	56.6	D	53.4
SR 293 at Commons Drive	D	36.7	D	48.8	D	50.0	C	26.1	D	36.7

TABLE 8
POST-IMPLEMENTATION CONDITIONS
WEEKDAY – PM PEAK PERIOD

INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	42.3	D	54.7	C	27.1	D	41.5	D	48.0
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	A	3.2	A	2.0	A	4.5				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	3.0	A	0.9	A	5.3				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	B	13.5	B	19.2	A	7.4				
SR 30 (US 98) at Benning Drive	A	4.2	A	1.2	A	1.5			E	71.6
SR 30 (US 98) at Beach Drive	B	16.7	A	7.2	C	21.4	E	64.9	E	63.8
SR 30 (US 98) at Main Street	A	7.9	A	5.6	A	3.6			D	54.7
SR 30 (US 98) at Gulf Shore Drive	C	33.7	B	13.2	B	18.2	F	103.0	F	96.3
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)	A	8.3	A	4.3	A	5.7	F	81.2	E	59.3
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	6.5	A	1.6	B	11.6				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	A	7.3	B	12.0	A	2.9				
SR 30 (US 98) at Airport Road	C	28.4	C	25.3	C	21.1	D	53.5	E	72.3
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	5.9	A	2.9	A	2.4	D	48.5	F	101.3
SR 30 (US 98) at Indian Bayou Trail	C	22.7	A	9.2	C	21.4	F	101.0	F	86.3
SR 30 (US 98) at Henderson Beach Road	B	18.9	C	20.2	A	7.5	E	66.6	E	78.6
SR 30 (US 98) at Triumph Road	A	5.7	A	2.5	A	3.2			E	66.6
SR 30 (US 98) at Matthew Boulevard	C	30.0	C	24.1	B	18.0	F	81.7	F	88.5
SR 30 (US 98) at SR 293	D	39.4	D	39.0	B	14.2	F	99.7	E	68.6
SR 30 (US 98) at Crystal Beach / Legendary Drive	D	36.7	B	17.5	D	45.5	F	80.7	E	68.4
SR 30 (US 98) at Regatta Bay Drive	C	25.2	C	21.9	C	22.1	E	59.6	E	68.1
SR 30 (US 98) at Tequesta Drive	B	11.9	A	7.2	B	13.5	E	75.1	D	44.9
SR 293 at Commons Drive	D	37.9	D	53.7	D	47.8	C	28.9	D	37.2

TABLE 9
POST-IMPLEMENTATION CONDITIONS
WEEKEND – PEAK PERIOD

INTERSECTION	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)
SR 30 (US 98) at Stahlman Avenue	D	36.0	D	50.4	B	17.2	C	28.5	D	46.5
SR 30 (US 98) at Ped Signal b/n Stahlman Ave and Palmetto St	A	5.5	A	2.8	A	8.2				
SR 30 (US 98) at Ped Signal b/n Palmetto St and Marler St	A	2.8	A	0.8	A	4.9				
SR 30 (US 98) at Ped Signal b/n Marler St and Melvin St	B	17.1	C	26.5	A	7.9				
SR 30 (US 98) at Benning Drive	A	5.2	A	1.2	A	2.7			E	70.3
SR 30 (US 98) at Beach Drive	B	17.7	A	8.0	C	23.4	E	57.9	E	60.9
SR 30 (US 98) at Main Street	A	8.5	A	6.1	A	5.1			D	52.5
SR 30 (US 98) at Gulf Shore Drive	D	40.9	B	11.7	B	17.2	F	137.3	F	103.6
SR 30 (US 98) at Palm Street / Sandprint Drive (Future Signal)	A	8.4	A	4.6	A	9.5	D	46.5	D	37.1
SR 30 (US 98) at Ped Signal for Big Kahunas Water Park	A	6.7	A	1.4	B	12.0				
SR 30 (US 98) at Ped Signal West of Gulf Terrace Drive	B	12.1	B	19.4	A	5.4				
SR 30 (US 98) at Airport Road	B	19.5	B	15.4	B	12.7	D	46.5	E	58.4
SR 30 (US 98) at CR 2378 (Scenic Highway 98)	A	5.1	A	4.3	A	2.1	D	42.3	F	80.5
SR 30 (US 98) at Indian Bayou Trail	C	28.5	A	8.4	C	23.7	F	122.3	F	142.3
SR 30 (US 98) at Henderson Beach Road	C	26.1	C	22.7	B	11.9	E	78.5	F	80.1
SR 30 (US 98) at Triumph Road	A	4.9	A	3.1	A	1.4			E	69.4
SR 30 (US 98) at Matthew Boulevard	C	32.1	C	32.0	B	16.5	E	77.1	E	69.1
SR 30 (US 98) at SR 293	D	35.3	C	27.3	B	19.0	F	80.9	E	65.9
SR 30 (US 98) at Crystal Beach / Legendary Drive	D	36.5	B	19.3	D	46.5	E	68.9	E	64.7
SR 30 (US 98) at Regatta Bay Drive	C	22.0	B	19.5	B	17.6	D	48.2	F	80.8
SR 30 (US 98) at Tequesta Drive	A	8.0	A	5.1	A	8.9	E	65.3	D	49.8
SR 293 at Commons Drive	D	38.0	D	52.7	E	56.9	C	24.0	D	35.8

15. Post-Implementation Travel Time and Speed Analysis (MOEs)

The goal of this retiming project was to provide optimum mainline progression along the SR 30 (US 98) corridor while balancing minor movement delay. To measure the effectiveness of the retiming project, mainline travel times and speed averages were measured along the corridor before and after the modification of the signal timings. Travel times along SR 30 (US 98) were collected utilizing Bluetooth detection devices deployed along the corridor. The Bluetooth detection devices collected Bluetooth MAC addresses from the travelling motorists (via vehicle devices, cell phones, etc.) and matched identical MAC addresses recorded from each device. Each recorded MAC address was time-stamped in order to determine travel time between detection devices and to calculate the corresponding speed data. This method of data collection allows for continuous accumulation of travel times before, during, and after the signal retiming process. This form of data collection is non-intrusive and the rate of data collection is significantly higher than utilizing traditional probe vehicles.

The travel time and speeds were collected utilizing three (3) Bluetooth detection locations along the SR 30 (US 98) Arterial at:

1. SR 30 (US 98) at Stahlman Avenue
2. SR 30 (US 98) at Airport Road
3. SR 30 (US 98) at Tequesta Drive

Data collection segments were created between adjacent Bluetooth detection devices. The “Pre-Existing” data was collected from June 17 through June 30, 2023. The “Post Implementation” data was collected from July 22 through August 4, 2023. The “Post-Implementation” and “Pre-Existing” travel time and speed data for each Time-of-Day Plan is depicted in Table 10 on the following page. Due to a short summer retiming season, limited “Pre-Existing” and “Post-Implementation” data was available. Negative improvement values reported on the weekends during the peak period are not an accurate portrayal of what was experienced in the field. Please see Existing Weekend Peak Plan time space diagram below for comparison against the Summer Weekend Peak Plan (Pattern 19), Page 19:

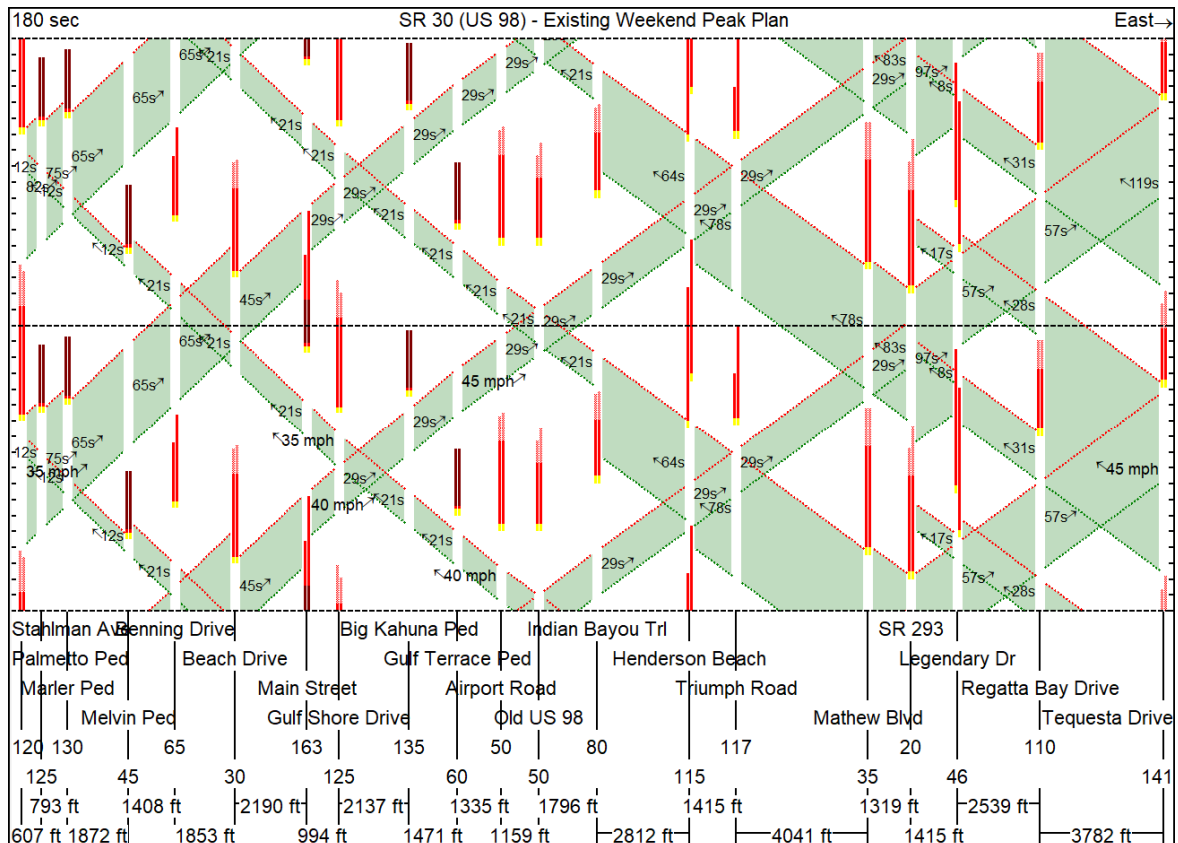


TABLE 10
AVERAGE TRAVEL TIME/SPEED MEASURES OF EFFECTIVENESS

SR 30 (US 98) - Stahlman Avenue to Tequesta Drive - EB

Day of Week	Time of Day	Study Period	Travel Time (s)	Speed (mph)	Improvement (s)	Improvement (%)
Tuesday - Thursday	6:00am - 9:30am	Post Implementation	700	34.1	58	8%
		Pre-Existing	758	31.5		
	9:30am - 4:00pm	Post Implementation	888	26.9	99	10%
		Pre-Existing	987	24.2		
	4:00am - 6:30pm	Post Implementation	916	26.1	133	13%
		Pre-Existing	1049	22.8		
	6:30pm - 7:30pm	Post Implementation	886	26.9	121	12%
		Pre-Existing	1007	23.7		
	7:30pm - 9:00pm	Post Implementation	915	26.1	-17	-2%
		Pre-Existing	898	26.6		
	9:00pm - 10:30pm	Post Implementation	842	28.3	47	5%
		Pre-Existing	889	26.8		
Saturday	6:15am - 7:15am	Post Implementation	646	36.9	5	1%
		Pre-Existing	651	36.7		
	7:15am - 8:30pm	Post Implementation	738	32.3	-25	-4%
		Pre-Existing	713	33.5		
	8:30am - 9:30am	Post Implementation	763	31.3	14	2%
		Pre-Existing	777	30.7		
	9:30am - 5:30pm	Post Implementation	1044	22.9	-35	-3%
		Pre-Existing	1009	23.7		
	5:30pm - 9:00pm	Post Implementation	1157	20.6	-151	-15%
		Pre-Existing	1006	23.7		
	9:00pm - 10:00pm	Post Implementation	820	29.1	-62	-8%
		Pre-Existing	758	31.5		
	10:00pm - 11:00pm	Post Implementation	752	31.7	24	3%
		Pre-Existing	776	30.8		
Sunday	7:30am - 8:30am	Post Implementation	649	36.8	2	0%
		Pre-Existing	651	36.7		
	8:30am - 9:30pm	Post Implementation	753	31.7	-32	-4%
		Pre-Existing	721	33.1		
	9:30am - 11:00am	Post Implementation	755	31.6	22	3%
		Pre-Existing	777	30.7		
	11:00am - 5:00pm	Post Implementation	766	31.2	15	2%
		Pre-Existing	781	30.6		
	5:00pm - 8:00pm	Post Implementation	809	29.5	-42	-5%
		Pre-Existing	767	31.1		
	8:00pm - 9:00pm	Post Implementation	770	31.0	47	6%
		Pre-Existing	817	29.2		
	9:00pm - 10:30pm	Post Implementation	709	33.7	83	10%
		Pre-Existing	792	30.1		

SR 30 (US 98) - Tequesta Drive to Stahlman Avenue - WB

Day of Week	Time of Day	Study Period	Travel Time (s)	Speed (mph)	Improvement (s)	Improvement (%)
Tuesday - Thursday	6:00am - 9:30am	Post Implementation	715	33.4	98	12%
		Pre-Existing	813	29.4		
	9:30am - 4:00pm	Post Implementation	1065	22.4	90	8%
		Pre-Existing	1155	20.7		
	4:00am - 6:30pm	Post Implementation	1436	16.6	146	9%
		Pre-Existing	1582	15.1		
	6:30pm - 7:30pm	Post Implementation	1205	19.8	145	11%
		Pre-Existing	1350	17.7		
	7:30pm - 9:00pm	Post Implementation	1049	22.8	-91	-9%
		Pre-Existing	958	24.9		
	9:00pm - 10:30pm	Post Implementation	751	31.8	30	4%
		Pre-Existing	781	30.6		
Saturday	6:15am - 7:15am	Post Implementation	594	40.2	53	8%
		Pre-Existing	647	36.9		
	7:15am - 8:30pm	Post Implementation	679	35.2	33	5%
		Pre-Existing	712	33.5		
	8:30am - 9:30am	Post Implementation	815	29.3	14	2%
		Pre-Existing	829	28.8		
	9:30am - 5:30pm	Post Implementation	1359	17.6	-111	-9%
		Pre-Existing	1248	19.1		
	5:30pm - 9:00pm	Post Implementation	1408	17.0	20	1%
		Pre-Existing	1428	16.7		
	9:00pm - 10:00pm	Post Implementation	884	27.0	-107	-14%
		Pre-Existing	777	30.7		
	10:00pm - 11:00pm	Post Implementation	811	29.4	-72	-10%
		Pre-Existing	739	32.3		
Sunday	7:30am - 8:30am	Post Implementation	668	35.7	64	9%
		Pre-Existing	732	32.6		
	8:30am - 9:30pm	Post Implementation	828	28.8	-47	-6%
		Pre-Existing	781	30.6		
	9:30am - 11:00am	Post Implementation	849	28.1	26	3%
		Pre-Existing	875	27.3		
	11:00am - 5:00pm	Post Implementation	1103	21.6	87	7%
		Pre-Existing	1190	20.1		
	5:00pm - 8:00pm	Post Implementation	891	26.8	-11	-1%
		Pre-Existing	880	27.1		
	8:00pm - 9:00pm	Post Implementation	840	28.4	70	8%
		Pre-Existing	910	26.2		
	9:00pm - 10:30pm	Post Implementation	668	35.7	155	19%
		Pre-Existing	823	29.0		

16. Benefit / Cost Analysis

An analysis was performed to quantify the benefits and costs associated with the SR 30 (US 98) in Destin Signal Retiming Peak Season Project. According to the Institute of Transportation Engineers (ITE), signal retiming is the most cost-effective technique to reduce congestion, improve air quality, and potentially reduce collisions. The methodology to determine the direct user benefits is as follows:

- Calculate the average reduction of Travel Time per vehicle on the mainline SR 30 (US 98) Arterial based on the passive Bluetooth detection data for each Time-of-Day signal plan.
- Multiply the Travel Time reduction per vehicle by the average number of vehicles on the corresponding roadway segment and direction of travel as recorded by the 7-day bi-directional volume counts.
- The Total Travel Time reduction was multiplied by the Value of Time. According to the latest US Department of Labor – Bureau of Labor Statistics, the average wage in Crestview - Destin area was \$24.61 per hour.
- The fuel cost savings were derived by using the SYNCHRO software models by comparing the Pre-Existing traffic signal timings to the Post Implementation traffic signal timings for each Time-of-Day signal plan. According to AAA fuel cost tracking, the current gas price for regular fuel in Okaloosa County is \$3.46 per gallon.
- The operational life of the retiming project is anticipated to be three (3) years. However, as traffic patterns and volumes change over time, realized operational benefits will decrease by approximately 20% per year.
- The cost of the SR 30 (US 98) in Destin Signal Retiming Project was \$149,883.20.

Travel Time Benefits			
Reduction in Travel Time (Vehicle-Hours)			
Roadway Segment	Weekday	Saturday	Sunday
SR 30 (US 98) - Between Stahlman and Tequesta	1174.7	-660.5	295.7
Weekly Travel Time Savings (Hours)			5,508.5
Yearly Travel Time Savings (Hours)			286,442.00
Value of Time (per Hour)*			\$24.61
*Bureau of Labor Statistics for Crestview-Fort Walton Beach Area			
Travel Time Benefit - Year 1			\$7,049,337.62
Travel Time Benefit - Year 2			\$5,639,470.10
Travel Time Benefit - Year 3			\$4,229,602.57
Total Project Travel Time Benefit			\$16,918,410.29

Fuel Savings Benefits			
Reduction in Fuel (Gallons)			
Roadway Segment	Weekday	Saturday	Sunday
SR 30 (US 98) - Between Stahlman and Tequesta	3669	936	702
Weekly Fuel Savings (gal)			19,983.0
Yearly Fuel Savings (gal)			1,039,116.00
Value of Fuel Savings*			\$3.46
*Current AAA Value of Okaloosa County			
Fuel Savings Benefit - Year 1			\$3,595,341.36
Fuel Savings Benefit - Year 2			\$2,876,273.09
Fuel Savings Benefit - Year 3			\$2,157,204.82
Total Project Fuel Savings Benefit			\$8,628,819.26

Total Project Benefits	\$25,547,230
Total Project Costs	\$149,883
Project Benefit / Cost Ratio	170/1

17. Conclusions & Recommendations

The SR 30 (US 98) Arterial in Destin currently services an average of 374,000 vehicles per week within the retiming project area during the Peak Season. 22 traffic signals were retimed / coordinated along the approximately 6.63-mile corridor from Stahlman Avenue on the west end of the project area to Tequesta Drive on the east end of the project area, which included one (1) intersection adjacent to the corridor: SR 293 at Commons Drive. Upon completion of the project, all 22 of the signalized intersections are operating coordinated signal timing plans in the AM Weekday, Mid-Day Weekday, PM Weekday, Weekend, and Off-Peak time periods for the peak season.

An analysis was performed to quantify the benefits associated with the SR 30 (US 98) in Destin Peak Season Signal Retiming Project. Based on the non-intrusive Bluetooth detection data, there is a weekly time savings of approximately 5,500 vehicle-hours along the corridor. According to the Synchro model calculations, there is also a weekly fuel savings of approximately 20,000 gallons. The Benefit / Cost Ratio of the SR 30 (US 98) in Destin Signal Retiming Project is 170:1 over the estimated three (3) year life of the project.

It is recommended that the City of Destin should re-stripe the southbound thru-lane of Gulf Shores Drive at SR 30 (US 98) to a shared left-turn/thru lane due to split phase operations.

Phillip Kurth, PE PTOE IMSA III
9/8/2023

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT THREE TRAFFIC OPERATIONS**



**DISTRICT-WIDE TRAFFIC OPERATIONS
STUDY / RETIMING**

**STATE ROAD 30 (US 98) IN DESTIN -
PEAK SEASON**

COUNTY: OKALOOSA

**FDOT FINANCIAL ID NO: 220898-5-32-03
CONTRACT NO: C-AH42
TASK WORK ORDER NO. 8**

APPENDIX

PREPARED BY:

**FLORIDA TRANSPORTATION ENGINEERING, INC. (FTE)
171 STATE HWY. 83 NORTH, SUITE A202
DEFUNIAK SPRINGS, FLORIDA 32433**

**PHILLIP KURTH, PE PTOE
SENIOR TRAFFIC ENGINEER
FL PE NO. 72434
9/4/2023**

Ten Hour Turning Movement Counts

Florida Transportation Engineering, Inc. (FTE) collected traffic data for the District-Wide Traffic Operations Study/Retiming of State Road 30 (US 98) in Destin – Peak Season. The 3-Day Turning Movement Counts were collected on June 15 - 17, 2023 with multiple deployments. The counts were conducted during the highest 10 hours of the day and included the AM peak, Mid-Day peak, PM peak, and Off-peak periods. The counts also included heavy vehicles and pedestrian counts. As directed by the Department, FTE collected:

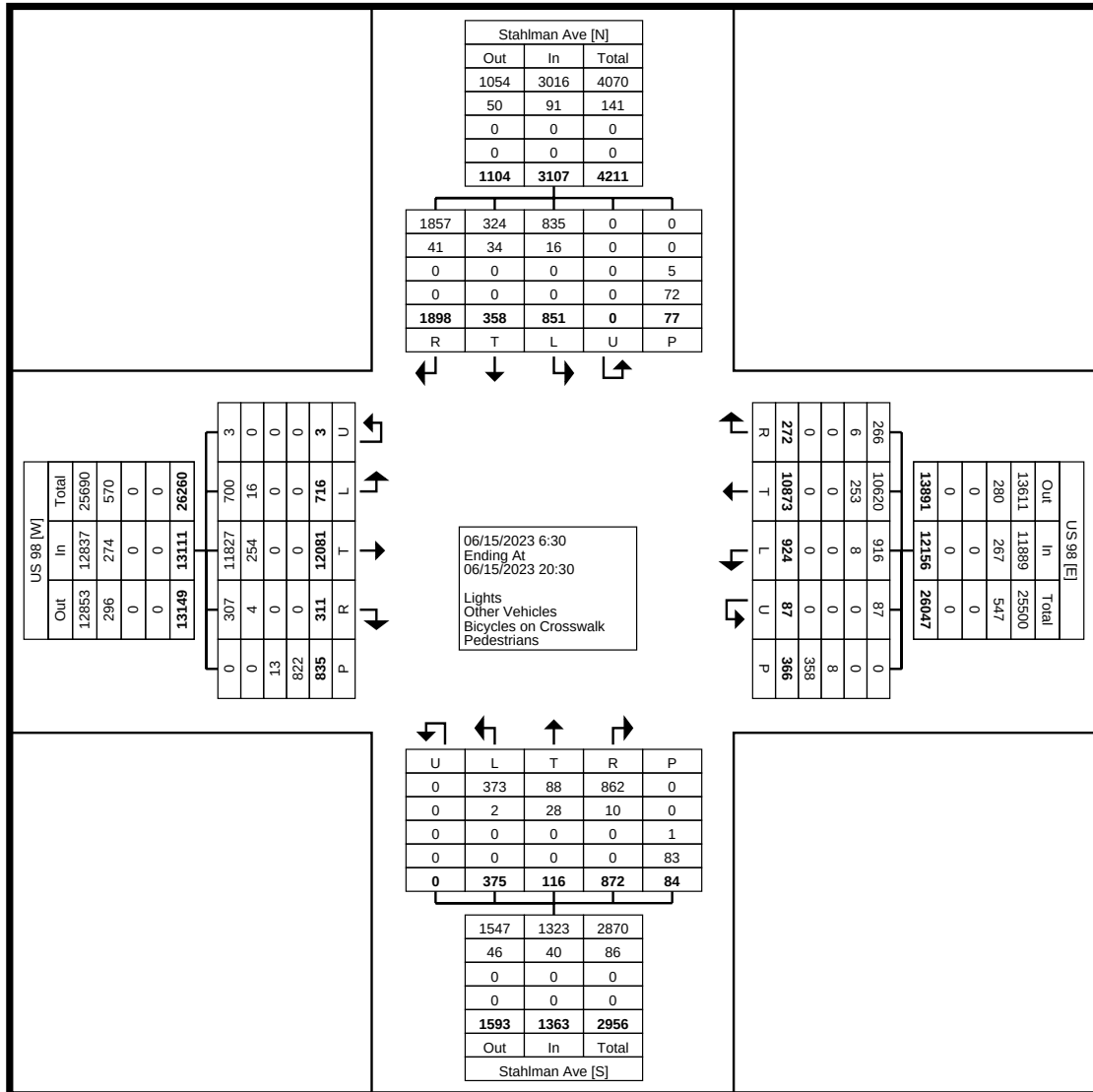
3-Day Turning Movement / Pedestrian Volume Counts at the following twenty-two (22) locations:

1. SR 30 (US 98) at Stahlman Avenue
2. SR 30 (US 98) at Pedestrian Signal between Stahlman Avenue and Palmetto Street
3. SR 30 (US 98) at Pedestrian Signal between Palmetto Street and Marler Street
4. SR 30 (US 98) at Pedestrian Signal between Marler Street and Melvin Street
5. SR 30 (US 98) at Benning Drive
6. SR 30 (US 98) at Beach Drive
7. SR 30 (US 98) at Main Street
8. SR 30 (US 98) at Gulf Shore Drive
9. SR 30 (US 98) at Palm Street / Sandprint Drive
10. SR 30 (US 98) at Pedestrian Signal for Big Kahunas Water Park
11. SR 30 (US 98) at Pedestrian Signal West of Gulf Terrace Drive
12. SR 30 (US 98) at Airport Road
13. SR 30 (US 98) at CR 2378 (Scenic Highway 98)
14. SR 30 (US 98) at Indian Bayou Trail
15. SR 30 (US 98) at Henderson Beach Road
16. SR 30 (US 98) at Triumph Road
17. SR 30 (US 98) at Matthew Boulevard
18. SR 30 (US 98) at SR 293
19. SR 30 (US 98) at Crystal Beach / Legendary Drive
20. SR 30 (US 98) at Regatta Bay Boulevard
21. SR 30 (US 98) at Tequesta Drive
22. SR 30 (US 98) at Commons Drive

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	9	367	4	1	380	0	8	186	3	1	197	0	2	0	3	1	5	0	9	1	15	0	25	607
6:45	0	6	317	4	0	327	0	4	214	4	1	222	0	2	0	2	0	4	0	8	3	8	0	19	572
Hourly Total	0	15	684	8	1	707	0	12	400	7	2	419	0	4	0	5	1	9	0	17	4	23	0	44	1179
7:00	0	17	365	4	5	386	0	5	194	5	2	204	0	4	2	6	1	12	0	8	3	17	0	28	630
7:15	0	7	336	5	3	348	3	9	229	6	3	247	0	1	2	6	0	9	0	13	1	16	2	30	634
7:30	0	10	422	2	1	434	1	11	235	7	3	254	0	3	0	8	0	11	0	15	5	21	0	41	740
7:45	0	17	330	1	20	348	0	8	218	7	8	233	0	2	0	6	1	8	0	7	4	18	0	29	618
Hourly Total	0	51	1453	12	29	1516	4	33	876	25	16	938	0	10	4	26	2	40	0	43	13	72	2	128	2622
8:00	0	23	440	3	1	466	0	17	250	6	4	273	0	2	3	7	0	12	0	7	1	20	1	28	779
8:15	0	18	369	5	5	392	2	34	293	7	4	336	0	5	1	7	4	13	0	11	2	33	1	46	787
8:30	0	19	428	6	2	453	0	10	284	4	1	298	0	3	1	4	1	8	0	20	2	31	1	53	812
8:45	0	15	352	2	15	369	1	18	259	6	5	284	0	3	3	18	0	24	0	16	10	22	0	48	725
Hourly Total	0	75	1589	16	23	1680	3	79	1086	23	14	1191	0	13	8	36	5	57	0	54	15	106	3	175	3103
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	19	300	10	10	329	1	26	312	13	4	352	0	7	3	27	0	37	0	16	4	34	0	54	772
11:15	0	21	363	15	6	399	4	34	306	10	5	354	0	9	3	18	2	30	0	18	4	29	1	51	834
11:30	1	20	329	11	2	361	2	38	292	12	6	344	0	8	2	9	1	19	0	16	10	34	0	60	784
11:45	0	19	283	14	2	316	5	33	312	12	9	362	0	10	3	23	0	36	0	19	8	37	2	64	778
Hourly Total	1	79	1275	50	20	1405	12	131	1222	47	24	1412	0	34	11	77	3	122	0	69	26	134	3	229	3168
12:00	0	21	340	8	34	369	2	30	266	5	8	303	0	6	1	22	0	29	0	20	4	41	0	65	766
12:15	0	17	311	4	6	332	4	35	288	11	2	338	0	4	2	24	1	30	0	36	3	45	1	84	784
12:30	0	17	294	8	17	319	2	33	286	10	7	331	0	5	6	30	0	41	0	15	8	35	0	58	749
12:45	0	15	307	8	17	330	6	36	279	13	7	334	0	18	1	27	0	46	0	32	6	53	1	91	801
Hourly Total	0	70	1252	28	74	1350	14	134	1119	39	24	1306	0	33	10	103	1	146	0	103	21	174	2	298	3100
13:00	0	20	293	12	20	325	7	34	279	6	1	326	0	13	6	31	0	50	0	19	7	46	0	72	773
13:15	0	21	319	12	37	352	2	25	277	6	4	310	0	7	2	28	0	37	0	29	13	53	1	95	794
13:30	0	17	275	9	23	301	5	29	297	8	14	339	0	8	1	15	0	24	0	22	4	50	0	76	740
13:45	0	13	302	13	16	328	4	22	287	8	19	321	0	11	2	28	3	41	0	21	5	52	3	78	768
Hourly Total	0	71	1189	46	96	1306	18	110	1140	28	38	1296	0	39	11	102	3	152	0	91	29	201	4	321	3075
14:00	0	13	277	11	31	301	2	43	274	5	12	324	0	12	4	24	4	40	0	24	18	82	0	124	789
14:15	0	32	308	10	18	350	0	22	284	11	5	317	0	13	9	31	0	53	0	34	9	48	1	91	811
14:30	1	23	329	7	31	360	0	29	323	8	13	360	0	15	3	21	0	39	0	30	7	57	3	94	853
14:45	0	24	290	17	41	331	4	21	286	1	17	312	0	16	5	29	2	50	0	29	8	64	6	101	794
Hourly Total	1	92	1204	45	121	1342	6	115	1167	25	47	1313	0	56	21	105	6	182	0	117	42	251	10	410	3247
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	23	283	11	53	317	2	17	304	1	8	324	0	19	7	19	6	45	0	25	17	70	2	112	798
16:15	0	20	327	9	35	356	3	22	313	1	11	339	0	8	8	21	0	37	0	17	17	108	3	142	874
16:30	0	22	298	11	26	331	2	25	307	2	11	336	0	21	1	25	0	47	0	16	18	95	12	129	843
16:45	0	26	307	6	48	339	2	31	283	3	21	319	0	12	3	19	7	34	0	25	22	88	2	135	827
Hourly Total	0	91	1215	37	162	1343	9	95	1207	7	51	1318	0	60	19	84	13	163	0	83	74	361	19	518	3342
17:00	0	35	299	11	48	345	1	36	296	10	9	343	0	7	5	33	9	45	0	23	21	95	1	139	872
17:15	0	28	288	8	24	324	1	27	294	4	21	326	0	11	4	36	6	51	0	25	20	97	3	142	843
17:30	0	25	283	11	56	319	0	22	282	4	27	308	0	10	1	28	6	39	0	25	22	79	3	126	792
17:45	0	27	297	14	36	338	2	25	282	5	8	314	0	10	1	21	2	32	0	27	27	87	8	141	825
Hourly Total	0	115	1167	44	164	1326	4	110	1154	23	65	1291	0	38	11	118	23	167	0	100	90	358	15	548	3332
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	10	197	5	40	212	3	18	261	7	38	289	0	16	3	42	7	61	0	35	11	63	10	109	671
19:15	0	8	181	5	57	194	6	24	283	10	11	323	0	16	3	36	15	55	0	28	3	63	4	94	666
19:30	0	10	176	2	9	188	3	20	323	7	11	353	0	17	3	43	0	63	0	30	9	34	0	73	677
19:45	0	15	187	5	14	207	3	17	226	9	9	255	0	13	2	34	0	49	0	30	6	21	0	57	568
Hourly Total	0	43	741	17	120	801	15	79	1093	33	69	1220	0	62	11	155	22	228	0	123	29	181	14	333	2582
20:00	1	9	145	7	16	162	2	14	195	9	16	220	0	14	4	34	5	52	0	30	6	24	5	60	494
20:15	0	5	167	1	9	173	0	12	214	6	0	232	0	12	6	27	0	45	0	21	9	13	0	43	493
Grand Total	3	716	12081	311	835	13111	87	924	10873	272	366	12156	0	375	116	872	84	1363	0	851	358	1898	77	3107	29737
Approach %	0.0	5.5	92.1	2.4	-	-	0.7	7.6	89.4	2.2	-	-	0.0	27.5	8.5	64.0	-	-	0.0	27.4	11.5	61.1	-	-	-
Total %	0.0	2.4	40.6	1.0	-	44.1	0.3	3.1	36.6	0.9	-	40.9	0.0	1.3	0.4	2.9	-	4.6	0.0	2.9	1.2	6.4	-	10.4	-
Lights	3	700	11827	307	-	12837	87	916	10620	266	-	11889	0	373	88	862	-	1323	0	835	324	1857	-	3016	29065
% Lights	100.0	97.8	97.9	98.7	-	97.9	100.0	99.1	97.7	97.8	-	97.8	-	99.5	75.9	98.9	-	97.1	-	98.1	90.5	97.8	-	97.1	97.7
Other Vehicles	0	16	254	4	-	274	0	8	253	6	-	267	0	2	28	10	-	40	0	16	34	41	-	91	672

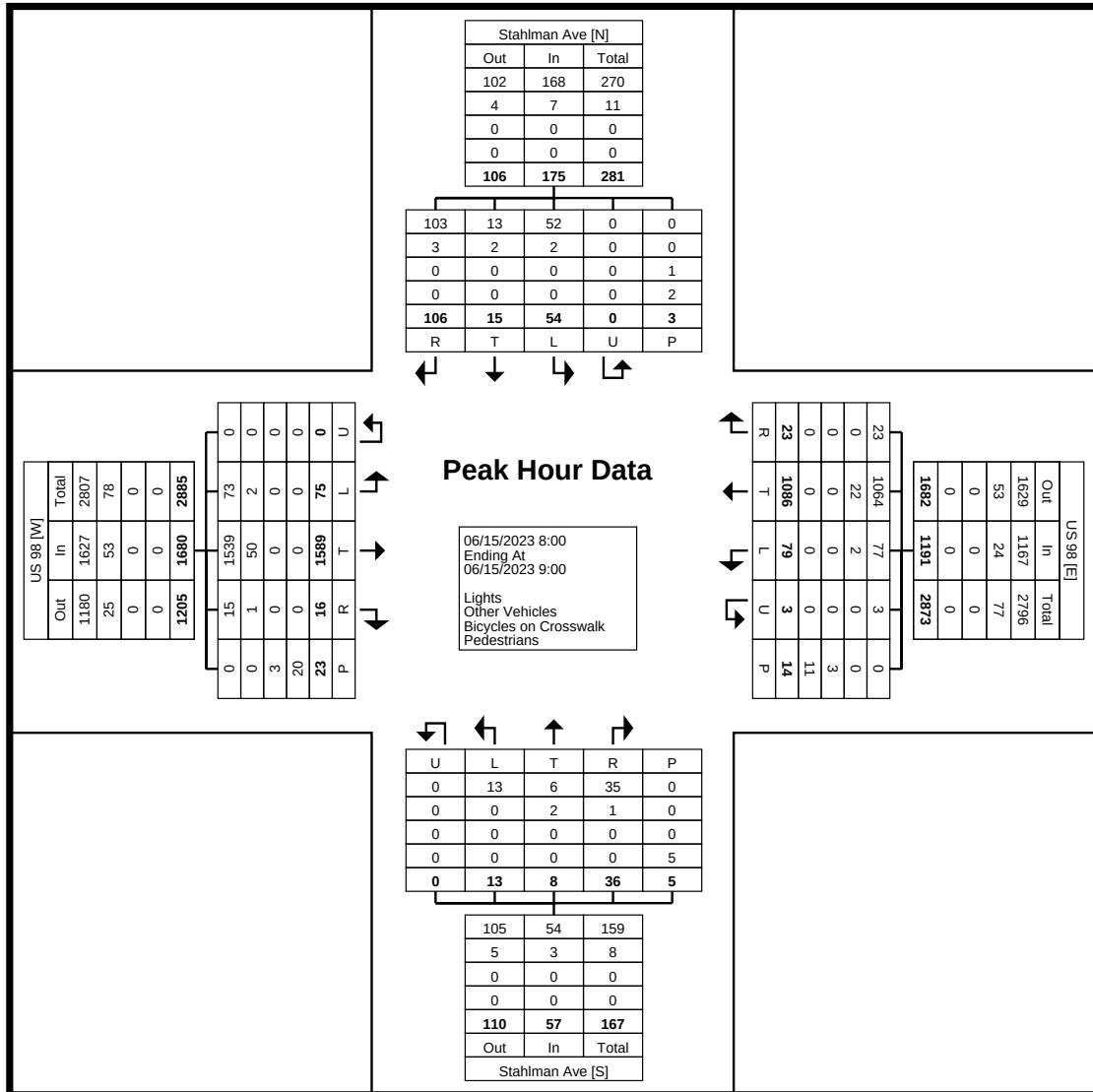
% Other Vehicles	0.0	2.2	2.1	1.3	-	2.1	0.0	0.9	2.3	2.2	-	2.2	-	0.5	24.1	1.1	-	2.9	-	1.9	9.5	2.2	-	2.9	2.3
Bicycles on Crosswalk	-	-	-	-	13	-	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	1.6	-	-	-	-	-	2.2	-	-	-	-	-	1.2	-	-	-	-	-	6.5	-	-
Pedestrians	-	-	-	-	822	-	-	-	-	-	358	-	-	-	-	-	83	-	-	-	-	-	72	-	-
% Pedestrians	-	-	-	-	98.4	-	-	-	-	-	97.8	-	-	-	-	-	98.8	-	-	-	-	-	93.5	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

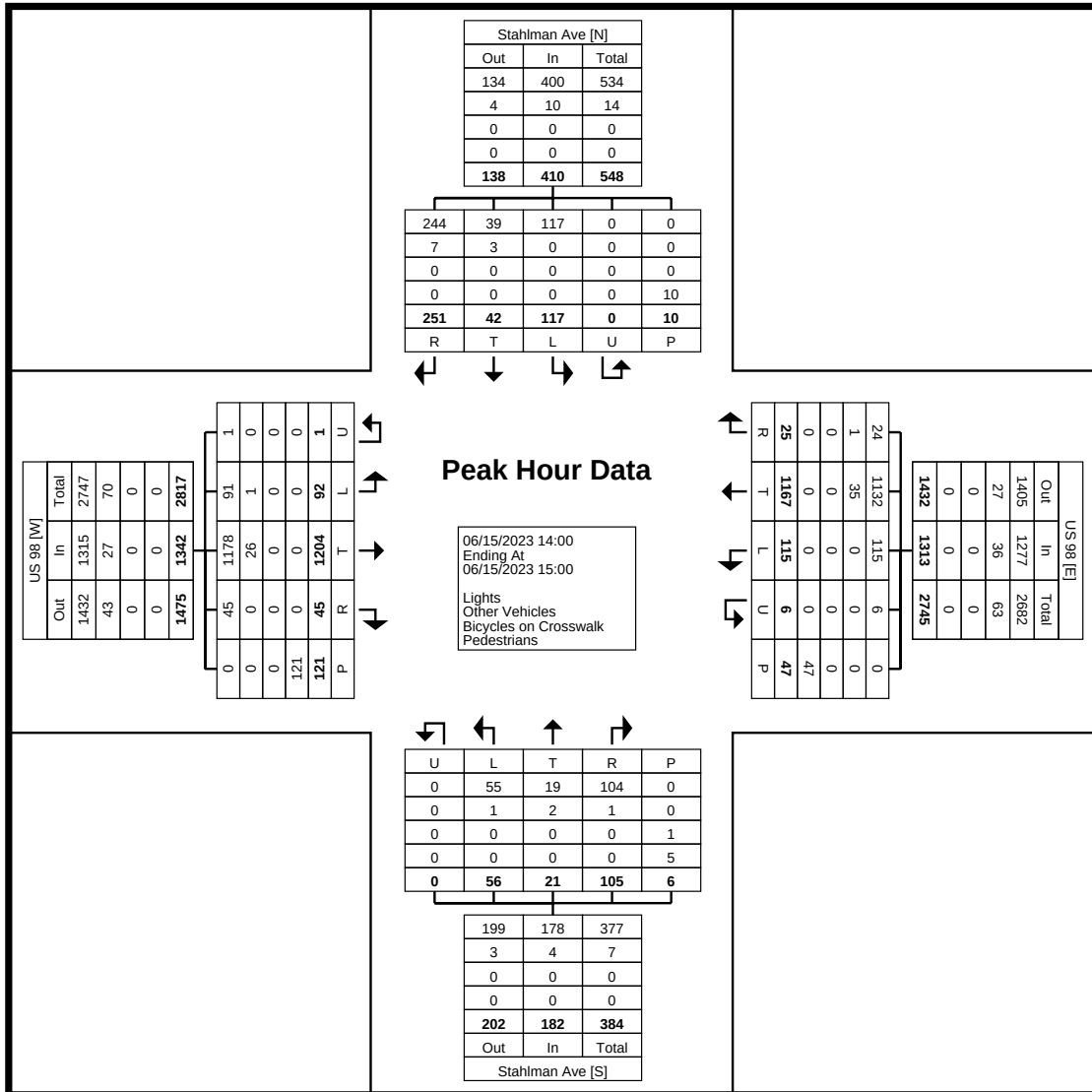
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	23	440	3	1	466	0	17	250	6	4	273	0	2	3	7	0	12	0	7	1	20	1	28	779
8:15	0	18	369	5	5	392	2	34	293	7	4	336	0	5	1	7	4	13	0	11	2	33	1	46	787
8:30	0	19	428	6	2	453	0	10	284	4	1	298	0	3	1	4	1	8	0	20	2	31	1	53	812
8:45	0	15	352	2	15	369	1	18	259	6	5	284	0	3	3	18	0	24	0	16	10	22	0	48	725
Total	0	75	1589	16	23	1680	3	79	1086	23	14	1191	0	13	8	36	5	57	0	54	15	106	3	175	3103
Approach %	0.0	4.5	94.6	1.0	-	-	0.3	6.6	91.2	1.9	-	-	0.0	22.8	14.0	63.2	-	-	0.0	30.9	8.6	60.6	-	-	-
Total %	0.0	2.4	51.2	0.5	-	54.1	0.1	2.5	35.0	0.7	-	38.4	0.0	0.4	0.3	1.2	-	1.8	0.0	1.7	0.5	3.4	-	5.6	-
PHF	0.000	0.815	0.903	0.667	-	0.901	0.375	0.581	0.927	0.821	-	0.886	0.000	0.650	0.667	0.500	-	0.594	0.000	0.675	0.375	0.803	-	0.825	0.955
Lights	0	73	1539	15	-	1627	3	77	1064	23	-	1167	0	13	6	35	-	54	0	52	13	103	-	168	3016
% Lights	-	97.3	96.9	93.8	-	96.8	100.0	97.5	98.0	100.0	-	98.0	-	100.0	75.0	97.2	-	94.7	-	96.3	86.7	97.2	-	96.0	97.2
Other Vehicles	0	2	50	1	-	53	0	2	22	0	-	24	0	0	2	1	-	3	0	2	2	3	-	7	87
% Other Vehicles	-	2.7	3.1	6.3	-	3.2	0.0	2.5	2.0	0.0	-	2.0	-	0.0	25.0	2.8	-	5.3	-	3.7	13.3	2.8	-	4.0	2.8
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	13.0	-	-	-	-	-	21.4	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	20	-	-	-	-	-	11	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	87.0	-	-	-	-	-	78.6	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (14:00)

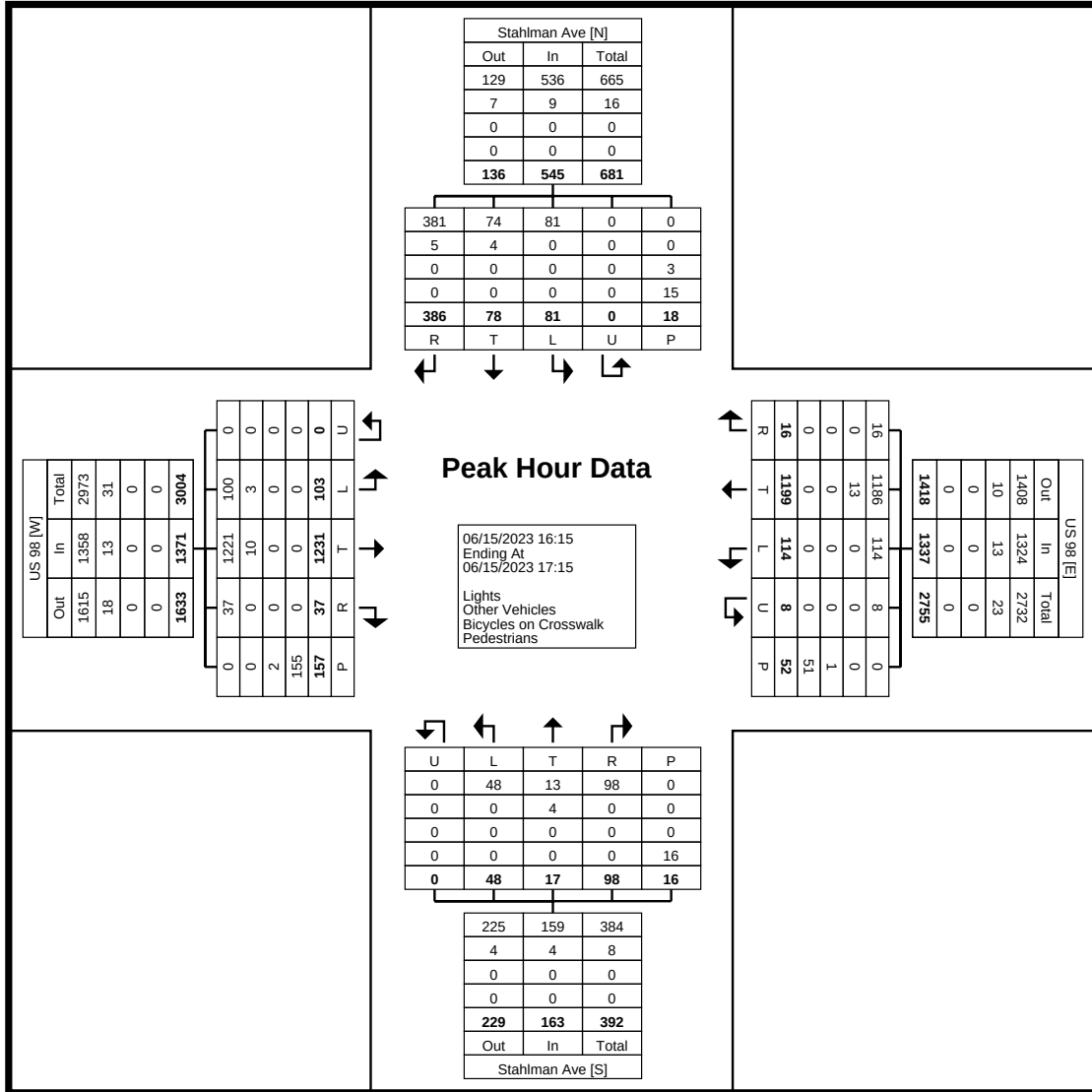
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	13	277	11	31	301	2	43	274	5	12	324	0	12	4	24	4	40	0	24	18	82	0	124	789
14:15	0	32	308	10	18	350	0	22	284	11	5	317	0	13	9	31	0	53	0	34	9	48	1	91	811
14:30	1	23	329	7	31	360	0	29	323	8	13	360	0	15	3	21	0	39	0	30	7	57	3	94	853
14:45	0	24	290	17	41	331	4	21	286	1	17	312	0	16	5	29	2	50	0	29	8	64	6	101	794
Total	1	92	1204	45	121	1342	6	115	1167	25	47	1313	0	56	21	105	6	182	0	117	42	251	10	410	3247
Approach %	0.1	6.9	89.7	3.4	-	-	0.5	8.8	88.9	1.9	-	-	0.0	30.8	11.5	57.7	-	-	0.0	28.5	10.2	61.2	-	-	-
Total %	0.0	2.8	37.1	1.4	-	41.3	0.2	3.5	35.9	0.8	-	40.4	0.0	1.7	0.6	3.2	-	5.6	0.0	3.6	1.3	7.7	-	12.6	-
PHF	0.250	0.719	0.915	0.662	-	0.932	0.375	0.669	0.903	0.568	-	0.912	0.000	0.875	0.583	0.847	-	0.858	0.000	0.860	0.583	0.765	-	0.827	0.952
Lights	1	91	1178	45	-	1315	6	115	1132	24	-	1277	0	55	19	104	-	178	0	117	39	244	-	400	3170
% Lights	100.0	98.9	97.8	100.0	-	98.0	100.0	100.0	97.0	96.0	-	97.3	-	98.2	90.5	99.0	-	97.8	-	100.0	92.9	97.2	-	97.6	97.6
Other Vehicles	0	1	26	0	-	27	0	0	35	1	-	36	0	1	2	1	-	4	0	0	3	7	-	10	77
% Other Vehicles	0.0	1.1	2.2	0.0	-	2.0	0.0	0.0	3.0	4.0	-	2.7	-	1.8	9.5	1.0	-	2.2	-	0.0	7.1	2.8	-	2.4	2.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	121	-	-	-	-	-	47	-	-	-	-	-	5	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (14:00)

Turning Movement Peak Hour Data (16:15)

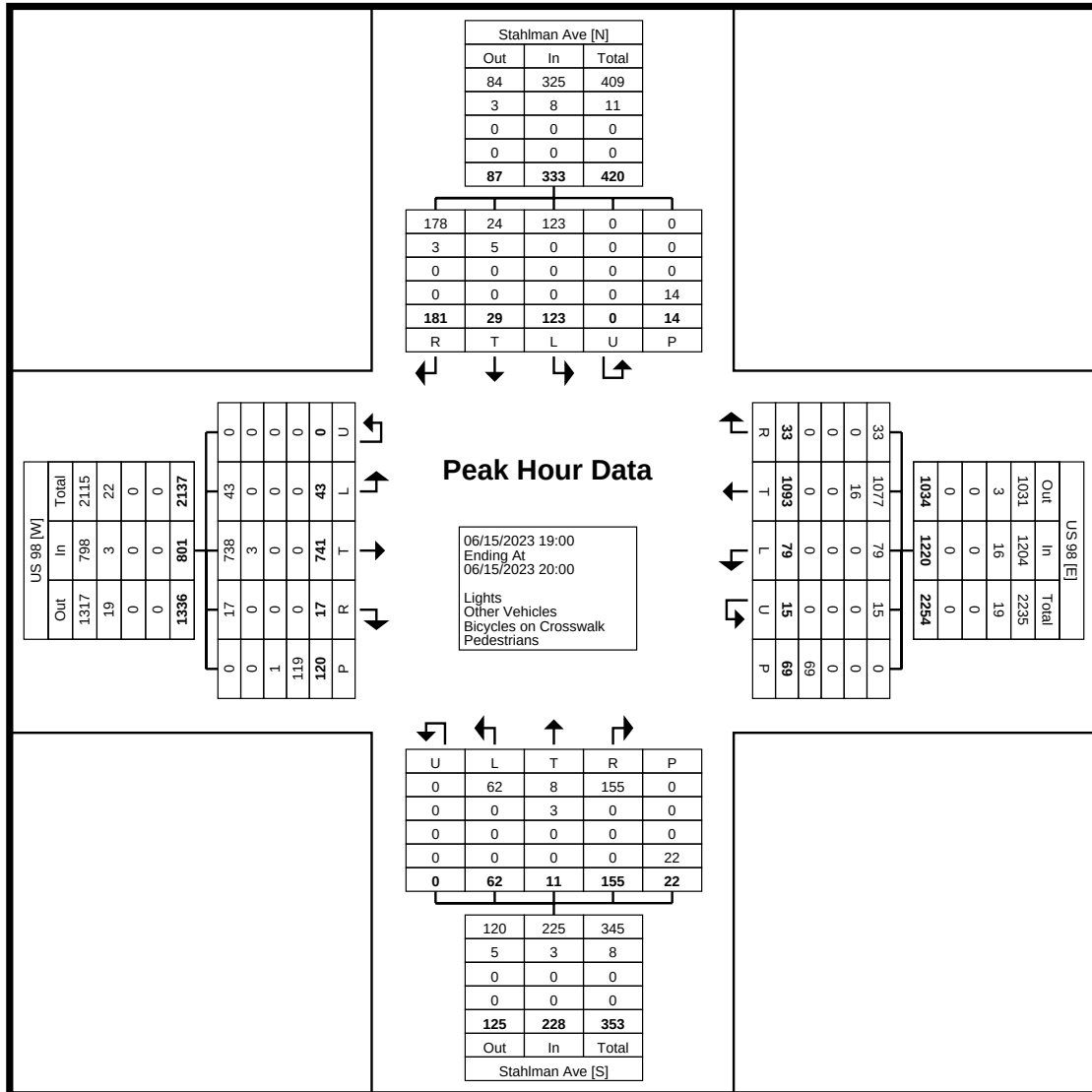
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:15	0	20	327	9	35	356	3	22	313	1	11	339	0	8	8	21	0	37	0	17	17	108	3	142	874
16:30	0	22	298	11	26	331	2	25	307	2	11	336	0	21	1	25	0	47	0	16	18	95	12	129	843
16:45	0	26	307	6	48	339	2	31	283	3	21	319	0	12	3	19	7	34	0	25	22	88	2	135	827
17:00	0	35	299	11	48	345	1	36	296	10	9	343	0	7	5	33	9	45	0	23	21	95	1	139	872
Total	0	103	1231	37	157	1371	8	114	1199	16	52	1337	0	48	17	98	16	163	0	81	78	386	18	545	3416
Approach %	0.0	7.5	89.8	2.7	-	-	0.6	8.5	89.7	1.2	-	-	0.0	29.4	10.4	60.1	-	-	0.0	14.9	14.3	70.8	-	-	-
Total %	0.0	3.0	36.0	1.1	-	40.1	0.2	3.3	35.1	0.5	-	39.1	0.0	1.4	0.5	2.9	-	4.8	0.0	2.4	2.3	11.3	-	16.0	-
PHF	0.000	0.736	0.941	0.841	-	0.963	0.667	0.792	0.958	0.400	-	0.974	0.000	0.571	0.531	0.742	-	0.867	0.000	0.810	0.886	0.894	-	0.960	0.977
Lights	0	100	1221	37	-	1358	8	114	1186	16	-	1324	0	48	13	98	-	159	0	81	74	381	-	536	3377
% Lights	-	97.1	99.2	100.0	-	99.1	100.0	100.0	98.9	100.0	-	99.0	-	100.0	76.5	100.0	-	97.5	-	100.0	94.9	98.7	-	98.3	98.9
Other Vehicles	0	3	10	0	-	13	0	0	13	0	-	13	0	0	4	0	-	4	0	0	4	5	-	9	39
% Other Vehicles	-	2.9	0.8	0.0	-	0.9	0.0	0.0	1.1	0.0	-	1.0	-	0.0	23.5	0.0	-	2.5	-	0.0	5.1	1.3	-	1.7	1.1
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	1.3	-	-	-	-	-	1.9	-	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	-	155	-	-	-	-	-	51	-	-	-	-	-	16	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	98.7	-	-	-	-	-	98.1	-	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-



Turning Movement Peak Hour Data Plot (16:15)

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	10	197	5	40	212	3	18	261	7	38	289	0	16	3	42	7	61	0	35	11	63	10	109	671
19:15	0	8	181	5	57	194	6	24	283	10	11	323	0	16	3	36	15	55	0	28	3	63	4	94	666
19:30	0	10	176	2	9	188	3	20	323	7	11	353	0	17	3	43	0	63	0	30	9	34	0	73	677
19:45	0	15	187	5	14	207	3	17	226	9	9	255	0	13	2	34	0	49	0	30	6	21	0	57	568
Total	0	43	741	17	120	801	15	79	1093	33	69	1220	0	62	11	155	22	228	0	123	29	181	14	333	2582
Approach %	0.0	5.4	92.5	2.1	-	-	1.2	6.5	89.6	2.7	-	-	0.0	27.2	4.8	68.0	-	-	0.0	36.9	8.7	54.4	-	-	-
Total %	0.0	1.7	28.7	0.7	-	31.0	0.6	3.1	42.3	1.3	-	47.3	0.0	2.4	0.4	6.0	-	8.8	0.0	4.8	1.1	7.0	-	12.9	-
PHF	0.000	0.717	0.940	0.850	-	0.945	0.625	0.823	0.846	0.825	-	0.864	0.000	0.912	0.917	0.901	-	0.905	0.000	0.879	0.659	0.718	-	0.764	0.953
Lights	0	43	738	17	-	798	15	79	1077	33	-	1204	0	62	8	155	-	225	0	123	24	178	-	325	2552
% Lights	-	100.0	99.6	100.0	-	99.6	100.0	100.0	98.5	100.0	-	98.7	-	100.0	72.7	100.0	-	98.7	-	100.0	82.8	98.3	-	97.6	98.8
Other Vehicles	0	0	3	0	-	3	0	0	16	0	-	16	0	0	3	0	-	3	0	0	5	3	-	8	30
% Other Vehicles	-	0.0	0.4	0.0	-	0.4	0.0	0.0	1.5	0.0	-	1.3	-	0.0	27.3	0.0	-	1.3	-	0.0	17.2	1.7	-	2.4	1.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	119	-	-	-	-	-	69	-	-	-	-	-	22	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	99.2	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



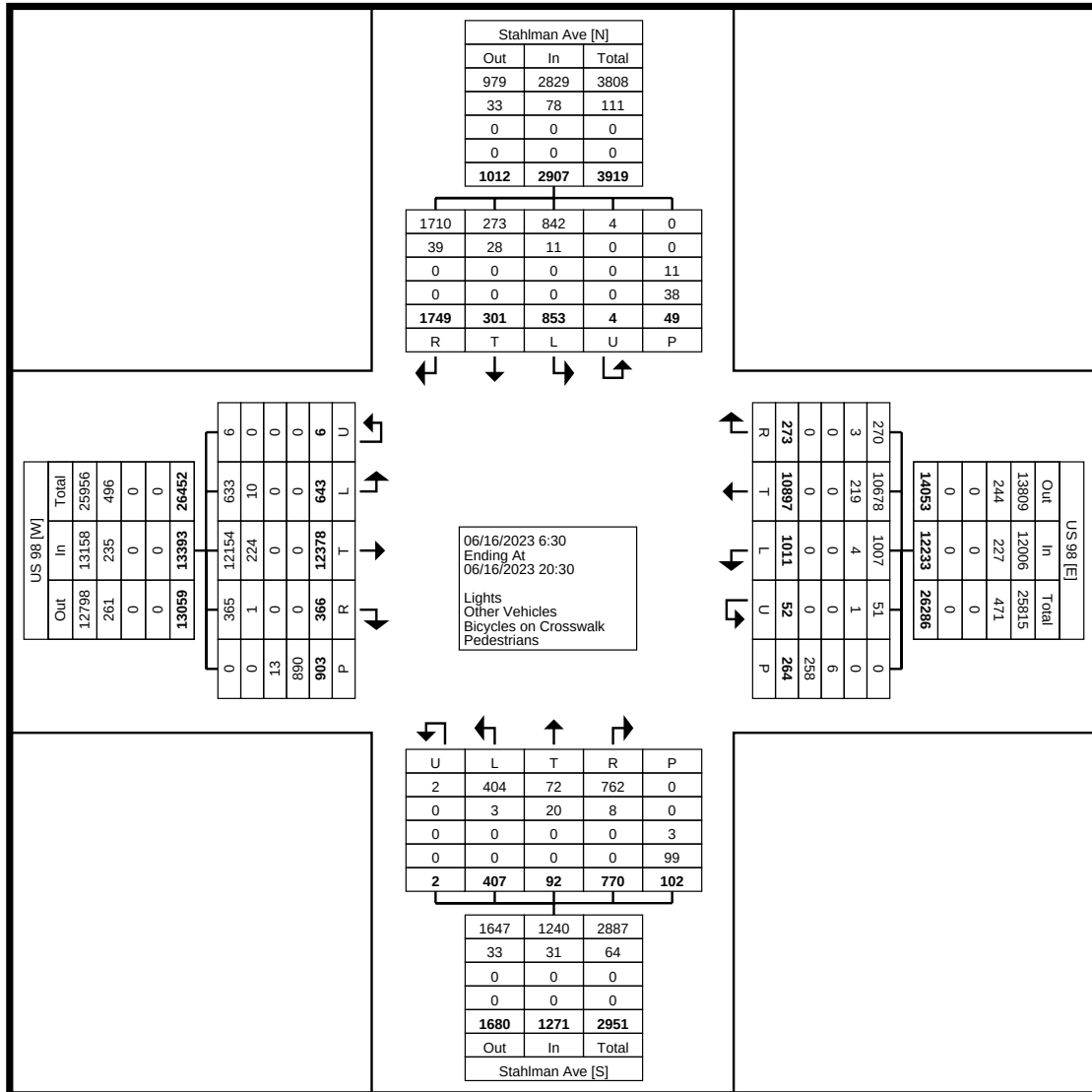
Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	9	348	2	0	359	0	1	151	4	5	156	0	4	0	3	0	7	0	6	1	7	0	14	536
6:45	0	15	354	1	0	370	1	6	217	4	2	228	0	6	0	4	2	10	0	5	1	9	0	15	623
Hourly Total	0	24	702	3	0	729	1	7	368	8	7	384	0	10	0	7	2	17	0	11	2	16	0	29	1159
7:00	0	13	333	4	26	350	0	2	217	7	0	226	0	6	1	5	0	12	0	8	1	9	0	18	606
7:15	0	13	376	4	5	393	0	3	191	11	8	205	0	5	2	6	5	13	0	4	1	17	0	22	633
7:30	0	10	400	4	1	414	0	13	213	2	2	228	0	6	1	9	0	16	0	9	3	15	1	27	685
7:45	0	20	410	4	30	434	0	16	226	7	6	249	0	4	3	5	0	12	0	12	3	15	0	30	725
Hourly Total	0	56	1519	16	62	1591	0	34	847	27	16	908	0	21	7	25	5	53	0	33	8	56	1	97	2649
8:00	0	18	361	3	2	382	0	16	254	6	12	276	0	7	0	7	1	14	0	23	2	16	0	41	713
8:15	0	21	415	3	3	439	2	9	256	9	2	276	0	9	2	7	1	18	0	21	4	24	0	49	782
8:30	0	12	408	4	6	424	0	13	273	5	2	291	0	4	0	18	1	22	0	7	0	16	1	23	760
8:45	0	15	330	3	9	348	0	23	198	1	6	222	0	12	1	16	1	29	0	16	5	23	1	44	643
Hourly Total	0	66	1514	13	20	1593	2	61	981	21	22	1065	0	32	3	48	4	83	0	67	11	79	2	157	2898
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	15	339	7	2	361	0	20	283	13	0	316	0	10	6	7	0	23	0	24	1	24	1	49	749
11:15	0	15	264	16	0	295	0	28	312	9	0	349	0	3	3	18	0	24	0	29	7	22	0	58	726
11:30	0	13	315	9	1	337	0	34	296	11	1	341	0	13	2	10	0	25	0	27	2	29	1	58	761
11:45	0	13	295	12	4	320	0	33	288	9	1	330	0	8	4	11	2	23	1	16	8	35	2	60	733
Hourly Total	0	56	1213	44	7	1313	0	115	1179	42	2	1336	0	34	15	46	2	95	1	96	18	110	4	225	2969
12:00	0	23	323	16	7	362	4	23	299	8	1	334	0	7	2	21	0	30	0	23	16	43	0	82	808
12:15	0	16	316	9	5	341	0	46	294	11	1	351	0	6	2	26	0	34	0	21	7	57	0	85	811
12:30	0	21	291	15	6	327	5	37	274	9	3	325	0	9	4	18	7	31	1	22	16	47	0	86	769
12:45	0	14	297	21	9	332	1	46	281	22	10	350	0	5	3	17	10	25	0	23	13	39	0	75	782
Hourly Total	0	74	1227	61	27	1362	10	152	1148	50	15	1360	0	27	11	82	17	120	1	89	52	186	0	328	3170
13:00	0	24	288	13	18	325	1	45	304	8	5	358	0	9	0	24	3	33	0	27	9	41	0	77	793
13:15	0	17	255	11	21	283	5	35	278	9	5	327	0	15	3	29	0	47	0	25	4	61	0	90	747
13:30	2	28	297	11	19	338	3	39	293	5	3	340	0	13	1	16	2	30	0	28	11	54	6	93	801
13:45	0	16	311	22	13	349	1	24	282	8	2	315	0	11	7	29	0	47	0	28	11	60	2	99	810
Hourly Total	2	85	1151	57	71	1295	10	143	1157	30	15	1340	0	48	11	98	5	157	0	108	35	216	8	359	3151
14:00	0	14	307	10	6	331	2	44	298	6	9	350	0	8	5	21	0	34	0	22	13	66	1	101	816
14:15	0	14	310	19	30	343	2	31	303	8	3	344	0	10	3	32	7	45	0	18	20	65	0	103	835
14:30	0	11	338	4	20	353	2	25	326	5	17	358	0	9	4	20	6	33	0	27	7	62	4	96	840
14:45	0	18	309	8	30	335	1	28	293	3	9	325	0	13	5	16	3	34	0	22	13	71	1	106	800
Hourly Total	0	57	1264	41	86	1362	7	128	1220	22	38	1377	0	40	17	89	16	146	0	89	53	264	6	406	3291
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	6	339	6	26	352	0	15	315	4	19	334	1	17	1	23	3	42	0	23	8	86	8	117	845
16:15	0	14	293	9	36	316	0	9	301	1	20	311	0	15	1	13	0	29	0	24	8	101	0	133	789
16:30	0	22	312	5	12	339	1	23	289	4	17	317	1	17	2	16	3	36	0	33	4	111	0	148	840
16:45	1	24	295	8	42	328	0	26	299	4	10	329	0	25	1	25	0	51	0	26	24	65	2	115	823
Hourly Total	2	66	1239	28	116	1335	1	73	1204	13	66	1291	2	74	5	77	6	158	0	106	44	363	10	513	3297
17:00	0	21	293	5	44	319	1	28	302	5	6	336	0	18	4	27	0	49	0	28	15	83	0	126	830
17:15	1	39	315	11	44	366	0	20	325	6	6	351	0	14	1	27	2	42	0	26	16	71	5	113	872
17:30	0	27	298	14	54	339	1	24	295	4	8	324	0	16	1	36	0	53	0	22	8	87	1	107	833
17:45	0	12	272	9	54	293	0	25	278	4	19	307	0	16	2	34	1	52	0	28	14	61	0	103	755
Hourly Total	1	99	1178	39	196	1317	2	97	1200	19	39	1318	0	64	8	124	3	196	0	104	53	302	6	459	3290
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	10	261	11	39	282	2	39	252	9	6	302	0	9	1	24	2	34	0	19	5	34	1	58	676
19:15	0	11	224	6	43	241	3	35	266	7	5	311	0	9	2	25	22	36	0	14	2	31	0	47	635
19:30	0	13	235	14	51	262	6	36	296	4	11	342	0	8	3	27	0	38	0	21	3	20	4	44	686
19:45	1	6	217	6	76	230	4	28	222	8	2	262	0	6	3	24	5	33	0	31	8	28	4	67	592
Hourly Total	1	40	937	37	209	1015	15	138	1036	28	24	1217	0	32	9	100	29	141	0	85	18	113	9	216	2589
20:00	0	7	204	13	65	224	1	29	279	6	17	315	0	7	2	35	10	44	2	34	4	22	3	62	645
20:15	0	13	230	14	44	257	3	34	278	7	3	322	0	18	4	39	3	61	0	31	3	22	0	56	696
Grand Total	6	643	12378	366	903	13393	52	1011	10897	273	264	12233	2	407	92	770	102	1271	4	853	301	1749	49	2907	29804
Approach %	0.0	4.8	92.4	2.7	-	-	0.4	8.3	89.1	2.2	-	-	0.2	32.0	7.2	60.6	-	-	0.1	29.3	10.4	60.2	-	-	-
Total %	0.0	2.2	41.5	1.2	-	44.9	0.2	3.4	36.6	0.9	-	41.0	0.0	1.4	0.3	2.6	-	4.3	0.0	2.9	1.0	5.9	-	9.8	-
Lights	6	633	12154	365	-	13158	51	1007	10678	270	-	12006	2	404	72	762	-	1240	4	842	273	1710	-	2829	29233
% Lights	100.0	98.4	98.2	99.7	-	98.2	98.1	99.6	98.0	98.9	-	98.1	100.0	99.3	78.3	99.0	-	97.6	100.0	98.7	90.7	97.8	-	97.3	98.1
Other Vehicles	0	10	224	1	-	235	1	4	219	3	-	227	0	3	20	8	-	31	0	11	28	39	-	78	571

% Other Vehicles	0.0	1.6	1.8	0.3	-	1.8	1.9	0.4	2.0	1.1	-	1.9	0.0	0.7	21.7	1.0	-	2.4	0.0	1.3	9.3	2.2	-	2.7	1.9
Bicycles on Crosswalk	-	-	-	-	13	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	11	-	-
% Bicycles on Crosswalk	-	-	-	-	1.4	-	-	-	-	-	2.3	-	-	-	-	-	2.9	-	-	-	-	-	22.4	-	-
Pedestrians	-	-	-	-	890	-	-	-	-	-	258	-	-	-	-	-	99	-	-	-	-	-	38	-	-
% Pedestrians	-	-	-	-	98.6	-	-	-	-	-	97.7	-	-	-	-	-	97.1	-	-	-	-	-	77.6	-	-

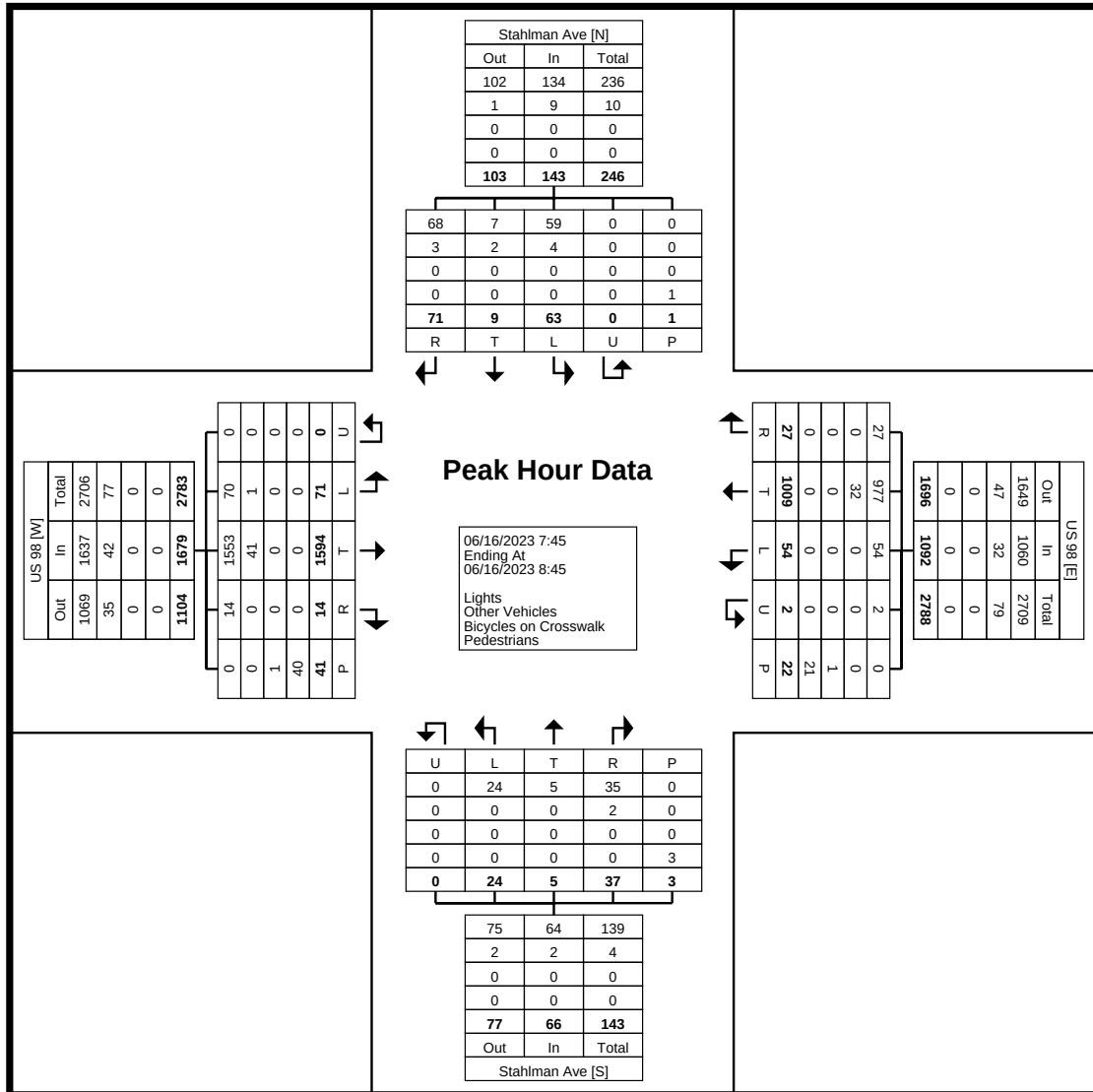
Count Name: US 98 at Stahlman
Ave - Fri
Site Code:
Start Date: 06/16/2023
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:45)

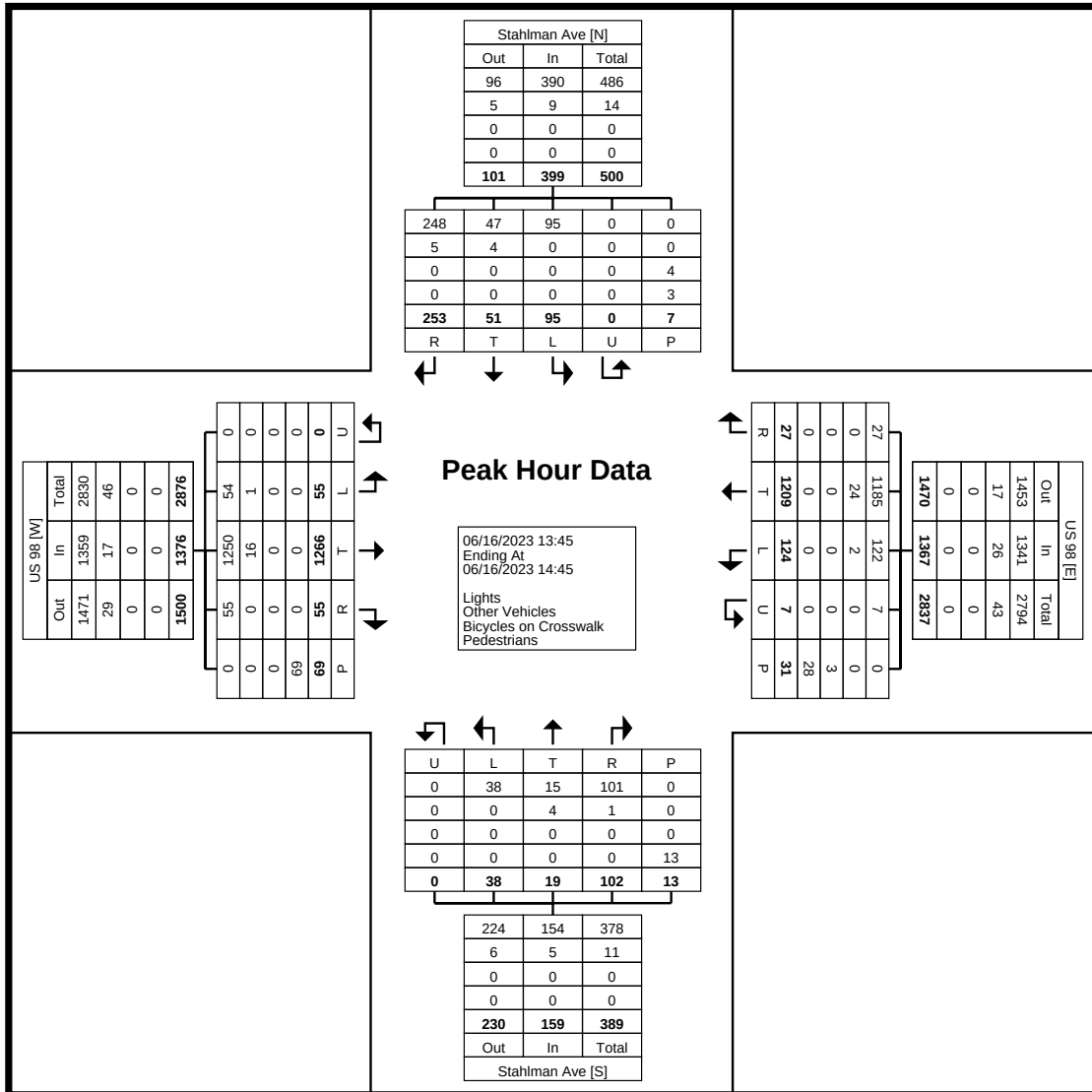
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45	0	20	410	4	30	434	0	16	226	7	6	249	0	4	3	5	0	12	0	12	3	15	0	30	725
8:00	0	18	361	3	2	382	0	16	254	6	12	276	0	7	0	7	1	14	0	23	2	16	0	41	713
8:15	0	21	415	3	3	439	2	9	256	9	2	276	0	9	2	7	1	18	0	21	4	24	0	49	782
8:30	0	12	408	4	6	424	0	13	273	5	2	291	0	4	0	18	1	22	0	7	0	16	1	23	760
Total	0	71	1594	14	41	1679	2	54	1009	27	22	1092	0	24	5	37	3	66	0	63	9	71	1	143	2980
Approach %	0.0	4.2	94.9	0.8	-	-	0.2	4.9	92.4	2.5	-	-	0.0	36.4	7.6	56.1	-	-	0.0	44.1	6.3	49.7	-	-	-
Total %	0.0	2.4	53.5	0.5	-	56.3	0.1	1.8	33.9	0.9	-	36.6	0.0	0.8	0.2	1.2	-	2.2	0.0	2.1	0.3	2.4	-	4.8	-
PHF	0.000	0.845	0.960	0.875	-	0.956	0.250	0.844	0.924	0.750	-	0.938	0.000	0.667	0.417	0.514	-	0.750	0.000	0.685	0.563	0.740	-	0.730	0.953
Lights	0	70	1553	14	-	1637	2	54	977	27	-	1060	0	24	5	35	-	64	0	59	7	68	-	134	2895
% Lights	-	98.6	97.4	100.0	-	97.5	100.0	100.0	96.8	100.0	-	97.1	-	100.0	100.0	94.6	-	97.0	-	93.7	77.8	95.8	-	93.7	97.1
Other Vehicles	0	1	41	0	-	42	0	0	32	0	-	32	0	0	0	2	-	2	0	4	2	3	-	9	85
% Other Vehicles	-	1.4	2.6	0.0	-	2.5	0.0	0.0	3.2	0.0	-	2.9	-	0.0	0.0	5.4	-	3.0	-	6.3	22.2	4.2	-	6.3	2.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	2.4	-	-	-	-	-	4.5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	40	-	-	-	-	-	21	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	97.6	-	-	-	-	-	95.5	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (7:45)

Turning Movement Peak Hour Data (13:45)

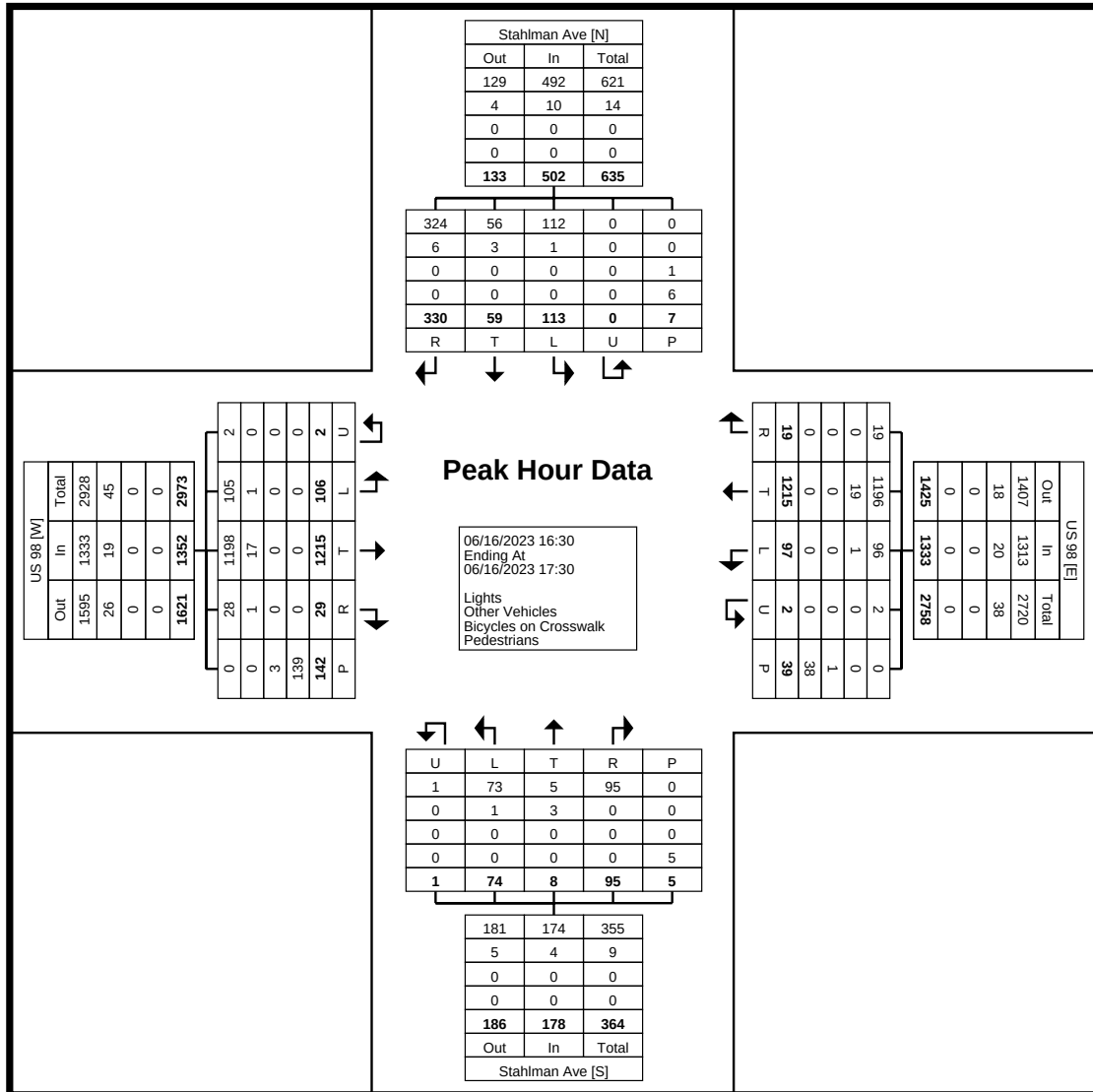
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:45	0	16	311	22	13	349	1	24	282	8	2	315	0	11	7	29	0	47	0	28	11	60	2	99	810
14:00	0	14	307	10	6	331	2	44	298	6	9	350	0	8	5	21	0	34	0	22	13	66	1	101	816
14:15	0	14	310	19	30	343	2	31	303	8	3	344	0	10	3	32	7	45	0	18	20	65	0	103	835
14:30	0	11	338	4	20	353	2	25	326	5	17	358	0	9	4	20	6	33	0	27	7	62	4	96	840
Total	0	55	1266	55	69	1376	7	124	1209	27	31	1367	0	38	19	102	13	159	0	95	51	253	7	399	3301
Approach %	0.0	4.0	92.0	4.0	-	-	0.5	9.1	88.4	2.0	-	-	0.0	23.9	11.9	64.2	-	-	0.0	23.8	12.8	63.4	-	-	-
Total %	0.0	1.7	38.4	1.7	-	41.7	0.2	3.8	36.6	0.8	-	41.4	0.0	1.2	0.6	3.1	-	4.8	0.0	2.9	1.5	7.7	-	12.1	-
PHF	0.000	0.859	0.936	0.625	-	0.975	0.875	0.705	0.927	0.844	-	0.955	0.000	0.864	0.679	0.797	-	0.846	0.000	0.848	0.638	0.958	-	0.968	0.982
Lights	0	54	1250	55	-	1359	7	122	1185	27	-	1341	0	38	15	101	-	154	0	95	47	248	-	390	3244
% Lights	-	98.2	98.7	100.0	-	98.8	100.0	98.4	98.0	100.0	-	98.1	-	100.0	78.9	99.0	-	96.9	-	100.0	92.2	98.0	-	97.7	98.3
Other Vehicles	0	1	16	0	-	17	0	2	24	0	-	26	0	0	4	1	-	5	0	0	4	5	-	9	57
% Other Vehicles	-	1.8	1.3	0.0	-	1.2	0.0	1.6	2.0	0.0	-	1.9	-	0.0	21.1	1.0	-	3.1	-	0.0	7.8	2.0	-	2.3	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	9.7	-	-	-	-	-	0.0	-	-	-	-	-	57.1	-	-
Pedestrians	-	-	-	-	69	-	-	-	-	-	28	-	-	-	-	-	13	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	90.3	-	-	-	-	-	100.0	-	-	-	-	-	42.9	-	-



Turning Movement Peak Hour Data Plot (13:45)

Turning Movement Peak Hour Data (16:30)

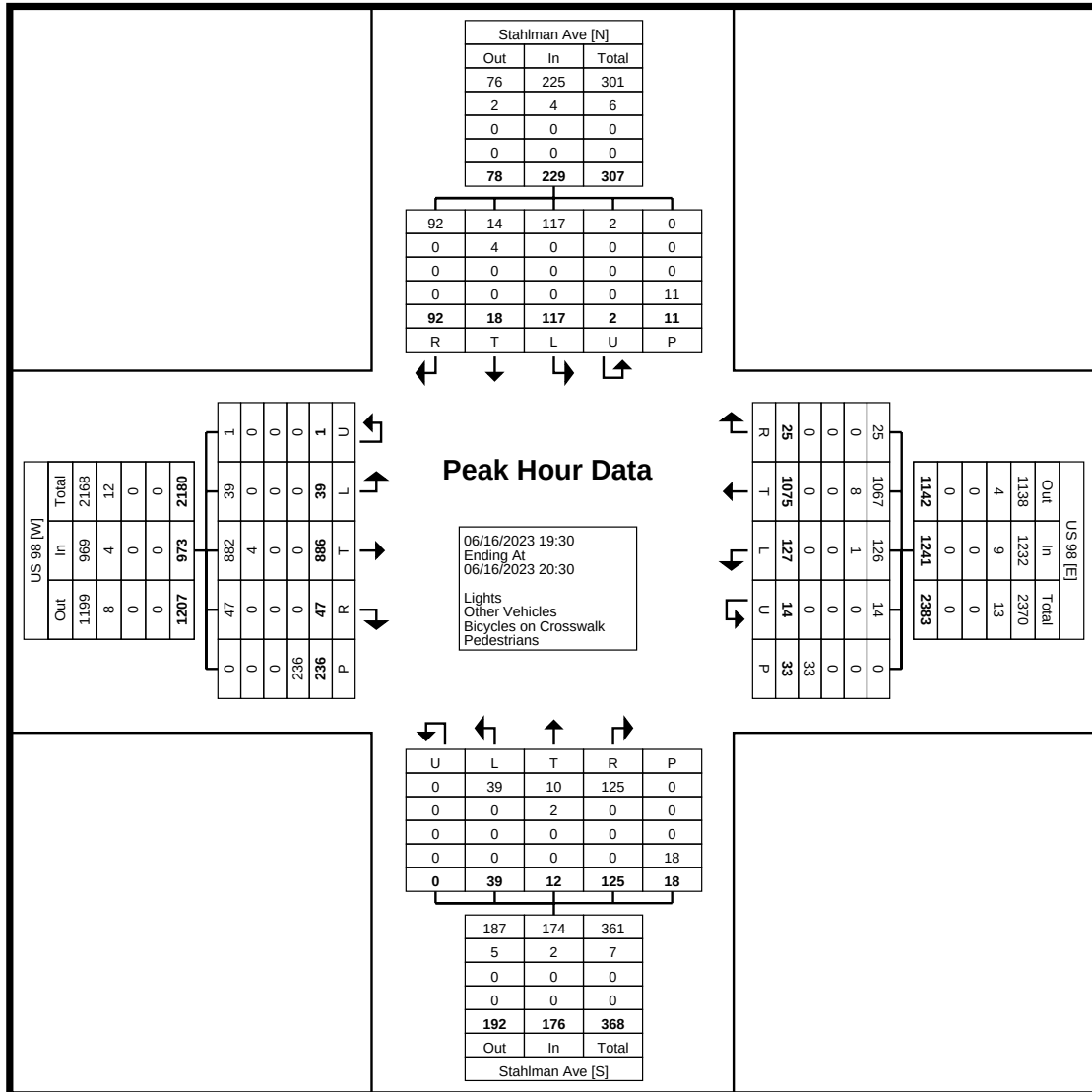
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	0	22	312	5	12	339	1	23	289	4	17	317	1	17	2	16	3	36	0	33	4	111	0	148	840
16:45	1	24	295	8	42	328	0	26	299	4	10	329	0	25	1	25	0	51	0	26	24	65	2	115	823
17:00	0	21	293	5	44	319	1	28	302	5	6	336	0	18	4	27	0	49	0	28	15	83	0	126	830
17:15	1	39	315	11	44	366	0	20	325	6	6	351	0	14	1	27	2	42	0	26	16	71	5	113	872
Total	2	106	1215	29	142	1352	2	97	1215	19	39	1333	1	74	8	95	5	178	0	113	59	330	7	502	3365
Approach %	0.1	7.8	89.9	2.1	-	-	0.2	7.3	91.1	1.4	-	-	0.6	41.6	4.5	53.4	-	-	0.0	22.5	11.8	65.7	-	-	-
Total %	0.1	3.2	36.1	0.9	-	40.2	0.1	2.9	36.1	0.6	-	39.6	0.0	2.2	0.2	2.8	-	5.3	0.0	3.4	1.8	9.8	-	14.9	-
PHF	0.500	0.679	0.964	0.659	-	0.923	0.500	0.866	0.935	0.792	-	0.949	0.250	0.740	0.500	0.880	-	0.873	0.000	0.856	0.615	0.743	-	0.848	0.965
Lights	2	105	1198	28	-	1333	2	96	1196	19	-	1313	1	73	5	95	-	174	0	112	56	324	-	492	3312
% Lights	100.0	99.1	98.6	96.6	-	98.6	100.0	99.0	98.4	100.0	-	98.5	100.0	98.6	62.5	100.0	-	97.8	-	99.1	94.9	98.2	-	98.0	98.4
Other Vehicles	0	1	17	1	-	19	0	1	19	0	-	20	0	1	3	0	-	4	0	1	3	6	-	10	53
% Other Vehicles	0.0	0.9	1.4	3.4	-	1.4	0.0	1.0	1.6	0.0	-	1.5	0.0	1.4	37.5	0.0	-	2.2	-	0.9	5.1	1.8	-	2.0	1.6
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	2.1	-	-	-	-	-	2.6	-	-	-	-	-	0.0	-	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	-	139	-	-	-	-	-	38	-	-	-	-	-	5	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	97.9	-	-	-	-	-	97.4	-	-	-	-	-	100.0	-	-	-	-	-	85.7	-	-



Turning Movement Peak Hour Data Plot (16:30)

Turning Movement Peak Hour Data (19:30)

Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:30	0	13	235	14	51	262	6	36	296	4	11	342	0	8	3	27	0	38	0	21	3	20	4	44	686
19:45	1	6	217	6	76	230	4	28	222	8	2	262	0	6	3	24	5	33	0	31	8	28	4	67	592
20:00	0	7	204	13	65	224	1	29	279	6	17	315	0	7	2	35	10	44	2	34	4	22	3	62	645
20:15	0	13	230	14	44	257	3	34	278	7	3	322	0	18	4	39	3	61	0	31	3	22	0	56	696
Total	1	39	886	47	236	973	14	127	1075	25	33	1241	0	39	12	125	18	176	2	117	18	92	11	229	2619
Approach %	0.1	4.0	91.1	4.8	-	-	1.1	10.2	86.6	2.0	-	-	0.0	22.2	6.8	71.0	-	-	0.9	51.1	7.9	40.2	-	-	-
Total %	0.0	1.5	33.8	1.8	-	37.2	0.5	4.8	41.0	1.0	-	47.4	0.0	1.5	0.5	4.8	-	6.7	0.1	4.5	0.7	3.5	-	8.7	-
PHF	0.250	0.750	0.943	0.839	-	0.928	0.583	0.882	0.908	0.781	-	0.907	0.000	0.542	0.750	0.801	-	0.721	0.250	0.860	0.563	0.821	-	0.854	0.941
Lights	1	39	882	47	-	969	14	126	1067	25	-	1232	0	39	10	125	-	174	2	117	14	92	-	225	2600
% Lights	100.0	100.0	99.5	100.0	-	99.6	100.0	99.2	99.3	100.0	-	99.3	-	100.0	83.3	100.0	-	98.9	100.0	100.0	77.8	100.0	-	98.3	99.3
Other Vehicles	0	0	4	0	-	4	0	1	8	0	-	9	0	0	2	0	-	2	0	0	4	0	-	4	19
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.4	0.0	0.8	0.7	0.0	-	0.7	-	0.0	16.7	0.0	-	1.1	0.0	0.0	22.2	0.0	-	1.7	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	236	-	-	-	-	-	33	-	-	-	-	-	18	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

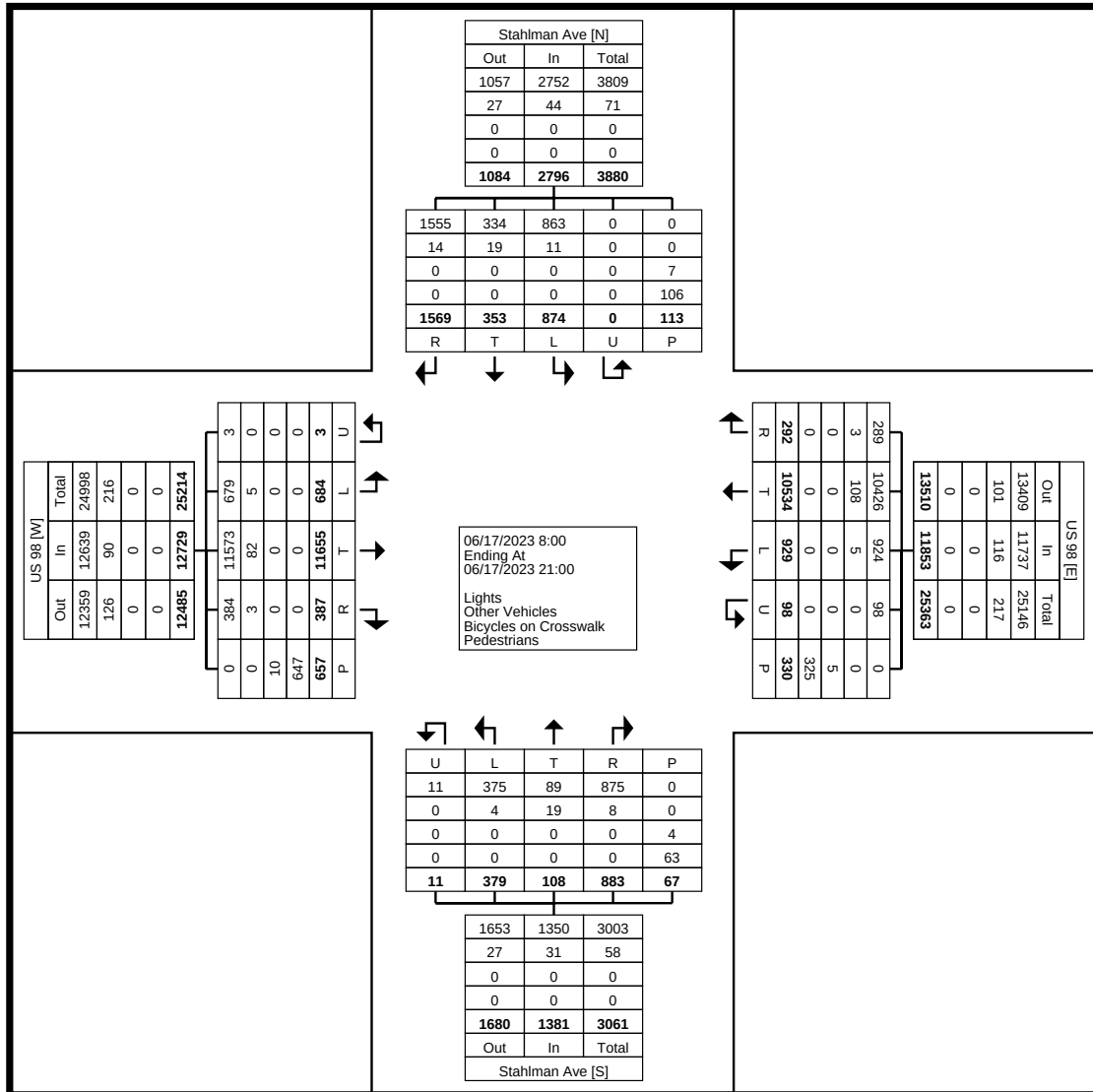


Turning Movement Peak Hour Data Plot (19:30)

Turning Movement Data

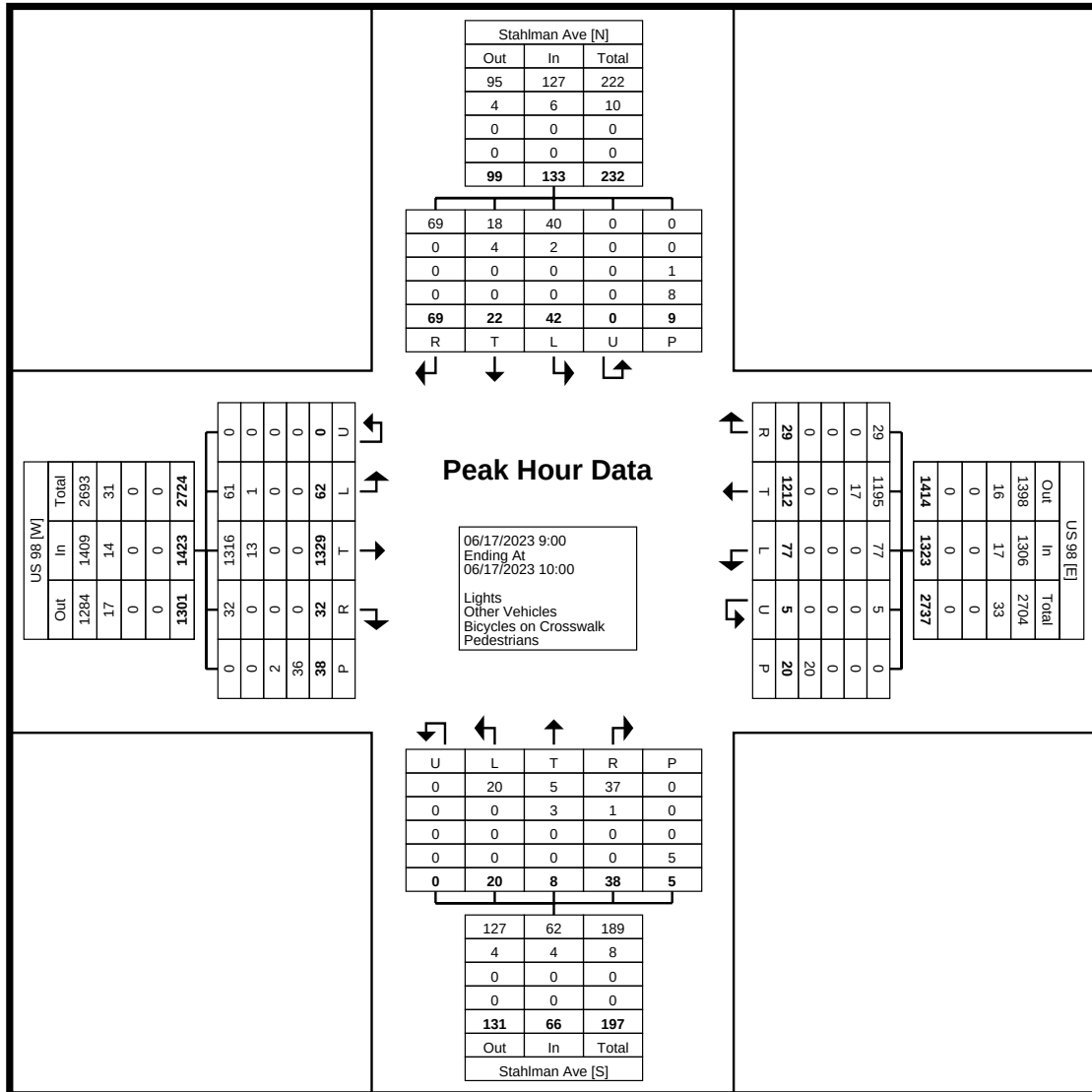
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	12	327	1	1	340	3	18	174	5	6	200	0	4	0	4	1	8	0	3	3	4	1	10	558
8:15	0	13	336	3	2	352	7	15	183	7	3	212	0	5	2	3	0	10	0	11	5	9	0	25	599
8:30	0	14	366	3	2	383	0	9	230	11	2	250	1	6	1	9	0	17	0	17	4	13	1	34	684
8:45	0	13	352	3	5	368	2	20	219	11	2	252	0	10	0	7	0	17	0	11	6	19	2	36	673
Hourly Total	0	52	1381	10	10	1443	12	62	806	34	13	914	1	25	3	23	1	52	0	42	18	45	4	105	2514
9:00	0	10	321	7	8	338	0	16	278	9	9	303	0	4	2	11	3	17	0	8	3	13	4	24	682
9:15	0	18	333	5	5	356	0	16	290	5	3	311	0	5	2	7	0	14	0	7	1	18	3	26	707
9:30	0	17	355	12	15	384	5	19	324	6	3	354	0	5	2	10	0	17	0	15	10	19	1	44	799
9:45	0	17	320	8	10	345	0	26	320	9	5	355	0	6	2	10	2	18	0	12	8	19	1	39	757
Hourly Total	0	62	1329	32	38	1423	5	77	1212	29	20	1323	0	20	8	38	5	66	0	42	22	69	9	133	2945
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	7	290	12	16	309	8	38	286	9	3	341	0	10	1	20	1	31	0	15	9	34	2	58	739
11:15	0	16	330	20	19	366	5	36	305	11	9	357	0	4	4	16	0	24	0	21	4	24	1	49	796
11:30	0	19	327	15	5	361	5	25	289	2	17	321	0	9	7	18	1	34	0	20	4	19	5	43	759
11:45	0	9	345	12	27	366	1	35	292	10	4	338	0	8	6	18	1	32	0	21	4	21	2	46	782
Hourly Total	0	51	1292	59	67	1402	19	134	1172	32	33	1357	0	31	18	72	3	121	0	77	21	98	10	196	3076
12:00	0	20	329	6	17	355	2	23	252	12	4	289	0	15	3	17	0	35	0	20	4	21	0	45	724
12:15	0	20	293	7	6	320	3	38	271	10	4	322	0	4	2	18	0	24	0	25	5	20	2	50	716
12:30	0	17	305	15	20	337	3	28	279	5	16	315	0	13	9	21	5	43	0	26	9	26	2	61	756
12:45	0	17	287	20	20	324	0	39	281	8	9	328	1	5	0	31	0	37	0	22	7	14	0	43	732
Hourly Total	0	74	1214	48	63	1336	8	128	1083	35	33	1254	1	37	14	87	5	139	0	93	25	81	4	199	2928
13:00	0	16	303	12	21	331	3	34	312	5	19	354	0	10	3	22	2	35	0	32	4	31	1	67	787
13:15	0	21	285	18	10	324	4	34	297	8	9	343	0	12	7	32	0	51	0	22	11	41	0	74	792
13:30	0	22	314	14	17	350	4	21	306	11	4	342	0	11	3	28	5	42	0	27	11	38	0	76	810
13:45	0	21	279	12	18	312	2	31	245	9	13	287	0	16	2	21	2	39	0	20	8	29	8	57	695
Hourly Total	0	80	1181	56	66	1317	13	120	1160	33	45	1326	0	49	15	103	9	167	0	101	34	139	9	274	3084
14:00	0	13	311	16	10	340	1	34	294	12	12	341	1	11	2	29	4	43	0	26	8	47	0	81	805
14:15	1	21	300	16	28	338	3	29	288	16	3	336	0	10	3	27	4	40	0	28	3	35	0	66	780
14:30	0	11	334	7	11	352	1	37	334	4	1	376	3	9	2	23	1	37	0	24	10	35	0	69	834
14:45	0	23	310	8	20	341	1	19	303	9	19	332	4	10	4	20	0	38	0	26	8	29	2	63	774
Hourly Total	1	68	1255	47	69	1371	6	119	1219	41	35	1385	8	40	11	99	9	158	0	104	29	146	2	279	3193
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	28	231	7	2	266	2	14	268	4	7	288	0	15	6	54	0	75	0	26	7	96	1	129	758
16:15	0	32	228	6	8	266	4	9	244	8	0	265	0	15	6	43	1	64	0	14	17	95	3	126	721
16:30	1	28	217	7	9	253	1	11	292	6	0	310	0	10	1	19	1	30	0	25	9	88	0	122	715
16:45	0	28	281	9	19	318	1	9	134	3	7	147	0	13	4	26	0	43	0	22	11	61	0	94	602
Hourly Total	1	116	957	29	38	1103	8	43	938	21	14	1010	0	53	17	142	2	212	0	87	44	340	4	471	2796
17:00	0	31	269	5	14	305	0	10	182	5	8	197	0	10	6	27	1	43	0	29	13	76	2	118	663
17:15	0	18	295	3	24	316	2	7	142	2	13	153	0	13	2	24	4	39	0	26	16	61	12	103	611
17:30	0	20	261	8	13	289	2	8	225	3	2	238	0	9	5	21	5	35	0	27	19	73	5	119	681
17:45	1	23	288	12	25	324	6	19	274	3	4	302	1	8	1	19	2	29	0	32	30	62	2	124	779
Hourly Total	1	92	1113	28	76	1234	10	44	823	13	27	890	1	40	14	91	12	146	0	114	78	272	21	464	2734
18:00	0	21	293	9	10	323	0	22	263	2	3	287	0	11	0	32	0	43	0	35	18	89	0	142	795
18:15	0	18	326	8	18	352	2	17	296	9	10	324	0	9	3	25	2	37	0	38	24	92	2	154	867
18:30	0	15	309	5	33	329	1	21	318	5	16	345	0	6	1	20	6	27	0	14	11	81	10	106	807
18:45	0	9	262	16	46	287	0	26	306	4	7	336	0	13	1	22	2	36	0	31	12	53	0	96	755
Hourly Total	0	63	1190	38	107	1291	3	86	1183	20	36	1292	0	39	5	99	10	143	0	118	65	315	12	498	3224
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	0	4	196	6	20	206	1	31	244	9	15	285	0	17	2	37	11	56	0	20	7	15	11	42	589
20:15	0	8	166	17	35	191	2	28	239	11	16	280	0	9	0	38	0	47	0	29	5	15	9	49	567
20:30	0	5	197	6	36	208	4	30	236	6	20	276	0	6	0	37	0	43	0	15	2	15	10	32	559
20:45	0	9	184	11	32	204	7	27	219	8	23	261	0	13	1	17	0	31	0	32	3	19	8	54	550
Hourly Total	0	26	743	40	123	809	14	116	938	34	74	1102	0	45	3	129	11	177	0	96	17	64	38	177	2265
Grand Total	3	684	11655	387	657	12729	98	929	10534	292	330	11853	11	379	108	883	67	1381	0	874	353	1569	113	2796	28759
Approach %	0.0	5.4	91.6	3.0	-	-	0.8	7.8	88.9	2.5	-	-	0.8	27.4	7.8	63.9	-	-	0.0	31.3	12.6	56.1	-	-	-
Total %	0.0	2.4	40.5	1.3	-	44.3	0.3	3.2	36.6	1.0	-	41.2	0.0	1.3	0.4	3.1	-	4.8	0.0	3.0	1.2	5.5	-	9.7	-
Lights	3	679	11573	384	-	12639	98	924	10426	289	-	11737	11	375	89	875	-	1350	0	863	334	1555	-	2752	28478
% Lights	100.0	99.3	99.3	99.2	-	99.3	100.0	99.5	99.0	99.0	-	99.0	100.0	98.9	82.4	99.1	-	97.8	-	98.7	94.6	99.1	-	98.4	99.0
Other Vehicles	0	5	82	3	-	90	0	5	108	3	-	116	0	4	19	8	-	31	0	11	19	14	-	44	281

% Other Vehicles	0.0	0.7	0.7	0.8	-	0.7	0.0	0.5	1.0	1.0	-	1.0	0.0	1.1	17.6	0.9	-	2.2	-	1.3	5.4	0.9	-	1.6	1.0
Bicycles on Crosswalk	-	-	-	-	10	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	1.5	-	-	-	-	-	1.5	-	-	-	-	-	6.0	-	-	-	-	-	6.2	-	-
Pedestrians	-	-	-	-	647	-	-	-	-	-	325	-	-	-	-	-	63	-	-	-	-	-	106	-	-
% Pedestrians	-	-	-	-	98.5	-	-	-	-	-	98.5	-	-	-	-	-	94.0	-	-	-	-	-	93.8	-	-



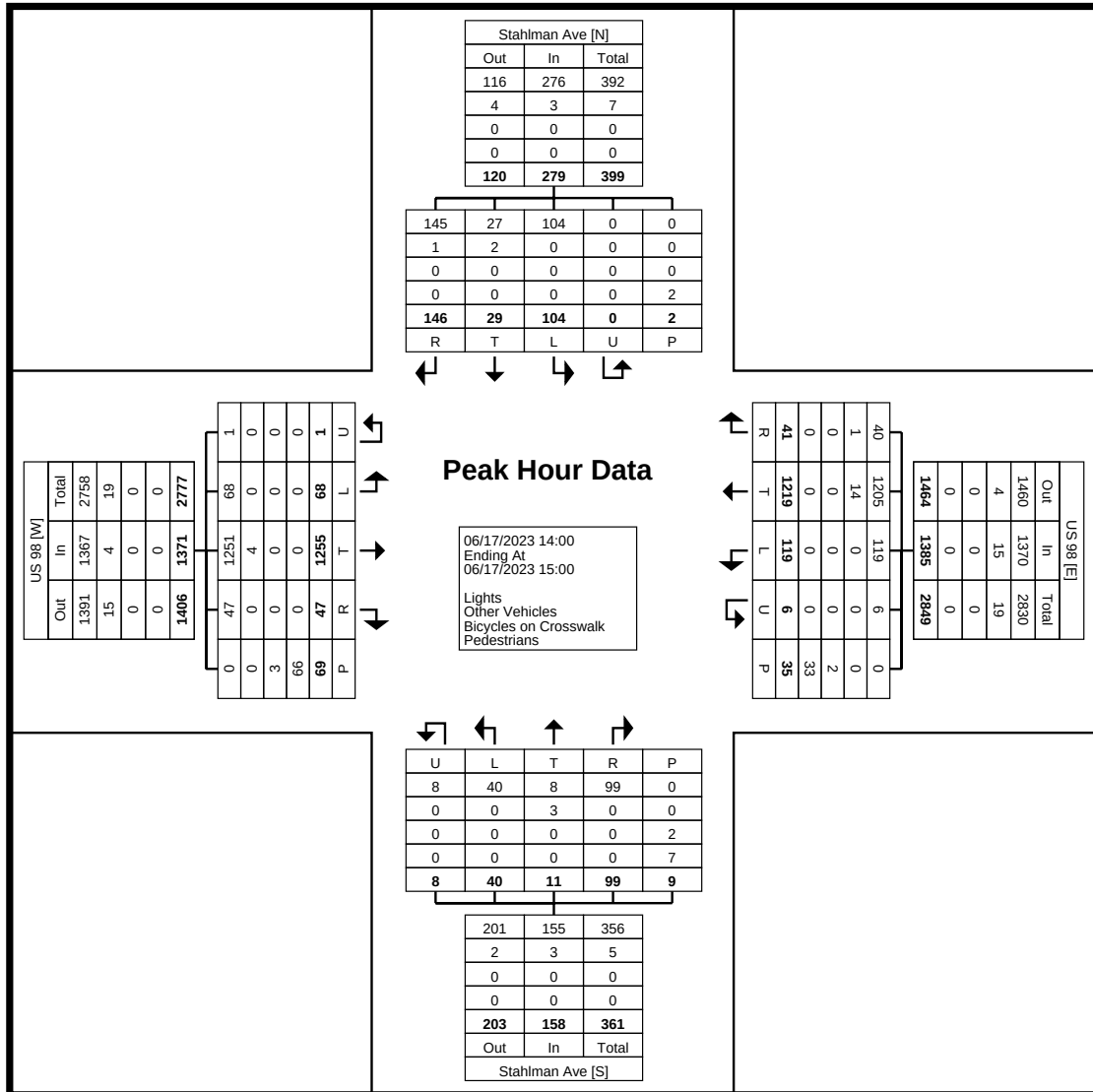
Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	0	10	321	7	8	338	0	16	278	9	9	303	0	4	2	11	3	17	0	8	3	13	4	24	682
9:15	0	18	333	5	5	356	0	16	290	5	3	311	0	5	2	7	0	14	0	7	1	18	3	26	707
9:30	0	17	355	12	15	384	5	19	324	6	3	354	0	5	2	10	0	17	0	15	10	19	1	44	799
9:45	0	17	320	8	10	345	0	26	320	9	5	355	0	6	2	10	2	18	0	12	8	19	1	39	757
Total	0	62	1329	32	38	1423	5	77	1212	29	20	1323	0	20	8	38	5	66	0	42	22	69	9	133	2945
Approach %	0.0	4.4	93.4	2.2	-	-	0.4	5.8	91.6	2.2	-	-	0.0	30.3	12.1	57.6	-	-	0.0	31.6	16.5	51.9	-	-	-
Total %	0.0	2.1	45.1	1.1	-	48.3	0.2	2.6	41.2	1.0	-	44.9	0.0	0.7	0.3	1.3	-	2.2	0.0	1.4	0.7	2.3	-	4.5	-
PHF	0.000	0.861	0.936	0.667	-	0.926	0.250	0.740	0.935	0.806	-	0.932	0.000	0.833	1.000	0.864	-	0.917	0.000	0.700	0.550	0.908	-	0.756	0.921
Lights	0	61	1316	32	-	1409	5	77	1195	29	-	1306	0	20	5	37	-	62	0	40	18	69	-	127	2904
% Lights	-	98.4	99.0	100.0	-	99.0	100.0	100.0	98.6	100.0	-	98.7	-	100.0	62.5	97.4	-	93.9	-	95.2	81.8	100.0	-	95.5	98.6
Other Vehicles	0	1	13	0	-	14	0	0	17	0	-	17	0	0	3	1	-	4	0	2	4	0	-	6	41
% Other Vehicles	-	1.6	1.0	0.0	-	1.0	0.0	0.0	1.4	0.0	-	1.3	-	0.0	37.5	2.6	-	6.1	-	4.8	18.2	0.0	-	4.5	1.4
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	5.3	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	-	36	-	-	-	-	-	20	-	-	-	-	-	5	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	94.7	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-



Turning Movement Peak Hour Data (14:00)

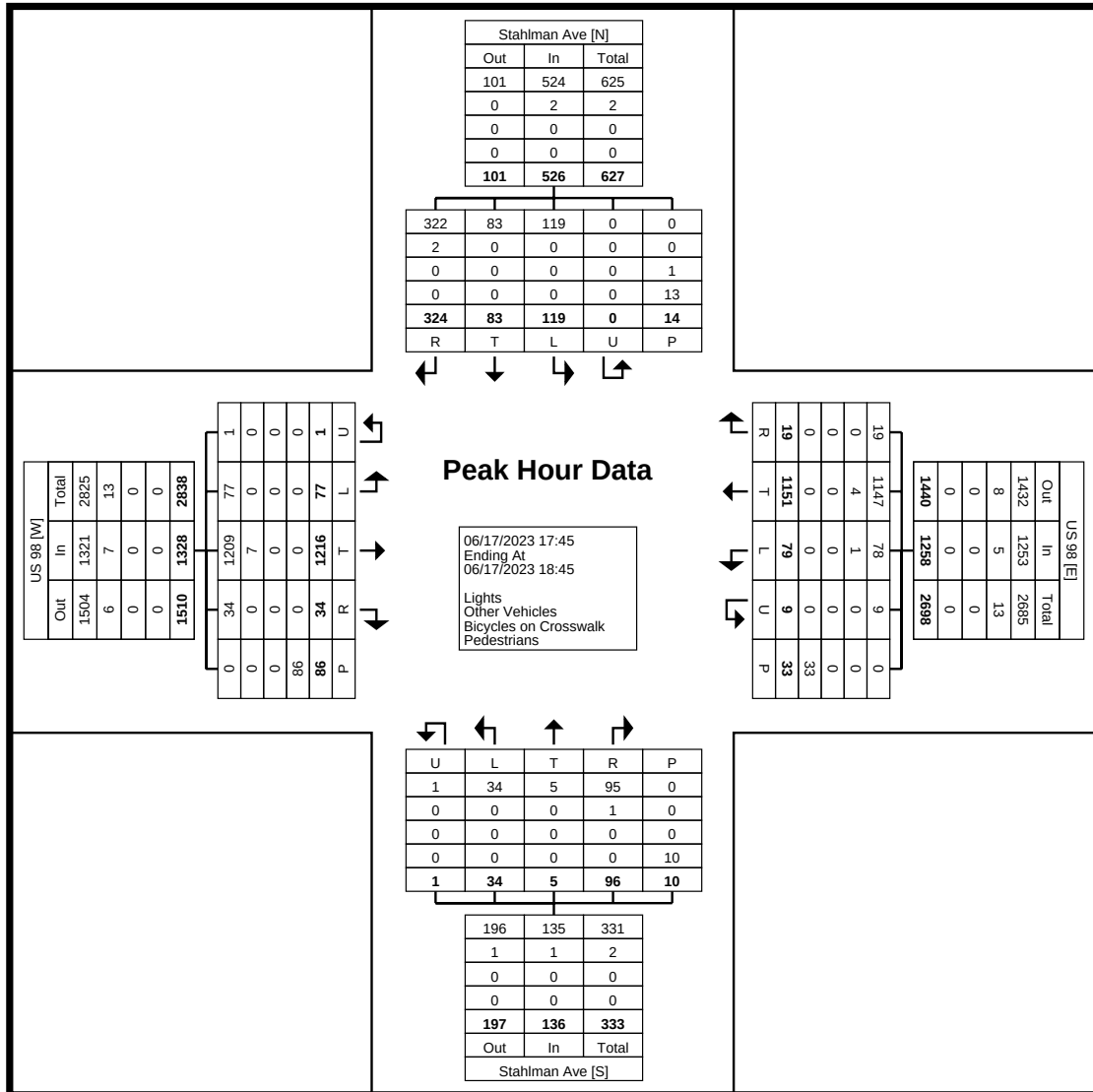
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	13	311	16	10	340	1	34	294	12	12	341	1	11	2	29	4	43	0	26	8	47	0	81	805
14:15	1	21	300	16	28	338	3	29	288	16	3	336	0	10	3	27	4	40	0	28	3	35	0	66	780
14:30	0	11	334	7	11	352	1	37	334	4	1	376	3	9	2	23	1	37	0	24	10	35	0	69	834
14:45	0	23	310	8	20	341	1	19	303	9	19	332	4	10	4	20	0	38	0	26	8	29	2	63	774
Total	1	68	1255	47	69	1371	6	119	1219	41	35	1385	8	40	11	99	9	158	0	104	29	146	2	279	3193
Approach %	0.1	5.0	91.5	3.4	-	-	0.4	8.6	88.0	3.0	-	-	5.1	25.3	7.0	62.7	-	-	0.0	37.3	10.4	52.3	-	-	-
Total %	0.0	2.1	39.3	1.5	-	42.9	0.2	3.7	38.2	1.3	-	43.4	0.3	1.3	0.3	3.1	-	4.9	0.0	3.3	0.9	4.6	-	8.7	-
PHF	0.250	0.739	0.939	0.734	-	0.974	0.500	0.804	0.912	0.641	-	0.921	0.500	0.909	0.688	0.853	-	0.919	0.000	0.929	0.725	0.777	-	0.861	0.957
Lights	1	68	1251	47	-	1367	6	119	1205	40	-	1370	8	40	8	99	-	155	0	104	27	145	-	276	3168
% Lights	100.0	100.0	99.7	100.0	-	99.7	100.0	100.0	98.9	97.6	-	98.9	100.0	100.0	72.7	100.0	-	98.1	-	100.0	93.1	99.3	-	98.9	99.2
Other Vehicles	0	0	4	0	-	4	0	0	14	1	-	15	0	0	3	0	-	3	0	0	2	1	-	3	25
% Other Vehicles	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	1.1	2.4	-	1.1	0.0	0.0	27.3	0.0	-	1.9	-	0.0	6.9	0.7	-	1.1	0.8
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	4.3	-	-	-	-	-	5.7	-	-	-	-	-	22.2	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	66	-	-	-	-	-	33	-	-	-	-	-	7	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	95.7	-	-	-	-	-	94.3	-	-	-	-	-	77.8	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (14:00)

Turning Movement Peak Hour Data (17:45)

Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:45	1	23	288	12	25	324	6	19	274	3	4	302	1	8	1	19	2	29	0	32	30	62	2	124	779
18:00	0	21	293	9	10	323	0	22	263	2	3	287	0	11	0	32	0	43	0	35	18	89	0	142	795
18:15	0	18	326	8	18	352	2	17	296	9	10	324	0	9	3	25	2	37	0	38	24	92	2	154	867
18:30	0	15	309	5	33	329	1	21	318	5	16	345	0	6	1	20	6	27	0	14	11	81	10	106	807
Total	1	77	1216	34	86	1328	9	79	1151	19	33	1258	1	34	5	96	10	136	0	119	83	324	14	526	3248
Approach %	0.1	5.8	91.6	2.6	-	-	0.7	6.3	91.5	1.5	-	-	0.7	25.0	3.7	70.6	-	-	0.0	22.6	15.8	61.6	-	-	-
Total %	0.0	2.4	37.4	1.0	-	40.9	0.3	2.4	35.4	0.6	-	38.7	0.0	1.0	0.2	3.0	-	4.2	0.0	3.7	2.6	10.0	-	16.2	-
PHF	0.250	0.837	0.933	0.708	-	0.943	0.375	0.898	0.905	0.528	-	0.912	0.250	0.773	0.417	0.750	-	0.791	0.000	0.783	0.692	0.880	-	0.854	0.937
Lights	1	77	1209	34	-	1321	9	78	1147	19	-	1253	1	34	5	95	-	135	0	119	83	322	-	524	3233
% Lights	100.0	100.0	99.4	100.0	-	99.5	100.0	98.7	99.7	100.0	-	99.6	100.0	100.0	100.0	99.0	-	99.3	-	100.0	100.0	99.4	-	99.6	99.5
Other Vehicles	0	0	7	0	-	7	0	1	4	0	-	5	0	0	0	1	-	1	0	0	0	2	-	2	15
% Other Vehicles	0.0	0.0	0.6	0.0	-	0.5	0.0	1.3	0.3	0.0	-	0.4	0.0	0.0	0.0	1.0	-	0.7	-	0.0	0.0	0.6	-	0.4	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	7.1	-	-
Pedestrians	-	-	-	-	86	-	-	-	-	-	33	-	-	-	-	-	10	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	92.9	-	-



Turning Movement Peak Hour Data Plot (17:45)

Turning Movement Peak Hour Data (20:00)

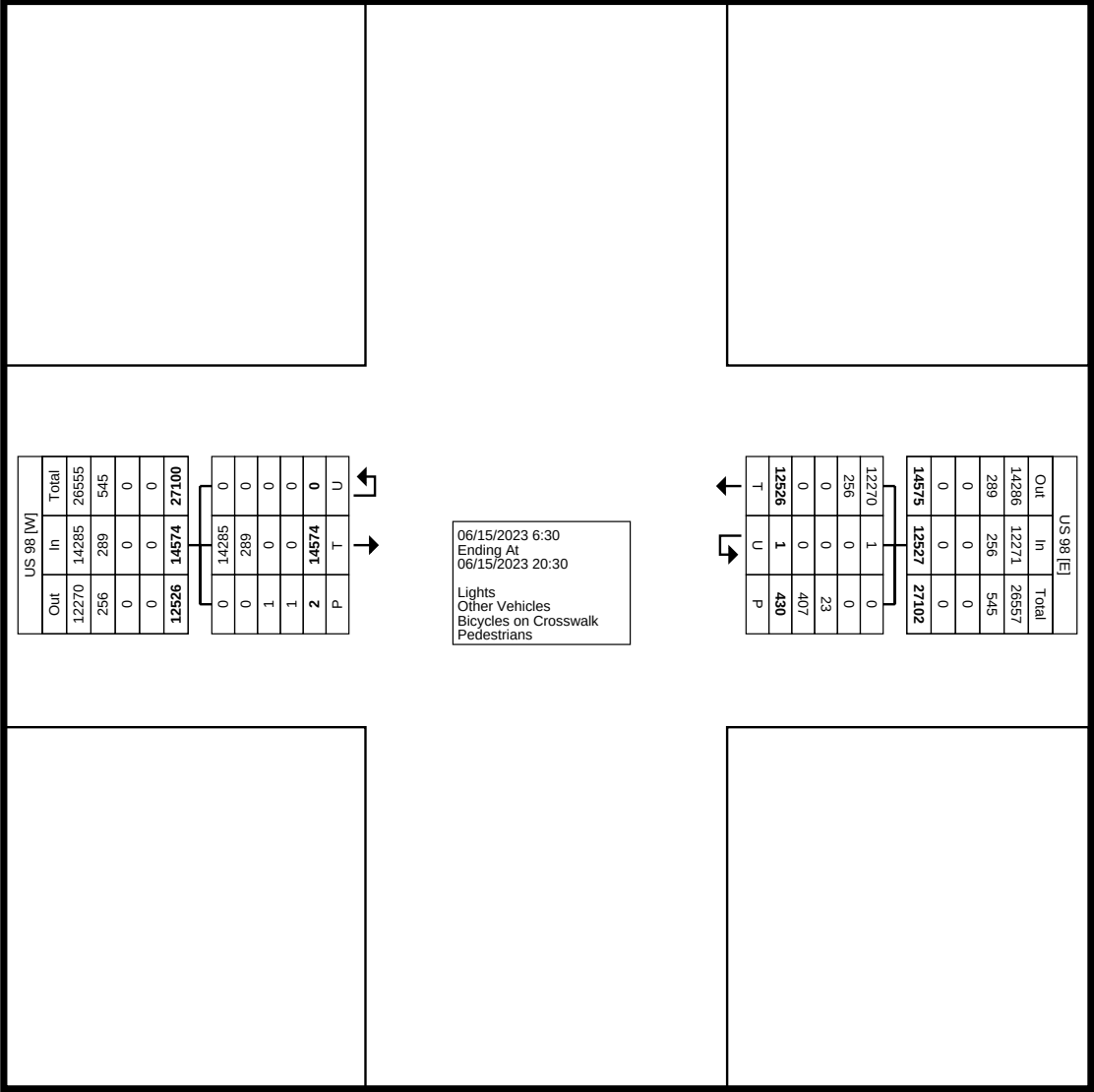
Start Time	US 98 Eastbound						US 98 Westbound						Stahlman Ave Northbound						Stahlman Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	0	4	196	6	20	206	1	31	244	9	15	285	0	17	2	37	11	56	0	20	7	15	11	42	589
20:15	0	8	166	17	35	191	2	28	239	11	16	280	0	9	0	38	0	47	0	29	5	15	9	49	567
20:30	0	5	197	6	36	208	4	30	236	6	20	276	0	6	0	37	0	43	0	15	2	15	10	32	559
20:45	0	9	184	11	32	204	7	27	219	8	23	261	0	13	1	17	0	31	0	32	3	19	8	54	550
Total	0	26	743	40	123	809	14	116	938	34	74	1102	0	45	3	129	11	177	0	96	17	64	38	177	2265
Approach %	0.0	3.2	91.8	4.9	-	-	1.3	10.5	85.1	3.1	-	-	0.0	25.4	1.7	72.9	-	-	0.0	54.2	9.6	36.2	-	-	-
Total %	0.0	1.1	32.8	1.8	-	35.7	0.6	5.1	41.4	1.5	-	48.7	0.0	2.0	0.1	5.7	-	7.8	0.0	4.2	0.8	2.8	-	7.8	-
PHF	0.000	0.722	0.943	0.588	-	0.972	0.500	0.935	0.961	0.773	-	0.967	0.000	0.662	0.375	0.849	-	0.790	0.000	0.750	0.607	0.842	-	0.819	0.961
Lights	0	26	740	40	-	806	14	114	932	34	-	1094	0	44	1	127	-	172	0	96	17	61	-	174	2246
% Lights	-	100.0	99.6	100.0	-	99.6	100.0	98.3	99.4	100.0	-	99.3	-	97.8	33.3	98.4	-	97.2	-	100.0	100.0	95.3	-	98.3	99.2
Other Vehicles	0	0	3	0	-	3	0	2	6	0	-	8	0	1	2	2	-	5	0	0	0	3	-	3	19
% Other Vehicles	-	0.0	0.4	0.0	-	0.4	0.0	1.7	0.6	0.0	-	0.7	-	2.2	66.7	1.6	-	2.8	-	0.0	0.0	4.7	-	1.7	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	123	-	-	-	-	-	74	-	-	-	-	-	11	-	-	-	-	-	38	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	400	0	400	0	217	9	217	617
6:45	0	373	0	373	0	225	4	225	598
Hourly Total	0	773	0	773	0	442	13	442	1215
7:00	0	344	0	344	0	220	2	220	564
7:15	0	371	0	371	0	251	1	251	622
7:30	0	464	0	464	0	270	7	270	734
7:45	0	318	0	318	0	242	3	242	560
Hourly Total	0	1497	0	1497	0	983	13	983	2480
8:00	0	448	0	448	0	267	3	267	715
8:15	0	430	0	430	0	344	14	344	774
8:30	0	424	0	424	0	305	2	305	729
8:45	0	397	0	397	0	311	2	311	708
Hourly Total	0	1699	0	1699	0	1227	21	1227	2926
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	359	0	359	0	356	2	356	715
11:15	0	376	0	376	0	358	2	358	734
11:30	0	368	0	368	0	343	2	343	711
11:45	0	361	0	361	0	372	3	372	733
Hourly Total	0	1464	0	1464	0	1429	9	1429	2893
12:00	0	361	0	361	0	324	24	324	685
12:15	0	418	0	418	0	331	16	331	749
12:30	0	337	0	337	0	352	10	352	689
12:45	0	396	1	396	0	339	8	339	735
Hourly Total	0	1512	1	1512	0	1346	58	1346	2858
13:00	0	384	0	384	0	334	9	334	718
13:15	0	370	0	370	0	333	12	333	703
13:30	0	380	0	380	0	346	20	346	726
13:45	0	373	0	373	0	338	14	338	711
Hourly Total	0	1507	0	1507	0	1351	55	1351	2858
14:00	0	353	0	353	0	367	9	367	720
14:15	0	393	0	393	0	313	6	313	706
14:30	0	394	0	394	1	354	12	355	749
14:45	0	386	0	386	0	333	21	333	719
Hourly Total	0	1526	0	1526	1	1367	48	1368	2894
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	341	0	341	0	330	22	330	671
16:15	0	377	0	377	0	350	10	350	727
16:30	0	369	0	369	0	353	16	353	722
16:45	0	375	0	375	0	345	12	345	720
Hourly Total	0	1462	0	1462	0	1378	60	1378	2840
17:00	0	363	0	363	0	330	22	330	693
17:15	0	381	0	381	0	343	14	343	724
17:30	0	356	0	356	0	336	24	336	692
17:45	0	366	0	366	0	321	24	321	687
Hourly Total	0	1466	0	1466	0	1330	84	1330	2796
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	323	0	323	0	276	28	276	599
19:15	0	291	0	291	0	332	16	332	623
19:30	0	296	0	296	0	350	13	350	646
19:45	0	281	1	281	0	279	6	279	560
Hourly Total	0	1191	1	1191	0	1237	63	1237	2428
20:00	0	250	0	250	0	216	2	216	466
20:15	0	227	0	227	0	220	4	220	447
Grand Total	0	14574	2	14574	1	12526	430	12527	27101
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.8	-	53.8	0.0	46.2	-	46.2	-
Lights	0	14285	-	14285	1	12270	-	12271	26556
% Lights	-	98.0	-	98.0	100.0	98.0	-	98.0	98.0
Other Vehicles	0	289	-	289	0	256	-	256	545
% Other Vehicles	-	2.0	-	2.0	0.0	2.0	-	2.0	2.0
Bicycles on Crosswalk	-	-	1	-	-	-	23	-	-

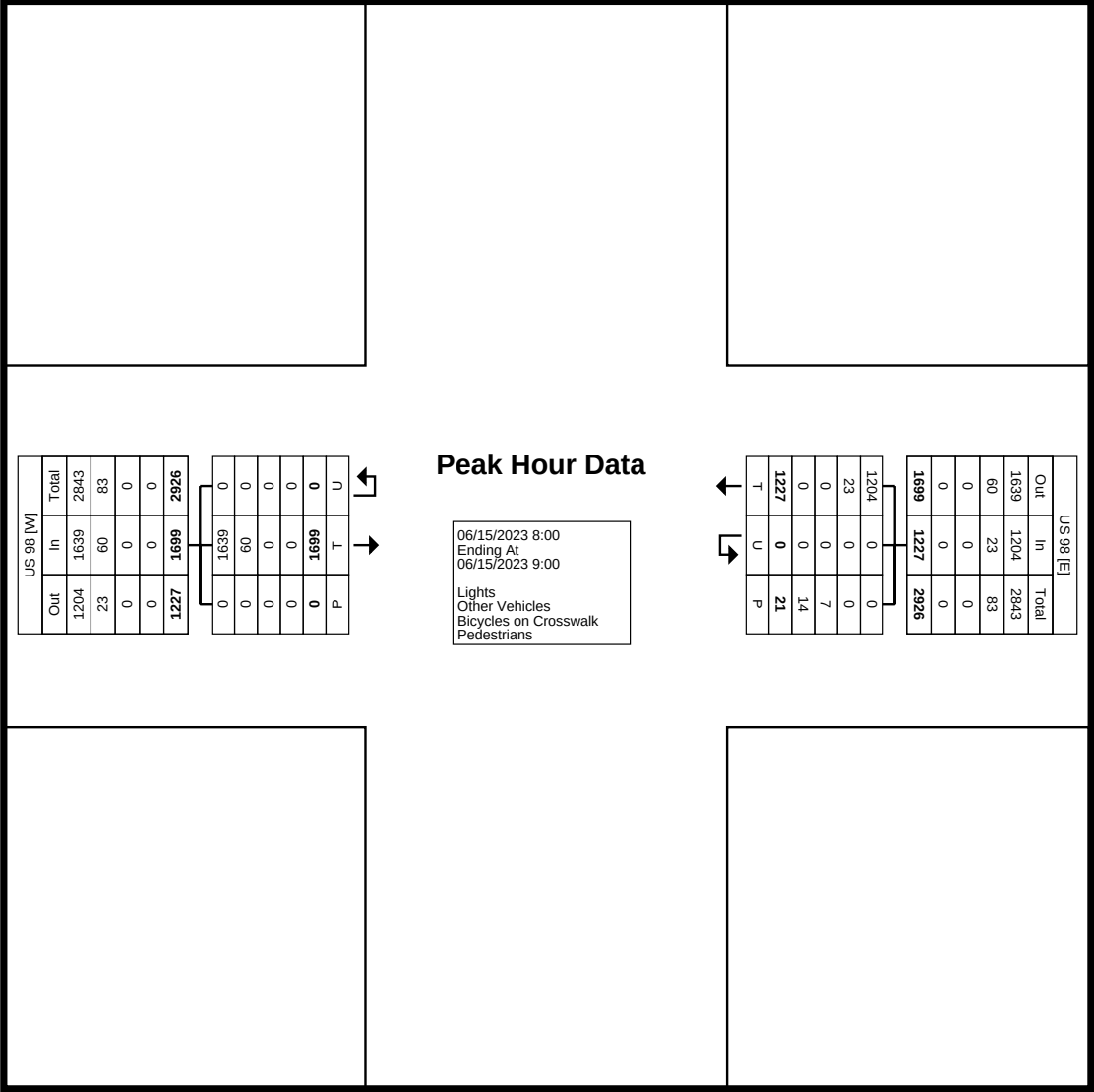
% Bicycles on Crosswalk	-	-	50.0	-	-	-	5.3	-	-
Pedestrians	-	-	1	-	-	-	407	-	-
% Pedestrians	-	-	50.0	-	-	-	94.7	-	-



Turning Movement Data Plot

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	448	0	448	0	267	3	267	715
8:15	0	430	0	430	0	344	14	344	774
8:30	0	424	0	424	0	305	2	305	729
8:45	0	397	0	397	0	311	2	311	708
Total	0	1699	0	1699	0	1227	21	1227	2926
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	58.1	-	58.1	0.0	41.9	-	41.9	-
PHF	0.000	0.948	-	0.948	0.000	0.892	-	0.892	0.945
Lights	0	1639	-	1639	0	1204	-	1204	2843
% Lights	-	96.5	-	96.5	-	98.1	-	98.1	97.2
Other Vehicles	0	60	-	60	0	23	-	23	83
% Other Vehicles	-	3.5	-	3.5	-	1.9	-	1.9	2.8
Bicycles on Crosswalk	-	-	0	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	0	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	-	66.7	-	-



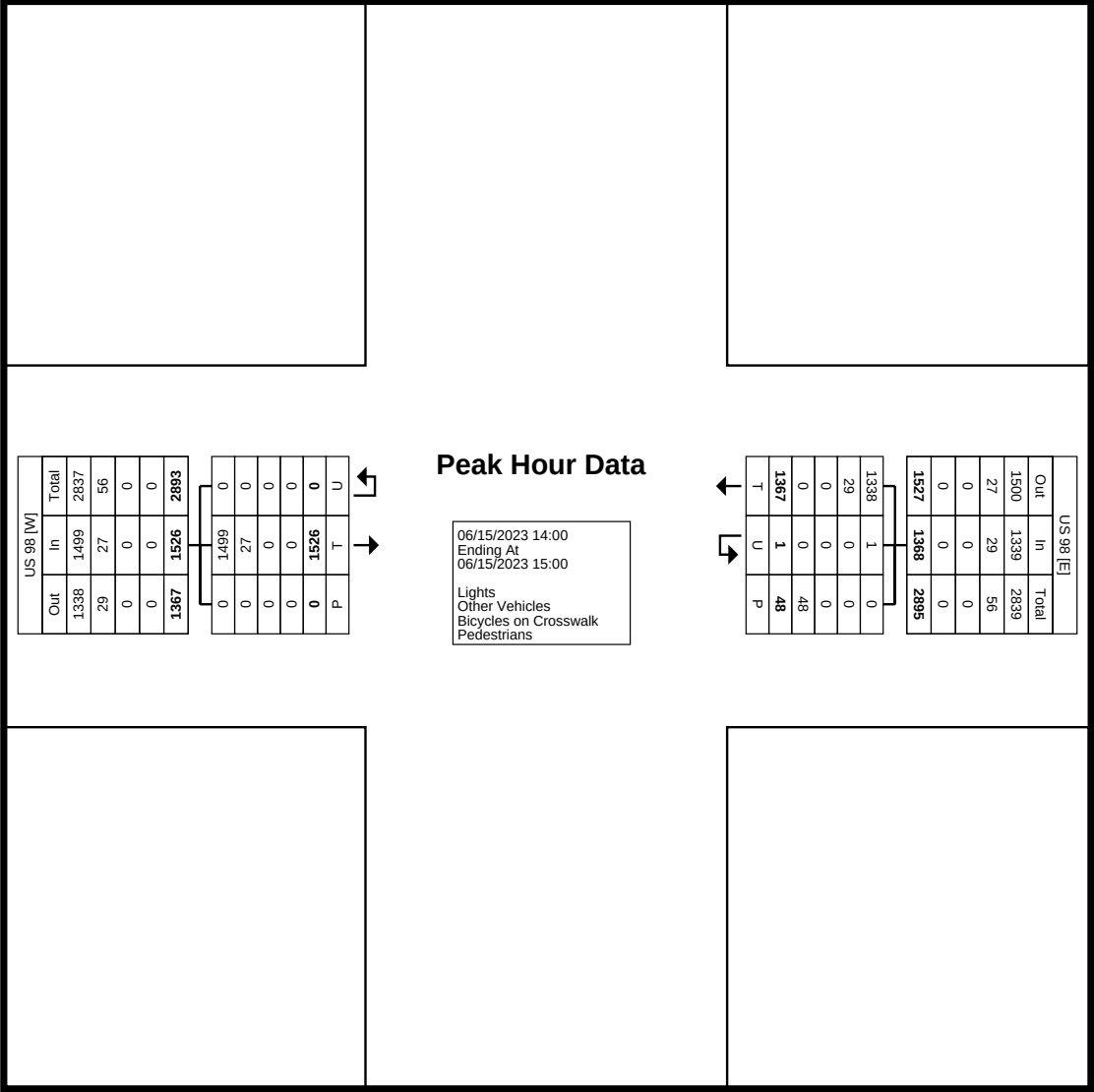
Turning Movement Peak Hour Data Plot (8:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

Turning Movement Peak Hour Data (14:00)

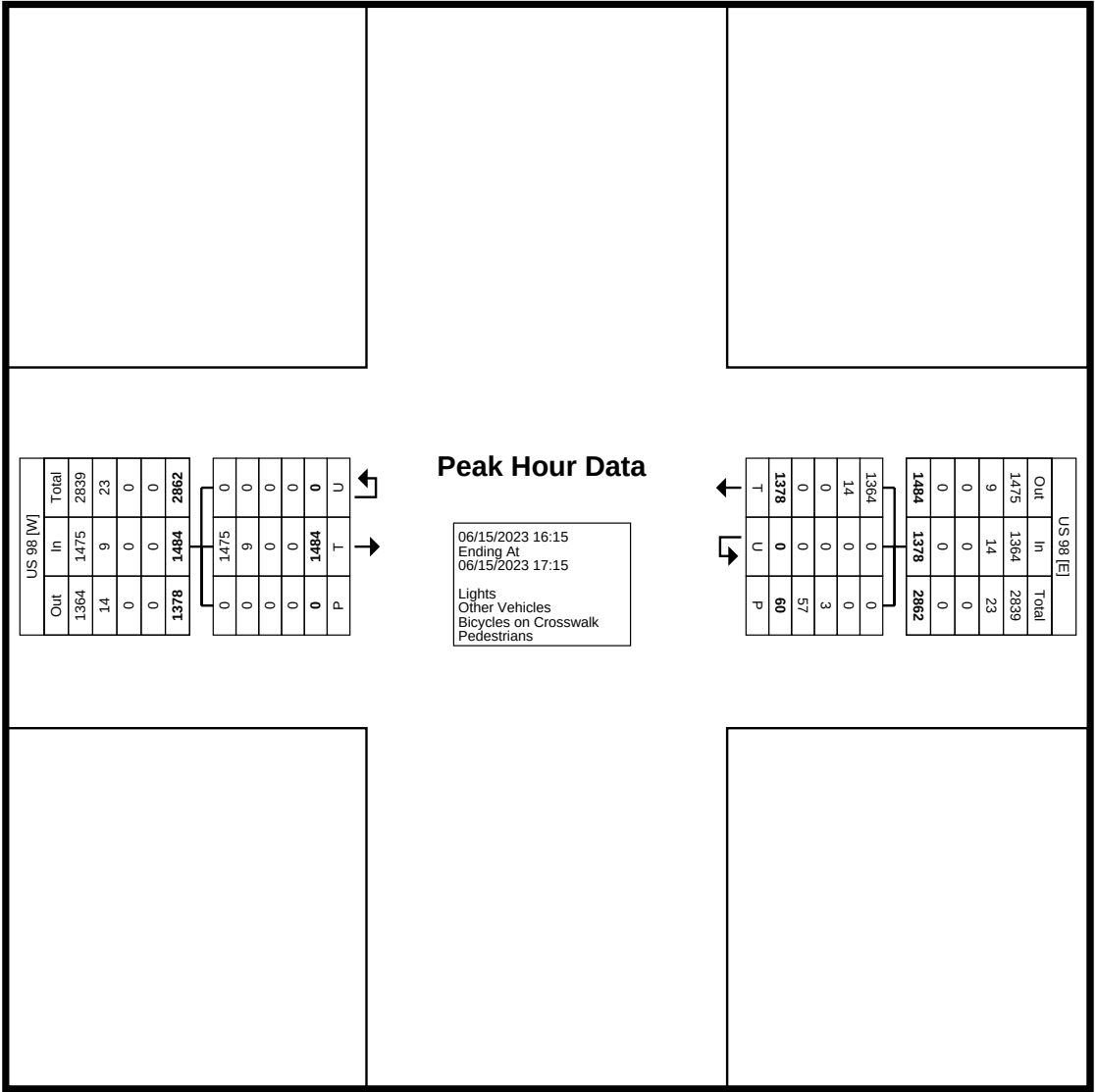
Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
14:00	0	353	0	353	0	367	9	367	720
14:15	0	393	0	393	0	313	6	313	706
14:30	0	394	0	394	1	354	12	355	749
14:45	0	386	0	386	0	333	21	333	719
Total	0	1526	0	1526	1	1367	48	1368	2894
Approach %	0.0	100.0	-	-	0.1	99.9	-	-	-
Total %	0.0	52.7	-	52.7	0.0	47.2	-	47.3	-
PHF	0.000	0.968	-	0.968	0.250	0.931	-	0.932	0.966
Lights	0	1499	-	1499	1	1338	-	1339	2838
% Lights	-	98.2	-	98.2	100.0	97.9	-	97.9	98.1
Other Vehicles	0	27	-	27	0	29	-	29	56
% Other Vehicles	-	1.8	-	1.8	0.0	2.1	-	2.1	1.9
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	48	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (14:00)

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
16:15	0	377	0	377	0	350	10	350	727
16:30	0	369	0	369	0	353	16	353	722
16:45	0	375	0	375	0	345	12	345	720
17:00	0	363	0	363	0	330	22	330	693
Total	0	1484	0	1484	0	1378	60	1378	2862
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.9	-	51.9	0.0	48.1	-	48.1	-
PHF	0.000	0.984	-	0.984	0.000	0.976	-	0.976	0.984
Lights	0	1475	-	1475	0	1364	-	1364	2839
% Lights	-	99.4	-	99.4	-	99.0	-	99.0	99.2
Other Vehicles	0	9	-	9	0	14	-	14	23
% Other Vehicles	-	0.6	-	0.6	-	1.0	-	1.0	0.8
Bicycles on Crosswalk	-	-	0	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	5.0	-	-
Pedestrians	-	-	0	-	-	-	57	-	-
% Pedestrians	-	-	-	-	-	-	95.0	-	-



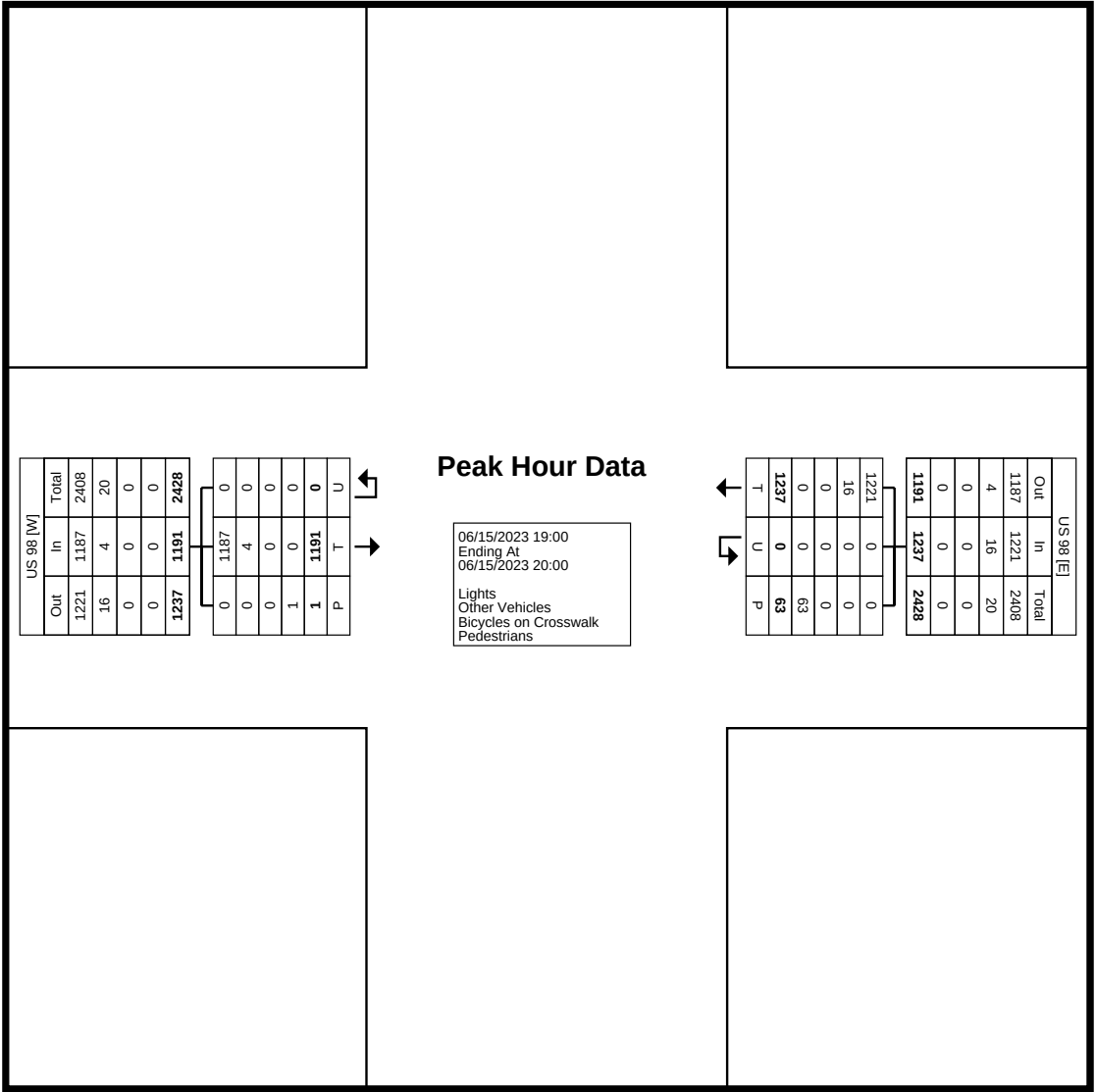
Turning Movement Peak Hour Data Plot (16:15)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

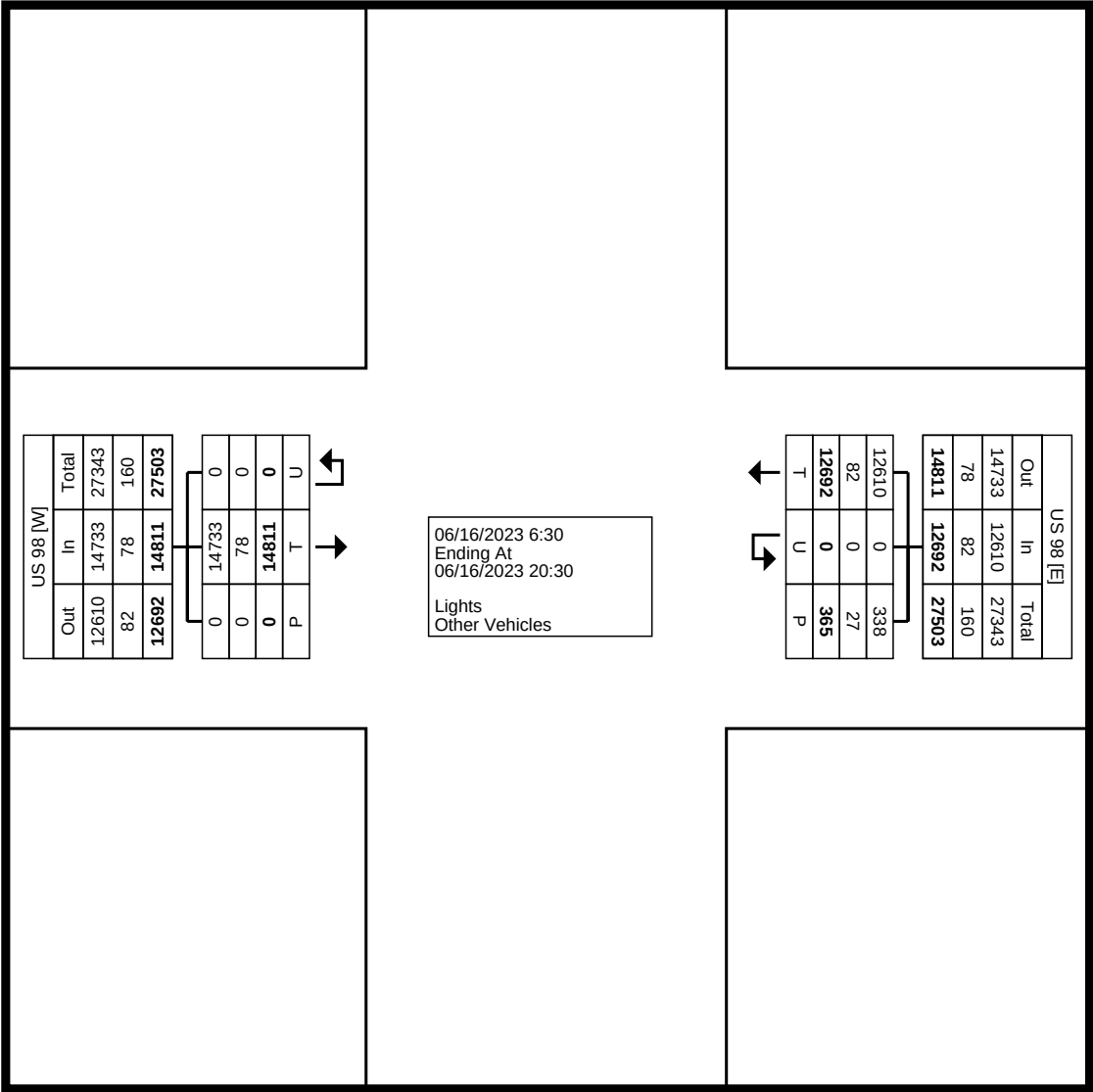
Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	323	0	323	0	276	28	276	599
19:15	0	291	0	291	0	332	16	332	623
19:30	0	296	0	296	0	350	13	350	646
19:45	0	281	1	281	0	279	6	279	560
Total	0	1191	1	1191	0	1237	63	1237	2428
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.1	-	49.1	0.0	50.9	-	50.9	-
PHF	0.000	0.922	-	0.922	0.000	0.884	-	0.884	0.940
Lights	0	1187	-	1187	0	1221	-	1221	2408
% Lights	-	99.7	-	99.7	-	98.7	-	98.7	99.2
Other Vehicles	0	4	-	4	0	16	-	16	20
% Other Vehicles	-	0.3	-	0.3	-	1.3	-	1.3	0.8
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	1	-	-	-	63	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	329	0	329	0	166	0	166	495
6:45	0	380	0	380	0	229	2	229	609
Hourly Total	0	709	0	709	0	395	2	395	1104
7:00	0	346	0	346	0	233	2	233	579
7:15	0	423	0	423	0	200	1	200	623
7:30	0	402	0	402	0	238	1	238	640
7:45	0	440	0	440	0	267	4	267	707
Hourly Total	0	1611	0	1611	0	938	8	938	2549
8:00	0	385	0	385	0	283	11	283	668
8:15	0	465	0	465	0	268	19	268	733
8:30	0	467	0	467	0	295	4	295	762
8:45	0	392	0	392	0	240	29	240	632
Hourly Total	0	1709	0	1709	0	1086	63	1086	2795
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	361	0	361	0	321	2	321	682
11:15	0	318	0	318	0	377	3	377	695
11:30	0	361	0	361	0	350	1	350	711
11:45	0	359	0	359	0	357	17	357	716
Hourly Total	0	1399	0	1399	0	1405	23	1405	2804
12:00	0	378	0	378	0	328	0	328	706
12:15	0	411	0	411	0	375	3	375	786
12:30	0	371	0	371	0	351	4	351	722
12:45	0	368	0	368	0	367	4	367	735
Hourly Total	0	1528	0	1528	0	1421	11	1421	2949
13:00	0	366	0	366	0	350	3	350	716
13:15	0	350	0	350	0	349	1	349	699
13:30	0	381	0	381	0	369	1	369	750
13:45	0	371	0	371	0	334	8	334	705
Hourly Total	0	1468	0	1468	0	1402	13	1402	2870
14:00	0	369	0	369	0	361	10	361	730
14:15	0	376	0	376	0	356	13	356	732
14:30	0	412	0	412	0	377	9	377	789
14:45	0	344	0	344	0	346	15	346	690
Hourly Total	0	1501	0	1501	0	1440	47	1440	2941
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	382	0	382	0	338	16	338	720
16:15	0	365	0	365	0	334	15	334	699
16:30	0	369	0	369	0	312	12	312	681
16:45	0	369	0	369	0	333	11	333	702
Hourly Total	0	1485	0	1485	0	1317	54	1317	2802
17:00	0	371	0	371	0	345	11	345	716
17:15	0	369	0	369	0	325	37	325	694
17:30	0	386	0	386	0	343	22	343	729
17:45	0	366	0	366	0	328	5	328	694
Hourly Total	0	1492	0	1492	0	1341	75	1341	2833
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	337	0	337	0	323	0	323	660
19:15	0	297	0	297	0	330	14	330	627
19:30	0	319	0	319	0	348	17	348	667
19:45	0	298	0	298	0	273	3	273	571
Hourly Total	0	1251	0	1251	0	1274	34	1274	2525
20:00	0	305	0	305	0	338	15	338	643
20:15	0	353	0	353	0	335	20	335	688
Grand Total	0	14811	0	14811	0	12692	365	12692	27503
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.9	-	53.9	0.0	46.1	-	46.1	-
Lights	0	14733	0	14733	0	12610	338	12610	27343
% Lights	-	99.5	-	99.5	-	99.4	92.6	99.4	99.4
Other Vehicles	0	78	0	78	0	82	27	82	160
% Other Vehicles	-	0.5	-	0.5	-	0.6	7.4	0.6	0.6



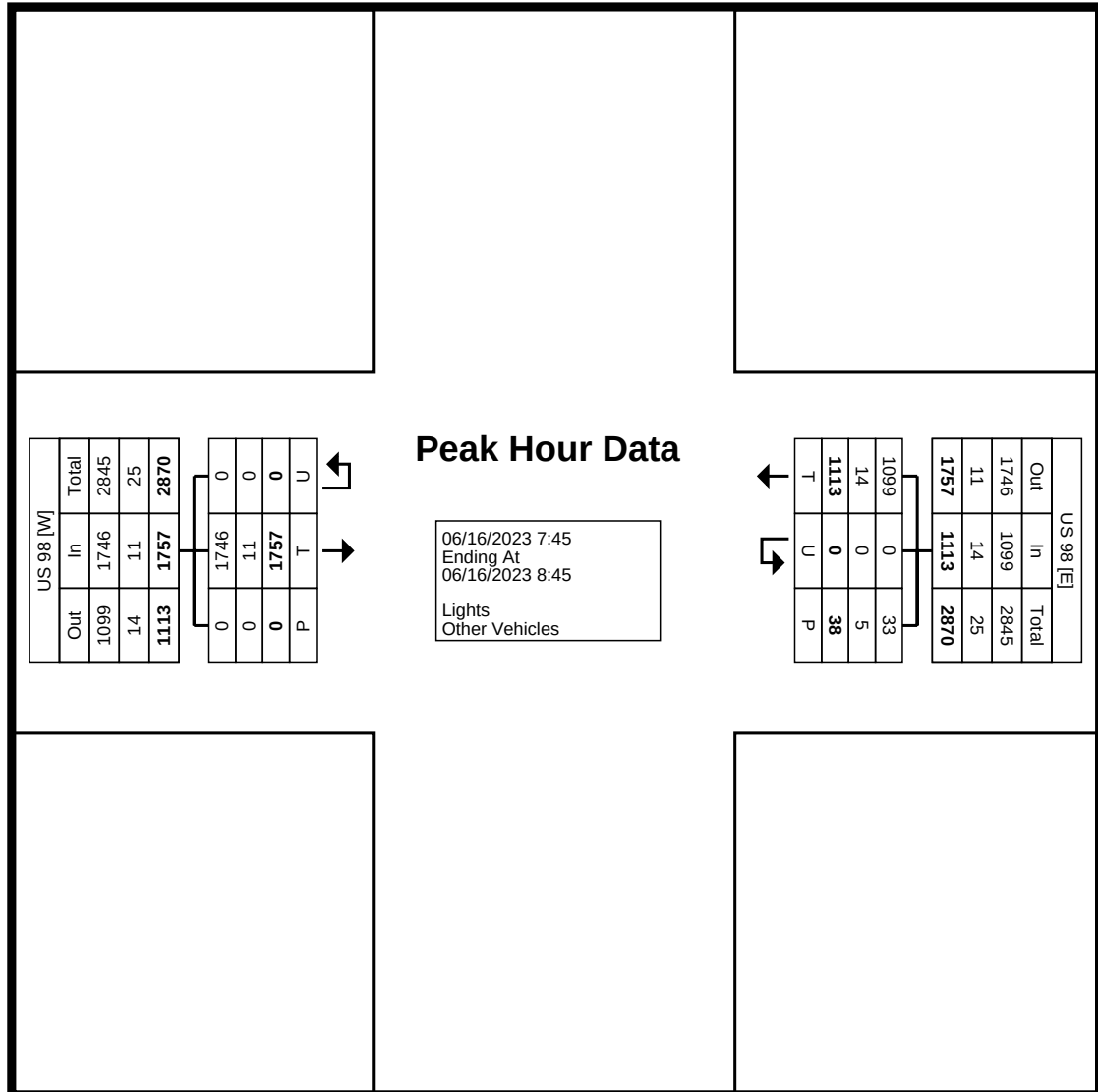
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Fri
Site Code: 1
Start Date: 06/16/2023
Page No: 3

Turning Movement Peak Hour Data (7:45)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
7:45	0	440	0	440	0	267	4	267	707
8:00	0	385	0	385	0	283	11	283	668
8:15	0	465	0	465	0	268	19	268	733
8:30	0	467	0	467	0	295	4	295	762
Total	0	1757	0	1757	0	1113	38	1113	2870
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	61.2	-	61.2	0.0	38.8	-	38.8	-
PHF	0.000	0.941	-	0.941	0.000	0.943	-	0.943	0.942
Lights	0	1746	0	1746	0	1099	33	1099	2845
% Lights	-	99.4	-	99.4	-	98.7	86.8	98.7	99.1
Other Vehicles	0	11	0	11	0	14	5	14	25
% Other Vehicles	-	0.6	-	0.6	-	1.3	13.2	1.3	0.9



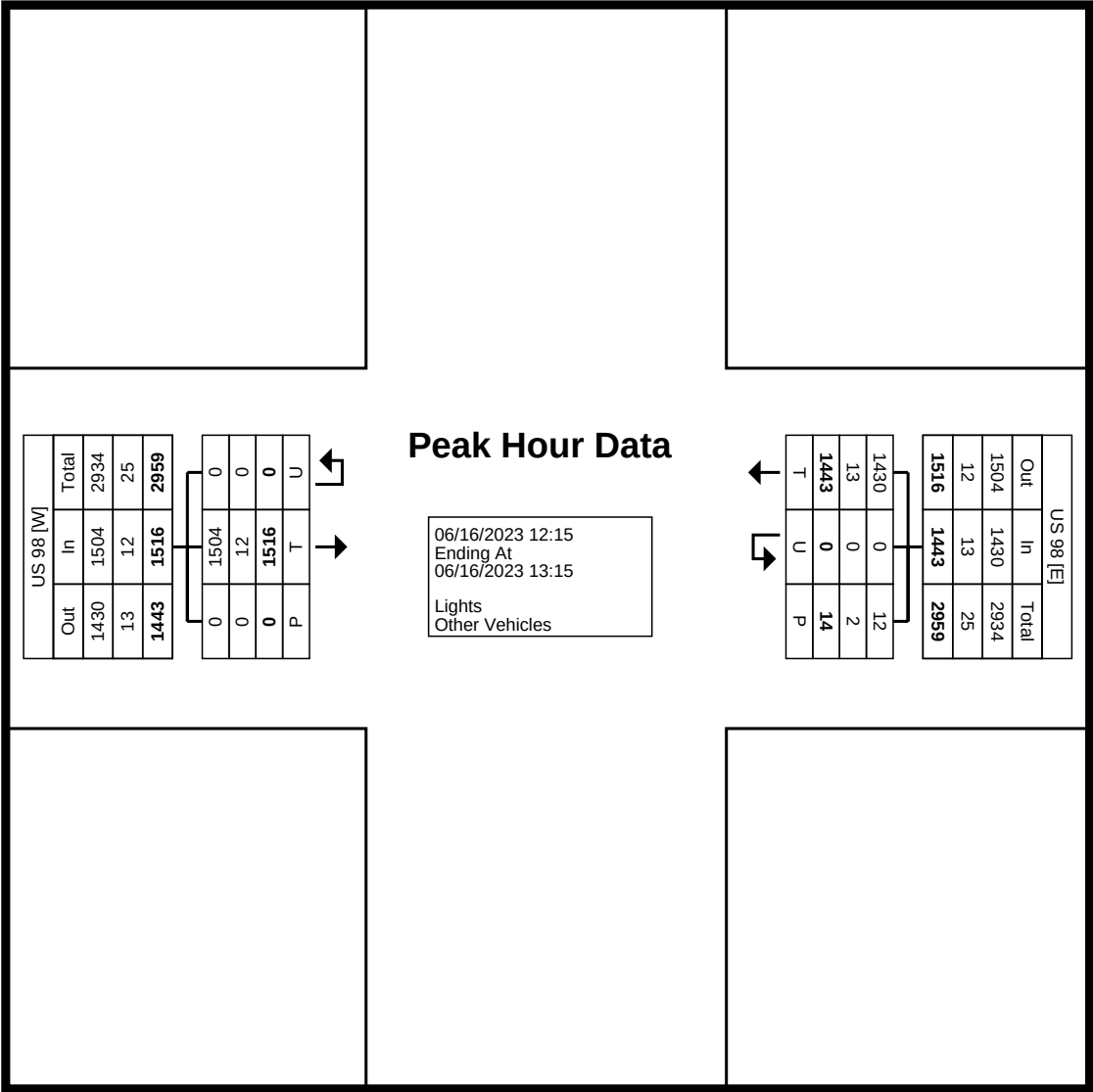
Turning Movement Peak Hour Data Plot (7:45)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Fri
Site Code: 1
Start Date: 06/16/2023
Page No: 5

Turning Movement Peak Hour Data (12:15)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
12:15	0	411	0	411	0	375	3	375	786
12:30	0	371	0	371	0	351	4	351	722
12:45	0	368	0	368	0	367	4	367	735
13:00	0	366	0	366	0	350	3	350	716
Total	0	1516	0	1516	0	1443	14	1443	2959
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.2	-	51.2	0.0	48.8	-	48.8	-
PHF	0.000	0.922	-	0.922	0.000	0.962	-	0.962	0.941
Lights	0	1504	0	1504	0	1430	12	1430	2934
% Lights	-	99.2	-	99.2	-	99.1	85.7	99.1	99.2
Other Vehicles	0	12	0	12	0	13	2	13	25
% Other Vehicles	-	0.8	-	0.8	-	0.9	14.3	0.9	0.8



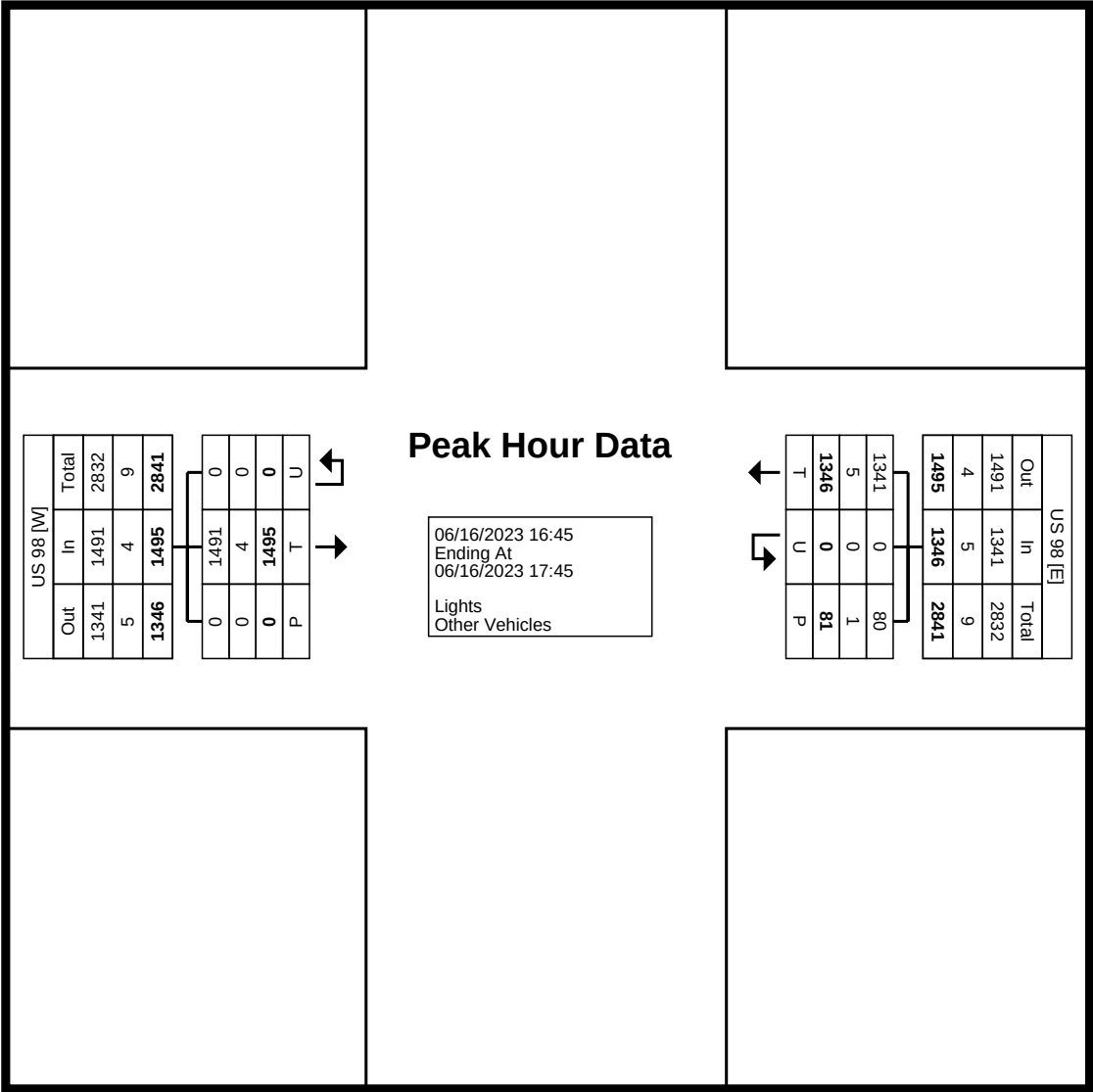
Turning Movement Peak Hour Data Plot (12:15)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Fri
Site Code: 1
Start Date: 06/16/2023
Page No: 7

Turning Movement Peak Hour Data (16:45)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
16:45	0	369	0	369	0	333	11	333	702
17:00	0	371	0	371	0	345	11	345	716
17:15	0	369	0	369	0	325	37	325	694
17:30	0	386	0	386	0	343	22	343	729
Total	0	1495	0	1495	0	1346	81	1346	2841
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.6	-	52.6	0.0	47.4	-	47.4	-
PHF	0.000	0.968	-	0.968	0.000	0.975	-	0.975	0.974
Lights	0	1491	0	1491	0	1341	80	1341	2832
% Lights	-	99.7	-	99.7	-	99.6	98.8	99.6	99.7
Other Vehicles	0	4	0	4	0	5	1	5	9
% Other Vehicles	-	0.3	-	0.3	-	0.4	1.2	0.4	0.3



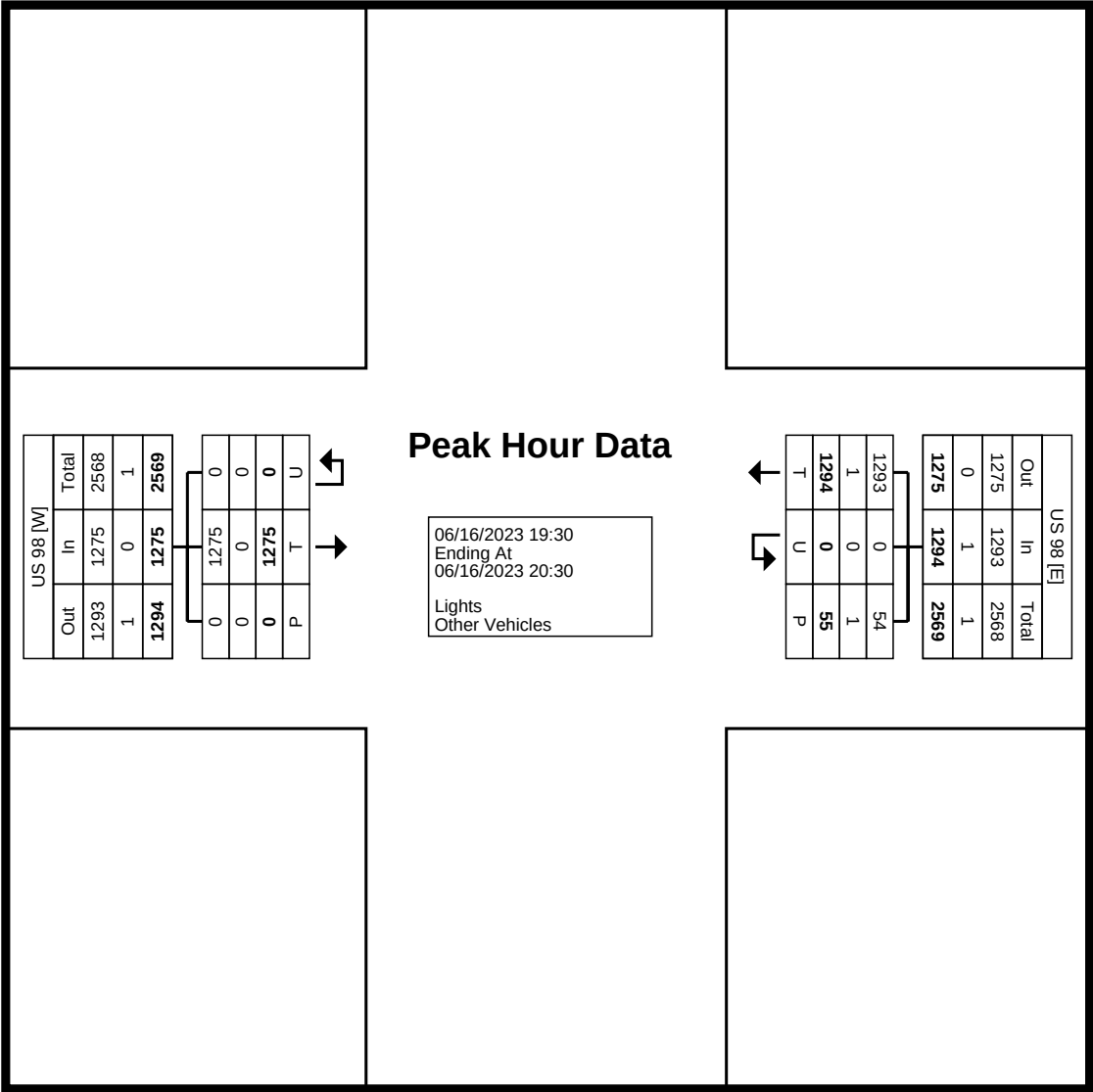
Turning Movement Peak Hour Data Plot (16:45)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Fri
Site Code: 1
Start Date: 06/16/2023
Page No: 9

Turning Movement Peak Hour Data (19:30)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:30	0	319	0	319	0	348	17	348	667
19:45	0	298	0	298	0	273	3	273	571
20:00	0	305	0	305	0	338	15	338	643
20:15	0	353	0	353	0	335	20	335	688
Total	0	1275	0	1275	0	1294	55	1294	2569
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.6	-	49.6	0.0	50.4	-	50.4	-
PHF	0.000	0.903	-	0.903	0.000	0.930	-	0.930	0.934
Lights	0	1275	0	1275	0	1293	54	1293	2568
% Lights	-	100.0	-	100.0	-	99.9	98.2	99.9	100.0
Other Vehicles	0	0	0	0	0	1	1	1	1
% Other Vehicles	-	0.0	-	0.0	-	0.1	1.8	0.1	0.0

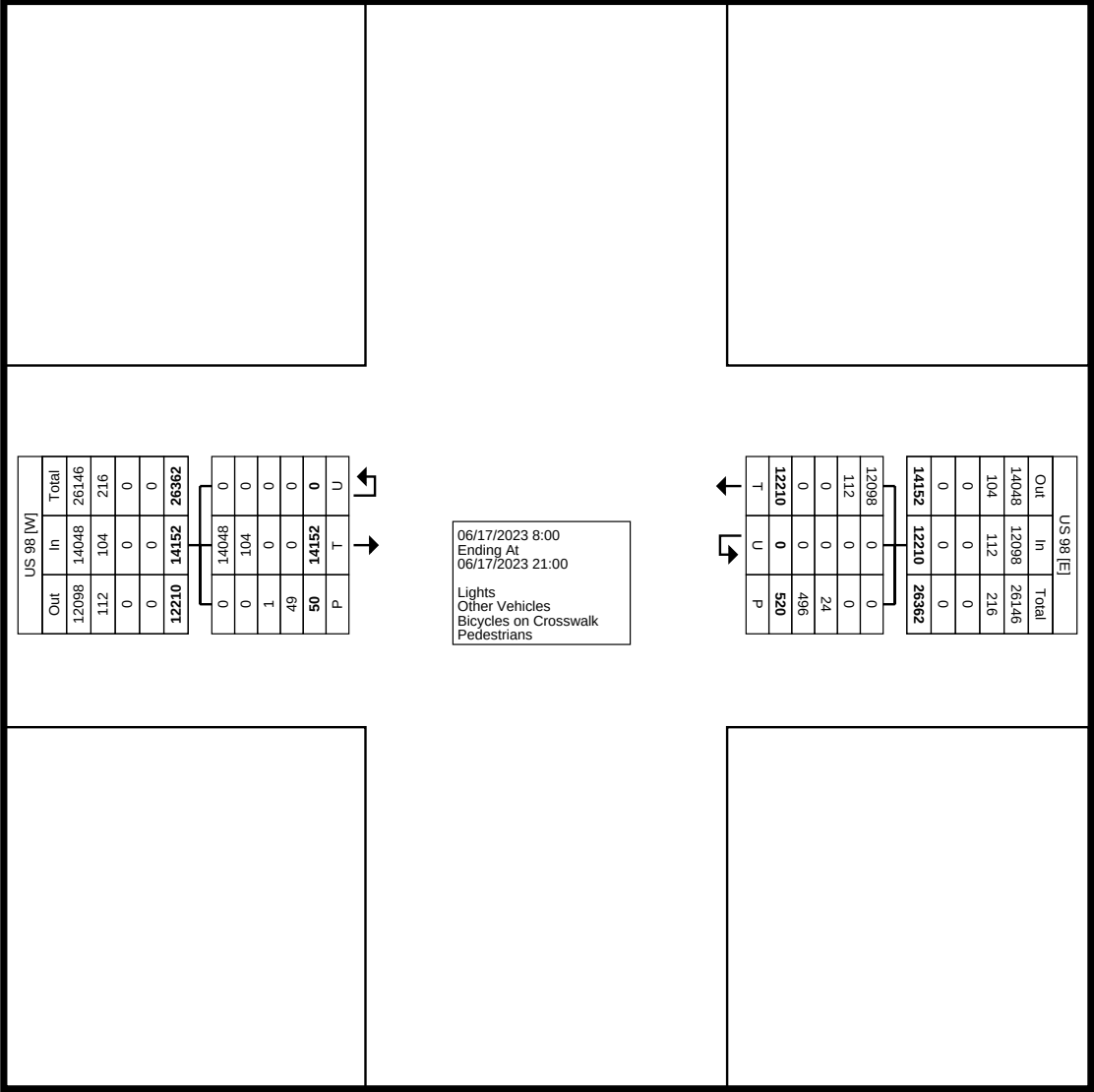


Turning Movement Peak Hour Data Plot (19:30)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	365	0	365	0	193	0	193	558
8:15	0	349	0	349	0	245	15	245	594
8:30	0	425	0	425	0	221	2	221	646
8:45	0	350	0	350	0	274	5	274	624
Hourly Total	0	1489	0	1489	0	933	22	933	2422
9:00	0	363	1	363	0	295	7	295	658
9:15	0	364	0	364	0	339	2	339	703
9:30	0	362	2	362	0	354	21	354	716
9:45	0	351	0	351	0	365	10	365	716
Hourly Total	0	1440	3	1440	0	1353	40	1353	2793
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	361	0	361	0	373	8	373	734
11:15	0	369	0	369	0	403	19	403	772
11:30	0	403	0	403	0	390	6	390	793
11:45	0	377	0	377	0	362	30	362	739
Hourly Total	0	1510	0	1510	0	1528	63	1528	3038
12:00	0	379	0	379	0	288	10	288	667
12:15	0	377	0	377	0	350	13	350	727
12:30	0	374	0	374	0	348	42	348	722
12:45	0	356	0	356	0	347	21	347	703
Hourly Total	0	1486	0	1486	0	1333	86	1333	2819
13:00	0	395	0	395	0	292	5	292	687
13:15	0	349	0	349	0	338	15	338	687
13:30	0	387	0	387	0	349	6	349	736
13:45	0	342	0	342	0	286	27	286	628
Hourly Total	0	1473	0	1473	0	1265	53	1265	2738
14:00	0	391	0	391	0	338	19	338	729
14:15	0	372	0	372	0	347	17	347	719
14:30	0	400	0	400	0	373	20	373	773
14:45	0	372	0	372	0	350	27	350	722
Hourly Total	0	1535	0	1535	0	1408	83	1408	2943
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	307	0	307	0	291	8	291	598
16:15	0	314	0	314	0	274	2	274	588
16:30	0	296	0	296	0	303	5	303	599
16:45	0	343	0	343	0	148	8	148	491
Hourly Total	0	1260	0	1260	0	1016	23	1016	2276
17:00	0	342	7	342	0	202	7	202	544
17:15	0	363	25	363	0	135	24	135	498
17:30	0	315	9	315	0	257	9	257	572
17:45	0	363	6	363	0	303	7	303	666
Hourly Total	0	1383	47	1383	0	897	47	897	2280
18:00	0	360	0	360	0	282	23	282	642
18:15	0	402	0	402	0	328	10	328	730
18:30	0	377	0	377	0	364	8	364	741
18:45	0	343	0	343	0	368	5	368	711
Hourly Total	0	1482	0	1482	0	1342	46	1342	2824
*** BREAK ***	-	-	-	-	-	-	-	-	-
20:00	0	292	0	292	0	280	10	280	572
20:15	0	260	0	260	0	285	16	285	545
20:30	0	286	0	286	0	296	19	296	582
20:45	0	256	0	256	0	274	12	274	530
Hourly Total	0	1094	0	1094	0	1135	57	1135	2229
Grand Total	0	14152	50	14152	0	12210	520	12210	26362
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.7	-	53.7	0.0	46.3	-	46.3	-
Lights	0	14048	-	14048	0	12098	-	12098	26146
% Lights	-	99.3	-	99.3	-	99.1	-	99.1	99.2
Other Vehicles	0	104	-	104	0	112	-	112	216
% Other Vehicles	-	0.7	-	0.7	-	0.9	-	0.9	0.8
Bicycles on Crosswalk	-	-	1	-	-	-	24	-	-

% Bicycles on Crosswalk	-	-	2.0	-	-	-	4.6	-	-
Pedestrians	-	-	49	-	-	-	496	-	-
% Pedestrians	-	-	98.0	-	-	-	95.4	-	-



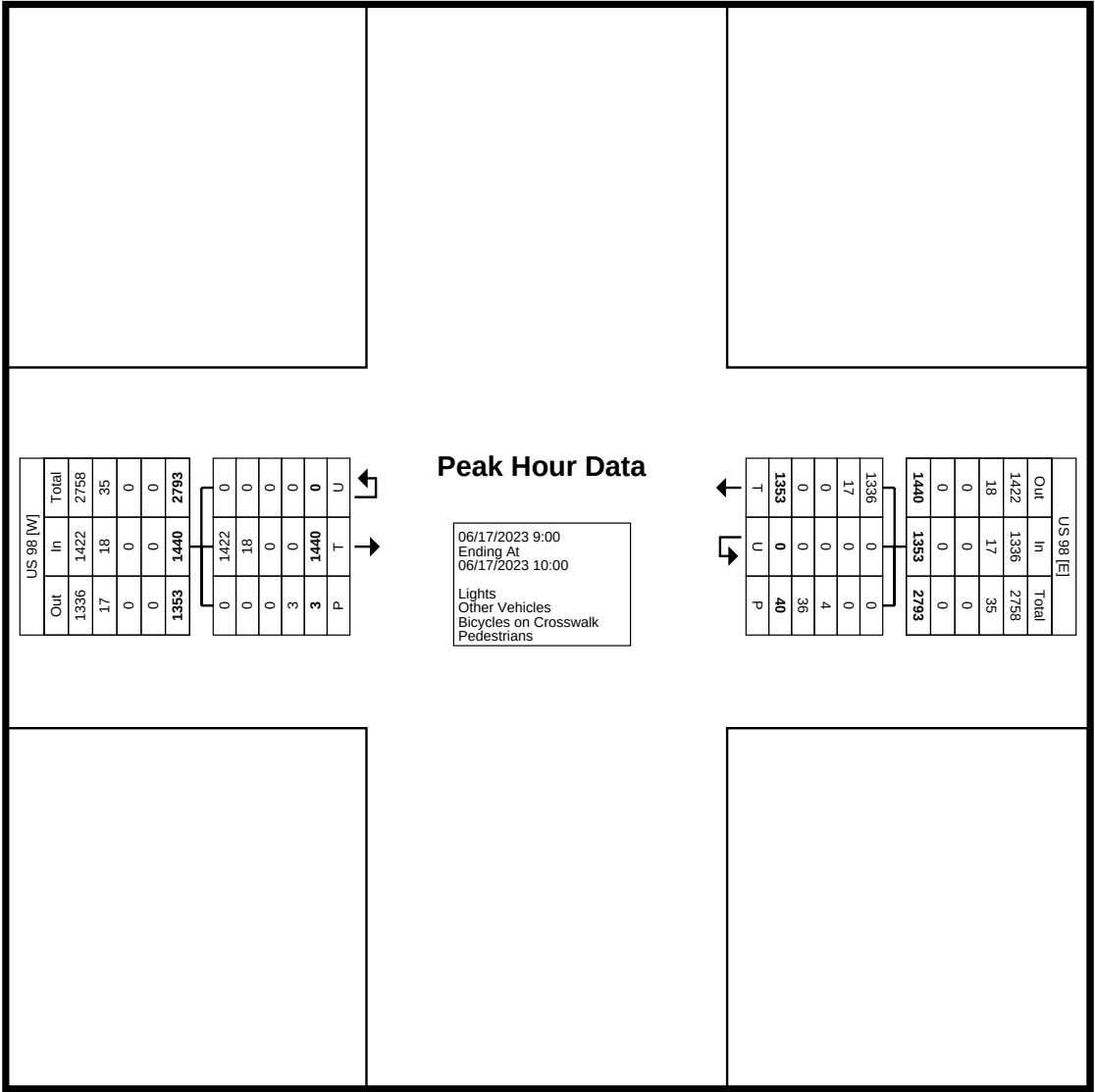
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 4

Turning Movement Peak Hour Data (9:00)

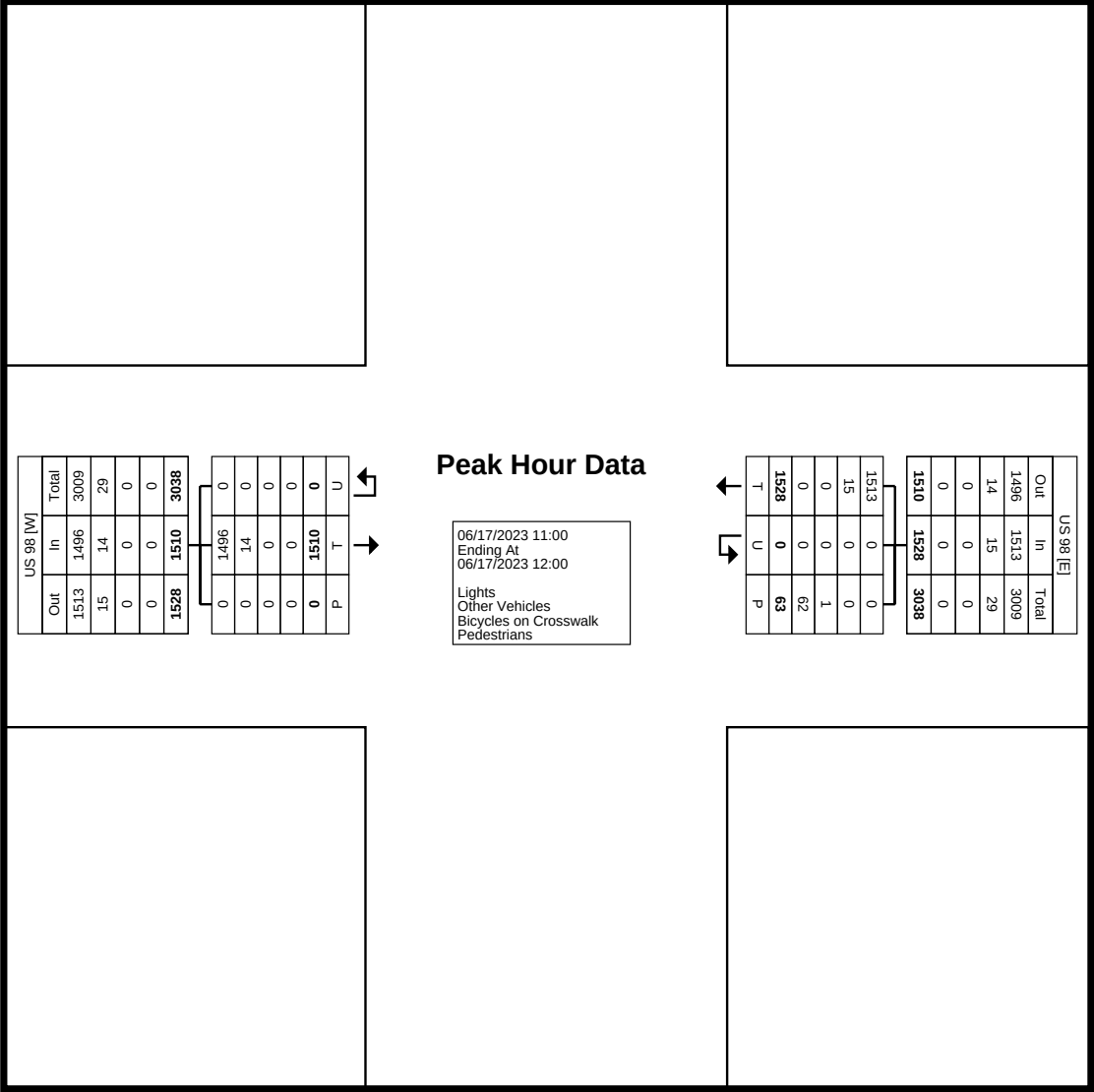
Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
9:00	0	363	1	363	0	295	7	295	658
9:15	0	364	0	364	0	339	2	339	703
9:30	0	362	2	362	0	354	21	354	716
9:45	0	351	0	351	0	365	10	365	716
Total	0	1440	3	1440	0	1353	40	1353	2793
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.6	-	51.6	0.0	48.4	-	48.4	-
PHF	0.000	0.989	-	0.989	0.000	0.927	-	0.927	0.975
Lights	0	1422	-	1422	0	1336	-	1336	2758
% Lights	-	98.8	-	98.8	-	98.7	-	98.7	98.7
Other Vehicles	0	18	-	18	0	17	-	17	35
% Other Vehicles	-	1.3	-	1.3	-	1.3	-	1.3	1.3
Bicycles on Crosswalk	-	-	0	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	10.0	-	-
Pedestrians	-	-	3	-	-	-	36	-	-
% Pedestrians	-	-	100.0	-	-	-	90.0	-	-



Turning Movement Peak Hour Data Plot (9:00)

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 6

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
11:00	0	361	0	361	0	373	8	373	734
11:15	0	369	0	369	0	403	19	403	772
11:30	0	403	0	403	0	390	6	390	793
11:45	0	377	0	377	0	362	30	362	739
Total	0	1510	0	1510	0	1528	63	1528	3038
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.7	-	49.7	0.0	50.3	-	50.3	-
PHF	0.000	0.937	-	0.937	0.000	0.948	-	0.948	0.958
Lights	0	1496	-	1496	0	1513	-	1513	3009
% Lights	-	99.1	-	99.1	-	99.0	-	99.0	99.0
Other Vehicles	0	14	-	14	0	15	-	15	29
% Other Vehicles	-	0.9	-	0.9	-	1.0	-	1.0	1.0
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	1.6	-	-
Pedestrians	-	-	0	-	-	-	62	-	-
% Pedestrians	-	-	-	-	-	-	98.4	-	-



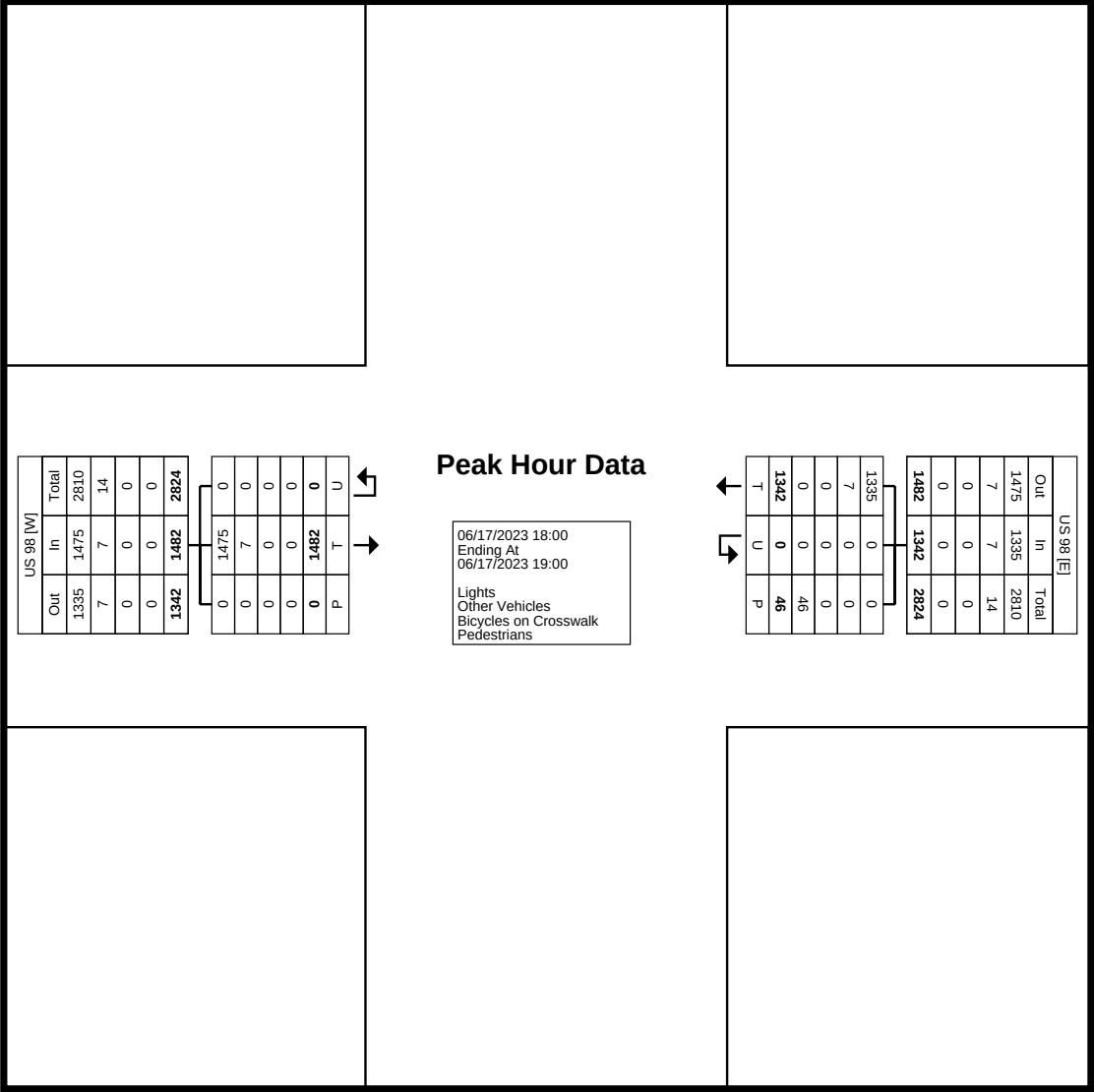
Turning Movement Peak Hour Data Plot (11:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

Turning Movement Peak Hour Data (18:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
18:00	0	360	0	360	0	282	23	282	642
18:15	0	402	0	402	0	328	10	328	730
18:30	0	377	0	377	0	364	8	364	741
18:45	0	343	0	343	0	368	5	368	711
Total	0	1482	0	1482	0	1342	46	1342	2824
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.5	-	52.5	0.0	47.5	-	47.5	-
PHF	0.000	0.922	-	0.922	0.000	0.912	-	0.912	0.953
Lights	0	1475	-	1475	0	1335	-	1335	2810
% Lights	-	99.5	-	99.5	-	99.5	-	99.5	99.5
Other Vehicles	0	7	-	7	0	7	-	7	14
% Other Vehicles	-	0.5	-	0.5	-	0.5	-	0.5	0.5
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	46	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-



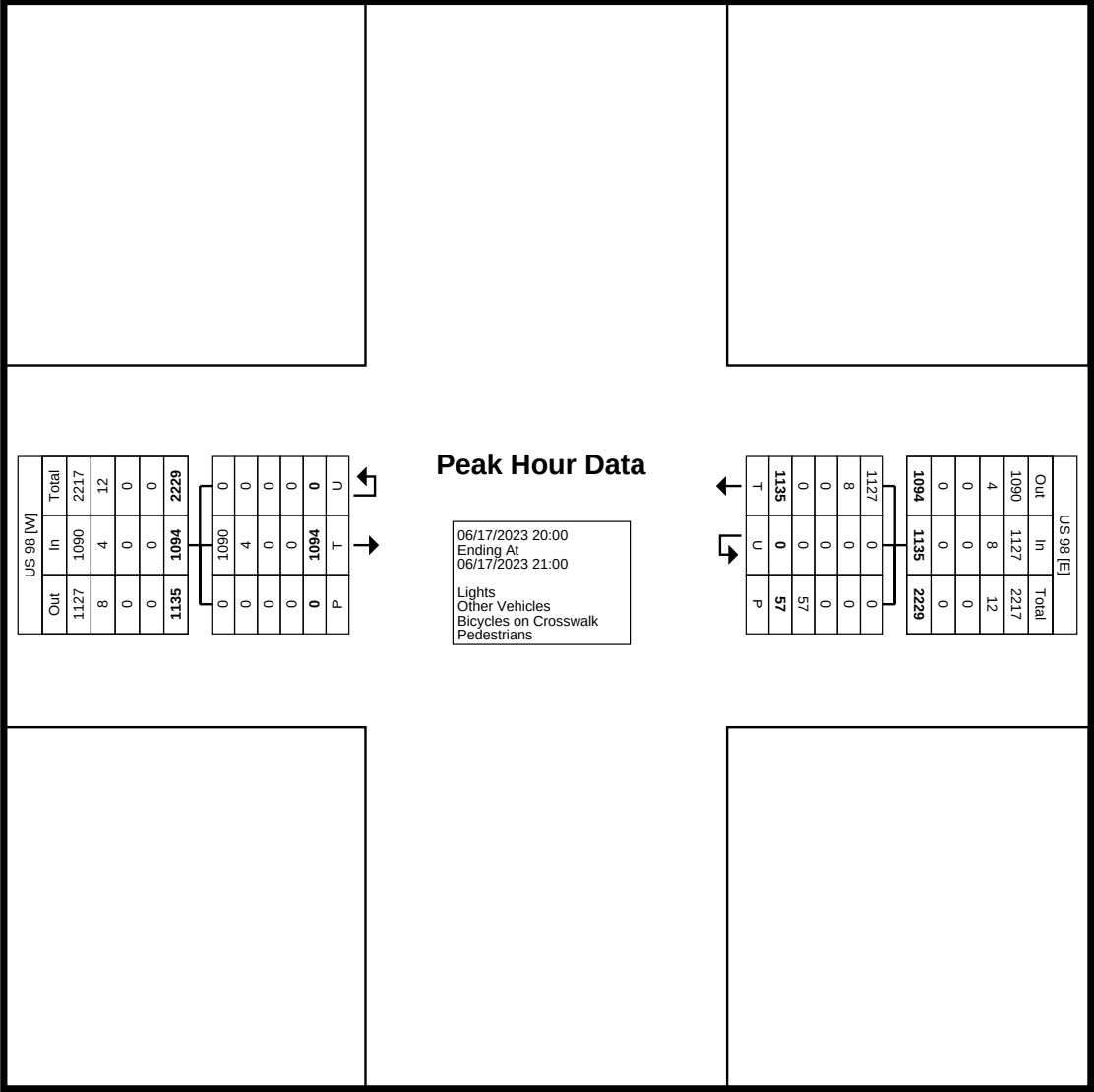
Turning Movement Peak Hour Data Plot (18:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Stahlman Ave and
Palmetto St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
20:00	0	292	0	292	0	280	10	280	572
20:15	0	260	0	260	0	285	16	285	545
20:30	0	286	0	286	0	296	19	296	582
20:45	0	256	0	256	0	274	12	274	530
Total	0	1094	0	1094	0	1135	57	1135	2229
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.1	-	49.1	0.0	50.9	-	50.9	-
PHF	0.000	0.937	-	0.937	0.000	0.959	-	0.959	0.957
Lights	0	1090	-	1090	0	1127	-	1127	2217
% Lights	-	99.6	-	99.6	-	99.3	-	99.3	99.5
Other Vehicles	0	4	-	4	0	8	-	8	12
% Other Vehicles	-	0.4	-	0.4	-	0.7	-	0.7	0.5
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	57	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-



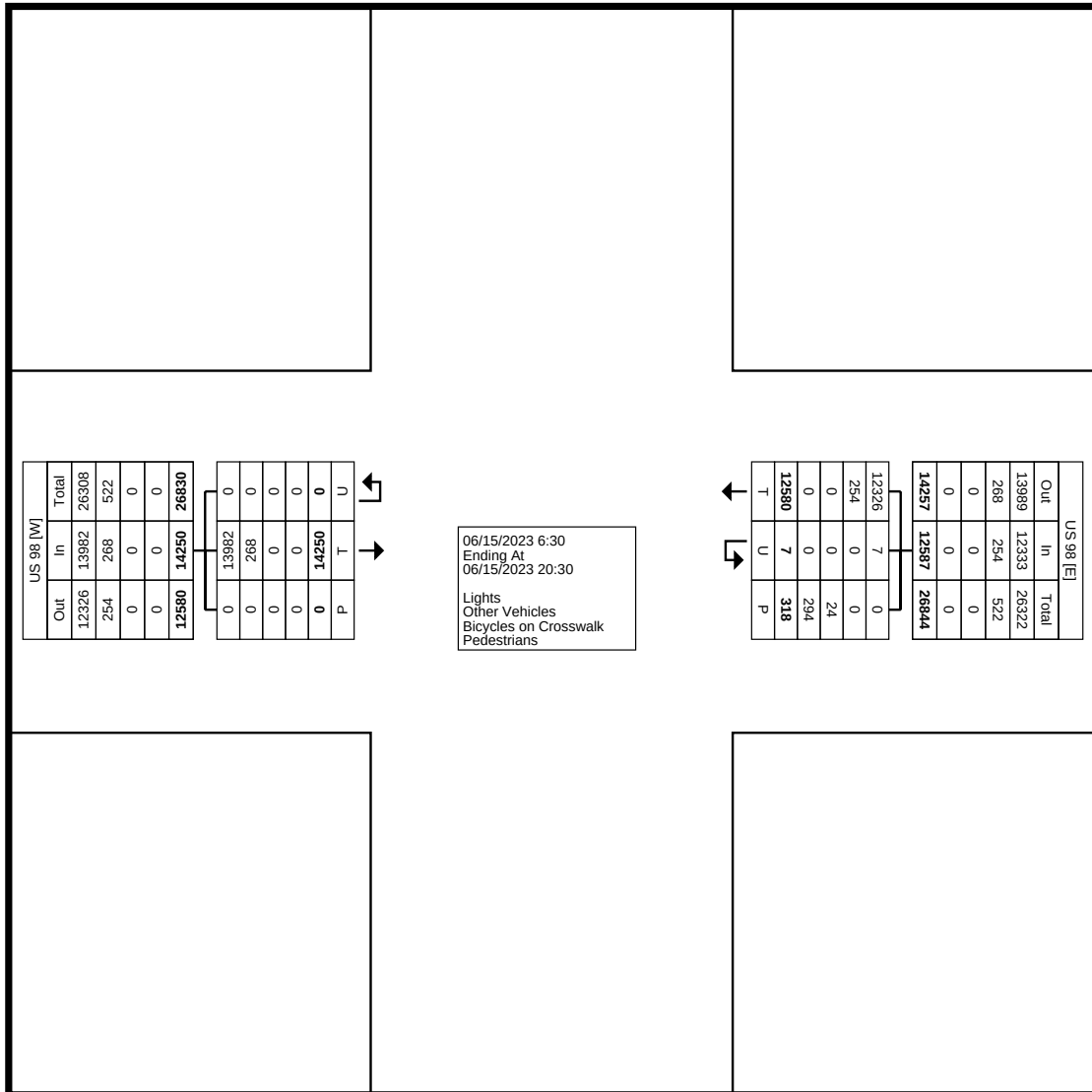
Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	319	0	319	0	215	1	215	534
6:45	0	332	0	332	1	223	1	224	556
Hourly Total	0	651	0	651	1	438	2	439	1090
7:00	0	309	0	309	2	224	0	226	535
7:15	0	293	0	293	3	253	1	256	549
7:30	0	457	0	457	0	274	0	274	731
7:45	0	310	0	310	0	244	5	244	554
Hourly Total	0	1369	0	1369	5	995	6	1000	2369
8:00	0	454	0	454	1	282	6	283	737
8:15	0	417	0	417	0	354	1	354	771
8:30	0	409	0	409	0	324	7	324	733
8:45	0	400	0	400	0	306	3	306	706
Hourly Total	0	1680	0	1680	1	1266	17	1267	2947
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	342	0	342	0	353	6	353	695
11:15	0	368	0	368	0	349	1	349	717
11:30	0	374	0	374	0	369	0	369	743
11:45	0	360	0	360	0	343	4	343	703
Hourly Total	0	1444	0	1444	0	1414	11	1414	2858
12:00	0	308	0	308	0	355	15	355	663
12:15	0	384	0	384	0	355	5	355	739
12:30	0	338	0	338	0	374	4	374	712
12:45	0	384	0	384	0	342	8	342	726
Hourly Total	0	1414	0	1414	0	1426	32	1426	2840
13:00	0	368	0	368	0	353	10	353	721
13:15	0	376	0	376	0	341	27	341	717
13:30	0	344	0	344	0	362	1	362	706
13:45	0	329	0	329	0	322	6	322	651
Hourly Total	0	1417	0	1417	0	1378	44	1378	2795
14:00	0	355	0	355	0	364	1	364	719
14:15	0	410	0	410	0	320	9	320	730
14:30	0	401	0	401	0	339	11	339	740
14:45	0	388	0	388	0	323	0	323	711
Hourly Total	0	1554	0	1554	0	1346	21	1346	2900
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	352	0	352	0	304	13	304	656
16:15	0	363	0	363	0	321	18	321	684
16:30	0	366	0	366	0	350	19	350	716
16:45	0	364	0	364	0	359	10	359	723
Hourly Total	0	1445	0	1445	0	1334	60	1334	2779
17:00	0	344	0	344	0	328	22	328	672
17:15	0	381	0	381	0	338	7	338	719
17:30	0	360	0	360	0	331	11	331	691
17:45	0	342	0	342	0	302	14	302	644
Hourly Total	0	1427	0	1427	0	1299	54	1299	2726
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	355	0	355	0	307	9	307	662
19:15	0	350	0	350	0	338	13	338	688
19:30	0	307	0	307	0	332	28	332	639
19:45	0	316	0	316	0	262	11	262	578
Hourly Total	0	1328	0	1328	0	1239	61	1239	2567
20:00	0	275	0	275	0	225	7	225	500
20:15	0	246	0	246	0	220	3	220	466
Grand Total	0	14250	0	14250	7	12580	318	12587	26837
Approach %	0.0	100.0	-	-	0.1	99.9	-	-	-
Total %	0.0	53.1	-	53.1	0.0	46.9	-	46.9	-
Lights	0	13982	-	13982	7	12326	-	12333	26315
% Lights	-	98.1	-	98.1	100.0	98.0	-	98.0	98.1
Other Vehicles	0	268	-	268	0	254	-	254	522
% Other Vehicles	-	1.9	-	1.9	0.0	2.0	-	2.0	1.9
Bicycles on Crosswalk	-	-	0	-	-	-	24	-	-

[illegible]

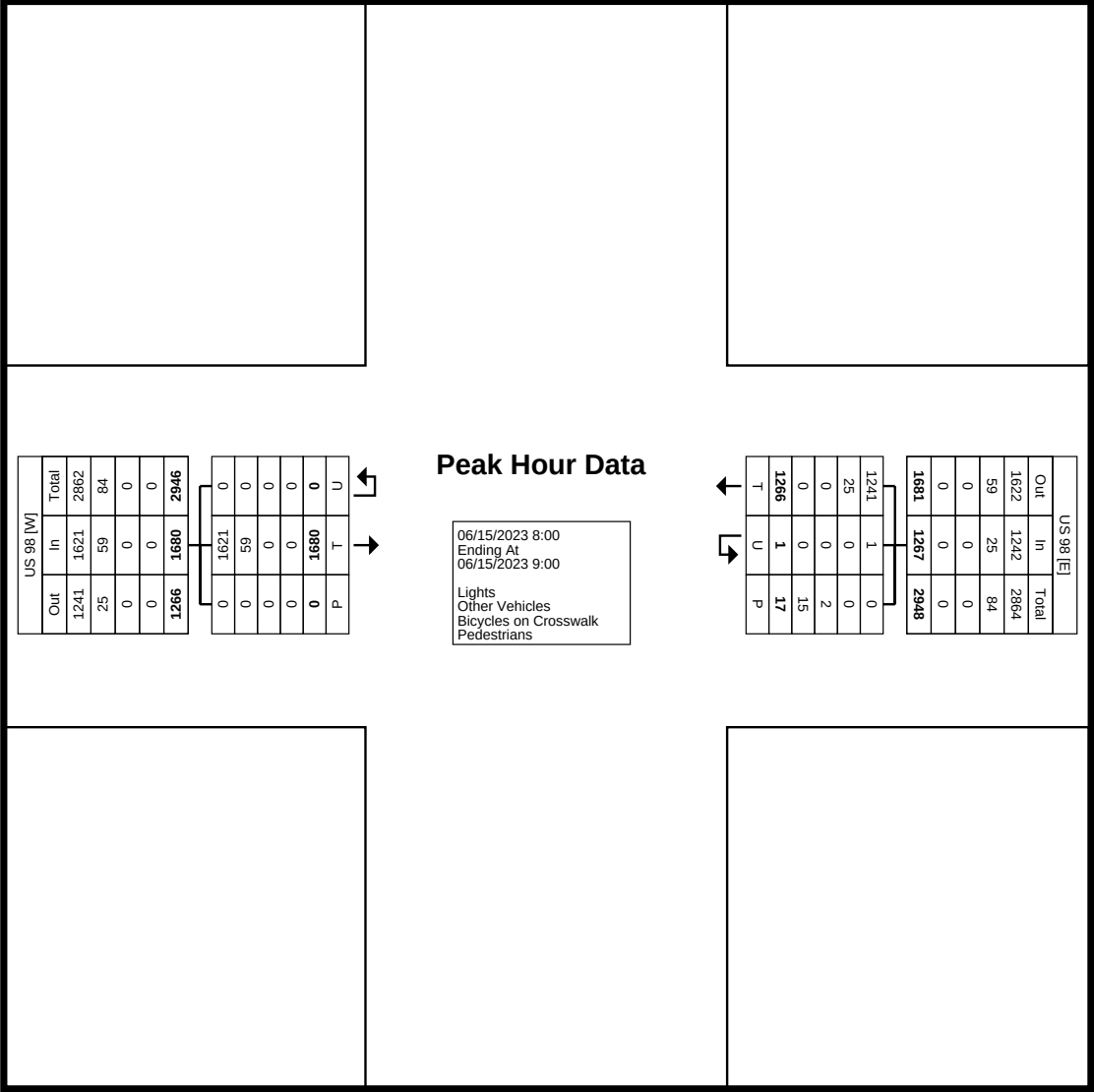
Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler - Thur
Site Code:
Start Date: 06/15/2023
Page No: 3



Turning Movement Data Plot

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler - Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	454	0	454	1	282	6	283	737
8:15	0	417	0	417	0	354	1	354	771
8:30	0	409	0	409	0	324	7	324	733
8:45	0	400	0	400	0	306	3	306	706
Total	0	1680	0	1680	1	1266	17	1267	2947
Approach %	0.0	100.0	-	-	0.1	99.9	-	-	-
Total %	0.0	57.0	-	57.0	0.0	43.0	-	43.0	-
PHF	0.000	0.925	-	0.925	0.250	0.894	-	0.895	0.956
Lights	0	1621	-	1621	1	1241	-	1242	2863
% Lights	-	96.5	-	96.5	100.0	98.0	-	98.0	97.1
Other Vehicles	0	59	-	59	0	25	-	25	84
% Other Vehicles	-	3.5	-	3.5	0.0	2.0	-	2.0	2.9
Bicycles on Crosswalk	-	-	0	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	11.8	-	-
Pedestrians	-	-	0	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	-	88.2	-	-

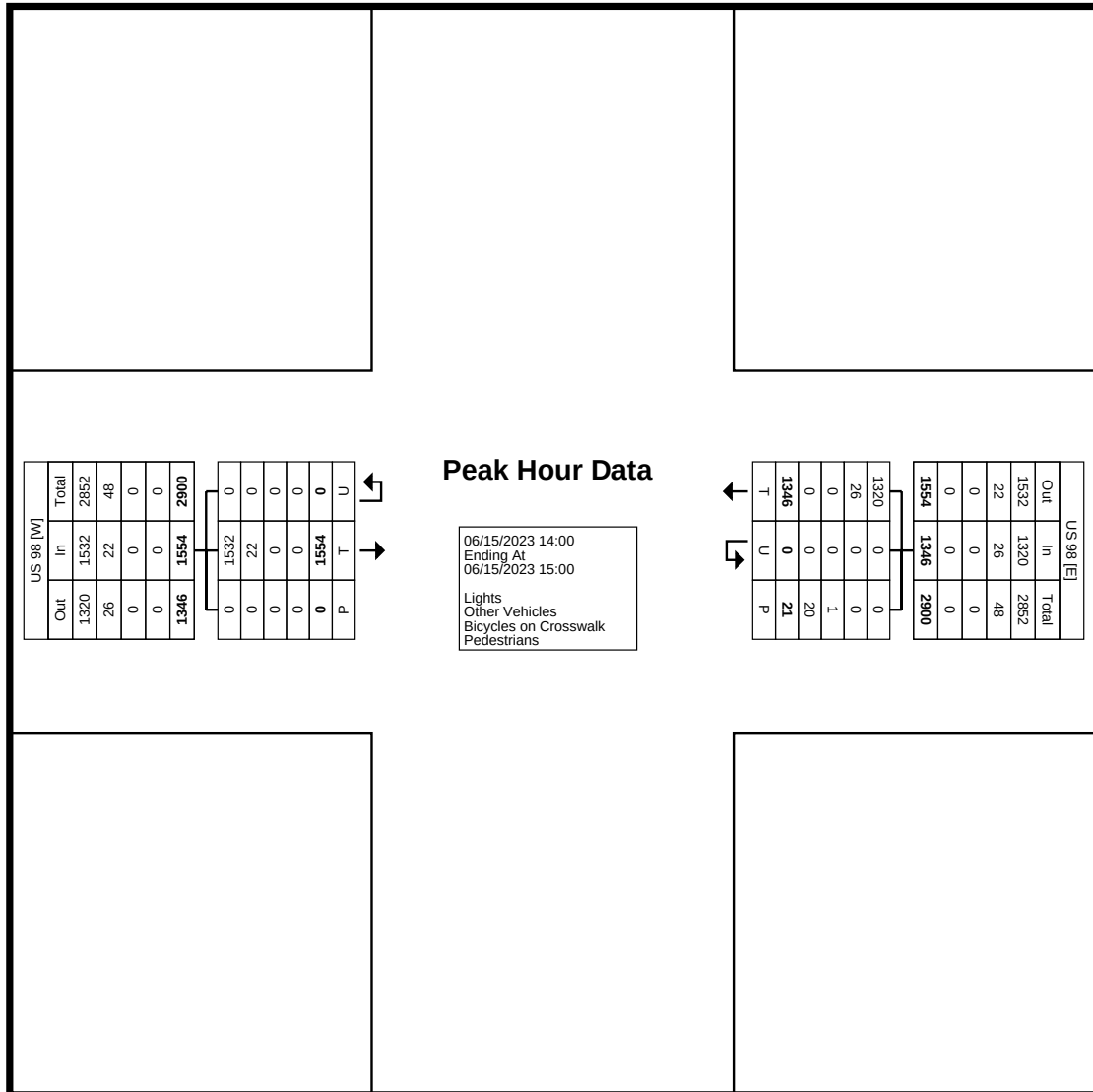


Turning Movement Peak Hour Data Plot (8:00)

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler - Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
	14:00	0	355	0	355	0	364	1	
14:15	0	410	0	410	0	320	9	320	730
14:30	0	401	0	401	0	339	11	339	740
14:45	0	388	0	388	0	323	0	323	711
Total	0	1554	0	1554	0	1346	21	1346	2900
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.6	-	53.6	0.0	46.4	-	46.4	-
PHF	0.000	0.948	-	0.948	0.000	0.924	-	0.924	0.980
Lights	0	1532	-	1532	0	1320	-	1320	2852
% Lights	-	98.6	-	98.6	-	98.1	-	98.1	98.3
Other Vehicles	0	22	-	22	0	26	-	26	48
% Other Vehicles	-	1.4	-	1.4	-	1.9	-	1.9	1.7
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	4.8	-	-
Pedestrians	-	-	0	-	-	-	20	-	-
% Pedestrians	-	-	-	-	-	-	95.2	-	-

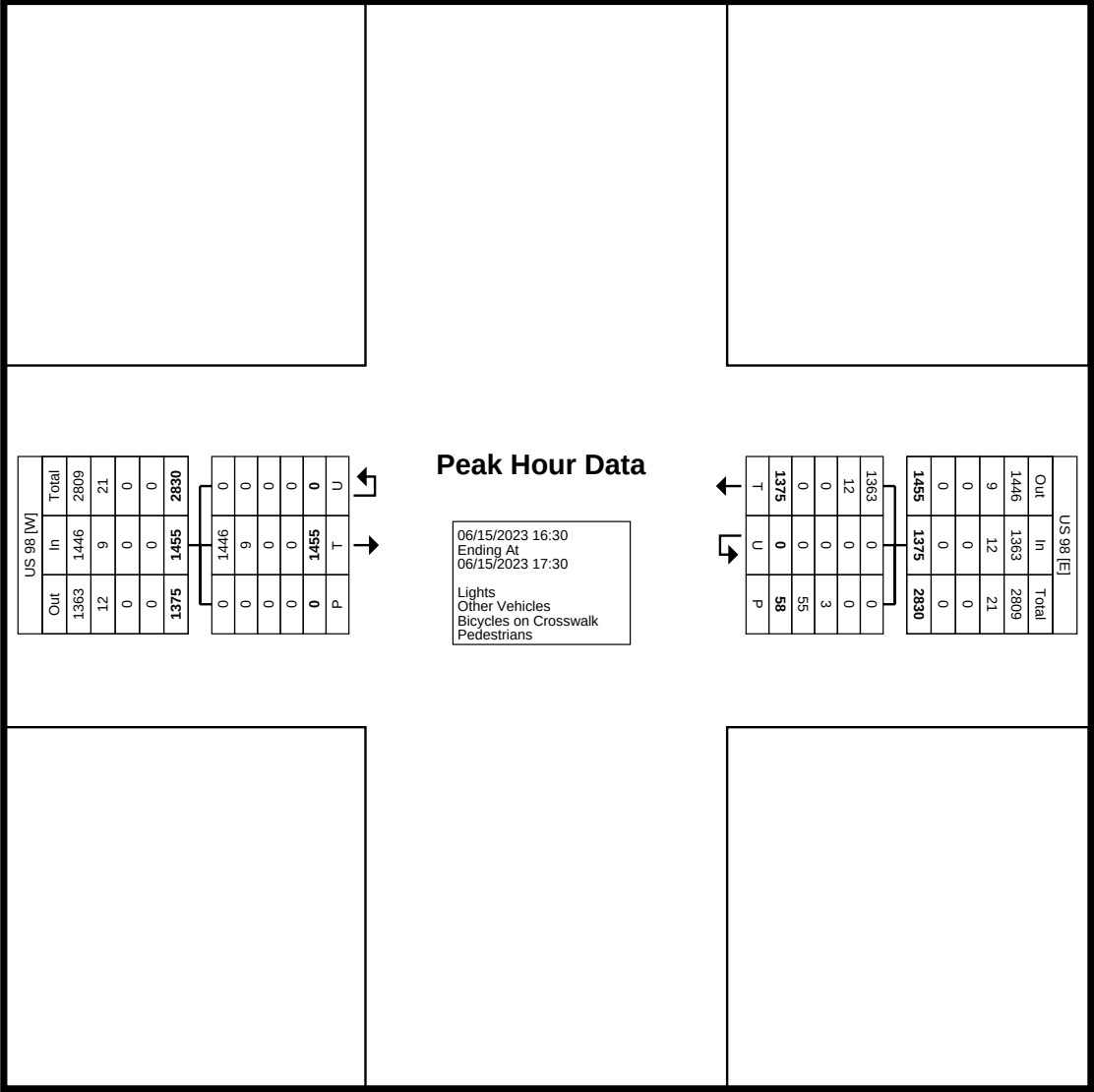
Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler - Thur
Site Code:
Start Date: 06/15/2023
Page No: 7



Turning Movement Peak Hour Data Plot (14:00)

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler - Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

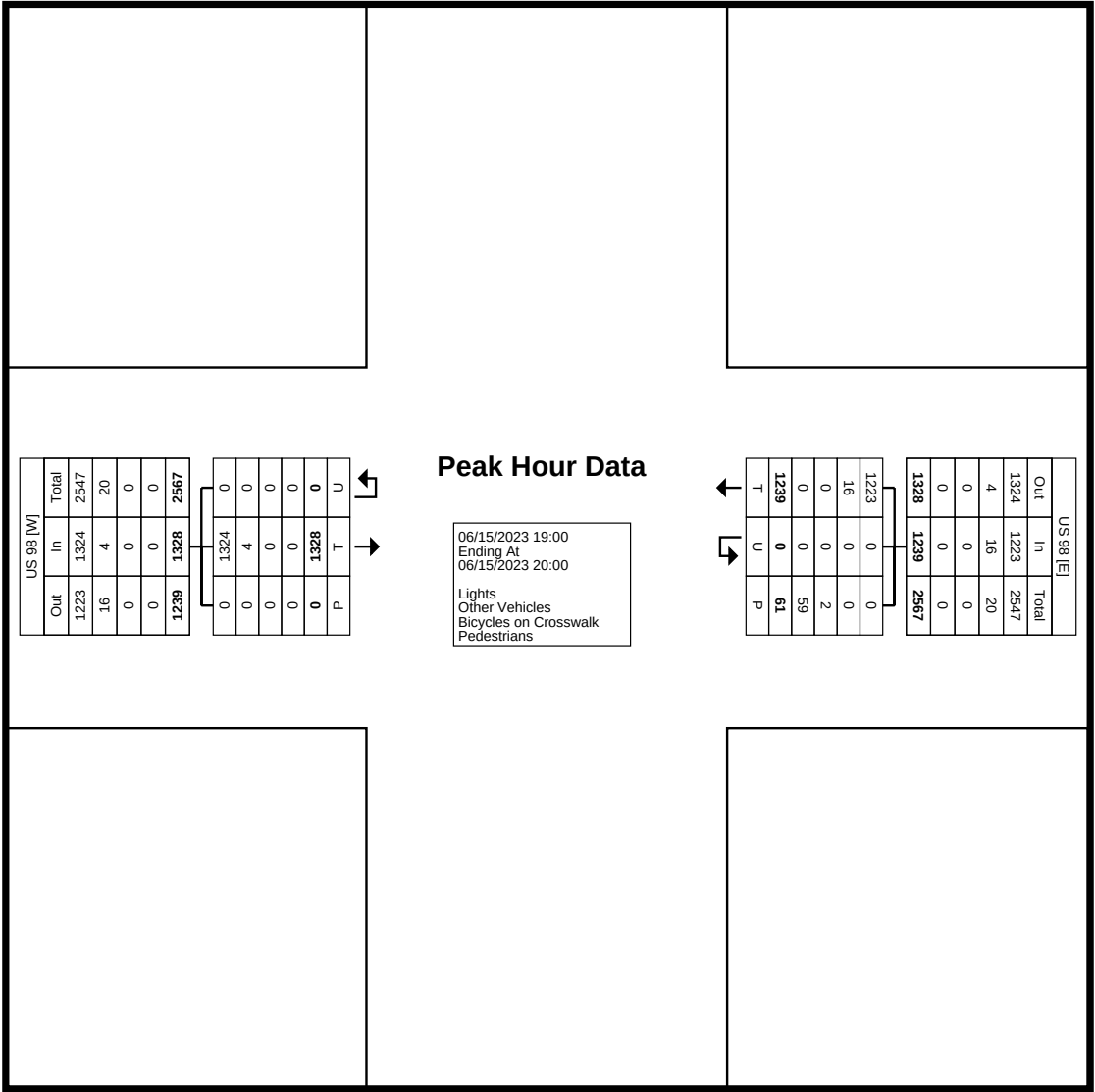
[illegible]



Turning Movement Peak Hour Data Plot (16:30)

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	355	0	355	0	307	9	307	662
19:15	0	350	0	350	0	338	13	338	688
19:30	0	307	0	307	0	332	28	332	639
19:45	0	316	0	316	0	262	11	262	578
Total	0	1328	0	1328	0	1239	61	1239	2567
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.7	-	51.7	0.0	48.3	-	48.3	-
PHF	0.000	0.935	-	0.935	0.000	0.916	-	0.916	0.933
Lights	0	1324	-	1324	0	1223	-	1223	2547
% Lights	-	99.7	-	99.7	-	98.7	-	98.7	99.2
Other Vehicles	0	4	-	4	0	16	-	16	20
% Other Vehicles	-	0.3	-	0.3	-	1.3	-	1.3	0.8
Bicycles on Crosswalk	-	-	0	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	3.3	-	-
Pedestrians	-	-	0	-	-	-	59	-	-
% Pedestrians	-	-	-	-	-	-	96.7	-	-

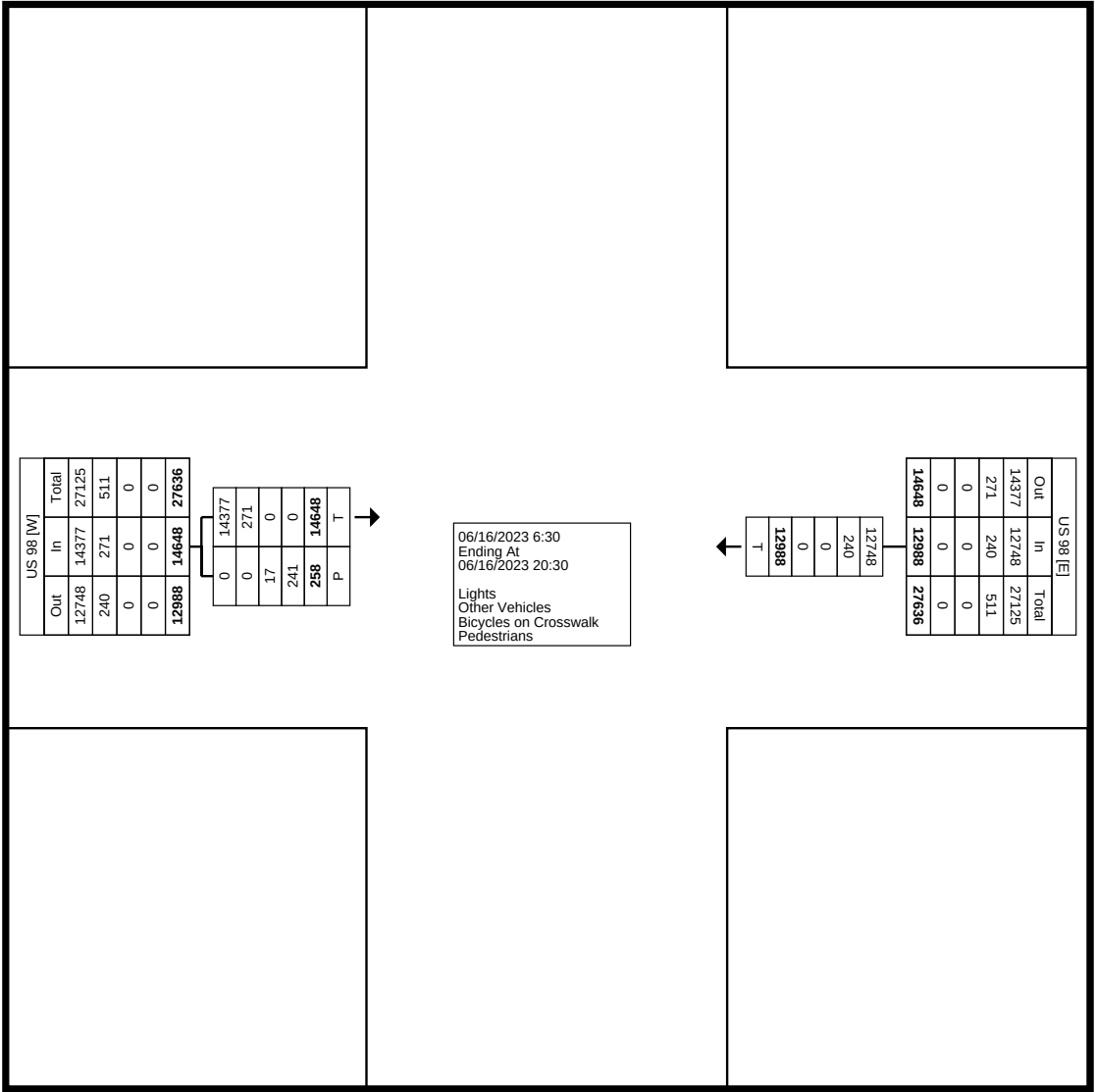


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound			US 98 Westbound		Int. Total
	Thru	Peds	App. Total	Thru	App. Total	
6:30	324	3	324	169	169	493
6:45	398	0	398	223	223	621
Hourly Total	722	3	722	392	392	1114
7:00	325	2	325	237	237	562
7:15	437	1	437	201	201	638
7:30	376	2	376	238	238	614
7:45	393	2	393	260	260	653
Hourly Total	1531	7	1531	936	936	2467
8:00	365	5	365	287	287	652
8:15	460	0	460	290	290	750
8:30	444	1	444	294	294	738
8:45	392	5	392	259	259	651
Hourly Total	1661	11	1661	1130	1130	2791
*** BREAK ***	-	-	-	-	-	-
11:00	352	0	352	326	326	678
11:15	287	1	287	364	364	651
11:30	382	1	382	351	351	733
11:45	364	1	364	373	373	737
Hourly Total	1385	3	1385	1414	1414	2799
12:00	355	1	355	328	328	683
12:15	406	2	406	393	393	799
12:30	358	2	358	361	361	719
12:45	381	8	381	378	378	759
Hourly Total	1500	13	1500	1460	1460	2960
13:00	345	1	345	372	372	717
13:15	353	11	353	354	354	707
13:30	371	0	371	369	369	740
13:45	357	3	357	343	343	700
Hourly Total	1426	15	1426	1438	1438	2864
14:00	374	16	374	362	362	736
14:15	369	9	369	374	374	743
14:30	403	7	403	383	383	786
14:45	372	7	372	358	358	730
Hourly Total	1518	39	1518	1477	1477	2995
*** BREAK ***	-	-	-	-	-	-
16:00	388	7	388	360	360	748
16:15	358	6	358	352	352	710
16:30	351	6	351	355	355	706
16:45	349	5	349	344	344	693
Hourly Total	1446	24	1446	1411	1411	2857
17:00	376	5	376	343	343	719
17:15	369	11	369	320	320	689
17:30	381	6	381	363	363	744
17:45	374	4	374	316	316	690
Hourly Total	1500	26	1500	1342	1342	2842
*** BREAK ***	-	-	-	-	-	-
19:00	343	18	343	333	333	676
19:15	305	26	305	359	359	664
19:30	346	35	346	329	329	675
19:45	310	12	310	284	284	594
Hourly Total	1304	91	1304	1305	1305	2609
20:00	300	18	300	328	328	628
20:15	355	8	355	355	355	710
Grand Total	14648	258	14648	12988	12988	27636
Approach %	100.0	-	-	100.0	-	-
Total %	53.0	-	53.0	47.0	47.0	-
Lights	14377	-	14377	12748	12748	27125
% Lights	98.1	-	98.1	98.2	98.2	98.2
Other Vehicles	271	-	271	240	240	511
% Other Vehicles	1.9	-	1.9	1.8	1.8	1.8
Bicycles on Crosswalk	-	17	-	-	-	-

% Bicycles on Crosswalk	-	6.6	-	-	-	-
Pedestrians	-	241	-	-	-	-
% Pedestrians	-	93.4	-	-	-	-



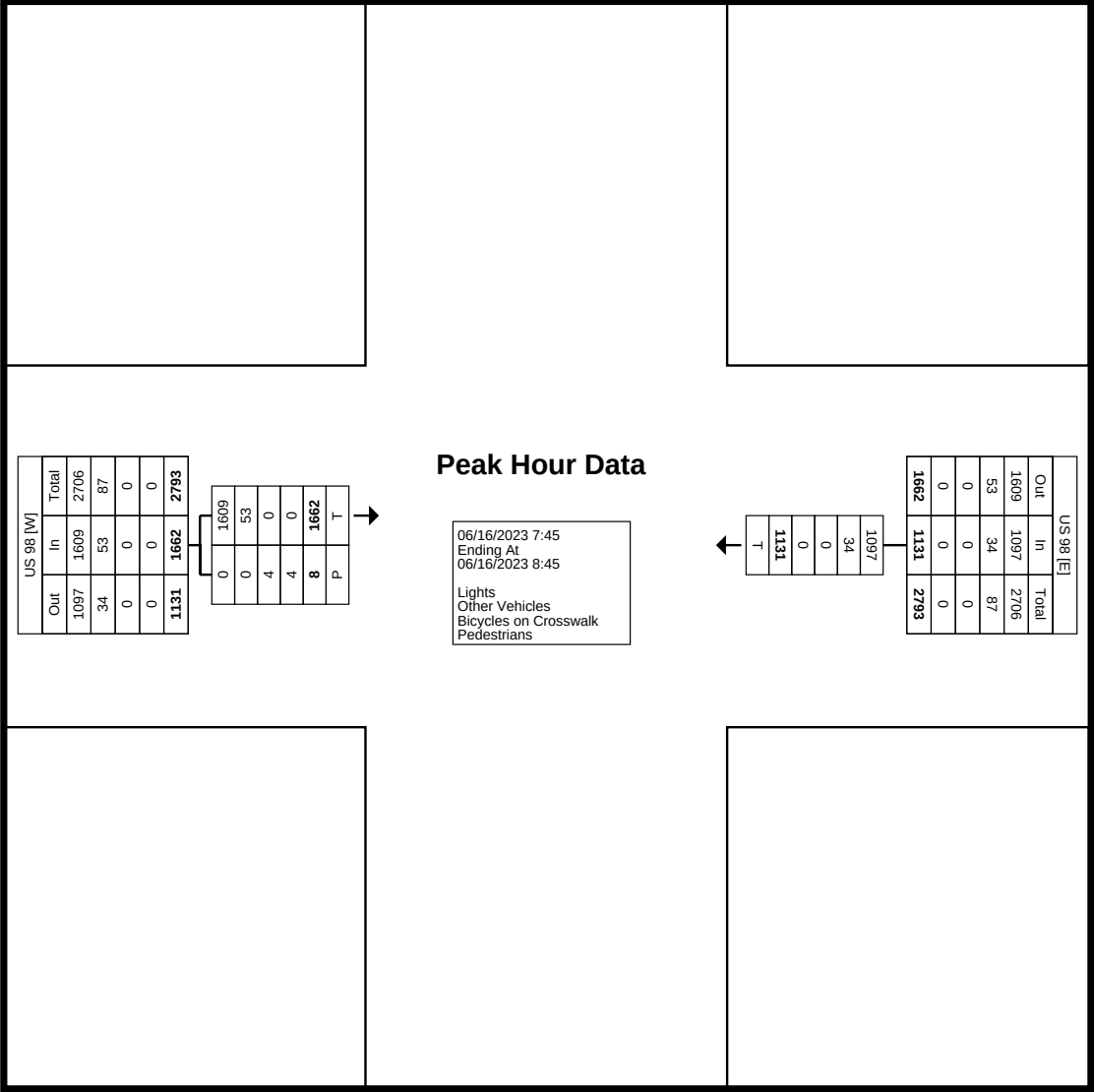
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 4

Turning Movement Peak Hour Data (7:45)

Start Time	US 98 Eastbound			US 98 Westbound		Int. Total
	Thru	Peds	App. Total	Thru	App. Total	
7:45	393	2	393	260	260	653
8:00	365	5	365	287	287	652
8:15	460	0	460	290	290	750
8:30	444	1	444	294	294	738
Total	1662	8	1662	1131	1131	2793
Approach %	100.0	-	-	100.0	-	-
Total %	59.5	-	59.5	40.5	40.5	-
PHF	0.903	-	0.903	0.962	0.962	0.931
Lights	1609	-	1609	1097	1097	2706
% Lights	96.8	-	96.8	97.0	97.0	96.9
Other Vehicles	53	-	53	34	34	87
% Other Vehicles	3.2	-	3.2	3.0	3.0	3.1
Bicycles on Crosswalk	-	4	-	-	-	-
% Bicycles on Crosswalk	-	50.0	-	-	-	-
Pedestrians	-	4	-	-	-	-
% Pedestrians	-	50.0	-	-	-	-



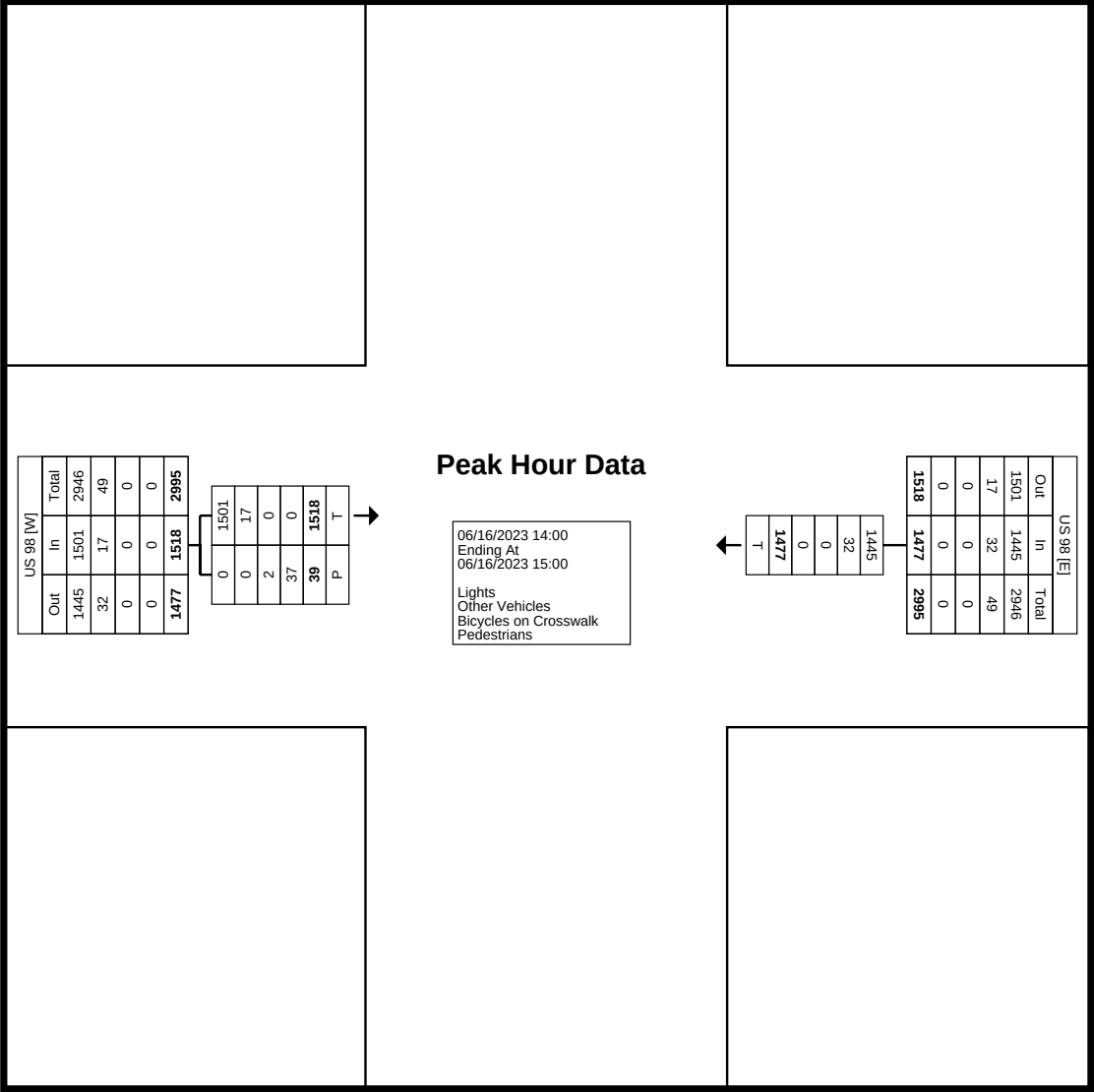
Turning Movement Peak Hour Data Plot (7:45)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 6

Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound			US 98 Westbound		Int. Total
	Thru	Peds	App. Total	Thru	App. Total	
14:00	374	16	374	362	362	736
14:15	369	9	369	374	374	743
14:30	403	7	403	383	383	786
14:45	372	7	372	358	358	730
Total	1518	39	1518	1477	1477	2995
Approach %	100.0	-	-	100.0	-	-
Total %	50.7	-	50.7	49.3	49.3	-
PHF	0.942	-	0.942	0.964	0.964	0.953
Lights	1501	-	1501	1445	1445	2946
% Lights	98.9	-	98.9	97.8	97.8	98.4
Other Vehicles	17	-	17	32	32	49
% Other Vehicles	1.1	-	1.1	2.2	2.2	1.6
Bicycles on Crosswalk	-	2	-	-	-	-
% Bicycles on Crosswalk	-	5.1	-	-	-	-
Pedestrians	-	37	-	-	-	-
% Pedestrians	-	94.9	-	-	-	-



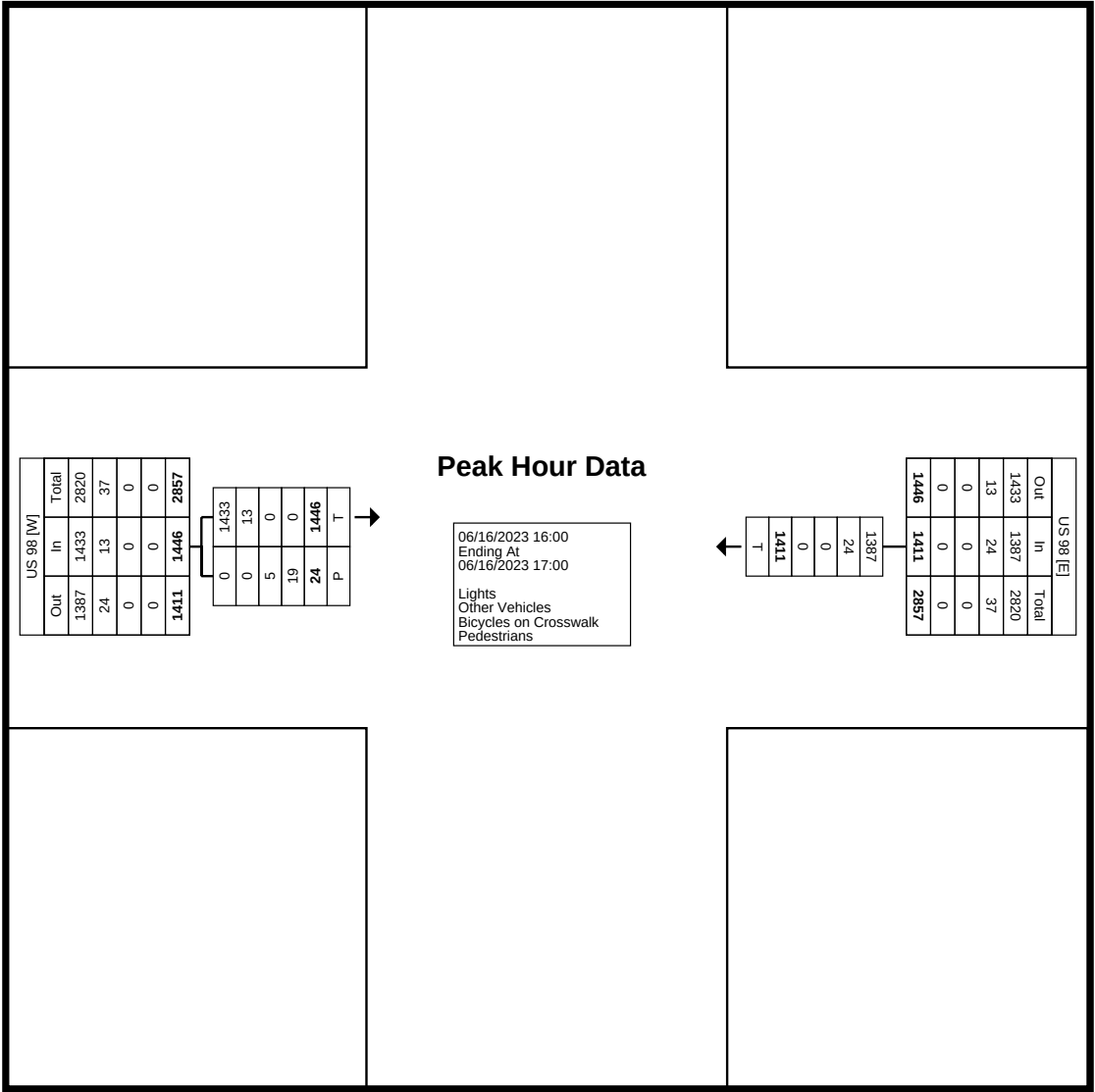
Turning Movement Peak Hour Data Plot (14:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 8

Turning Movement Peak Hour Data (16:00)

Start Time	US 98 Eastbound			US 98 Westbound		Int. Total
	Thru	Peds	App. Total	Thru	App. Total	
16:00	388	7	388	360	360	748
16:15	358	6	358	352	352	710
16:30	351	6	351	355	355	706
16:45	349	5	349	344	344	693
Total	1446	24	1446	1411	1411	2857
Approach %	100.0	-	-	100.0	-	-
Total %	50.6	-	50.6	49.4	49.4	-
PHF	0.932	-	0.932	0.980	0.980	0.955
Lights	1433	-	1433	1387	1387	2820
% Lights	99.1	-	99.1	98.3	98.3	98.7
Other Vehicles	13	-	13	24	24	37
% Other Vehicles	0.9	-	0.9	1.7	1.7	1.3
Bicycles on Crosswalk	-	5	-	-	-	-
% Bicycles on Crosswalk	-	20.8	-	-	-	-
Pedestrians	-	19	-	-	-	-
% Pedestrians	-	79.2	-	-	-	-



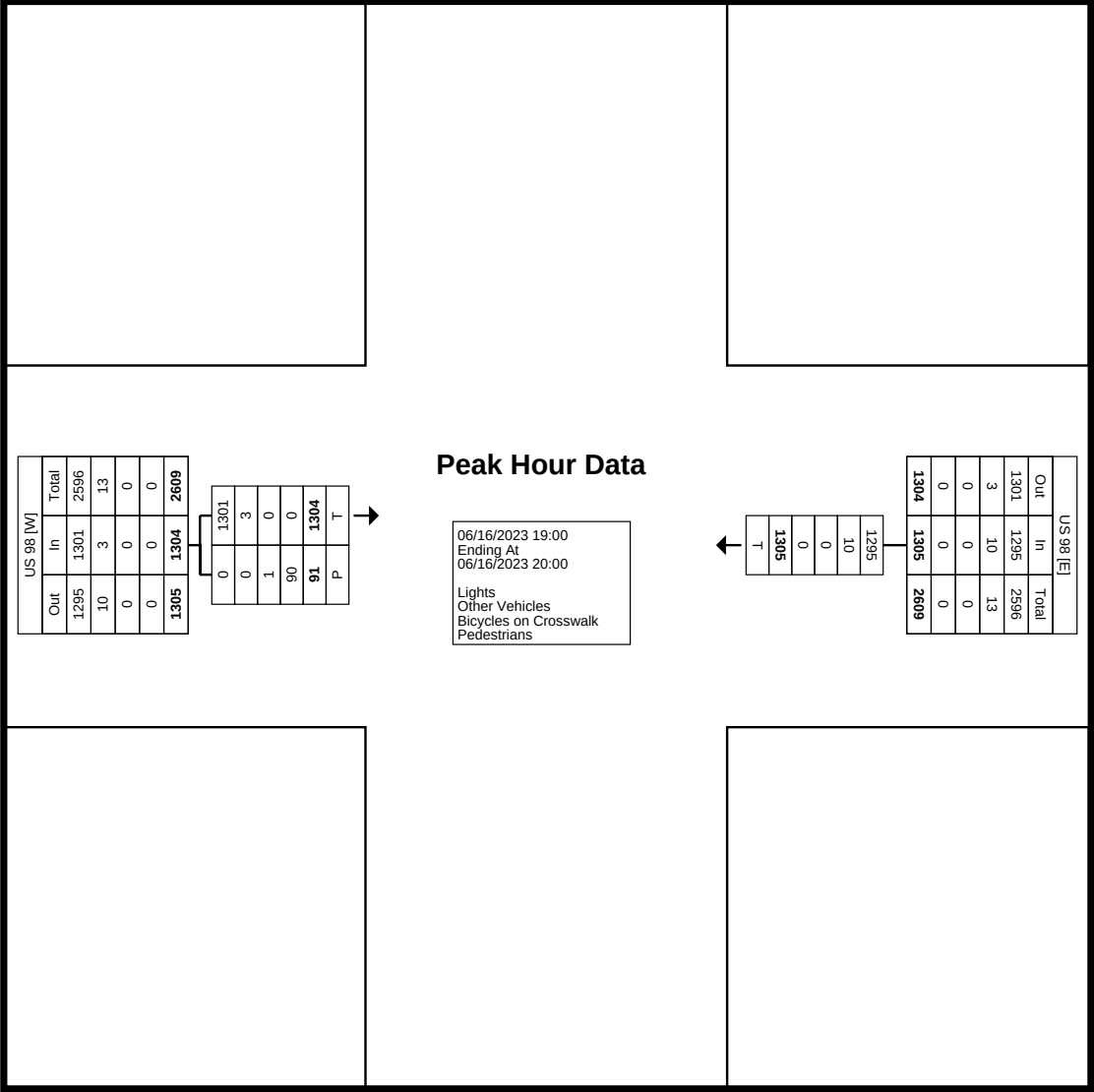
Turning Movement Peak Hour Data Plot (16:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound			US 98 Westbound		Int. Total
	Thru	Peds	App. Total	Thru	App. Total	
19:00	343	18	343	333	333	676
19:15	305	26	305	359	359	664
19:30	346	35	346	329	329	675
19:45	310	12	310	284	284	594
Total	1304	91	1304	1305	1305	2609
Approach %	100.0	-	-	100.0	-	-
Total %	50.0	-	50.0	50.0	50.0	-
PHF	0.942	-	0.942	0.909	0.909	0.965
Lights	1301	-	1301	1295	1295	2596
% Lights	99.8	-	99.8	99.2	99.2	99.5
Other Vehicles	3	-	3	10	10	13
% Other Vehicles	0.2	-	0.2	0.8	0.8	0.5
Bicycles on Crosswalk	-	1	-	-	-	-
% Bicycles on Crosswalk	-	1.1	-	-	-	-
Pedestrians	-	90	-	-	-	-
% Pedestrians	-	98.9	-	-	-	-

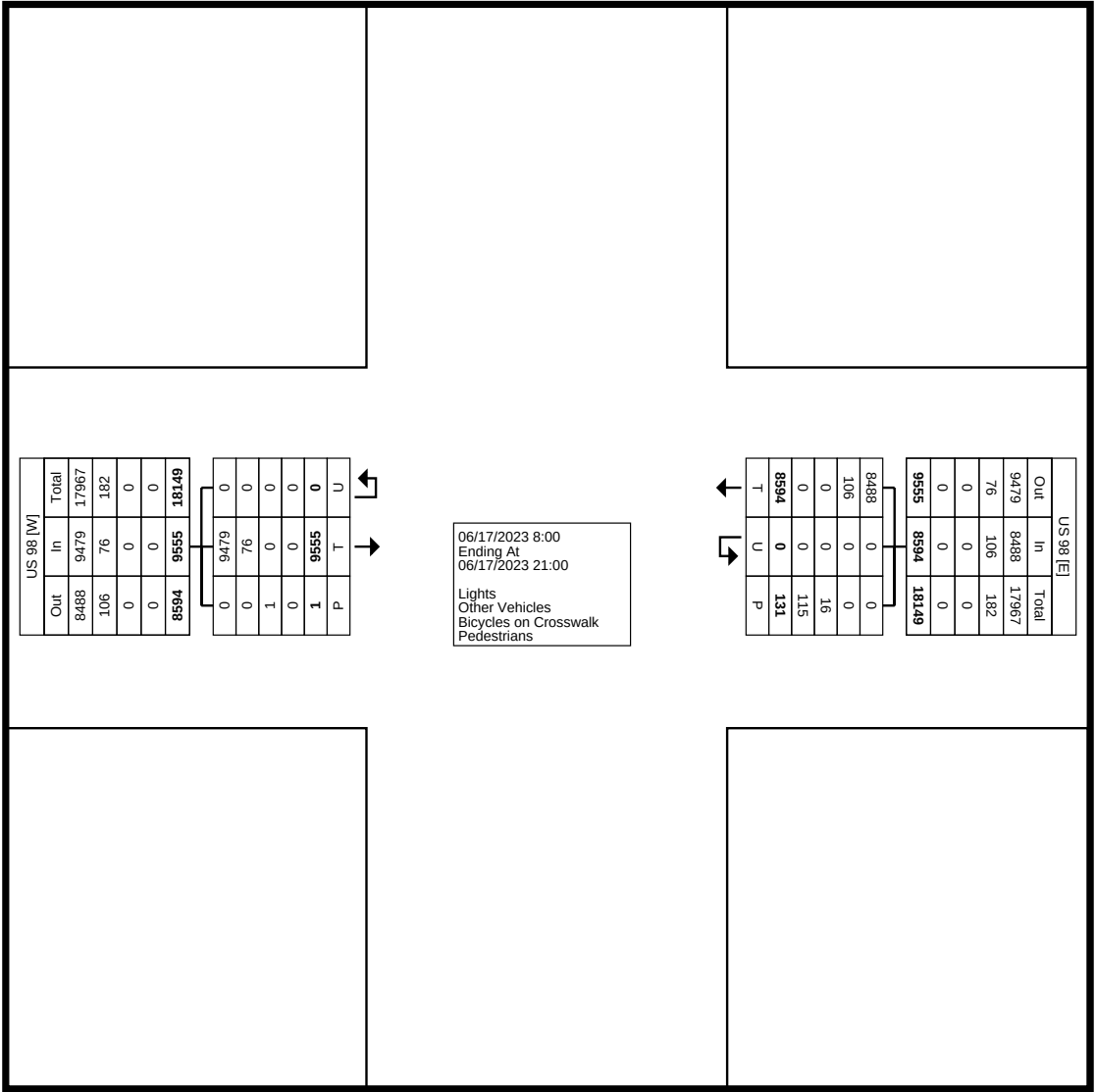


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	362	0	362	0	204	4	204	566
8:15	0	351	0	351	0	262	0	262	613
8:30	0	390	0	390	0	222	0	222	612
8:45	0	370	0	370	0	299	0	299	669
Hourly Total	0	1473	0	1473	0	987	4	987	2460
9:00	0	370	0	370	0	343	3	343	713
9:15	0	369	0	369	0	343	2	343	712
9:30	0	347	0	347	0	400	0	400	747
9:45	0	352	1	352	0	362	4	362	714
Hourly Total	0	1438	1	1438	0	1448	9	1448	2886
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	347	0	347	0	368	5	368	715
11:15	0	340	0	340	0	389	5	389	729
11:30	0	402	0	402	0	354	3	354	756
11:45	0	381	0	381	0	349	0	349	730
Hourly Total	0	1470	0	1470	0	1460	13	1460	2930
12:00	0	364	0	364	0	285	4	285	649
12:15	0	369	0	369	0	369	1	369	738
12:30	0	367	0	367	0	323	9	323	690
12:45	0	345	0	345	0	373	11	373	718
Hourly Total	0	1445	0	1445	0	1350	25	1350	2795
13:00	0	392	0	392	0	358	13	358	750
13:15	0	376	0	376	0	366	3	366	742
13:30	0	372	0	372	0	328	15	328	700
13:45	0	363	0	363	0	324	6	324	687
Hourly Total	0	1503	0	1503	0	1376	37	1376	2879
14:00	0	388	0	388	0	312	5	312	700
14:15	0	383	0	383	0	374	7	374	757
14:30	0	402	0	402	0	344	8	344	746
14:45	0	362	0	362	0	335	8	335	697
Hourly Total	0	1535	0	1535	0	1365	28	1365	2900
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	326	0	326	0	288	11	288	614
16:15	0	295	0	295	0	244	4	244	539
16:30	0	70	0	70	0	76	0	76	146
16:45	0	0	0	0	0	0	0	0	0
Hourly Total	0	691	0	691	0	608	15	608	1299
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-
20:00	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Grand Total	0	9555	1	9555	0	8594	131	8594	18149
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.6	-	52.6	0.0	47.4	-	47.4	-
Lights	0	9479	-	9479	0	8488	-	8488	17967
% Lights	-	99.2	-	99.2	-	98.8	-	98.8	99.0
Other Vehicles	0	76	-	76	0	106	-	106	182
% Other Vehicles	-	0.8	-	0.8	-	1.2	-	1.2	1.0
Bicycles on Crosswalk	-	-	1	-	-	-	16	-	-

% Bicycles on Crosswalk	-	-	100.0	-	-	-	12.2	-	-
Pedestrians	-	-	0	-	-	-	115	-	-
% Pedestrians	-	-	0.0	-	-	-	87.8	-	-



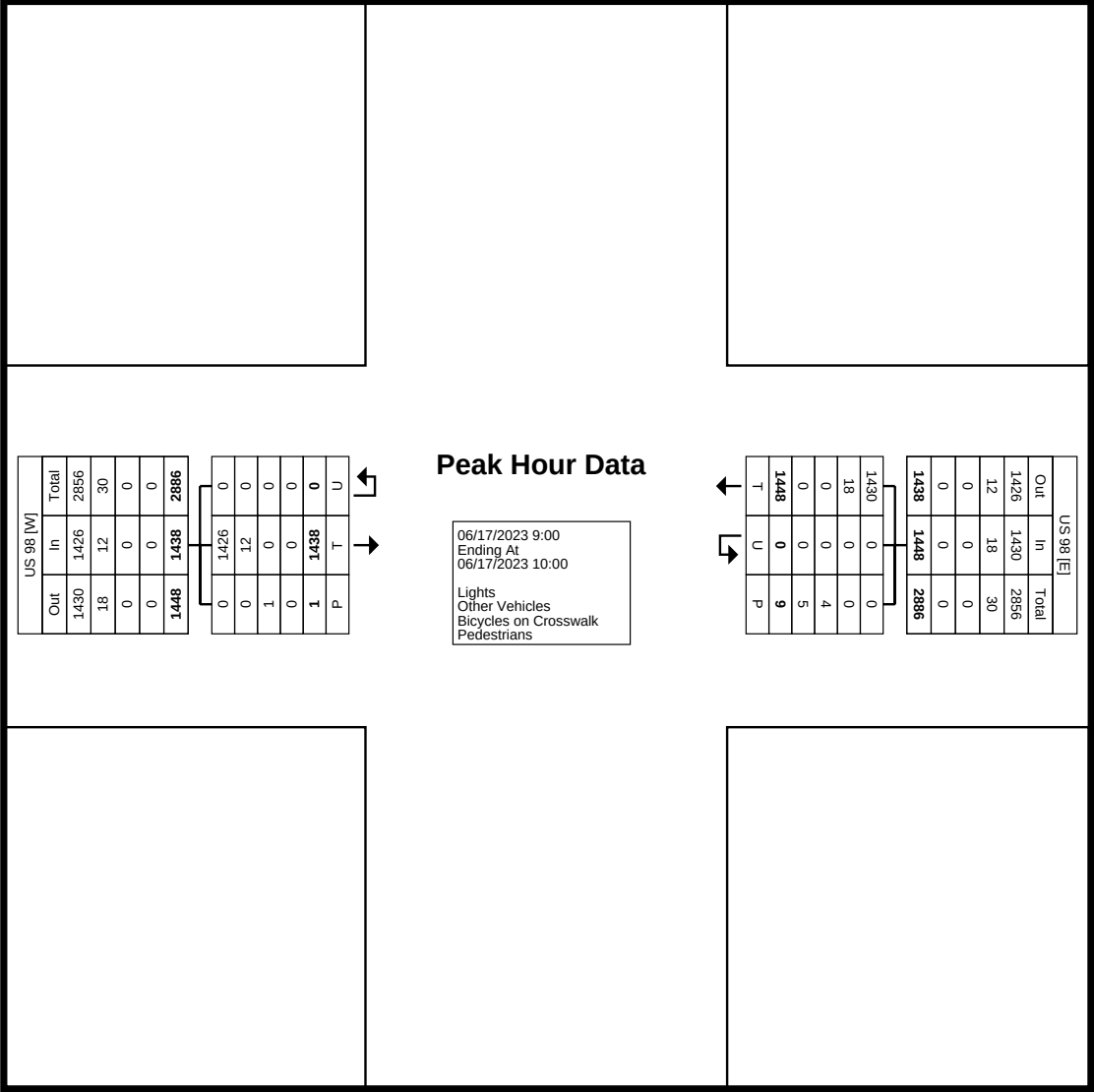
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 4

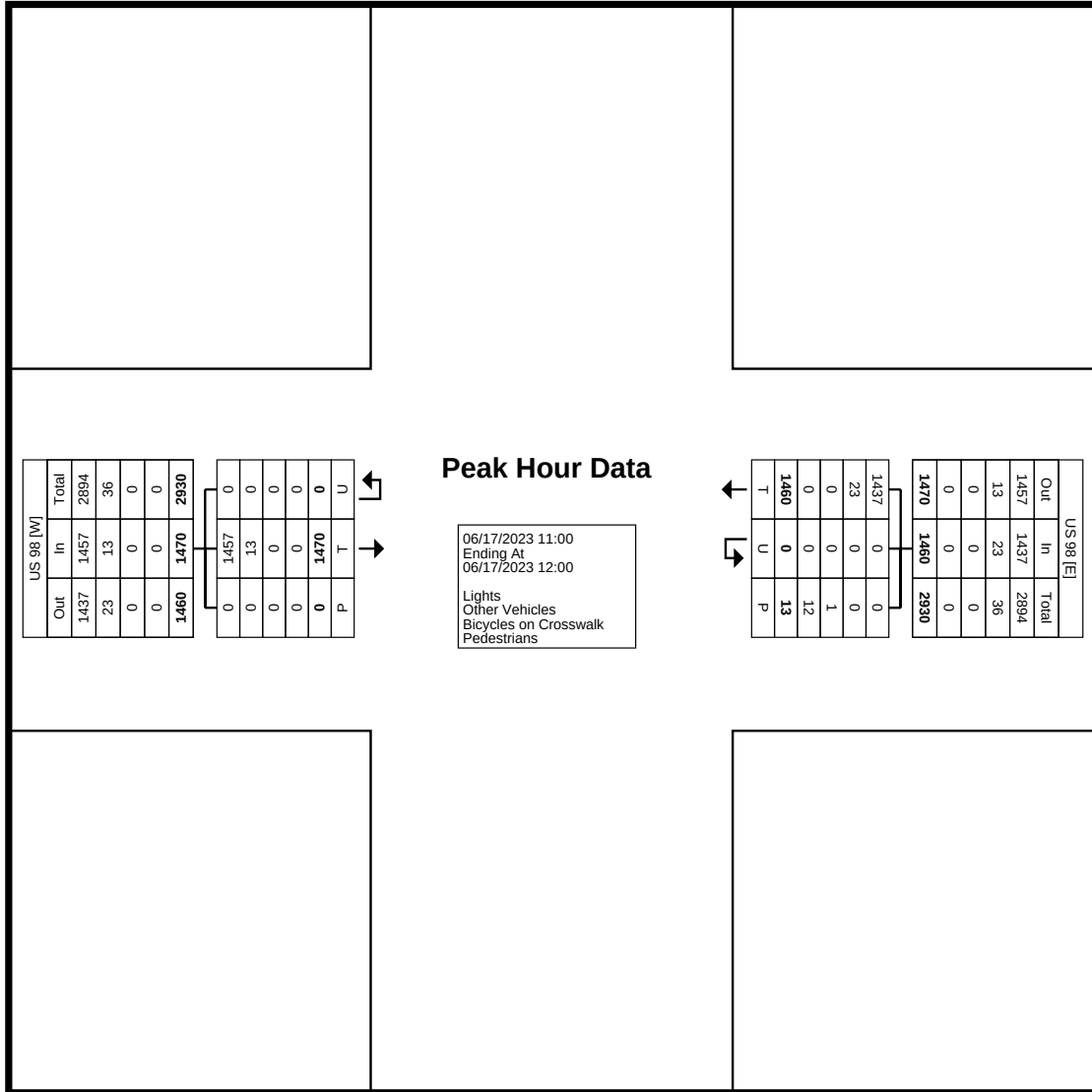
Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
9:00	0	370	0	370	0	343	3	343	713
9:15	0	369	0	369	0	343	2	343	712
9:30	0	347	0	347	0	400	0	400	747
9:45	0	352	1	352	0	362	4	362	714
Total	0	1438	1	1438	0	1448	9	1448	2886
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.8	-	49.8	0.0	50.2	-	50.2	-
PHF	0.000	0.972	-	0.972	0.000	0.905	-	0.905	0.966
Lights	0	1426	-	1426	0	1430	-	1430	2856
% Lights	-	99.2	-	99.2	-	98.8	-	98.8	99.0
Other Vehicles	0	12	-	12	0	18	-	18	30
% Other Vehicles	-	0.8	-	0.8	-	1.2	-	1.2	1.0
Bicycles on Crosswalk	-	-	1	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	100.0	-	-	-	44.4	-	-
Pedestrians	-	-	0	-	-	-	5	-	-
% Pedestrians	-	-	0.0	-	-	-	55.6	-	-



Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 6

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
11:00	0	347	0	347	0	368	5	368	715
11:15	0	340	0	340	0	389	5	389	729
11:30	0	402	0	402	0	354	3	354	756
11:45	0	381	0	381	0	349	0	349	730
Total	0	1470	0	1470	0	1460	13	1460	2930
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.2	-	50.2	0.0	49.8	-	49.8	-
PHF	0.000	0.914	-	0.914	0.000	0.938	-	0.938	0.969
Lights	0	1457	-	1457	0	1437	-	1437	2894
% Lights	-	99.1	-	99.1	-	98.4	-	98.4	98.8
Other Vehicles	0	13	-	13	0	23	-	23	36
% Other Vehicles	-	0.9	-	0.9	-	1.6	-	1.6	1.2
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	7.7	-	-
Pedestrians	-	-	0	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	-	92.3	-	-



Turning Movement Peak Hour Data Plot (11:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

Turning Movement Peak Hour Data (16:00)

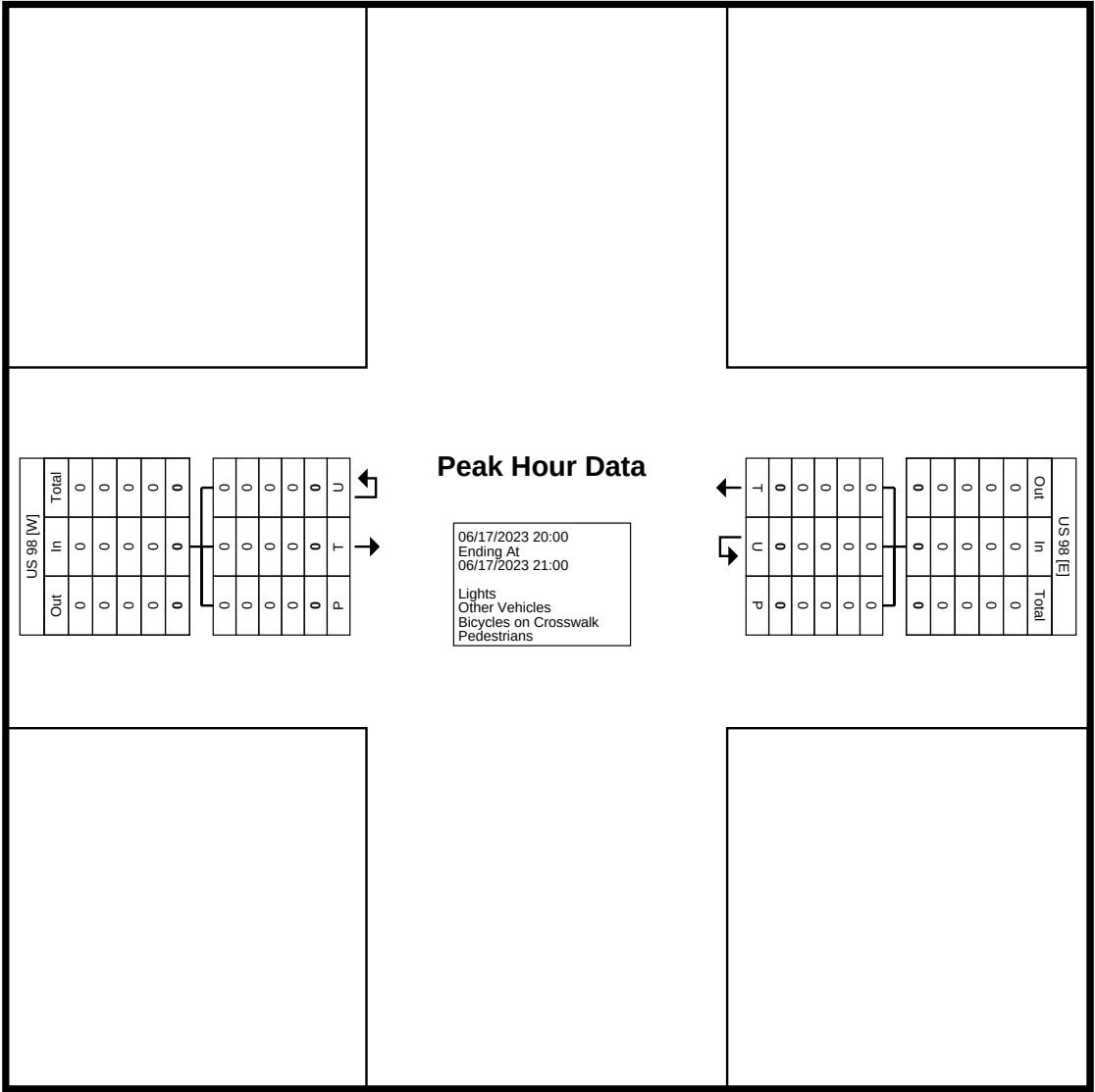
Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
16:00	0	326	0	326	0	288	11	288	614
16:15	0	295	0	295	0	244	4	244	539
16:30	0	70	0	70	0	76	0	76	146
16:45	0	0	0	0	0	0	0	0	0
Total	0	691	0	691	0	608	15	608	1299
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.2	-	53.2	0.0	46.8	-	46.8	-
PHF	0.000	0.530	-	0.530	0.000	0.528	-	0.528	0.529
Lights	0	688	-	688	0	601	-	601	1289
% Lights	-	99.6	-	99.6	-	98.8	-	98.8	99.2
Other Vehicles	0	3	-	3	0	7	-	7	10
% Other Vehicles	-	0.4	-	0.4	-	1.2	-	1.2	0.8
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-

Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 9



Count Name: US 98 at Ped
Signal Btwn Palmetto St and
Marler St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

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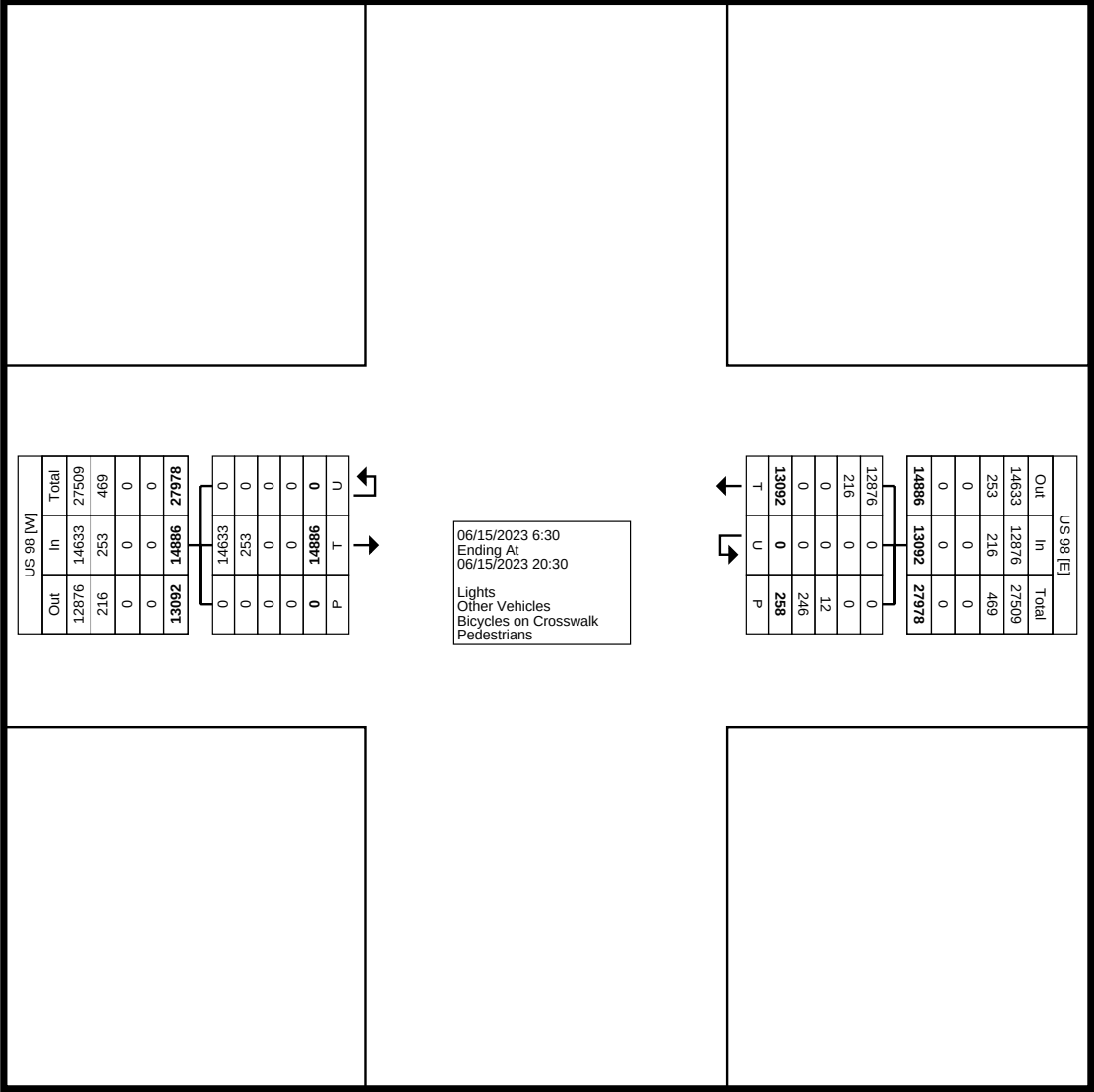


Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	377	0	377	0	218	0	218	595
6:45	0	331	0	331	0	235	0	235	566
Hourly Total	0	708	0	708	0	453	0	453	1161
7:00	0	346	0	346	0	232	0	232	578
7:15	0	361	0	361	0	262	0	262	623
7:30	0	440	0	440	0	280	0	280	720
7:45	0	308	0	308	0	277	0	277	585
Hourly Total	0	1455	0	1455	0	1051	0	1051	2506
8:00	0	451	0	451	0	286	0	286	737
8:15	0	410	0	410	0	389	0	389	799
8:30	0	418	0	418	0	332	1	332	750
8:45	0	371	0	371	0	351	8	351	722
Hourly Total	0	1650	0	1650	0	1358	9	1358	3008
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	352	0	352	0	403	1	403	755
11:15	0	379	0	379	0	353	3	353	732
11:30	0	350	0	350	0	406	1	406	756
11:45	0	330	0	330	0	366	1	366	696
Hourly Total	0	1411	0	1411	0	1528	6	1528	2939
12:00	0	357	0	357	0	371	1	371	728
12:15	0	417	0	417	0	377	3	377	794
12:30	0	371	0	371	0	393	2	393	764
12:45	0	399	0	399	0	362	3	362	761
Hourly Total	0	1544	0	1544	0	1503	9	1503	3047
13:00	0	401	0	401	0	393	0	393	794
13:15	0	405	0	405	0	367	0	367	772
13:30	0	374	0	374	0	389	1	389	763
13:45	0	379	0	379	0	366	6	366	745
Hourly Total	0	1559	0	1559	0	1515	7	1515	3074
14:00	0	349	0	349	0	376	7	376	725
14:15	0	399	0	399	0	350	7	350	749
14:30	0	419	0	419	0	341	2	341	760
14:45	0	403	0	403	0	327	16	327	730
Hourly Total	0	1570	0	1570	0	1394	32	1394	2964
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	360	0	360	0	314	24	314	674
16:15	0	377	0	377	0	337	17	337	714
16:30	0	383	0	383	0	369	15	369	752
16:45	0	361	0	361	0	350	17	350	711
Hourly Total	0	1481	0	1481	0	1370	73	1370	2851
17:00	0	367	0	367	0	369	16	369	736
17:15	0	400	0	400	0	304	13	304	704
17:30	0	365	0	365	0	312	23	312	677
17:45	0	370	0	370	0	299	12	299	669
Hourly Total	0	1502	0	1502	0	1284	64	1284	2786
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	402	0	402	0	343	12	343	745
19:15	0	367	0	367	0	347	5	347	714
19:30	0	349	0	349	0	308	10	308	657
19:45	0	341	0	341	0	221	6	221	562
Hourly Total	0	1459	0	1459	0	1219	33	1219	2678
20:00	0	290	0	290	0	212	12	212	502
20:15	0	257	0	257	0	205	13	205	462
Grand Total	0	14886	0	14886	0	13092	258	13092	27978
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.2	-	53.2	0.0	46.8	-	46.8	-
Lights	0	14633	-	14633	0	12876	-	12876	27509
% Lights	-	98.3	-	98.3	-	98.4	-	98.4	98.3
Other Vehicles	0	253	-	253	0	216	-	216	469
% Other Vehicles	-	1.7	-	1.7	-	1.6	-	1.6	1.7
Bicycles on Crosswalk	-	-	0	-	-	-	12	-	-

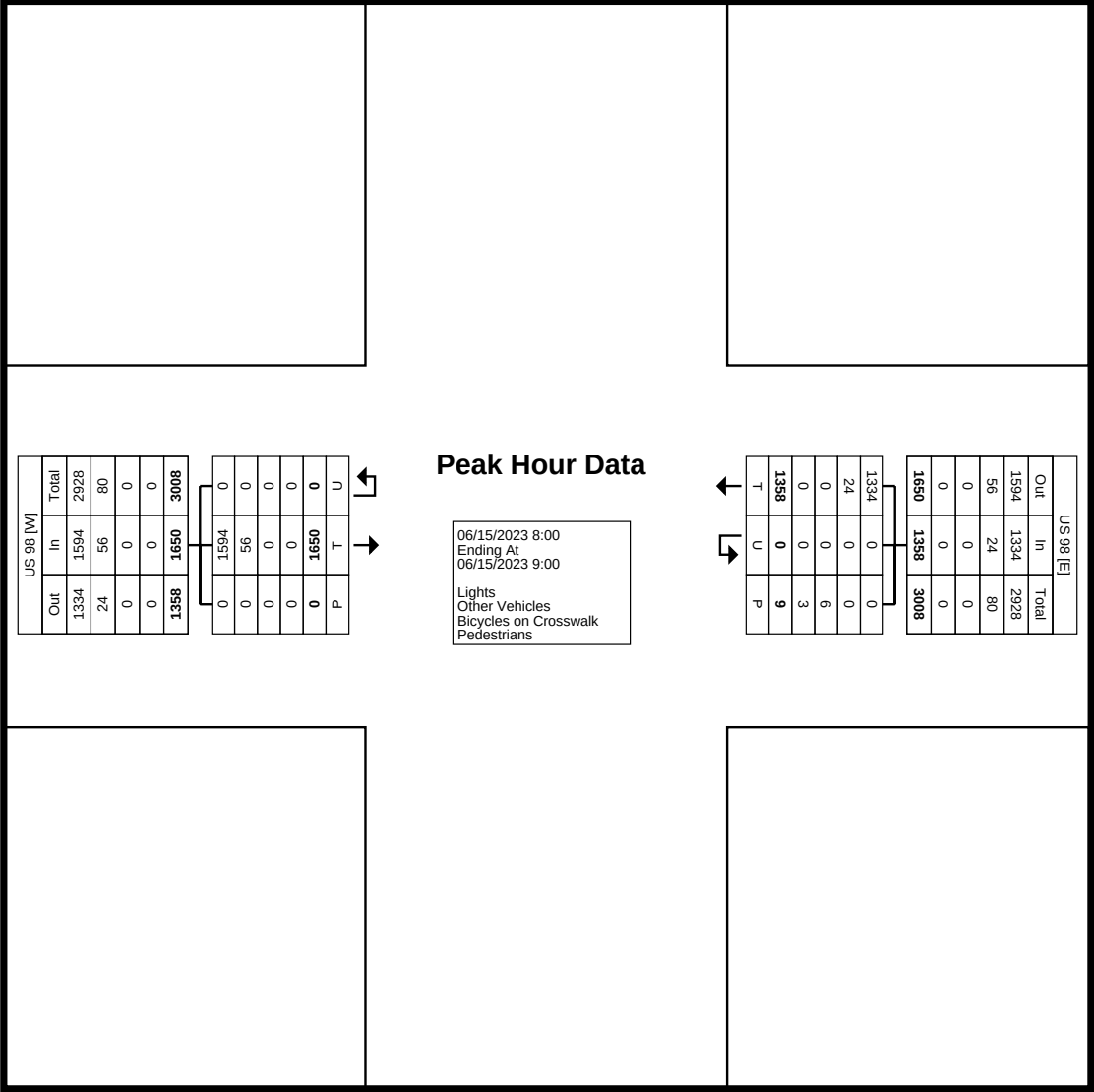
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Turning Movement Data Plot

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	451	0	451	0	286	0	286	737
8:15	0	410	0	410	0	389	0	389	799
8:30	0	418	0	418	0	332	1	332	750
8:45	0	371	0	371	0	351	8	351	722
Total	0	1650	0	1650	0	1358	9	1358	3008
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	54.9	-	54.9	0.0	45.1	-	45.1	-
PHF	0.000	0.915	-	0.915	0.000	0.873	-	0.873	0.941
Lights	0	1594	-	1594	0	1334	-	1334	2928
% Lights	-	96.6	-	96.6	-	98.2	-	98.2	97.3
Other Vehicles	0	56	-	56	0	24	-	24	80
% Other Vehicles	-	3.4	-	3.4	-	1.8	-	1.8	2.7
Bicycles on Crosswalk	-	-	0	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	0	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	33.3	-	-



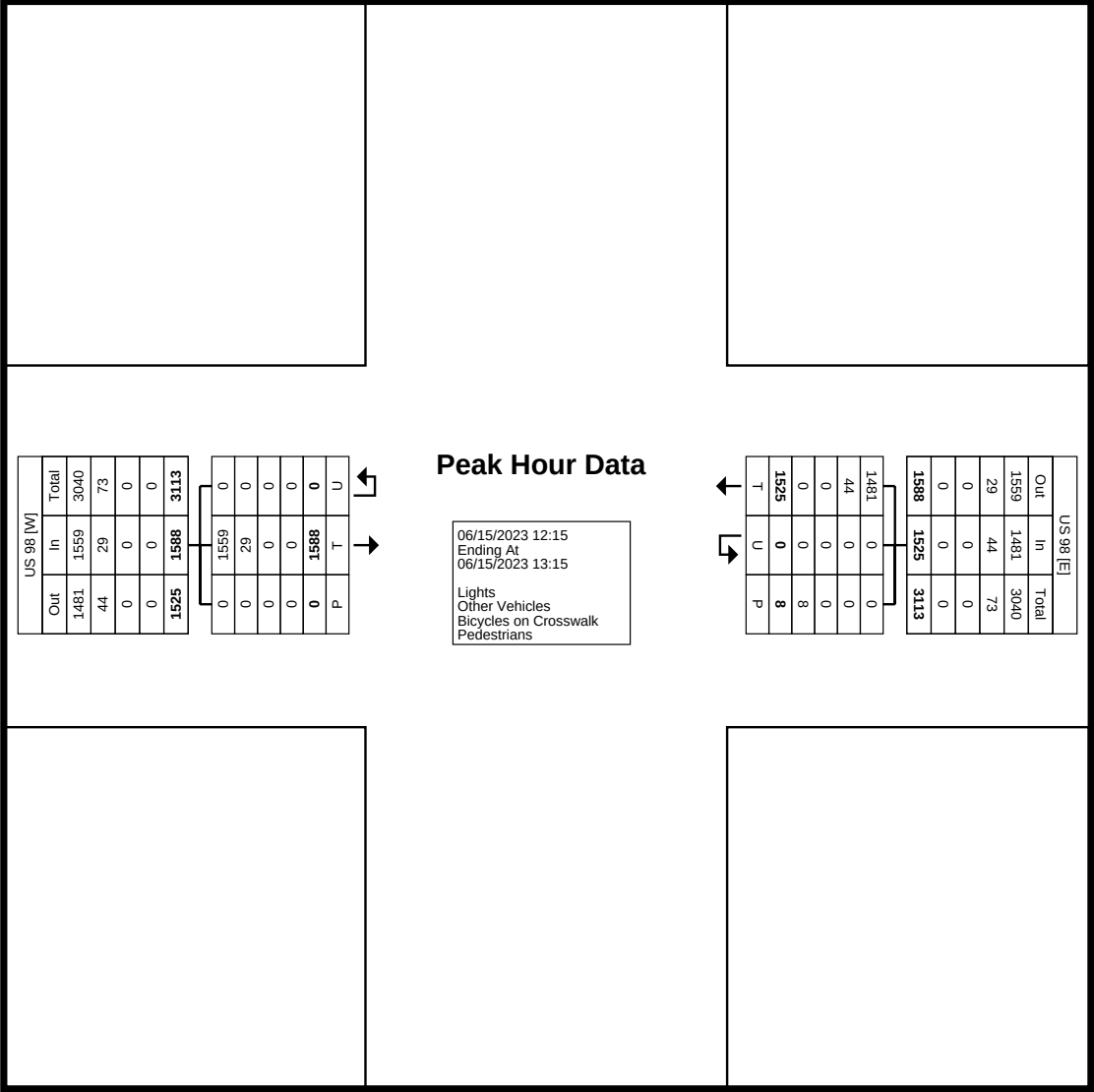
Turning Movement Peak Hour Data Plot (8:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

Turning Movement Peak Hour Data (12:15)

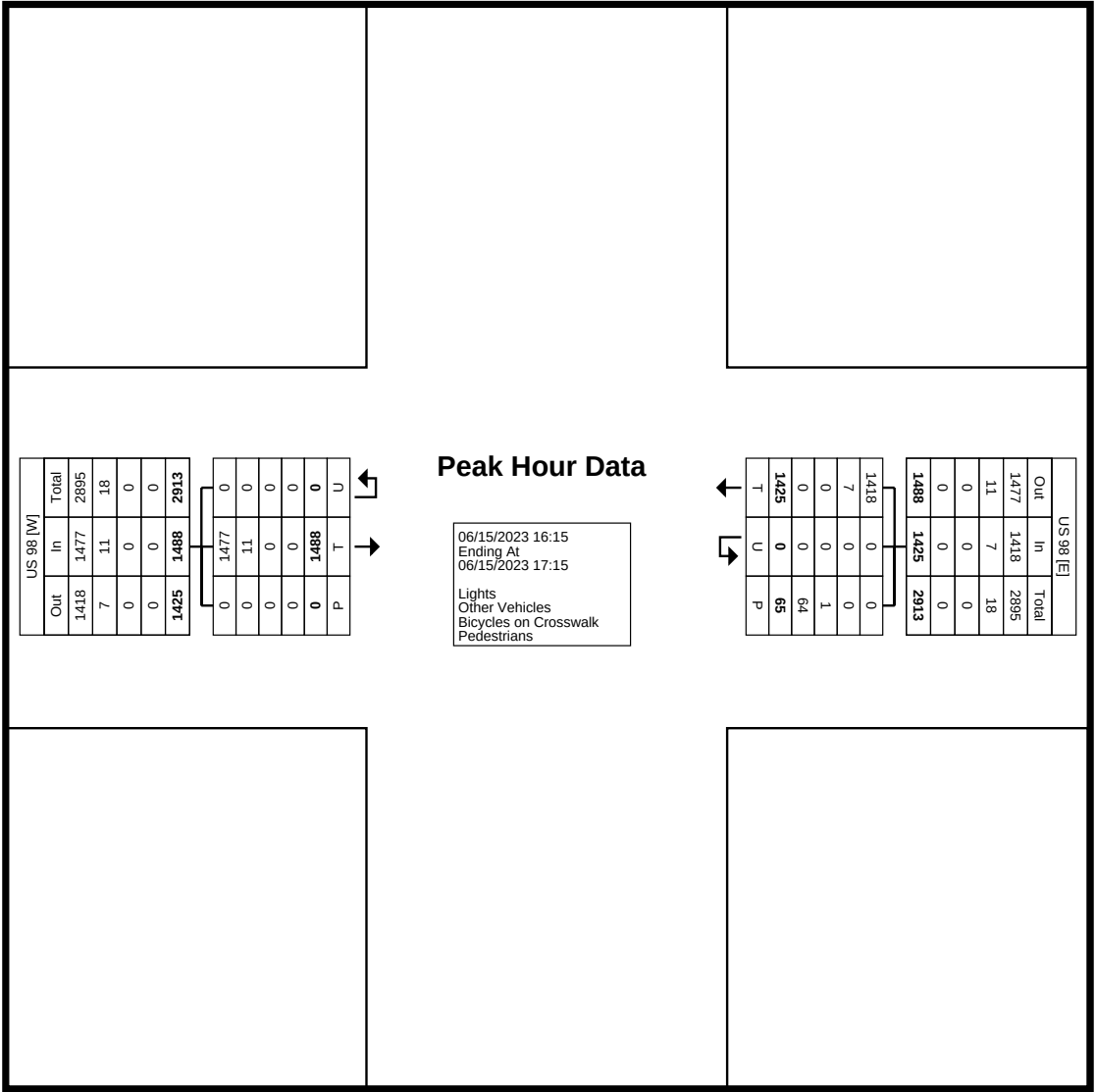
Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
12:15	0	417	0	417	0	377	3	377	794
12:30	0	371	0	371	0	393	2	393	764
12:45	0	399	0	399	0	362	3	362	761
13:00	0	401	0	401	0	393	0	393	794
Total	0	1588	0	1588	0	1525	8	1525	3113
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.0	-	51.0	0.0	49.0	-	49.0	-
PHF	0.000	0.952	-	0.952	0.000	0.970	-	0.970	0.980
Lights	0	1559	-	1559	0	1481	-	1481	3040
% Lights	-	98.2	-	98.2	-	97.1	-	97.1	97.7
Other Vehicles	0	29	-	29	0	44	-	44	73
% Other Vehicles	-	1.8	-	1.8	-	2.9	-	2.9	2.3
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:15)

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
16:15	0	377	0	377	0	337	17	337	714
16:30	0	383	0	383	0	369	15	369	752
16:45	0	361	0	361	0	350	17	350	711
17:00	0	367	0	367	0	369	16	369	736
Total	0	1488	0	1488	0	1425	65	1425	2913
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.1	-	51.1	0.0	48.9	-	48.9	-
PHF	0.000	0.971	-	0.971	0.000	0.965	-	0.965	0.968
Lights	0	1477	-	1477	0	1418	-	1418	2895
% Lights	-	99.3	-	99.3	-	99.5	-	99.5	99.4
Other Vehicles	0	11	-	11	0	7	-	7	18
% Other Vehicles	-	0.7	-	0.7	-	0.5	-	0.5	0.6
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	1.5	-	-
Pedestrians	-	-	0	-	-	-	64	-	-
% Pedestrians	-	-	-	-	-	-	98.5	-	-



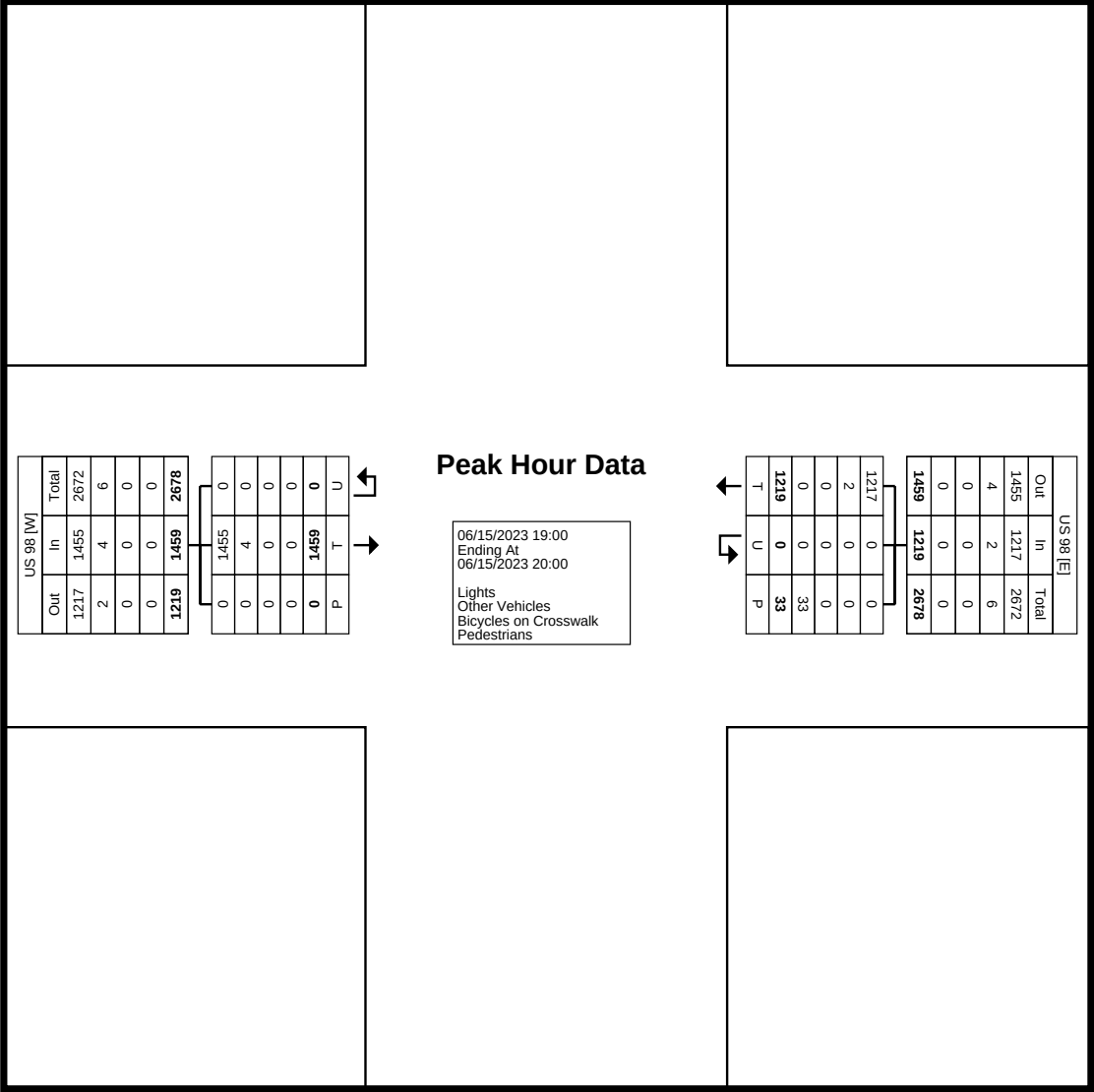
Turning Movement Peak Hour Data Plot (16:15)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	402	0	402	0	343	12	343	745
19:15	0	367	0	367	0	347	5	347	714
19:30	0	349	0	349	0	308	10	308	657
19:45	0	341	0	341	0	221	6	221	562
Total	0	1459	0	1459	0	1219	33	1219	2678
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	54.5	-	54.5	0.0	45.5	-	45.5	-
PHF	0.000	0.907	-	0.907	0.000	0.878	-	0.878	0.899
Lights	0	1455	-	1455	0	1217	-	1217	2672
% Lights	-	99.7	-	99.7	-	99.8	-	99.8	99.8
Other Vehicles	0	4	-	4	0	2	-	2	6
% Other Vehicles	-	0.3	-	0.3	-	0.2	-	0.2	0.2
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	33	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-

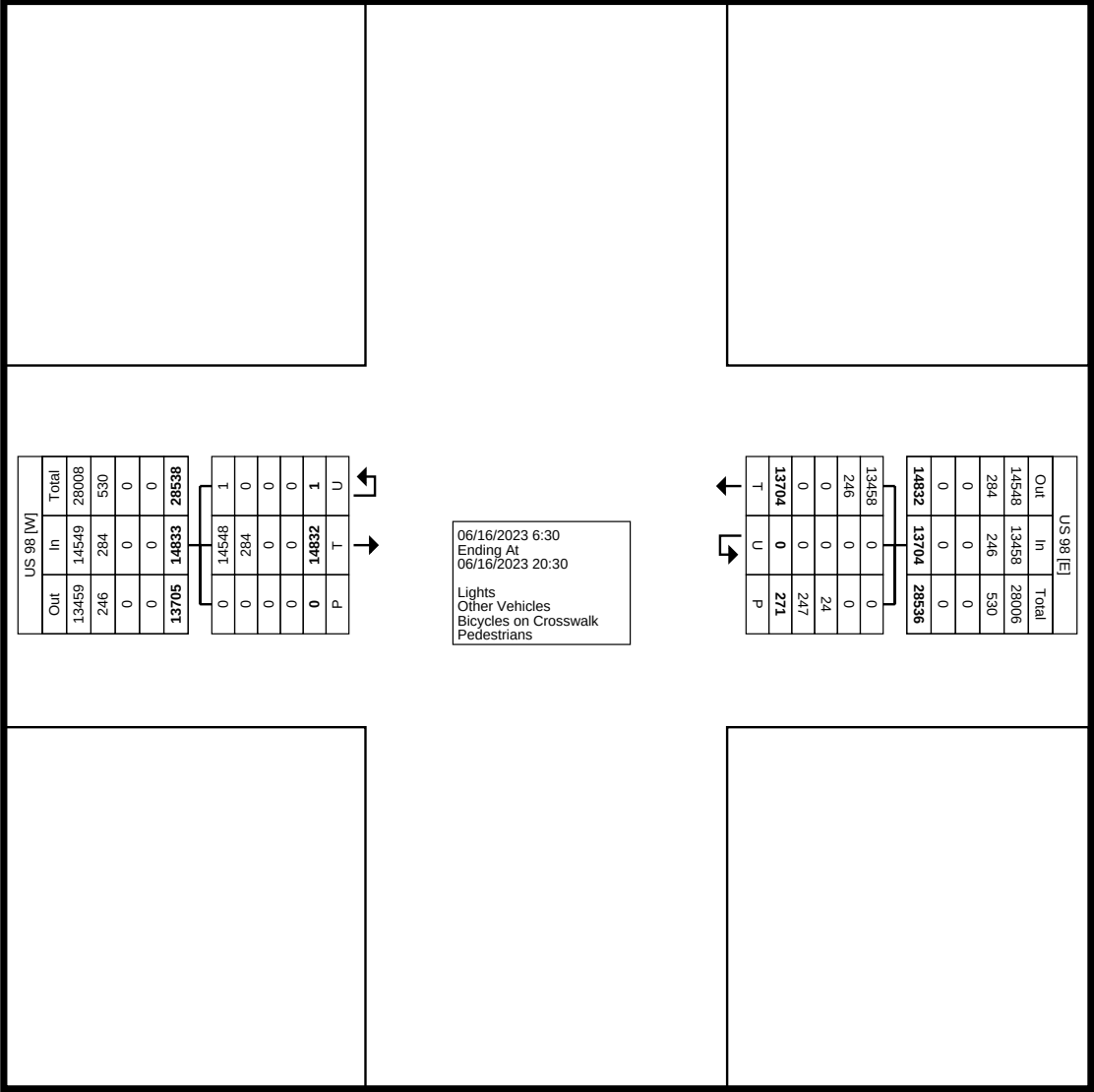


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	340	0	340	0	164	0	164	504
6:45	0	352	0	352	0	228	0	228	580
Hourly Total	0	692	0	692	0	392	0	392	1084
7:00	0	329	0	329	0	243	0	243	572
7:15	0	431	0	431	0	213	0	213	644
7:30	0	384	0	384	0	262	0	262	646
7:45	0	426	0	426	0	287	1	287	713
Hourly Total	0	1570	0	1570	0	1005	1	1005	2575
8:00	0	359	0	359	0	271	0	271	630
8:15	0	438	0	438	0	348	0	348	786
8:30	0	469	0	469	0	329	2	329	798
8:45	0	370	0	370	0	304	16	304	674
Hourly Total	0	1636	0	1636	0	1252	18	1252	2888
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	365	0	365	0	359	1	359	724
11:15	0	309	0	309	0	397	0	397	706
11:30	0	367	0	367	0	359	1	359	726
11:45	0	350	0	350	0	387	17	387	737
Hourly Total	0	1391	0	1391	0	1502	19	1502	2893
12:00	0	380	0	380	0	381	10	381	761
12:15	0	407	0	407	0	393	7	393	800
12:30	0	352	0	352	0	360	12	360	712
12:45	0	366	0	366	0	417	3	417	783
Hourly Total	0	1505	0	1505	0	1551	32	1551	3056
13:00	0	349	0	349	0	419	12	419	768
13:15	0	356	0	356	0	344	4	344	700
13:30	0	359	0	359	0	388	8	388	747
13:45	1	341	0	342	0	347	8	347	689
Hourly Total	1	1405	0	1406	0	1498	32	1498	2904
14:00	0	370	0	370	0	375	14	375	745
14:15	0	367	0	367	0	415	6	415	782
14:30	0	437	0	437	0	431	2	431	868
14:45	0	370	0	370	0	375	2	375	745
Hourly Total	0	1544	0	1544	0	1596	24	1596	3140
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	407	0	407	0	344	6	344	751
16:15	0	358	0	358	0	326	7	326	684
16:30	0	371	0	371	0	335	7	335	706
16:45	0	358	0	358	0	374	6	374	732
Hourly Total	0	1494	0	1494	0	1379	26	1379	2873
17:00	0	388	0	388	0	351	18	351	739
17:15	0	402	0	402	0	370	12	370	772
17:30	0	383	0	383	0	350	2	350	733
17:45	0	384	0	384	0	359	7	359	743
Hourly Total	0	1557	0	1557	0	1430	39	1430	2987
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	356	0	356	0	346	14	346	702
19:15	0	319	0	319	0	395	7	395	714
19:30	0	357	0	357	0	337	16	337	694
19:45	0	297	0	297	0	314	21	314	611
Hourly Total	0	1329	0	1329	0	1392	58	1392	2721
20:00	0	316	0	316	0	365	15	365	681
20:15	0	393	0	393	0	342	7	342	735
Grand Total	1	14832	0	14833	0	13704	271	13704	28537
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.0	-	52.0	0.0	48.0	-	48.0	-
Lights	1	14548	-	14549	0	13458	-	13458	28007
% Lights	100.0	98.1	-	98.1	-	98.2	-	98.2	98.1
Other Vehicles	0	284	-	284	0	246	-	246	530
% Other Vehicles	0.0	1.9	-	1.9	-	1.8	-	1.8	1.9
Bicycles on Crosswalk	-	-	0	-	-	-	24	-	-

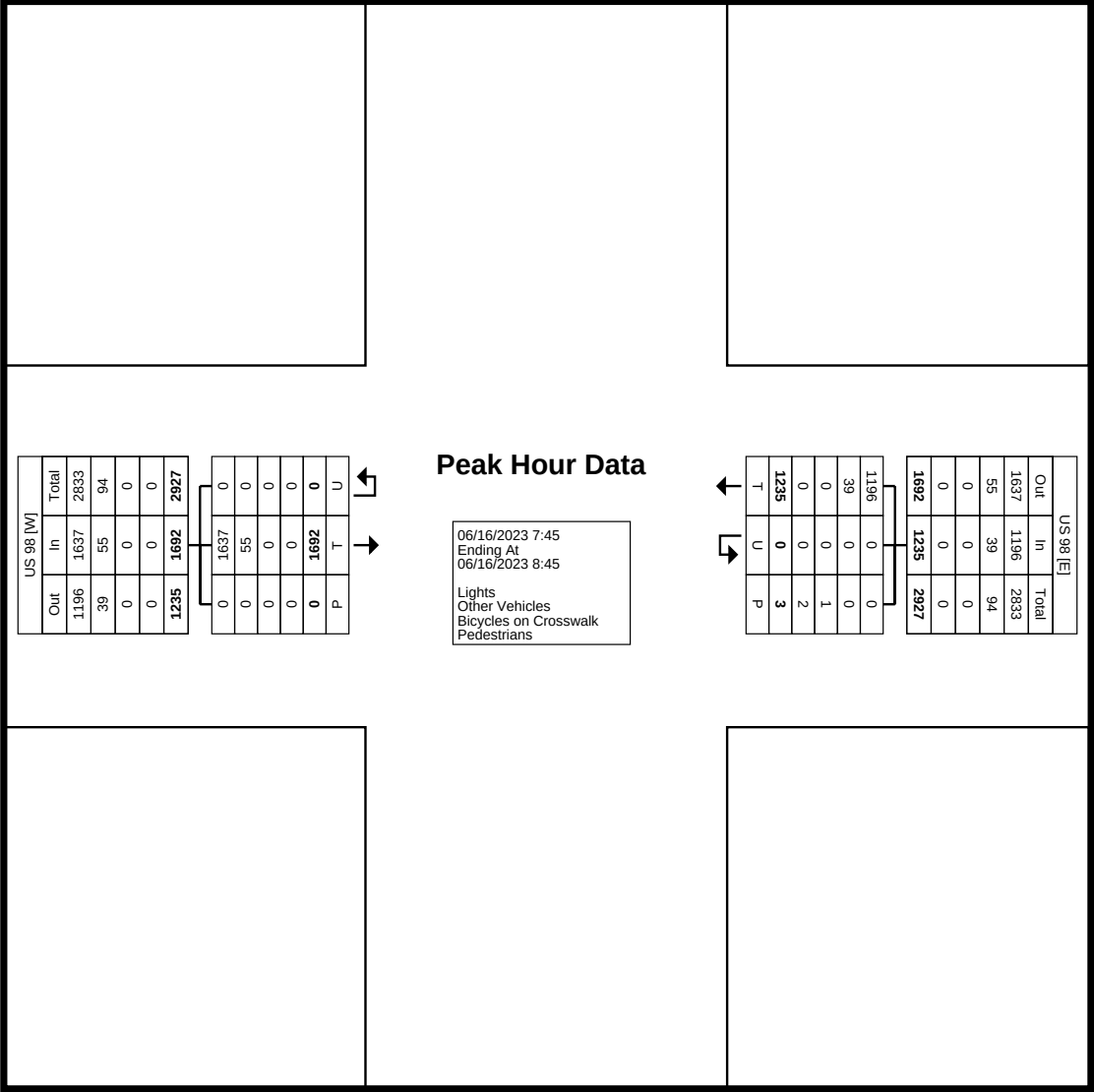
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Turning Movement Data Plot

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 4

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
7:45	0	426	0	426	0	287	1	287	713
8:00	0	359	0	359	0	271	0	271	630
8:15	0	438	0	438	0	348	0	348	786
8:30	0	469	0	469	0	329	2	329	798
Total	0	1692	0	1692	0	1235	3	1235	2927
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	57.8	-	57.8	0.0	42.2	-	42.2	-
PHF	0.000	0.902	-	0.902	0.000	0.887	-	0.887	0.917
Lights	0	1637	-	1637	0	1196	-	1196	2833
% Lights	-	96.7	-	96.7	-	96.8	-	96.8	96.8
Other Vehicles	0	55	-	55	0	39	-	39	94
% Other Vehicles	-	3.3	-	3.3	-	3.2	-	3.2	3.2
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	0	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	66.7	-	-

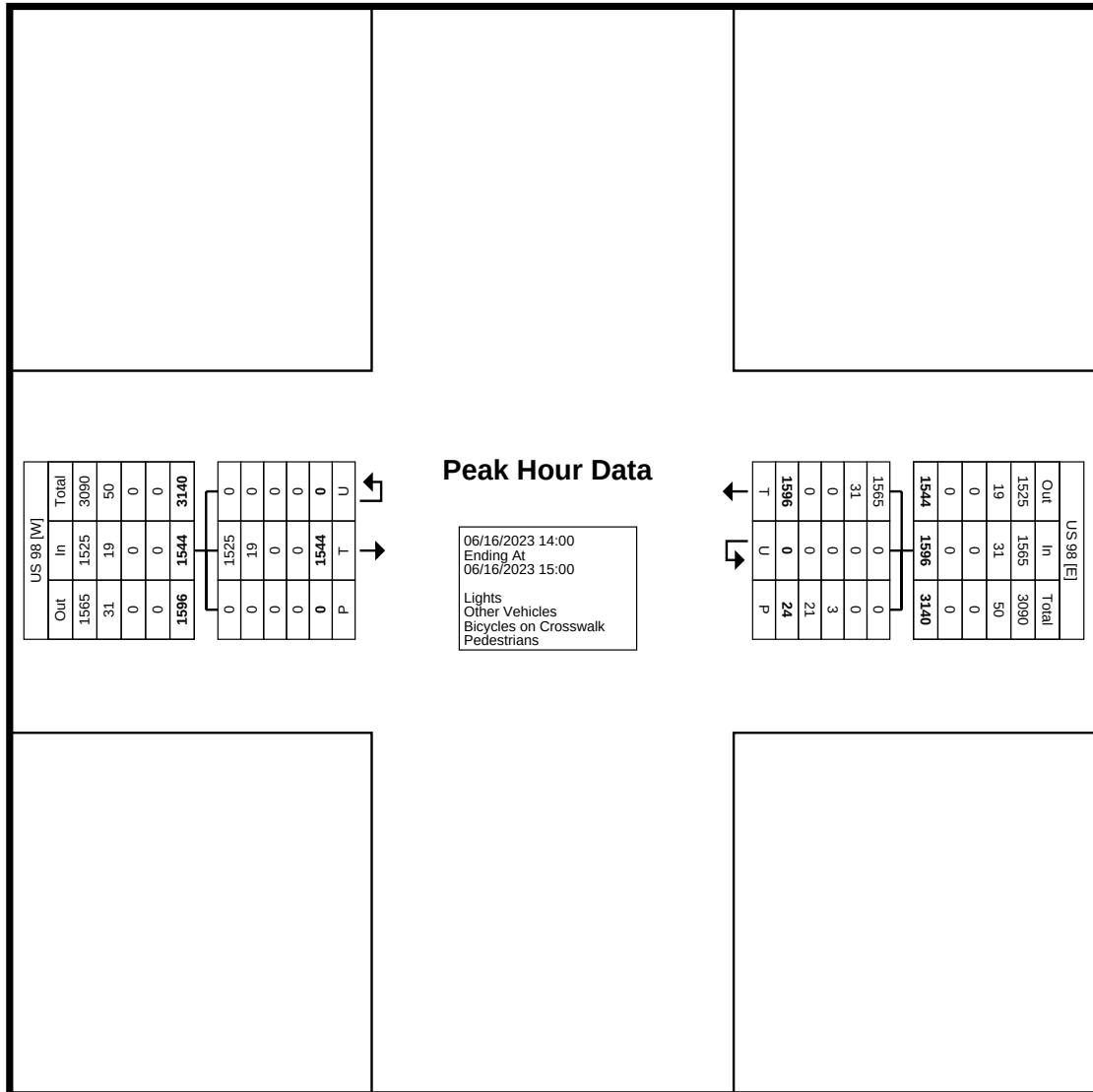


Turning Movement Peak Hour Data Plot (7:45)

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 6

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
	14:00	0	370	0	370	0	375	14	
14:15	0	367	0	367	0	415	6	415	782
14:30	0	437	0	437	0	431	2	431	868
14:45	0	370	0	370	0	375	2	375	745
Total	0	1544	0	1544	0	1596	24	1596	3140
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.2	-	49.2	0.0	50.8	-	50.8	-
PHF	0.000	0.883	-	0.883	0.000	0.926	-	0.926	0.904
Lights	0	1525	-	1525	0	1565	-	1565	3090
% Lights	-	98.8	-	98.8	-	98.1	-	98.1	98.4
Other Vehicles	0	19	-	19	0	31	-	31	50
% Other Vehicles	-	1.2	-	1.2	-	1.9	-	1.9	1.6
Bicycles on Crosswalk	-	-	0	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	0	-	-	-	21	-	-
% Pedestrians	-	-	-	-	-	-	87.5	-	-

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 7



Turning Movement Peak Hour Data Plot (14:00)

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 8

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
17:00	0	388	0	388	0	351	18	351	739
17:15	0	402	0	402	0	370	12	370	772
17:30	0	383	0	383	0	350	2	350	733
17:45	0	384	0	384	0	359	7	359	743
Total	0	1557	0	1557	0	1430	39	1430	2987
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.1	-	52.1	0.0	47.9	-	47.9	-
PHF	0.000	0.968	-	0.968	0.000	0.966	-	0.966	0.967
Lights	0	1531	-	1531	0	1416	-	1416	2947
% Lights	-	98.3	-	98.3	-	99.0	-	99.0	98.7
Other Vehicles	0	26	-	26	0	14	-	14	40
% Other Vehicles	-	1.7	-	1.7	-	1.0	-	1.0	1.3
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	2.6	-	-
Pedestrians	-	-	0	-	-	-	38	-	-
% Pedestrians	-	-	-	-	-	-	97.4	-	-

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 9

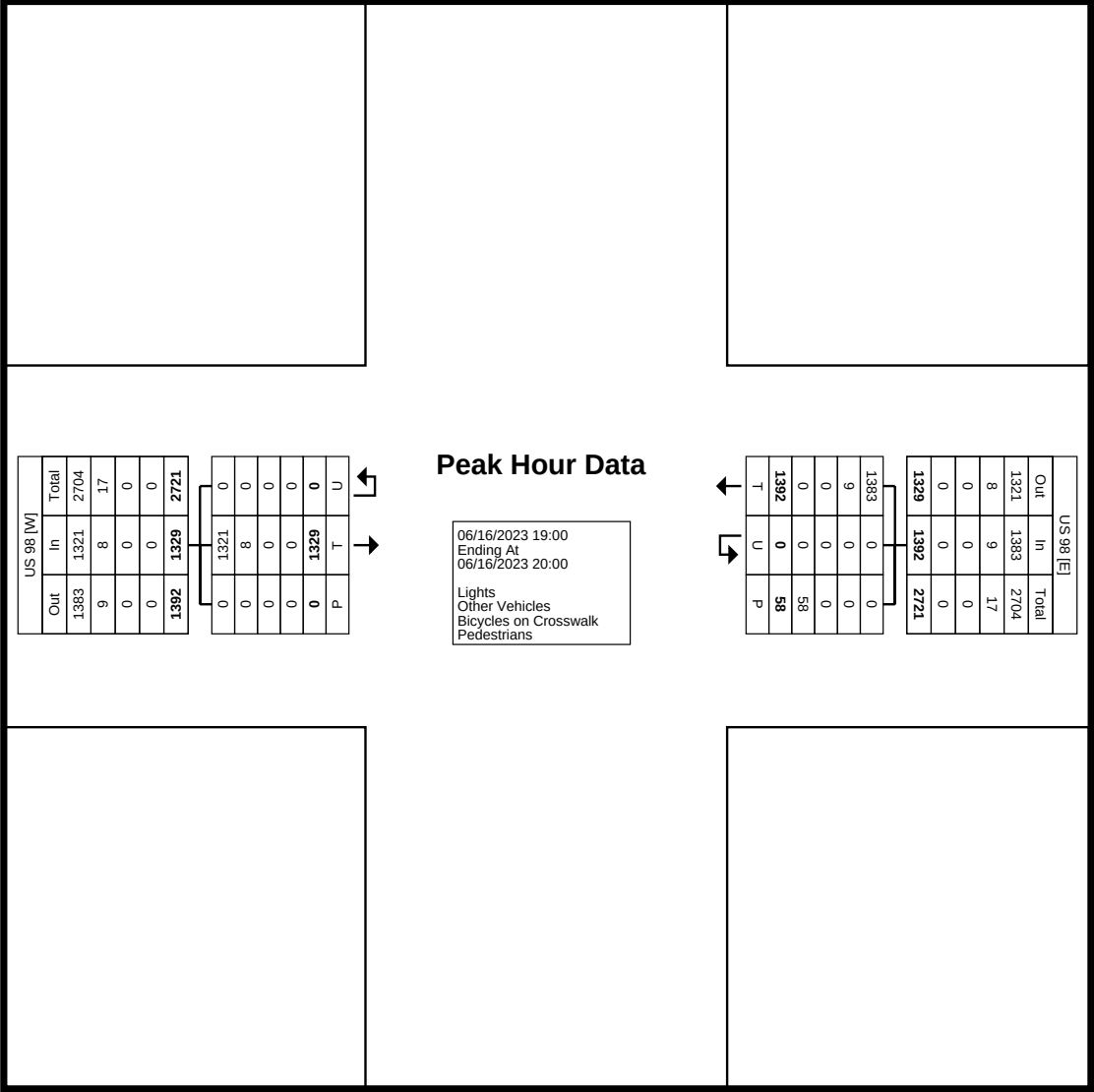


Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Fri
Site Code:
Start Date: 06/16/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	356	0	356	0	346	14	346	702
19:15	0	319	0	319	0	395	7	395	714
19:30	0	357	0	357	0	337	16	337	694
19:45	0	297	0	297	0	314	21	314	611
Total	0	1329	0	1329	0	1392	58	1392	2721
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	48.8	-	48.8	0.0	51.2	-	51.2	-
PHF	0.000	0.931	-	0.931	0.000	0.881	-	0.881	0.953
Lights	0	1321	-	1321	0	1383	-	1383	2704
% Lights	-	99.4	-	99.4	-	99.4	-	99.4	99.4
Other Vehicles	0	8	-	8	0	9	-	9	17
% Other Vehicles	-	0.6	-	0.6	-	0.6	-	0.6	0.6
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	58	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-

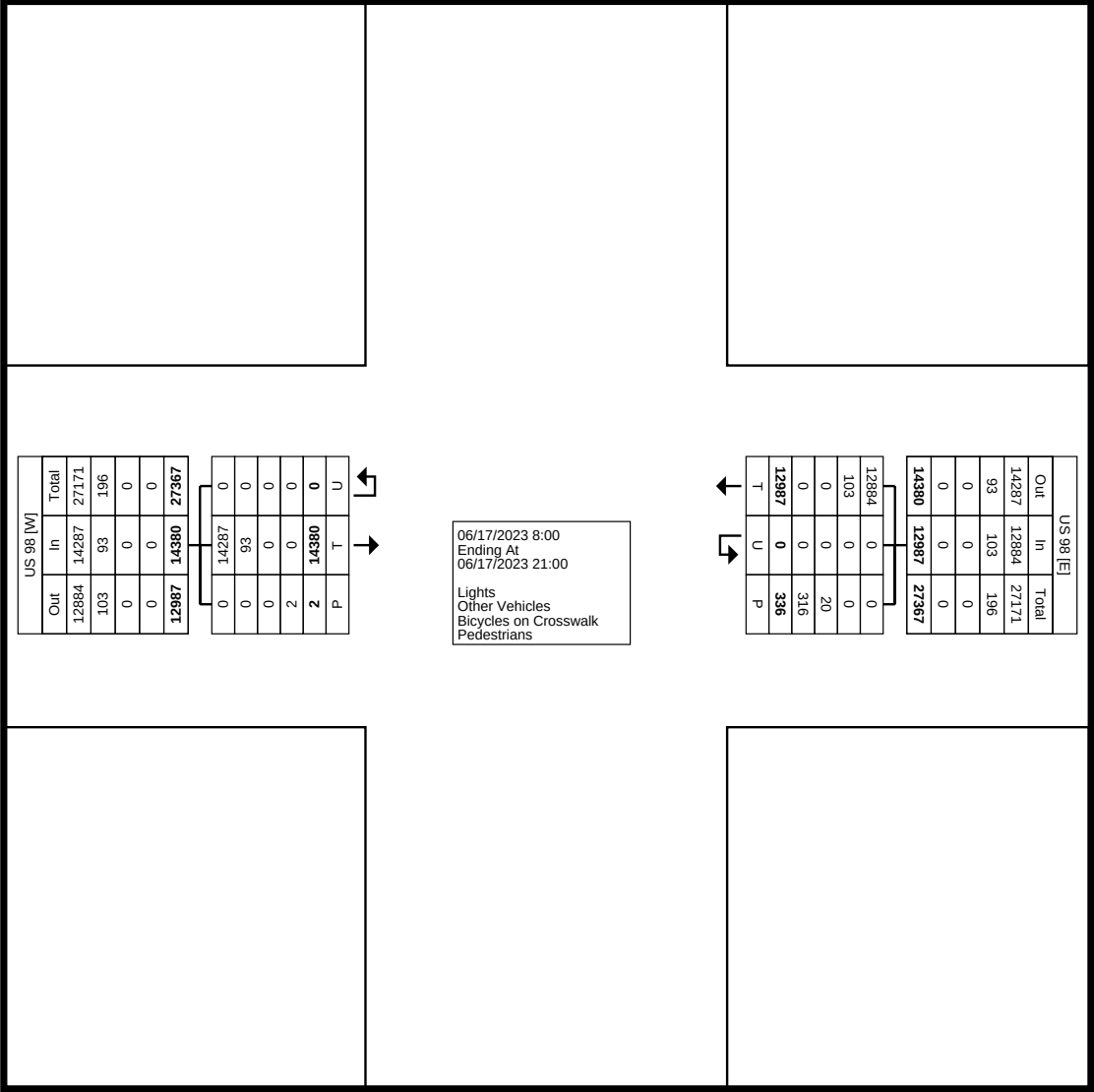


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	346	0	346	0	241	0	241	587
8:15	0	343	0	343	0	234	0	234	577
8:30	0	376	0	376	0	251	4	251	627
8:45	0	359	1	359	0	349	11	349	708
Hourly Total	0	1424	1	1424	0	1075	15	1075	2499
9:00	0	378	0	378	0	375	5	375	753
9:15	0	356	0	356	0	328	4	328	684
9:30	0	357	0	357	0	441	3	441	798
9:45	0	350	0	350	0	374	7	374	724
Hourly Total	0	1441	0	1441	0	1518	19	1518	2959
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	352	0	352	0	428	2	428	780
11:15	0	348	0	348	0	420	7	420	768
11:30	0	408	0	408	0	378	0	378	786
11:45	0	383	0	383	0	345	7	345	728
Hourly Total	0	1491	0	1491	0	1571	16	1571	3062
12:00	0	386	0	386	0	340	10	340	726
12:15	0	392	0	392	0	412	6	412	804
12:30	0	375	0	375	0	348	1	348	723
12:45	0	371	0	371	0	416	9	416	787
Hourly Total	0	1524	0	1524	0	1516	26	1516	3040
13:00	0	407	0	407	0	378	7	378	785
13:15	0	385	0	385	0	368	9	368	753
13:30	0	378	0	378	0	346	6	346	724
13:45	0	366	0	366	0	346	11	346	712
Hourly Total	0	1536	0	1536	0	1438	33	1438	2974
14:00	0	400	1	400	0	356	8	356	756
14:15	0	396	0	396	0	382	6	382	778
14:30	0	401	0	401	0	374	1	374	775
14:45	0	406	0	406	0	360	2	360	766
Hourly Total	0	1603	1	1603	0	1472	17	1472	3075
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	319	0	319	0	252	9	252	571
16:15	0	343	0	343	0	244	0	244	587
16:30	0	360	0	360	0	300	3	300	660
16:45	0	344	0	344	0	195	1	195	539
Hourly Total	0	1366	0	1366	0	991	13	991	2357
17:00	0	344	0	344	0	202	8	202	546
17:15	0	353	0	353	0	123	7	123	476
17:30	0	392	0	392	0	247	16	247	639
17:45	0	324	0	324	0	341	39	341	665
Hourly Total	0	1413	0	1413	0	913	70	913	2326
18:00	0	361	0	361	0	287	9	287	648
18:15	0	366	0	366	0	305	30	305	671
18:30	0	370	0	370	0	367	19	367	737
18:45	0	341	0	341	0	295	28	295	636
Hourly Total	0	1438	0	1438	0	1254	86	1254	2692
*** BREAK ***	-	-	-	-	-	-	-	-	-
20:00	0	281	0	281	0	290	8	290	571
20:15	0	278	0	278	0	298	7	298	576
20:30	0	308	0	308	0	322	14	322	630
20:45	0	277	0	277	0	329	12	329	606
Hourly Total	0	1144	0	1144	0	1239	41	1239	2383
Grand Total	0	14380	2	14380	0	12987	336	12987	27367
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.5	-	52.5	0.0	47.5	-	47.5	-
Lights	0	14287	-	14287	0	12884	-	12884	27171
% Lights	-	99.4	-	99.4	-	99.2	-	99.2	99.3
Other Vehicles	0	93	-	93	0	103	-	103	196
% Other Vehicles	-	0.6	-	0.6	-	0.8	-	0.8	0.7
Bicycles on Crosswalk	-	-	0	-	-	-	20	-	-

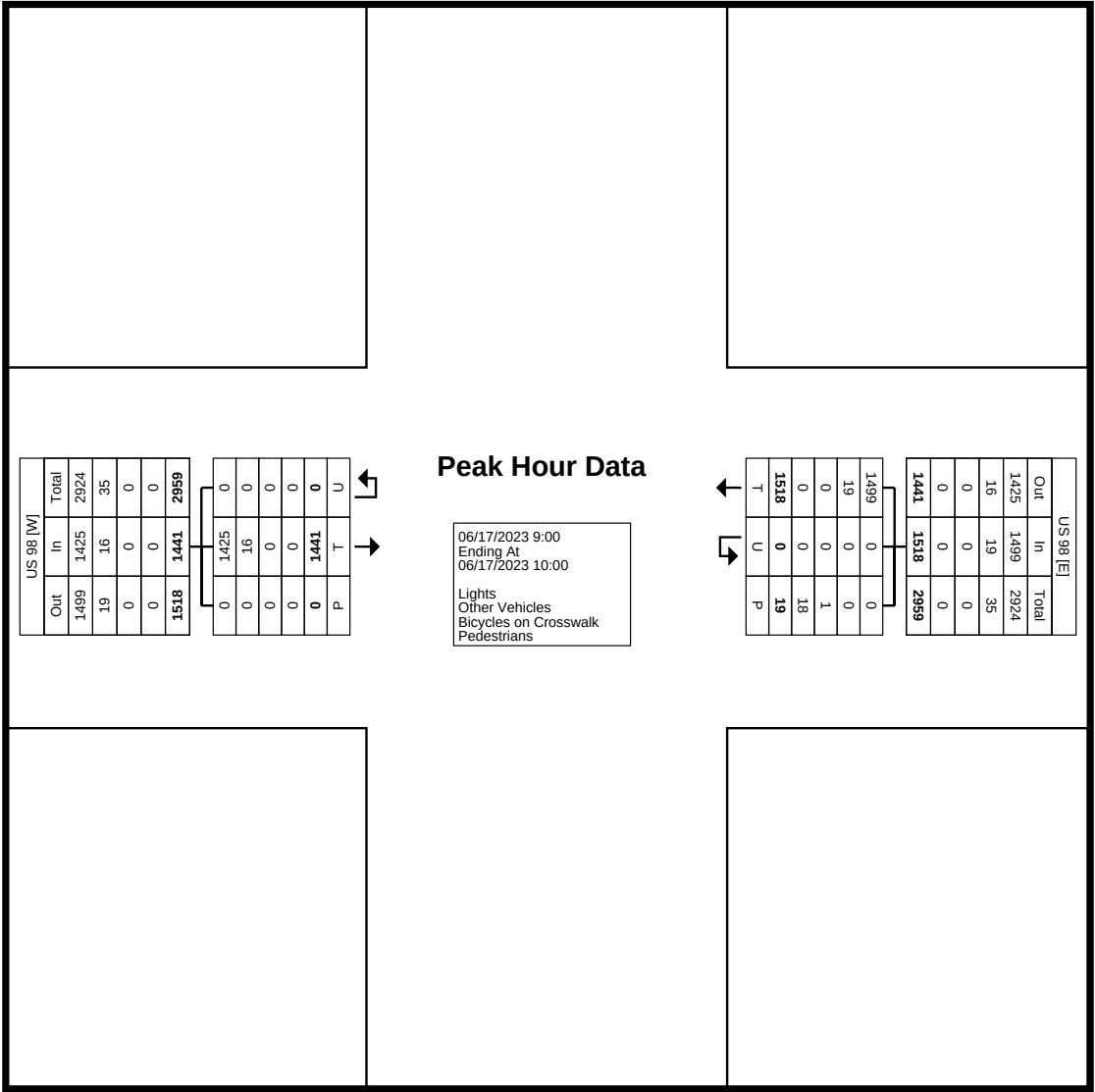
% Bicycles on Crosswalk	-	-	0.0	-	-	-	6.0	-	-
Pedestrians	-	-	2	-	-	-	316	-	-
% Pedestrians	-	-	100.0	-	-	-	94.0	-	-



Turning Movement Data Plot

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 4

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
9:00	0	378	0	378	0	375	5	375	753
9:15	0	356	0	356	0	328	4	328	684
9:30	0	357	0	357	0	441	3	441	798
9:45	0	350	0	350	0	374	7	374	724
Total	0	1441	0	1441	0	1518	19	1518	2959
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	48.7	-	48.7	0.0	51.3	-	51.3	-
PHF	0.000	0.953	-	0.953	0.000	0.861	-	0.861	0.927
Lights	0	1425	-	1425	0	1499	-	1499	2924
% Lights	-	98.9	-	98.9	-	98.7	-	98.7	98.8
Other Vehicles	0	16	-	16	0	19	-	19	35
% Other Vehicles	-	1.1	-	1.1	-	1.3	-	1.3	1.2
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	5.3	-	-
Pedestrians	-	-	0	-	-	-	18	-	-
% Pedestrians	-	-	-	-	-	-	94.7	-	-



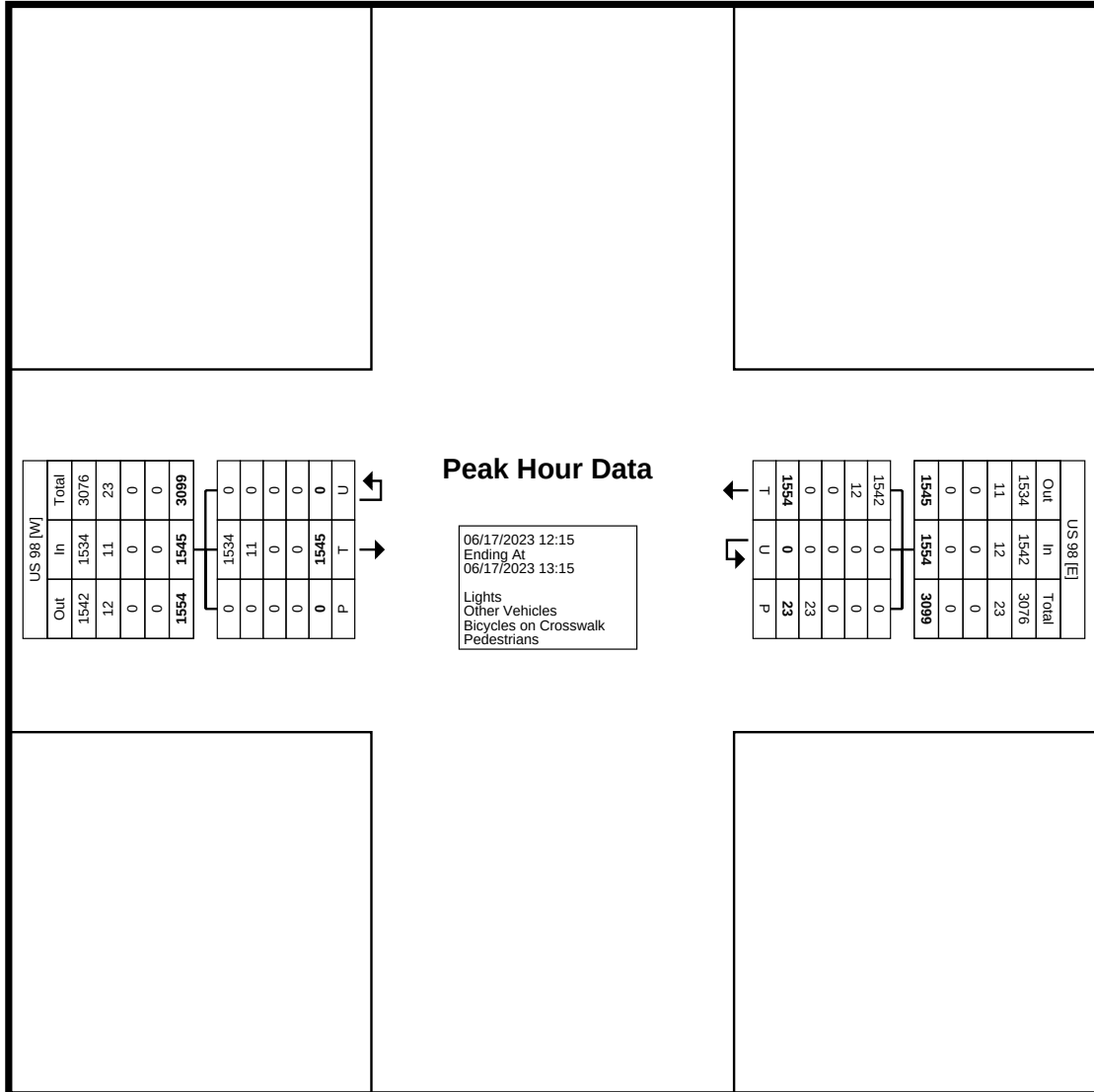
Turning Movement Peak Hour Data Plot (9:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 6

Turning Movement Peak Hour Data (12:15)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
12:15	0	392	0	392	0	412	6	412	804
12:30	0	375	0	375	0	348	1	348	723
12:45	0	371	0	371	0	416	9	416	787
13:00	0	407	0	407	0	378	7	378	785
Total	0	1545	0	1545	0	1554	23	1554	3099
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.9	-	49.9	0.0	50.1	-	50.1	-
PHF	0.000	0.949	-	0.949	0.000	0.934	-	0.934	0.964
Lights	0	1534	-	1534	0	1542	-	1542	3076
% Lights	-	99.3	-	99.3	-	99.2	-	99.2	99.3
Other Vehicles	0	11	-	11	0	12	-	12	23
% Other Vehicles	-	0.7	-	0.7	-	0.8	-	0.8	0.7
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	23	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:15)

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
17:45	0	324	0	324	0	341	39	341	665
18:00	0	361	0	361	0	287	9	287	648
18:15	0	366	0	366	0	305	30	305	671
18:30	0	370	0	370	0	367	19	367	737
Total	0	1421	0	1421	0	1300	97	1300	2721
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.2	-	52.2	0.0	47.8	-	47.8	-
PHF	0.000	0.960	-	0.960	0.000	0.886	-	0.886	0.923
Lights	0	1414	-	1414	0	1296	-	1296	2710
% Lights	-	99.5	-	99.5	-	99.7	-	99.7	99.6
Other Vehicles	0	7	-	7	0	4	-	4	11
% Other Vehicles	-	0.5	-	0.5	-	0.3	-	0.3	0.4
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	1.0	-	-
Pedestrians	-	-	0	-	-	-	96	-	-
% Pedestrians	-	-	-	-	-	-	99.0	-	-

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 9

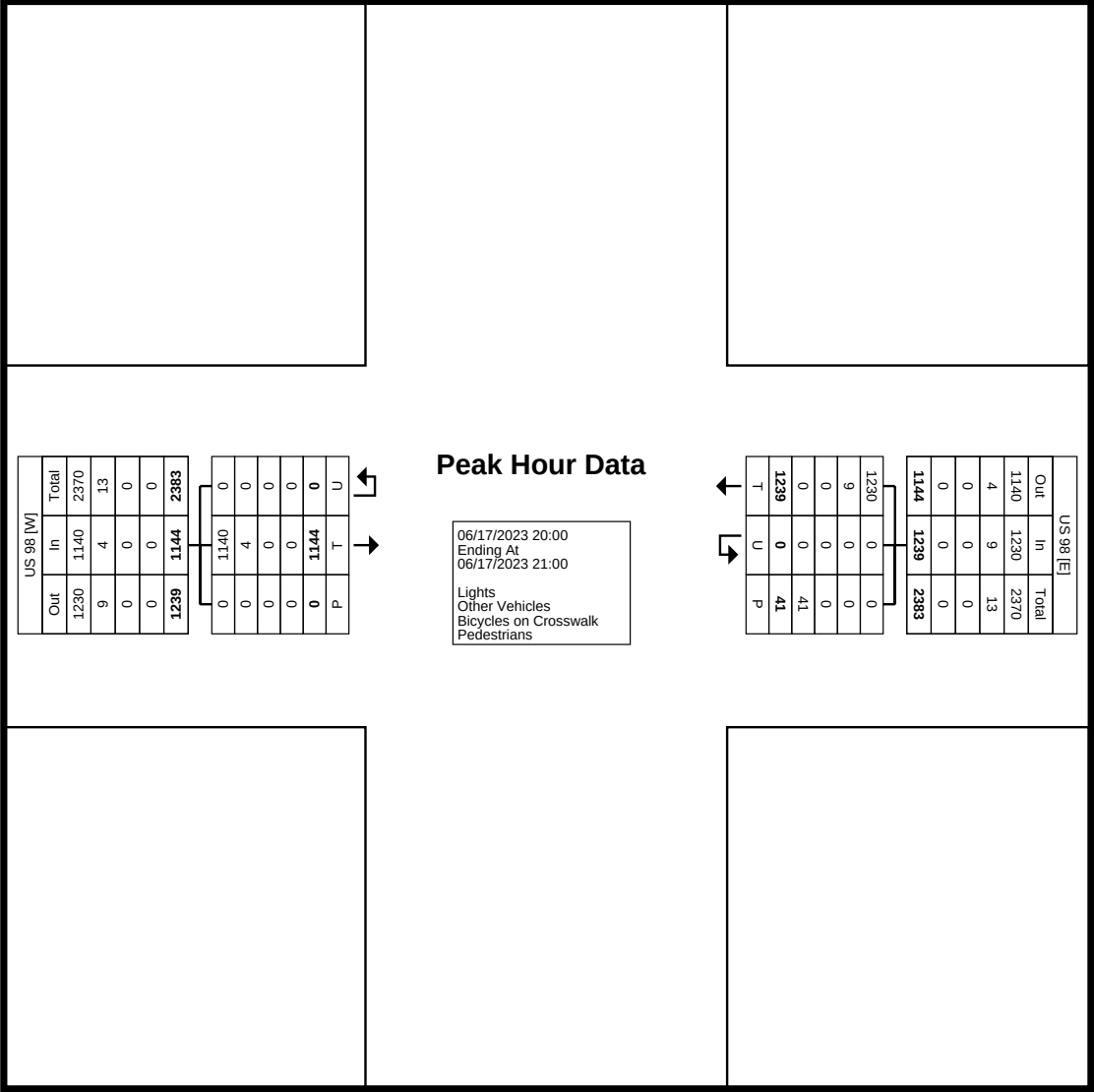


Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal Btwn Marler St and
Melvin St - Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
20:00	0	281	0	281	0	290	8	290	571
20:15	0	278	0	278	0	298	7	298	576
20:30	0	308	0	308	0	322	14	322	630
20:45	0	277	0	277	0	329	12	329	606
Total	0	1144	0	1144	0	1239	41	1239	2383
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	48.0	-	48.0	0.0	52.0	-	52.0	-
PHF	0.000	0.929	-	0.929	0.000	0.941	-	0.941	0.946
Lights	0	1140	-	1140	0	1230	-	1230	2370
% Lights	-	99.7	-	99.7	-	99.3	-	99.3	99.5
Other Vehicles	0	4	-	4	0	9	-	9	13
% Other Vehicles	-	0.3	-	0.3	-	0.7	-	0.7	0.5
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	41	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-

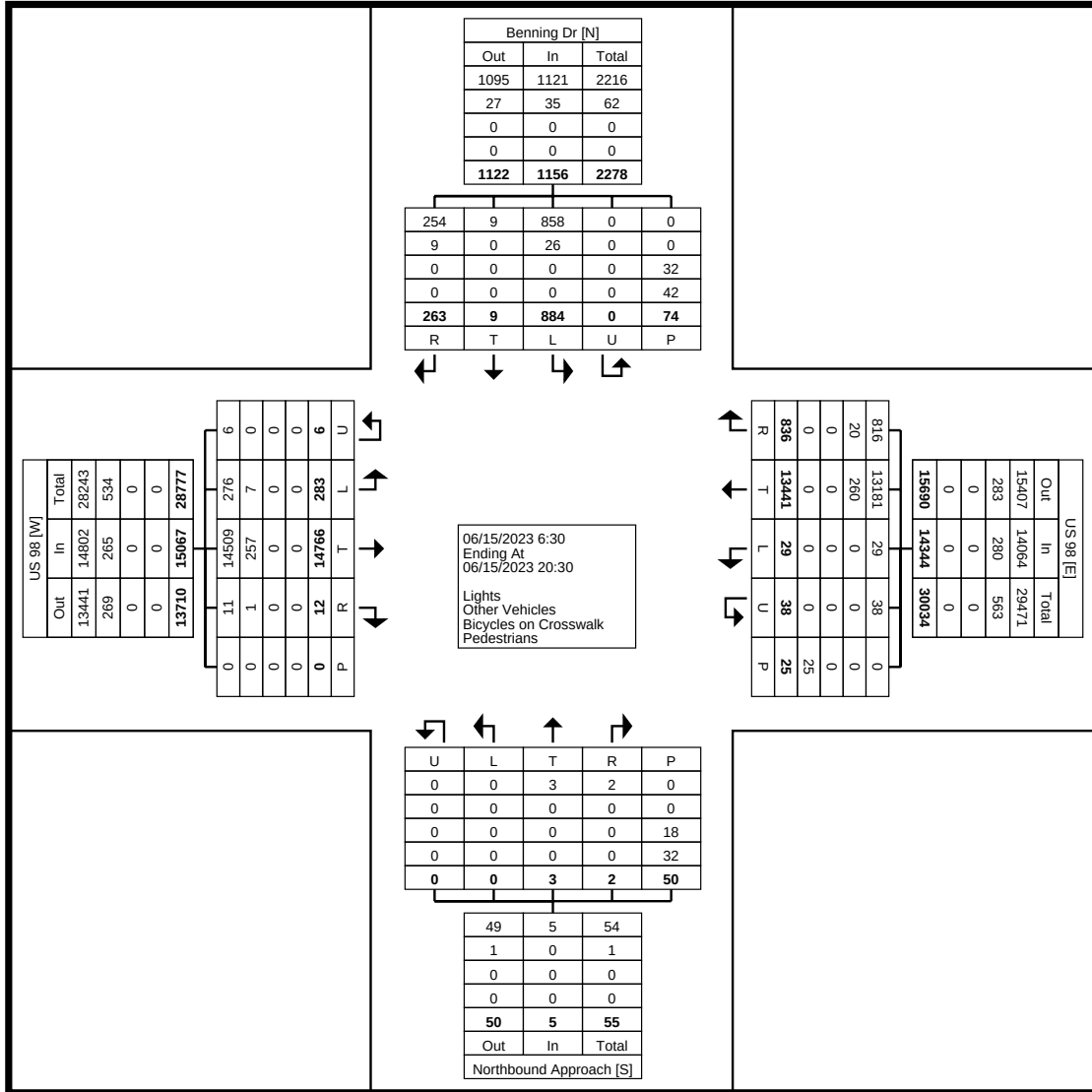


Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	2	371	0	0	373	1	0	216	10	0	227	0	0	0	0	2	0	0	11	0	2	0	13	613
6:45	0	0	350	0	0	350	0	1	223	7	0	231	0	0	0	0	0	0	0	10	1	8	2	19	600
Hourly Total	0	2	721	0	0	723	1	1	439	17	0	458	0	0	0	0	2	0	0	21	1	10	2	32	1213
7:00	0	4	335	0	0	339	0	2	232	10	0	244	0	0	0	0	1	0	0	11	0	2	0	13	596
7:15	0	3	353	0	0	356	0	0	249	10	0	259	0	0	0	0	4	0	0	15	0	4	0	19	634
7:30	0	6	434	1	0	441	1	0	282	14	0	297	0	0	0	0	0	0	0	9	0	4	1	13	751
7:45	0	4	305	0	0	309	1	1	280	21	4	303	0	0	0	0	4	0	0	24	0	1	0	25	637
Hourly Total	0	17	1427	1	0	1445	2	3	1043	55	4	1103	0	0	0	0	9	0	0	59	0	11	1	70	2618
8:00	0	1	450	0	0	451	1	2	293	23	0	319	0	0	0	0	1	0	0	26	1	4	2	31	801
8:15	0	9	390	0	0	399	2	2	377	15	0	396	0	0	0	0	0	0	0	29	0	3	5	32	827
8:30	0	9	391	0	0	400	1	1	364	18	0	384	0	0	0	0	2	0	0	16	0	6	1	22	806
8:45	0	3	417	0	0	420	2	1	338	18	0	359	0	0	0	0	2	0	0	26	0	8	2	34	813
Hourly Total	0	22	1648	0	0	1670	6	6	1372	74	0	1458	0	0	0	0	5	0	0	97	1	21	10	119	3247
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	6	333	0	0	339	0	1	418	13	0	432	0	0	0	0	2	0	0	28	1	12	1	41	812
11:15	0	6	381	0	0	387	2	0	360	7	0	369	0	0	0	0	0	0	0	25	0	9	4	34	790
11:30	0	5	358	0	0	363	0	2	376	28	0	406	0	0	0	0	0	0	0	28	0	12	0	40	809
11:45	0	7	344	0	0	351	2	1	385	26	0	414	0	0	0	0	1	0	0	32	0	4	0	36	801
Hourly Total	0	24	1416	0	0	1440	4	4	1539	74	0	1621	0	0	0	0	3	0	0	113	1	37	5	151	3212
12:00	0	7	357	2	0	366	0	1	387	15	2	403	0	0	0	0	1	0	0	21	1	11	5	33	802
12:15	0	13	408	3	0	424	0	0	385	17	0	402	0	0	0	1	2	1	0	36	1	10	0	47	874
12:30	0	5	369	0	0	374	4	0	415	14	4	433	0	0	0	0	1	0	0	31	1	7	1	39	846
12:45	0	11	387	1	0	399	3	2	345	9	0	359	0	0	0	0	0	0	0	24	0	10	2	34	792
Hourly Total	0	36	1521	6	0	1563	7	3	1532	55	6	1597	0	0	0	1	4	1	0	112	3	38	8	153	3314
13:00	0	5	397	1	0	403	1	1	378	23	0	403	0	0	0	0	0	0	0	24	1	13	0	38	844
13:15	0	5	412	2	0	419	0	2	392	23	0	417	0	0	0	0	5	0	0	20	0	14	0	34	870
13:30	0	15	376	0	0	391	1	0	371	19	4	391	0	0	0	0	0	0	0	38	0	6	1	44	826
13:45	0	9	340	0	0	349	2	5	379	23	1	409	0	0	0	0	1	0	0	23	0	13	1	36	794
Hourly Total	0	34	1525	3	0	1562	4	8	1520	88	5	1620	0	0	0	0	6	0	0	105	1	46	2	152	3334
14:00	0	13	362	0	0	375	2	1	420	15	0	438	0	0	0	0	2	0	0	25	0	6	2	31	844
14:15	2	4	385	0	0	391	0	0	369	23	0	392	0	0	0	0	0	0	0	26	0	3	1	29	812
14:30	0	12	426	0	0	438	3	1	336	31	0	371	0	0	0	0	8	0	0	23	0	6	3	29	838
14:45	0	8	393	0	0	401	0	0	366	36	0	402	0	0	0	0	1	0	0	23	0	4	5	27	830
Hourly Total	2	37	1566	0	0	1605	5	2	1491	105	0	1603	0	0	0	0	11	0	0	97	0	19	11	116	3324
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	7	344	0	0	351	1	0	305	32	1	338	0	0	0	0	0	0	0	28	1	7	3	36	725
16:15	0	9	347	1	0	357	2	0	382	23	0	407	0	0	0	0	0	0	0	30	0	7	1	37	801
16:30	0	11	374	0	0	385	2	0	357	38	0	397	0	0	0	0	2	0	0	25	0	11	5	36	818
16:45	0	6	339	0	0	345	0	1	386	32	0	419	0	0	0	0	0	0	0	26	0	6	2	32	796
Hourly Total	0	33	1404	1	0	1438	5	1	1430	125	1	1561	0	0	0	0	2	0	0	109	1	31	11	141	3140
17:00	1	8	363	0	0	372	1	0	395	28	0	424	0	0	0	0	0	0	0	16	0	11	0	27	823
17:15	0	12	381	0	0	393	0	0	373	32	0	405	0	0	0	0	0	0	0	26	0	9	1	35	833
17:30	1	4	369	1	0	375	0	0	360	38	0	398	0	0	1	0	1	1	0	19	0	3	3	22	796
17:45	0	8	383	0	0	391	0	0	353	44	0	397	0	0	2	0	0	2	0	24	1	8	0	33	823
Hourly Total	2	32	1486	1	0	1531	1	0	1481	142	0	1624	0	0	3	0	1	3	0	85	1	31	4	117	3275
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	7	409	0	0	416	0	0	334	30	2	364	0	0	0	0	2	0	0	24	0	3	3	27	807
19:15	0	14	372	0	0	386	0	0	289	27	0	316	0	0	0	0	0	0	0	19	0	4	1	23	725
19:30	0	10	365	0	0	375	1	0	314	15	0	330	0	0	0	0	0	0	0	12	0	3	1	15	720
19:45	0	10	314	0	0	324	0	0	254	11	0	265	0	0	0	0	0	0	0	9	0	2	6	11	600
Hourly Total	0	41	1460	0	0	1501	1	0	1191	83	2	1275	0	0	0	0	2	0	0	64	0	12	11	76	2852
20:00	2	4	318	0	0	324	1	1	200	9	4	211	0	0	0	1	2	1	0	8	0	6	5	14	550
20:15	0	1	264	0	0	265	1	0	203	9	3	213	0	0	0	0	3	0	0	14	0	1	4	15	493
Grand Total	6	283	14766	12	0	15067	38	29	13441	836	25	14344	0	0	3	2	50	5	0	884	9	263	74	1156	30572
Approach %	0.0	1.9	98.0	0.1	-	-	0.3	0.2	93.7	5.8	-	-	0.0	0.0	60.0	40.0	-	-	0.0	76.5	0.8	22.8	-	-	-
Total %	0.0	0.9	48.3	0.0	-	49.3	0.1	0.1	44.0	2.7	-	46.9	0.0	0.0	0.0	0.0	-	0.0	0.0	2.9	0.0	0.9	-	3.8	-
Lights	6	276	14509	11	-	14802	38	29	13181	816	-	14064	0	0	3	2	-	5	0	858	9	254	-	1121	29992
% Lights	100.0	97.5	98.3	91.7	-	98.2	100.0	100.0	98.1	97.6	-	98.0	-	-	100.0	100.0	-	100.0	-	97.1	100.0	96.6	-	97.0	98.1
Other Vehicles	0	7	257	1	-	265	0	0	260	20	-	280	0	0	0	0	-	0	0	26	0	9	-	35	580

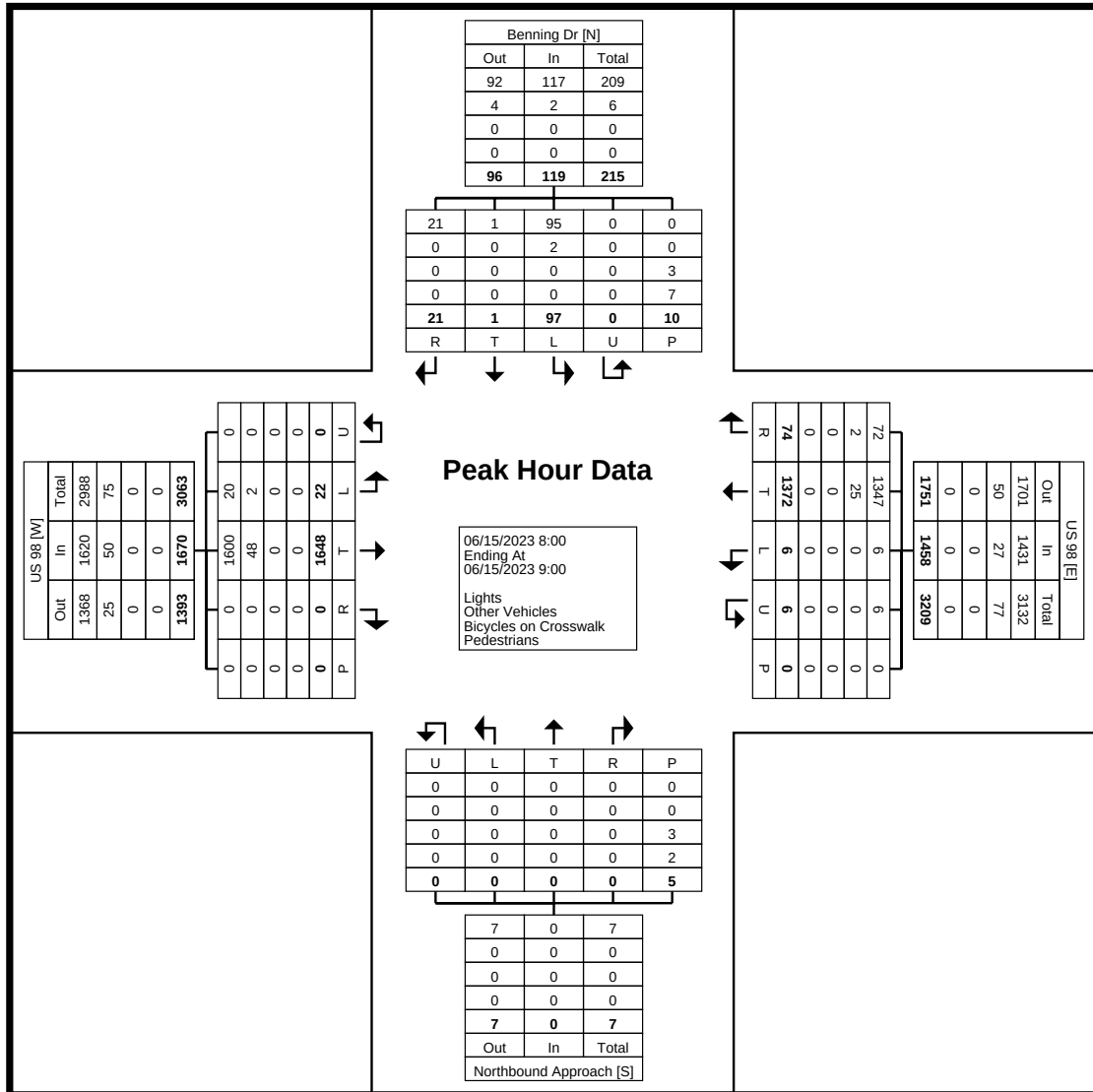
% Other Vehicles	0.0	2.5	1.7	8.3	-	1.8	0.0	0.0	1.9	2.4	-	2.0	-	-	0.0	0.0	-	0.0	-	2.9	0.0	3.4	-	3.0	1.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	18	-	-	-	-	-	32	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	36.0	-	-	-	-	-	43.2	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	25	-	-	-	-	-	32	-	-	-	-	-	42	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	64.0	-	-	-	-	-	56.8	-	-



Turning Movement Data Plot

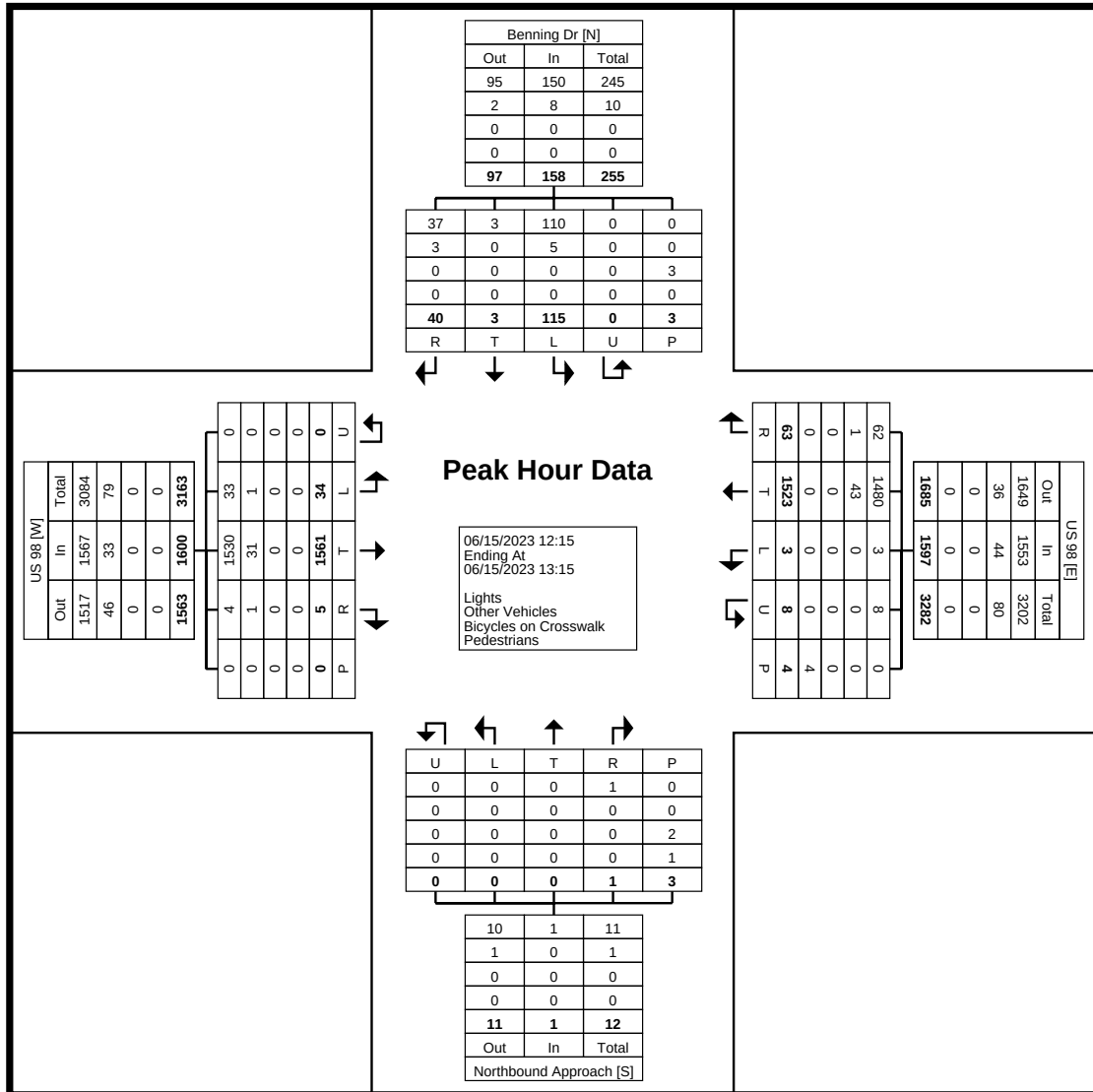
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	1	450	0	0	451	1	2	293	23	0	319	0	0	0	0	1	0	0	26	1	4	2	31	801
8:15	0	9	390	0	0	399	2	2	377	15	0	396	0	0	0	0	0	0	0	29	0	3	5	32	827
8:30	0	9	391	0	0	400	1	1	364	18	0	384	0	0	0	0	2	0	0	16	0	6	1	22	806
8:45	0	3	417	0	0	420	2	1	338	18	0	359	0	0	0	0	2	0	0	26	0	8	2	34	813
Total	0	22	1648	0	0	1670	6	6	1372	74	0	1458	0	0	0	0	5	0	0	97	1	21	10	119	3247
Approach %	0.0	1.3	98.7	0.0	-	-	0.4	0.4	94.1	5.1	-	-	0.0	0.0	0.0	0.0	-	-	0.0	81.5	0.8	17.6	-	-	-
Total %	0.0	0.7	50.8	0.0	-	51.4	0.2	0.2	42.3	2.3	-	44.9	0.0	0.0	0.0	0.0	-	0.0	0.0	3.0	0.0	0.6	-	3.7	-
PHF	0.000	0.611	0.916	0.000	-	0.926	0.750	0.750	0.910	0.804	-	0.920	0.000	0.000	0.000	0.000	-	0.000	0.000	0.836	0.250	0.656	-	0.875	0.982
Lights	0	20	1600	0	-	1620	6	6	1347	72	-	1431	0	0	0	0	-	0	0	95	1	21	-	117	3168
% Lights	-	90.9	97.1	-	-	97.0	100.0	100.0	98.2	97.3	-	98.1	-	-	-	-	-	-	-	97.9	100.0	100.0	-	98.3	97.6
Other Vehicles	0	2	48	0	-	50	0	0	25	2	-	27	0	0	0	0	-	0	0	2	0	0	-	2	79
% Other Vehicles	-	9.1	2.9	-	-	3.0	0.0	0.0	1.8	2.7	-	1.9	-	-	-	-	-	-	-	2.1	0.0	0.0	-	1.7	2.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60.0	-	-	-	-	-	30.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40.0	-	-	-	-	-	70.0	-	-



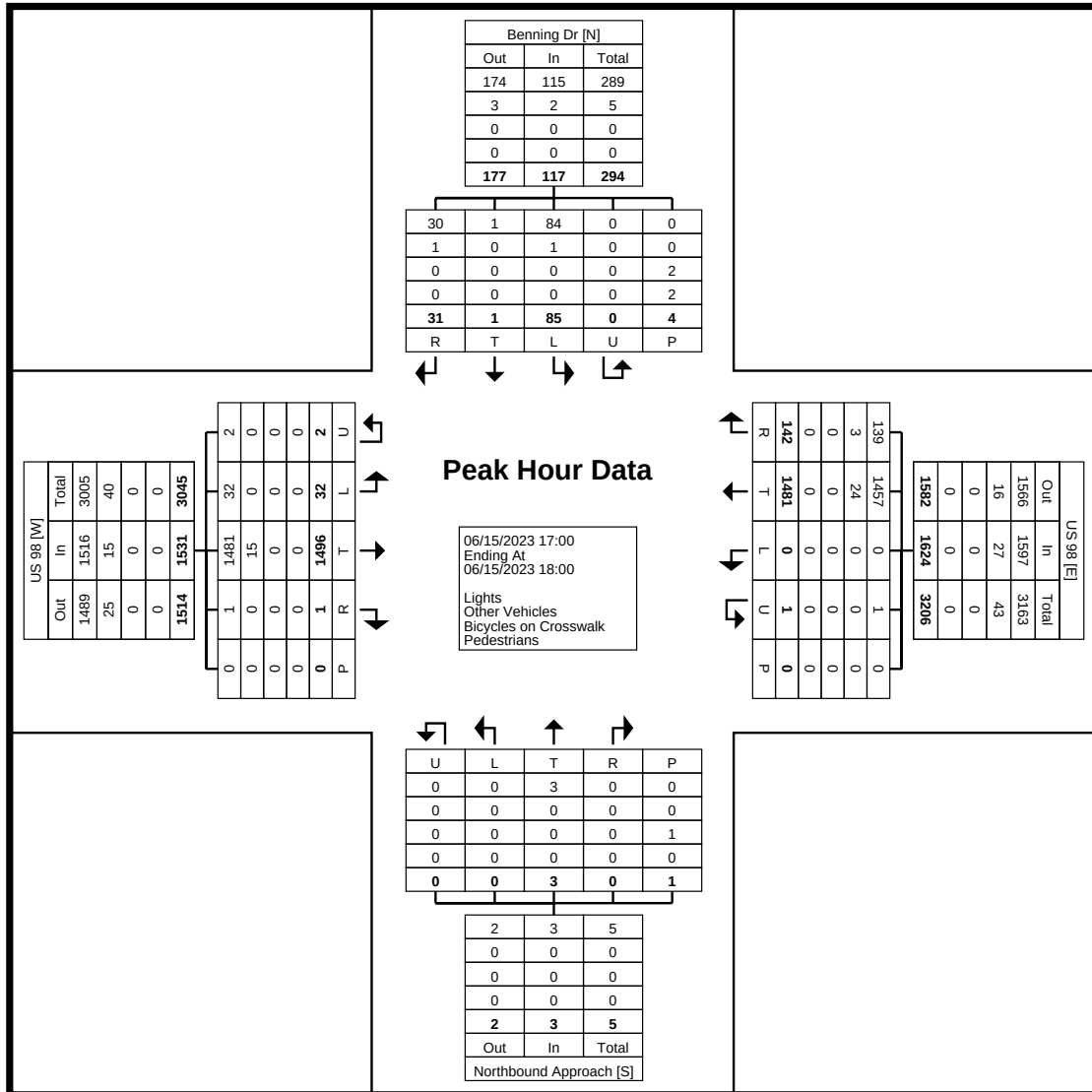
Turning Movement Peak Hour Data (12:15)

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:15	0	13	408	3	0	424	0	0	385	17	0	402	0	0	0	1	2	1	0	36	1	10	0	47	874
12:30	0	5	369	0	0	374	4	0	415	14	4	433	0	0	0	0	1	0	0	31	1	7	1	39	846
12:45	0	11	387	1	0	399	3	2	345	9	0	359	0	0	0	0	0	0	0	24	0	10	2	34	792
13:00	0	5	397	1	0	403	1	1	378	23	0	403	0	0	0	0	0	0	0	24	1	13	0	38	844
Total	0	34	1561	5	0	1600	8	3	1523	63	4	1597	0	0	0	1	3	1	0	115	3	40	3	158	3356
Approach %	0.0	2.1	97.6	0.3	-	-	0.5	0.2	95.4	3.9	-	-	0.0	0.0	0.0	100.0	-	-	0.0	72.8	1.9	25.3	-	-	-
Total %	0.0	1.0	46.5	0.1	-	47.7	0.2	0.1	45.4	1.9	-	47.6	0.0	0.0	0.0	0.0	-	0.0	0.0	3.4	0.1	1.2	-	4.7	-
PHF	0.000	0.654	0.956	0.417	-	0.943	0.500	0.375	0.917	0.685	-	0.922	0.000	0.000	0.000	0.250	-	0.250	0.000	0.799	0.750	0.769	-	0.840	0.960
Lights	0	33	1530	4	-	1567	8	3	1480	62	-	1553	0	0	0	1	-	1	0	110	3	37	-	150	3271
% Lights	-	97.1	98.0	80.0	-	97.9	100.0	100.0	97.2	98.4	-	97.2	-	-	-	100.0	-	100.0	-	95.7	100.0	92.5	-	94.9	97.5
Other Vehicles	0	1	31	1	-	33	0	0	43	1	-	44	0	0	0	0	-	0	0	5	0	3	-	8	85
% Other Vehicles	-	2.9	2.0	20.0	-	2.1	0.0	0.0	2.8	1.6	-	2.8	-	-	-	0.0	-	0.0	-	4.3	0.0	7.5	-	5.1	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data (17:00)

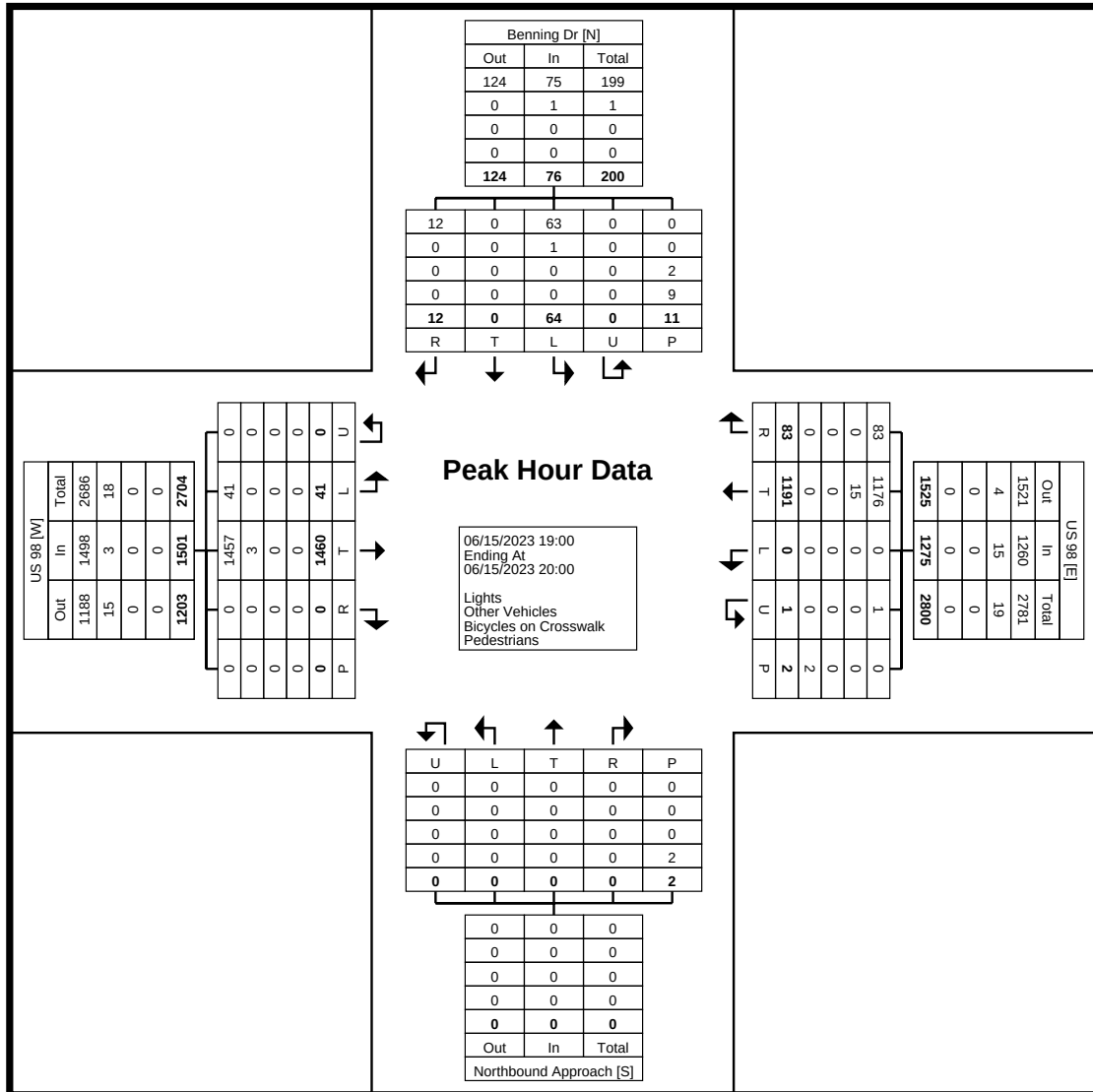
Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	1	8	363	0	0	372	1	0	395	28	0	424	0	0	0	0	0	0	0	16	0	11	0	27	823
17:15	0	12	381	0	0	393	0	0	373	32	0	405	0	0	0	0	0	0	0	26	0	9	1	35	833
17:30	1	4	369	1	0	375	0	0	360	38	0	398	0	0	1	0	1	1	0	19	0	3	3	22	796
17:45	0	8	383	0	0	391	0	0	353	44	0	397	0	0	2	0	0	2	0	24	1	8	0	33	823
Total	2	32	1496	1	0	1531	1	0	1481	142	0	1624	0	0	3	0	1	3	0	85	1	31	4	117	3275
Approach %	0.1	2.1	97.7	0.1	-	-	0.1	0.0	91.2	8.7	-	-	0.0	0.0	100.0	0.0	-	-	0.0	72.6	0.9	26.5	-	-	-
Total %	0.1	1.0	45.7	0.0	-	46.7	0.0	0.0	45.2	4.3	-	49.6	0.0	0.0	0.1	0.0	-	0.1	0.0	2.6	0.0	0.9	-	3.6	-
PHF	0.500	0.667	0.977	0.250	-	0.974	0.250	0.000	0.937	0.807	-	0.958	0.000	0.000	0.375	0.000	-	0.375	0.000	0.817	0.250	0.705	-	0.836	0.983
Lights	2	32	1481	1	-	1516	1	0	1457	139	-	1597	0	0	3	0	-	3	0	84	1	30	-	115	3231
% Lights	100.0	100.0	99.0	100.0	-	99.0	100.0	-	98.4	97.9	-	98.3	-	-	100.0	-	-	100.0	-	98.8	100.0	96.8	-	98.3	98.7
Other Vehicles	0	0	15	0	-	15	0	0	24	3	-	27	0	0	0	0	-	0	0	1	0	1	-	2	44
% Other Vehicles	0.0	0.0	1.0	0.0	-	1.0	0.0	-	1.6	2.1	-	1.7	-	-	0.0	-	-	0.0	-	1.2	0.0	3.2	-	1.7	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data Plot (17:00)

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	7	409	0	0	416	0	0	334	30	2	364	0	0	0	0	2	0	0	24	0	3	3	27	807
19:15	0	14	372	0	0	386	0	0	289	27	0	316	0	0	0	0	0	0	0	19	0	4	1	23	725
19:30	0	10	365	0	0	375	1	0	314	15	0	330	0	0	0	0	0	0	0	12	0	3	1	15	720
19:45	0	10	314	0	0	324	0	0	254	11	0	265	0	0	0	0	0	0	0	9	0	2	6	11	600
Total	0	41	1460	0	0	1501	1	0	1191	83	2	1275	0	0	0	0	2	0	0	64	0	12	11	76	2852
Approach %	0.0	2.7	97.3	0.0	-	-	0.1	0.0	93.4	6.5	-	-	0.0	0.0	0.0	0.0	-	-	0.0	84.2	0.0	15.8	-	-	-
Total %	0.0	1.4	51.2	0.0	-	52.6	0.0	0.0	41.8	2.9	-	44.7	0.0	0.0	0.0	0.0	-	0.0	0.0	2.2	0.0	0.4	-	2.7	-
PHF	0.000	0.732	0.892	0.000	-	0.902	0.250	0.000	0.891	0.692	-	0.876	0.000	0.000	0.000	0.000	-	0.000	0.000	0.667	0.000	0.750	-	0.704	0.884
Lights	0	41	1457	0	-	1498	1	0	1176	83	-	1260	0	0	0	0	-	0	0	63	0	12	-	75	2833
% Lights	-	100.0	99.8	-	-	99.8	100.0	-	98.7	100.0	-	98.8	-	-	-	-	-	-	-	98.4	-	100.0	-	98.7	99.3
Other Vehicles	0	0	3	0	-	3	0	0	15	0	-	15	0	0	0	0	-	0	0	1	0	0	-	1	19
% Other Vehicles	-	0.0	0.2	-	-	0.2	0.0	-	1.3	0.0	-	1.2	-	-	-	-	-	-	-	1.6	-	0.0	-	1.3	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	18.2	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	81.8	-	-

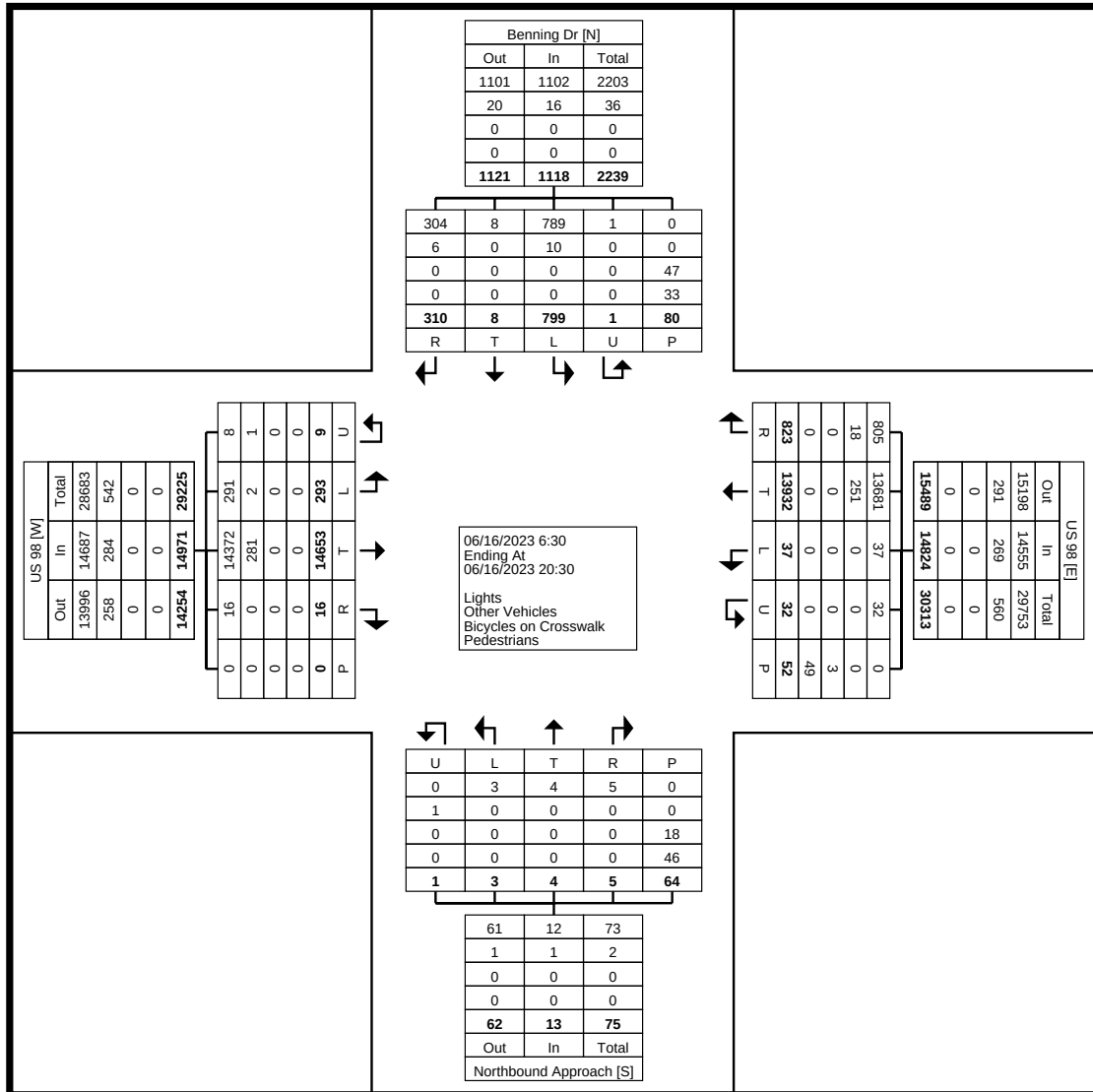


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	2	339	0	0	341	0	0	178	7	0	185	0	0	0	0	3	0	0	11	0	2	0	13	539
6:45	0	0	369	1	0	370	0	0	232	9	0	241	0	0	0	0	0	0	0	9	0	3	2	12	623
Hourly Total	0	2	708	1	0	711	0	0	410	16	0	426	0	0	0	0	3	0	0	20	0	5	2	25	1162
7:00	0	4	297	0	0	301	0	0	251	6	0	257	0	0	0	0	3	0	0	11	0	5	3	16	574
7:15	0	5	402	0	0	407	0	1	194	9	1	204	0	0	0	0	1	0	0	14	0	7	1	21	632
7:30	0	1	397	0	0	398	0	2	251	16	0	269	0	0	0	0	2	0	0	27	0	3	1	30	697
7:45	0	4	401	0	0	405	0	4	290	19	3	313	0	0	0	0	3	0	0	15	0	5	2	20	738
Hourly Total	0	14	1497	0	0	1511	0	7	986	50	4	1043	0	0	0	0	9	0	0	67	0	20	7	87	2641
8:00	0	5	371	1	0	377	0	1	287	25	1	313	0	0	0	0	2	0	0	23	0	4	1	27	717
8:15	0	7	432	3	0	442	1	0	314	11	2	326	0	0	0	0	2	0	1	25	0	4	2	30	798
8:30	0	6	417	1	0	424	0	0	351	22	0	373	0	0	0	0	0	0	0	19	0	8	2	27	824
8:45	1	8	420	0	0	429	4	0	305	19	0	328	0	0	1	0	2	1	0	25	0	3	4	28	786
Hourly Total	1	26	1640	5	0	1672	5	1	1257	77	3	1340	0	0	1	0	6	1	1	92	0	19	9	112	3125
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	7	330	1	0	338	1	0	369	14	0	384	0	1	0	0	0	1	0	19	0	9	0	28	751
11:15	1	8	293	0	0	302	1	0	424	13	0	438	0	0	0	0	0	0	0	20	1	4	0	25	765
11:30	0	5	346	1	0	352	2	3	387	8	9	400	0	0	0	1	0	1	0	24	0	12	0	36	789
11:45	0	4	345	0	0	349	2	2	398	15	1	417	0	0	0	0	1	0	0	34	0	12	0	46	812
Hourly Total	1	24	1314	2	0	1341	6	5	1578	50	10	1639	0	1	0	1	1	2	0	97	1	37	0	135	3117
12:00	0	2	356	0	0	358	0	1	385	12	1	398	0	0	1	0	0	1	0	20	1	16	2	37	794
12:15	0	12	372	0	0	384	0	2	423	13	0	438	0	1	0	0	1	1	0	22	0	16	4	38	861
12:30	0	25	400	0	0	425	2	1	390	19	0	412	0	0	0	0	4	0	0	25	2	15	3	42	879
12:45	0	22	340	1	0	363	2	1	431	25	0	459	0	0	0	0	2	0	0	20	0	12	0	32	854
Hourly Total	0	61	1468	1	0	1530	4	5	1629	69	1	1707	0	1	1	0	7	2	0	87	3	59	9	149	3388
13:00	1	13	355	2	0	371	2	0	397	23	0	422	0	0	0	0	1	0	0	25	1	14	1	40	833
13:15	0	10	340	1	0	351	0	3	371	21	2	395	0	0	0	2	2	2	0	18	1	7	1	26	774
13:30	0	7	371	0	0	378	1	0	391	15	0	407	0	0	0	0	0	0	0	21	0	9	1	30	815
13:45	1	1	367	0	0	369	0	1	348	18	0	367	0	0	0	1	1	1	0	19	1	10	6	30	767
Hourly Total	2	31	1433	3	0	1469	3	4	1507	77	2	1591	0	0	0	3	4	3	0	83	3	40	9	126	3189
14:00	0	10	369	0	0	379	1	0	374	12	0	387	0	0	0	0	1	0	0	33	0	17	1	50	816
14:15	1	5	380	0	0	386	2	0	412	17	0	431	0	0	0	0	1	0	0	27	0	8	0	35	852
14:30	0	3	427	0	0	430	3	2	409	10	0	424	0	0	0	0	0	0	0	30	0	6	0	36	890
14:45	0	5	369	0	0	374	0	2	409	17	0	428	0	0	0	0	1	0	0	25	0	7	1	32	834
Hourly Total	1	23	1545	0	0	1569	6	4	1604	56	0	1670	0	0	0	0	3	0	0	115	0	38	2	153	3392
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	7	400	1	0	408	0	4	357	52	1	413	0	0	0	0	3	0	0	23	1	5	4	29	850
16:15	0	6	344	0	0	350	1	1	331	56	8	389	0	0	0	0	2	0	0	16	0	8	1	24	763
16:30	2	15	375	0	0	392	0	2	343	54	1	399	0	0	0	0	3	0	0	12	0	2	3	14	805
16:45	0	10	338	1	0	349	1	0	359	51	0	411	0	0	0	0	0	0	0	20	0	12	2	32	792
Hourly Total	2	38	1457	2	0	1499	2	7	1390	213	10	1612	0	0	0	0	8	0	0	71	1	27	10	99	3210
17:00	0	12	378	0	0	390	1	1	367	50	5	419	0	0	0	0	5	0	0	23	0	10	5	33	842
17:15	0	5	373	0	0	378	1	1	378	46	0	426	0	0	0	0	2	0	0	11	0	5	5	16	820
17:30	0	13	425	0	0	438	1	0	370	41	4	412	0	0	0	0	1	0	0	23	0	6	4	29	879
17:45	0	5	361	0	0	366	0	0	355	27	2	382	0	0	0	0	2	0	0	15	0	6	2	21	769
Hourly Total	0	35	1537	0	0	1572	3	2	1470	164	11	1639	0	0	0	0	10	0	0	72	0	27	16	99	3310
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	9	366	0	0	375	0	1	361	7	7	369	0	0	0	0	2	0	0	10	0	8	1	18	762
19:15	1	8	292	1	0	302	0	0	375	8	4	383	1	1	0	0	5	2	0	12	0	7	7	19	706
19:30	0	7	357	0	0	364	0	0	349	14	0	363	0	0	0	0	4	0	0	21	0	5	0	26	753
19:45	0	6	330	0	0	336	1	0	309	5	0	315	0	0	0	0	2	0	0	11	0	7	0	18	669
Hourly Total	1	30	1345	1	0	1377	1	1	1394	34	11	1430	1	1	0	0	13	2	0	54	0	27	8	81	2890
20:00	1	3	321	0	0	325	1	1	375	6	0	383	0	0	2	1	0	3	0	19	0	5	5	24	735
20:15	0	6	388	1	0	395	1	0	332	11	0	344	0	0	0	0	0	0	0	22	0	6	3	28	767
Grand Total	9	293	14653	16	0	14971	32	37	13932	823	52	14824	1	3	4	5	64	13	1	799	8	310	80	1118	30926
Approach %	0.1	2.0	97.9	0.1	-	-	0.2	0.2	94.0	5.6	-	-	7.7	23.1	30.8	38.5	-	-	0.1	71.5	0.7	27.7	-	-	-
Total %	0.0	0.9	47.4	0.1	-	48.4	0.1	0.1	45.0	2.7	-	47.9	0.0	0.0	0.0	0.0	-	0.0	0.0	2.6	0.0	1.0	-	3.6	-
Lights	8	291	14372	16	-	14687	32	37	13681	805	-	14555	0	3	4	5	-	12	1	789	8	304	-	1102	30356
% Lights	88.9	99.3	98.1	100.0	-	98.1	100.0	100.0	98.2	97.8	-	98.2	0.0	100.0	100.0	100.0	-	92.3	100.0	98.7	100.0	98.1	-	98.6	98.2
Other Vehicles	1	2	281	0	-	284	0	0	251	18	-	269	1	0	0	0	-	1	0	10	0	6	-	16	570

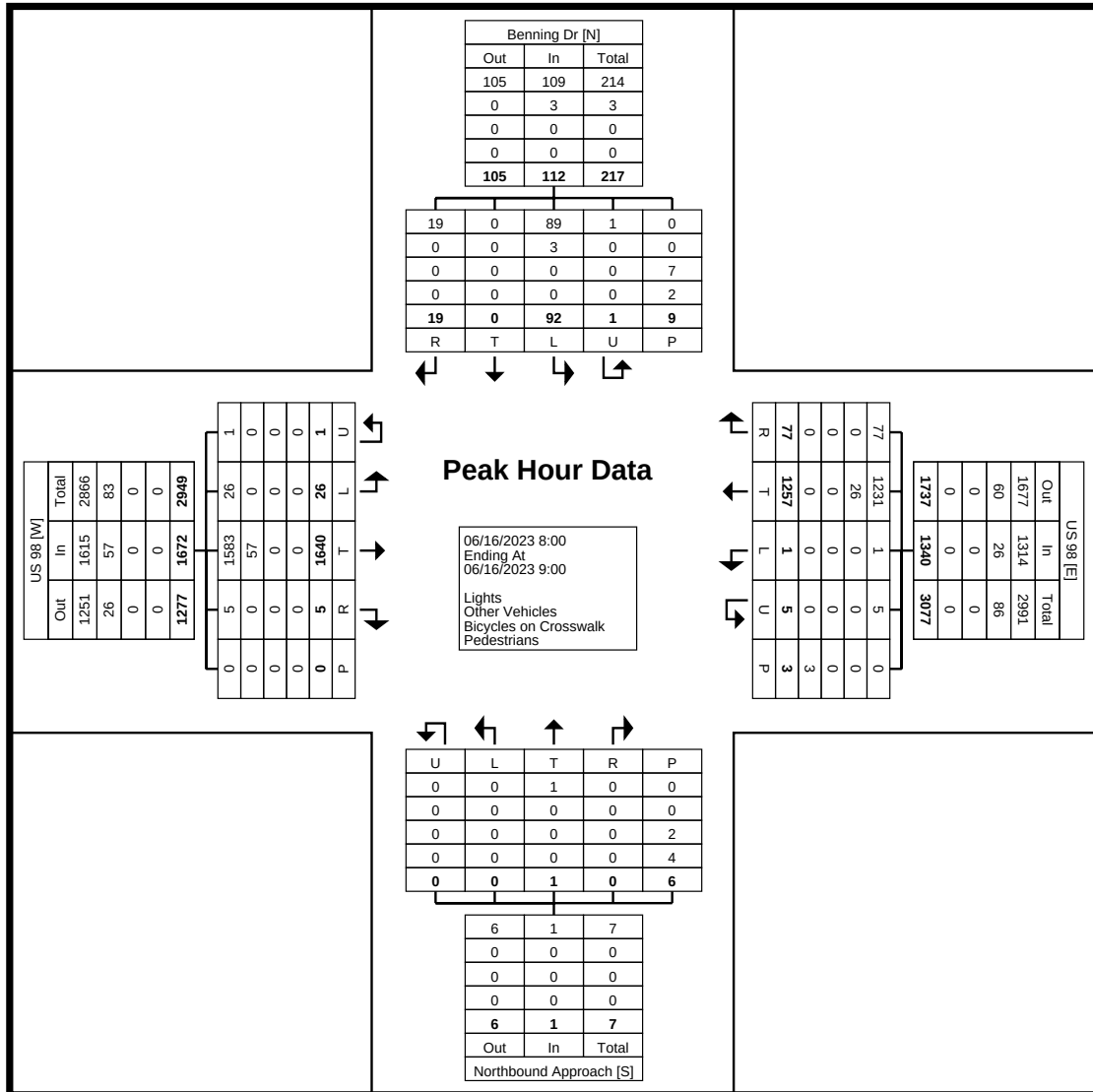
% Other Vehicles	11.1	0.7	1.9	0.0	-	1.9	0.0	0.0	1.8	2.2	-	1.8	100.0	0.0	0.0	0.0	-	7.7	0.0	1.3	0.0	1.9	-	1.4	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	18	-	-	-	-	-	47	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	5.8	-	-	-	-	-	28.1	-	-	-	-	-	58.8	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	49	-	-	-	-	-	46	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	94.2	-	-	-	-	-	71.9	-	-	-	-	-	41.3	-	-



Turning Movement Data Plot

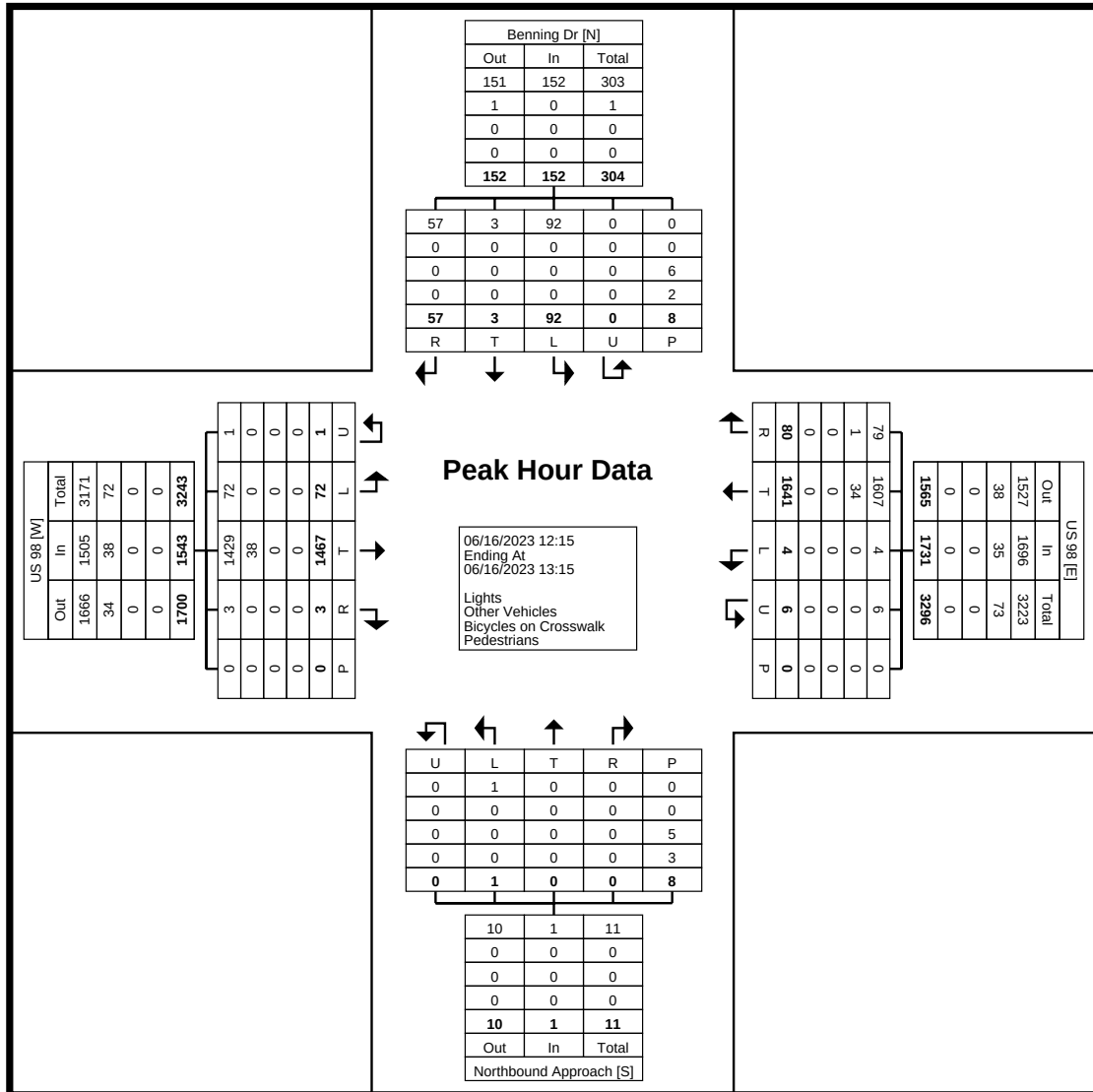
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	5	371	1	0	377	0	1	287	25	1	313	0	0	0	0	2	0	0	23	0	4	1	27	717
8:15	0	7	432	3	0	442	1	0	314	11	2	326	0	0	0	0	2	0	1	25	0	4	2	30	798
8:30	0	6	417	1	0	424	0	0	351	22	0	373	0	0	0	0	0	0	0	19	0	8	2	27	824
8:45	1	8	420	0	0	429	4	0	305	19	0	328	0	0	1	0	2	1	0	25	0	3	4	28	786
Total	1	26	1640	5	0	1672	5	1	1257	77	3	1340	0	0	1	0	6	1	1	92	0	19	9	112	3125
Approach %	0.1	1.6	98.1	0.3	-	-	0.4	0.1	93.8	5.7	-	-	0.0	0.0	100.0	0.0	-	-	0.9	82.1	0.0	17.0	-	-	-
Total %	0.0	0.8	52.5	0.2	-	53.5	0.2	0.0	40.2	2.5	-	42.9	0.0	0.0	0.0	0.0	-	0.0	0.0	2.9	0.0	0.6	-	3.6	-
PHF	0.250	0.813	0.949	0.417	-	0.946	0.313	0.250	0.895	0.770	-	0.898	0.000	0.000	0.250	0.000	-	0.250	0.250	0.920	0.000	0.594	-	0.933	0.948
Lights	1	26	1583	5	-	1615	5	1	1231	77	-	1314	0	0	1	0	-	1	1	89	0	19	-	109	3039
% Lights	100.0	100.0	96.5	100.0	-	96.6	100.0	100.0	97.9	100.0	-	98.1	-	-	100.0	-	-	100.0	100.0	96.7	-	100.0	-	97.3	97.2
Other Vehicles	0	0	57	0	-	57	0	0	26	0	-	26	0	0	0	0	-	0	0	3	0	0	-	3	86
% Other Vehicles	0.0	0.0	3.5	0.0	-	3.4	0.0	0.0	2.1	0.0	-	1.9	-	-	0.0	-	-	0.0	0.0	3.3	-	0.0	-	2.7	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	77.8	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	22.2	-	-



Turning Movement Peak Hour Data (12:15)

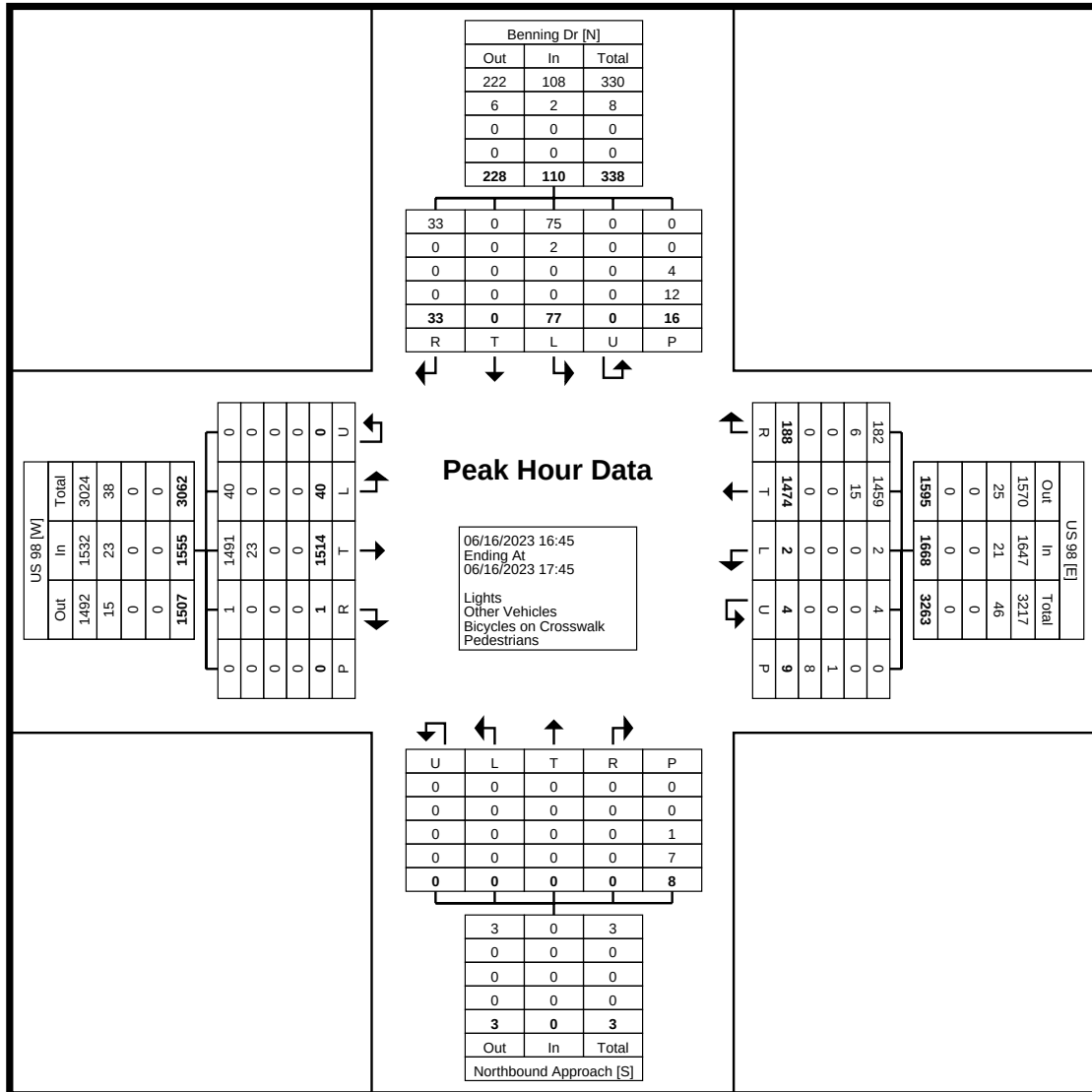
Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:15	0	12	372	0	0	384	0	2	423	13	0	438	0	1	0	0	1	1	0	22	0	16	4	38	861
12:30	0	25	400	0	0	425	2	1	390	19	0	412	0	0	0	0	4	0	0	25	2	15	3	42	879
12:45	0	22	340	1	0	363	2	1	431	25	0	459	0	0	0	0	2	0	0	20	0	12	0	32	854
13:00	1	13	355	2	0	371	2	0	397	23	0	422	0	0	0	0	1	0	0	25	1	14	1	40	833
Total	1	72	1467	3	0	1543	6	4	1641	80	0	1731	0	1	0	0	8	1	0	92	3	57	8	152	3427
Approach %	0.1	4.7	95.1	0.2	-	-	0.3	0.2	94.8	4.6	-	-	0.0	100.0	0.0	0.0	-	-	0.0	60.5	2.0	37.5	-	-	-
Total %	0.0	2.1	42.8	0.1	-	45.0	0.2	0.1	47.9	2.3	-	50.5	0.0	0.0	0.0	0.0	-	0.0	0.0	2.7	0.1	1.7	-	4.4	-
PHF	0.250	0.720	0.917	0.375	-	0.908	0.750	0.500	0.952	0.800	-	0.943	0.000	0.250	0.000	0.000	-	0.250	0.000	0.920	0.375	0.891	-	0.905	0.975
Lights	1	72	1429	3	-	1505	6	4	1607	79	-	1696	0	1	0	0	-	1	0	92	3	57	-	152	3354
% Lights	100.0	100.0	97.4	100.0	-	97.5	100.0	100.0	97.9	98.8	-	98.0	-	100.0	-	-	-	100.0	-	100.0	100.0	100.0	-	100.0	97.9
Other Vehicles	0	0	38	0	-	38	0	0	34	1	-	35	0	0	0	0	-	0	0	0	0	0	-	0	73
% Other Vehicles	0.0	0.0	2.6	0.0	-	2.5	0.0	0.0	2.1	1.3	-	2.0	-	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62.5	-	-	-	-	-	75.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37.5	-	-	-	-	-	25.0	-	-



Turning Movement Peak Hour Data Plot (12:15)

Turning Movement Peak Hour Data (16:45)

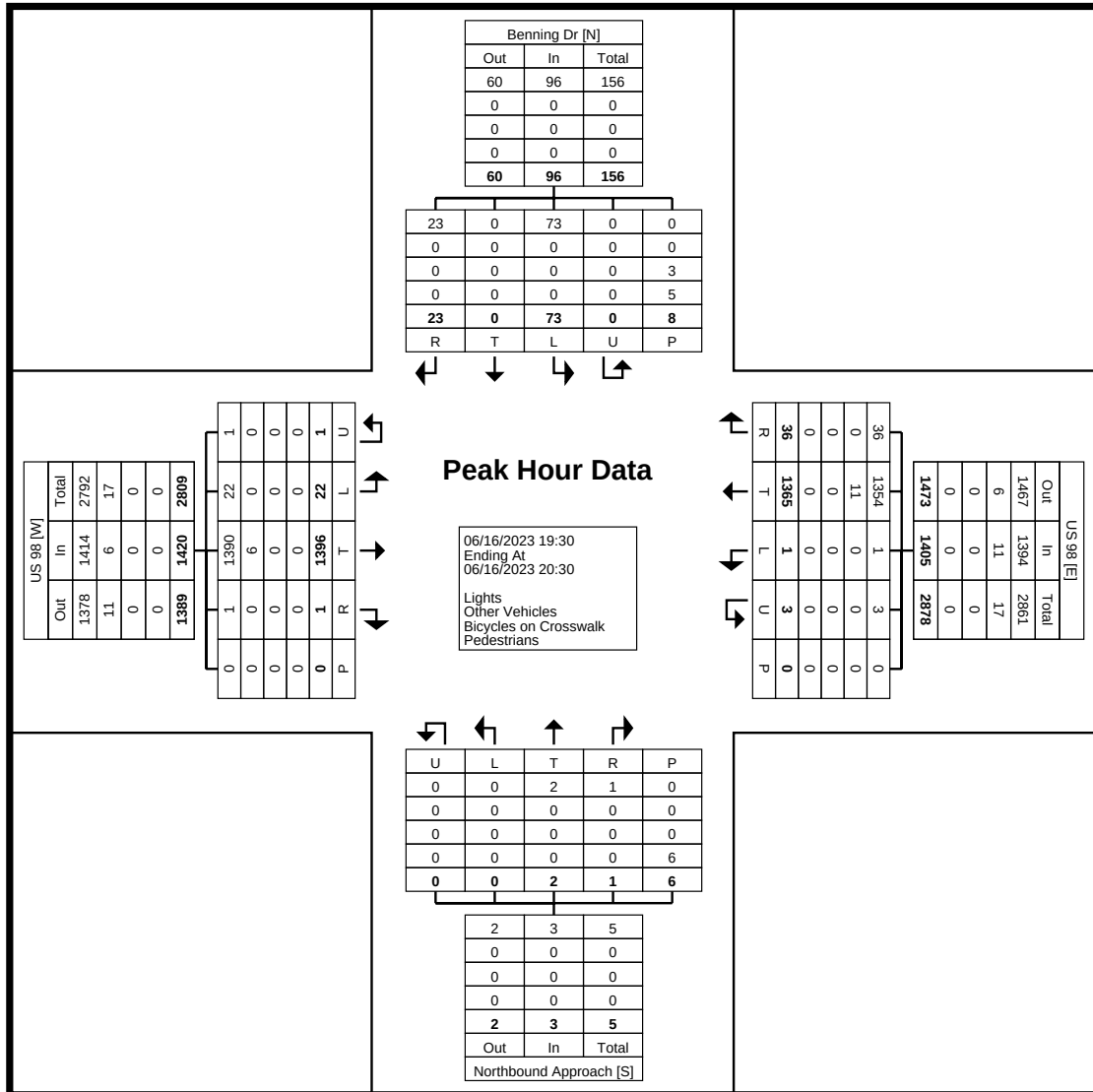
Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	10	338	1	0	349	1	0	359	51	0	411	0	0	0	0	0	0	0	20	0	12	2	32	792
17:00	0	12	378	0	0	390	1	1	367	50	5	419	0	0	0	0	5	0	0	23	0	10	5	33	842
17:15	0	5	373	0	0	378	1	1	378	46	0	426	0	0	0	0	2	0	0	11	0	5	5	16	820
17:30	0	13	425	0	0	438	1	0	370	41	4	412	0	0	0	0	1	0	0	23	0	6	4	29	879
Total	0	40	1514	1	0	1555	4	2	1474	188	9	1668	0	0	0	0	8	0	0	77	0	33	16	110	3333
Approach %	0.0	2.6	97.4	0.1	-	-	0.2	0.1	88.4	11.3	-	-	0.0	0.0	0.0	0.0	-	-	0.0	70.0	0.0	30.0	-	-	-
Total %	0.0	1.2	45.4	0.0	-	46.7	0.1	0.1	44.2	5.6	-	50.0	0.0	0.0	0.0	0.0	-	0.0	0.0	2.3	0.0	1.0	-	3.3	-
PHF	0.000	0.769	0.891	0.250	-	0.888	1.000	0.500	0.975	0.922	-	0.979	0.000	0.000	0.000	0.000	-	0.000	0.000	0.837	0.000	0.688	-	0.833	0.948
Lights	0	40	1491	1	-	1532	4	2	1459	182	-	1647	0	0	0	0	-	0	0	75	0	33	-	108	3287
% Lights	-	100.0	98.5	100.0	-	98.5	100.0	100.0	99.0	96.8	-	98.7	-	-	-	-	-	-	-	97.4	-	100.0	-	98.2	98.6
Other Vehicles	0	0	23	0	-	23	0	0	15	6	-	21	0	0	0	0	-	0	0	2	0	0	-	2	46
% Other Vehicles	-	0.0	1.5	0.0	-	1.5	0.0	0.0	1.0	3.2	-	1.3	-	-	-	-	-	-	-	2.6	-	0.0	-	1.8	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	11.1	-	-	-	-	-	12.5	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	7	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	88.9	-	-	-	-	-	87.5	-	-	-	-	-	75.0	-	-



Turning Movement Peak Hour Data Plot (16:45)

Turning Movement Peak Hour Data (19:30)

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:30	0	7	357	0	0	364	0	0	349	14	0	363	0	0	0	0	4	0	0	21	0	5	0	26	753
19:45	0	6	330	0	0	336	1	0	309	5	0	315	0	0	0	0	2	0	0	11	0	7	0	18	669
20:00	1	3	321	0	0	325	1	1	375	6	0	383	0	0	2	1	0	3	0	19	0	5	5	24	735
20:15	0	6	388	1	0	395	1	0	332	11	0	344	0	0	0	0	0	0	0	22	0	6	3	28	767
Total	1	22	1396	1	0	1420	3	1	1365	36	0	1405	0	0	2	1	6	3	0	73	0	23	8	96	2924
Approach %	0.1	1.5	98.3	0.1	-	-	0.2	0.1	97.2	2.6	-	-	0.0	0.0	66.7	33.3	-	-	0.0	76.0	0.0	24.0	-	-	-
Total %	0.0	0.8	47.7	0.0	-	48.6	0.1	0.0	46.7	1.2	-	48.1	0.0	0.0	0.1	0.0	-	0.1	0.0	2.5	0.0	0.8	-	3.3	-
PHF	0.250	0.786	0.899	0.250	-	0.899	0.750	0.250	0.910	0.643	-	0.917	0.000	0.000	0.250	0.250	-	0.250	0.000	0.830	0.000	0.821	-	0.857	0.953
Lights	1	22	1390	1	-	1414	3	1	1354	36	-	1394	0	0	2	1	-	3	0	73	0	23	-	96	2907
% Lights	100.0	100.0	99.6	100.0	-	99.6	100.0	100.0	99.2	100.0	-	99.2	-	-	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.4
Other Vehicles	0	0	6	0	-	6	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	17
% Other Vehicles	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.8	0.0	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	37.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	62.5	-	-

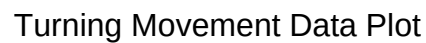


Turning Movement Peak Hour Data Plot (19:30)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	8	365	0	0	373	1	2	217	11	2	231	0	0	0	0	1	0	0	17	0	4	2	21	625
8:15	0	5	340	2	0	347	1	0	270	14	0	285	0	0	0	0	0	0	0	23	0	7	4	30	662
8:30	0	4	352	1	0	357	1	0	252	14	2	267	0	0	0	0	2	0	0	11	0	6	2	17	641
8:45	0	10	344	0	0	354	1	0	354	14	1	369	0	0	0	0	3	0	0	9	1	2	3	12	735
Hourly Total	0	27	1401	3	0	1431	4	2	1093	53	5	1152	0	0	0	0	6	0	0	60	1	19	11	80	2663
9:00	0	1	351	0	0	352	1	0	358	4	0	363	0	0	0	0	6	0	0	17	0	5	1	22	737
9:15	0	2	368	1	0	371	1	3	370	12	0	386	0	0	0	0	3	0	0	19	0	8	2	27	784
9:30	0	4	323	0	0	327	2	1	405	9	0	417	0	0	0	0	2	0	0	21	0	4	2	25	769
9:45	0	5	354	0	0	359	1	1	377	11	4	390	0	0	0	0	5	0	0	18	0	5	3	23	772
Hourly Total	0	12	1396	1	0	1409	5	5	1510	36	4	1556	0	0	0	0	16	0	0	75	0	22	8	97	3062
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	1	9	349	2	0	361	0	0	402	16	5	418	0	0	0	0	0	0	0	14	0	7	2	21	800
11:15	0	8	320	0	0	328	0	1	414	12	7	427	0	0	0	0	0	0	0	16	0	13	1	29	784
11:30	0	5	374	2	0	381	1	0	377	15	6	393	0	0	0	0	0	0	0	18	0	8	3	26	800
11:45	0	4	371	1	0	376	2	1	346	10	4	359	0	0	0	0	0	0	0	21	0	8	1	29	764
Hourly Total	1	26	1414	5	0	1446	3	2	1539	53	22	1597	0	0	0	0	0	0	0	69	0	36	7	105	3148
12:00	0	5	376	0	0	381	3	2	342	12	10	359	0	0	1	1	0	2	0	23	0	10	2	33	775
12:15	0	7	371	1	0	379	3	2	380	17	0	402	0	0	0	0	0	0	0	25	1	10	1	36	817
12:30	0	11	364	0	0	375	1	2	351	14	8	368	0	0	0	0	2	0	0	16	0	7	0	23	766
12:45	0	4	354	0	0	358	2	3	419	20	0	444	0	0	0	0	2	0	0	14	0	3	0	17	819
Hourly Total	0	27	1465	1	0	1493	9	9	1492	63	18	1573	0	0	1	1	4	2	0	78	1	30	3	109	3177
13:00	0	4	418	1	0	423	1	0	384	19	4	404	0	0	1	0	3	1	0	29	1	13	0	43	871
13:15	1	5	363	1	0	370	1	0	376	10	2	387	0	0	0	0	0	0	0	14	0	8	3	22	779
13:30	0	5	396	0	0	401	2	0	341	11	2	354	0	0	0	0	0	0	0	15	0	4	1	19	774
13:45	0	3	356	0	0	359	2	0	332	8	2	342	0	0	0	0	0	0	0	12	0	9	1	21	722
Hourly Total	1	17	1533	2	0	1553	6	0	1433	48	10	1487	0	0	1	0	3	1	0	70	1	34	5	105	3146
14:00	0	1	407	1	0	409	1	1	339	16	2	357	0	0	0	0	1	0	0	15	1	1	1	17	783
14:15	0	7	396	0	0	403	0	1	387	14	0	402	0	0	0	0	0	0	0	14	0	6	3	20	825
14:30	0	5	379	0	0	384	0	0	395	13	1	408	0	0	0	0	4	0	0	14	3	7	0	24	816
14:45	0	8	414	1	0	423	0	2	365	15	1	382	0	0	0	1	3	1	0	18	0	5	3	23	829
Hourly Total	0	21	1596	2	0	1619	1	4	1486	58	4	1549	0	0	0	1	8	1	0	61	4	19	7	84	3253
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	18	303	0	0	321	0	0	256	44	2	300	0	0	1	0	3	1	0	12	1	8	0	21	643
16:15	0	29	293	0	0	322	0	0	270	21	0	291	0	0	0	0	1	0	0	7	0	5	0	12	625
16:30	0	14	344	0	0	358	0	1	282	10	0	293	0	0	0	0	0	0	0	6	0	7	1	13	664
16:45	0	13	398	1	0	412	1	0	242	20	0	263	0	0	0	0	1	0	0	6	0	9	0	15	690
Hourly Total	0	74	1338	1	0	1413	1	1	1050	95	2	1147	0	0	1	0	5	1	0	31	1	29	1	61	2622
17:00	0	13	338	0	0	351	0	0	153	23	0	176	0	0	0	1	0	1	0	13	0	10	2	23	551
17:15	0	5	362	1	0	368	0	0	159	8	0	167	0	0	0	0	0	0	0	24	0	14	0	38	573
17:30	0	11	368	1	2	380	1	2	203	19	1	225	0	0	0	0	4	0	0	18	0	10	2	28	633
17:45	0	5	345	0	0	350	1	0	311	15	4	327	0	0	0	0	0	0	0	20	0	12	11	32	709
Hourly Total	0	34	1413	2	2	1449	2	2	826	65	5	895	0	0	0	1	4	1	0	75	0	46	15	121	2466
18:00	0	9	348	1	0	358	0	0	328	11	17	339	0	0	0	1	18	1	0	22	0	7	11	29	727
18:15	0	8	372	1	0	381	0	0	326	22	3	348	0	0	0	0	3	0	0	15	0	10	1	25	754
18:30	1	8	387	0	0	396	0	2	372	15	5	389	0	0	0	0	0	0	0	22	0	9	3	31	816
18:45	0	5	369	2	0	376	0	2	327	10	4	339	0	0	0	0	10	0	0	21	2	10	2	33	748
Hourly Total	1	30	1476	4	0	1511	0	4	1353	58	29	1415	0	0	0	1	31	1	0	80	2	36	17	118	3045
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	0	6	316	0	0	322	0	0	279	4	8	283	0	0	0	1	0	1	0	15	0	7	0	22	628
20:15	0	4	290	0	0	294	0	1	285	8	11	294	0	0	0	0	0	0	0	12	0	5	15	17	605
20:30	0	5	311	0	0	316	0	0	300	5	2	305	0	0	0	0	2	0	0	10	0	8	3	18	639
20:45	2	7	291	0	0	300	0	0	324	10	5	334	0	0	0	0	5	0	0	7	0	2	2	9	643
Hourly Total	2	22	1208	0	0	1232	0	1	1188	27	26	1216	0	0	0	1	7	1	0	44	0	22	20	66	2515
Grand Total	5	290	14240	21	2	14556	31	30	12970	556	125	13587	0	0	3	5	84	8	0	643	10	293	94	946	29097
Approach %	0.0	2.0	97.8	0.1	-	-	0.2	0.2	95.5	4.1	-	-	0.0	0.0	37.5	62.5	-	-	0.0	68.0	1.1	31.0	-	-	-
Total %	0.0	1.0	48.9	0.1	-	50.0	0.1	0.1	44.6	1.9	-	46.7	0.0	0.0	0.0	0.0	-	0.0	0.0	2.2	0.0	1.0	-	3.3	-
Lights	5	289	14139	21	-	14454	31	27	12860	551	-	13469	0	0	3	4	-	7	0	635	8	291	-	934	28864
% Lights	100.0	99.7	99.3	100.0	-	99.3	100.0	90.0	99.2	99.1	-	99.1	-	-	100.0	80.0	-	87.5	-	98.8	80.0	99.3	-	98.7	99.2
Other Vehicles	0	1	101	0	-	102	0	3	110	5	-	118	0	0	0	1	-	1	0	8	2	2	-	12	233

% Other Vehicles	0.0	0.3	0.7	0.0	-	0.7	0.0	10.0	0.8	0.9	-	0.9	-	-	0.0	20.0	-	12.5	-	1.2	20.0	0.7	-	1.3	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	26	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	1.6	-	-	-	-	-	16.7	-	-	-	-	-	27.7	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	123	-	-	-	-	-	70	-	-	-	-	-	68	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	98.4	-	-	-	-	-	83.3	-	-	-	-	-	72.3	-	-



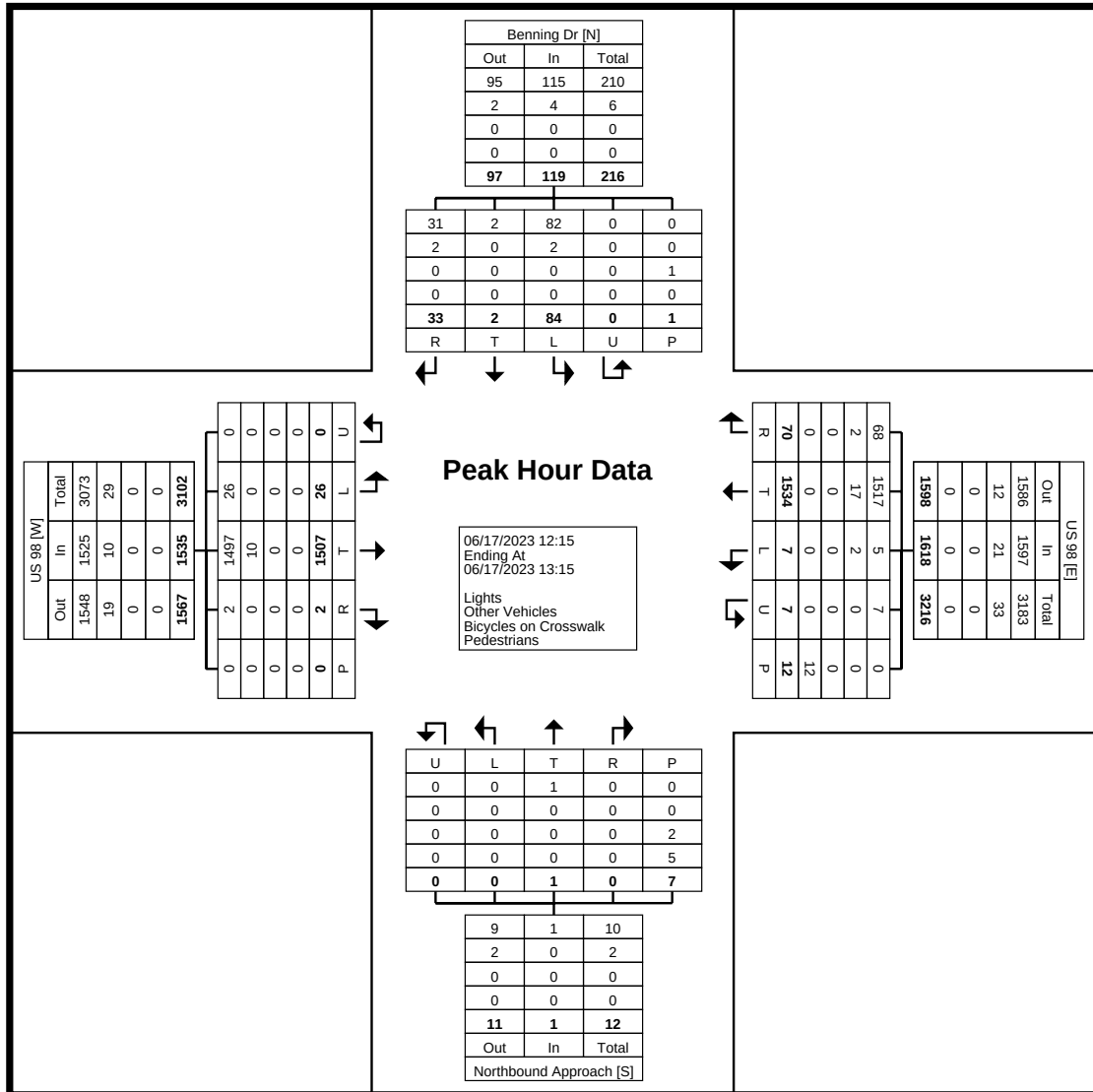
Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	0	1	351	0	0	352	1	0	358	4	0	363	0	0	0	0	6	0	0	17	0	5	1	22	737
9:15	0	2	368	1	0	371	1	3	370	12	0	386	0	0	0	0	3	0	0	19	0	8	2	27	784
9:30	0	4	323	0	0	327	2	1	405	9	0	417	0	0	0	0	2	0	0	21	0	4	2	25	769
9:45	0	5	354	0	0	359	1	1	377	11	4	390	0	0	0	0	5	0	0	18	0	5	3	23	772
Total	0	12	1396	1	0	1409	5	5	1510	36	4	1556	0	0	0	0	16	0	0	75	0	22	8	97	3062
Approach %	0.0	0.9	99.1	0.1	-	-	0.3	0.3	97.0	2.3	-	-	0.0	0.0	0.0	0.0	-	-	0.0	77.3	0.0	22.7	-	-	-
Total %	0.0	0.4	45.6	0.0	-	46.0	0.2	0.2	49.3	1.2	-	50.8	0.0	0.0	0.0	0.0	-	0.0	0.0	2.4	0.0	0.7	-	3.2	-
PHF	0.000	0.600	0.948	0.250	-	0.949	0.625	0.417	0.932	0.750	-	0.933	0.000	0.000	0.000	0.000	-	0.000	0.000	0.893	0.000	0.688	-	0.898	0.976
Lights	0	12	1377	1	-	1390	5	5	1491	36	-	1537	0	0	0	0	-	0	0	73	0	22	-	95	3022
% Lights	-	100.0	98.6	100.0	-	98.7	100.0	100.0	98.7	100.0	-	98.8	-	-	-	-	-	-	-	97.3	-	100.0	-	97.9	98.7
Other Vehicles	0	0	19	0	-	19	0	0	19	0	-	19	0	0	0	0	-	0	0	2	0	0	-	2	40
% Other Vehicles	-	0.0	1.4	0.0	-	1.3	0.0	0.0	1.3	0.0	-	1.2	-	-	-	-	-	-	-	2.7	-	0.0	-	2.1	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-	-	-	-	37.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	14	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-	-	-	-	62.5	-	-



Turning Movement Peak Hour Data (12:15)

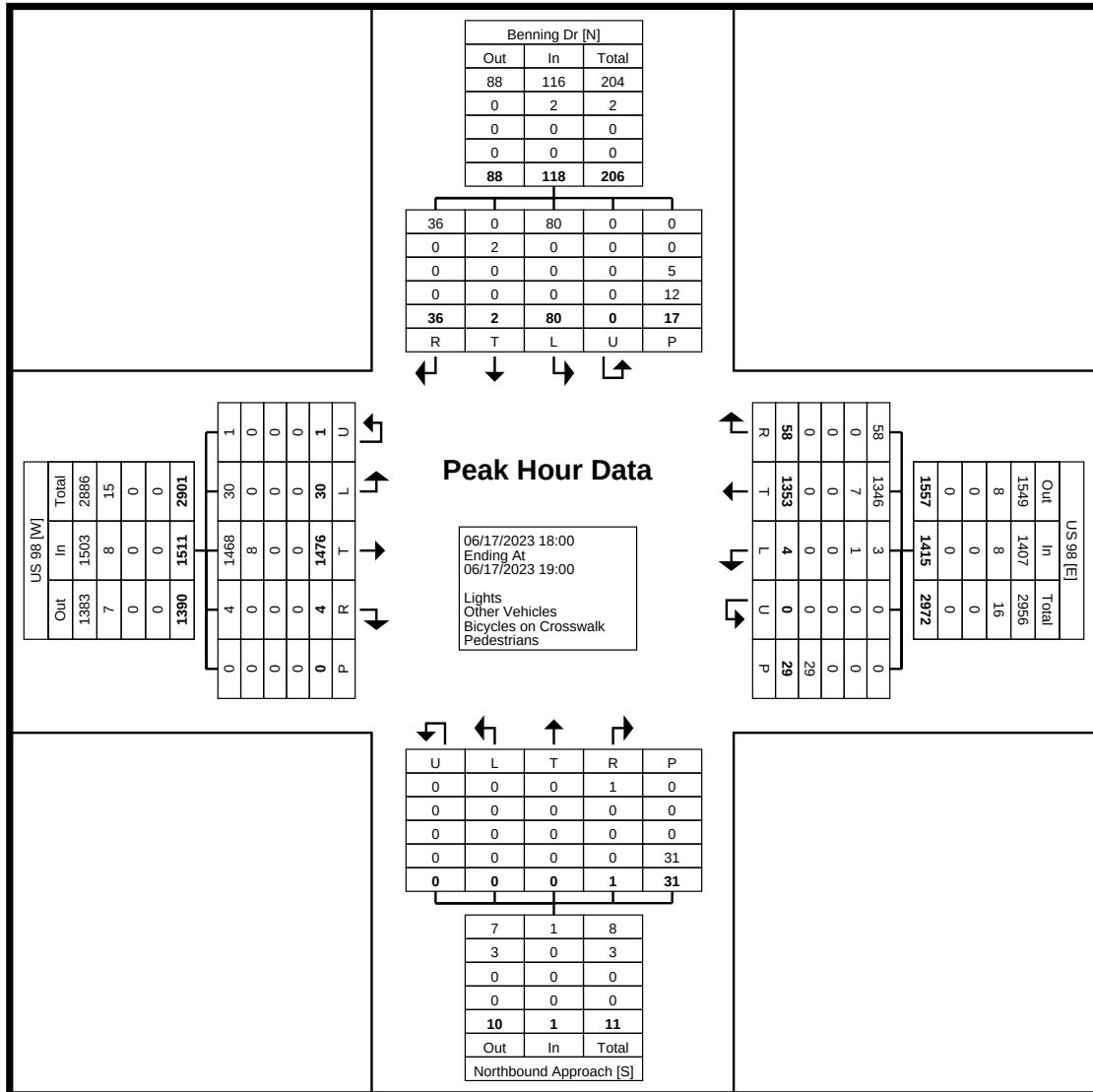
Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:15	0	7	371	1	0	379	3	2	380	17	0	402	0	0	0	0	0	0	0	25	1	10	1	36	817
12:30	0	11	364	0	0	375	1	2	351	14	8	368	0	0	0	0	2	0	0	16	0	7	0	23	766
12:45	0	4	354	0	0	358	2	3	419	20	0	444	0	0	0	0	2	0	0	14	0	3	0	17	819
13:00	0	4	418	1	0	423	1	0	384	19	4	404	0	0	1	0	3	1	0	29	1	13	0	43	871
Total	0	26	1507	2	0	1535	7	7	1534	70	12	1618	0	0	1	0	7	1	0	84	2	33	1	119	3273
Approach %	0.0	1.7	98.2	0.1	-	-	0.4	0.4	94.8	4.3	-	-	0.0	0.0	100.0	0.0	-	-	0.0	70.6	1.7	27.7	-	-	-
Total %	0.0	0.8	46.0	0.1	-	46.9	0.2	0.2	46.9	2.1	-	49.4	0.0	0.0	0.0	0.0	-	0.0	0.0	2.6	0.1	1.0	-	3.6	-
PHF	0.000	0.591	0.901	0.500	-	0.907	0.583	0.583	0.915	0.875	-	0.911	0.000	0.000	0.250	0.000	-	0.250	0.000	0.724	0.500	0.635	-	0.692	0.939
Lights	0	26	1497	2	-	1525	7	5	1517	68	-	1597	0	0	1	0	-	1	0	82	2	31	-	115	3238
% Lights	-	100.0	99.3	100.0	-	99.3	100.0	71.4	98.9	97.1	-	98.7	-	-	100.0	-	-	100.0	-	97.6	100.0	93.9	-	96.6	98.9
Other Vehicles	0	0	10	0	-	10	0	2	17	2	-	21	0	0	0	0	-	0	0	2	0	2	-	4	35
% Other Vehicles	-	0.0	0.7	0.0	-	0.7	0.0	28.6	1.1	2.9	-	1.3	-	-	0.0	-	-	0.0	-	2.4	0.0	6.1	-	3.4	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	28.6	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	71.4	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (12:15)

Turning Movement Peak Hour Data (18:00)

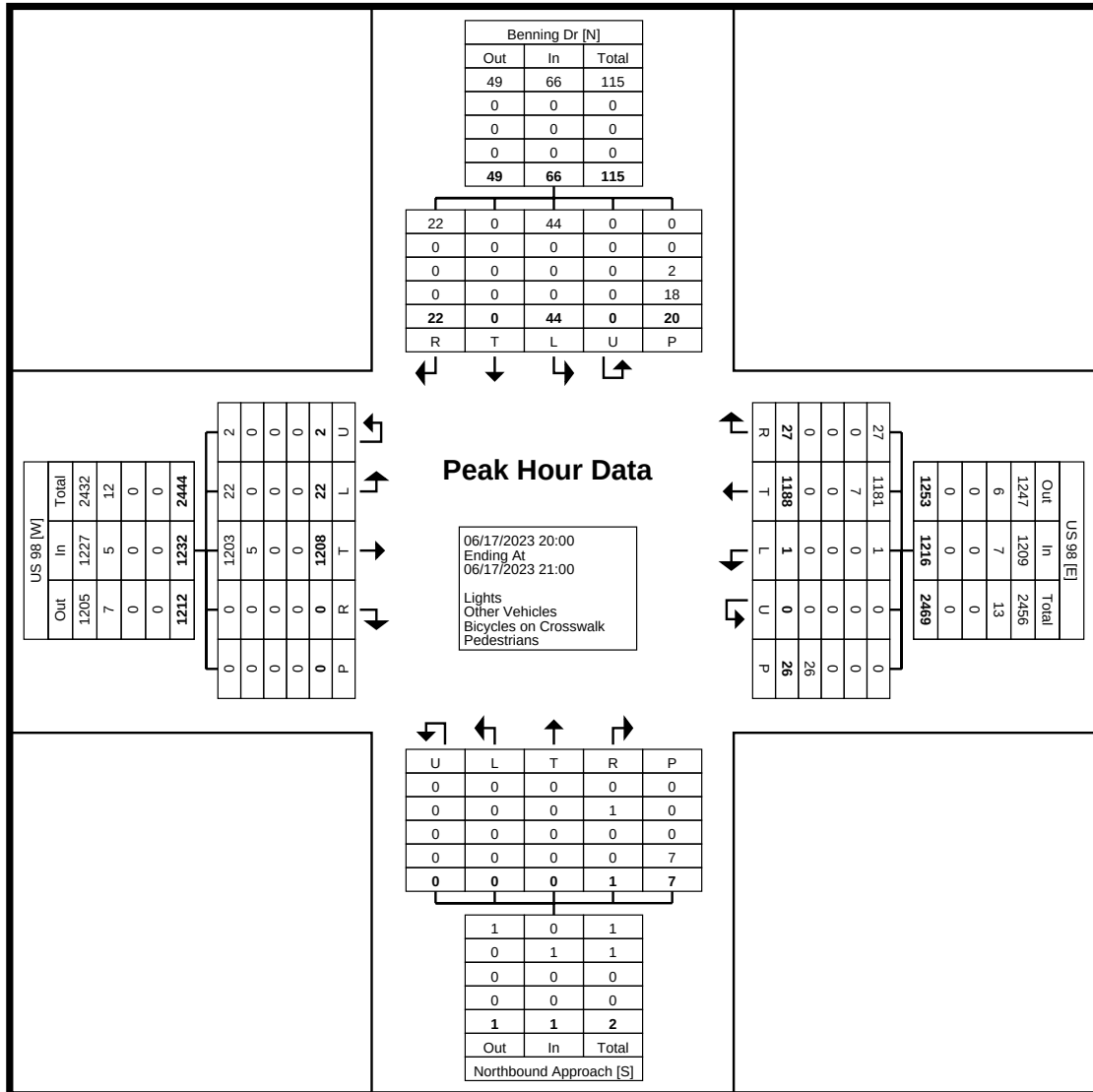
Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
18:00	0	9	348	1	0	358	0	0	328	11	17	339	0	0	0	1	18	1	0	22	0	7	11	29	727
18:15	0	8	372	1	0	381	0	0	326	22	3	348	0	0	0	0	3	0	0	15	0	10	1	25	754
18:30	1	8	387	0	0	396	0	2	372	15	5	389	0	0	0	0	0	0	0	22	0	9	3	31	816
18:45	0	5	369	2	0	376	0	2	327	10	4	339	0	0	0	0	10	0	0	21	2	10	2	33	748
Total	1	30	1476	4	0	1511	0	4	1353	58	29	1415	0	0	0	1	31	1	0	80	2	36	17	118	3045
Approach %	0.1	2.0	97.7	0.3	-	-	0.0	0.3	95.6	4.1	-	-	0.0	0.0	0.0	100.0	-	-	0.0	67.8	1.7	30.5	-	-	-
Total %	0.0	1.0	48.5	0.1	-	49.6	0.0	0.1	44.4	1.9	-	46.5	0.0	0.0	0.0	0.0	-	0.0	0.0	2.6	0.1	1.2	-	3.9	-
PHF	0.250	0.833	0.953	0.500	-	0.954	0.000	0.500	0.909	0.659	-	0.909	0.000	0.000	0.000	0.250	-	0.250	0.000	0.909	0.250	0.900	-	0.894	0.933
Lights	1	30	1468	4	-	1503	0	3	1346	58	-	1407	0	0	0	1	-	1	0	80	0	36	-	116	3027
% Lights	100.0	100.0	99.5	100.0	-	99.5	-	75.0	99.5	100.0	-	99.4	-	-	-	100.0	-	100.0	-	100.0	0.0	100.0	-	98.3	99.4
Other Vehicles	0	0	8	0	-	8	0	1	7	0	-	8	0	0	0	0	-	0	0	0	2	0	-	2	18
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.5	-	25.0	0.5	0.0	-	0.6	-	-	-	0.0	-	0.0	-	0.0	100.0	0.0	-	1.7	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	29.4	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	29	-	-	-	-	-	31	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	70.6	-	-



Turning Movement Peak Hour Data Plot (18:00)

Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound						US 98 Westbound						Northbound Approach Northbound						Benning Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	0	6	316	0	0	322	0	0	279	4	8	283	0	0	0	1	0	1	0	15	0	7	0	22	628
20:15	0	4	290	0	0	294	0	1	285	8	11	294	0	0	0	0	0	0	0	12	0	5	15	17	605
20:30	0	5	311	0	0	316	0	0	300	5	2	305	0	0	0	0	2	0	0	10	0	8	3	18	639
20:45	2	7	291	0	0	300	0	0	324	10	5	334	0	0	0	0	5	0	0	7	0	2	2	9	643
Total	2	22	1208	0	0	1232	0	1	1188	27	26	1216	0	0	0	1	7	1	0	44	0	22	20	66	2515
Approach %	0.2	1.8	98.1	0.0	-	-	0.0	0.1	97.7	2.2	-	-	0.0	0.0	0.0	100.0	-	-	0.0	66.7	0.0	33.3	-	-	-
Total %	0.1	0.9	48.0	0.0	-	49.0	0.0	0.0	47.2	1.1	-	48.3	0.0	0.0	0.0	0.0	-	0.0	0.0	1.7	0.0	0.9	-	2.6	-
PHF	0.250	0.786	0.956	0.000	-	0.957	0.000	0.250	0.917	0.675	-	0.910	0.000	0.000	0.000	0.250	-	0.250	0.000	0.733	0.000	0.688	-	0.750	0.978
Lights	2	22	1203	0	-	1227	0	1	1181	27	-	1209	0	0	0	0	-	0	0	44	0	22	-	66	2502
% Lights	100.0	100.0	99.6	-	-	99.6	-	100.0	99.4	100.0	-	99.4	-	-	-	0.0	-	0.0	-	100.0	-	100.0	-	100.0	99.5
Other Vehicles	0	0	5	0	-	5	0	0	7	0	-	7	0	0	0	1	-	1	0	0	0	0	-	0	13
% Other Vehicles	0.0	0.0	0.4	-	-	0.4	-	0.0	0.6	0.0	-	0.6	-	-	-	100.0	-	100.0	-	0.0	-	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	10.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	26	-	-	-	-	-	7	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	90.0	-	-



Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	13	369	0	0	382	0	0	214	4	0	218	0	0	0	1	2	1	0	8	0	14	0	22	623
6:45	0	9	337	0	0	346	0	0	222	3	0	225	0	0	0	0	4	0	0	16	0	20	0	36	607
Hourly Total	0	22	706	0	0	728	0	0	436	7	0	443	0	0	0	1	6	1	0	24	0	34	0	58	1230
7:00	1	13	332	1	0	347	1	1	242	5	0	249	0	1	0	2	1	3	0	18	0	19	1	37	636
7:15	0	19	367	0	1	386	1	1	255	13	0	270	0	0	0	0	2	0	0	26	0	28	2	54	710
7:30	0	16	420	0	0	436	2	0	275	7	0	284	0	0	0	0	0	0	0	23	0	24	0	47	767
7:45	1	14	328	2	0	345	0	2	310	17	1	329	0	3	0	1	0	4	0	12	0	25	2	37	715
Hourly Total	2	62	1447	3	1	1514	4	4	1082	42	1	1132	0	4	0	3	3	7	0	79	0	96	5	175	2828
8:00	0	18	438	0	0	456	1	1	288	15	0	305	0	0	0	0	1	0	0	21	0	27	0	48	809
8:15	0	23	431	1	0	455	0	1	375	35	0	411	0	0	0	0	1	0	0	17	3	17	3	37	903
8:30	0	20	386	3	0	409	0	1	368	24	0	393	0	2	0	1	5	3	0	31	1	13	0	45	850
8:45	1	17	423	1	0	442	0	0	355	33	0	388	0	1	2	2	0	5	0	28	0	18	1	46	881
Hourly Total	1	78	1678	5	0	1762	1	3	1386	107	0	1497	0	3	2	3	7	8	0	97	4	75	4	176	3443
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	1	15	355	2	0	373	1	1	420	7	0	429	0	2	0	1	0	3	0	13	0	13	2	26	831
11:15	2	8	352	1	0	363	1	1	360	9	0	371	0	2	0	4	0	6	0	9	1	15	3	25	765
11:30	1	18	360	1	0	380	0	3	387	10	2	400	0	1	1	1	0	3	0	26	0	15	3	41	824
11:45	2	16	364	1	0	383	2	1	387	19	0	409	0	0	1	1	1	2	0	23	0	15	0	38	832
Hourly Total	6	57	1431	5	0	1499	4	6	1554	45	2	1609	0	5	2	7	1	14	0	71	1	58	8	130	3252
12:00	0	7	367	0	1	374	1	3	375	16	0	395	0	2	2	0	0	4	0	25	0	22	2	47	820
12:15	4	20	427	1	0	452	1	0	389	12	0	402	0	0	1	0	2	1	0	22	0	20	0	42	897
12:30	0	6	401	1	0	408	1	1	418	12	1	432	0	0	0	1	1	1	0	19	1	21	0	41	882
12:45	1	19	372	0	0	392	1	0	343	7	0	351	0	2	2	1	0	5	0	24	2	14	0	40	788
Hourly Total	5	52	1567	2	1	1626	4	4	1525	47	1	1580	0	4	5	2	3	11	0	90	3	77	2	170	3387
13:00	0	19	409	1	0	429	2	0	389	13	0	404	0	1	0	0	0	1	0	17	0	21	0	38	872
13:15	1	22	394	0	0	417	0	0	394	9	1	403	0	2	0	0	1	2	0	13	1	28	0	42	864
13:30	0	18	399	0	0	417	1	1	391	11	1	404	0	1	1	1	0	3	0	17	0	16	1	33	857
13:45	0	12	349	0	0	361	1	3	359	11	1	374	0	1	0	1	2	2	0	15	2	22	1	39	776
Hourly Total	1	71	1551	1	0	1624	4	4	1533	44	3	1585	0	5	1	2	3	8	0	62	3	87	2	152	3369
14:00	0	20	420	0	0	440	1	0	429	13	0	443	0	0	0	1	1	1	0	19	0	17	0	36	920
14:15	2	11	403	1	0	417	1	1	374	21	0	397	0	0	0	1	0	1	0	15	0	14	0	29	844
14:30	1	11	428	0	0	440	0	0	353	15	1	368	0	0	1	1	9	2	0	25	1	19	2	45	855
14:45	2	17	412	2	0	433	1	0	393	14	0	408	0	0	0	2	1	2	0	23	0	16	1	39	882
Hourly Total	5	59	1663	3	0	1730	3	1	1549	63	1	1616	0	0	1	5	11	6	0	82	1	66	3	149	3501
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	19	357	0	0	377	4	1	310	15	0	330	0	1	0	1	0	2	0	27	1	20	3	48	757
16:15	2	16	371	0	0	389	4	3	416	11	0	434	0	0	0	2	0	2	0	20	0	12	3	32	857
16:30	2	13	387	0	0	402	1	0	394	14	0	409	0	0	0	0	1	0	0	22	0	18	1	40	851
16:45	2	8	363	1	0	374	3	2	387	16	0	408	0	0	0	2	1	2	0	24	2	7	2	33	817
Hourly Total	7	56	1478	1	0	1542	12	6	1507	56	0	1581	0	1	0	5	2	6	0	93	3	57	9	153	3282
17:00	3	13	379	1	0	396	1	2	411	11	0	425	0	1	0	1	0	2	0	14	0	8	0	22	845
17:15	1	8	415	0	0	424	0	2	397	18	2	417	0	0	0	1	0	1	0	16	3	14	11	33	875
17:30	1	17	372	1	1	391	0	1	401	17	0	419	0	0	1	1	2	2	0	15	1	15	0	31	843
17:45	3	15	375	2	0	395	0	0	399	15	0	414	0	0	1	0	0	1	0	19	0	10	0	29	839
Hourly Total	8	53	1541	4	1	1606	1	5	1608	61	2	1675	0	1	2	3	2	6	0	64	4	47	11	115	3402
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	12	416	2	0	430	5	1	350	14	0	370	0	0	0	1	0	1	0	25	2	11	0	38	839
19:15	1	12	372	0	0	385	2	3	300	14	0	319	0	0	1	2	0	3	0	12	0	12	1	24	731
19:30	1	9	371	0	0	381	2	3	328	16	0	349	0	0	1	1	0	2	0	10	2	13	2	25	757
19:45	0	9	314	1	0	324	4	0	257	11	0	272	0	0	0	0	0	0	0	13	0	5	4	18	614
Hourly Total	2	42	1473	3	0	1520	13	7	1235	55	0	1310	0	0	2	4	0	6	0	60	4	41	7	105	2941
20:00	0	11	321	0	0	332	4	1	211	10	0	226	0	0	0	0	1	0	0	16	0	5	1	21	579
20:15	1	11	258	0	0	270	3	0	214	3	0	220	0	0	0	1	0	1	0	14	0	10	0	24	515
Grand Total	38	574	15114	27	3	15753	53	41	13840	540	10	14474	0	23	15	36	39	74	0	752	23	653	52	1428	31729
Approach %	0.2	3.6	95.9	0.2	-	-	0.4	0.3	95.6	3.7	-	-	0.0	31.1	20.3	48.6	-	-	0.0	52.7	1.6	45.7	-	-	-
Total %	0.1	1.8	47.6	0.1	-	49.6	0.2	0.1	43.6	1.7	-	45.6	0.0	0.1	0.0	0.1	-	0.2	0.0	2.4	0.1	2.1	-	4.5	-
Lights	38	561	14824	25	-	15448	53	41	13579	530	-	14203	0	23	15	34	-	72	0	742	23	638	-	1403	31126
% Lights	100.0	97.7	98.1	92.6	-	98.1	100.0	100.0	98.1	98.1	-	98.1	-	100.0	100.0	94.4	-	97.3	-	98.7	100.0	97.7	-	98.2	98.1
Other Vehicles	0	13	290	2	-	305	0	0	261	10	-	271	0	0	0	2	-	2	0	10	0	15	-	25	603

% Other Vehicles	0.0	2.3	1.9	7.4	-	1.9	0.0	0.0	1.9	1.9	-	1.9	-	0.0	0.0	5.6	-	2.7	-	1.3	0.0	2.3	-	1.8	1.9
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	16	-	-	-	-	-	22	-	-
% Bicycles on Crosswalk	-	-	-	-	66.7	-	-	-	-	-	20.0	-	-	-	-	-	41.0	-	-	-	-	-	42.3	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	23	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	33.3	-	-	-	-	-	80.0	-	-	-	-	-	59.0	-	-	-	-	-	57.7	-	-

Diagram of a four-way intersection showing traffic flow, vehicle counts, and signal timing.

Central Signal Box:

- 06/15/2023 6:30 Ending At 06/15/2023 20:30
- Lights
- Other Vehicles
- Bicycles on Crosswalk
- Pedestrians

Approach: Beach Dr [N]

Out	In	Total
1106	1403	2509
23	25	48
0	0	0
0	0	0
1129	1428	2557

Approach: Grand Harbor [S]

Out	In	Total
89	72	161
2	2	4
0	0	0
0	0	0
91	74	165
Out	In	Total

Approach: US 98 [E]

Out	In	Total
15653	14203	29856
302	271	573
0	0	0
0	0	0
15955	14474	30429

Approach: US 98 [W]

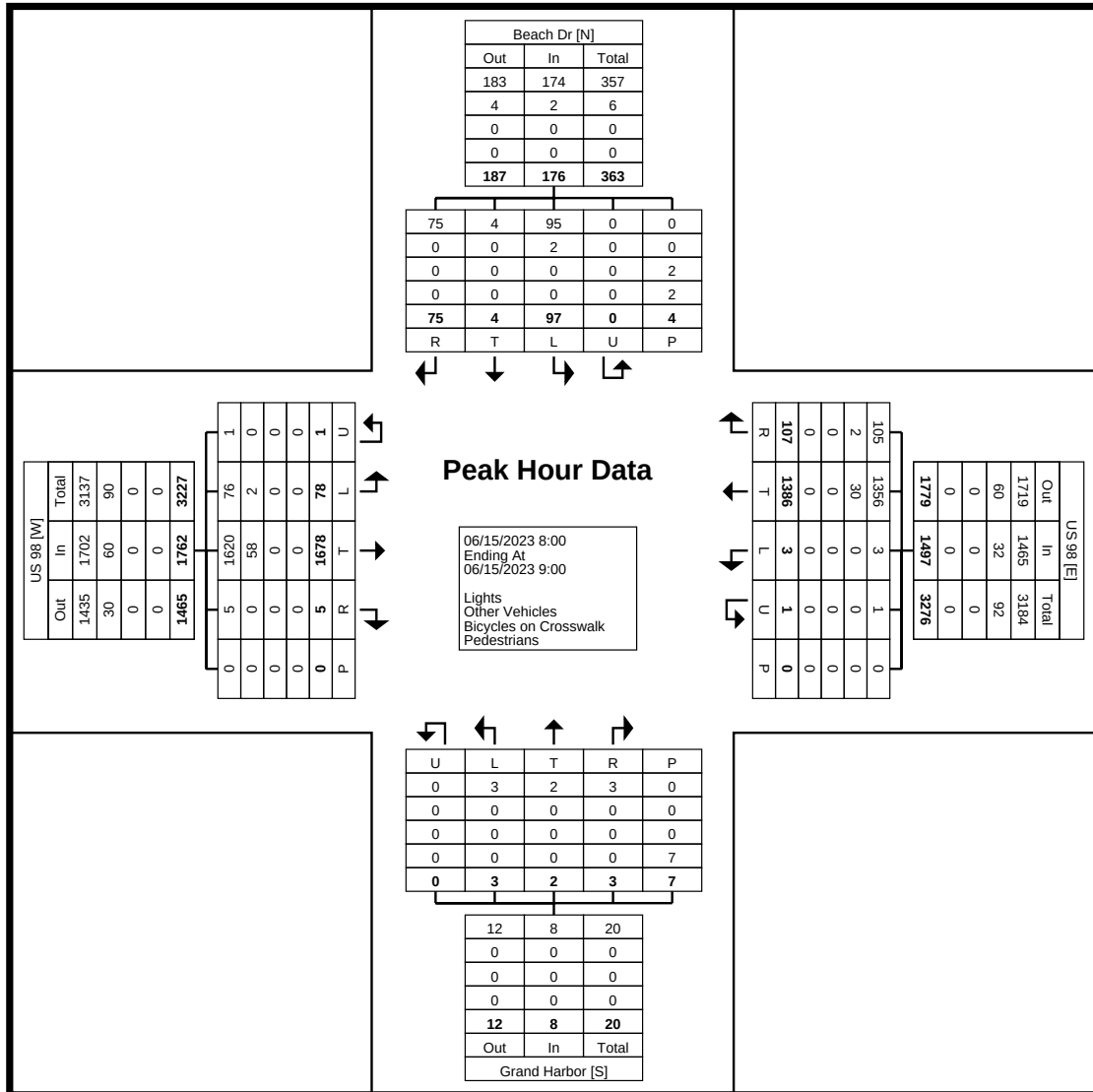
Out	In	Total
14278	15448	29726
276	305	581
0	0	0
0	0	0
14554	15753	30307

Intersection Details:

- Signal: Green
- Signal Timing: 6:30 Ending At 20:30
- Lights: Green
- Other Vehicles: Green
- Bicycles on Crosswalk: Green
- Pedestrians: Green

Turning Movement Peak Hour Data (8:00)

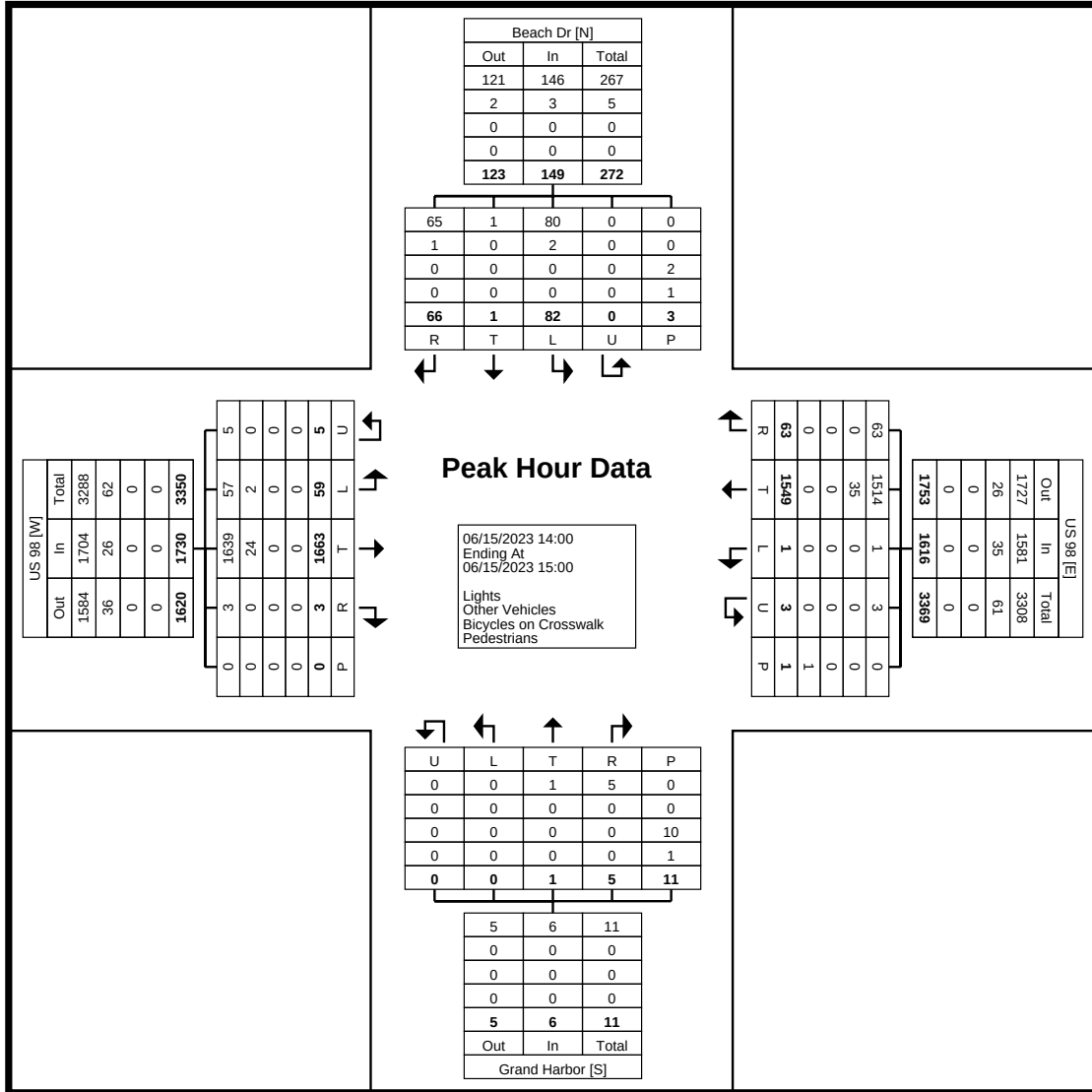
Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	18	438	0	0	456	1	1	288	15	0	305	0	0	0	0	1	0	0	21	0	27	0	48	809
8:15	0	23	431	1	0	455	0	1	375	35	0	411	0	0	0	0	1	0	0	17	3	17	3	37	903
8:30	0	20	386	3	0	409	0	1	368	24	0	393	0	2	0	1	5	3	0	31	1	13	0	45	850
8:45	1	17	423	1	0	442	0	0	355	33	0	388	0	1	2	2	0	5	0	28	0	18	1	46	881
Total	1	78	1678	5	0	1762	1	3	1386	107	0	1497	0	3	2	3	7	8	0	97	4	75	4	176	3443
Approach %	0.1	4.4	95.2	0.3	-	-	0.1	0.2	92.6	7.1	-	-	0.0	37.5	25.0	37.5	-	-	0.0	55.1	2.3	42.6	-	-	-
Total %	0.0	2.3	48.7	0.1	-	51.2	0.0	0.1	40.3	3.1	-	43.5	0.0	0.1	0.1	0.1	-	0.2	0.0	2.8	0.1	2.2	-	5.1	-
PHF	0.250	0.848	0.958	0.417	-	0.966	0.250	0.750	0.924	0.764	-	0.911	0.000	0.375	0.250	0.375	-	0.400	0.000	0.782	0.333	0.694	-	0.917	0.953
Lights	1	76	1620	5	-	1702	1	3	1356	105	-	1465	0	3	2	3	-	8	0	95	4	75	-	174	3349
% Lights	100.0	97.4	96.5	100.0	-	96.6	100.0	100.0	97.8	98.1	-	97.9	-	100.0	100.0	100.0	-	100.0	-	97.9	100.0	100.0	-	98.9	97.3
Other Vehicles	0	2	58	0	-	60	0	0	30	2	-	32	0	0	0	0	-	0	0	2	0	0	-	2	94
% Other Vehicles	0.0	2.6	3.5	0.0	-	3.4	0.0	0.0	2.2	1.9	-	2.1	-	0.0	0.0	0.0	-	0.0	-	2.1	0.0	0.0	-	1.1	2.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (14:00)

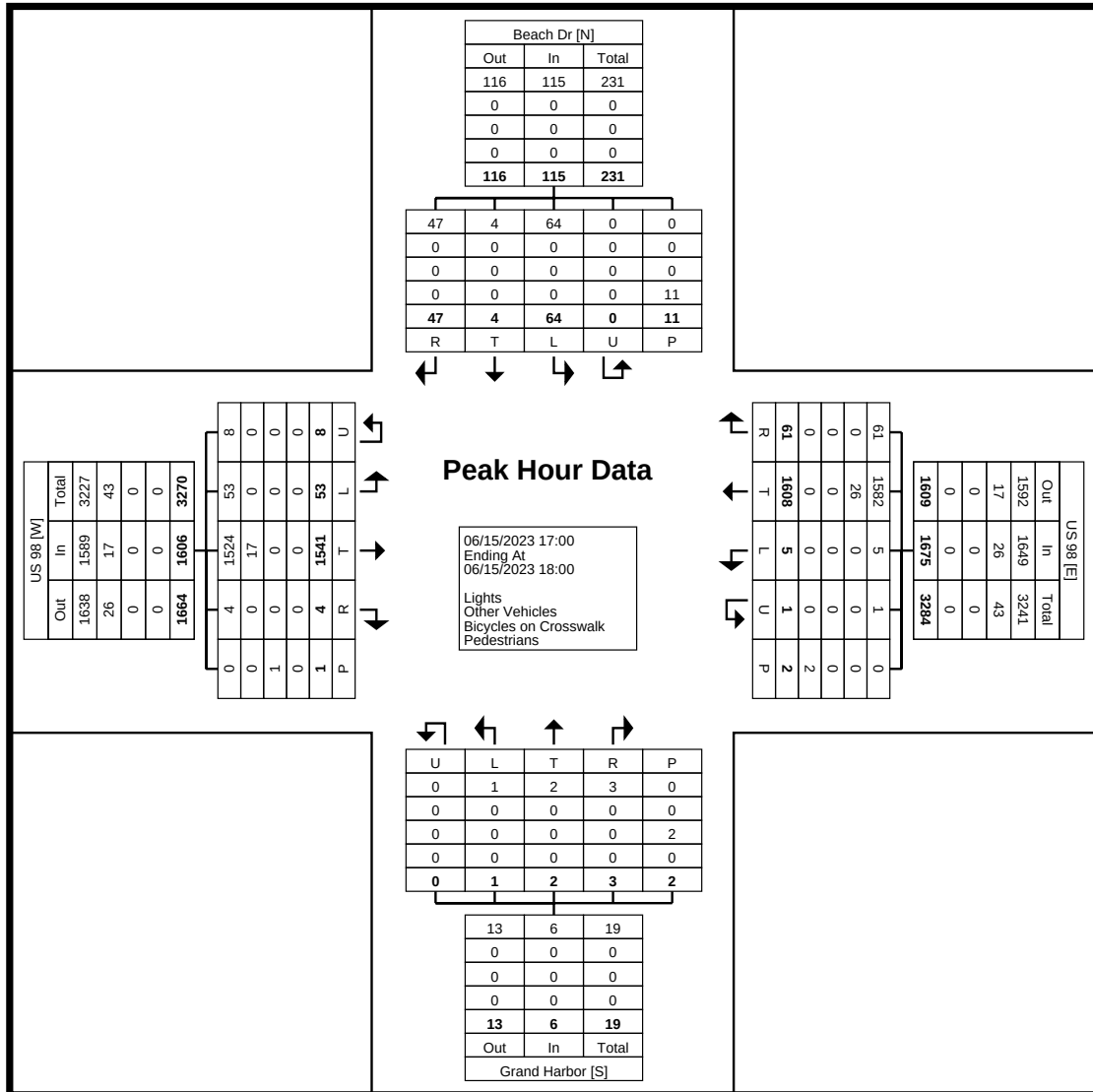
Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	20	420	0	0	440	1	0	429	13	0	443	0	0	0	1	1	1	0	19	0	17	0	36	920
14:15	2	11	403	1	0	417	1	1	374	21	0	397	0	0	0	1	0	1	0	15	0	14	0	29	844
14:30	1	11	428	0	0	440	0	0	353	15	1	368	0	0	1	1	9	2	0	25	1	19	2	45	855
14:45	2	17	412	2	0	433	1	0	393	14	0	408	0	0	0	2	1	2	0	23	0	16	1	39	882
Total	5	59	1663	3	0	1730	3	1	1549	63	1	1616	0	0	1	5	11	6	0	82	1	66	3	149	3501
Approach %	0.3	3.4	96.1	0.2	-	-	0.2	0.1	95.9	3.9	-	-	0.0	0.0	16.7	83.3	-	-	0.0	55.0	0.7	44.3	-	-	-
Total %	0.1	1.7	47.5	0.1	-	49.4	0.1	0.0	44.2	1.8	-	46.2	0.0	0.0	0.0	0.1	-	0.2	0.0	2.3	0.0	1.9	-	4.3	-
PHF	0.625	0.738	0.971	0.375	-	0.983	0.750	0.250	0.903	0.750	-	0.912	0.000	0.000	0.250	0.625	-	0.750	0.000	0.820	0.250	0.868	-	0.828	0.951
Lights	5	57	1639	3	-	1704	3	1	1514	63	-	1581	0	0	1	5	-	6	0	80	1	65	-	146	3437
% Lights	100.0	96.6	98.6	100.0	-	98.5	100.0	100.0	97.7	100.0	-	97.8	-	-	100.0	100.0	-	100.0	-	97.6	100.0	98.5	-	98.0	98.2
Other Vehicles	0	2	24	0	-	26	0	0	35	0	-	35	0	0	0	0	-	0	0	2	0	1	-	3	64
% Other Vehicles	0.0	3.4	1.4	0.0	-	1.5	0.0	0.0	2.3	0.0	-	2.2	-	-	0.0	0.0	-	0.0	-	2.4	0.0	1.5	-	2.0	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	90.9	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	9.1	-	-	-	-	-	33.3	-	-



Turning Movement Peak Hour Data Plot (14:00)

Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	3	13	379	1	0	396	1	2	411	11	0	425	0	1	0	1	0	2	0	14	0	8	0	22	845
17:15	1	8	415	0	0	424	0	2	397	18	2	417	0	0	0	1	0	1	0	16	3	14	11	33	875
17:30	1	17	372	1	1	391	0	1	401	17	0	419	0	0	1	1	2	2	0	15	1	15	0	31	843
17:45	3	15	375	2	0	395	0	0	399	15	0	414	0	0	1	0	0	1	0	19	0	10	0	29	839
Total	8	53	1541	4	1	1606	1	5	1608	61	2	1675	0	1	2	3	2	6	0	64	4	47	11	115	3402
Approach %	0.5	3.3	96.0	0.2	-	-	0.1	0.3	96.0	3.6	-	-	0.0	16.7	33.3	50.0	-	-	0.0	55.7	3.5	40.9	-	-	-
Total %	0.2	1.6	45.3	0.1	-	47.2	0.0	0.1	47.3	1.8	-	49.2	0.0	0.0	0.1	0.1	-	0.2	0.0	1.9	0.1	1.4	-	3.4	-
PHF	0.667	0.779	0.928	0.500	-	0.947	0.250	0.625	0.978	0.847	-	0.985	0.000	0.250	0.500	0.750	-	0.750	0.000	0.842	0.333	0.783	-	0.871	0.972
Lights	8	53	1524	4	-	1589	1	5	1582	61	-	1649	0	1	2	3	-	6	0	64	4	47	-	115	3359
% Lights	100.0	100.0	98.9	100.0	-	98.9	100.0	100.0	98.4	100.0	-	98.4	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.7
Other Vehicles	0	0	17	0	-	17	0	0	26	0	-	26	0	0	0	0	-	0	0	0	0	0	-	0	43
% Other Vehicles	0.0	0.0	1.1	0.0	-	1.1	0.0	0.0	1.6	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (17:00)

Count Name: US 98 at Beach Dr
- Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

[illegible]

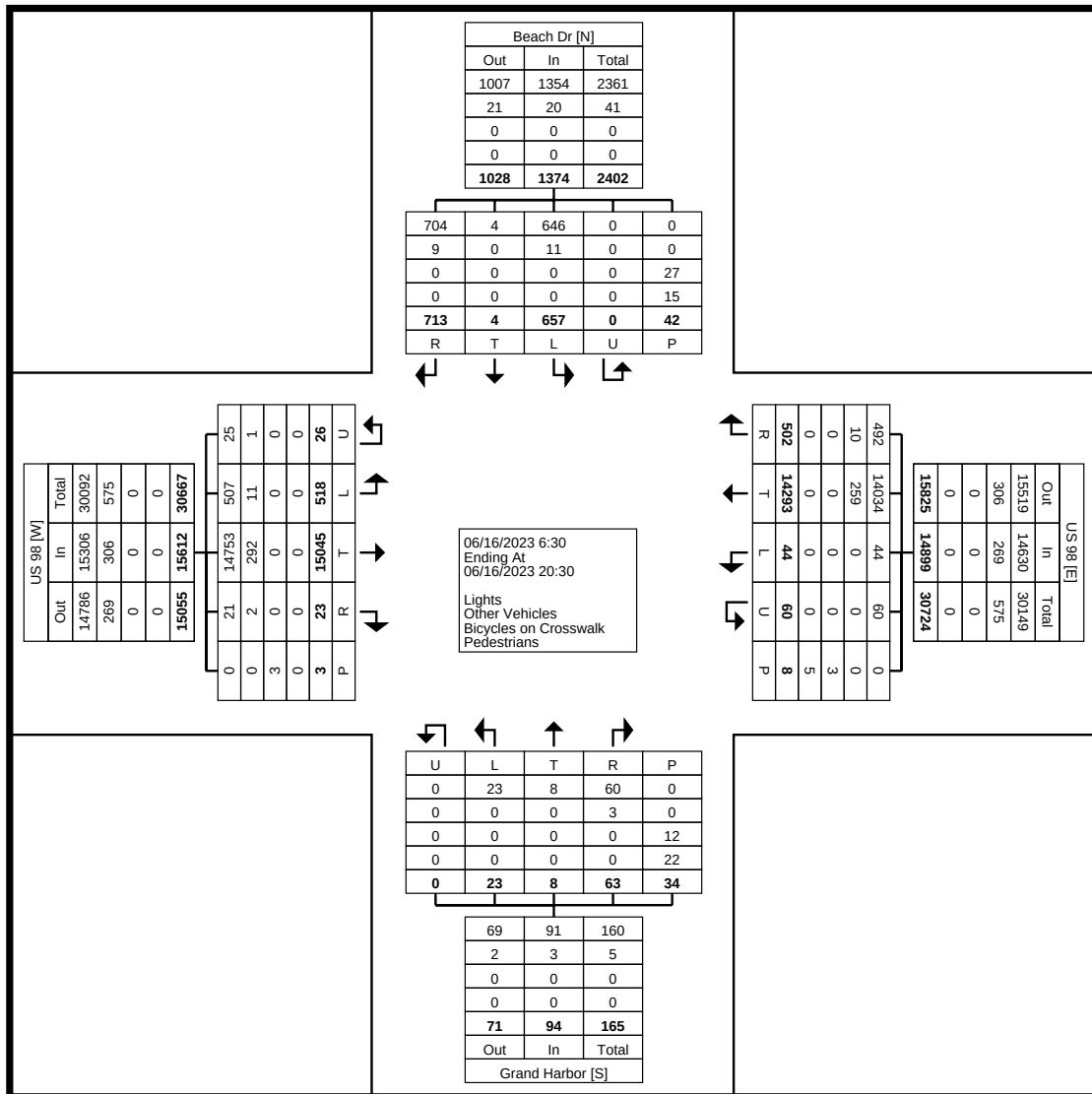


Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	17	342	0	0	359	0	0	186	2	0	188	0	0	0	0	2	0	0	15	0	10	0	25	572
6:45	0	9	375	0	0	384	0	1	238	2	0	241	0	0	0	0	1	0	0	14	0	19	1	33	658
Hourly Total	0	26	717	0	0	743	0	1	424	4	0	429	0	0	0	0	3	0	0	29	0	29	1	58	1230
7:00	1	16	303	1	0	321	1	0	243	9	0	253	0	0	0	1	1	1	0	17	0	19	2	36	611
7:15	0	10	403	0	0	413	0	0	199	7	0	206	0	0	0	3	0	3	0	17	0	19	0	36	658
7:30	0	8	438	0	0	446	0	1	266	16	0	283	0	1	0	0	0	1	0	12	0	27	0	39	769
7:45	0	18	394	0	0	412	0	0	311	23	1	334	0	0	0	0	0	0	0	23	0	20	2	43	789
Hourly Total	1	52	1538	1	0	1592	1	1	1019	55	1	1076	0	1	0	4	1	5	0	69	0	85	4	154	2827
8:00	0	13	398	0	0	411	0	0	312	14	0	326	0	4	0	1	2	5	0	30	0	17	0	47	789
8:15	1	11	288	1	0	483	0	1	314	11	0	326	0	0	1	1	0	2	0	14	1	28	4	43	854
8:30	2	12	428	0	1	442	2	0	373	15	1	390	0	1	0	3	1	4	0	25	0	19	1	44	880
8:45	1	13	409	1	0	424	1	0	337	14	2	352	0	1	0	1	2	2	0	28	0	19	1	47	825
Hourly Total	4	55	1699	2	1	1760	3	1	1336	54	3	1394	0	6	1	6	5	13	0	97	1	83	6	181	3348
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	15	355	1	0	373	1	2	374	14	0	391	0	0	0	2	0	2	0	20	0	17	0	37	803
11:15	2	11	288	1	0	302	2	0	409	9	0	420	0	3	0	2	0	5	0	18	0	17	0	35	762
11:30	1	9	392	0	0	402	2	3	401	8	0	414	0	1	0	3	0	4	0	11	1	10	0	22	842
11:45	0	8	372	1	0	381	3	0	404	8	0	415	0	0	0	2	1	2	0	23	0	13	0	36	834
Hourly Total	5	43	1407	3	0	1458	8	5	1588	39	0	1640	0	4	0	9	1	13	0	72	1	57	0	130	3241
12:00	1	9	369	0	0	379	3	1	391	11	0	406	0	1	0	2	0	3	0	15	0	28	1	43	831
12:15	0	18	335	0	0	353	0	4	410	13	0	427	0	1	0	3	2	4	0	14	0	21	2	35	819
12:30	1	21	410	1	0	433	1	1	401	12	0	415	0	0	0	3	3	3	0	17	0	26	0	43	894
12:45	2	20	336	1	0	359	3	1	434	17	0	455	0	0	1	1	2	2	0	23	0	27	1	50	866
Hourly Total	4	68	1450	2	0	1524	7	7	1636	53	0	1703	0	2	1	9	7	12	0	69	0	102	4	171	3410
13:00	1	24	377	1	0	403	0	0	401	19	0	420	0	0	0	4	1	4	0	9	0	24	0	33	860
13:15	0	13	373	2	0	388	2	3	383	8	0	396	0	0	0	3	0	3	0	14	0	17	2	31	818
13:30	0	17	391	1	0	409	2	0	380	4	0	386	0	1	1	1	0	3	0	16	0	23	0	39	837
13:45	0	11	392	1	0	404	2	2	362	11	0	377	0	3	0	5	0	8	0	14	0	19	0	33	822
Hourly Total	1	65	1533	5	0	1604	6	5	1526	42	0	1579	0	4	1	13	1	18	0	53	0	83	2	136	3337
14:00	0	9	392	0	0	401	6	3	356	14	0	379	0	0	0	1	1	1	0	11	0	23	3	34	815
14:15	0	13	396	1	0	410	1	2	398	13	0	414	0	0	0	2	2	2	0	11	0	19	1	30	856
14:30	3	15	399	0	0	417	2	1	406	10	0	419	0	1	0	1	0	2	0	14	0	15	0	29	867
14:45	0	11	394	0	0	405	2	0	418	6	0	426	0	2	0	0	2	2	0	18	0	21	0	39	872
Hourly Total	3	48	1581	1	0	1633	11	6	1578	43	0	1638	0	3	0	4	5	7	0	54	0	78	4	132	3410
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	9	411	0	0	421	0	1	398	12	0	411	0	0	0	1	1	1	0	15	0	20	1	35	868
16:15	2	6	377	1	0	386	1	1	384	23	0	409	0	0	0	2	2	2	0	11	0	13	2	24	821
16:30	0	13	368	0	1	381	1	2	372	20	2	395	0	0	0	1	0	1	0	27	0	17	3	44	821
16:45	0	13	355	1	0	369	1	2	381	19	0	403	0	0	1	2	0	3	0	19	0	15	1	34	809
Hourly Total	3	41	1511	2	1	1557	3	6	1535	74	2	1618	0	0	1	6	3	7	0	72	0	65	7	137	3319
17:00	0	16	388	0	0	404	0	2	373	22	2	397	0	1	1	2	2	4	0	14	0	19	1	33	838
17:15	1	14	367	1	0	383	1	1	422	19	0	443	0	0	0	1	0	1	0	13	0	14	0	27	854
17:30	0	14	398	2	0	414	2	1	391	16	0	410	0	0	0	1	0	1	0	9	0	17	4	26	851
17:45	2	16	346	1	0	365	1	0	373	12	0	386	0	1	1	0	0	2	0	22	0	11	0	33	786
Hourly Total	3	60	1499	4	0	1566	4	4	1559	69	2	1636	0	2	2	4	2	8	0	58	0	61	5	113	3329
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	10	374	2	0	386	2	0	353	13	0	368	0	0	1	1	2	2	0	17	1	16	5	34	790
19:15	0	6	294	0	0	300	2	1	365	11	0	379	0	0	0	1	0	1	0	12	0	13	2	25	705
19:30	1	8	375	1	1	385	4	1	363	15	0	383	0	1	1	1	2	3	0	18	1	4	0	23	794
19:45	0	11	334	0	0	345	4	0	311	6	0	321	0	0	0	0	2	0	0	15	0	9	0	24	690
Hourly Total	1	35	1377	3	1	1416	12	2	1392	45	0	1451	0	1	2	3	6	6	0	62	2	42	7	106	2979
20:00	1	11	327	0	0	339	4	1	362	13	0	380	0	0	0	1	0	1	0	8	0	21	0	29	749
20:15	0	14	406	0	0	420	1	5	338	11	0	355	0	0	0	4	0	4	0	14	0	7	2	21	800
Grand Total	26	518	15045	23	3	15612	60	44	14293	502	8	14899	0	23	8	63	34	94	0	657	4	713	42	1374	31979
Approach %	0.2	3.3	96.4	0.1	-	-	0.4	0.3	95.9	3.4	-	-	0.0	24.5	8.5	67.0	-	-	0.0	47.8	0.3	51.9	-	-	-
Total %	0.1	1.6	47.0	0.1	-	48.8	0.2	0.1	44.7	1.6	-	46.6	0.0	0.1	0.0	0.2	-	0.3	0.0	2.1	0.0	2.2	-	4.3	-
Lights	25	507	14753	21	-	15306	60	44	14034	492	-	14630	0	23	8	60	-	91	0	646	4	704	-	1354	31381
% Lights	96.2	97.9	98.1	91.3	-	98.0	100.0	100.0	98.2	98.0	-	98.2	-	100.0	100.0	95.2	-	96.8	-	98.3	100.0	98.7	-	98.5	98.1
Other Vehicles	1	11	292	2	-	306	0	0	259	10	-	269	0	0	0	3	-	3	0	11	0	9	-	20	598

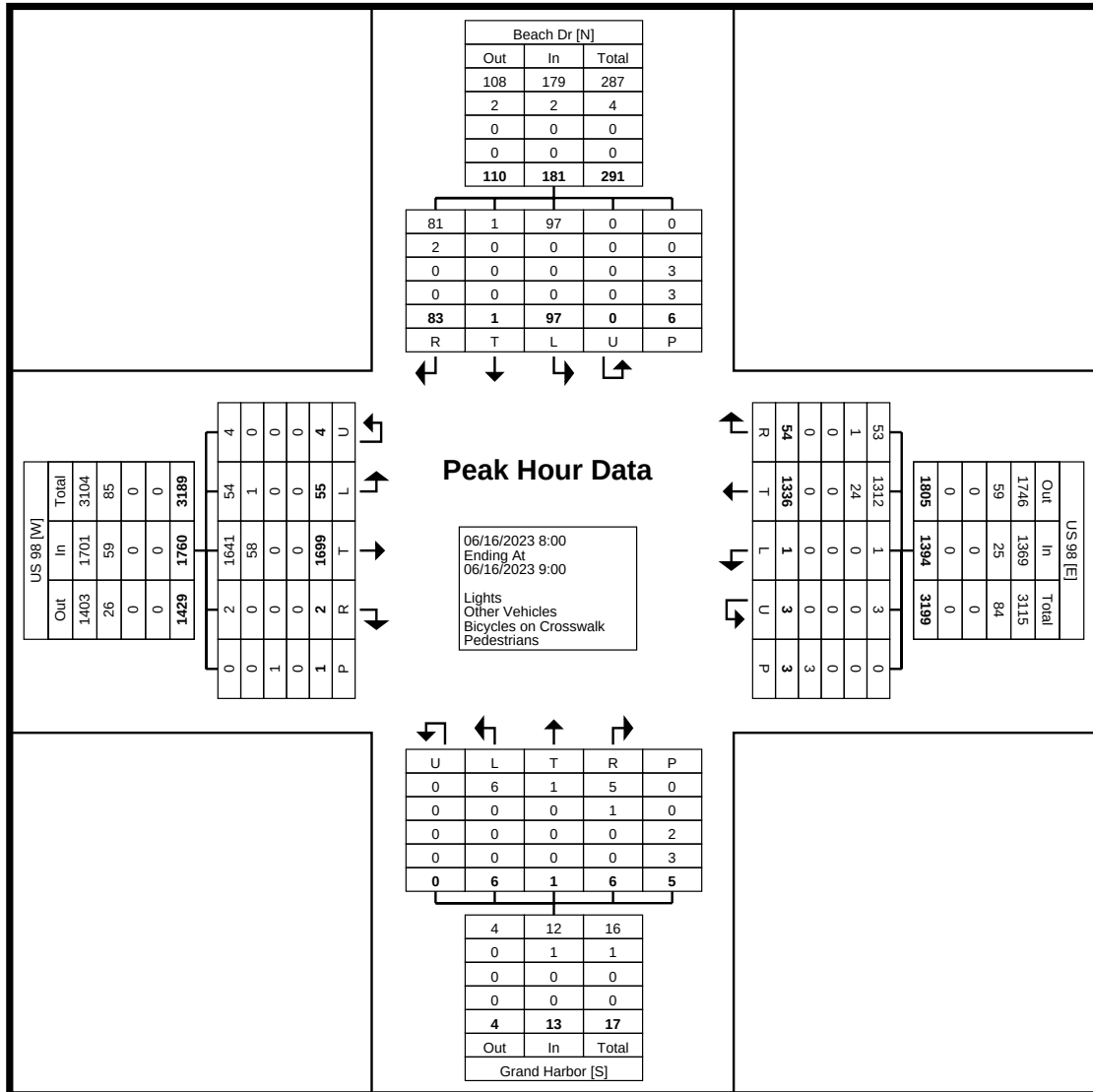
% Other Vehicles	3.8	2.1	1.9	8.7	-	2.0	0.0	0.0	1.8	2.0	-	1.8	-	0.0	0.0	4.8	-	3.2	-	1.7	0.0	1.3	-	1.5	1.9
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	12	-	-	-	-	-	27	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	37.5	-	-	-	-	-	35.3	-	-	-	-	-	64.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	22	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	62.5	-	-	-	-	-	64.7	-	-	-	-	-	35.7	-	-

Count Name: US 98 at Beach Dr
- Fri
Site Code:
Start Date: 06/16/2023
Page No: 3



Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	13	398	0	0	411	0	0	312	14	0	326	0	4	0	1	2	5	0	30	0	17	0	47	789
8:15	1	17	464	1	0	483	0	1	314	11	0	326	0	0	1	1	0	2	0	14	1	28	4	43	854
8:30	2	12	428	0	1	442	2	0	373	15	1	390	0	1	0	3	1	4	0	25	0	19	1	44	880
8:45	1	13	409	1	0	424	1	0	337	14	2	352	0	1	0	1	2	2	0	28	0	19	1	47	825
Total	4	55	1699	2	1	1760	3	1	1336	54	3	1394	0	6	1	6	5	13	0	97	1	83	6	181	3348
Approach %	0.2	3.1	96.5	0.1	-	-	0.2	0.1	95.8	3.9	-	-	0.0	46.2	7.7	46.2	-	-	0.0	53.6	0.6	45.9	-	-	-
Total %	0.1	1.6	50.7	0.1	-	52.6	0.1	0.0	39.9	1.6	-	41.6	0.0	0.2	0.0	0.2	-	0.4	0.0	2.9	0.0	2.5	-	5.4	-
PHF	0.500	0.809	0.915	0.500	-	0.911	0.375	0.250	0.895	0.900	-	0.894	0.000	0.375	0.250	0.500	-	0.650	0.000	0.808	0.250	0.741	-	0.963	0.951
Lights	4	54	1641	2	-	1701	3	1	1312	53	-	1369	0	6	1	5	-	12	0	97	1	81	-	179	3261
% Lights	100.0	98.2	96.6	100.0	-	96.6	100.0	100.0	98.2	98.1	-	98.2	-	100.0	100.0	83.3	-	92.3	-	100.0	100.0	97.6	-	98.9	97.4
Other Vehicles	0	1	58	0	-	59	0	0	24	1	-	25	0	0	0	1	-	1	0	0	0	2	-	2	87
% Other Vehicles	0.0	1.8	3.4	0.0	-	3.4	0.0	0.0	1.8	1.9	-	1.8	-	0.0	0.0	16.7	-	7.7	-	0.0	0.0	2.4	-	1.1	2.6
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	40.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	60.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

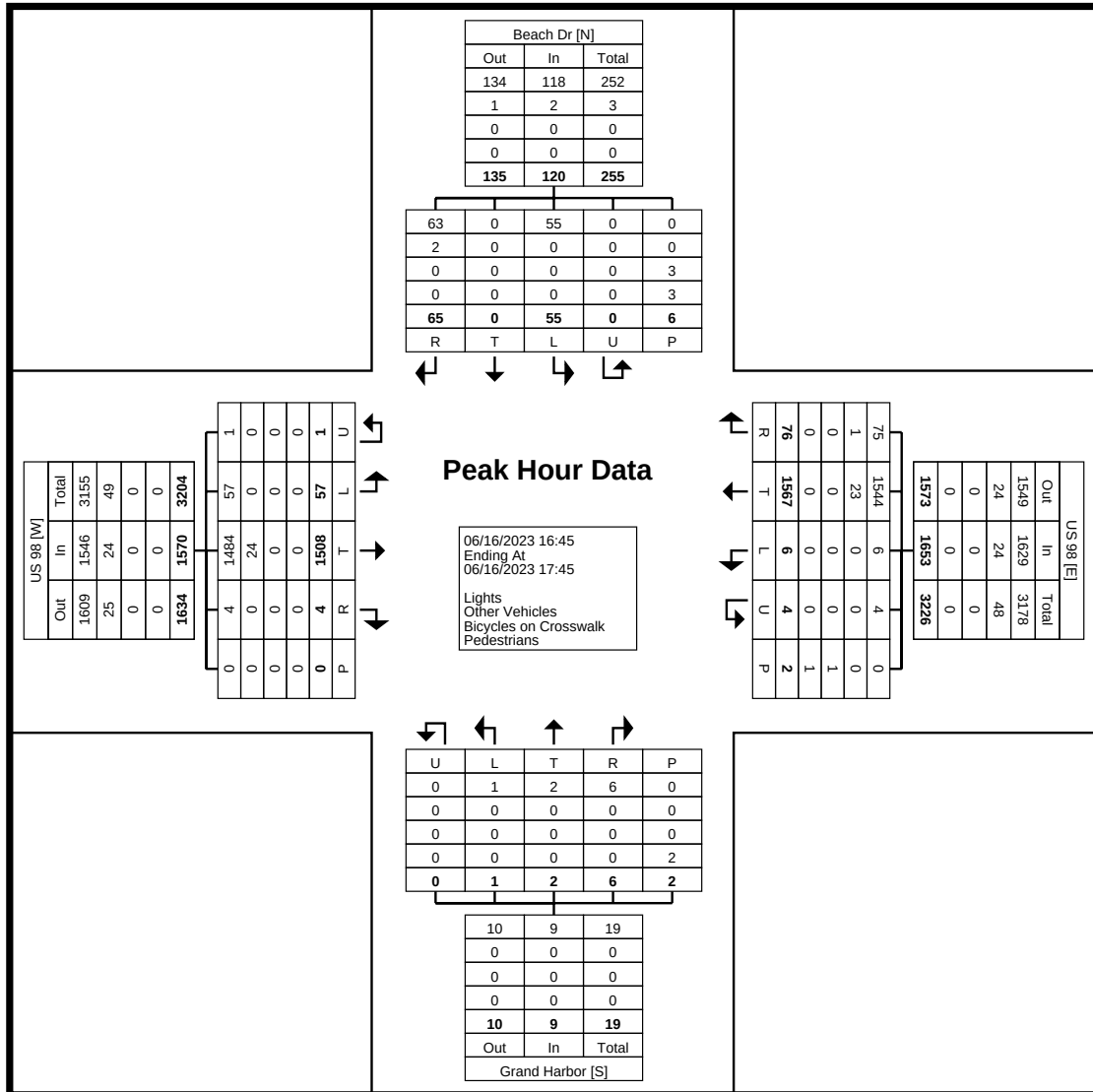
Turning Movement Peak Hour Data (12:15)

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:15	0	18	335	0	0	353	0	4	410	13	0	427	0	1	0	3	2	4	0	14	0	21	2	35	819
12:30	1	21	410	1	0	433	1	1	401	12	0	415	0	0	0	3	3	3	0	17	0	26	0	43	894
12:45	2	20	336	1	0	359	3	1	434	17	0	455	0	0	1	1	2	2	0	23	0	27	1	50	866
13:00	1	24	377	1	0	403	0	0	401	19	0	420	0	0	0	4	1	4	0	9	0	24	0	33	860
Total	4	83	1458	3	0	1548	4	6	1646	61	0	1717	0	1	1	11	8	13	0	63	0	98	3	161	3439
Approach %	0.3	5.4	94.2	0.2	-	-	0.2	0.3	95.9	3.6	-	-	0.0	7.7	7.7	84.6	-	-	0.0	39.1	0.0	60.9	-	-	-
Total %	0.1	2.4	42.4	0.1	-	45.0	0.1	0.2	47.9	1.8	-	49.9	0.0	0.0	0.0	0.3	-	0.4	0.0	1.8	0.0	2.8	-	4.7	-
PHF	0.500	0.865	0.889	0.750	-	0.894	0.333	0.375	0.948	0.803	-	0.943	0.000	0.250	0.250	0.688	-	0.813	0.000	0.685	0.000	0.907	-	0.805	0.962
Lights	4	79	1419	3	-	1505	4	6	1612	59	-	1681	0	1	1	11	-	13	0	61	0	97	-	158	3357
% Lights	100.0	95.2	97.3	100.0	-	97.2	100.0	100.0	97.9	96.7	-	97.9	-	100.0	100.0	100.0	-	100.0	-	96.8	-	99.0	-	98.1	97.6
Other Vehicles	0	4	39	0	-	43	0	0	34	2	-	36	0	0	0	0	-	0	0	2	0	1	-	3	82
% Other Vehicles	0.0	4.8	2.7	0.0	-	2.8	0.0	0.0	2.1	3.3	-	2.1	-	0.0	0.0	0.0	-	0.0	-	3.2	-	1.0	-	1.9	2.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data (16:45)

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	13	355	1	0	369	1	2	381	19	0	403	0	0	1	2	0	3	0	19	0	15	1	34	809
17:00	0	16	388	0	0	404	0	2	373	22	2	397	0	1	1	2	2	4	0	14	0	19	1	33	838
17:15	1	14	367	1	0	383	1	1	422	19	0	443	0	0	0	1	0	1	0	13	0	14	0	27	854
17:30	0	14	398	2	0	414	2	1	391	16	0	410	0	0	0	1	0	1	0	9	0	17	4	26	851
Total	1	57	1508	4	0	1570	4	6	1567	76	2	1653	0	1	2	6	2	9	0	55	0	65	6	120	3352
Approach %	0.1	3.6	96.1	0.3	-	-	0.2	0.4	94.8	4.6	-	-	0.0	11.1	22.2	66.7	-	-	0.0	45.8	0.0	54.2	-	-	-
Total %	0.0	1.7	45.0	0.1	-	46.8	0.1	0.2	46.7	2.3	-	49.3	0.0	0.0	0.1	0.2	-	0.3	0.0	1.6	0.0	1.9	-	3.6	-
PHF	0.250	0.891	0.947	0.500	-	0.948	0.500	0.750	0.928	0.864	-	0.933	0.000	0.250	0.500	0.750	-	0.563	0.000	0.724	0.000	0.855	-	0.882	0.981
Lights	1	57	1484	4	-	1546	4	6	1544	75	-	1629	0	1	2	6	-	9	0	55	0	63	-	118	3302
% Lights	100.0	100.0	98.4	100.0	-	98.5	100.0	100.0	98.5	98.7	-	98.5	-	100.0	100.0	100.0	-	100.0	-	100.0	-	96.9	-	98.3	98.5
Other Vehicles	0	0	24	0	-	24	0	0	23	1	-	24	0	0	0	0	-	0	0	0	0	2	-	2	50
% Other Vehicles	0.0	0.0	1.6	0.0	-	1.5	0.0	0.0	1.5	1.3	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	-	3.1	-	1.7	1.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data Plot (16:45)

Turning Movement Peak Hour Data (19:30)

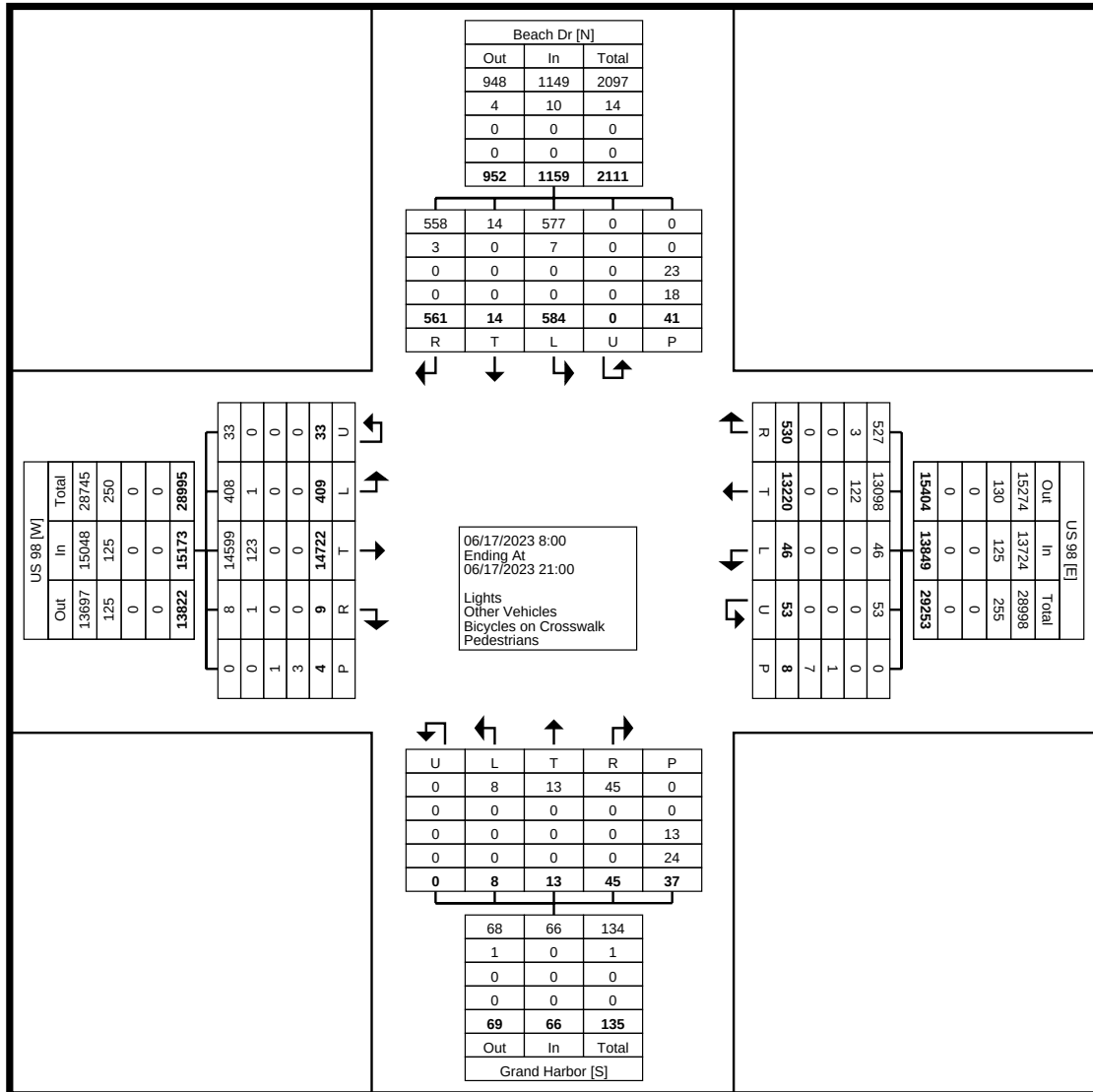
Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:30	1	8	375	1	1	385	4	1	363	15	0	383	0	1	1	1	2	3	0	18	1	4	0	23	794
19:45	0	11	334	0	0	345	4	0	311	6	0	321	0	0	0	0	2	0	0	15	0	9	0	24	690
20:00	1	11	327	0	0	339	4	1	362	13	0	380	0	0	0	1	0	1	0	8	0	21	0	29	749
20:15	0	14	406	0	0	420	1	5	338	11	0	355	0	0	0	4	0	4	0	14	0	7	2	21	800
Total	2	44	1442	1	1	1489	13	7	1374	45	0	1439	0	1	1	6	4	8	0	55	1	41	2	97	3033
Approach %	0.1	3.0	96.8	0.1	-	-	0.9	0.5	95.5	3.1	-	-	0.0	12.5	12.5	75.0	-	-	0.0	56.7	1.0	42.3	-	-	-
Total %	0.1	1.5	47.5	0.0	-	49.1	0.4	0.2	45.3	1.5	-	47.4	0.0	0.0	0.0	0.2	-	0.3	0.0	1.8	0.0	1.4	-	3.2	-
PHF	0.500	0.786	0.888	0.250	-	0.886	0.813	0.350	0.946	0.750	-	0.939	0.000	0.250	0.250	0.375	-	0.500	0.000	0.764	0.250	0.488	-	0.836	0.948
Lights	2	44	1436	1	-	1483	13	7	1364	45	-	1429	0	1	1	6	-	8	0	54	1	41	-	96	3016
% Lights	100.0	100.0	99.6	100.0	-	99.6	100.0	100.0	99.3	100.0	-	99.3	-	100.0	100.0	100.0	-	100.0	-	98.2	100.0	100.0	-	99.0	99.4
Other Vehicles	0	0	6	0	-	6	0	0	10	0	-	10	0	0	0	0	-	0	0	1	0	0	-	1	17
% Other Vehicles	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.7	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	0.0	-	1.0	0.6
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	13	361	0	0	374	0	1	217	11	0	229	0	2	0	2	2	4	0	14	0	15	0	29	636
8:15	0	7	358	0	0	365	0	1	286	8	0	295	0	0	0	2	0	2	0	11	0	15	3	26	688
8:30	1	6	378	0	0	385	0	0	266	11	0	277	0	0	0	0	2	0	0	16	0	20	2	36	698
8:45	2	7	357	0	0	366	0	1	378	7	1	386	0	1	0	1	1	2	0	12	0	10	3	22	776
Hourly Total	3	33	1454	0	0	1490	0	3	1147	37	1	1187	0	3	0	5	5	8	0	53	0	60	8	113	2798
9:00	1	13	366	0	0	380	0	1	358	10	0	369	0	0	0	3	3	3	0	19	0	11	3	30	782
9:15	1	9	389	0	0	399	1	1	391	6	0	399	0	0	0	1	3	1	0	15	1	14	1	30	829
9:30	2	8	344	0	0	354	0	0	413	10	0	423	0	0	0	0	1	0	0	12	0	18	4	30	807
9:45	0	9	372	0	0	381	1	2	387	17	0	407	0	0	0	3	2	3	0	13	0	13	1	26	817
Hourly Total	4	39	1471	0	0	1514	2	4	1549	43	0	1598	0	0	0	7	9	7	0	59	1	56	9	116	3235
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	10	357	0	0	369	1	3	409	9	0	422	0	0	0	2	0	2	0	12	0	25	1	37	830
11:15	0	8	327	0	0	335	1	0	425	10	0	436	0	0	0	1	1	1	0	10	0	16	3	26	798
11:30	1	10	401	0	0	412	0	2	371	9	0	382	0	0	0	2	0	2	0	9	0	23	3	32	828
11:45	1	11	379	1	0	392	1	1	359	8	0	369	0	0	2	0	0	2	0	10	0	14	0	24	787
Hourly Total	4	39	1464	1	0	1508	3	6	1564	36	0	1609	0	0	2	5	1	7	0	41	0	78	7	119	3243
12:00	0	10	401	0	0	411	1	0	346	8	0	355	0	2	0	2	0	4	0	20	2	12	0	34	804
12:15	0	6	386	0	0	392	1	1	389	7	0	398	0	0	1	0	0	1	0	10	0	11	1	21	812
12:30	0	4	396	0	0	400	0	1	372	13	0	386	0	1	1	3	1	5	0	16	1	19	0	36	827
12:45	2	8	358	0	0	368	3	2	411	8	0	424	0	0	1	1	2	2	0	13	0	15	0	28	822
Hourly Total	2	28	1541	0	0	1571	5	4	1518	36	0	1563	0	3	3	6	3	12	0	59	3	57	1	119	3265
13:00	4	12	442	0	0	458	2	2	401	16	0	421	0	1	0	0	0	1	0	20	0	18	0	38	918
13:15	1	11	376	1	0	389	0	2	385	12	0	399	0	0	0	0	3	0	0	14	1	14	1	29	817
13:30	1	6	384	1	0	392	0	1	339	10	0	350	0	0	0	1	1	1	0	19	0	12	2	31	774
13:45	1	13	355	0	0	369	3	2	324	12	0	341	0	0	0	3	0	3	0	10	2	20	1	32	745
Hourly Total	7	42	1557	2	0	1608	5	7	1449	50	0	1511	0	1	0	4	4	5	0	63	3	64	4	130	3254
14:00	0	9	424	0	0	433	2	1	335	5	0	343	0	0	1	0	2	1	0	11	1	14	1	26	803
14:15	2	4	415	1	0	422	1	1	399	5	3	406	0	0	1	2	0	3	0	8	0	11	1	19	850
14:30	1	5	405	0	0	411	0	3	386	12	0	401	0	0	0	2	1	2	0	21	0	13	2	34	848
14:45	0	12	427	1	2	440	0	0	365	10	0	375	0	0	0	1	1	1	0	13	0	12	0	25	841
Hourly Total	3	30	1671	2	2	1706	3	5	1485	32	3	1525	0	0	2	5	4	7	0	53	1	50	4	104	3342
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	19	317	0	1	337	3	0	300	31	0	334	0	0	0	1	1	1	0	18	0	18	0	36	708
16:15	0	10	298	1	0	309	2	0	283	26	1	311	0	0	1	1	2	2	0	21	0	7	0	28	650
16:30	2	12	347	0	0	361	0	1	281	17	0	299	0	0	1	1	1	2	0	11	2	12	0	25	687
16:45	0	10	381	0	0	391	1	1	328	27	0	357	0	0	0	0	1	0	0	25	0	16	0	41	789
Hourly Total	3	51	1343	1	1	1398	6	2	1192	101	1	1301	0	0	2	3	5	5	0	75	2	53	0	130	2834
17:00	1	38	359	0	0	398	2	2	119	14	0	137	0	0	0	1	2	1	0	9	0	4	1	13	549
17:15	0	18	367	0	0	385	2	1	205	20	0	228	0	0	1	1	0	2	0	19	0	12	0	31	646
17:30	1	11	384	0	0	396	1	0	149	12	0	162	0	0	1	1	0	2	0	17	0	16	0	33	593
17:45	3	12	363	1	0	379	1	4	330	31	3	366	0	0	0	0	4	0	0	16	1	18	2	35	780
Hourly Total	5	79	1473	1	0	1558	6	7	803	77	3	893	0	0	2	3	6	5	0	61	1	50	3	112	2568
18:00	0	10	368	0	1	378	2	1	347	16	0	366	0	1	0	1	0	2	0	29	0	13	0	42	788
18:15	0	10	375	0	0	385	5	1	343	36	0	385	0	0	0	0	0	0	0	18	1	15	0	34	804
18:30	0	8	411	1	0	420	3	1	326	23	0	353	0	0	1	2	0	3	0	20	1	9	2	30	806
18:45	0	9	374	1	0	384	4	0	326	12	0	342	0	0	1	0	0	1	0	17	1	11	2	29	756
Hourly Total	0	37	1528	2	1	1567	14	3	1342	87	0	1446	0	1	2	3	0	6	0	84	3	48	4	135	3154
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	1	4	312	0	0	317	4	1	275	4	0	284	0	0	0	1	0	1	0	4	0	12	0	16	618
20:15	0	9	301	0	0	310	0	3	272	14	0	289	0	0	0	2	0	2	0	10	0	16	0	26	627
20:30	1	8	331	0	0	340	2	0	297	8	0	307	0	0	0	0	0	0	0	9	0	9	0	18	665
20:45	0	10	276	0	0	286	3	1	327	5	0	336	0	0	0	1	0	1	0	13	0	8	1	21	644
Hourly Total	2	31	1220	0	0	1253	9	5	1171	31	0	1216	0	0	0	4	0	4	0	36	0	45	1	81	2554
Grand Total	33	409	14722	9	4	15173	53	46	13220	530	8	13849	0	8	13	45	37	66	0	584	14	561	41	1159	30247
Approach %	0.2	2.7	97.0	0.1	-	-	0.4	0.3	95.5	3.8	-	-	0.0	12.1	19.7	68.2	-	-	0.0	50.4	1.2	48.4	-	-	-
Total %	0.1	1.4	48.7	0.0	-	50.2	0.2	0.2	43.7	1.8	-	45.8	0.0	0.0	0.0	0.1	-	0.2	0.0	1.9	0.0	1.9	-	3.8	-
Lights	33	408	14599	8	-	15048	53	46	13098	527	-	13724	0	8	13	45	-	66	0	577	14	558	-	1149	29987
% Lights	100.0	99.8	99.2	88.9	-	99.2	100.0	100.0	99.1	99.4	-	99.1	-	100.0	100.0	100.0	-	100.0	-	98.8	100.0	99.5	-	99.1	99.1
Other Vehicles	0	1	123	1	-	125	0	0	122	3	-	125	0	0	0	0	-	0	0	7	0	3	-	10	260

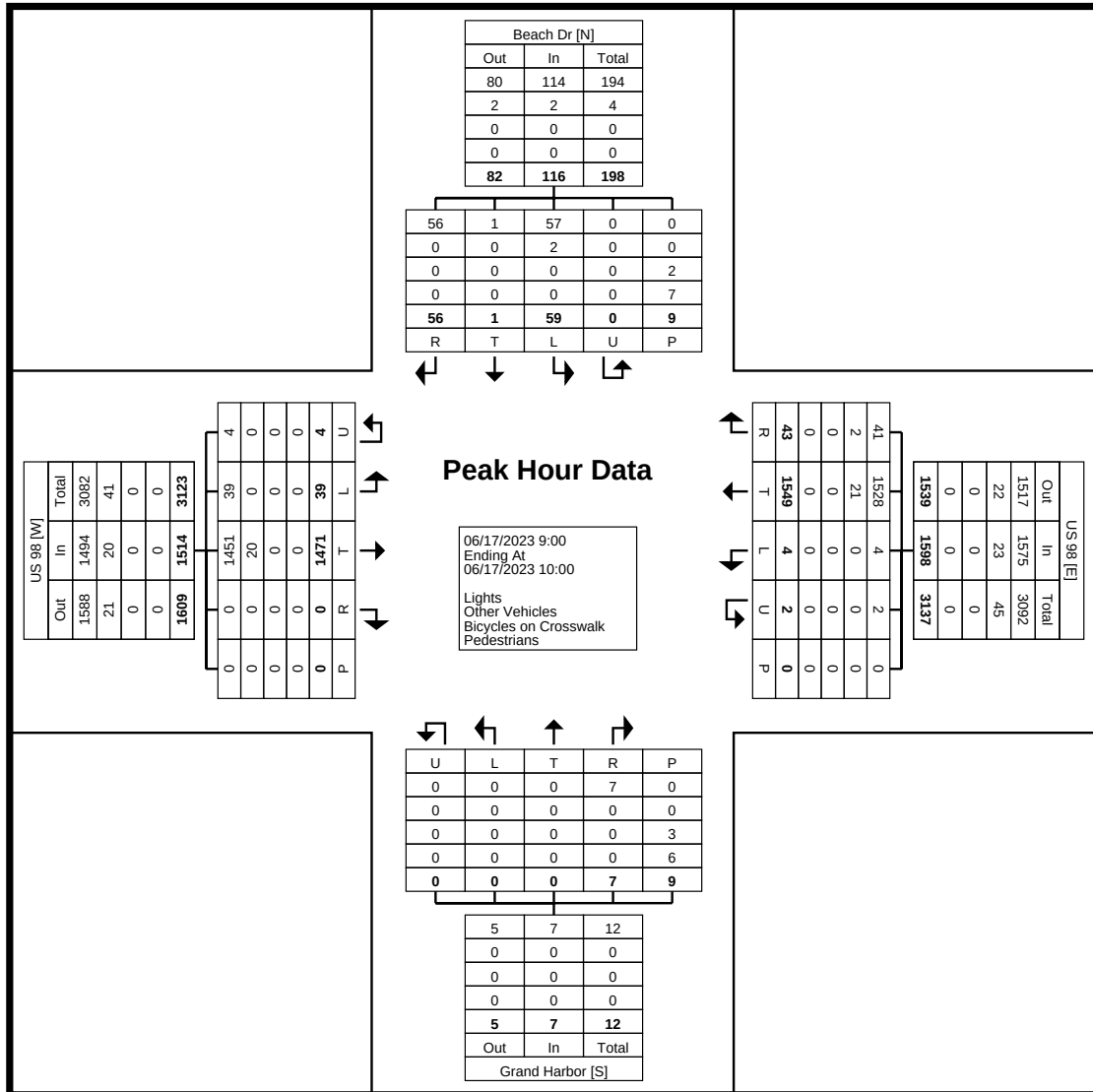
% Other Vehicles	0.0	0.2	0.8	11.1	-	0.8	0.0	0.0	0.9	0.6	-	0.9	-	0.0	0.0	0.0	-	0.0	-	1.2	0.0	0.5	-	0.9	0.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	13	-	-	-	-	-	23	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	12.5	-	-	-	-	-	35.1	-	-	-	-	-	56.1	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	24	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	87.5	-	-	-	-	-	64.9	-	-	-	-	-	43.9	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	1	13	366	0	0	380	0	1	358	10	0	369	0	0	0	3	3	3	0	19	0	11	3	30	782
9:15	1	9	389	0	0	399	1	1	391	6	0	399	0	0	0	1	3	1	0	15	1	14	1	30	829
9:30	2	8	344	0	0	354	0	0	413	10	0	423	0	0	0	0	1	0	0	12	0	18	4	30	807
9:45	0	9	372	0	0	381	1	2	387	17	0	407	0	0	0	3	2	3	0	13	0	13	1	26	817
Total	4	39	1471	0	0	1514	2	4	1549	43	0	1598	0	0	0	7	9	7	0	59	1	56	9	116	3235
Approach %	0.3	2.6	97.2	0.0	-	-	0.1	0.3	96.9	2.7	-	-	0.0	0.0	0.0	100.0	-	-	0.0	50.9	0.9	48.3	-	-	-
Total %	0.1	1.2	45.5	0.0	-	46.8	0.1	0.1	47.9	1.3	-	49.4	0.0	0.0	0.0	0.2	-	0.2	0.0	1.8	0.0	1.7	-	3.6	-
PHF	0.500	0.750	0.945	0.000	-	0.949	0.500	0.500	0.938	0.632	-	0.944	0.000	0.000	0.000	0.583	-	0.583	0.000	0.776	0.250	0.778	-	0.967	0.976
Lights	4	39	1451	0	-	1494	2	4	1528	41	-	1575	0	0	0	7	-	7	0	57	1	56	-	114	3190
% Lights	100.0	100.0	98.6	-	-	98.7	100.0	100.0	98.6	95.3	-	98.6	-	-	-	100.0	-	100.0	-	96.6	100.0	100.0	-	98.3	98.6
Other Vehicles	0	0	20	0	-	20	0	0	21	2	-	23	0	0	0	0	-	0	0	2	0	0	-	2	45
% Other Vehicles	0.0	0.0	1.4	-	-	1.3	0.0	0.0	1.4	4.7	-	1.4	-	-	-	0.0	-	0.0	-	3.4	0.0	0.0	-	1.7	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	22.2	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	77.8	-	-



Turning Movement Peak Hour Data Plot (9:00)

Turning Movement Peak Hour Data (12:30)

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:30	0	4	396	0	0	400	0	1	372	13	0	386	0	1	1	3	1	5	0	16	1	19	0	36	827
12:45	2	8	358	0	0	368	3	2	411	8	0	424	0	0	1	1	2	2	0	13	0	15	0	28	822
13:00	4	12	442	0	0	458	2	2	401	16	0	421	0	1	0	0	0	1	0	20	0	18	0	38	918
13:15	1	11	376	1	0	389	0	2	385	12	0	399	0	0	0	0	3	0	0	14	1	14	1	29	817
Total	7	35	1572	1	0	1615	5	7	1569	49	0	1630	0	2	2	4	6	8	0	63	2	66	1	131	3384
Approach %	0.4	2.2	97.3	0.1	-	-	0.3	0.4	96.3	3.0	-	-	0.0	25.0	25.0	50.0	-	-	0.0	48.1	1.5	50.4	-	-	-
Total %	0.2	1.0	46.5	0.0	-	47.7	0.1	0.2	46.4	1.4	-	48.2	0.0	0.1	0.1	0.1	-	0.2	0.0	1.9	0.1	2.0	-	3.9	-
PHF	0.438	0.729	0.889	0.250	-	0.882	0.417	0.875	0.954	0.766	-	0.961	0.000	0.500	0.500	0.333	-	0.400	0.000	0.788	0.500	0.868	-	0.862	0.922
Lights	7	35	1557	1	-	1600	5	7	1549	48	-	1609	0	2	2	4	-	8	0	63	2	65	-	130	3347
% Lights	100.0	100.0	99.0	100.0	-	99.1	100.0	100.0	98.7	98.0	-	98.7	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	98.5	-	99.2	98.9
Other Vehicles	0	0	15	0	-	15	0	0	20	1	-	21	0	0	0	0	-	0	0	0	0	1	-	1	37
% Other Vehicles	0.0	0.0	1.0	0.0	-	0.9	0.0	0.0	1.3	2.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.5	-	0.8	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-



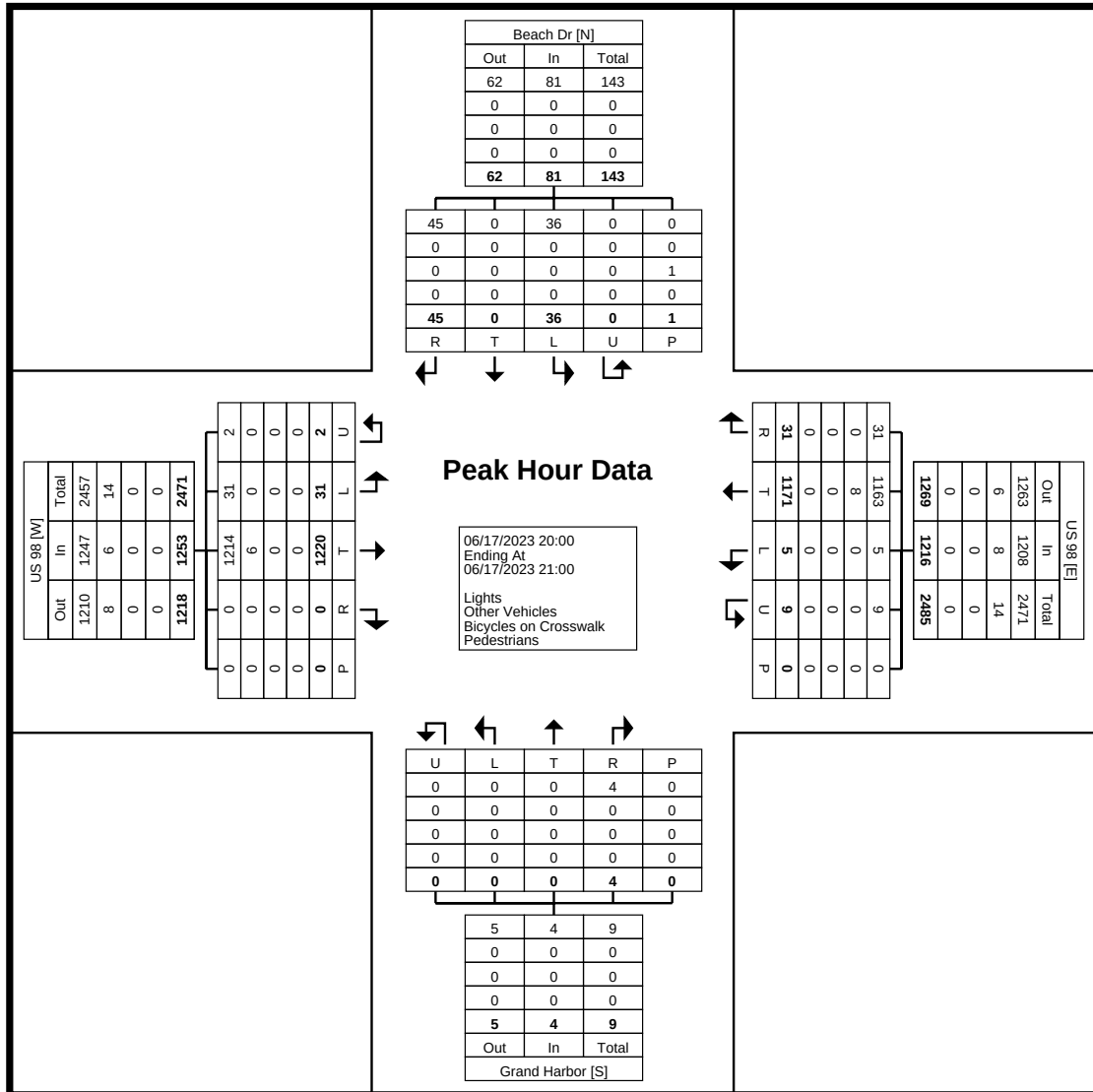
Turning Movement Peak Hour Data (17:45)

Start Time	US 98 Eastbound						US 98 Westbound						Grand Harbor Northbound						Beach Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:45	3	12	363	1	0	379	1	4	330	31	3	366	0	0	0	0	4	0	0	16	1	18	2	35	780
18:00	0	10	368	0	1	378	2	1	347	16	0	366	0	1	0	1	0	2	0	29	0	13	0	42	788
18:15	0	10	375	0	0	385	5	1	343	36	0	385	0	0	0	0	0	0	0	18	1	15	0	34	804
18:30	0	8	411	1	0	420	3	1	326	23	0	353	0	0	1	2	0	3	0	20	1	9	2	30	806
Total	3	40	1517	2	1	1562	11	7	1346	106	3	1470	0	1	1	3	4	5	0	83	3	55	4	141	3178
Approach %	0.2	2.6	97.1	0.1	-	-	0.7	0.5	91.6	7.2	-	-	0.0	20.0	20.0	60.0	-	-	0.0	58.9	2.1	39.0	-	-	-
Total %	0.1	1.3	47.7	0.1	-	49.2	0.3	0.2	42.4	3.3	-	46.3	0.0	0.0	0.0	0.1	-	0.2	0.0	2.6	0.1	1.7	-	4.4	-
PHF	0.250	0.833	0.923	0.500	-	0.930	0.550	0.438	0.970	0.736	-	0.955	0.000	0.250	0.250	0.375	-	0.417	0.000	0.716	0.750	0.764	-	0.839	0.986
Lights	3	40	1508	2	-	1553	11	7	1340	106	-	1464	0	1	1	3	-	5	0	83	3	55	-	141	3163
% Lights	100.0	100.0	99.4	100.0	-	99.4	100.0	100.0	99.6	100.0	-	99.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.5
Other Vehicles	0	0	9	0	-	9	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	15
% Other Vehicles	0.0	0.0	0.6	0.0	-	0.6	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-



Count Name: US 98 at Beach Dr
- Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

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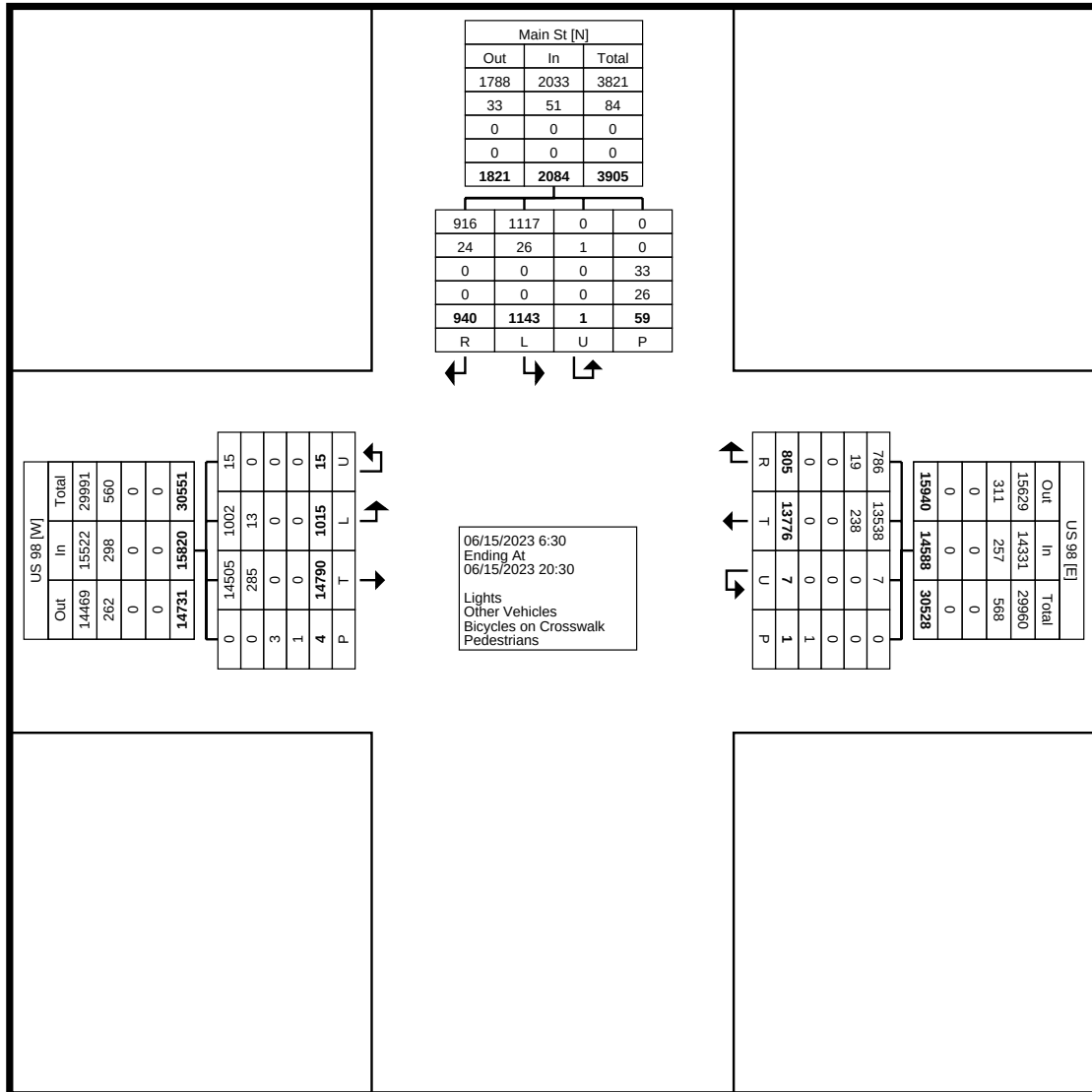


Turning Movement Data

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:30	1	26	343	0	370	0	214	7	0	221	0	13	15	0	28	619
6:45	0	25	321	0	346	0	196	11	0	207	0	16	18	0	34	587
Hourly Total	1	51	664	0	716	0	410	18	0	428	0	29	33	0	62	1206
7:00	0	23	300	0	323	0	233	15	0	248	0	18	24	1	42	613
7:15	2	27	350	0	379	0	241	11	0	252	0	14	20	0	34	665
7:30	0	31	414	1	445	1	265	13	0	279	0	18	20	0	38	762
7:45	1	30	306	1	337	0	322	16	1	338	0	20	25	0	45	720
Hourly Total	3	111	1370	2	1484	1	1061	55	1	1117	0	70	89	1	159	2760
8:00	1	27	386	0	414	0	332	17	0	349	0	22	28	0	50	813
8:15	1	38	408	0	447	0	415	20	0	435	0	25	18	3	43	925
8:30	2	31	403	0	436	0	328	22	0	350	0	32	27	1	59	845
8:45	0	32	400	0	432	0	402	20	0	422	0	32	15	1	47	901
Hourly Total	4	128	1597	0	1729	0	1477	79	0	1556	0	111	88	5	199	3484
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	29	389	0	418	0	396	19	0	415	0	25	24	2	49	882
11:15	1	17	352	0	370	0	360	19	0	379	0	29	25	2	54	803
11:30	0	26	366	0	392	0	420	19	0	439	0	34	23	0	57	888
11:45	0	22	391	0	413	0	365	19	0	384	0	33	30	3	63	860
Hourly Total	1	94	1498	0	1593	0	1541	76	0	1617	0	121	102	7	223	3433
12:00	0	21	353	0	374	0	403	24	0	427	0	49	31	0	80	881
12:15	0	29	396	1	425	1	370	20	0	391	0	34	33	2	67	883
12:30	1	27	346	0	374	0	388	24	0	412	0	41	29	0	70	856
12:45	0	22	367	0	389	0	355	22	0	377	0	54	26	2	80	846
Hourly Total	1	99	1462	1	1562	1	1516	90	0	1607	0	178	119	4	297	3466
13:00	0	26	386	0	412	0	364	20	0	384	0	35	30	1	65	861
13:15	0	33	357	0	390	0	373	22	0	395	0	42	29	0	71	856
13:30	0	31	378	0	409	0	380	23	0	403	0	33	24	0	57	869
13:45	0	23	344	0	367	0	348	36	0	384	0	36	28	3	64	815
Hourly Total	0	113	1465	0	1578	0	1465	101	0	1566	0	146	111	4	257	3401
14:00	0	24	420	0	444	0	410	18	0	428	0	29	28	0	57	929
14:15	1	36	415	0	452	1	385	30	0	416	0	29	31	1	60	928
14:30	0	35	386	0	421	0	341	22	0	363	0	36	24	4	60	844
14:45	0	21	395	0	416	0	394	34	0	428	0	35	28	1	63	907
Hourly Total	1	116	1616	0	1733	1	1530	104	0	1635	0	129	111	6	240	3608
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	24	390	1	414	0	332	30	0	362	0	26	42	1	68	844
16:15	0	22	380	0	402	1	404	19	0	424	0	33	18	7	51	877
16:30	1	26	378	0	405	0	382	22	0	404	0	28	21	1	49	858
16:45	1	29	355	0	385	0	404	19	0	423	0	30	30	2	60	868
Hourly Total	2	101	1503	1	1606	1	1522	90	0	1613	0	117	111	11	228	3447
17:00	0	25	369	0	394	0	421	14	0	435	0	31	25	3	56	885
17:15	1	26	417	0	444	0	408	26	0	434	0	27	14	4	41	919
17:30	0	23	328	0	351	0	414	22	0	436	0	23	18	1	41	828
17:45	0	17	403	0	420	1	405	20	0	426	0	24	17	2	41	887
Hourly Total	1	91	1517	0	1609	1	1648	82	0	1731	0	105	74	10	179	3519
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	23	404	0	427	0	323	17	0	340	0	28	21	1	49	816
19:15	0	22	380	0	402	2	336	18	0	356	0	34	19	2	53	811
19:30	0	20	377	0	397	0	312	21	0	333	0	20	17	6	37	767
19:45	0	17	336	0	353	0	236	18	0	254	0	17	22	2	39	646
Hourly Total	0	82	1497	0	1579	2	1207	74	0	1283	0	99	79	11	178	3040
20:00	1	11	338	0	350	0	212	20	0	232	1	18	14	0	33	615
20:15	0	18	263	0	281	0	187	16	0	203	0	20	9	0	29	513
Grand Total	15	1015	14790	4	15820	7	13776	805	1	14588	1	1143	940	59	2084	32492
Approach %	0.1	6.4	93.5	-	-	0.0	94.4	5.5	-	-	0.0	54.8	45.1	-	-	-
Total %	0.0	3.1	45.5	-	48.7	0.0	42.4	2.5	-	44.9	0.0	3.5	2.9	-	6.4	-
Lights	15	1002	14505	-	15522	7	13538	786	-	14331	0	1117	916	-	2033	31886
% Lights	100.0	98.7	98.1	-	98.1	100.0	98.3	97.6	-	98.2	0.0	97.7	97.4	-	97.6	98.1
Other Vehicles	0	13	285	-	298	0	238	19	-	257	1	26	24	-	51	606
% Other Vehicles	0.0	1.3	1.9	-	1.9	0.0	1.7	2.4	-	1.8	100.0	2.3	2.6	-	2.4	1.9

Bicycles on Crosswalk	-	-	-	3	-	-	-	-	0	-	-	-	-	33	-	-
% Bicycles on Crosswalk	-	-	-	75.0	-	-	-	-	0.0	-	-	-	-	55.9	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	26	-	-
% Pedestrians	-	-	-	25.0	-	-	-	-	100.0	-	-	-	-	44.1	-	-

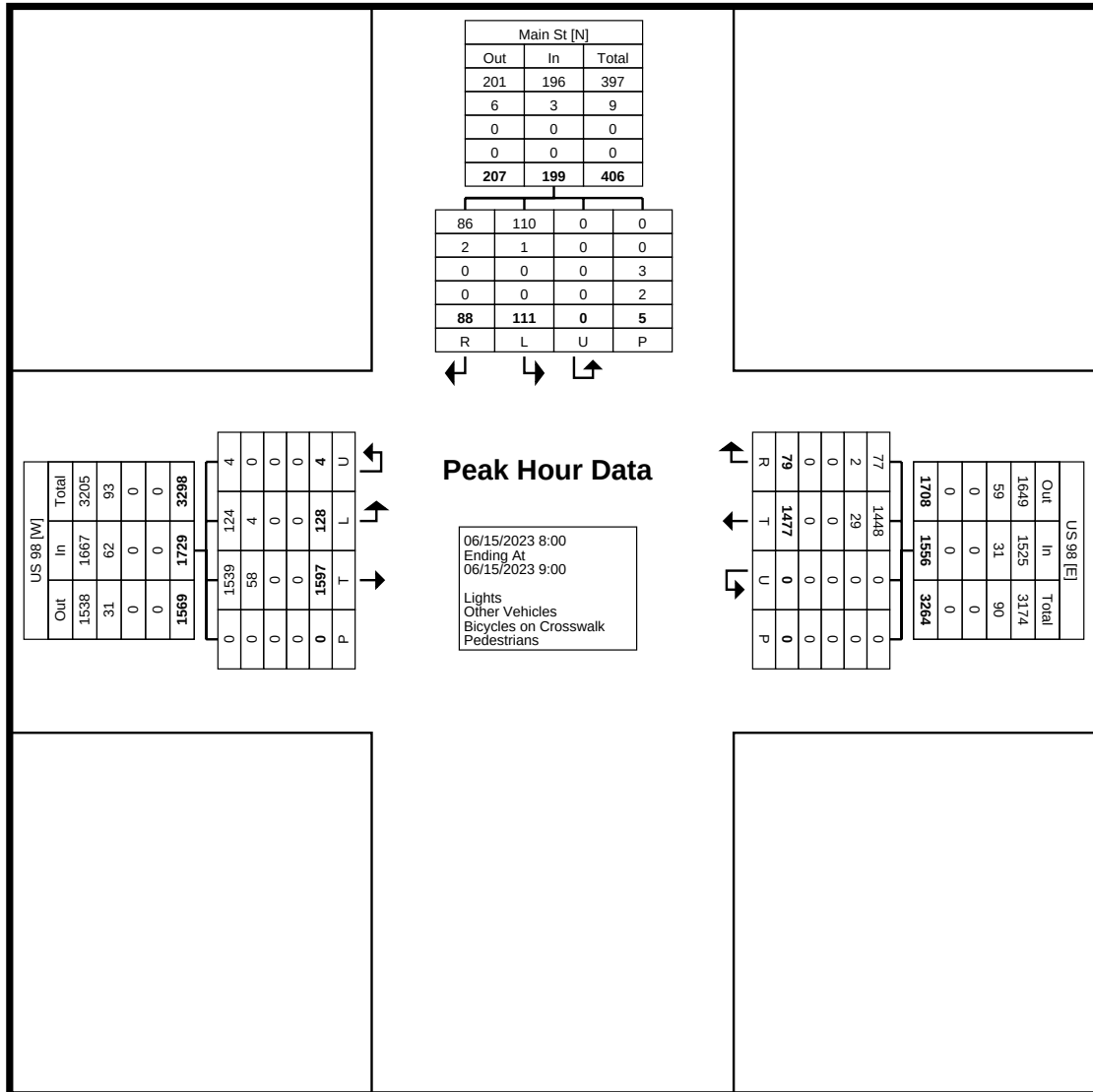
Count Name: US 98 at Main St -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 3



Turning Movement Data Plot

Count Name: US 98 at Main St -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:00	1	27	386	0	414	0	332	17	0	349	0	22	28	0	50	813
8:15	1	38	408	0	447	0	415	20	0	435	0	25	18	3	43	925
8:30	2	31	403	0	436	0	328	22	0	350	0	32	27	1	59	845
8:45	0	32	400	0	432	0	402	20	0	422	0	32	15	1	47	901
Total	4	128	1597	0	1729	0	1477	79	0	1556	0	111	88	5	199	3484
Approach %	0.2	7.4	92.4	-	-	0.0	94.9	5.1	-	-	0.0	55.8	44.2	-	-	-
Total %	0.1	3.7	45.8	-	49.6	0.0	42.4	2.3	-	44.7	0.0	3.2	2.5	-	5.7	-
PHF	0.500	0.842	0.979	-	0.967	0.000	0.890	0.898	-	0.894	0.000	0.867	0.786	-	0.843	0.942
Lights	4	124	1539	-	1667	0	1448	77	-	1525	0	110	86	-	196	3388
% Lights	100.0	96.9	96.4	-	96.4	-	98.0	97.5	-	98.0	-	99.1	97.7	-	98.5	97.2
Other Vehicles	0	4	58	-	62	0	29	2	-	31	0	1	2	-	3	96
% Other Vehicles	0.0	3.1	3.6	-	3.6	-	2.0	2.5	-	2.0	-	0.9	2.3	-	1.5	2.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	60.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	40.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

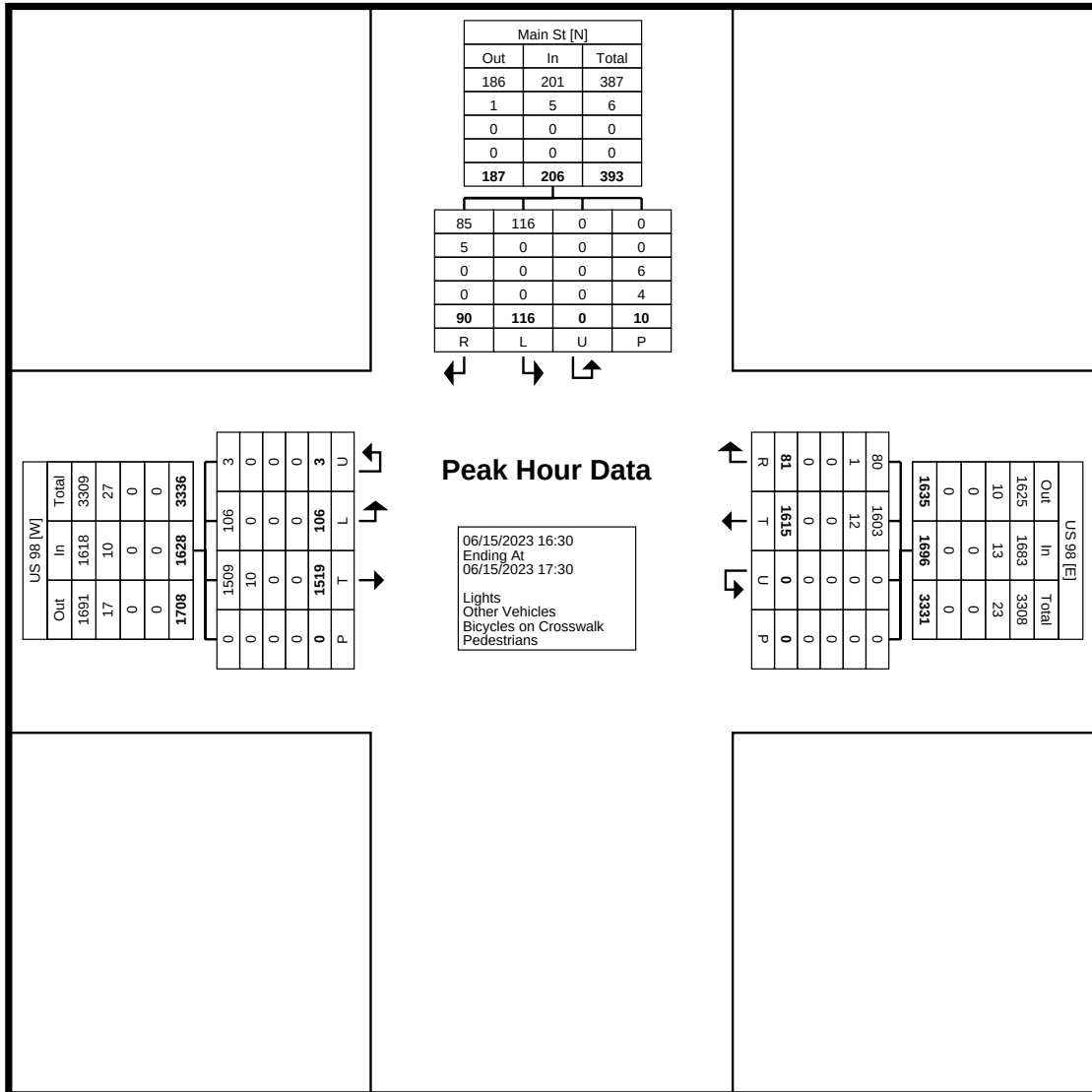
Count Name: US 98 at Main St -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
	14:00	0	24	420	0	444	0	410	18	0	428	0	29	28	0	
14:15	1	36	415	0	452	1	385	30	0	416	0	29	31	1	60	928
14:30	0	35	386	0	421	0	341	22	0	363	0	36	24	4	60	844
14:45	0	21	395	0	416	0	394	34	0	428	0	35	28	1	63	907
Total	1	116	1616	0	1733	1	1530	104	0	1635	0	129	111	6	240	3608
Approach %	0.1	6.7	93.2	-	-	0.1	93.6	6.4	-	-	0.0	53.8	46.3	-	-	-
Total %	0.0	3.2	44.8	-	48.0	0.0	42.4	2.9	-	45.3	0.0	3.6	3.1	-	6.7	-
PHF	0.250	0.806	0.962	-	0.959	0.250	0.933	0.765	-	0.955	0.000	0.896	0.895	-	0.952	0.971
Lights	1	116	1591	-	1708	1	1500	101	-	1602	0	127	109	-	236	3546
% Lights	100.0	100.0	98.5	-	98.6	100.0	98.0	97.1	-	98.0	-	98.4	98.2	-	98.3	98.3
Other Vehicles	0	0	25	-	25	0	30	3	-	33	0	2	2	-	4	62
% Other Vehicles	0.0	0.0	1.5	-	1.4	0.0	2.0	2.9	-	2.0	-	1.6	1.8	-	1.7	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-



Count Name: US 98 at Main St -
Thur
Site Code:
Start Date: 06/15/2023
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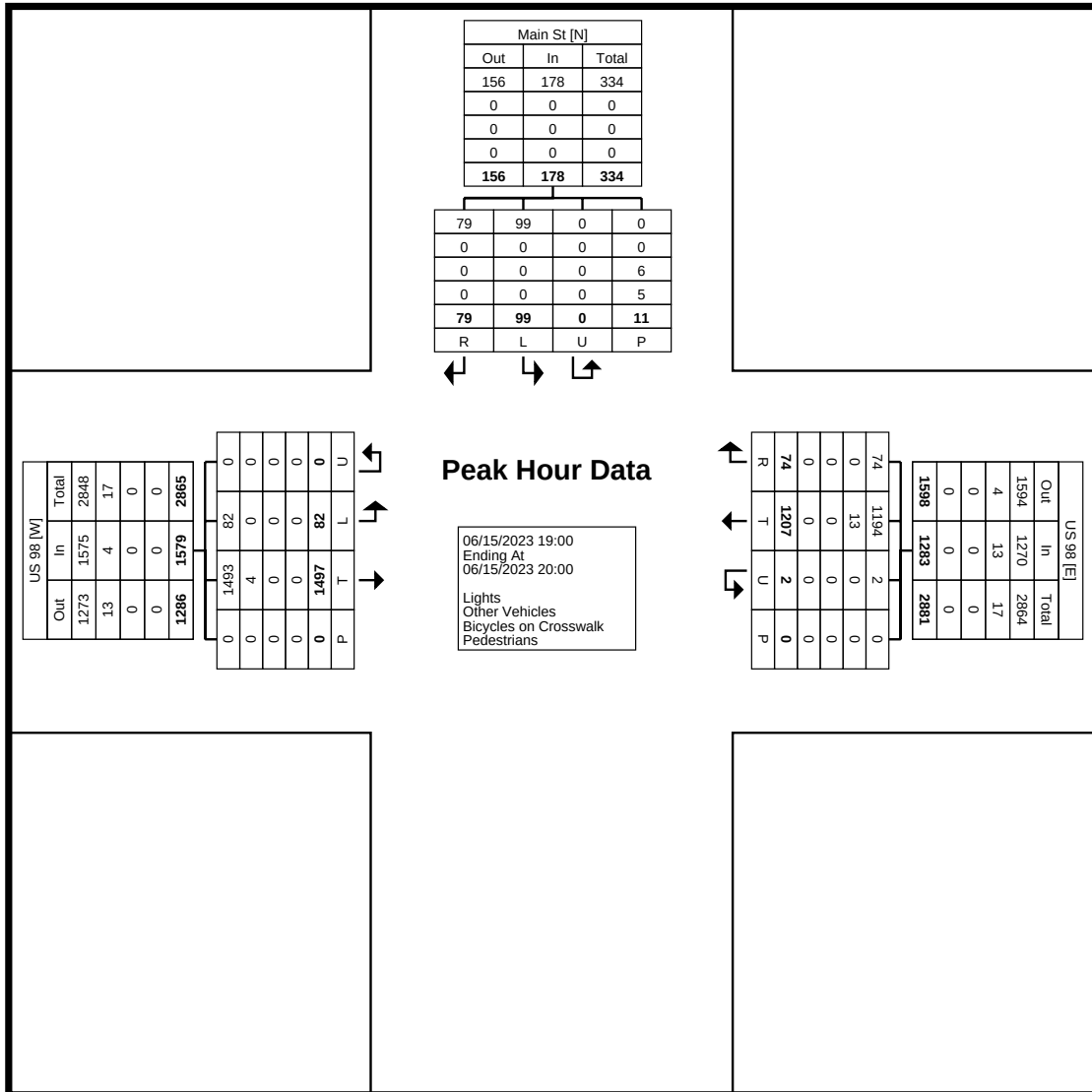
Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
16:30	1	26	378	0	405	0	382	22	0	404	0	28	21	1	49	858
16:45	1	29	355	0	385	0	404	19	0	423	0	30	30	2	60	868
17:00	0	25	369	0	394	0	421	14	0	435	0	31	25	3	56	885
17:15	1	26	417	0	444	0	408	26	0	434	0	27	14	4	41	919
Total	3	106	1519	0	1628	0	1615	81	0	1696	0	116	90	10	206	3530
Approach %	0.2	6.5	93.3	-	-	0.0	95.2	4.8	-	-	0.0	56.3	43.7	-	-	-
Total %	0.1	3.0	43.0	-	46.1	0.0	45.8	2.3	-	48.0	0.0	3.3	2.5	-	5.8	-
PHF	0.750	0.914	0.911	-	0.917	0.000	0.959	0.779	-	0.975	0.000	0.935	0.750	-	0.858	0.960
Lights	3	106	1509	-	1618	0	1603	80	-	1683	0	116	85	-	201	3502
% Lights	100.0	100.0	99.3	-	99.4	-	99.3	98.8	-	99.2	-	100.0	94.4	-	97.6	99.2
Other Vehicles	0	0	10	-	10	0	12	1	-	13	0	0	5	-	5	28
% Other Vehicles	0.0	0.0	0.7	-	0.6	-	0.7	1.2	-	0.8	-	0.0	5.6	-	2.4	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	60.0	-	-
Pedestrians	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	40.0	-	-	-



Turning Movement Peak Hour Data Plot (16:30)

Count Name: US 98 at Main St -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
	19:00	0	23	404	0	427	0	323	17	0	340	0	28	21	1	
19:15	0	22	380	0	402	2	336	18	0	356	0	34	19	2	53	811
19:30	0	20	377	0	397	0	312	21	0	333	0	20	17	6	37	767
19:45	0	17	336	0	353	0	236	18	0	254	0	17	22	2	39	646
Total	0	82	1497	0	1579	2	1207	74	0	1283	0	99	79	11	178	3040
Approach %	0.0	5.2	94.8	-	-	0.2	94.1	5.8	-	-	0.0	55.6	44.4	-	-	-
Total %	0.0	2.7	49.2	-	51.9	0.1	39.7	2.4	-	42.2	0.0	3.3	2.6	-	5.9	-
PHF	0.000	0.891	0.926	-	0.924	0.250	0.898	0.881	-	0.901	0.000	0.728	0.898	-	0.840	0.931
Lights	0	82	1493	-	1575	2	1194	74	-	1270	0	99	79	-	178	3023
% Lights	-	100.0	99.7	-	99.7	100.0	98.9	100.0	-	99.0	-	100.0	100.0	-	100.0	99.4
Other Vehicles	0	0	4	-	4	0	13	0	-	13	0	0	0	-	0	17
% Other Vehicles	-	0.0	0.3	-	0.3	0.0	1.1	0.0	-	1.0	-	0.0	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	54.5	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	45.5	-	-



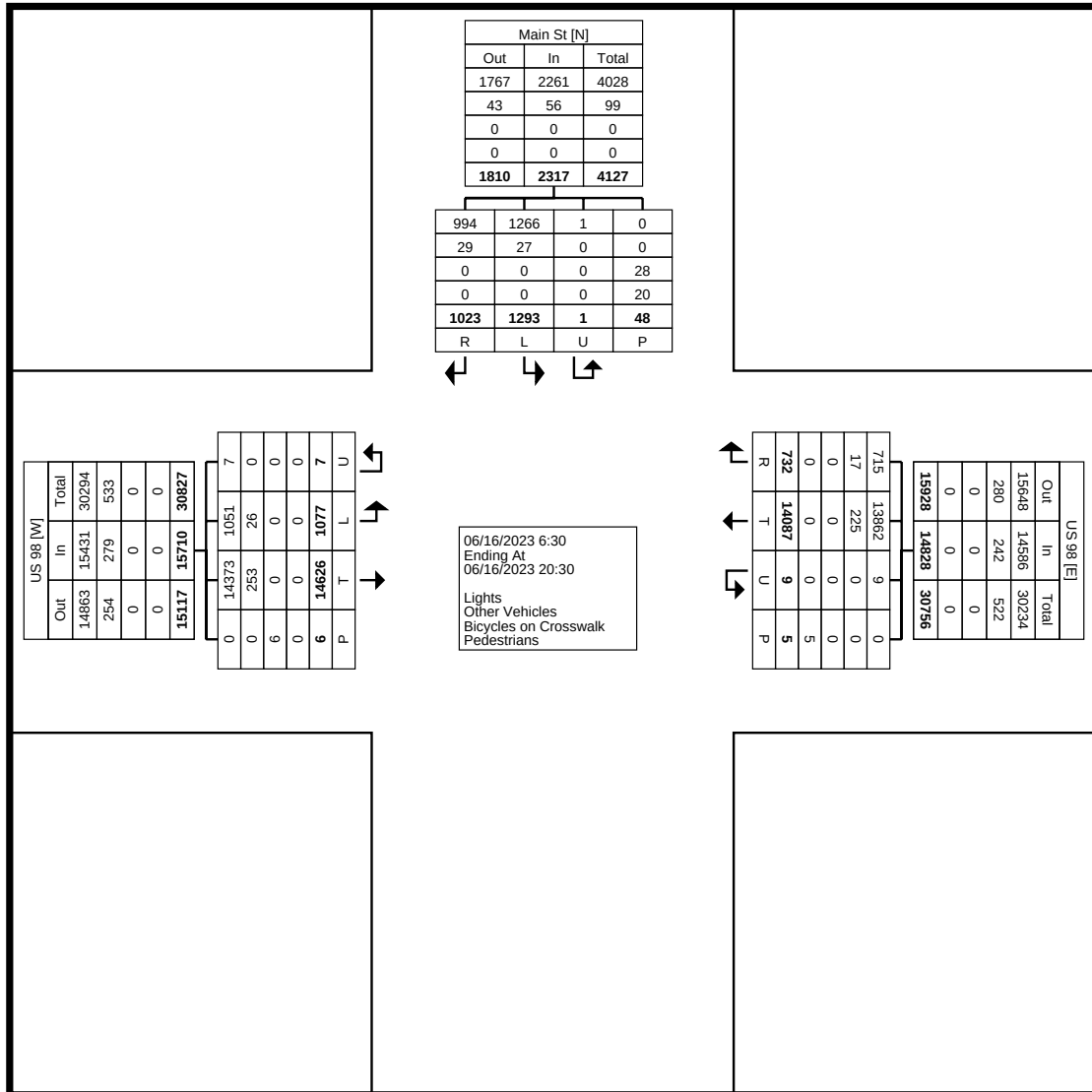
Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:30	1	18	348	0	367	0	182	2	0	184	0	11	12	2	23	574
6:45	0	24	367	0	391	0	223	7	0	230	0	9	16	1	25	646
Hourly Total	1	42	715	0	758	0	405	9	0	414	0	20	28	3	48	1220
7:00	0	20	310	0	330	0	246	14	0	260	0	16	17	1	33	623
7:15	0	33	354	0	387	0	212	18	0	230	0	21	26	1	47	664
7:30	0	35	420	0	455	0	288	11	0	299	0	17	24	0	41	795
7:45	0	29	389	2	418	0	301	19	0	320	0	18	28	2	46	784
Hourly Total	0	117	1473	2	1590	0	1047	62	0	1109	0	72	95	4	167	2866
8:00	0	28	418	0	446	0	318	17	0	335	0	37	20	1	57	838
8:15	1	35	438	0	474	0	341	15	0	356	0	31	18	2	49	879
8:30	0	34	372	0	406	0	348	23	0	371	0	38	21	1	59	836
8:45	0	40	404	0	444	1	364	18	0	383	0	45	17	1	62	889
Hourly Total	1	137	1632	0	1770	1	1371	73	0	1445	0	151	76	5	227	3442
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	28	344	0	372	0	382	23	0	405	0	42	25	0	67	844
11:15	0	25	324	0	349	0	391	24	0	415	0	32	20	0	52	816
11:30	0	33	355	0	388	1	381	31	0	413	0	41	25	0	66	867
11:45	0	34	341	0	375	0	388	22	0	410	0	35	29	0	64	849
Hourly Total	0	120	1364	0	1484	1	1542	100	0	1643	0	150	99	0	249	3376
12:00	0	40	318	0	358	2	383	24	0	409	0	37	39	2	76	843
12:15	0	30	306	0	336	0	397	21	0	418	0	40	37	2	77	831
12:30	0	31	371	1	402	1	374	25	0	400	0	31	39	0	70	872
12:45	1	32	317	1	350	0	407	20	0	427	1	53	44	2	98	875
Hourly Total	1	133	1312	2	1446	3	1561	90	0	1654	1	161	159	6	321	3421
13:00	0	44	388	1	432	1	361	19	0	381	0	51	38	0	89	902
13:15	0	27	357	0	384	0	353	20	0	373	0	42	40	3	82	839
13:30	0	25	367	0	392	1	357	17	0	375	0	45	35	0	80	847
13:45	0	32	386	0	418	0	325	16	0	341	0	35	47	0	82	841
Hourly Total	0	128	1498	1	1626	2	1396	72	0	1470	0	173	160	3	333	3429
14:00	0	34	367	0	401	0	367	17	0	384	0	24	26	2	50	835
14:15	0	28	398	0	426	1	372	16	1	389	0	40	45	0	85	900
14:30	0	27	407	1	434	0	398	20	0	418	0	39	42	4	81	933
14:45	0	24	399	0	423	0	391	20	0	411	0	51	24	0	75	909
Hourly Total	0	113	1571	1	1684	1	1528	73	1	1602	0	154	137	6	291	3577
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	25	393	0	419	0	392	23	0	415	0	35	25	5	60	894
16:15	0	25	362	0	387	1	386	21	0	408	0	34	20	2	54	849
16:30	0	24	375	0	399	0	378	21	0	399	0	32	20	6	52	850
16:45	0	20	357	0	377	0	398	15	1	413	0	28	31	2	59	849
Hourly Total	1	94	1487	0	1582	1	1554	80	1	1635	0	129	96	15	225	3442
17:00	0	22	349	0	371	0	385	20	0	405	0	34	24	0	58	834
17:15	0	17	377	0	394	0	409	23	0	432	0	34	23	0	57	883
17:30	0	22	420	0	442	0	391	22	0	413	0	20	16	2	36	891
17:45	2	20	357	0	379	0	403	19	0	422	0	38	14	0	52	853
Hourly Total	2	81	1503	0	1586	0	1588	84	0	1672	0	126	77	2	203	3461
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	23	369	0	392	0	373	20	0	393	0	24	14	0	38	823
19:15	0	21	299	0	320	0	359	16	1	375	0	20	20	0	40	735
19:30	0	18	363	0	381	0	318	14	0	332	0	39	20	1	59	772
19:45	0	17	328	0	345	0	331	10	0	341	0	28	17	0	45	731
Hourly Total	0	79	1359	0	1438	0	1381	60	1	1441	0	111	71	1	182	3061
20:00	0	14	315	0	329	0	369	13	2	382	0	24	14	0	38	749
20:15	1	19	397	0	417	0	345	16	0	361	0	22	11	3	33	811
Grand Total	7	1077	14626	6	15710	9	14087	732	5	14828	1	1293	1023	48	2317	32855
Approach %	0.0	6.9	93.1	-	-	0.1	95.0	4.9	-	-	0.0	55.8	44.2	-	-	-
Total %	0.0	3.3	44.5	-	47.8	0.0	42.9	2.2	-	45.1	0.0	3.9	3.1	-	7.1	-
Lights	7	1051	14373	-	15431	9	13862	715	-	14586	1	1266	994	-	2261	32278
% Lights	100.0	97.6	98.3	-	98.2	100.0	98.4	97.7	-	98.4	100.0	97.9	97.2	-	97.6	98.2
Other Vehicles	0	26	253	-	279	0	225	17	-	242	0	27	29	-	56	577
% Other Vehicles	0.0	2.4	1.7	-	1.8	0.0	1.6	2.3	-	1.6	0.0	2.1	2.8	-	2.4	1.8

Bicycles on Crosswalk	-	-	-	6	-	-	-	-	0	-	-	-	-	28	-	-
% Bicycles on Crosswalk	-	-	-	100.0	-	-	-	-	0.0	-	-	-	-	58.3	-	-
Pedestrians	-	-	-	0	-	-	-	-	5	-	-	-	-	20	-	-
% Pedestrians	-	-	-	0.0	-	-	-	-	100.0	-	-	-	-	41.7	-	-

Count Name: US 98 at Main St -
Fri
Site Code:
Start Date: 06/16/2023
Page No: 3



Turning Movement Data Plot

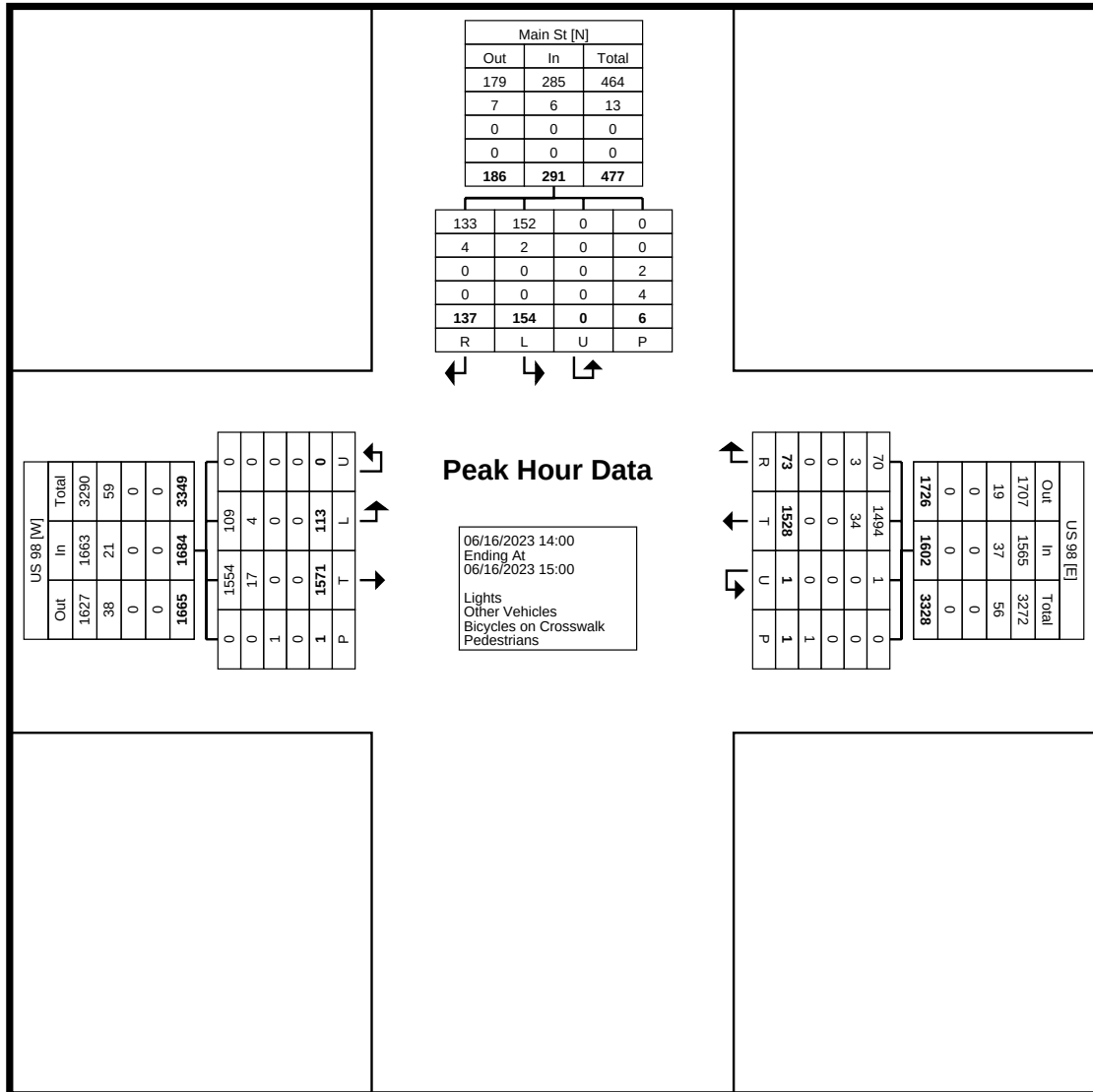
Count Name: US 98 at Main St -
Fri
Site Code:
Start Date: 06/16/2023
Page No: 4

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
	8:00	0	28	418	0	446	0	318	17	0	335	0	37	20	1	
8:15	1	35	438	0	474	0	341	15	0	356	0	31	18	2	49	879
8:30	0	34	372	0	406	0	348	23	0	371	0	38	21	1	59	836
8:45	0	40	404	0	444	1	364	18	0	383	0	45	17	1	62	889
Total	1	137	1632	0	1770	1	1371	73	0	1445	0	151	76	5	227	3442
Approach %	0.1	7.7	92.2	-	-	0.1	94.9	5.1	-	-	0.0	66.5	33.5	-	-	-
Total %	0.0	4.0	47.4	-	51.4	0.0	39.8	2.1	-	42.0	0.0	4.4	2.2	-	6.6	-
PHF	0.250	0.856	0.932	-	0.934	0.250	0.942	0.793	-	0.943	0.000	0.839	0.905	-	0.915	0.968
Lights	1	135	1586	-	1722	1	1349	71	-	1421	0	149	72	-	221	3364
% Lights	100.0	98.5	97.2	-	97.3	100.0	98.4	97.3	-	98.3	-	98.7	94.7	-	97.4	97.7
Other Vehicles	0	2	46	-	48	0	22	2	-	24	0	2	4	-	6	78
% Other Vehicles	0.0	1.5	2.8	-	2.7	0.0	1.6	2.7	-	1.7	-	1.3	5.3	-	2.6	2.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-



Turning Movement Peak Hour Data (14:00)

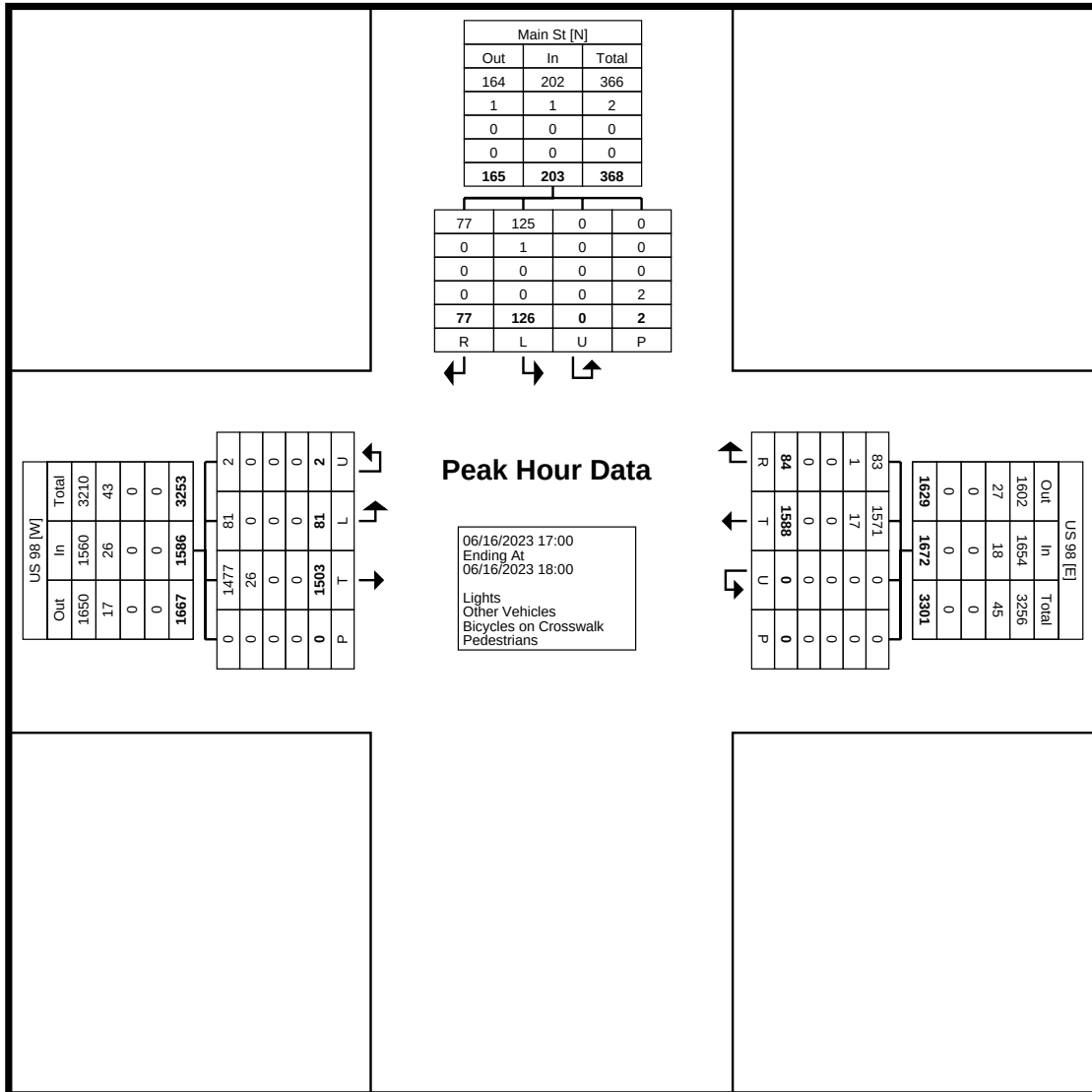
Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
14:00	0	34	367	0	401	0	367	17	0	384	0	24	26	2	50	835
14:15	0	28	398	0	426	1	372	16	1	389	0	40	45	0	85	900
14:30	0	27	407	1	434	0	398	20	0	418	0	39	42	4	81	933
14:45	0	24	399	0	423	0	391	20	0	411	0	51	24	0	75	909
Total	0	113	1571	1	1684	1	1528	73	1	1602	0	154	137	6	291	3577
Approach %	0.0	6.7	93.3	-	-	0.1	95.4	4.6	-	-	0.0	52.9	47.1	-	-	-
Total %	0.0	3.2	43.9	-	47.1	0.0	42.7	2.0	-	44.8	0.0	4.3	3.8	-	8.1	-
PHF	0.000	0.831	0.965	-	0.970	0.250	0.960	0.913	-	0.958	0.000	0.755	0.761	-	0.856	0.958
Lights	0	109	1554	-	1663	1	1494	70	-	1565	0	152	133	-	285	3513
% Lights	-	96.5	98.9	-	98.8	100.0	97.8	95.9	-	97.7	-	98.7	97.1	-	97.9	98.2
Other Vehicles	0	4	17	-	21	0	34	3	-	37	0	2	4	-	6	64
% Other Vehicles	-	3.5	1.1	-	1.2	0.0	2.2	4.1	-	2.3	-	1.3	2.9	-	2.1	1.8
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	100.0	-	-	-	-	0.0	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	4	-	-
% Pedestrians	-	-	-	0.0	-	-	-	-	100.0	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data Plot (14:00)

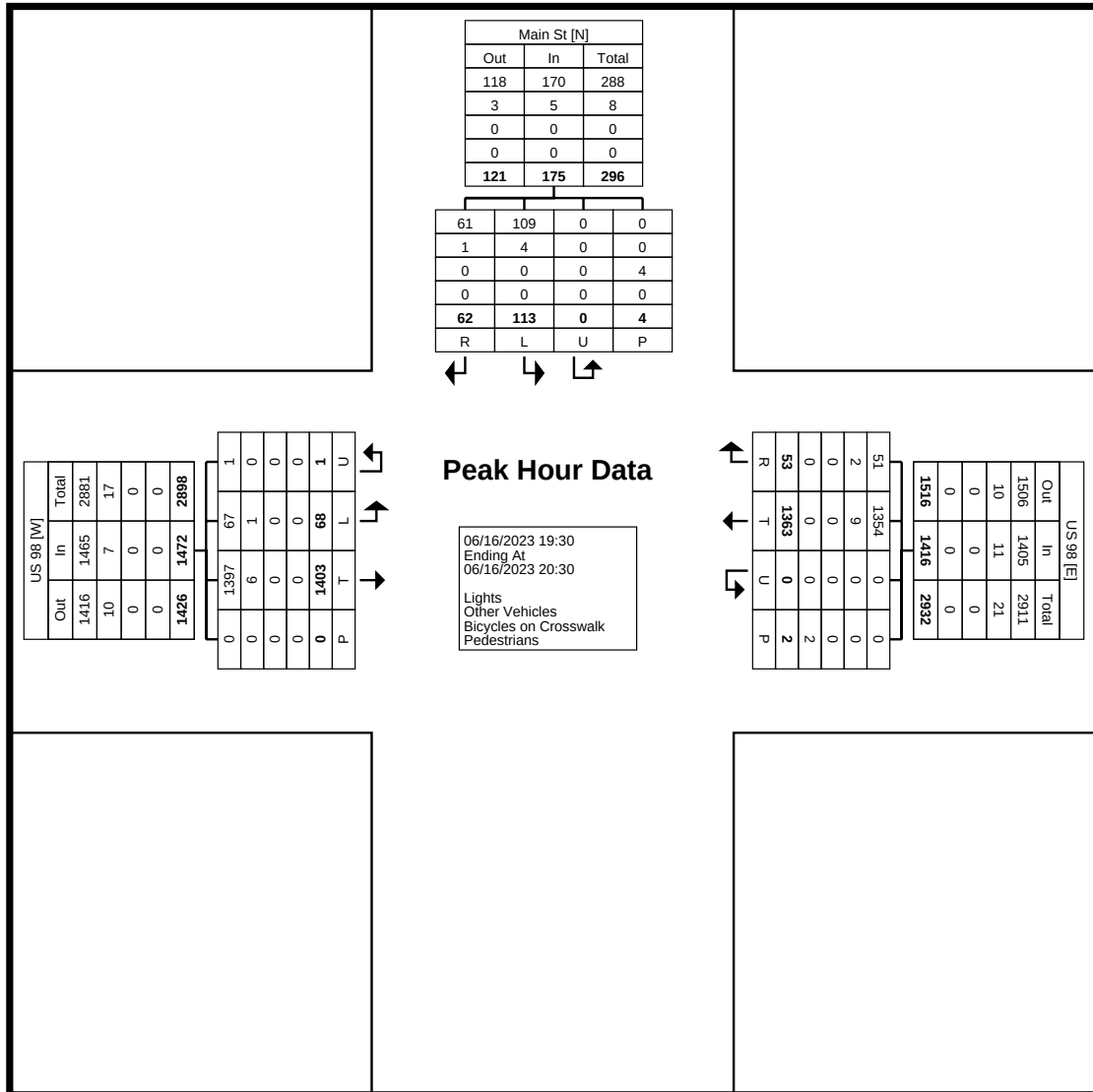
Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
17:00	0	22	349	0	371	0	385	20	0	405	0	34	24	0	58	834
17:15	0	17	377	0	394	0	409	23	0	432	0	34	23	0	57	883
17:30	0	22	420	0	442	0	391	22	0	413	0	20	16	2	36	891
17:45	2	20	357	0	379	0	403	19	0	422	0	38	14	0	52	853
Total	2	81	1503	0	1586	0	1588	84	0	1672	0	126	77	2	203	3461
Approach %	0.1	5.1	94.8	-	-	0.0	95.0	5.0	-	-	0.0	62.1	37.9	-	-	-
Total %	0.1	2.3	43.4	-	45.8	0.0	45.9	2.4	-	48.3	0.0	3.6	2.2	-	5.9	-
PHF	0.250	0.920	0.895	-	0.897	0.000	0.971	0.913	-	0.968	0.000	0.829	0.802	-	0.875	0.971
Lights	2	81	1477	-	1560	0	1571	83	-	1654	0	125	77	-	202	3416
% Lights	100.0	100.0	98.3	-	98.4	-	98.9	98.8	-	98.9	-	99.2	100.0	-	99.5	98.7
Other Vehicles	0	0	26	-	26	0	17	1	-	18	0	1	0	-	1	45
% Other Vehicles	0.0	0.0	1.7	-	1.6	-	1.1	1.2	-	1.1	-	0.8	0.0	-	0.5	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data (19:30)

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
19:30	0	18	363	0	381	0	318	14	0	332	0	39	20	1	59	772
19:45	0	17	328	0	345	0	331	10	0	341	0	28	17	0	45	731
20:00	0	14	315	0	329	0	369	13	2	382	0	24	14	0	38	749
20:15	1	19	397	0	417	0	345	16	0	361	0	22	11	3	33	811
Total	1	68	1403	0	1472	0	1363	53	2	1416	0	113	62	4	175	3063
Approach %	0.1	4.6	95.3	-	-	0.0	96.3	3.7	-	-	0.0	64.6	35.4	-	-	-
Total %	0.0	2.2	45.8	-	48.1	0.0	44.5	1.7	-	46.2	0.0	3.7	2.0	-	5.7	-
PHF	0.250	0.895	0.884	-	0.882	0.000	0.923	0.828	-	0.927	0.000	0.724	0.775	-	0.742	0.944
Lights	1	67	1397	-	1465	0	1354	51	-	1405	0	109	61	-	170	3040
% Lights	100.0	98.5	99.6	-	99.5	-	99.3	96.2	-	99.2	-	96.5	98.4	-	97.1	99.2
Other Vehicles	0	1	6	-	7	0	9	2	-	11	0	4	1	-	5	23
% Other Vehicles	0.0	1.5	0.4	-	0.5	-	0.7	3.8	-	0.8	-	3.5	1.6	-	2.9	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	0.0	-	-



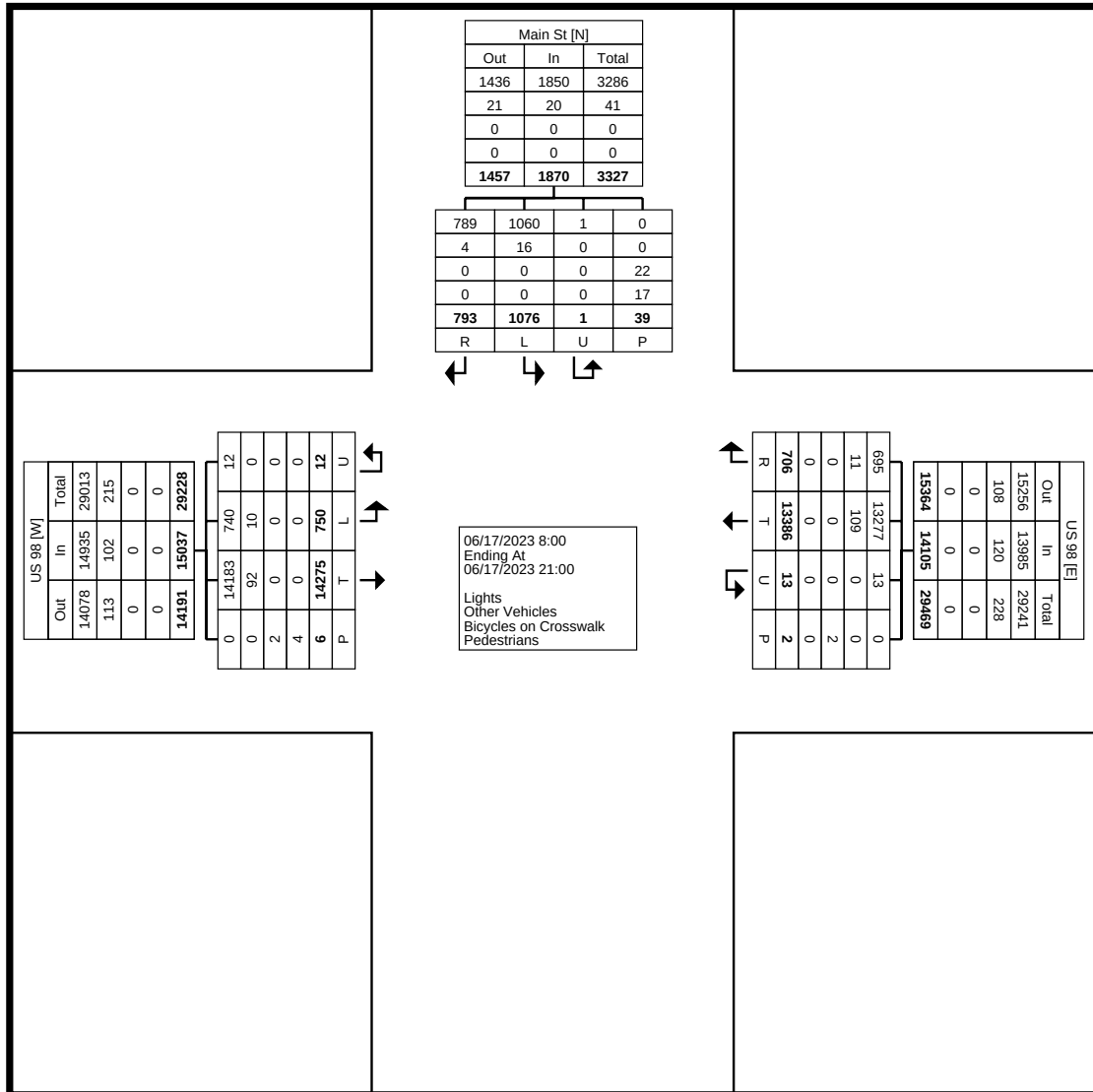
Turning Movement Peak Hour Data Plot (19:30)

Turning Movement Data

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:00	0	23	360	2	383	0	247	20	0	267	0	19	12	0	31	681
8:15	0	24	353	0	377	0	268	10	0	278	0	25	18	3	43	698
8:30	0	16	346	0	362	0	299	16	0	315	0	28	17	2	45	722
8:45	1	26	370	0	397	0	406	12	2	418	0	35	22	5	57	872
Hourly Total	1	89	1429	2	1519	0	1220	58	2	1278	0	107	69	10	176	2973
9:00	0	16	364	0	380	1	327	17	0	345	0	25	26	2	51	776
9:15	0	28	405	0	433	0	375	16	0	391	0	24	19	2	43	867
9:30	1	15	325	0	341	0	448	15	0	463	0	37	34	1	71	875
9:45	0	25	374	0	399	1	399	24	0	424	0	30	16	1	46	869
Hourly Total	1	84	1468	0	1553	2	1549	72	0	1623	0	116	95	6	211	3387
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	16	327	0	343	0	400	17	0	417	0	26	30	0	56	816
11:15	0	16	290	0	306	0	398	17	0	415	0	24	18	1	42	763
11:30	3	18	327	0	348	0	366	18	0	384	0	24	14	2	38	770
11:45	0	10	326	0	336	0	356	15	0	371	0	29	24	0	53	760
Hourly Total	3	60	1270	0	1333	0	1520	67	0	1587	0	103	86	3	189	3109
12:00	0	18	405	0	423	1	377	19	0	397	0	26	23	0	49	869
12:15	0	19	372	0	391	2	402	15	0	419	0	31	13	0	44	854
12:30	0	15	394	0	409	0	401	10	0	411	0	20	25	0	45	865
12:45	0	20	355	0	375	0	361	19	0	380	0	22	23	0	45	800
Hourly Total	0	72	1526	0	1598	3	1541	63	0	1607	0	99	84	0	183	3388
13:00	1	23	329	0	353	0	408	15	0	423	0	23	22	1	45	821
13:15	1	15	321	0	337	0	363	25	0	388	0	20	21	1	41	766
13:30	0	21	334	1	355	0	319	27	0	346	0	25	28	4	53	754
13:45	0	27	347	0	374	0	318	15	0	333	0	24	21	0	45	752
Hourly Total	2	86	1331	1	1419	0	1408	82	0	1490	0	92	92	6	184	3093
14:00	0	18	402	0	420	0	329	17	0	346	0	23	25	3	48	814
14:15	0	20	405	0	425	0	381	15	0	396	0	29	26	0	55	876
14:30	0	15	405	0	420	0	355	20	0	375	0	28	19	1	47	842
14:45	0	11	416	0	427	0	387	12	0	399	0	24	22	3	46	872
Hourly Total	0	64	1628	0	1692	0	1452	64	0	1516	0	104	92	7	196	3404
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	20	323	0	343	0	335	28	0	363	0	32	26	0	58	764
16:15	1	21	305	0	327	0	295	18	0	313	0	28	23	0	51	691
16:30	0	11	352	0	363	1	306	14	0	321	0	32	13	0	45	729
16:45	0	29	361	0	390	0	326	25	0	351	0	35	12	0	47	788
Hourly Total	1	81	1341	0	1423	1	1262	85	0	1348	0	127	74	0	201	2972
17:00	0	20	373	0	393	0	148	17	0	165	0	30	16	0	46	604
17:15	0	22	342	1	364	1	229	32	0	262	0	31	14	1	45	671
17:30	0	12	379	0	391	2	159	21	0	182	0	37	19	0	56	629
17:45	0	20	401	0	421	0	394	24	0	418	1	35	28	5	64	903
Hourly Total	0	74	1495	1	1569	3	930	94	0	1027	1	133	77	6	211	2807
18:00	0	15	369	0	384	1	360	19	0	380	0	35	7	0	42	806
18:15	0	25	373	0	398	1	338	19	0	358	0	28	18	0	46	802
18:30	0	20	415	0	435	0	312	27	0	339	0	30	14	0	44	818
18:45	2	21	384	0	407	1	312	12	0	325	0	19	20	1	39	771
Hourly Total	2	81	1541	0	1624	3	1322	77	0	1402	0	112	59	1	171	3197
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	1	15	327	2	343	0	274	12	0	286	0	24	15	0	39	668
20:15	0	13	304	0	317	1	281	12	0	294	0	16	17	0	33	644
20:30	0	13	325	0	338	0	283	7	0	290	0	14	16	0	30	658
20:45	1	18	290	0	309	0	344	13	0	357	0	29	17	0	46	712
Hourly Total	2	59	1246	2	1307	1	1182	44	0	1227	0	83	65	0	148	2682
Grand Total	12	750	14275	6	15037	13	13386	706	2	14105	1	1076	793	39	1870	31012
Approach %	0.1	5.0	94.9	-	-	0.1	94.9	5.0	-	-	0.1	57.5	42.4	-	-	-
Total %	0.0	2.4	46.0	-	48.5	0.0	43.2	2.3	-	45.5	0.0	3.5	2.6	-	6.0	-
Lights	12	740	14183	-	14935	13	13277	695	-	13985	1	1060	789	-	1850	30770
% Lights	100.0	98.7	99.4	-	99.3	100.0	99.2	98.4	-	99.1	100.0	98.5	99.5	-	98.9	99.2
Other Vehicles	0	10	92	-	102	0	109	11	-	120	0	16	4	-	20	242
% Other Vehicles	0.0	1.3	0.6	-	0.7	0.0	0.8	1.6	-	0.9	0.0	1.5	0.5	-	1.1	0.8

Bicycles on Crosswalk	-	-	-	2	-	-	-	-	2	-	-	-	-	22	-	-
% Bicycles on Crosswalk	-	-	-	33.3	-	-	-	-	100.0	-	-	-	-	56.4	-	-
Pedestrians	-	-	-	4	-	-	-	-	0	-	-	-	-	17	-	-
% Pedestrians	-	-	-	66.7	-	-	-	-	0.0	-	-	-	-	43.6	-	-

Count Name: US 98 at Main St -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:45)

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:45	1	26	370	0	397	0	406	12	2	418	0	35	22	5	57	872
9:00	0	16	364	0	380	1	327	17	0	345	0	25	26	2	51	776
9:15	0	28	405	0	433	0	375	16	0	391	0	24	19	2	43	867
9:30	1	15	325	0	341	0	448	15	0	463	0	37	34	1	71	875
Total	2	85	1464	0	1551	1	1556	60	2	1617	0	121	101	10	222	3390
Approach %	0.1	5.5	94.4	-	-	0.1	96.2	3.7	-	-	0.0	54.5	45.5	-	-	-
Total %	0.1	2.5	43.2	-	45.8	0.0	45.9	1.8	-	47.7	0.0	3.6	3.0	-	6.5	-
PHF	0.500	0.759	0.904	-	0.895	0.250	0.868	0.882	-	0.873	0.000	0.818	0.743	-	0.782	0.969
Lights	2	84	1443	-	1529	1	1537	59	-	1597	0	120	100	-	220	3346
% Lights	100.0	98.8	98.6	-	98.6	100.0	98.8	98.3	-	98.8	-	99.2	99.0	-	99.1	98.7
Other Vehicles	0	1	21	-	22	0	19	1	-	20	0	1	1	-	2	44
% Other Vehicles	0.0	1.2	1.4	-	1.4	0.0	1.2	1.7	-	1.2	-	0.8	1.0	-	0.9	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	100.0	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	0.0	-	-	-	-	60.0	-	-

Turning Movement Peak Hour Data Plot (8:45)

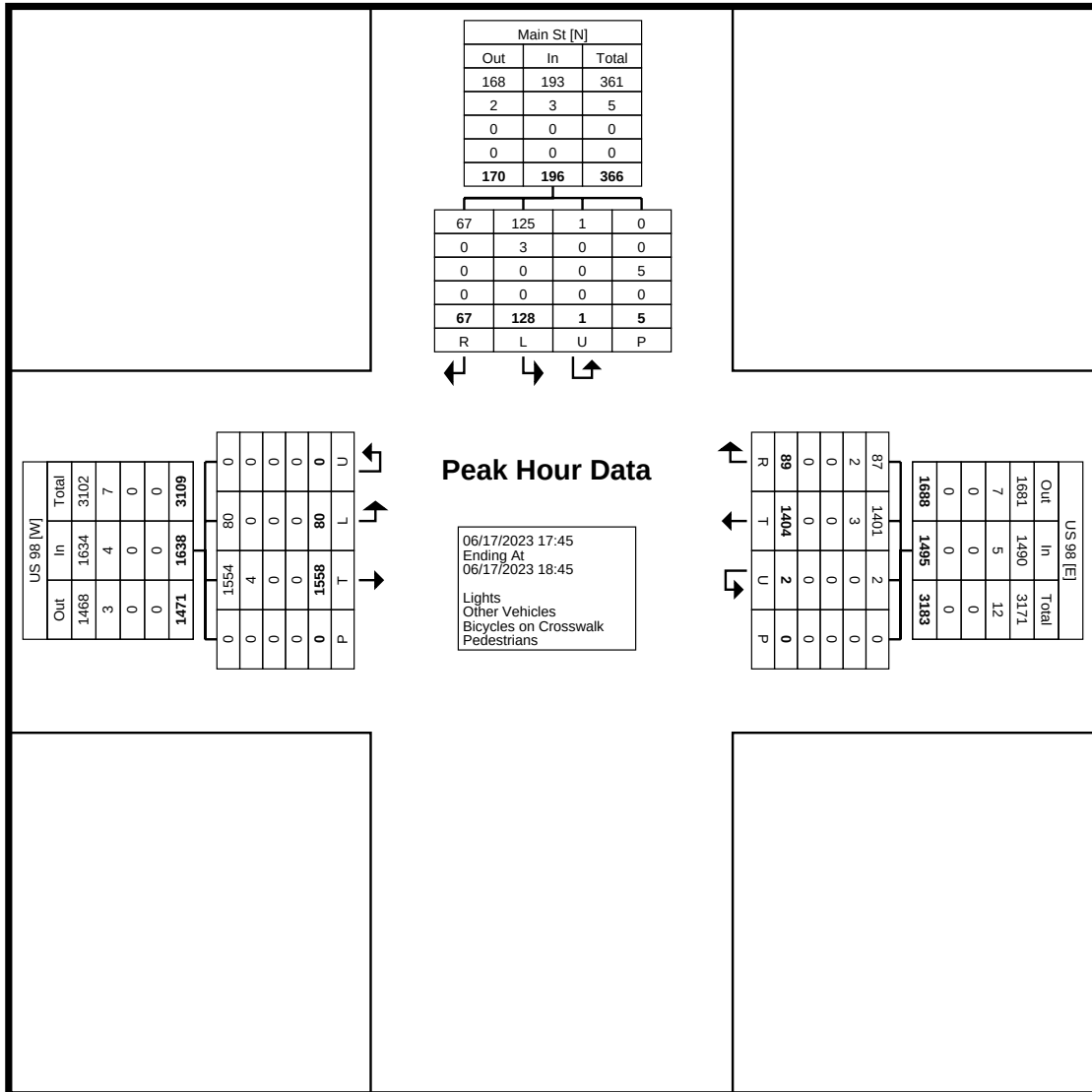
Count Name: US 98 at Main St -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 6

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
	14:00	0	18	402	0	420	0	329	17	0	346	0	23	25	3	
14:15	0	20	405	0	425	0	381	15	0	396	0	29	26	0	55	876
14:30	0	15	405	0	420	0	355	20	0	375	0	28	19	1	47	842
14:45	0	11	416	0	427	0	387	12	0	399	0	24	22	3	46	872
Total	0	64	1628	0	1692	0	1452	64	0	1516	0	104	92	7	196	3404
Approach %	0.0	3.8	96.2	-	-	0.0	95.8	4.2	-	-	0.0	53.1	46.9	-	-	-
Total %	0.0	1.9	47.8	-	49.7	0.0	42.7	1.9	-	44.5	0.0	3.1	2.7	-	5.8	-
PHF	0.000	0.800	0.978	-	0.991	0.000	0.938	0.800	-	0.950	0.000	0.897	0.885	-	0.891	0.971
Lights	0	63	1624	-	1687	0	1433	63	-	1496	0	104	92	-	196	3379
% Lights	-	98.4	99.8	-	99.7	-	98.7	98.4	-	98.7	-	100.0	100.0	-	100.0	99.3
Other Vehicles	0	1	4	-	5	0	19	1	-	20	0	0	0	-	0	25
% Other Vehicles	-	1.6	0.2	-	0.3	-	1.3	1.6	-	1.3	-	0.0	0.0	-	0.0	0.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	71.4	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	28.6	-	-



Count Name: US 98 at Main St -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

Start Time	US 98 Eastbound					US 98 Westbound					Main St Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
17:45	0	20	401	0	421	0	394	24	0	418	1	35	28	5	64	903
18:00	0	15	369	0	384	1	360	19	0	380	0	35	7	0	42	806
18:15	0	25	373	0	398	1	338	19	0	358	0	28	18	0	46	802
18:30	0	20	415	0	435	0	312	27	0	339	0	30	14	0	44	818
Total	0	80	1558	0	1638	2	1404	89	0	1495	1	128	67	5	196	3329
Approach %	0.0	4.9	95.1	-	-	0.1	93.9	6.0	-	-	0.5	65.3	34.2	-	-	-
Total %	0.0	2.4	46.8	-	49.2	0.1	42.2	2.7	-	44.9	0.0	3.8	2.0	-	5.9	-
PHF	0.000	0.800	0.939	-	0.941	0.500	0.891	0.824	-	0.894	0.250	0.914	0.598	-	0.766	0.922
Lights	0	80	1554	-	1634	2	1401	87	-	1490	1	125	67	-	193	3317
% Lights	-	100.0	99.7	-	99.8	100.0	99.8	97.8	-	99.7	100.0	97.7	100.0	-	98.5	99.6
Other Vehicles	0	0	4	-	4	0	3	2	-	5	0	3	0	-	3	12
% Other Vehicles	-	0.0	0.3	-	0.2	0.0	0.2	2.2	-	0.3	0.0	2.3	0.0	-	1.5	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (17:45)

Count Name: US 98 at Main St -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

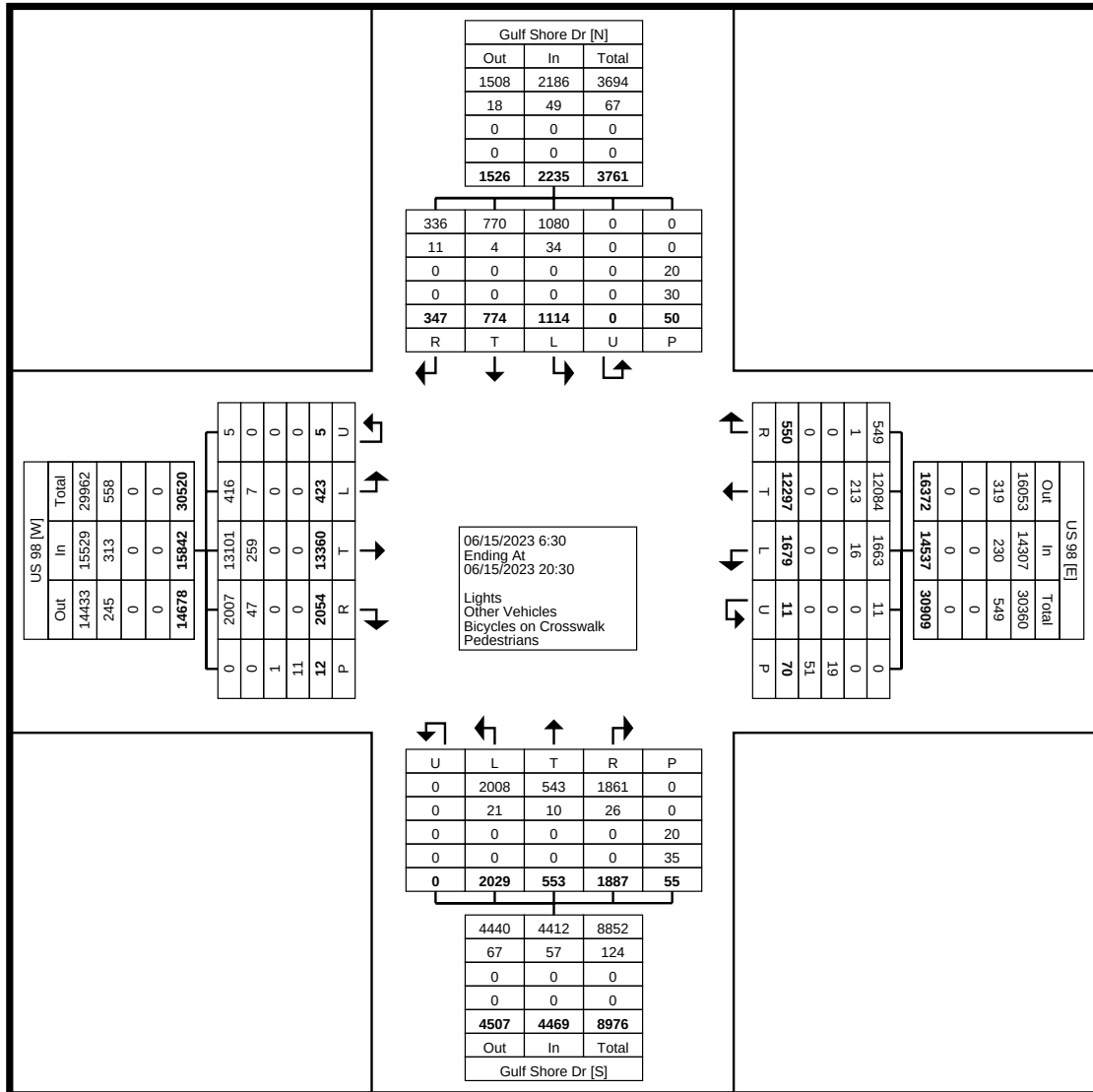
[illegible]



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	4	341	17	0	362	0	9	183	6	1	198	0	21	1	19	3	41	0	6	0	3	0	9	610
6:45	0	9	316	43	0	368	0	15	194	8	0	217	0	30	4	22	3	56	0	10	2	2	0	14	655
Hourly Total	0	13	657	60	0	730	0	24	377	14	1	415	0	51	5	41	6	97	0	16	2	5	0	23	1265
7:00	0	8	273	36	0	317	0	29	208	7	1	244	0	29	7	23	5	59	0	8	4	2	1	14	634
7:15	0	4	299	46	0	349	0	25	210	8	5	243	0	39	4	18	3	61	0	20	12	10	0	42	695
7:30	0	7	373	41	0	421	0	27	249	9	2	285	0	35	10	27	3	72	0	20	2	6	0	28	806
7:45	0	4	303	40	0	347	0	24	275	15	6	314	0	33	11	36	4	80	0	14	6	11	1	31	772
Hourly Total	0	23	1248	163	0	1434	0	105	942	39	14	1086	0	136	32	104	15	272	0	62	24	29	2	115	2907
8:00	0	4	335	43	0	382	0	32	305	17	5	354	0	41	16	40	0	97	0	25	6	10	1	41	874
8:15	0	6	374	38	0	418	0	37	402	12	0	451	0	37	7	29	1	73	0	15	15	5	0	35	977
8:30	0	6	368	50	0	424	1	37	319	19	2	376	0	39	18	47	2	104	0	22	13	8	1	43	947
8:45	0	8	387	43	0	438	2	47	327	21	3	397	0	43	26	51	3	120	0	22	10	10	0	42	997
Hourly Total	0	24	1464	174	0	1662	3	153	1353	69	10	1578	0	160	67	167	6	394	0	84	44	33	2	161	3795
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	12	305	60	0	377	1	44	363	23	1	431	0	59	18	70	0	147	0	38	19	15	2	72	1027
11:15	0	13	329	39	0	381	0	45	287	15	0	347	0	58	16	71	2	145	0	40	20	16	1	76	949
11:30	0	12	354	51	0	417	0	50	381	12	1	443	0	56	8	54	0	118	0	30	21	14	3	65	1043
11:45	0	13	318	52	0	383	0	52	322	11	3	385	0	60	16	65	0	141	0	35	40	12	3	87	996
Hourly Total	0	50	1306	202	0	1558	1	191	1353	61	5	1606	0	233	58	260	2	551	0	143	100	57	9	300	4015
12:00	0	6	368	44	0	418	0	42	330	12	1	384	0	69	28	46	0	143	0	38	20	9	0	67	1012
12:15	0	12	340	60	0	412	1	51	350	16	1	418	0	61	19	58	0	138	0	36	30	7	1	73	1041
12:30	0	19	316	50	0	385	0	40	330	21	2	391	0	61	16	66	0	143	0	35	30	4	0	69	988
12:45	0	9	359	54	0	422	0	44	311	22	1	377	0	49	16	58	0	123	0	30	33	2	1	65	987
Hourly Total	0	46	1383	208	0	1637	1	177	1321	71	5	1570	0	240	79	228	0	547	0	139	113	22	2	274	4028
13:00	0	7	330	59	0	396	0	52	336	22	4	410	0	66	12	37	0	115	0	40	20	17	4	77	998
13:15	0	15	337	55	0	407	0	35	314	21	1	370	0	43	12	51	1	106	0	34	18	11	0	63	946
13:30	1	6	340	63	1	410	0	47	354	8	0	409	0	50	20	41	2	111	0	34	20	16	0	70	1000
13:45	0	10	293	59	4	362	0	54	325	22	2	401	0	57	21	39	6	117	0	42	25	13	2	80	960
Hourly Total	1	38	1300	236	5	1575	0	188	1329	73	7	1590	0	216	65	168	9	449	0	150	83	57	6	290	3904
14:00	0	12	377	63	1	452	1	40	379	17	0	437	0	44	13	46	1	103	0	34	20	8	0	62	1054
14:15	0	8	371	60	0	439	1	47	357	22	5	427	0	51	10	41	1	102	0	35	23	6	2	64	1032
14:30	0	15	378	49	0	442	0	41	314	11	2	366	0	60	10	51	10	121	0	35	25	8	2	68	997
14:45	1	7	356	57	0	421	0	44	367	10	2	421	0	72	17	58	1	147	0	28	22	6	0	56	1045
Hourly Total	1	42	1482	229	1	1754	2	172	1417	60	9	1651	0	227	50	196	13	473	0	132	90	28	4	250	4128
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	15	362	56	0	433	0	52	309	16	1	377	0	55	12	71	1	138	0	36	28	9	1	73	1021
16:15	0	15	329	64	0	408	0	51	354	13	5	418	0	66	16	49	0	131	0	30	19	9	2	58	1015
16:30	0	10	327	55	1	392	0	45	335	12	3	392	0	71	23	52	2	146	0	32	20	9	2	61	991
16:45	1	20	329	70	0	420	0	48	344	11	3	403	0	71	11	69	1	151	0	25	25	8	2	58	1032
Hourly Total	1	60	1347	245	1	1653	0	196	1342	52	12	1590	0	263	62	241	4	566	0	123	92	35	7	250	4059
17:00	1	8	334	57	0	400	0	56	345	13	1	414	0	76	14	70	0	160	0	27	20	10	4	57	1031
17:15	1	19	326	58	0	404	0	50	361	13	2	424	0	77	19	51	0	147	0	33	24	11	2	68	1043
17:30	0	7	303	38	2	348	0	51	351	11	0	413	0	66	16	68	0	150	0	33	21	8	1	62	973
17:45	0	16	351	58	0	425	0	40	361	9	1	410	0	63	19	71	0	153	0	28	22	6	1	56	1044
Hourly Total	2	50	1314	211	2	1577	0	197	1418	46	4	1661	0	282	68	260	0	610	0	121	87	35	8	243	4091
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	19	331	63	1	413	1	48	277	12	1	338	0	53	15	46	0	114	0	36	34	5	0	75	940
19:15	0	13	330	64	2	407	0	41	307	14	1	362	0	37	13	47	0	97	0	28	20	7	3	55	921
19:30	0	8	346	62	0	416	0	47	293	15	1	355	0	38	15	30	0	83	0	39	33	13	6	85	939
19:45	0	11	328	48	0	387	0	49	207	9	0	265	0	37	8	48	0	93	0	17	16	4	1	37	782
Hourly Total	0	51	1335	237	3	1623	1	185	1084	50	3	1320	0	165	51	171	0	387	0	120	103	29	10	252	3582
20:00	0	12	296	50	0	358	3	43	186	10	0	242	0	28	6	32	0	66	0	14	14	12	0	40	706
20:15	0	14	228	39	0	281	0	48	175	5	0	228	0	28	10	19	0	57	0	10	22	5	0	37	603
Grand Total	5	423	13360	2054	12	15842	11	1679	12297	550	70	14537	0	2029	553	1887	55	4469	0	1114	774	347	50	2235	37083
Approach %	0.0	2.7	84.3	13.0	-	-	0.1	11.5	84.6	3.8	-	-	0.0	45.4	12.4	42.2	-	-	0.0	49.8	34.6	15.5	-	-	-
Total %	0.0	1.1	36.0	5.5	-	42.7	0.0	4.5	33.2	1.5	-	39.2	0.0	5.5	1.5	5.1	-	12.1	0.0	3.0	2.1	0.9	-	6.0	-
Lights	5	416	13101	2007	-	15529	11	1663	12084	549	-	14307	0	2008	543	1861	-	4412	0	1080	770	336	-	2186	36434
% Lights	100.0	98.3	98.1	97.7	-	98.0	100.0	99.0	98.3	99.8	-	98.4	-	99.0	98.2	98.6	-	98.7	-	96.9	99.5	96.8	-	97.8	98.2
Other Vehicles	0	7	259	47	-	313	0	16	213	1	-	230	0	21	10	26	-	57	0	34	4	11	-	49	649

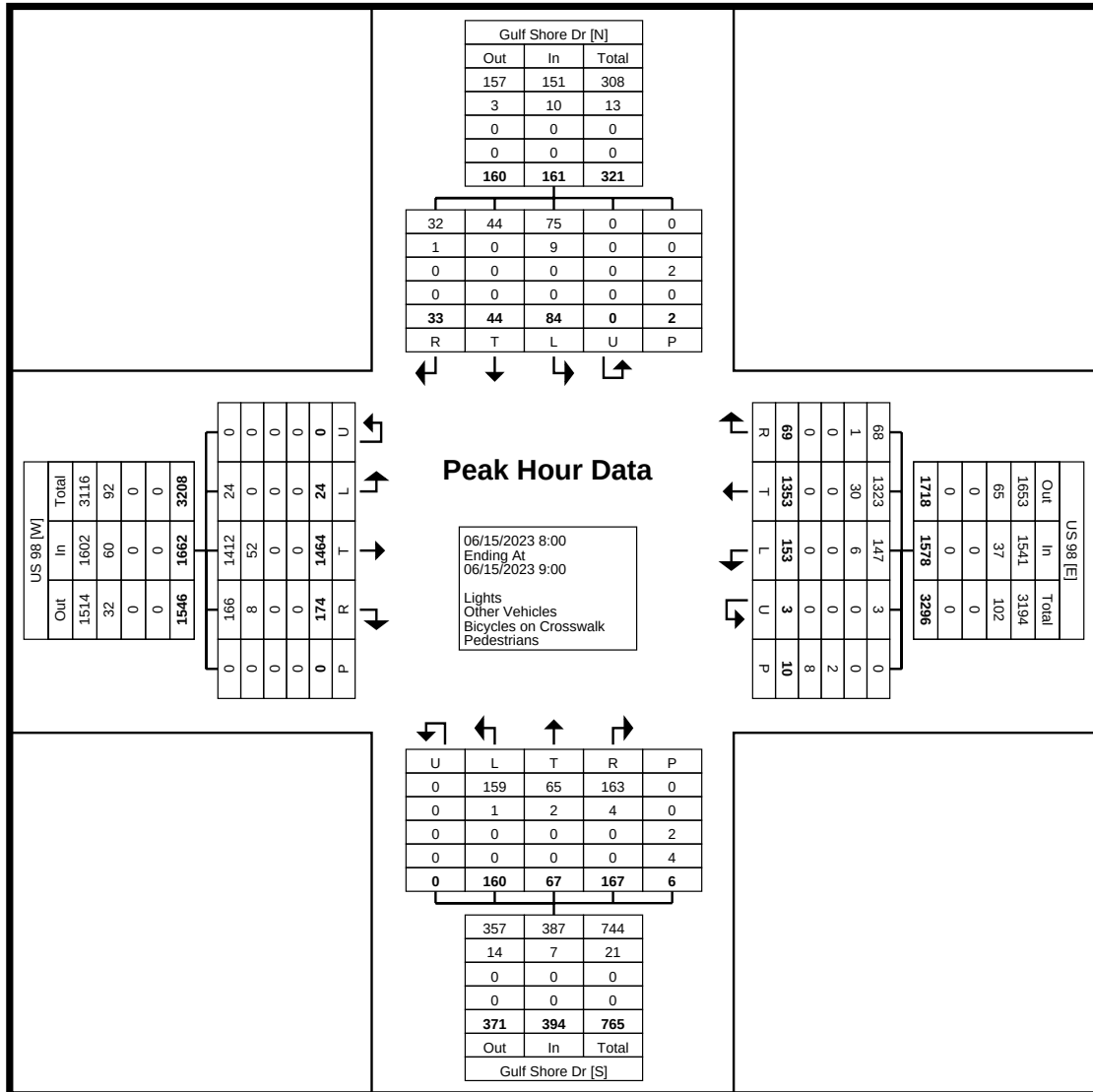
% Other Vehicles	0.0	1.7	1.9	2.3	-	2.0	0.0	1.0	1.7	0.2	-	1.6	-	1.0	1.8	1.4	-	1.3	-	3.1	0.5	3.2	-	2.2	1.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	19	-	-	-	-	-	20	-	-	-	-	-	20	-	-
% Bicycles on Crosswalk	-	-	-	-	8.3	-	-	-	-	-	27.1	-	-	-	-	-	36.4	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	11	-	-	-	-	-	51	-	-	-	-	-	35	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	91.7	-	-	-	-	-	72.9	-	-	-	-	-	63.6	-	-	-	-	-	60.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

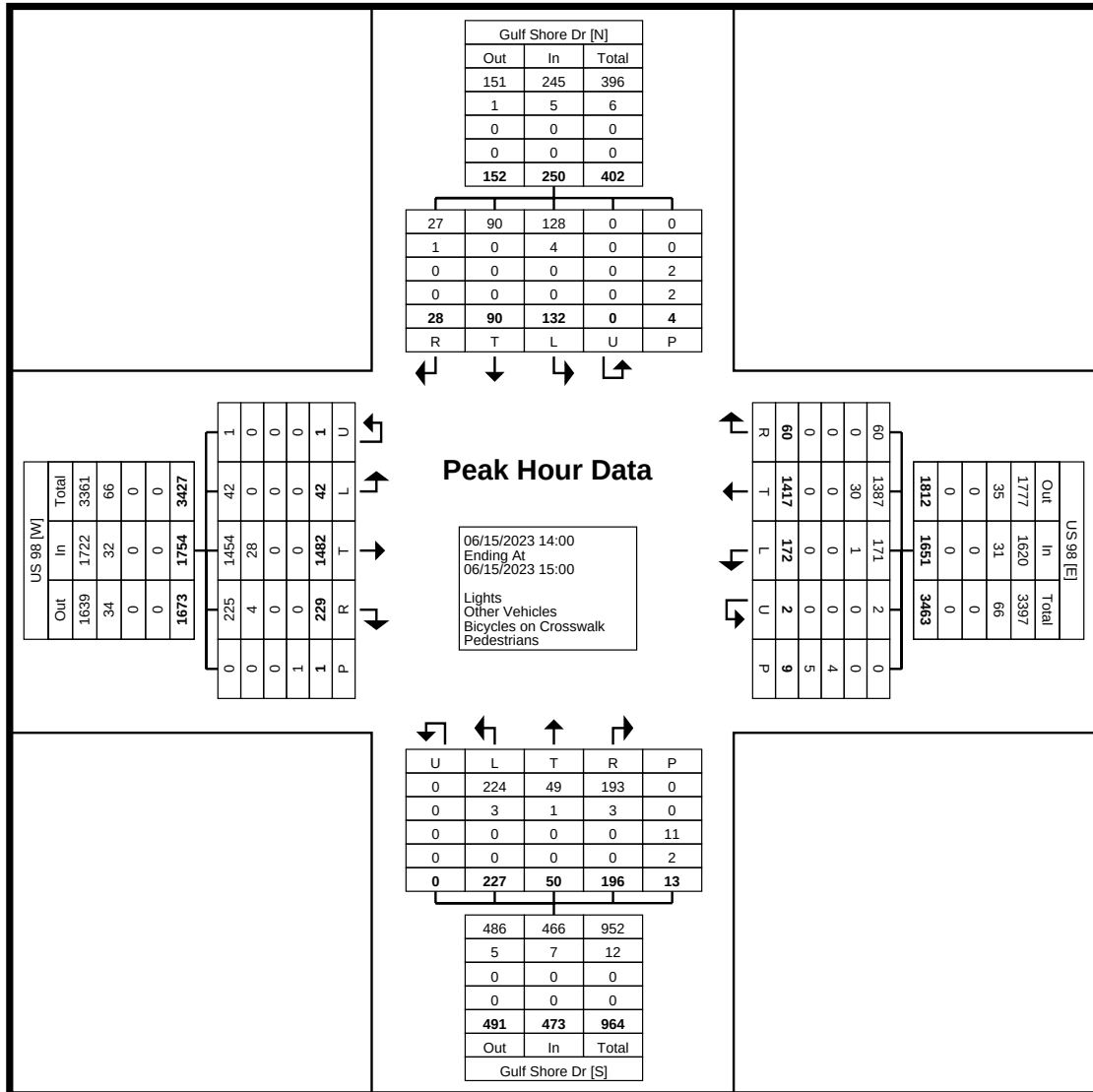
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	4	335	43	0	382	0	32	305	17	5	354	0	41	16	40	0	97	0	25	6	10	1	41	874
8:15	0	6	374	38	0	418	0	37	402	12	0	451	0	37	7	29	1	73	0	15	15	5	0	35	977
8:30	0	6	368	50	0	424	1	37	319	19	2	376	0	39	18	47	2	104	0	22	13	8	1	43	947
8:45	0	8	387	43	0	438	2	47	327	21	3	397	0	43	26	51	3	120	0	22	10	10	0	42	997
Total	0	24	1464	174	0	1662	3	153	1353	69	10	1578	0	160	67	167	6	394	0	84	44	33	2	161	3795
Approach %	0.0	1.4	88.1	10.5	-	-	0.2	9.7	85.7	4.4	-	-	0.0	40.6	17.0	42.4	-	-	0.0	52.2	27.3	20.5	-	-	-
Total %	0.0	0.6	38.6	4.6	-	43.8	0.1	4.0	35.7	1.8	-	41.6	0.0	4.2	1.8	4.4	-	10.4	0.0	2.2	1.2	0.9	-	4.2	-
PHF	0.000	0.750	0.946	0.870	-	0.949	0.375	0.814	0.841	0.821	-	0.875	0.000	0.930	0.644	0.819	-	0.821	0.000	0.840	0.733	0.825	-	0.936	0.952
Lights	0	24	1412	166	-	1602	3	147	1323	68	-	1541	0	159	65	163	-	387	0	75	44	32	-	151	3681
% Lights	-	100.0	96.4	95.4	-	96.4	100.0	96.1	97.8	98.6	-	97.7	-	99.4	97.0	97.6	-	98.2	-	89.3	100.0	97.0	-	93.8	97.0
Other Vehicles	0	0	52	8	-	60	0	6	30	1	-	37	0	1	2	4	-	7	0	9	0	1	-	10	114
% Other Vehicles	-	0.0	3.6	4.6	-	3.6	0.0	3.9	2.2	1.4	-	2.3	-	0.6	3.0	2.4	-	1.8	-	10.7	0.0	3.0	-	6.2	3.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-	-	-	33.3	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	80.0	-	-	-	-	-	66.7	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

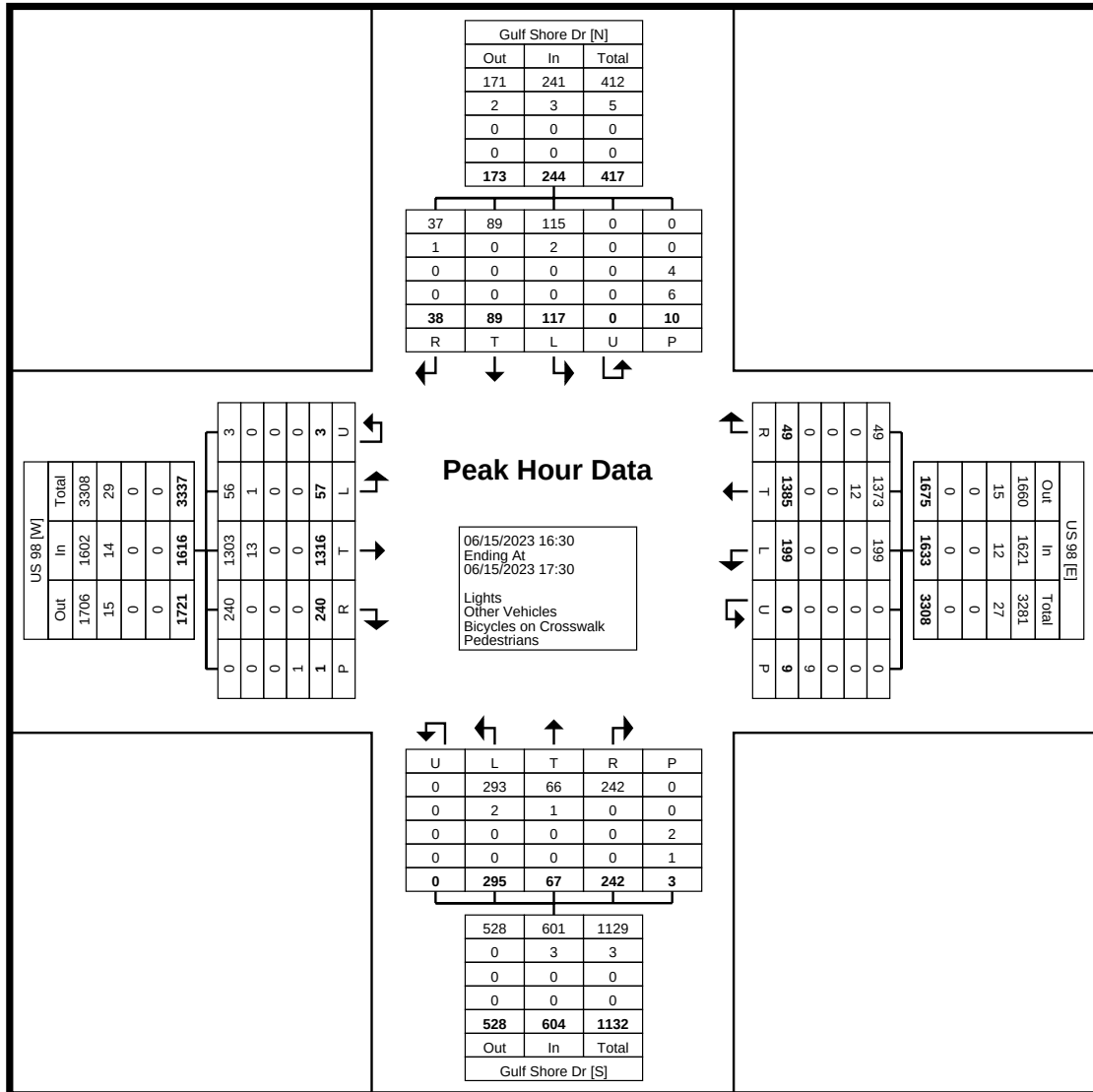
Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	12	377	63	1	452	1	40	379	17	0	437	0	44	13	46	1	103	0	34	20	8	0	62	1054
14:15	0	8	371	60	0	439	1	47	357	22	5	427	0	51	10	41	1	102	0	35	23	6	2	64	1032
14:30	0	15	378	49	0	442	0	41	314	11	2	366	0	60	10	51	10	121	0	35	25	8	2	68	997
14:45	1	7	356	57	0	421	0	44	367	10	2	421	0	72	17	58	1	147	0	28	22	6	0	56	1045
Total	1	42	1482	229	1	1754	2	172	1417	60	9	1651	0	227	50	196	13	473	0	132	90	28	4	250	4128
Approach %	0.1	2.4	84.5	13.1	-	-	0.1	10.4	85.8	3.6	-	-	0.0	48.0	10.6	41.4	-	-	0.0	52.8	36.0	11.2	-	-	-
Total %	0.0	1.0	35.9	5.5	-	42.5	0.0	4.2	34.3	1.5	-	40.0	0.0	5.5	1.2	4.7	-	11.5	0.0	3.2	2.2	0.7	-	6.1	-
PHF	0.250	0.700	0.980	0.909	-	0.970	0.500	0.915	0.935	0.682	-	0.945	0.000	0.788	0.735	0.845	-	0.804	0.000	0.943	0.900	0.875	-	0.919	0.979
Lights	1	42	1454	225	-	1722	2	171	1387	60	-	1620	0	224	49	193	-	466	0	128	90	27	-	245	4053
% Lights	100.0	100.0	98.1	98.3	-	98.2	100.0	99.4	97.9	100.0	-	98.1	-	98.7	98.0	98.5	-	98.5	-	97.0	100.0	96.4	-	98.0	98.2
Other Vehicles	0	0	28	4	-	32	0	1	30	0	-	31	0	3	1	3	-	7	0	4	0	1	-	5	75
% Other Vehicles	0.0	0.0	1.9	1.7	-	1.8	0.0	0.6	2.1	0.0	-	1.9	-	1.3	2.0	1.5	-	1.5	-	3.0	0.0	3.6	-	2.0	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	44.4	-	-	-	-	-	84.6	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	55.6	-	-	-	-	-	15.4	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data (16:30)

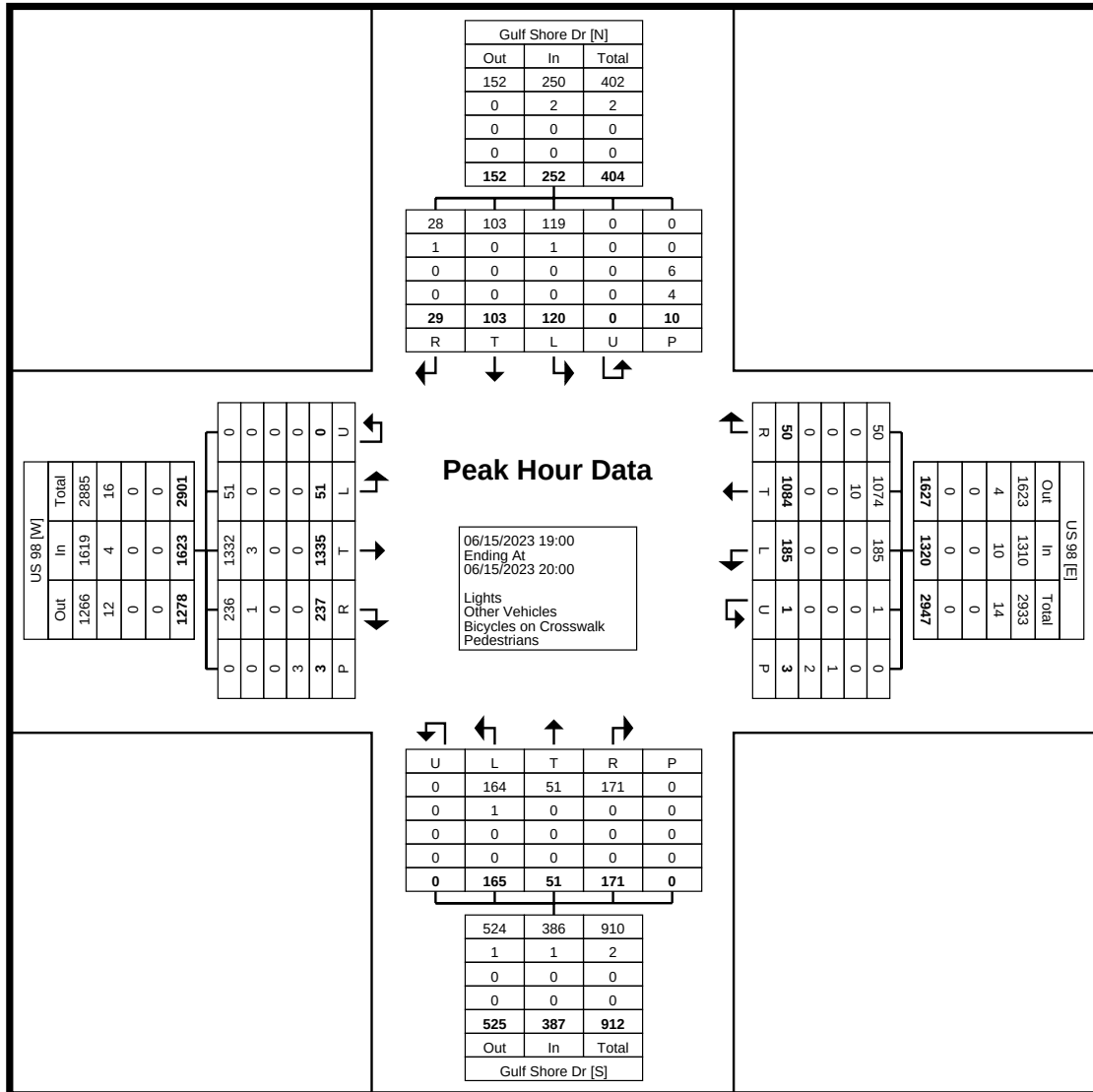
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	0	10	327	55	1	392	0	45	335	12	3	392	0	71	23	52	2	146	0	32	20	9	2	61	991
16:45	1	20	329	70	0	420	0	48	344	11	3	403	0	71	11	69	1	151	0	25	25	8	2	58	1032
17:00	1	8	334	57	0	400	0	56	345	13	1	414	0	76	14	70	0	160	0	27	20	10	4	57	1031
17:15	1	19	326	58	0	404	0	50	361	13	2	424	0	77	19	51	0	147	0	33	24	11	2	68	1043
Total	3	57	1316	240	1	1616	0	199	1385	49	9	1633	0	295	67	242	3	604	0	117	89	38	10	244	4097
Approach %	0.2	3.5	81.4	14.9	-	-	0.0	12.2	84.8	3.0	-	-	0.0	48.8	11.1	40.1	-	-	0.0	48.0	36.5	15.6	-	-	-
Total %	0.1	1.4	32.1	5.9	-	39.4	0.0	4.9	33.8	1.2	-	39.9	0.0	7.2	1.6	5.9	-	14.7	0.0	2.9	2.2	0.9	-	6.0	-
PHF	0.750	0.713	0.985	0.857	-	0.962	0.000	0.888	0.959	0.942	-	0.963	0.000	0.958	0.728	0.864	-	0.944	0.000	0.886	0.890	0.864	-	0.897	0.982
Lights	3	56	1303	240	-	1602	0	199	1373	49	-	1621	0	293	66	242	-	601	0	115	89	37	-	241	4065
% Lights	100.0	98.2	99.0	100.0	-	99.1	-	100.0	99.1	100.0	-	99.3	-	99.3	98.5	100.0	-	99.5	-	98.3	100.0	97.4	-	98.8	99.2
Other Vehicles	0	1	13	0	-	14	0	0	12	0	-	12	0	2	1	0	-	3	0	2	0	1	-	3	32
% Other Vehicles	0.0	1.8	1.0	0.0	-	0.9	-	0.0	0.9	0.0	-	0.7	-	0.7	1.5	0.0	-	0.5	-	1.7	0.0	2.6	-	1.2	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	66.7	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	33.3	-	-	-	-	-	60.0	-	-



Turning Movement Peak Hour Data Plot (16:30)

Count Name: US 98 at Gulf
Shore Dr - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

[illegible]

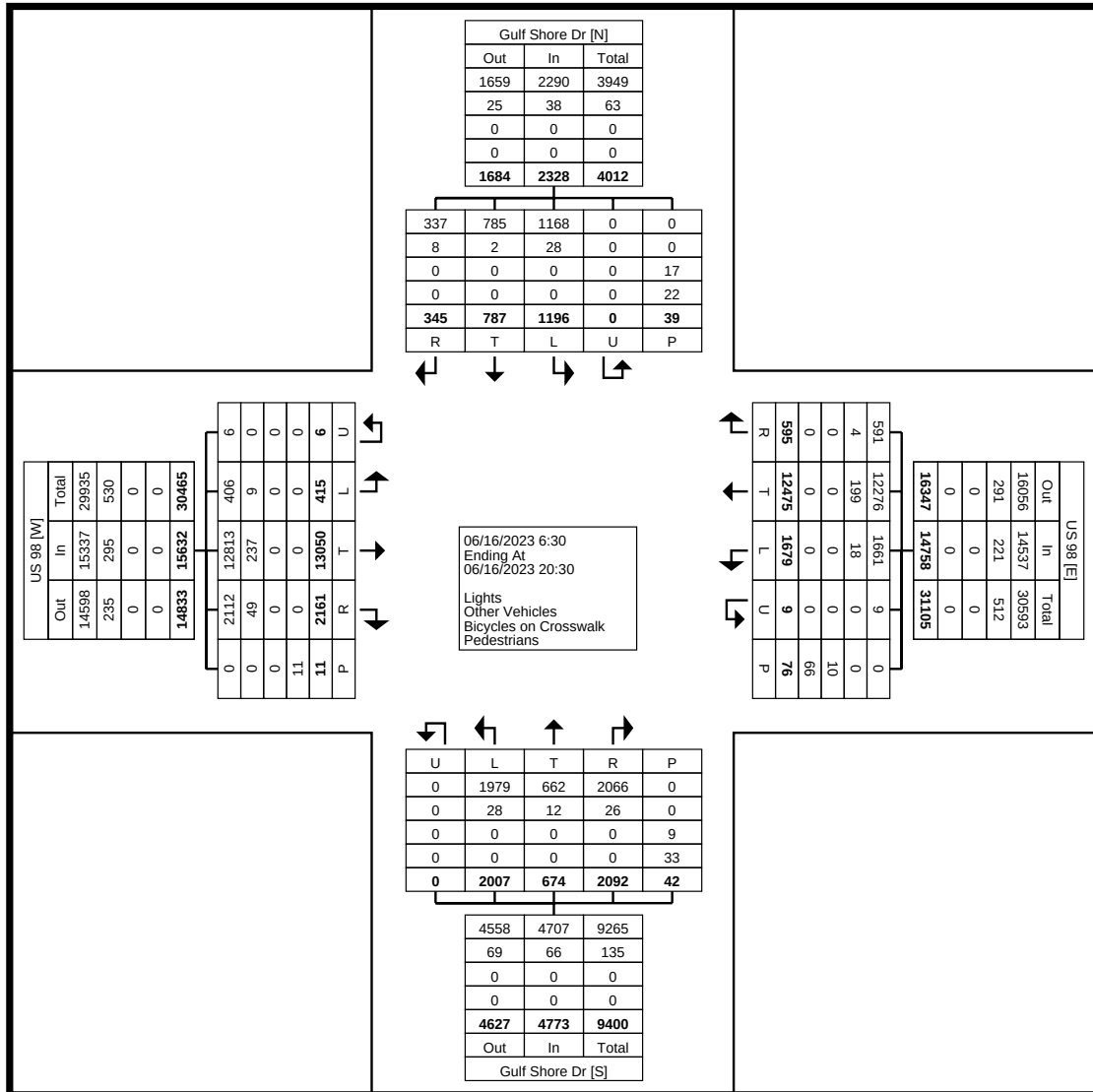


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	1	2	337	31	0	371	0	7	156	6	0	169	0	19	1	14	1	34	0	13	0	2	0	15	589
6:45	0	10	307	31	0	348	0	26	223	8	0	257	0	29	4	39	2	72	0	13	2	7	1	22	699
Hourly Total	1	12	644	62	0	719	0	33	379	14	0	426	0	48	5	53	3	106	0	26	2	9	1	37	1288
7:00	0	8	260	57	0	325	0	28	211	6	0	245	0	25	9	21	1	55	0	15	4	7	1	26	651
7:15	0	8	306	38	0	352	0	24	211	9	1	244	0	31	8	36	1	75	0	18	12	5	0	35	706
7:30	0	6	366	42	0	414	0	41	244	5	2	290	0	29	9	21	0	59	0	16	5	4	1	25	788
7:45	0	9	368	51	0	428	0	30	259	12	6	301	0	42	16	41	2	99	0	18	7	6	0	31	859
Hourly Total	0	31	1300	188	0	1519	0	123	925	32	9	1080	0	127	42	119	4	288	0	67	28	22	2	117	3004
8:00	0	6	386	52	0	444	0	34	288	14	11	336	0	45	17	37	5	99	0	18	8	5	1	31	910
8:15	0	10	376	59	0	445	0	35	330	15	5	380	0	42	9	43	1	94	0	20	17	10	0	47	966
8:30	0	9	355	44	2	408	0	38	295	8	0	341	0	63	18	62	3	143	0	21	11	4	2	36	928
8:45	0	6	377	70	0	453	0	44	306	12	7	362	0	57	29	44	1	130	0	30	17	3	2	50	995
Hourly Total	0	31	1494	225	2	1750	0	151	1219	49	23	1419	0	207	73	186	10	466	0	89	53	22	5	164	3799
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	11	318	41	0	370	0	36	321	23	0	380	0	74	23	73	0	170	0	28	20	11	0	59	979
11:15	0	13	336	50	0	399	1	35	322	21	0	379	0	64	19	75	0	158	0	43	20	8	1	71	1007
11:30	0	15	291	52	0	358	0	32	332	11	2	375	0	71	25	78	0	174	0	40	23	10	0	73	980
11:45	0	20	273	47	0	340	1	50	320	12	2	383	0	73	19	75	0	167	0	26	19	15	0	60	950
Hourly Total	0	59	1218	190	0	1467	2	153	1295	67	4	1517	0	282	86	301	0	669	0	137	82	44	1	263	3916
12:00	0	6	293	57	0	356	2	42	327	29	0	400	0	58	30	78	0	166	0	43	23	7	0	73	995
12:15	0	12	267	58	0	337	0	48	345	19	0	412	0	58	15	77	0	150	0	42	29	7	3	78	977
12:30	1	10	328	57	0	396	0	43	333	22	0	398	0	66	22	68	0	156	0	35	36	6	0	77	1027
12:45	0	6	290	69	0	365	0	61	349	19	0	429	0	58	27	52	2	137	0	33	39	14	0	86	1017
Hourly Total	1	34	1178	241	0	1454	2	194	1354	89	0	1639	0	240	94	275	2	609	0	153	127	34	3	314	4016
13:00	0	5	339	78	0	422	0	51	317	19	0	387	0	60	21	55	0	136	0	39	32	10	0	81	1026
13:15	1	5	337	64	0	407	0	44	298	20	0	362	0	54	8	64	0	126	0	47	28	12	4	87	982
13:30	1	15	330	60	0	406	0	47	305	15	7	367	0	67	14	63	0	144	0	40	29	15	1	84	1001
13:45	0	11	339	55	0	405	0	44	283	19	9	346	0	61	20	51	0	132	0	34	29	17	0	80	963
Hourly Total	2	36	1345	257	0	1640	0	186	1203	73	16	1462	0	242	63	233	0	538	0	160	118	54	5	332	3972
14:00	1	10	333	53	2	397	0	50	322	19	1	391	0	61	14	60	3	135	0	49	28	9	0	86	1009
14:15	0	17	344	66	1	427	0	43	338	23	2	404	0	36	16	43	2	95	0	26	27	9	1	62	988
14:30	0	14	340	63	0	417	0	38	359	16	3	413	0	40	15	35	2	90	0	30	22	19	3	71	991
14:45	0	11	369	54	0	434	0	45	343	13	2	401	0	45	24	56	2	125	0	27	21	17	0	65	1025
Hourly Total	1	52	1386	236	3	1675	0	176	1362	71	8	1609	0	182	69	194	9	445	0	132	98	54	4	284	4013
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	9	320	67	0	396	1	41	348	20	1	410	0	54	21	28	0	103	0	25	25	13	3	63	972
16:15	0	11	364	59	0	434	1	44	357	16	2	418	0	46	15	43	3	104	0	43	25	11	3	79	1035
16:30	0	8	318	59	0	385	0	51	356	18	2	425	0	55	15	52	0	122	0	35	21	11	4	67	999
16:45	0	14	338	49	0	401	0	43	350	15	0	408	0	57	15	51	0	123	0	31	14	8	1	53	985
Hourly Total	0	42	1340	234	0	1616	2	179	1411	69	5	1661	0	212	66	174	3	452	0	134	85	43	11	262	3991
17:00	1	11	307	60	0	379	0	45	329	18	1	392	0	70	9	61	1	140	0	32	17	7	0	56	967
17:15	0	9	324	52	0	385	1	48	372	9	1	430	0	61	19	67	0	147	0	30	18	9	0	57	1019
17:30	0	12	353	71	0	436	0	40	360	11	0	411	0	53	23	51	1	127	0	33	16	5	1	54	1028
17:45	0	7	330	54	0	391	1	52	362	18	1	433	0	33	21	49	0	103	0	29	13	3	1	45	972
Hourly Total	1	39	1314	237	0	1591	2	185	1423	56	3	1666	0	217	72	228	2	517	0	124	64	24	2	212	3986
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	11	326	49	3	386	0	51	341	18	0	410	0	52	20	54	0	126	0	27	25	10	0	62	984
19:15	0	7	240	57	0	304	0	50	330	8	0	388	0	46	18	47	2	111	0	32	19	3	0	54	857
19:30	0	18	340	53	1	411	0	46	289	12	0	347	0	35	17	66	2	118	0	27	24	8	1	59	935
19:45	0	19	301	47	0	367	1	49	310	13	0	373	0	47	10	59	2	116	0	31	26	3	0	60	916
Hourly Total	0	55	1207	206	4	1468	1	196	1270	51	0	1518	0	180	65	226	6	471	0	117	94	24	1	235	3692
20:00	0	10	273	46	2	329	0	53	330	8	6	391	0	23	23	49	2	95	0	27	14	9	2	50	865
20:15	0	14	351	39	0	404	0	50	304	16	2	370	0	47	16	54	1	117	0	30	22	6	2	58	949
Grand Total	6	415	13050	2161	11	15632	9	1679	12475	595	76	14758	0	2007	674	2092	42	4773	0	1196	787	345	39	2328	37491
Approach %	0.0	2.7	83.5	13.8	-	-	0.1	11.4	84.5	4.0	-	-	0.0	42.0	14.1	43.8	-	-	0.0	51.4	33.8	14.8	-	-	-
Total %	0.0	1.1	34.8	5.8	-	41.7	0.0	4.5	33.3	1.6	-	39.4	0.0	5.4	1.8	5.6	-	12.7	0.0	3.2	2.1	0.9	-	6.2	-
Lights	6	406	12813	2112	-	15337	9	1661	12276	591	-	14537	0	1979	662	2066	-	4707	0	1168	785	337	-	2290	36871
% Lights	100.0	97.8	98.2	97.7	-	98.1	100.0	98.9	98.4	99.3	-	98.5	-	98.6	98.2	98.8	-	98.6	-	97.7	99.7	97.7	-	98.4	98.3
Other Vehicles	0	9	237	49	-	295	0	18	199	4	-	221	0	28	12	26	-	66	0	28	2	8	-	38	620

% Other Vehicles	0.0	2.2	1.8	2.3	-	1.9	0.0	1.1	1.6	0.7	-	1.5	-	1.4	1.8	1.2	-	1.4	-	2.3	0.3	2.3	-	1.6	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	9	-	-	-	-	-	17	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	13.2	-	-	-	-	-	21.4	-	-	-	-	-	43.6	-	-
Pedestrians	-	-	-	-	11	-	-	-	-	-	66	-	-	-	-	-	33	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	86.8	-	-	-	-	-	78.6	-	-	-	-	-	56.4	-	-



Turning Movement Data Plot

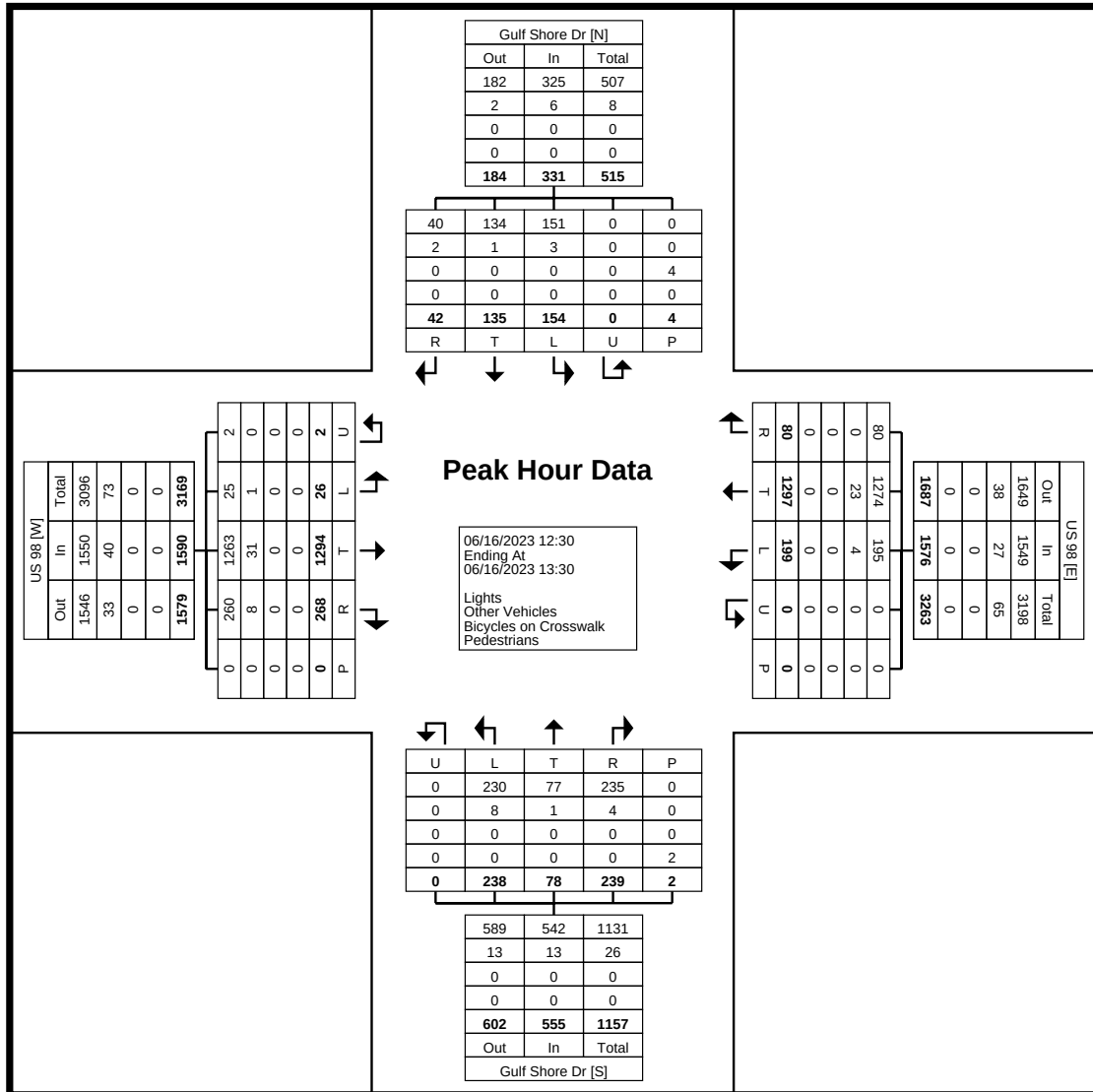
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	6	386	52	0	444	0	34	288	14	11	336	0	45	17	37	5	99	0	18	8	5	1	31	910
8:15	0	10	376	59	0	445	0	35	330	15	5	380	0	42	9	43	1	94	0	20	17	10	0	47	966
8:30	0	9	355	44	2	408	0	38	295	8	0	341	0	63	18	62	3	143	0	21	11	4	2	36	928
8:45	0	6	377	70	0	453	0	44	306	12	7	362	0	57	29	44	1	130	0	30	17	3	2	50	995
Total	0	31	1494	225	2	1750	0	151	1219	49	23	1419	0	207	73	186	10	466	0	89	53	22	5	164	3799
Approach %	0.0	1.8	85.4	12.9	-	-	0.0	10.6	85.9	3.5	-	-	0.0	44.4	15.7	39.9	-	-	0.0	54.3	32.3	13.4	-	-	-
Total %	0.0	0.8	39.3	5.9	-	46.1	0.0	4.0	32.1	1.3	-	37.4	0.0	5.4	1.9	4.9	-	12.3	0.0	2.3	1.4	0.6	-	4.3	-
PHF	0.000	0.775	0.968	0.804	-	0.966	0.000	0.858	0.923	0.817	-	0.934	0.000	0.821	0.629	0.750	-	0.815	0.000	0.742	0.779	0.550	-	0.820	0.955
Lights	0	31	1455	218	-	1704	0	150	1200	49	-	1399	0	204	71	183	-	458	0	86	52	22	-	160	3721
% Lights	-	100.0	97.4	96.9	-	97.4	-	99.3	98.4	100.0	-	98.6	-	98.6	97.3	98.4	-	98.3	-	96.6	98.1	100.0	-	97.6	97.9
Other Vehicles	0	0	39	7	-	46	0	1	19	0	-	20	0	3	2	3	-	8	0	3	1	0	-	4	78
% Other Vehicles	-	0.0	2.6	3.1	-	2.6	-	0.7	1.6	0.0	-	1.4	-	1.4	2.7	1.6	-	1.7	-	3.4	1.9	0.0	-	2.4	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	4.3	-	-	-	-	-	30.0	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	22	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	95.7	-	-	-	-	-	70.0	-	-	-	-	-	60.0	-	-



Turning Movement Peak Hour Data (12:30)

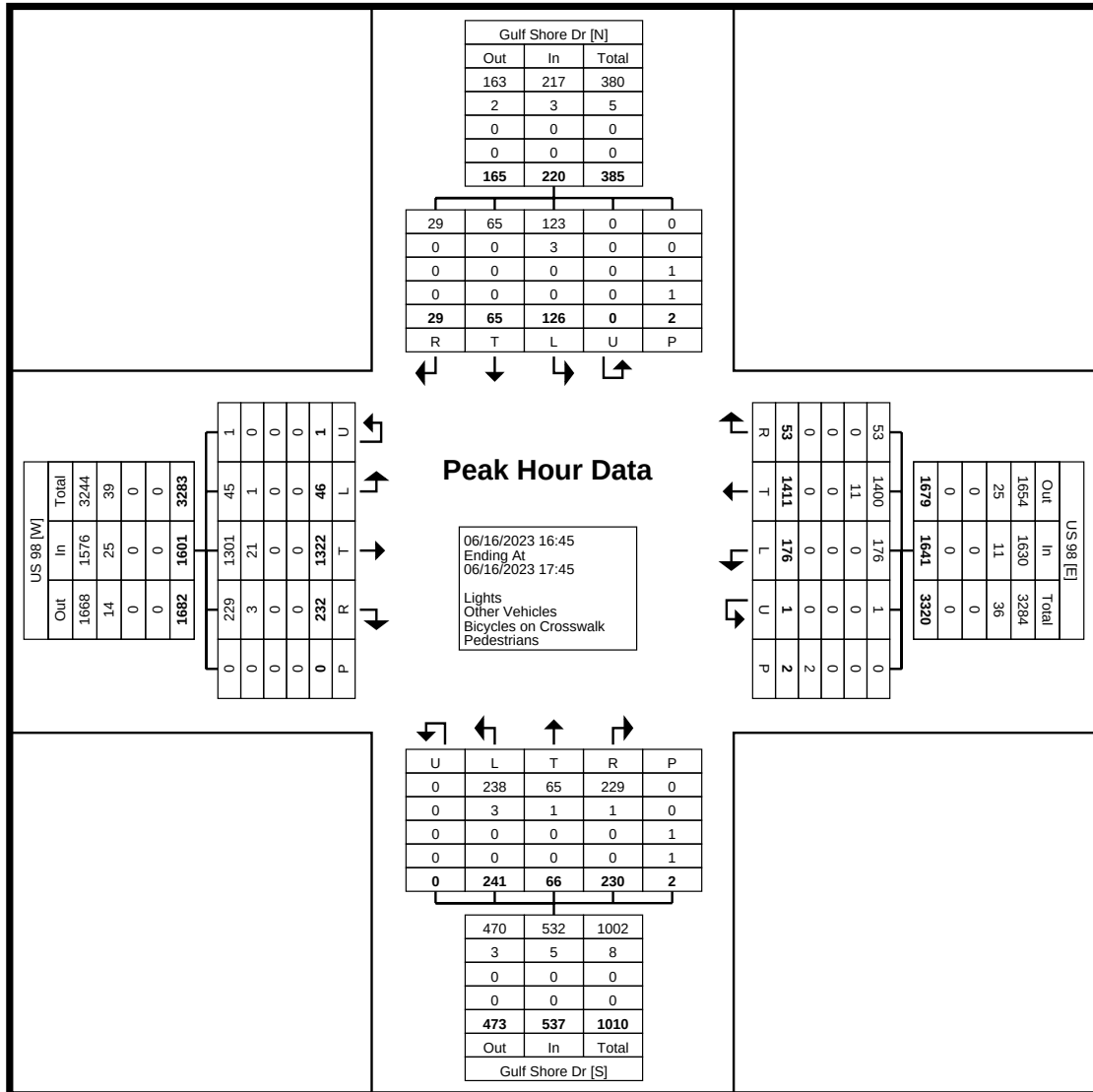
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:30	1	10	328	57	0	396	0	43	333	22	0	398	0	66	22	68	0	156	0	35	36	6	0	77	1027
12:45	0	6	290	69	0	365	0	61	349	19	0	429	0	58	27	52	2	137	0	33	39	14	0	86	1017
13:00	0	5	339	78	0	422	0	51	317	19	0	387	0	60	21	55	0	136	0	39	32	10	0	81	1026
13:15	1	5	337	64	0	407	0	44	298	20	0	362	0	54	8	64	0	126	0	47	28	12	4	87	982
Total	2	26	1294	268	0	1590	0	199	1297	80	0	1576	0	238	78	239	2	555	0	154	135	42	4	331	4052
Approach %	0.1	1.6	81.4	16.9	-	-	0.0	12.6	82.3	5.1	-	-	0.0	42.9	14.1	43.1	-	-	0.0	46.5	40.8	12.7	-	-	-
Total %	0.0	0.6	31.9	6.6	-	39.2	0.0	4.9	32.0	2.0	-	38.9	0.0	5.9	1.9	5.9	-	13.7	0.0	3.8	3.3	1.0	-	8.2	-
PHF	0.500	0.650	0.954	0.859	-	0.942	0.000	0.816	0.929	0.909	-	0.918	0.000	0.902	0.722	0.879	-	0.889	0.000	0.819	0.865	0.750	-	0.951	0.986
Lights	2	25	1263	260	-	1550	0	195	1274	80	-	1549	0	230	77	235	-	542	0	151	134	40	-	325	3966
% Lights	100.0	96.2	97.6	97.0	-	97.5	-	98.0	98.2	100.0	-	98.3	-	96.6	98.7	98.3	-	97.7	-	98.1	99.3	95.2	-	98.2	97.9
Other Vehicles	0	1	31	8	-	40	0	4	23	0	-	27	0	8	1	4	-	13	0	3	1	2	-	6	86
% Other Vehicles	0.0	3.8	2.4	3.0	-	2.5	-	2.0	1.8	0.0	-	1.7	-	3.4	1.3	1.7	-	2.3	-	1.9	0.7	4.8	-	1.8	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (12:30)

Turning Movement Peak Hour Data (16:45)

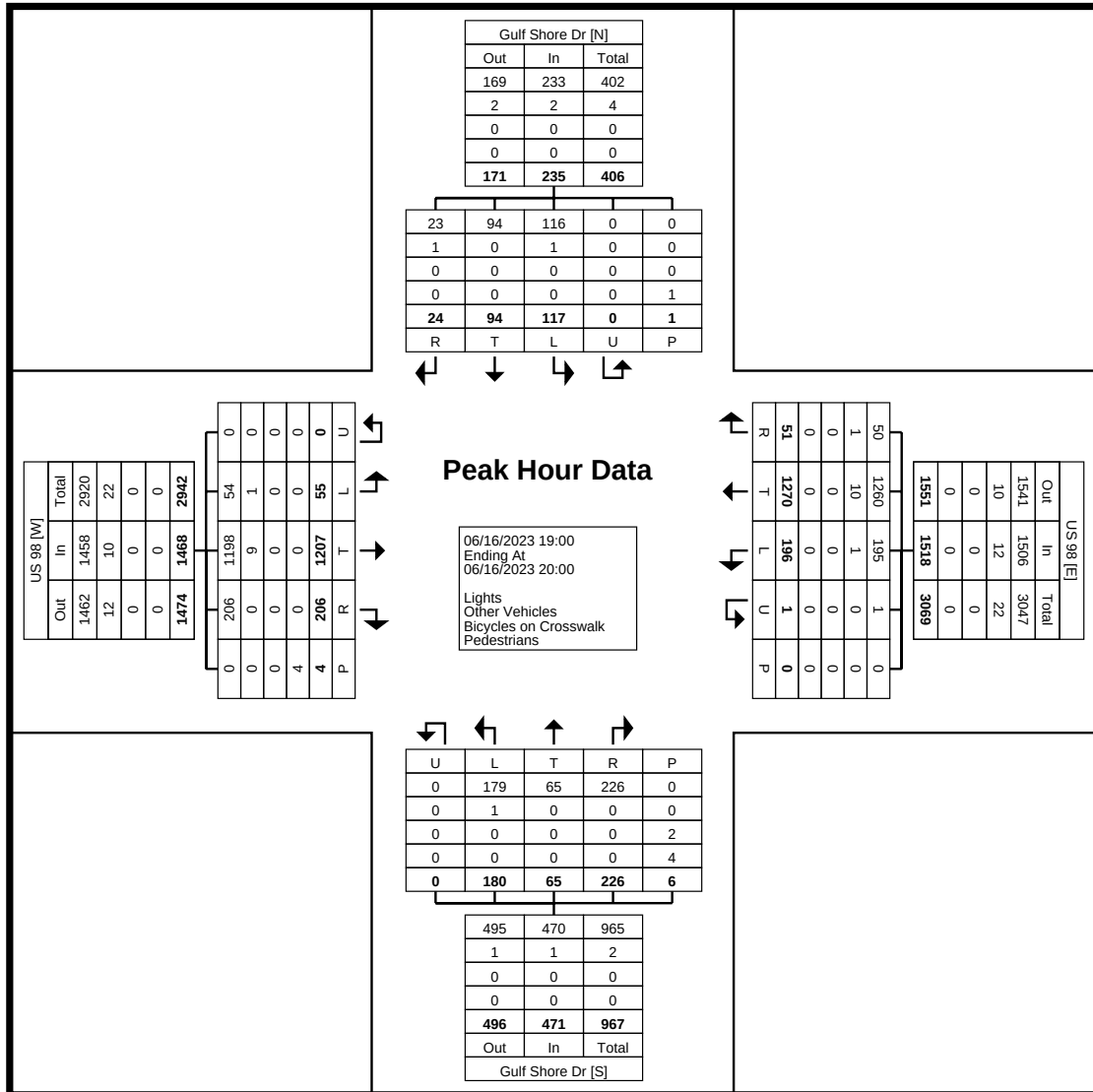
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	14	338	49	0	401	0	43	350	15	0	408	0	57	15	51	0	123	0	31	14	8	1	53	985
17:00	1	11	307	60	0	379	0	45	329	18	1	392	0	70	9	61	1	140	0	32	17	7	0	56	967
17:15	0	9	324	52	0	385	1	48	372	9	1	430	0	61	19	67	0	147	0	30	18	9	0	57	1019
17:30	0	12	353	71	0	436	0	40	360	11	0	411	0	53	23	51	1	127	0	33	16	5	1	54	1028
Total	1	46	1322	232	0	1601	1	176	1411	53	2	1641	0	241	66	230	2	537	0	126	65	29	2	220	3999
Approach %	0.1	2.9	82.6	14.5	-	-	0.1	10.7	86.0	3.2	-	-	0.0	44.9	12.3	42.8	-	-	0.0	57.3	29.5	13.2	-	-	-
Total %	0.0	1.2	33.1	5.8	-	40.0	0.0	4.4	35.3	1.3	-	41.0	0.0	6.0	1.7	5.8	-	13.4	0.0	3.2	1.6	0.7	-	5.5	-
PHF	0.250	0.821	0.936	0.817	-	0.918	0.250	0.917	0.948	0.736	-	0.954	0.000	0.861	0.717	0.858	-	0.913	0.000	0.955	0.903	0.806	-	0.965	0.973
Lights	1	45	1301	229	-	1576	1	176	1400	53	-	1630	0	238	65	229	-	532	0	123	65	29	-	217	3955
% Lights	100.0	97.8	98.4	98.7	-	98.4	100.0	100.0	99.2	100.0	-	99.3	-	98.8	98.5	99.6	-	99.1	-	97.6	100.0	100.0	-	98.6	98.9
Other Vehicles	0	1	21	3	-	25	0	0	11	0	-	11	0	3	1	1	-	5	0	3	0	0	-	3	44
% Other Vehicles	0.0	2.2	1.6	1.3	-	1.6	0.0	0.0	0.8	0.0	-	0.7	-	1.2	1.5	0.4	-	0.9	-	2.4	0.0	0.0	-	1.4	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data Plot (16:45)

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	11	326	49	3	386	0	51	341	18	0	410	0	52	20	54	0	126	0	27	25	10	0	62	984
19:15	0	7	240	57	0	304	0	50	330	8	0	388	0	46	18	47	2	111	0	32	19	3	0	54	857
19:30	0	18	340	53	1	411	0	46	289	12	0	347	0	35	17	66	2	118	0	27	24	8	1	59	935
19:45	0	19	301	47	0	367	1	49	310	13	0	373	0	47	10	59	2	116	0	31	26	3	0	60	916
Total	0	55	1207	206	4	1468	1	196	1270	51	0	1518	0	180	65	226	6	471	0	117	94	24	1	235	3692
Approach %	0.0	3.7	82.2	14.0	-	-	0.1	12.9	83.7	3.4	-	-	0.0	38.2	13.8	48.0	-	-	0.0	49.8	40.0	10.2	-	-	-
Total %	0.0	1.5	32.7	5.6	-	39.8	0.0	5.3	34.4	1.4	-	41.1	0.0	4.9	1.8	6.1	-	12.8	0.0	3.2	2.5	0.7	-	6.4	-
PHF	0.000	0.724	0.888	0.904	-	0.893	0.250	0.961	0.931	0.708	-	0.926	0.000	0.865	0.813	0.856	-	0.935	0.000	0.914	0.904	0.600	-	0.948	0.938
Lights	0	54	1198	206	-	1458	1	195	1260	50	-	1506	0	179	65	226	-	470	0	116	94	23	-	233	3667
% Lights	-	98.2	99.3	100.0	-	99.3	100.0	99.5	99.2	98.0	-	99.2	-	99.4	100.0	100.0	-	99.8	-	99.1	100.0	95.8	-	99.1	99.3
Other Vehicles	0	1	9	0	-	10	0	1	10	1	-	12	0	1	0	0	-	1	0	1	0	1	-	2	25
% Other Vehicles	-	1.8	0.7	0.0	-	0.7	0.0	0.5	0.8	2.0	-	0.8	-	0.6	0.0	0.0	-	0.2	-	0.9	0.0	4.2	-	0.9	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-

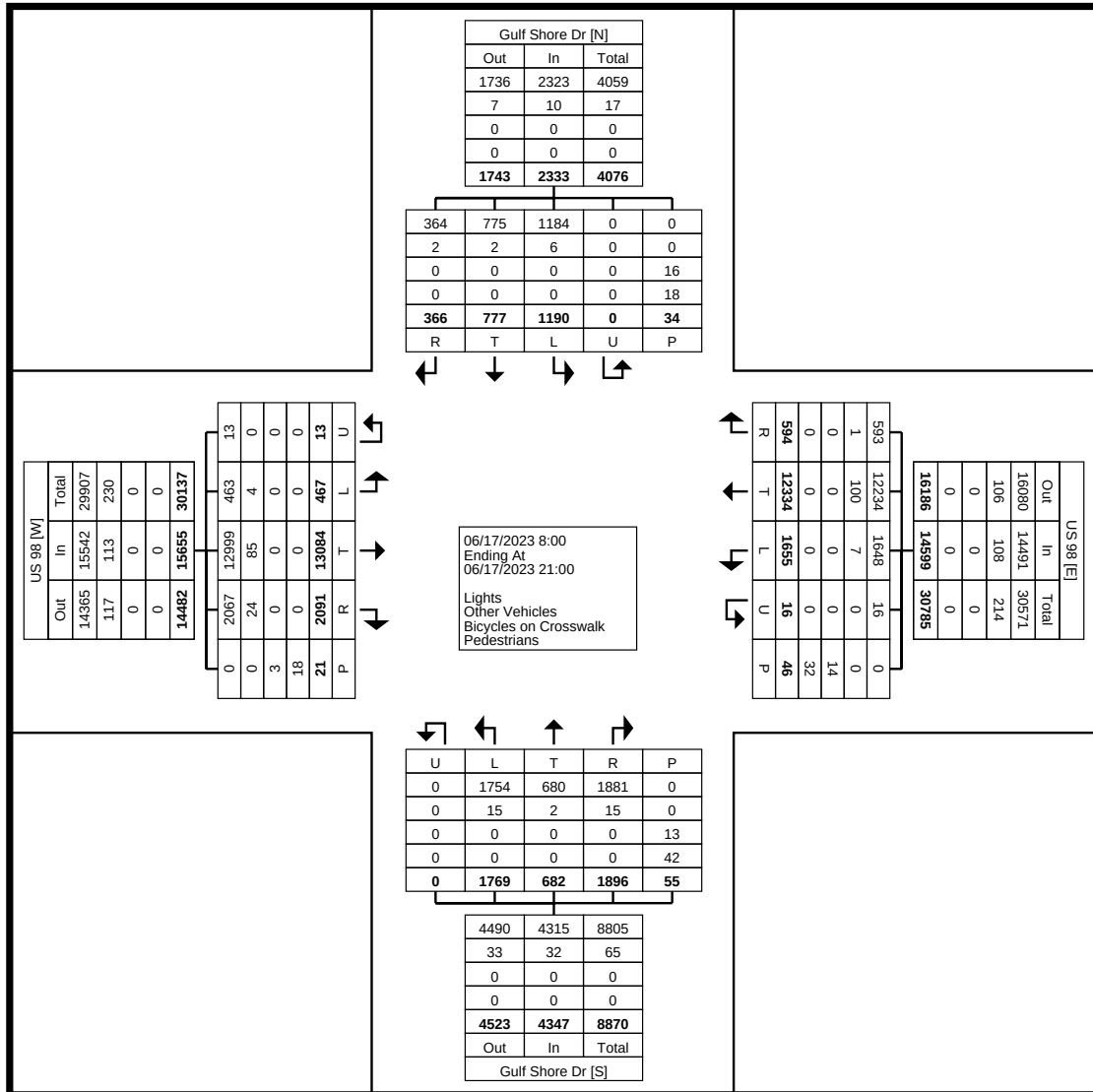


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

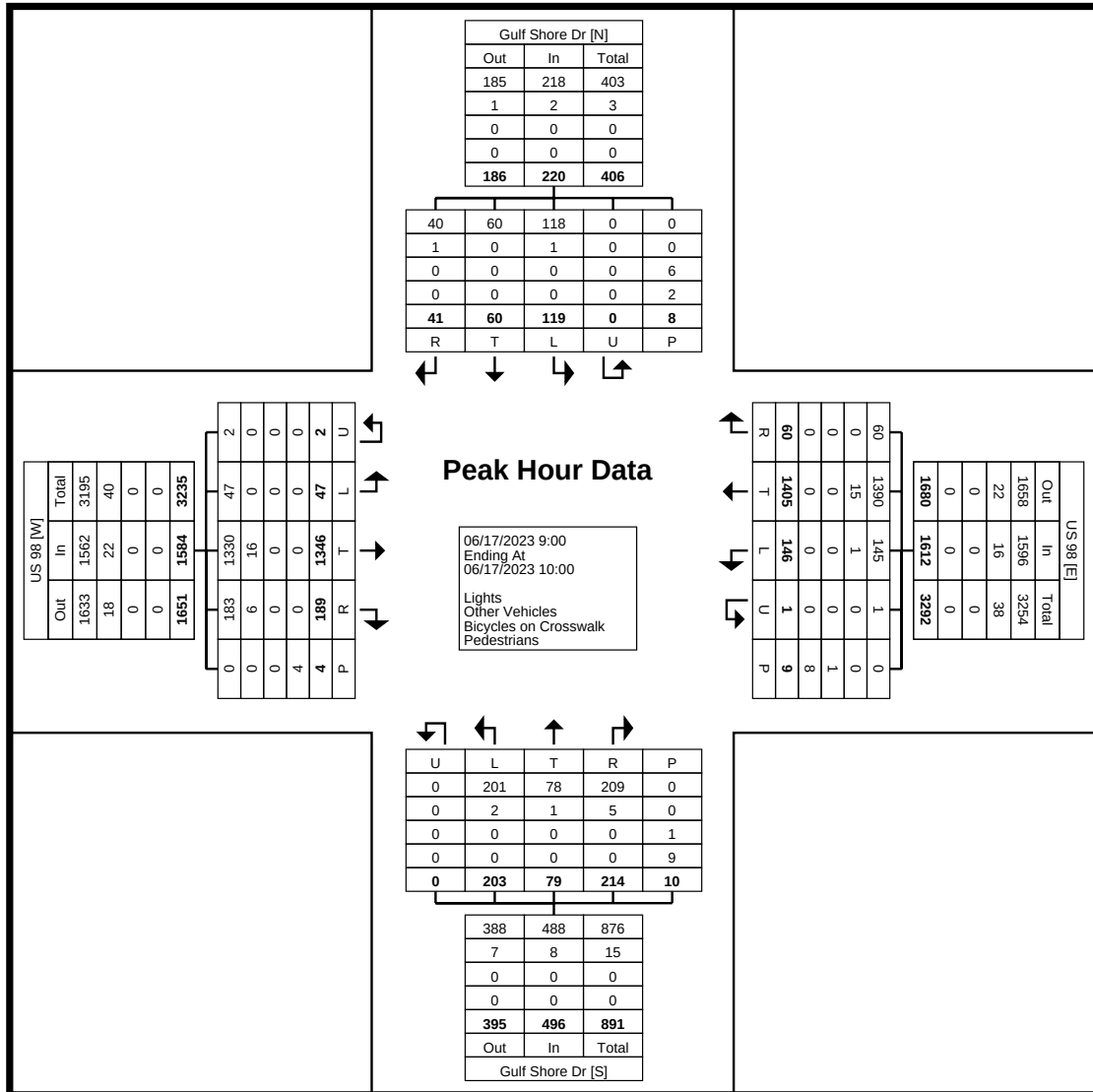
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	9	286	49	1	344	0	32	234	11	1	277	0	60	13	41	6	114	0	16	4	4	0	24	759
8:15	0	8	351	41	1	400	0	29	211	14	4	254	0	45	11	38	4	94	0	25	8	7	2	40	788
8:30	0	18	289	37	0	344	1	36	296	13	0	346	0	48	12	33	2	93	0	22	10	6	2	38	821
8:45	0	12	348	46	0	406	0	28	336	9	5	373	0	48	20	52	1	120	0	23	13	9	5	45	944
Hourly Total	0	47	1274	173	2	1494	1	125	1077	47	10	1250	0	201	56	164	13	421	0	86	35	26	9	147	3312
9:00	0	11	368	37	0	416	0	32	330	10	0	372	0	41	12	49	8	102	0	35	13	7	4	55	945
9:15	1	17	326	52	4	396	1	37	330	18	0	386	0	47	18	57	0	122	0	26	15	7	2	48	952
9:30	0	9	310	51	0	370	0	29	380	17	0	426	0	59	23	55	1	137	0	37	18	13	1	68	1001
9:45	1	10	342	49	0	402	0	48	365	15	9	428	0	56	26	53	1	135	0	21	14	14	1	49	1014
Hourly Total	2	47	1346	189	4	1584	1	146	1405	60	9	1612	0	203	79	214	10	496	0	119	60	41	8	220	3912
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	17	331	48	0	396	0	49	381	20	2	450	0	40	19	37	0	96	0	39	24	11	0	74	1016
11:15	1	12	312	42	0	367	0	45	356	18	1	419	0	48	13	48	0	109	0	36	28	15	1	79	974
11:30	0	8	355	55	0	418	1	46	344	11	0	402	0	45	17	58	1	120	0	39	17	11	0	67	1007
11:45	0	9	352	43	0	404	0	56	338	20	0	414	0	41	12	38	0	91	0	25	11	11	1	47	956
Hourly Total	1	46	1350	188	0	1585	1	196	1419	69	3	1685	0	174	61	181	1	416	0	139	80	48	2	267	3953
12:00	4	13	347	56	2	420	0	48	348	20	0	416	0	42	20	47	0	109	0	39	25	16	0	80	1025
12:15	0	18	315	63	0	396	1	41	351	14	1	407	0	45	22	45	0	112	0	25	24	9	0	58	973
12:30	0	7	361	49	1	417	3	35	347	15	0	400	0	44	20	52	1	116	0	39	16	13	0	68	1001
12:45	0	10	327	51	1	388	0	42	350	16	0	408	0	43	16	56	4	115	0	38	19	10	0	67	978
Hourly Total	4	48	1350	219	4	1621	4	166	1396	65	1	1631	0	174	78	200	5	452	0	141	84	48	0	273	3977
13:00	0	15	323	56	0	394	1	37	377	12	3	427	0	48	11	54	0	113	0	39	25	18	0	82	1016
13:15	0	14	347	54	0	415	0	36	342	12	0	390	0	41	12	61	1	114	0	29	24	10	0	63	982
13:30	0	13	358	51	2	422	1	39	299	22	1	361	0	50	14	41	5	105	0	29	22	8	2	59	947
13:45	1	11	331	47	0	390	0	36	280	17	2	333	0	32	9	38	2	79	0	34	13	7	0	54	856
Hourly Total	1	53	1359	208	2	1621	2	148	1298	63	6	1511	0	171	46	194	8	411	0	131	84	43	2	258	3801
14:00	0	14	319	63	1	396	0	37	330	20	1	387	0	42	18	31	2	91	0	30	18	6	3	54	928
14:15	0	12	359	51	0	422	0	51	367	15	0	433	0	34	9	44	0	87	0	27	15	9	0	51	993
14:30	0	12	348	54	2	414	0	39	329	21	2	389	0	41	19	49	1	109	0	25	26	17	0	68	980
14:45	0	14	361	60	0	435	0	44	368	20	1	432	0	34	15	43	0	92	0	30	21	8	2	59	1018
Hourly Total	0	52	1387	228	3	1667	0	171	1394	76	4	1641	0	151	61	167	3	379	0	112	80	40	5	232	3919
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	3	298	61	1	362	1	45	300	13	0	359	0	68	13	64	1	145	0	38	26	7	0	71	937
16:15	0	8	282	49	2	339	0	45	288	10	0	343	0	39	23	43	2	105	0	20	26	8	0	54	841
16:30	0	17	298	64	0	379	0	38	269	12	0	319	0	26	10	22	0	58	0	24	14	10	0	48	804
16:45	0	14	331	56	0	401	0	47	308	13	0	368	0	47	15	37	0	99	0	30	14	4	0	48	916
Hourly Total	0	42	1209	230	3	1481	1	175	1165	48	0	1389	0	180	61	166	3	407	0	112	80	29	0	221	3498
17:00	0	6	337	47	0	390	0	46	161	13	0	220	0	31	21	64	0	116	0	31	7	4	0	42	768
17:15	1	10	308	59	0	378	0	42	218	11	2	271	0	68	23	70	0	161	0	25	27	10	0	62	872
17:30	0	16	334	66	0	416	0	27	132	15	0	174	0	17	27	43	4	87	0	33	14	2	0	49	726
17:45	1	5	368	70	0	444	0	39	319	20	0	378	0	76	25	72	1	173	0	20	37	12	3	69	1064
Hourly Total	2	37	1347	242	0	1628	0	154	830	59	2	1043	0	192	96	249	5	537	0	109	85	28	3	222	3430
18:00	0	20	290	76	0	386	0	45	319	11	1	375	0	60	32	55	3	147	0	35	28	10	0	73	981
18:15	2	7	338	69	0	416	0	42	318	14	1	374	0	48	17	48	0	113	0	35	28	7	0	70	973
18:30	1	11	362	56	0	430	2	41	303	12	0	358	0	47	17	48	2	112	0	24	35	7	1	66	966
18:45	0	9	352	52	0	413	0	48	287	10	0	345	0	38	22	53	2	113	0	32	20	8	0	60	931
Hourly Total	3	47	1342	253	0	1645	2	176	1227	47	2	1452	0	193	88	204	7	485	0	126	111	32	1	269	3851
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	0	11	282	46	0	339	2	43	243	16	9	304	0	39	19	41	0	99	0	39	28	5	0	72	814
20:15	0	12	276	35	0	323	1	49	283	15	0	348	0	28	15	31	0	74	0	29	15	6	0	50	795
20:30	0	12	277	37	3	326	1	48	279	16	0	344	0	34	13	40	0	87	0	18	21	11	4	50	807
20:45	0	13	285	43	0	341	0	58	318	13	0	389	0	29	9	45	0	83	0	29	14	9	0	52	865
Hourly Total	0	48	1120	161	3	1329	4	198	1123	60	9	1385	0	130	56	157	0	343	0	115	78	31	4	224	3281
Grand Total	13	467	13084	2091	21	15655	16	1655	12334	594	46	14599	0	1769	682	1896	55	4347	0	1190	777	366	34	2333	36934
Approach %	0.1	3.0	83.6	13.4	-	-	0.1	11.3	84.5	4.1	-	-	0.0	40.7	15.7	43.6	-	-	0.0	51.0	33.3	15.7	-	-	-
Total %	0.0	1.3	35.4	5.7	-	42.4	0.0	4.5	33.4	1.6	-	39.5	0.0	4.8	1.8	5.1	-	11.8	0.0	3.2	2.1	1.0	-	6.3	-
Lights	13	463	12999	2067	-	15542	16	1648	12234	593	-	14491	0	1754	680	1881	-	4315	0	1184	775	364	-	2323	36671
% Lights	100.0	99.1	99.4	98.9	-	99.3	100.0	99.6	99.2	99.8	-	99.3	-	99.2	99.7	99.2	-	99.3	-	99.5	99.7	99.5	-	99.6	99.3
Other Vehicles	0	4	85	24	-	113	0	7	100	1	-	108	0	15	2	15	-	32	0	6	2	2	-	10	263

% Other Vehicles	0.0	0.9	0.6	1.1	-	0.7	0.0	0.4	0.8	0.2	-	0.7	-	0.8	0.3	0.8	-	0.7	-	0.5	0.3	0.5	-	0.4	0.7
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	14	-	-	-	-	-	13	-	-	-	-	-	16	-	-
% Bicycles on Crosswalk	-	-	-	-	14.3	-	-	-	-	-	30.4	-	-	-	-	-	23.6	-	-	-	-	-	47.1	-	-
Pedestrians	-	-	-	-	18	-	-	-	-	-	32	-	-	-	-	-	42	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	85.7	-	-	-	-	-	69.6	-	-	-	-	-	76.4	-	-	-	-	-	52.9	-	-



Turning Movement Peak Hour Data (9:00)

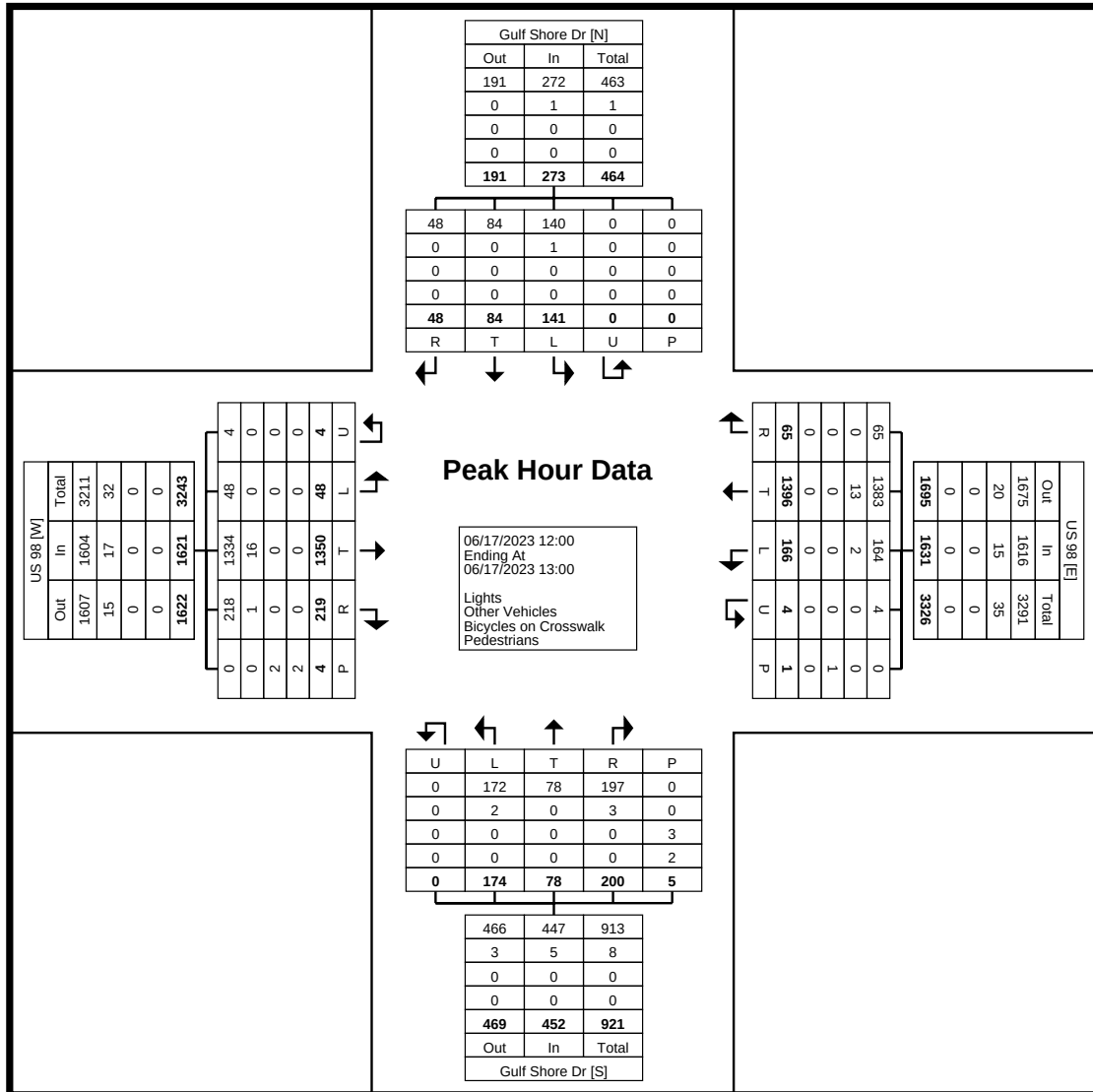
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	0	11	368	37	0	416	0	32	330	10	0	372	0	41	12	49	8	102	0	35	13	7	4	55	945
9:15	1	17	326	52	4	396	1	37	330	18	0	386	0	47	18	57	0	122	0	26	15	7	2	48	952
9:30	0	9	310	51	0	370	0	29	380	17	0	426	0	59	23	55	1	137	0	37	18	13	1	68	1001
9:45	1	10	342	49	0	402	0	48	365	15	9	428	0	56	26	53	1	135	0	21	14	14	1	49	1014
Total	2	47	1346	189	4	1584	1	146	1405	60	9	1612	0	203	79	214	10	496	0	119	60	41	8	220	3912
Approach %	0.1	3.0	85.0	11.9	-	-	0.1	9.1	87.2	3.7	-	-	0.0	40.9	15.9	43.1	-	-	0.0	54.1	27.3	18.6	-	-	-
Total %	0.1	1.2	34.4	4.8	-	40.5	0.0	3.7	35.9	1.5	-	41.2	0.0	5.2	2.0	5.5	-	12.7	0.0	3.0	1.5	1.0	-	5.6	-
PHF	0.500	0.691	0.914	0.909	-	0.952	0.250	0.760	0.924	0.833	-	0.942	0.000	0.860	0.760	0.939	-	0.905	0.000	0.804	0.833	0.732	-	0.809	0.964
Lights	2	47	1330	183	-	1562	1	145	1390	60	-	1596	0	201	78	209	-	488	0	118	60	40	-	218	3864
% Lights	100.0	100.0	98.8	96.8	-	98.6	100.0	99.3	98.9	100.0	-	99.0	-	99.0	98.7	97.7	-	98.4	-	99.2	100.0	97.6	-	99.1	98.8
Other Vehicles	0	0	16	6	-	22	0	1	15	0	-	16	0	2	1	5	-	8	0	1	0	1	-	2	48
% Other Vehicles	0.0	0.0	1.2	3.2	-	1.4	0.0	0.7	1.1	0.0	-	1.0	-	1.0	1.3	2.3	-	1.6	-	0.8	0.0	2.4	-	0.9	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-	-	-	-	10.0	-	-	-	-	-	75.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-	-	-	-	90.0	-	-	-	-	-	25.0	-	-



Turning Movement Peak Hour Data Plot (9:00)

Turning Movement Peak Hour Data (12:00)

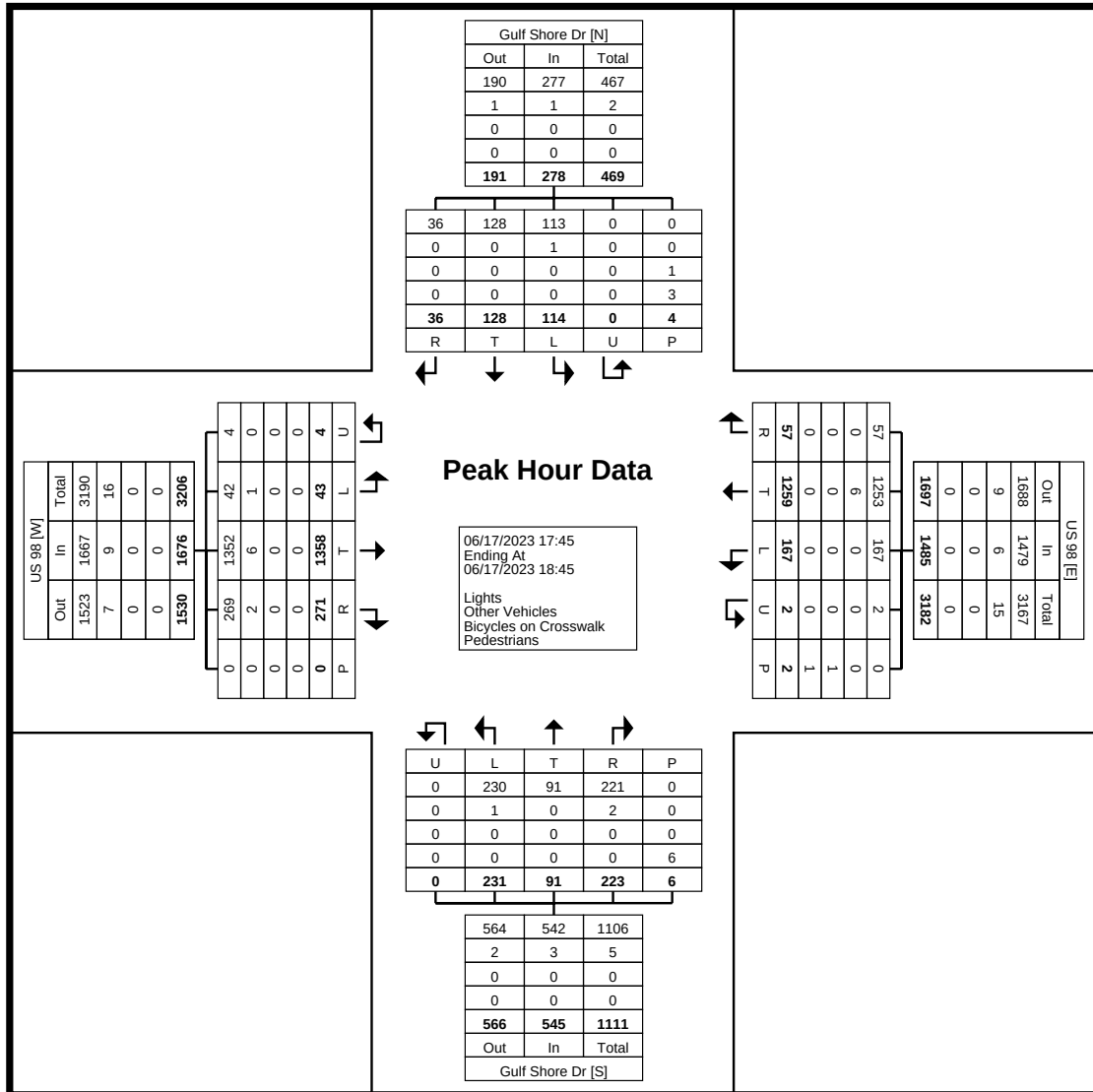
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00	4	13	347	56	2	420	0	48	348	20	0	416	0	42	20	47	0	109	0	39	25	16	0	80	1025
12:15	0	18	315	63	0	396	1	41	351	14	1	407	0	45	22	45	0	112	0	25	24	9	0	58	973
12:30	0	7	361	49	1	417	3	35	347	15	0	400	0	44	20	52	1	116	0	39	16	13	0	68	1001
12:45	0	10	327	51	1	388	0	42	350	16	0	408	0	43	16	56	4	115	0	38	19	10	0	67	978
Total	4	48	1350	219	4	1621	4	166	1396	65	1	1631	0	174	78	200	5	452	0	141	84	48	0	273	3977
Approach %	0.2	3.0	83.3	13.5	-	-	0.2	10.2	85.6	4.0	-	-	0.0	38.5	17.3	44.2	-	-	0.0	51.6	30.8	17.6	-	-	-
Total %	0.1	1.2	33.9	5.5	-	40.8	0.1	4.2	35.1	1.6	-	41.0	0.0	4.4	2.0	5.0	-	11.4	0.0	3.5	2.1	1.2	-	6.9	-
PHF	0.250	0.667	0.935	0.869	-	0.965	0.333	0.865	0.994	0.813	-	0.980	0.000	0.967	0.886	0.893	-	0.974	0.000	0.904	0.840	0.750	-	0.853	0.970
Lights	4	48	1334	218	-	1604	4	164	1383	65	-	1616	0	172	78	197	-	447	0	140	84	48	-	272	3939
% Lights	100.0	100.0	98.8	99.5	-	99.0	100.0	98.8	99.1	100.0	-	99.1	-	98.9	100.0	98.5	-	98.9	-	99.3	100.0	100.0	-	99.6	99.0
Other Vehicles	0	0	16	1	-	17	0	2	13	0	-	15	0	2	0	3	-	5	0	1	0	0	-	1	38
% Other Vehicles	0.0	0.0	1.2	0.5	-	1.0	0.0	1.2	0.9	0.0	-	0.9	-	1.1	0.0	1.5	-	1.1	-	0.7	0.0	0.0	-	0.4	1.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	60.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	40.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (12:00)

Turning Movement Peak Hour Data (17:45)

Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:45	1	5	368	70	0	444	0	39	319	20	0	378	0	76	25	72	1	173	0	20	37	12	3	69	1064
18:00	0	20	290	76	0	386	0	45	319	11	1	375	0	60	32	55	3	147	0	35	28	10	0	73	981
18:15	2	7	338	69	0	416	0	42	318	14	1	374	0	48	17	48	0	113	0	35	28	7	0	70	973
18:30	1	11	362	56	0	430	2	41	303	12	0	358	0	47	17	48	2	112	0	24	35	7	1	66	966
Total	4	43	1358	271	0	1676	2	167	1259	57	2	1485	0	231	91	223	6	545	0	114	128	36	4	278	3984
Approach %	0.2	2.6	81.0	16.2	-	-	0.1	11.2	84.8	3.8	-	-	0.0	42.4	16.7	40.9	-	-	0.0	41.0	46.0	12.9	-	-	-
Total %	0.1	1.1	34.1	6.8	-	42.1	0.1	4.2	31.6	1.4	-	37.3	0.0	5.8	2.3	5.6	-	13.7	0.0	2.9	3.2	0.9	-	7.0	-
PHF	0.500	0.538	0.923	0.891	-	0.944	0.250	0.928	0.987	0.713	-	0.982	0.000	0.760	0.711	0.774	-	0.788	0.000	0.814	0.865	0.750	-	0.952	0.936
Lights	4	42	1352	269	-	1667	2	167	1253	57	-	1479	0	230	91	221	-	542	0	113	128	36	-	277	3965
% Lights	100.0	97.7	99.6	99.3	-	99.5	100.0	100.0	99.5	100.0	-	99.6	-	99.6	100.0	99.1	-	99.4	-	99.1	100.0	100.0	-	99.6	99.5
Other Vehicles	0	1	6	2	-	9	0	0	6	0	-	6	0	1	0	2	-	3	0	1	0	0	-	1	19
% Other Vehicles	0.0	2.3	0.4	0.7	-	0.5	0.0	0.0	0.5	0.0	-	0.4	-	0.4	0.0	0.9	-	0.6	-	0.9	0.0	0.0	-	0.4	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-



Turning Movement Peak Hour Data Plot (17:45)

Turning Movement Peak Hour Data (20:00)

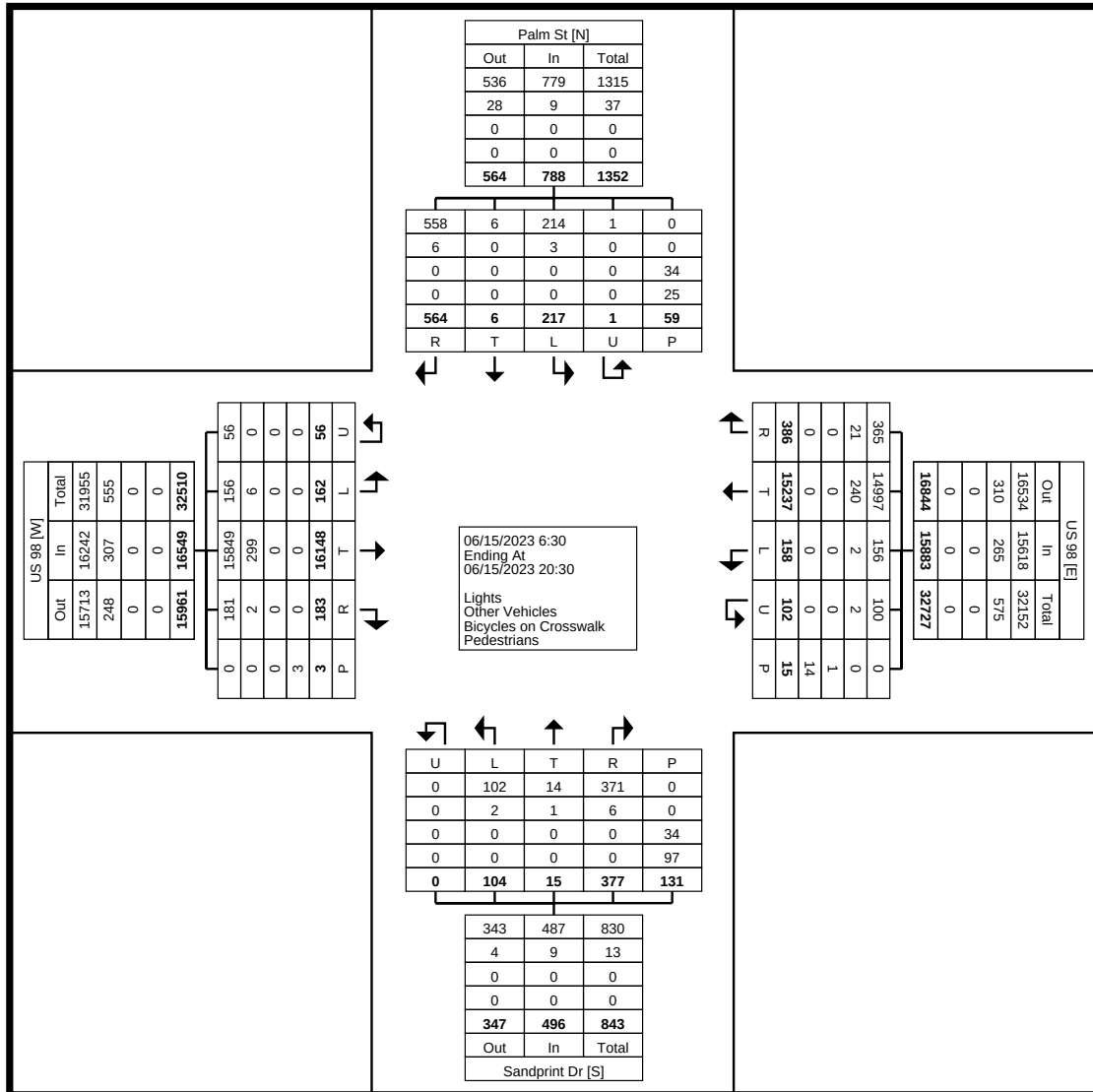
Start Time	US 98 Eastbound						US 98 Westbound						Gulf Shore Dr Northbound						Gulf Shore Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	0	11	282	46	0	339	2	43	243	16	9	304	0	39	19	41	0	99	0	39	28	5	0	72	814
20:15	0	12	276	35	0	323	1	49	283	15	0	348	0	28	15	31	0	74	0	29	15	6	0	50	795
20:30	0	12	277	37	3	326	1	48	279	16	0	344	0	34	13	40	0	87	0	18	21	11	4	50	807
20:45	0	13	285	43	0	341	0	58	318	13	0	389	0	29	9	45	0	83	0	29	14	9	0	52	865
Total	0	48	1120	161	3	1329	4	198	1123	60	9	1385	0	130	56	157	0	343	0	115	78	31	4	224	3281
Approach %	0.0	3.6	84.3	12.1	-	-	0.3	14.3	81.1	4.3	-	-	0.0	37.9	16.3	45.8	-	-	0.0	51.3	34.8	13.8	-	-	-
Total %	0.0	1.5	34.1	4.9	-	40.5	0.1	6.0	34.2	1.8	-	42.2	0.0	4.0	1.7	4.8	-	10.5	0.0	3.5	2.4	0.9	-	6.8	-
PHF	0.000	0.923	0.982	0.875	-	0.974	0.500	0.853	0.883	0.938	-	0.890	0.000	0.833	0.737	0.872	-	0.866	0.000	0.737	0.696	0.705	-	0.778	0.948
Lights	0	48	1117	160	-	1325	4	198	1117	60	-	1379	0	130	56	157	-	343	0	115	78	31	-	224	3271
% Lights	-	100.0	99.7	99.4	-	99.7	100.0	100.0	99.5	100.0	-	99.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.7
Other Vehicles	0	0	3	1	-	4	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	10
% Other Vehicles	-	0.0	0.3	0.6	-	0.3	0.0	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	44.4	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	55.6	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	5	364	2	0	371	0	0	213	5	0	218	0	0	0	3	8	3	0	7	0	15	0	22	614
6:45	0	2	314	0	0	316	0	3	215	4	1	222	0	1	1	5	4	7	0	10	0	11	0	21	566
Hourly Total	0	7	678	2	0	687	0	3	428	9	1	440	0	1	1	8	12	10	0	17	0	26	0	43	1180
7:00	0	2	341	2	0	345	1	2	267	2	0	272	0	1	0	1	11	2	0	7	0	10	0	17	636
7:15	0	2	346	6	0	354	3	4	243	4	0	254	0	1	0	5	1	6	0	7	0	12	2	19	633
7:30	0	4	405	2	2	411	2	2	305	5	0	314	0	1	0	5	4	6	0	8	1	10	1	19	750
7:45	2	2	343	3	0	350	6	2	313	4	1	325	0	5	1	3	5	9	0	8	0	14	1	22	706
Hourly Total	2	10	1435	13	2	1460	12	10	1128	15	1	1165	0	8	1	14	21	23	0	30	1	46	4	77	2725
8:00	1	4	406	2	0	413	2	2	397	3	0	404	0	2	0	4	3	6	0	8	0	14	1	22	845
8:15	0	6	414	6	1	426	0	2	466	8	0	476	0	4	0	7	4	11	0	6	0	19	0	25	938
8:30	1	4	439	3	0	447	4	2	391	3	0	400	0	5	0	4	3	9	0	5	0	24	0	29	885
8:45	1	4	439	5	0	449	1	3	418	3	0	425	0	4	2	5	8	11	0	9	0	17	1	26	911
Hourly Total	3	18	1698	16	1	1735	7	9	1672	17	0	1705	0	15	2	20	18	37	0	28	0	74	2	102	3579
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	2	411	7	0	422	3	4	434	10	2	451	0	7	0	14	12	21	0	2	0	13	0	15	909
11:15	2	3	429	6	0	440	2	0	402	6	2	410	0	3	0	12	3	15	0	7	0	9	1	16	881
11:30	1	3	424	3	0	431	4	3	432	5	0	444	0	2	0	7	2	9	0	3	1	12	4	16	900
11:45	4	3	404	4	0	415	1	6	405	11	0	423	0	5	0	12	2	17	0	8	1	11	1	20	875
Hourly Total	9	11	1668	20	0	1708	10	13	1673	32	4	1728	0	17	0	45	19	62	0	20	2	45	6	67	3565
12:00	2	4	426	6	0	438	5	1	404	7	0	417	0	2	0	9	0	11	0	5	0	15	2	20	886
12:15	3	7	438	6	0	454	3	5	431	12	0	451	0	2	0	13	2	15	0	2	0	16	0	18	938
12:30	1	4	395	3	0	403	3	1	410	19	0	433	0	0	1	12	0	13	0	5	0	11	0	16	865
12:45	3	4	425	5	0	437	1	5	405	14	0	425	0	3	0	11	0	14	0	3	0	12	0	15	891
Hourly Total	9	19	1684	20	0	1732	12	12	1650	52	0	1726	0	7	1	45	2	53	0	15	0	54	2	69	3580
13:00	0	5	408	8	0	421	3	3	421	11	0	438	0	1	0	5	2	6	0	8	0	16	1	24	889
13:15	1	5	449	11	0	466	0	5	422	6	0	433	0	3	0	6	2	9	0	6	0	17	0	23	931
13:30	1	5	417	4	0	427	0	6	425	8	0	439	0	6	0	15	2	21	0	3	1	17	0	21	908
13:45	0	7	409	3	0	419	8	4	426	9	0	447	0	0	1	8	1	9	0	4	0	12	3	16	891
Hourly Total	2	22	1683	26	0	1733	11	18	1694	34	0	1757	0	10	1	34	7	45	0	21	1	62	4	84	3619
14:00	4	3	435	2	0	444	1	9	435	6	0	451	0	2	1	10	5	13	0	6	0	17	2	23	931
14:15	2	2	450	6	0	460	4	2	449	13	0	468	0	6	1	9	4	16	0	5	0	17	4	22	966
14:30	0	3	414	8	0	425	2	4	407	9	0	422	0	1	1	8	5	10	0	7	0	9	0	16	873
14:45	0	1	430	1	0	432	3	6	432	13	0	454	0	1	0	3	0	4	1	2	0	18	3	21	911
Hourly Total	6	9	1729	17	0	1761	10	21	1723	41	0	1795	0	10	3	30	14	43	1	20	0	61	9	82	3681
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	5	468	4	0	477	4	7	411	20	0	442	0	1	1	19	3	21	0	2	0	10	2	12	952
16:15	1	3	374	2	0	380	5	5	436	12	0	458	0	1	0	15	6	16	0	5	0	15	2	20	874
16:30	1	3	433	4	0	441	4	2	417	18	3	441	0	2	0	16	2	18	0	9	0	15	4	24	924
16:45	0	3	443	1	0	447	3	5	425	14	3	447	0	4	0	14	0	18	0	4	0	16	3	20	932
Hourly Total	2	14	1718	11	0	1745	16	19	1689	64	6	1788	0	8	1	64	11	73	0	20	0	56	11	76	3682
17:00	5	3	410	3	0	421	1	8	418	13	0	440	0	4	1	18	0	23	0	5	0	13	2	18	902
17:15	1	4	410	5	0	420	0	5	444	11	0	460	0	3	0	8	0	11	0	2	0	13	2	15	906
17:30	0	4	420	2	0	426	5	8	434	18	0	465	0	2	2	12	8	16	0	3	2	20	4	25	932
17:45	2	10	461	6	0	479	3	2	435	7	2	447	0	3	1	12	0	16	0	9	0	15	1	24	966
Hourly Total	8	21	1701	16	0	1746	9	23	1731	49	2	1812	0	12	4	50	8	66	0	19	2	61	9	82	3706
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	4	7	416	9	0	436	3	4	374	13	0	394	0	2	0	13	13	15	0	6	0	10	0	16	861
19:15	2	3	391	11	0	407	1	7	398	21	1	427	0	0	0	10	3	10	0	5	0	14	2	19	863
19:30	0	4	389	7	0	400	2	3	363	10	0	378	0	3	1	14	2	18	0	6	0	10	10	16	812
19:45	2	4	362	6	0	374	3	5	272	13	0	293	0	4	0	17	0	21	0	2	0	18	0	20	708
Hourly Total	8	18	1558	33	0	1617	9	19	1407	57	1	1492	0	9	1	54	18	64	0	19	0	52	12	71	3244
20:00	3	8	323	7	0	341	2	6	231	9	0	248	0	3	0	9	0	12	0	2	0	13	0	15	616
20:15	4	5	273	2	0	284	4	5	211	7	0	227	0	4	0	4	1	8	0	6	0	14	0	20	539
Grand Total	56	162	16148	183	3	16549	102	158	15237	386	15	15883	0	104	15	377	131	496	1	217	6	564	59	788	33716
Approach %	0.3	1.0	97.6	1.1	-	-	0.6	1.0	95.9	2.4	-	-	0.0	21.0	3.0	76.0	-	-	0.1	27.5	0.8	71.6	-	-	-
Total %	0.2	0.5	47.9	0.5	-	49.1	0.3	0.5	45.2	1.1	-	47.1	0.0	0.3	0.0	1.1	-	1.5	0.0	0.6	0.0	1.7	-	2.3	-
Lights	56	156	15849	181	-	16242	100	156	14997	365	-	15618	0	102	14	371	-	487	1	214	6	558	-	779	33126
% Lights	100.0	96.3	98.1	98.9	-	98.1	98.0	98.7	98.4	94.6	-	98.3	-	98.1	93.3	98.4	-	98.2	100.0	98.6	100.0	98.9	-	98.9	98.3
Other Vehicles	0	6	299	2	-	307	2	2	240	21	-	265	0	2	1	6	-	9	0	3	0	6	-	9	590

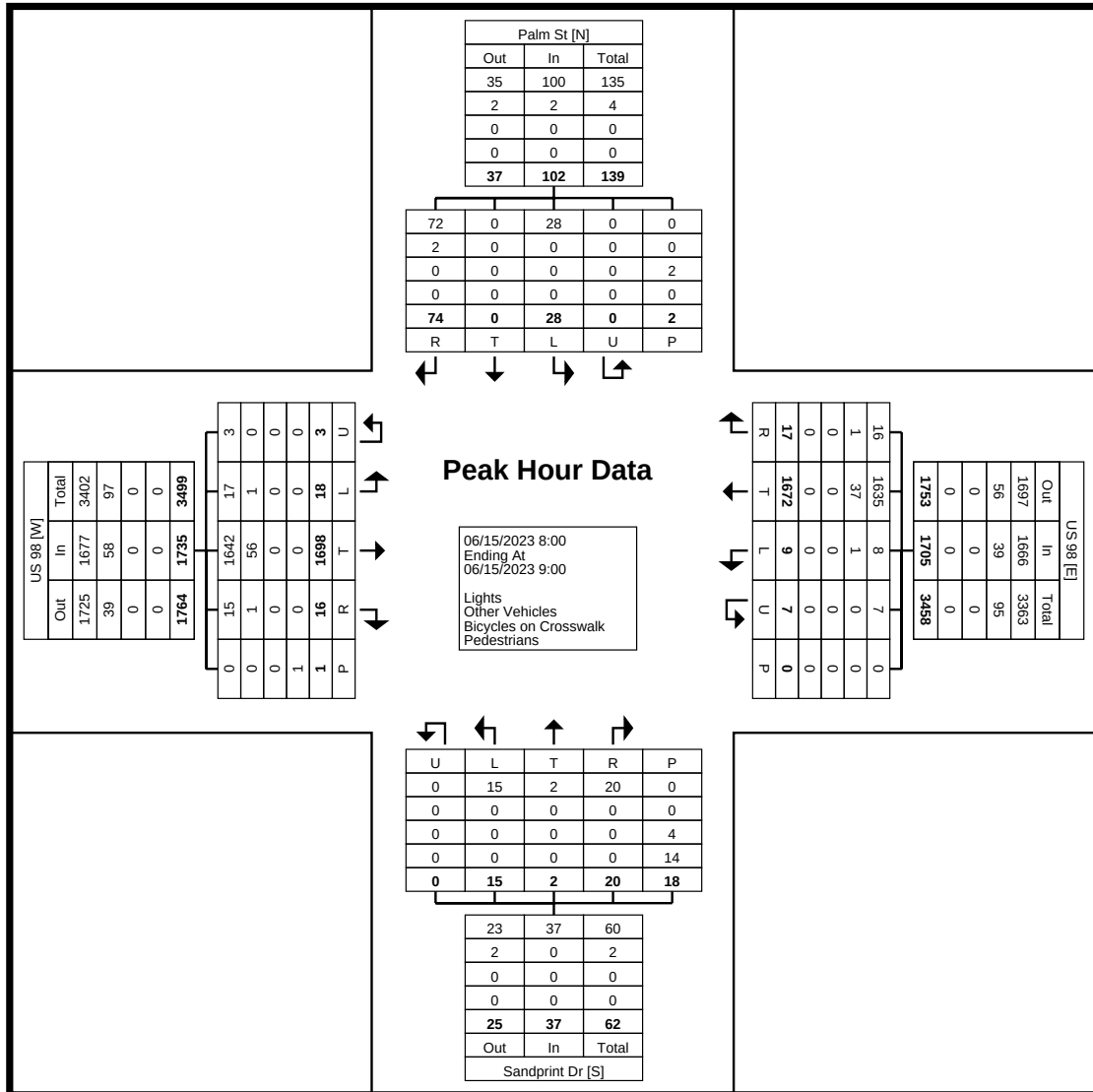
% Other Vehicles	0.0	3.7	1.9	1.1	-	1.9	2.0	1.3	1.6	5.4	-	1.7	-	1.9	6.7	1.6	-	1.8	0.0	1.4	0.0	1.1	-	1.1	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	34	-	-	-	-	-	34	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	6.7	-	-	-	-	-	26.0	-	-	-	-	-	57.6	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	14	-	-	-	-	-	97	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	93.3	-	-	-	-	-	74.0	-	-	-	-	-	42.4	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

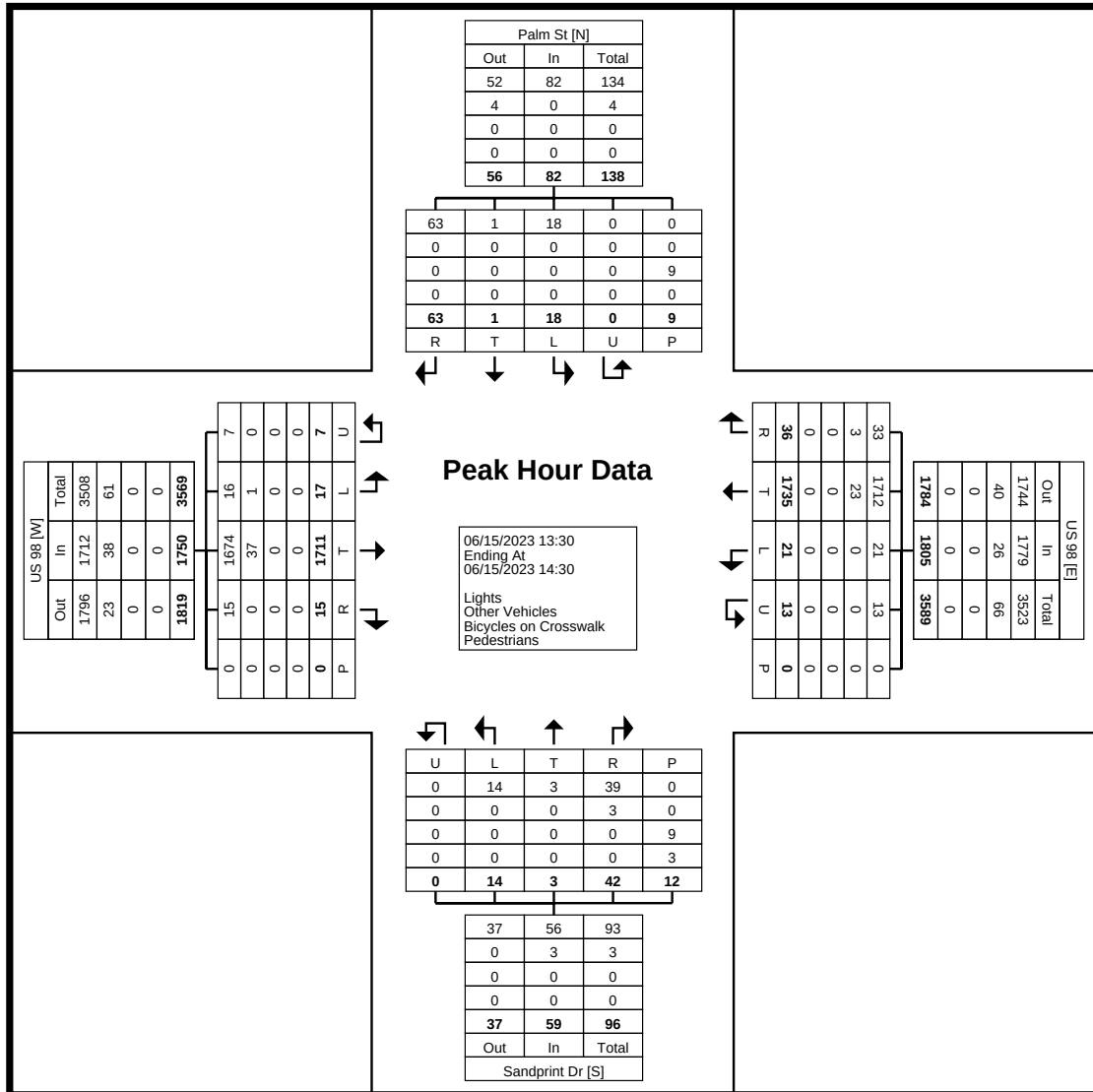
Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	1	4	406	2	0	413	2	2	397	3	0	404	0	2	0	4	3	6	0	8	0	14	1	22	845
8:15	0	6	414	6	1	426	0	2	466	8	0	476	0	4	0	7	4	11	0	6	0	19	0	25	938
8:30	1	4	439	3	0	447	4	2	391	3	0	400	0	5	0	4	3	9	0	5	0	24	0	29	885
8:45	1	4	439	5	0	449	1	3	418	3	0	425	0	4	2	5	8	11	0	9	0	17	1	26	911
Total	3	18	1698	16	1	1735	7	9	1672	17	0	1705	0	15	2	20	18	37	0	28	0	74	2	102	3579
Approach %	0.2	1.0	97.9	0.9	-	-	0.4	0.5	98.1	1.0	-	-	0.0	40.5	5.4	54.1	-	-	0.0	27.5	0.0	72.5	-	-	-
Total %	0.1	0.5	47.4	0.4	-	48.5	0.2	0.3	46.7	0.5	-	47.6	0.0	0.4	0.1	0.6	-	1.0	0.0	0.8	0.0	2.1	-	2.8	-
PHF	0.750	0.750	0.967	0.667	-	0.966	0.438	0.750	0.897	0.531	-	0.895	0.000	0.750	0.250	0.714	-	0.841	0.000	0.778	0.000	0.771	-	0.879	0.954
Lights	3	17	1642	15	-	1677	7	8	1635	16	-	1666	0	15	2	20	-	37	0	28	0	72	-	100	3480
% Lights	100.0	94.4	96.7	93.8	-	96.7	100.0	88.9	97.8	94.1	-	97.7	-	100.0	100.0	100.0	-	100.0	-	100.0	-	97.3	-	98.0	97.2
Other Vehicles	0	1	56	1	-	58	0	1	37	1	-	39	0	0	0	0	-	0	0	0	0	2	-	2	99
% Other Vehicles	0.0	5.6	3.3	6.3	-	3.3	0.0	11.1	2.2	5.9	-	2.3	-	0.0	0.0	0.0	-	0.0	-	0.0	-	2.7	-	2.0	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	22.2	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	77.8	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (13:30)

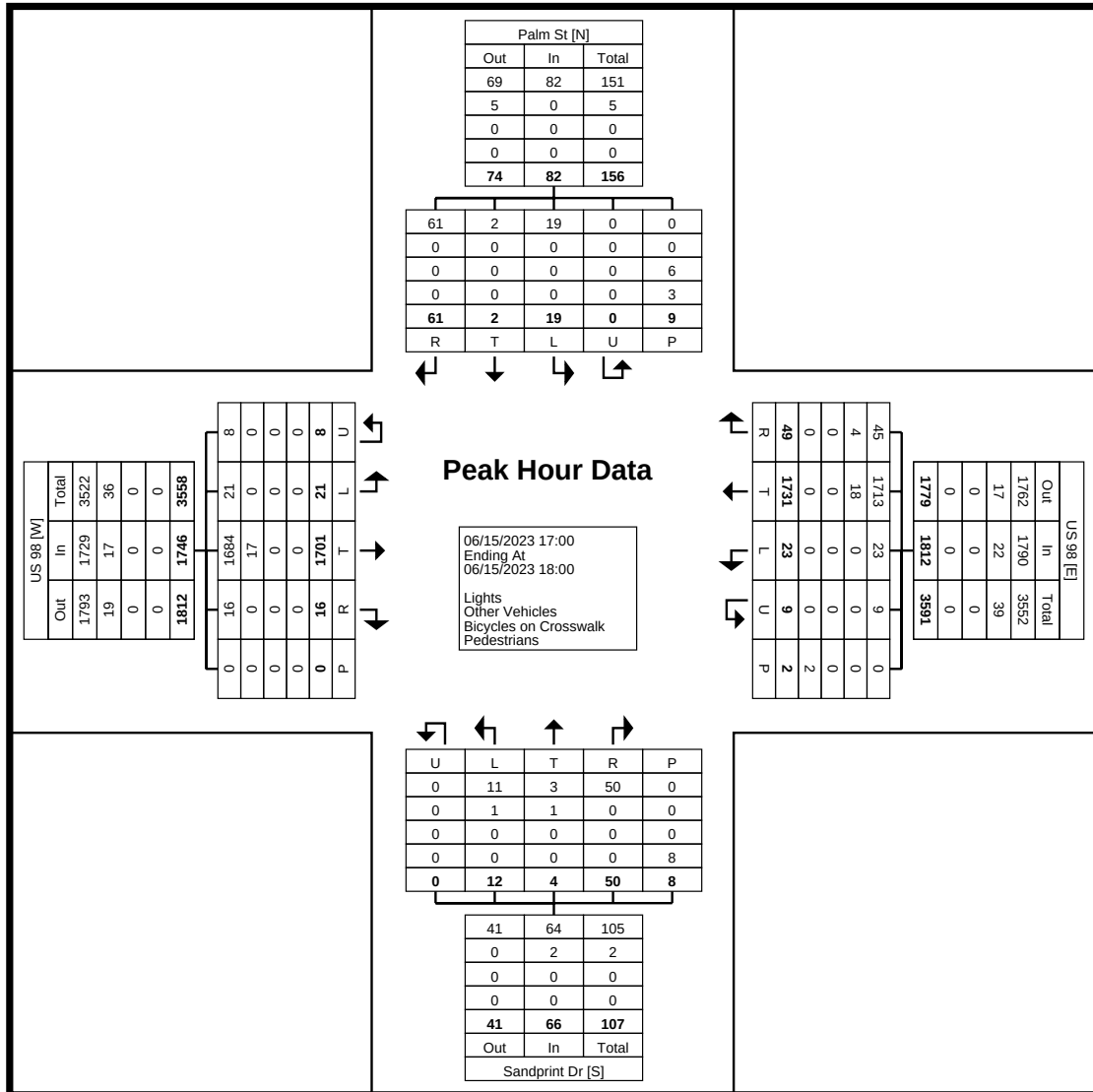
Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:30	1	5	417	4	0	427	0	6	425	8	0	439	0	6	0	15	2	21	0	3	1	17	0	21	908
13:45	0	7	409	3	0	419	8	4	426	9	0	447	0	0	1	8	1	9	0	4	0	12	3	16	891
14:00	4	3	435	2	0	444	1	9	435	6	0	451	0	2	1	10	5	13	0	6	0	17	2	23	931
14:15	2	2	450	6	0	460	4	2	449	13	0	468	0	6	1	9	4	16	0	5	0	17	4	22	966
Total	7	17	1711	15	0	1750	13	21	1735	36	0	1805	0	14	3	42	12	59	0	18	1	63	9	82	3696
Approach %	0.4	1.0	97.8	0.9	-	-	0.7	1.2	96.1	2.0	-	-	0.0	23.7	5.1	71.2	-	-	0.0	22.0	1.2	76.8	-	-	-
Total %	0.2	0.5	46.3	0.4	-	47.3	0.4	0.6	46.9	1.0	-	48.8	0.0	0.4	0.1	1.1	-	1.6	0.0	0.5	0.0	1.7	-	2.2	-
PHF	0.438	0.607	0.951	0.625	-	0.951	0.406	0.583	0.966	0.692	-	0.964	0.000	0.583	0.750	0.700	-	0.702	0.000	0.750	0.250	0.926	-	0.891	0.957
Lights	7	16	1674	15	-	1712	13	21	1712	33	-	1779	0	14	3	39	-	56	0	18	1	63	-	82	3629
% Lights	100.0	94.1	97.8	100.0	-	97.8	100.0	100.0	98.7	91.7	-	98.6	-	100.0	100.0	92.9	-	94.9	-	100.0	100.0	100.0	-	100.0	98.2
Other Vehicles	0	1	37	0	-	38	0	0	23	3	-	26	0	0	0	3	-	3	0	0	0	0	-	0	67
% Other Vehicles	0.0	5.9	2.2	0.0	-	2.2	0.0	0.0	1.3	8.3	-	1.4	-	0.0	0.0	7.1	-	5.1	-	0.0	0.0	0.0	-	0.0	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	9	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (13:30)

Turning Movement Peak Hour Data (17:00)

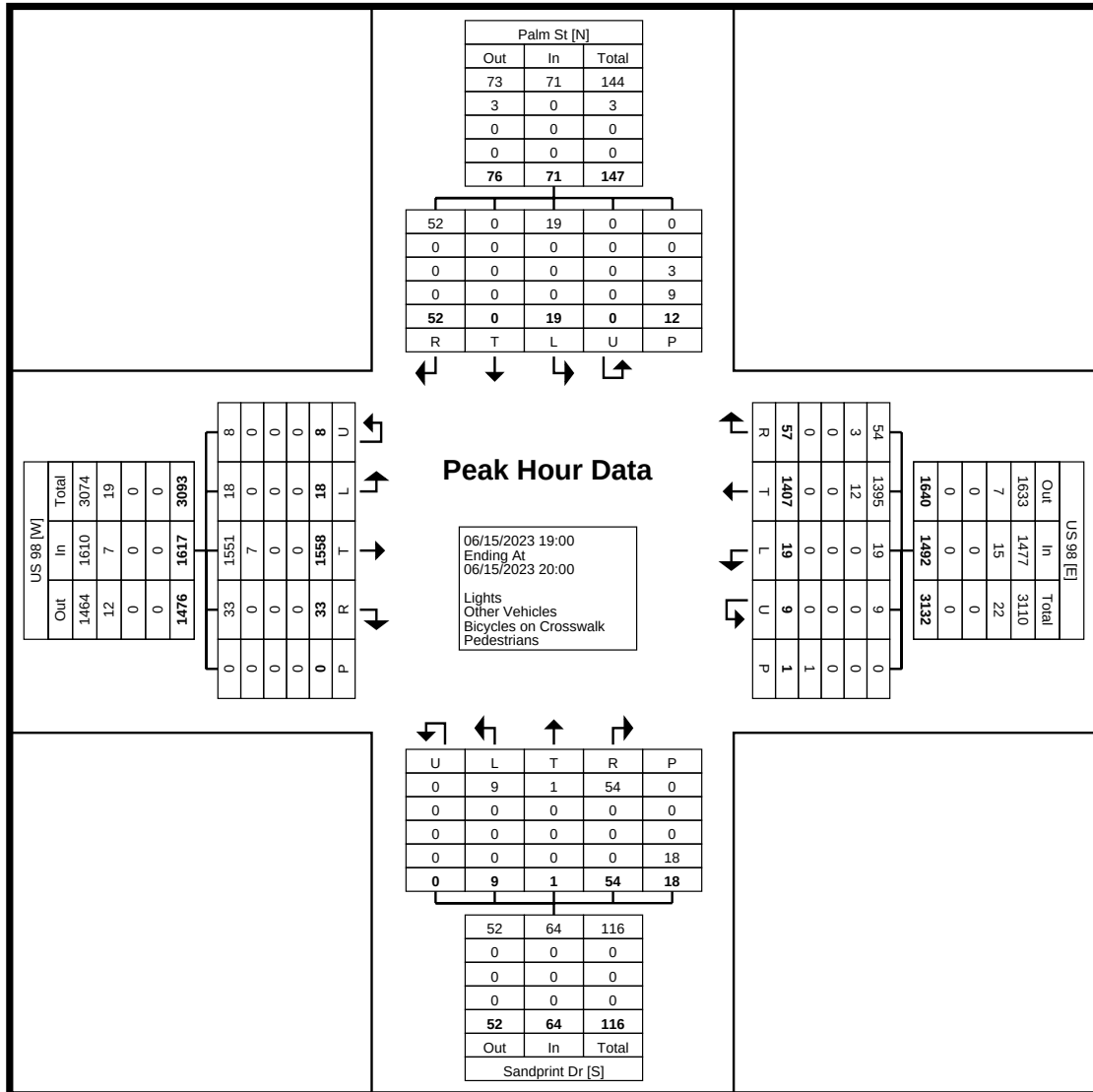
Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	5	3	410	3	0	421	1	8	418	13	0	440	0	4	1	18	0	23	0	5	0	13	2	18	902
17:15	1	4	410	5	0	420	0	5	444	11	0	460	0	3	0	8	0	11	0	2	0	13	2	15	906
17:30	0	4	420	2	0	426	5	8	434	18	0	465	0	2	2	12	8	16	0	3	2	20	4	25	932
17:45	2	10	461	6	0	479	3	2	435	7	2	447	0	3	1	12	0	16	0	9	0	15	1	24	966
Total	8	21	1701	16	0	1746	9	23	1731	49	2	1812	0	12	4	50	8	66	0	19	2	61	9	82	3706
Approach %	0.5	1.2	97.4	0.9	-	-	0.5	1.3	95.5	2.7	-	-	0.0	18.2	6.1	75.8	-	-	0.0	23.2	2.4	74.4	-	-	-
Total %	0.2	0.6	45.9	0.4	-	47.1	0.2	0.6	46.7	1.3	-	48.9	0.0	0.3	0.1	1.3	-	1.8	0.0	0.5	0.1	1.6	-	2.2	-
PHF	0.400	0.525	0.922	0.667	-	0.911	0.450	0.719	0.975	0.681	-	0.974	0.000	0.750	0.500	0.694	-	0.717	0.000	0.528	0.250	0.763	-	0.820	0.959
Lights	8	21	1684	16	-	1729	9	23	1713	45	-	1790	0	11	3	50	-	64	0	19	2	61	-	82	3665
% Lights	100.0	100.0	99.0	100.0	-	99.0	100.0	100.0	99.0	91.8	-	98.8	-	91.7	75.0	100.0	-	97.0	-	100.0	100.0	100.0	-	100.0	98.9
Other Vehicles	0	0	17	0	-	17	0	0	18	4	-	22	0	1	1	0	-	2	0	0	0	0	-	0	41
% Other Vehicles	0.0	0.0	1.0	0.0	-	1.0	0.0	0.0	1.0	8.2	-	1.2	-	8.3	25.0	0.0	-	3.0	-	0.0	0.0	0.0	-	0.0	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	8	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	33.3	-	-



Turning Movement Peak Hour Data Plot (17:00)

Turning Movement Peak Hour Data (19:00)

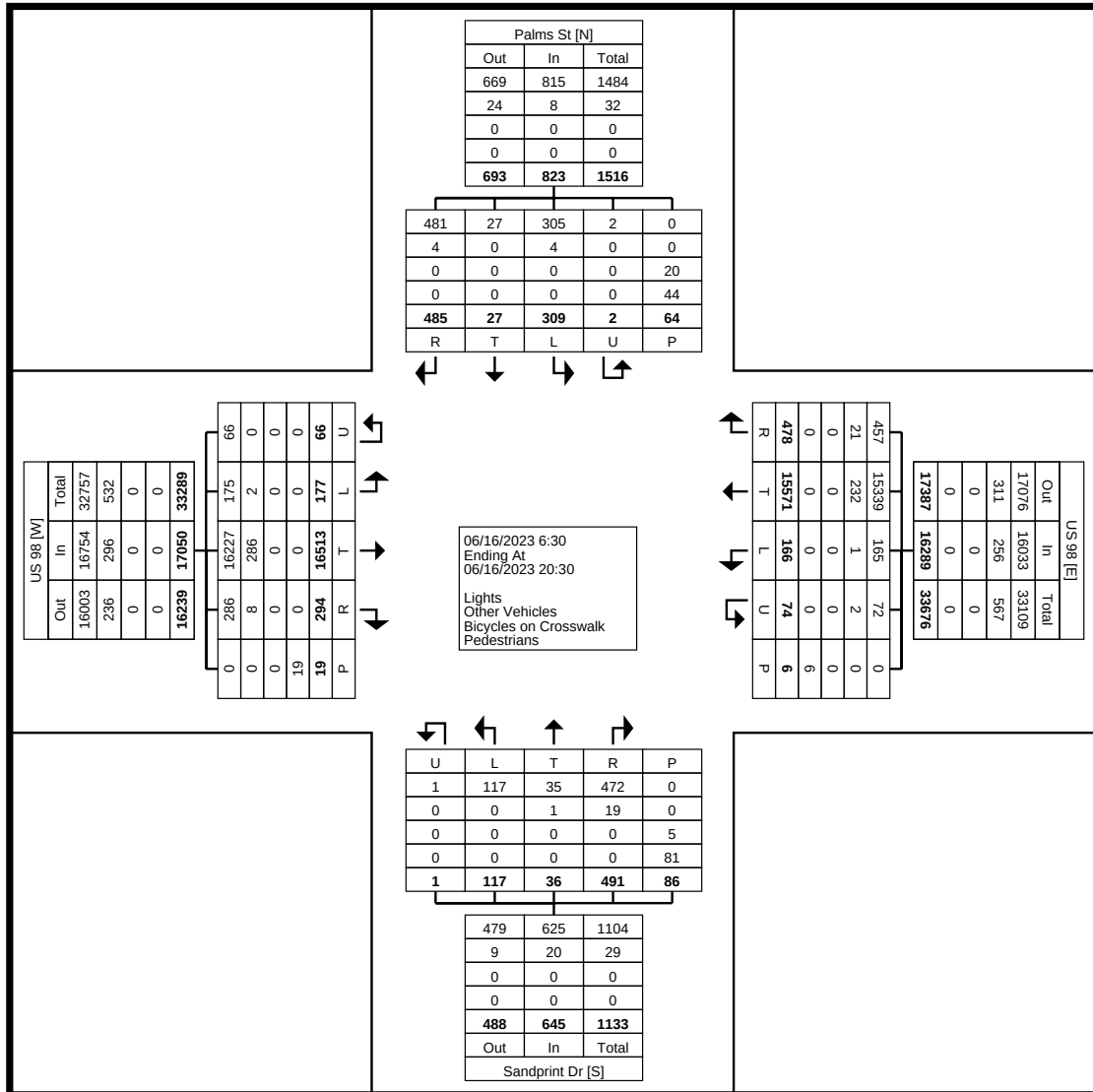
Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	4	7	416	9	0	436	3	4	374	13	0	394	0	2	0	13	13	15	0	6	0	10	0	16	861
19:15	2	3	391	11	0	407	1	7	398	21	1	427	0	0	0	10	3	10	0	5	0	14	2	19	863
19:30	0	4	389	7	0	400	2	3	363	10	0	378	0	3	1	14	2	18	0	6	0	10	10	16	812
19:45	2	4	362	6	0	374	3	5	272	13	0	293	0	4	0	17	0	21	0	2	0	18	0	20	708
Total	8	18	1558	33	0	1617	9	19	1407	57	1	1492	0	9	1	54	18	64	0	19	0	52	12	71	3244
Approach %	0.5	1.1	96.4	2.0	-	-	0.6	1.3	94.3	3.8	-	-	0.0	14.1	1.6	84.4	-	-	0.0	26.8	0.0	73.2	-	-	-
Total %	0.2	0.6	48.0	1.0	-	49.8	0.3	0.6	43.4	1.8	-	46.0	0.0	0.3	0.0	1.7	-	2.0	0.0	0.6	0.0	1.6	-	2.2	-
PHF	0.500	0.643	0.936	0.750	-	0.927	0.750	0.679	0.884	0.679	-	0.874	0.000	0.563	0.250	0.794	-	0.762	0.000	0.792	0.000	0.722	-	0.888	0.940
Lights	8	18	1551	33	-	1610	9	19	1395	54	-	1477	0	9	1	54	-	64	0	19	0	52	-	71	3222
% Lights	100.0	100.0	99.6	100.0	-	99.6	100.0	100.0	99.1	94.7	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.3
Other Vehicles	0	0	7	0	-	7	0	0	12	3	-	15	0	0	0	0	-	0	0	0	0	0	-	0	22
% Other Vehicles	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.9	5.3	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	18	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palms St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	6	343	2	0	351	0	0	179	3	0	182	0	3	0	4	0	7	1	7	0	10	0	18	558
6:45	0	8	363	3	0	374	1	0	251	4	0	256	0	3	0	3	5	6	0	15	0	13	0	28	664
Hourly Total	0	14	706	5	0	725	1	0	430	7	0	438	0	6	0	7	5	13	1	22	0	23	0	46	1222
7:00	1	1	288	6	0	296	2	2	257	7	0	268	0	0	0	3	7	3	0	8	0	13	0	21	588
7:15	0	4	370	6	0	380	1	4	246	4	0	255	0	4	0	1	1	5	0	8	0	15	1	23	663
7:30	1	6	421	7	0	435	0	3	282	8	0	293	0	6	1	5	2	12	0	7	1	10	2	18	758
7:45	1	1	419	4	0	425	0	6	345	6	0	357	0	4	0	5	3	9	0	5	1	16	0	22	813
Hourly Total	3	12	1498	23	0	1536	3	15	1130	25	0	1173	0	14	1	14	13	29	0	28	2	54	3	84	2822
8:00	0	8	442	9	0	459	4	2	333	5	1	344	0	4	4	10	11	18	0	4	1	16	3	21	842
8:15	0	2	444	6	0	452	3	3	379	4	0	389	0	5	1	9	4	15	0	6	0	17	2	23	879
8:30	1	8	442	3	0	454	1	1	379	4	0	385	0	4	1	12	5	17	0	12	0	6	3	18	874
8:45	2	5	443	13	0	463	1	3	398	5	0	407	0	4	0	8	8	12	0	7	0	12	3	19	901
Hourly Total	3	23	1771	31	0	1828	9	9	1489	18	1	1525	0	17	6	39	28	62	0	29	1	51	11	81	3496
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	6	9	438	10	0	463	0	4	445	8	0	457	0	2	1	31	0	34	0	4	3	10	1	17	971
11:15	4	4	444	9	0	461	5	2	406	18	0	431	0	2	3	25	0	30	0	10	3	13	3	26	948
11:30	2	3	417	7	0	429	2	4	402	17	0	425	0	1	2	35	0	38	0	9	2	12	0	23	915
11:45	5	6	372	14	0	397	0	4	398	20	0	422	0	2	0	26	0	28	0	10	1	12	0	23	870
Hourly Total	17	22	1671	40	0	1750	7	14	1651	63	0	1735	0	7	6	117	0	130	0	33	9	47	4	89	3704
12:00	3	6	433	10	0	452	2	8	440	12	0	462	0	2	3	19	0	24	0	8	2	15	3	25	963
12:15	3	0	411	6	0	420	0	2	451	18	0	471	0	3	1	22	0	26	0	7	1	12	1	20	937
12:30	2	4	432	4	0	442	2	3	414	9	0	428	0	1	0	23	0	24	0	10	0	19	1	29	923
12:45	1	5	394	10	1	410	3	10	465	6	0	484	0	0	0	12	0	12	0	10	1	13	1	24	930
Hourly Total	9	15	1670	30	1	1724	7	23	1770	45	0	1845	0	6	4	76	0	86	0	35	4	59	6	98	3753
13:00	2	4	457	10	2	473	3	5	430	15	1	453	0	2	1	9	2	12	0	6	4	19	0	29	967
13:15	4	5	436	9	0	454	5	9	387	14	0	415	0	2	0	17	2	19	0	11	1	10	3	22	910
13:30	0	5	416	13	0	434	3	4	410	23	0	440	0	3	0	14	0	17	0	5	0	16	0	21	912
13:45	1	5	446	6	0	458	0	2	385	17	0	404	0	3	2	18	1	23	0	5	0	10	2	15	900
Hourly Total	7	19	1755	38	2	1819	11	20	1612	69	1	1712	0	10	3	58	5	71	0	27	5	55	5	87	3689
14:00	1	3	455	6	7	465	1	7	391	17	0	416	0	3	2	16	6	21	0	10	3	10	2	23	925
14:15	4	2	432	4	0	442	4	4	425	21	0	454	0	2	4	15	4	21	0	7	0	18	0	25	942
14:30	0	6	424	7	0	437	1	1	418	21	0	441	0	3	0	7	3	10	0	11	0	16	0	27	915
14:45	1	8	458	7	0	474	0	8	421	13	0	442	0	1	0	3	5	4	1	4	0	9	0	14	934
Hourly Total	6	19	1769	24	7	1818	6	20	1655	72	0	1753	0	9	6	41	18	56	1	32	3	53	2	89	3716
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	2	5	403	10	0	420	1	7	462	13	0	483	0	1	1	9	1	11	0	8	1	7	6	16	930
16:15	1	3	447	7	0	458	0	7	436	14	2	457	0	1	1	6	0	8	0	9	0	9	4	18	941
16:30	0	3	413	6	0	422	6	4	429	20	0	459	0	11	0	8	0	19	0	3	1	17	4	21	921
16:45	1	2	405	7	0	415	2	2	412	14	1	430	0	3	1	11	2	15	0	9	0	13	2	22	882
Hourly Total	4	13	1668	30	0	1715	9	20	1739	61	3	1829	0	16	3	34	3	53	0	29	2	46	16	77	3674
17:00	3	0	403	4	0	410	1	4	411	12	0	428	0	3	1	11	2	15	0	11	0	14	4	25	878
17:15	5	3	449	4	0	461	3	3	452	19	0	477	0	3	0	6	0	9	0	3	0	1	3	4	951
17:30	2	2	423	8	0	435	2	2	440	9	0	453	0	3	1	18	2	22	0	15	0	13	0	28	938
17:45	1	4	385	11	0	401	2	5	441	12	0	460	1	5	2	15	7	23	0	4	0	11	0	15	899
Hourly Total	11	9	1660	27	0	1707	8	14	1744	52	0	1818	1	14	4	50	11	69	0	33	0	39	7	72	3666
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	2	5	419	8	0	434	1	7	411	10	0	429	0	2	0	9	0	11	0	5	0	7	2	12	886
19:15	1	0	344	4	0	349	5	6	405	15	0	431	0	4	0	9	0	13	0	9	0	10	0	19	812
19:30	1	10	428	5	2	444	1	7	340	5	0	353	0	2	2	8	0	12	0	7	0	12	6	19	828
19:45	1	7	373	9	2	390	3	6	400	8	0	417	0	4	0	7	2	11	0	6	1	10	0	17	835
Hourly Total	5	22	1564	26	4	1617	10	26	1556	38	0	1630	0	12	2	33	2	47	0	27	1	39	8	67	3361
20:00	0	4	353	9	0	366	1	2	430	8	1	441	0	4	0	3	0	7	0	5	0	13	2	18	832
20:15	1	5	428	11	5	445	2	3	365	20	0	390	0	2	1	19	1	22	0	9	0	6	0	15	872
Grand Total	66	177	16513	294	19	17050	74	166	15571	478	6	16289	1	117	36	491	86	645	2	309	27	485	64	823	34807
Approach %	0.4	1.0	96.9	1.7	-	-	0.5	1.0	95.6	2.9	-	-	0.2	18.1	5.6	76.1	-	-	0.2	37.5	3.3	58.9	-	-	-
Total %	0.2	0.5	47.4	0.8	-	49.0	0.2	0.5	44.7	1.4	-	46.8	0.0	0.3	0.1	1.4	-	1.9	0.0	0.9	0.1	1.4	-	2.4	-
Lights	66	175	16227	286	-	16754	72	165	15339	457	-	16033	1	117	35	472	-	625	2	305	27	481	-	815	34227
% Lights	100.0	98.9	98.3	97.3	-	98.3	97.3	99.4	98.5	95.6	-	98.4	100.0	100.0	97.2	96.1	-	96.9	100.0	98.7	100.0	99.2	-	99.0	98.3
Other Vehicles	0	2	286	8	-	296	2	1	232	21	-	256	0	0	1	19	-	20	0	4	0	4	-	8	580

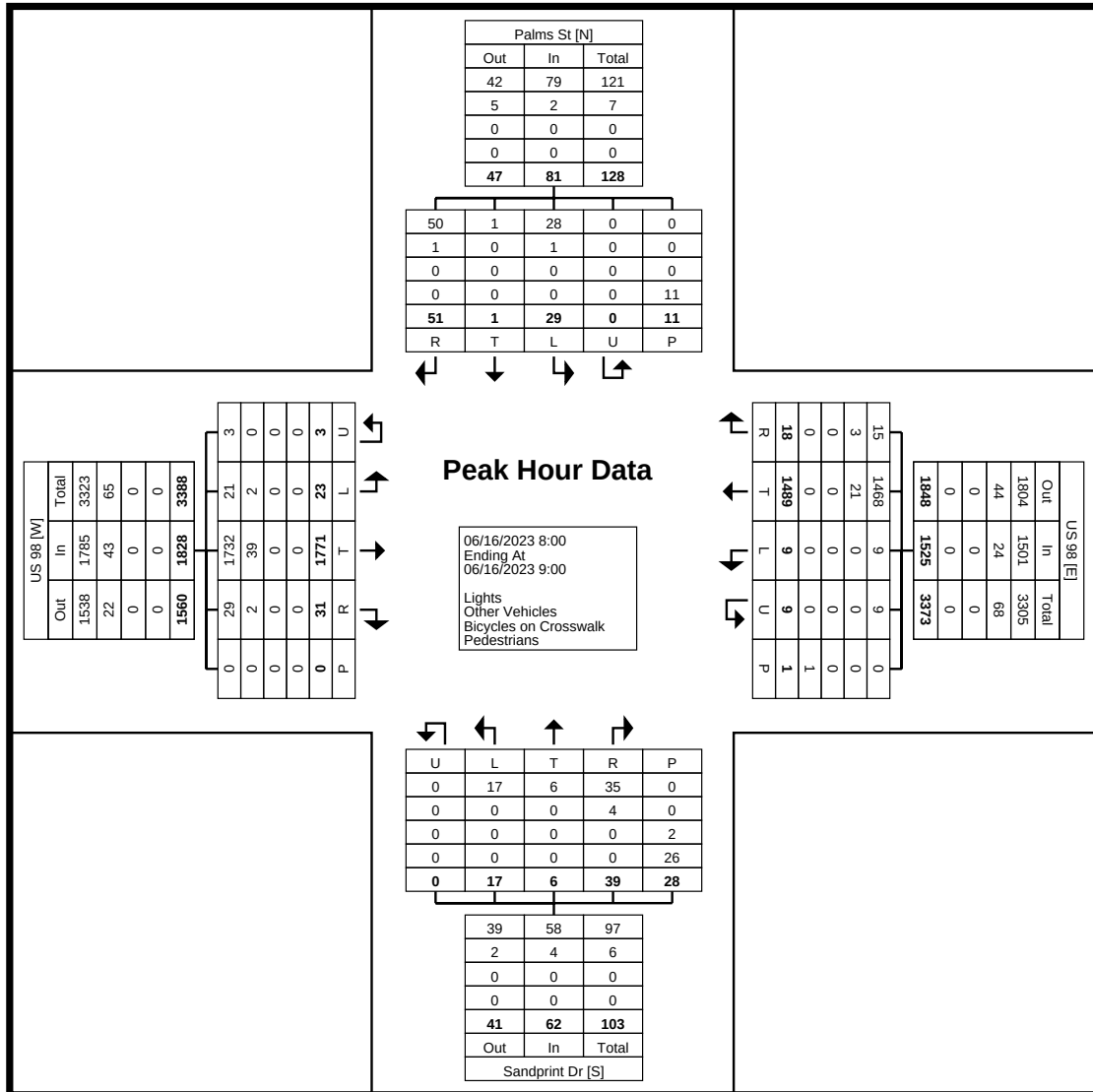
% Other Vehicles	0.0	1.1	1.7	2.7	-	1.7	2.7	0.6	1.5	4.4	-	1.6	0.0	0.0	2.8	3.9	-	3.1	0.0	1.3	0.0	0.8	-	1.0	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	20	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	5.8	-	-	-	-	-	31.3	-	-
Pedestrians	-	-	-	-	19	-	-	-	-	-	6	-	-	-	-	-	81	-	-	-	-	-	44	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	94.2	-	-	-	-	-	68.8	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palms St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	8	442	9	0	459	4	2	333	5	1	344	0	4	4	10	11	18	0	4	1	16	3	21	842
8:15	0	2	444	6	0	452	3	3	379	4	0	389	0	5	1	9	4	15	0	6	0	17	2	23	879
8:30	1	8	442	3	0	454	1	1	379	4	0	385	0	4	1	12	5	17	0	12	0	6	3	18	874
8:45	2	5	443	13	0	463	1	3	398	5	0	407	0	4	0	8	8	12	0	7	0	12	3	19	901
Total	3	23	1771	31	0	1828	9	9	1489	18	1	1525	0	17	6	39	28	62	0	29	1	51	11	81	3496
Approach %	0.2	1.3	96.9	1.7	-	-	0.6	0.6	97.6	1.2	-	-	0.0	27.4	9.7	62.9	-	-	0.0	35.8	1.2	63.0	-	-	-
Total %	0.1	0.7	50.7	0.9	-	52.3	0.3	0.3	42.6	0.5	-	43.6	0.0	0.5	0.2	1.1	-	1.8	0.0	0.8	0.0	1.5	-	2.3	-
PHF	0.375	0.719	0.997	0.596	-	0.987	0.563	0.750	0.935	0.900	-	0.937	0.000	0.850	0.375	0.813	-	0.861	0.000	0.604	0.250	0.750	-	0.880	0.970
Lights	3	21	1732	29	-	1785	9	9	1468	15	-	1501	0	17	6	35	-	58	0	28	1	50	-	79	3423
% Lights	100.0	91.3	97.8	93.5	-	97.6	100.0	100.0	98.6	83.3	-	98.4	-	100.0	100.0	89.7	-	93.5	-	96.6	100.0	98.0	-	97.5	97.9
Other Vehicles	0	2	39	2	-	43	0	0	21	3	-	24	0	0	0	4	-	4	0	1	0	1	-	2	73
% Other Vehicles	0.0	8.7	2.2	6.5	-	2.4	0.0	0.0	1.4	16.7	-	1.6	-	0.0	0.0	10.3	-	6.5	-	3.4	0.0	2.0	-	2.5	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	7.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	26	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	92.9	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

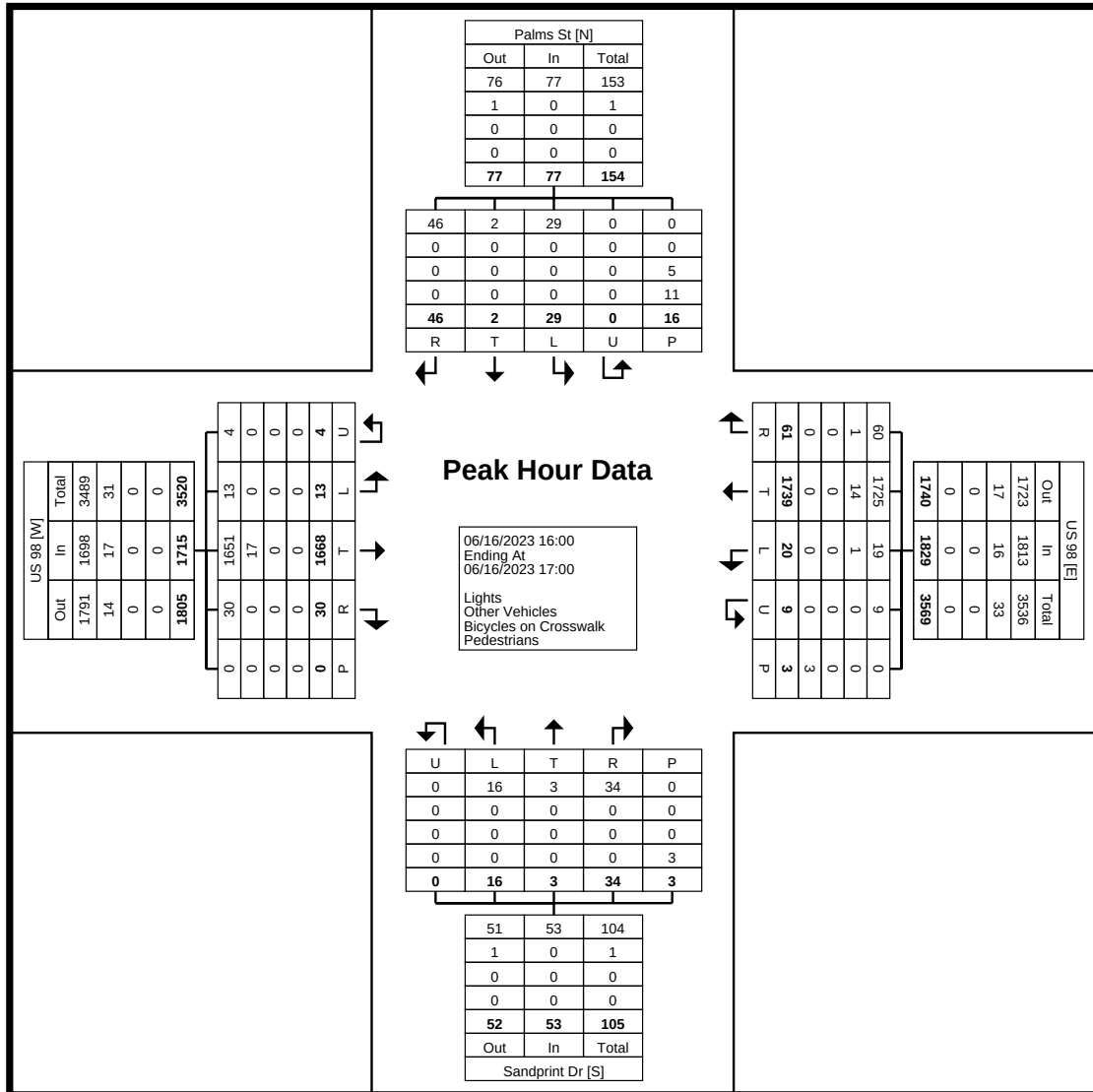
Turning Movement Peak Hour Data (12:15)

Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palms St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:15	3	0	411	6	0	420	0	2	451	18	0	471	0	3	1	22	0	26	0	7	1	12	1	20	937
12:30	2	4	432	4	0	442	2	3	414	9	0	428	0	1	0	23	0	24	0	10	0	19	1	29	923
12:45	1	5	394	10	1	410	3	10	465	6	0	484	0	0	0	12	0	12	0	10	1	13	1	24	930
13:00	2	4	457	10	2	473	3	5	430	15	1	453	0	2	1	9	2	12	0	6	4	19	0	29	967
Total	8	13	1694	30	3	1745	8	20	1760	48	1	1836	0	6	2	66	2	74	0	33	6	63	3	102	3757
Approach %	0.5	0.7	97.1	1.7	-	-	0.4	1.1	95.9	2.6	-	-	0.0	8.1	2.7	89.2	-	-	0.0	32.4	5.9	61.8	-	-	-
Total %	0.2	0.3	45.1	0.8	-	46.4	0.2	0.5	46.8	1.3	-	48.9	0.0	0.2	0.1	1.8	-	2.0	0.0	0.9	0.2	1.7	-	2.7	-
PHF	0.667	0.650	0.927	0.750	-	0.922	0.667	0.500	0.946	0.667	-	0.948	0.000	0.500	0.500	0.717	-	0.712	0.000	0.825	0.375	0.829	-	0.879	0.971
Lights	8	13	1654	29	-	1704	8	20	1733	44	-	1805	0	6	2	64	-	72	0	33	6	62	-	101	3682
% Lights	100.0	100.0	97.6	96.7	-	97.7	100.0	100.0	98.5	91.7	-	98.3	-	100.0	100.0	97.0	-	97.3	-	100.0	100.0	98.4	-	99.0	98.0
Other Vehicles	0	0	40	1	-	41	0	0	27	4	-	31	0	0	0	2	-	2	0	0	0	1	-	1	75
% Other Vehicles	0.0	0.0	2.4	3.3	-	2.3	0.0	0.0	1.5	8.3	-	1.7	-	0.0	0.0	3.0	-	2.7	-	0.0	0.0	1.6	-	1.0	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data (16:00)

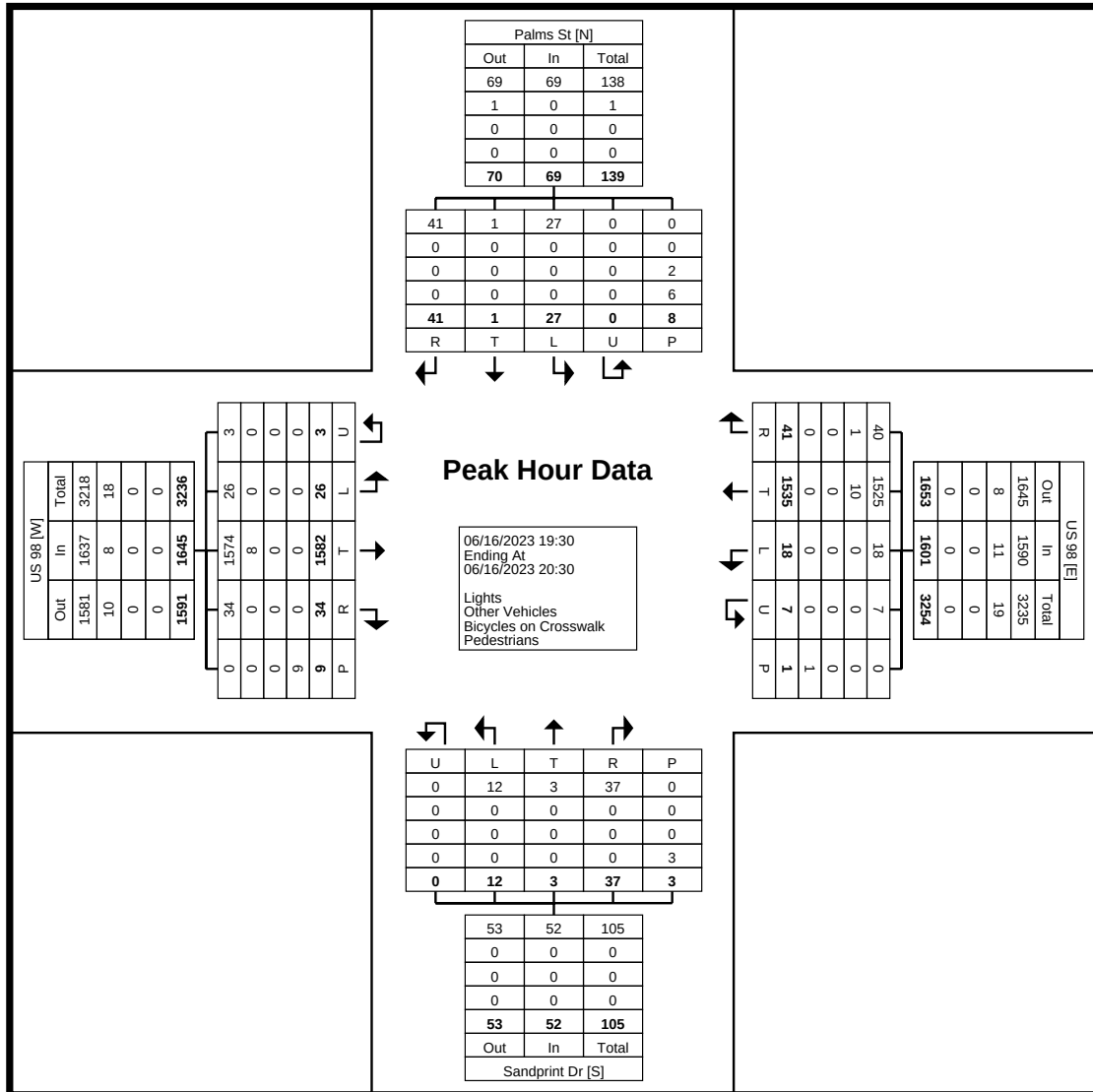
Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palms St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	2	5	403	10	0	420	1	7	462	13	0	483	0	1	1	9	1	11	0	8	1	7	6	16	930
16:15	1	3	447	7	0	458	0	7	436	14	2	457	0	1	1	6	0	8	0	9	0	9	4	18	941
16:30	0	3	413	6	0	422	6	4	429	20	0	459	0	11	0	8	0	19	0	3	1	17	4	21	921
16:45	1	2	405	7	0	415	2	2	412	14	1	430	0	3	1	11	2	15	0	9	0	13	2	22	882
Total	4	13	1668	30	0	1715	9	20	1739	61	3	1829	0	16	3	34	3	53	0	29	2	46	16	77	3674
Approach %	0.2	0.8	97.3	1.7	-	-	0.5	1.1	95.1	3.3	-	-	0.0	30.2	5.7	64.2	-	-	0.0	37.7	2.6	59.7	-	-	-
Total %	0.1	0.4	45.4	0.8	-	46.7	0.2	0.5	47.3	1.7	-	49.8	0.0	0.4	0.1	0.9	-	1.4	0.0	0.8	0.1	1.3	-	2.1	-
PHF	0.500	0.650	0.933	0.750	-	0.936	0.375	0.714	0.941	0.763	-	0.947	0.000	0.364	0.750	0.773	-	0.697	0.000	0.806	0.500	0.676	-	0.875	0.976
Lights	4	13	1651	30	-	1698	9	19	1725	60	-	1813	0	16	3	34	-	53	0	29	2	46	-	77	3641
% Lights	100.0	100.0	99.0	100.0	-	99.0	100.0	95.0	99.2	98.4	-	99.1	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.1
Other Vehicles	0	0	17	0	-	17	0	1	14	1	-	16	0	0	0	0	-	0	0	0	0	0	-	0	33
% Other Vehicles	0.0	0.0	1.0	0.0	-	1.0	0.0	5.0	0.8	1.6	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	31.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	68.8	-	-



Turning Movement Peak Hour Data Plot (16:00)

Turning Movement Peak Hour Data (19:30)

Start Time	US 98 Eastbound						US 98 Westbound						Sandprint Dr Northbound						Palms St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:30	1	10	428	5	2	444	1	7	340	5	0	353	0	2	2	8	0	12	0	7	0	12	6	19	828
19:45	1	7	373	9	2	390	3	6	400	8	0	417	0	4	0	7	2	11	0	6	1	10	0	17	835
20:00	0	4	353	9	0	366	1	2	430	8	1	441	0	4	0	3	0	7	0	5	0	13	2	18	832
20:15	1	5	428	11	5	445	2	3	365	20	0	390	0	2	1	19	1	22	0	9	0	6	0	15	872
Total	3	26	1582	34	9	1645	7	18	1535	41	1	1601	0	12	3	37	3	52	0	27	1	41	8	69	3367
Approach %	0.2	1.6	96.2	2.1	-	-	0.4	1.1	95.9	2.6	-	-	0.0	23.1	5.8	71.2	-	-	0.0	39.1	1.4	59.4	-	-	-
Total %	0.1	0.8	47.0	1.0	-	48.9	0.2	0.5	45.6	1.2	-	47.5	0.0	0.4	0.1	1.1	-	1.5	0.0	0.8	0.0	1.2	-	2.0	-
PHF	0.750	0.650	0.924	0.773	-	0.924	0.583	0.643	0.892	0.513	-	0.908	0.000	0.750	0.375	0.487	-	0.591	0.000	0.750	0.250	0.788	-	0.908	0.965
Lights	3	26	1574	34	-	1637	7	18	1525	40	-	1590	0	12	3	37	-	52	0	27	1	41	-	69	3348
% Lights	100.0	100.0	99.5	100.0	-	99.5	100.0	100.0	99.3	97.6	-	99.3	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.4
Other Vehicles	0	0	8	0	-	8	0	0	10	1	-	11	0	0	0	0	-	0	0	0	0	0	-	0	19
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.7	2.4	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-



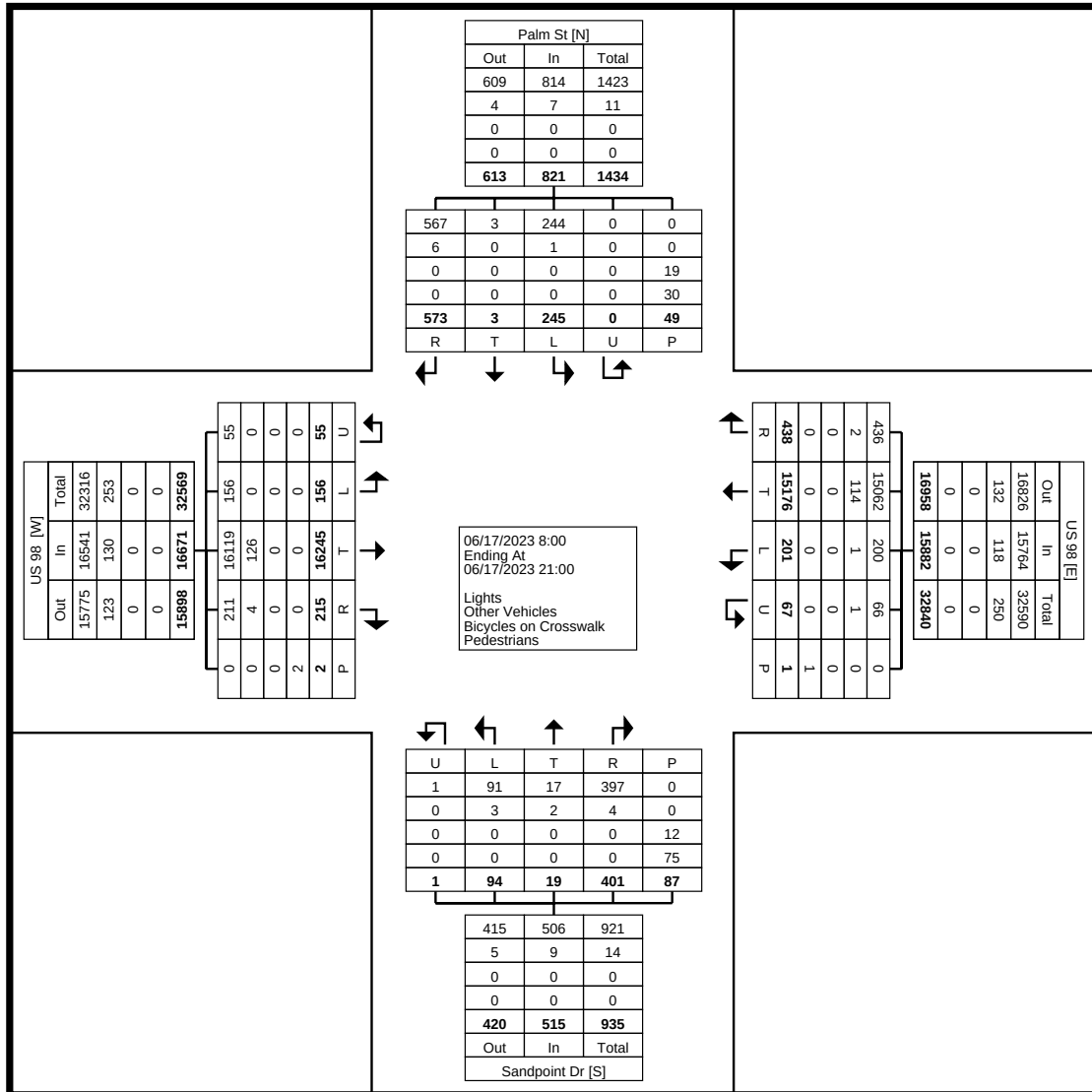
Turning Movement Peak Hour Data Plot (19:30)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Sandpoint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	2	362	4	0	368	2	2	268	6	0	278	0	0	0	4	7	4	0	3	0	8	2	11	661
8:15	0	4	401	4	0	409	0	4	288	6	0	298	0	2	2	7	8	11	0	5	0	6	2	11	729
8:30	0	2	363	3	0	368	3	4	365	8	0	380	0	1	1	7	2	9	0	7	0	16	4	23	780
8:45	0	6	417	5	0	428	2	5	368	3	0	378	0	5	2	7	4	14	0	11	0	31	5	42	862
Hourly Total	0	14	1543	16	0	1573	7	15	1289	23	0	1334	0	8	5	25	21	38	0	26	0	61	13	87	3032
9:00	4	3	438	4	0	449	0	0	412	11	0	423	0	4	0	13	9	17	0	10	0	13	2	23	912
9:15	5	1	431	6	0	443	0	0	376	8	0	384	0	2	1	11	4	14	0	5	0	25	4	30	871
9:30	1	2	399	9	0	411	3	9	443	5	0	460	0	4	0	16	8	20	0	5	0	18	7	23	914
9:45	2	2	404	2	0	410	2	3	409	9	0	423	0	4	0	17	4	21	0	6	0	19	3	25	879
Hourly Total	12	8	1672	21	0	1713	5	12	1640	33	0	1690	0	14	1	57	25	72	0	26	0	75	16	101	3576
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	4	401	3	0	408	2	6	468	13	0	489	0	2	1	8	3	11	0	6	0	14	0	20	928
11:15	1	4	387	7	0	399	3	3	410	8	0	424	0	5	0	11	3	16	0	12	0	14	2	26	865
11:30	3	1	451	2	0	457	2	2	402	8	0	414	0	1	0	13	2	14	0	5	0	15	0	20	905
11:45	2	3	418	5	0	428	2	3	447	7	0	459	0	4	0	7	2	11	0	8	0	12	1	20	918
Hourly Total	6	12	1657	17	0	1692	9	14	1727	36	0	1786	0	12	1	39	10	52	0	31	0	55	3	86	3616
12:00	2	3	428	8	0	441	0	6	420	7	0	433	0	1	0	10	1	11	0	3	0	19	2	22	907
12:15	0	4	411	3	0	418	3	7	414	5	0	429	0	0	0	10	0	10	0	5	0	17	0	22	879
12:30	1	5	423	8	0	437	2	5	420	8	0	435	0	5	0	11	2	16	0	11	0	12	0	23	911
12:45	2	2	427	7	0	438	0	7	435	11	0	453	0	2	1	10	2	13	0	7	2	18	0	27	931
Hourly Total	5	14	1689	26	0	1734	5	25	1689	31	0	1750	0	8	1	41	5	50	0	26	2	66	2	94	3628
13:00	1	4	435	5	0	445	2	7	433	11	0	453	0	1	0	5	1	6	0	4	0	18	0	22	926
13:15	1	5	438	3	0	447	1	11	391	9	0	412	0	2	0	11	1	13	0	5	1	17	0	23	895
13:30	2	1	439	3	0	445	2	2	357	4	0	365	1	2	3	8	1	14	0	2	0	13	0	15	839
13:45	1	6	387	5	0	399	3	2	351	8	0	364	0	2	0	11	0	13	0	7	0	8	0	15	791
Hourly Total	5	16	1699	16	0	1736	8	22	1532	32	0	1594	1	7	3	35	3	46	0	18	1	56	0	75	3451
14:00	3	2	405	2	0	412	1	6	420	9	0	436	0	1	0	11	6	12	0	6	0	8	5	14	874
14:15	1	5	438	7	0	451	4	4	451	9	0	468	0	1	1	6	1	8	0	7	0	17	1	24	951
14:30	1	2	420	9	0	432	5	7	430	11	0	453	0	3	0	8	2	11	0	5	0	12	1	17	913
14:45	2	2	452	6	0	462	3	6	442	11	0	462	0	1	0	11	1	12	0	5	0	17	0	22	958
Hourly Total	7	11	1715	24	0	1757	13	23	1743	40	0	1819	0	6	1	36	10	43	0	23	0	54	7	77	3696
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	2	7	370	9	1	388	0	2	394	10	0	406	0	3	0	8	0	11	0	6	0	14	1	20	825
16:15	1	9	373	4	0	387	0	6	374	25	0	405	0	2	1	13	0	16	0	5	0	6	0	11	819
16:30	0	2	342	5	0	349	0	5	315	11	0	331	0	1	0	5	0	6	0	3	0	15	0	18	704
16:45	0	2	376	8	0	386	0	1	395	14	0	410	0	4	0	12	0	16	0	8	0	13	1	21	833
Hourly Total	3	20	1461	26	1	1510	0	14	1478	60	0	1552	0	10	1	38	0	49	0	22	0	48	2	70	3181
17:00	1	9	423	5	1	438	1	7	268	14	0	290	0	3	0	10	0	13	0	4	0	7	0	11	752
17:15	4	5	393	4	0	406	2	8	311	18	0	339	0	5	0	13	1	18	0	4	0	14	2	18	781
17:30	0	4	395	6	0	405	0	0	149	50	0	199	0	2	2	11	0	15	0	8	0	10	0	18	637
17:45	0	4	433	2	0	439	1	8	432	23	0	464	0	0	0	10	0	10	0	6	0	13	0	19	932
Hourly Total	5	22	1644	17	1	1688	4	23	1160	105	0	1292	0	10	2	44	1	56	0	22	0	44	2	66	3102
18:00	1	5	413	10	0	429	2	6	390	15	0	413	0	3	0	13	0	16	0	6	0	17	0	23	881
18:15	2	6	416	10	0	434	3	8	395	9	0	415	0	2	0	17	5	19	0	3	0	13	0	16	884
18:30	3	4	446	5	0	458	3	3	396	10	1	412	0	2	2	13	0	17	0	9	0	17	0	26	913
18:45	1	2	418	4	0	425	2	7	378	5	0	392	0	1	0	13	3	14	0	5	0	7	0	12	843
Hourly Total	7	17	1693	29	0	1746	10	24	1559	39	1	1632	0	8	2	56	8	66	0	23	0	54	0	77	3521
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	1	3	395	4	0	403	2	8	331	10	0	351	0	4	0	10	0	14	0	6	0	11	0	17	785
20:15	1	5	356	6	0	368	1	8	320	11	0	340	0	4	1	12	0	17	0	9	0	13	0	22	747
20:30	1	7	352	6	0	366	1	9	340	7	0	357	0	1	0	6	3	7	0	3	0	20	4	23	753
20:45	2	7	369	7	0	385	2	4	368	11	0	385	0	2	1	2	1	5	0	10	0	16	0	26	801
Hourly Total	5	22	1472	23	0	1522	6	29	1359	39	0	1433	0	11	2	30	4	43	0	28	0	60	4	88	3086
Grand Total	55	156	16245	215	2	16671	67	201	15176	438	1	15882	1	94	19	401	87	515	0	245	3	573	49	821	33889
Approach %	0.3	0.9	97.4	1.3	-	-	0.4	1.3	95.6	2.8	-	-	0.2	18.3	3.7	77.9	-	-	0.0	29.8	0.4	69.8	-	-	-
Total %	0.2	0.5	47.9	0.6	-	49.2	0.2	0.6	44.8	1.3	-	46.9	0.0	0.3	0.1	1.2	-	1.5	0.0	0.7	0.0	1.7	-	2.4	-
Lights	55	156	16119	211	-	16541	66	200	15062	436	-	15764	1	91	17	397	-	506	0	244	3	567	-	814	33625
% Lights	100.0	100.0	99.2	98.1	-	99.2	98.5	99.5	99.2	99.5	-	99.3	100.0	96.8	89.5	99.0	-	98.3	-	99.6	100.0	99.0	-	99.1	99.2
Other Vehicles	0	0	126	4	-	130	1	1	114	2	-	118	0	3	2	4	-	9	0	1	0	6	-	7	264

% Other Vehicles	0.0	0.0	0.8	1.9	-	0.8	1.5	0.5	0.8	0.5	-	0.7	0.0	3.2	10.5	1.0	-	1.7	-	0.4	0.0	1.0	-	0.9	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	19	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	13.8	-	-	-	-	-	38.8	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	75	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	86.2	-	-	-	-	-	61.2	-	-

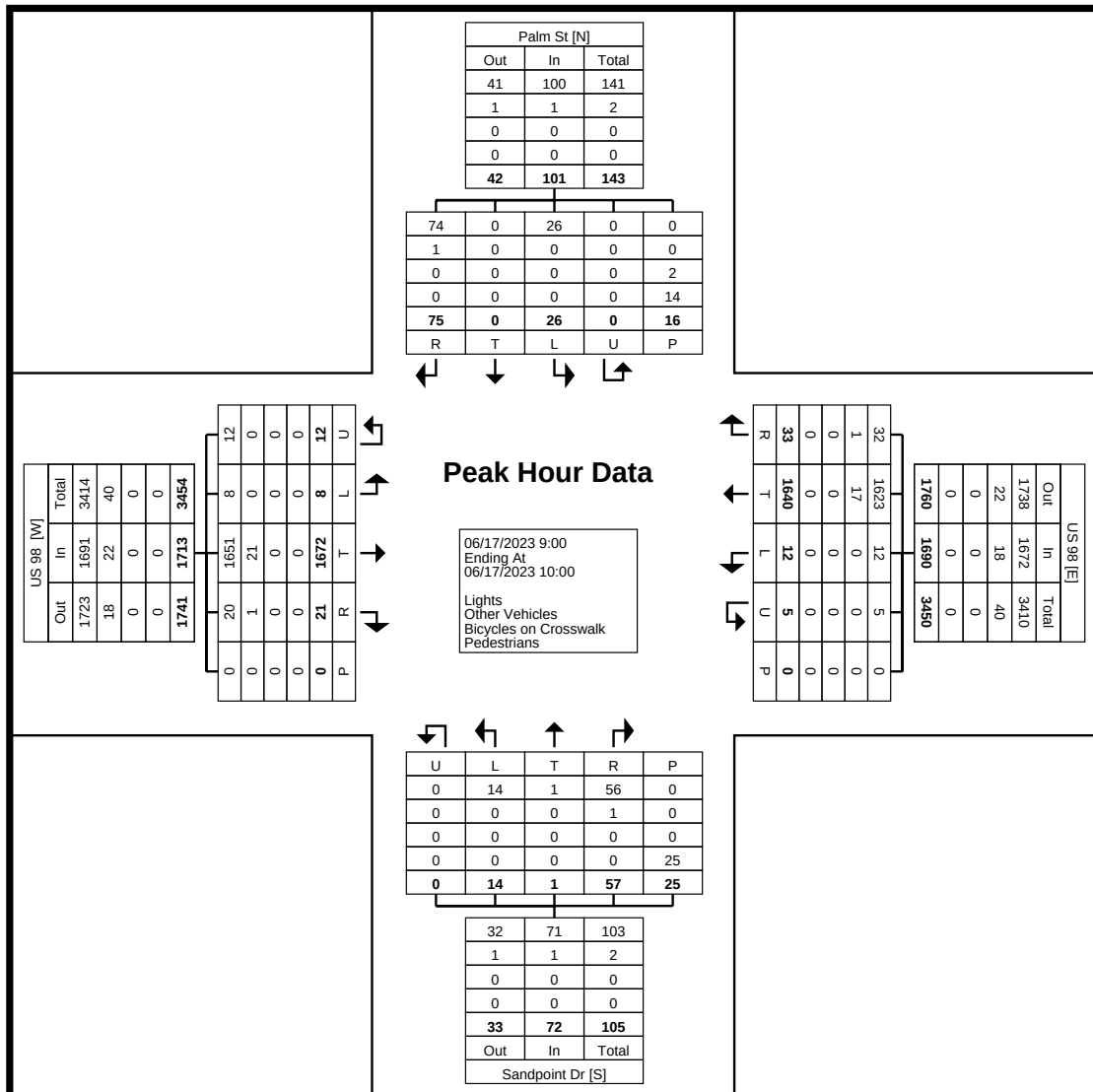
Count Name: US 98 at Palm
St/Sandprint Dr - Sat
Site Code:
Start Date: 06/17/2023
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						Sandpoint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	4	3	438	4	0	449	0	0	412	11	0	423	0	4	0	13	9	17	0	10	0	13	2	23	912
9:15	5	1	431	6	0	443	0	0	376	8	0	384	0	2	1	11	4	14	0	5	0	25	4	30	871
9:30	1	2	399	9	0	411	3	9	443	5	0	460	0	4	0	16	8	20	0	5	0	18	7	23	914
9:45	2	2	404	2	0	410	2	3	409	9	0	423	0	4	0	17	4	21	0	6	0	19	3	25	879
Total	12	8	1672	21	0	1713	5	12	1640	33	0	1690	0	14	1	57	25	72	0	26	0	75	16	101	3576
Approach %	0.7	0.5	97.6	1.2	-	-	0.3	0.7	97.0	2.0	-	-	0.0	19.4	1.4	79.2	-	-	0.0	25.7	0.0	74.3	-	-	-
Total %	0.3	0.2	46.8	0.6	-	47.9	0.1	0.3	45.9	0.9	-	47.3	0.0	0.4	0.0	1.6	-	2.0	0.0	0.7	0.0	2.1	-	2.8	-
PHF	0.600	0.667	0.954	0.583	-	0.954	0.417	0.333	0.926	0.750	-	0.918	0.000	0.875	0.250	0.838	-	0.857	0.000	0.650	0.000	0.750	-	0.842	0.978
Lights	12	8	1651	20	-	1691	5	12	1623	32	-	1672	0	14	1	56	-	71	0	26	0	74	-	100	3534
% Lights	100.0	100.0	98.7	95.2	-	98.7	100.0	100.0	99.0	97.0	-	98.9	-	100.0	100.0	98.2	-	98.6	-	100.0	-	98.7	-	99.0	98.8
Other Vehicles	0	0	21	1	-	22	0	0	17	1	-	18	0	0	0	1	-	1	0	0	0	1	-	1	42
% Other Vehicles	0.0	0.0	1.3	4.8	-	1.3	0.0	0.0	1.0	3.0	-	1.1	-	0.0	0.0	1.8	-	1.4	-	0.0	-	1.3	-	1.0	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	25	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-



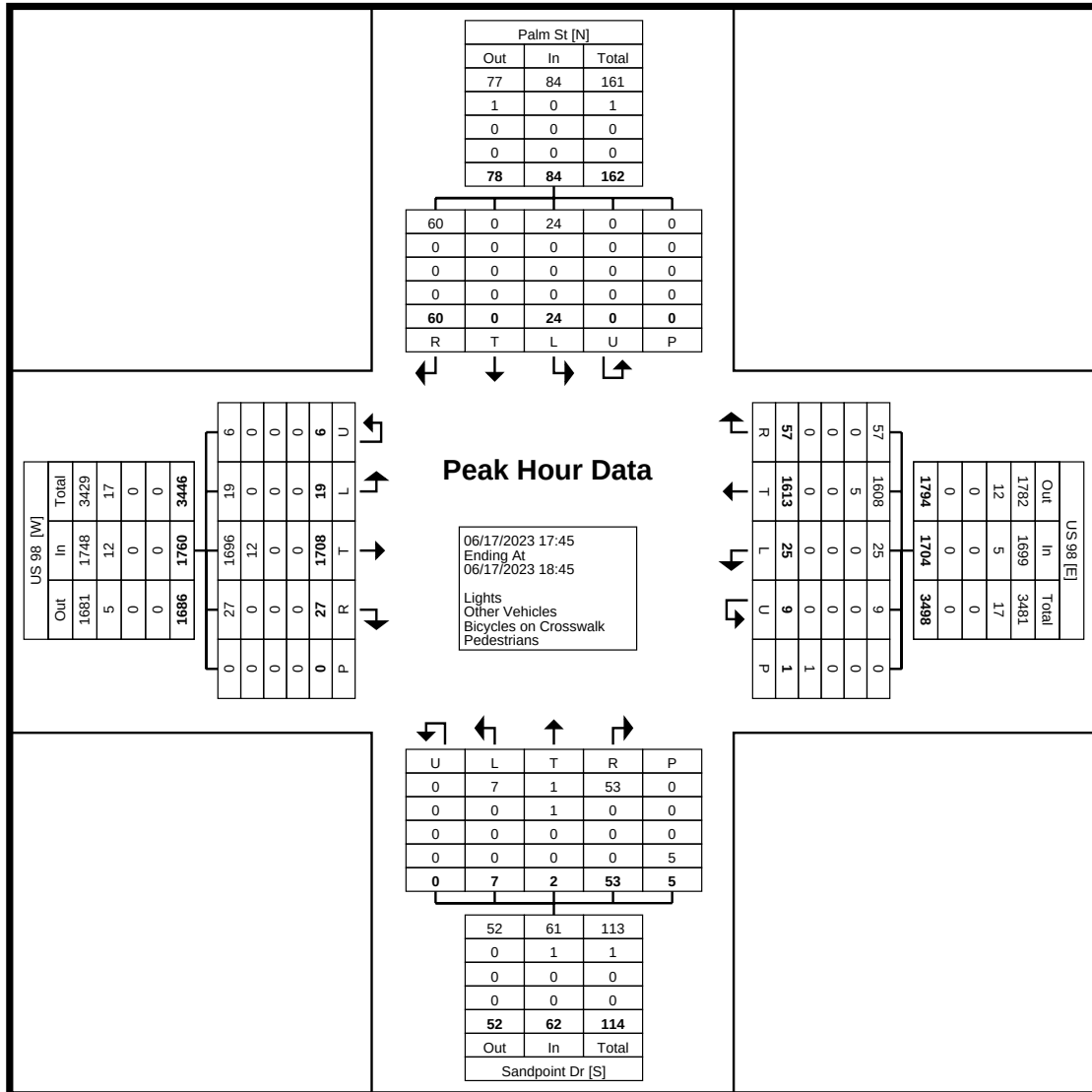
Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Sandpoint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	3	2	405	2	0	412	1	6	420	9	0	436	0	1	0	11	6	12	0	6	0	8	5	14	874
14:15	1	5	438	7	0	451	4	4	451	9	0	468	0	1	1	6	1	8	0	7	0	17	1	24	951
14:30	1	2	420	9	0	432	5	7	430	11	0	453	0	3	0	8	2	11	0	5	0	12	1	17	913
14:45	2	2	452	6	0	462	3	6	442	11	0	462	0	1	0	11	1	12	0	5	0	17	0	22	958
Total	7	11	1715	24	0	1757	13	23	1743	40	0	1819	0	6	1	36	10	43	0	23	0	54	7	77	3696
Approach %	0.4	0.6	97.6	1.4	-	-	0.7	1.3	95.8	2.2	-	-	0.0	14.0	2.3	83.7	-	-	0.0	29.9	0.0	70.1	-	-	-
Total %	0.2	0.3	46.4	0.6	-	47.5	0.4	0.6	47.2	1.1	-	49.2	0.0	0.2	0.0	1.0	-	1.2	0.0	0.6	0.0	1.5	-	2.1	-
PHF	0.583	0.550	0.949	0.667	-	0.951	0.650	0.821	0.966	0.909	-	0.972	0.000	0.500	0.250	0.818	-	0.896	0.000	0.821	0.000	0.794	-	0.802	0.965
Lights	7	11	1710	24	-	1752	13	23	1727	39	-	1802	0	6	1	36	-	43	0	23	0	54	-	77	3674
% Lights	100.0	100.0	99.7	100.0	-	99.7	100.0	100.0	99.1	97.5	-	99.1	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.4
Other Vehicles	0	0	5	0	-	5	0	0	16	1	-	17	0	0	0	0	-	0	0	0	0	0	-	0	22
% Other Vehicles	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.9	2.5	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	85.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	14.3	-	-



Turning Movement Peak Hour Data (17:45)

Start Time	US 98 Eastbound						US 98 Westbound						Sandpoint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:45	0	4	433	2	0	439	1	8	432	23	0	464	0	0	0	10	0	10	0	6	0	13	0	19	932
18:00	1	5	413	10	0	429	2	6	390	15	0	413	0	3	0	13	0	16	0	6	0	17	0	23	881
18:15	2	6	416	10	0	434	3	8	395	9	0	415	0	2	0	17	5	19	0	3	0	13	0	16	884
18:30	3	4	446	5	0	458	3	3	396	10	1	412	0	2	2	13	0	17	0	9	0	17	0	26	913
Total	6	19	1708	27	0	1760	9	25	1613	57	1	1704	0	7	2	53	5	62	0	24	0	60	0	84	3610
Approach %	0.3	1.1	97.0	1.5	-	-	0.5	1.5	94.7	3.3	-	-	0.0	11.3	3.2	85.5	-	-	0.0	28.6	0.0	71.4	-	-	-
Total %	0.2	0.5	47.3	0.7	-	48.8	0.2	0.7	44.7	1.6	-	47.2	0.0	0.2	0.1	1.5	-	1.7	0.0	0.7	0.0	1.7	-	2.3	-
PHF	0.500	0.792	0.957	0.675	-	0.961	0.750	0.781	0.933	0.620	-	0.918	0.000	0.583	0.250	0.779	-	0.816	0.000	0.667	0.000	0.882	-	0.808	0.968
Lights	6	19	1696	27	-	1748	9	25	1608	57	-	1699	0	7	1	53	-	61	0	24	0	60	-	84	3592
% Lights	100.0	100.0	99.3	100.0	-	99.3	100.0	100.0	99.7	100.0	-	99.7	-	100.0	50.0	100.0	-	98.4	-	100.0	-	100.0	-	100.0	99.5
Other Vehicles	0	0	12	0	-	12	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	18
% Other Vehicles	0.0	0.0	0.7	0.0	-	0.7	0.0	0.0	0.3	0.0	-	0.3	-	0.0	50.0	0.0	-	1.6	-	0.0	-	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (17:45)

Turning Movement Peak Hour Data (20:00)

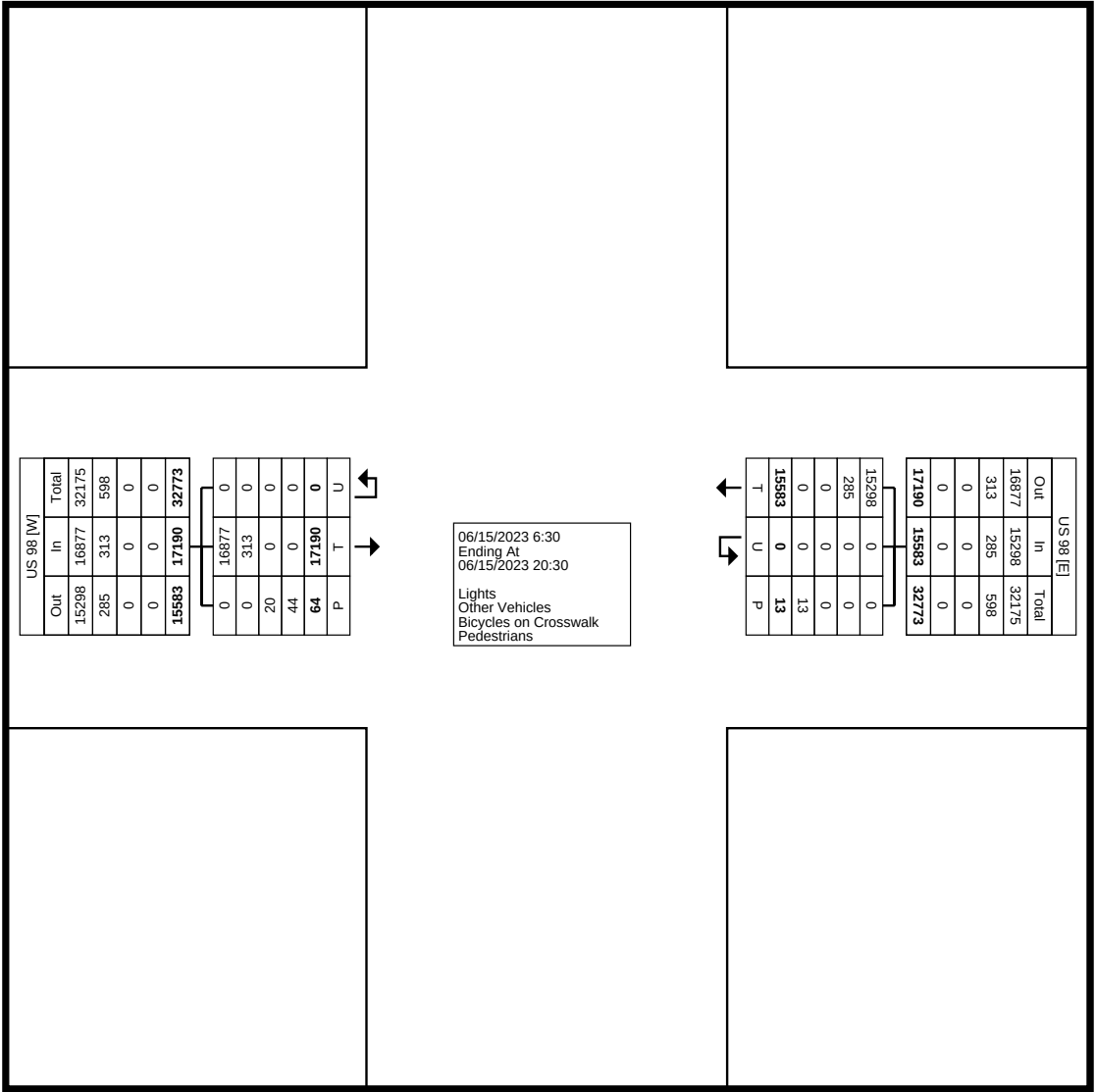
Start Time	US 98 Eastbound						US 98 Westbound						Sandpoint Dr Northbound						Palm St Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	1	3	395	4	0	403	2	8	331	10	0	351	0	4	0	10	0	14	0	6	0	11	0	17	785
20:15	1	5	356	6	0	368	1	8	320	11	0	340	0	4	1	12	0	17	0	9	0	13	0	22	747
20:30	1	7	352	6	0	366	1	9	340	7	0	357	0	1	0	6	3	7	0	3	0	20	4	23	753
20:45	2	7	369	7	0	385	2	4	368	11	0	385	0	2	1	2	1	5	0	10	0	16	0	26	801
Total	5	22	1472	23	0	1522	6	29	1359	39	0	1433	0	11	2	30	4	43	0	28	0	60	4	88	3086
Approach %	0.3	1.4	96.7	1.5	-	-	0.4	2.0	94.8	2.7	-	-	0.0	25.6	4.7	69.8	-	-	0.0	31.8	0.0	68.2	-	-	-
Total %	0.2	0.7	47.7	0.7	-	49.3	0.2	0.9	44.0	1.3	-	46.4	0.0	0.4	0.1	1.0	-	1.4	0.0	0.9	0.0	1.9	-	2.9	-
PHF	0.625	0.786	0.932	0.821	-	0.944	0.750	0.806	0.923	0.886	-	0.931	0.000	0.688	0.500	0.625	-	0.632	0.000	0.700	0.000	0.750	-	0.846	0.963
Lights	5	22	1464	23	-	1514	5	29	1353	39	-	1426	0	11	2	30	-	43	0	27	0	60	-	87	3070
% Lights	100.0	100.0	99.5	100.0	-	99.5	83.3	100.0	99.6	100.0	-	99.5	-	100.0	100.0	100.0	-	100.0	-	96.4	-	100.0	-	98.9	99.5
Other Vehicles	0	0	8	0	-	8	1	0	6	0	-	7	0	0	0	0	-	0	0	1	0	0	-	1	16
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.5	16.7	0.0	0.4	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	3.6	-	0.0	-	1.1	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	378	0	378	0	231	0	231	609
6:45	0	327	2	327	0	220	0	220	547
Hourly Total	0	705	2	705	0	451	0	451	1156
7:00	0	330	2	330	0	277	1	277	607
7:15	0	336	1	336	0	254	0	254	590
7:30	0	426	0	426	0	308	0	308	734
7:45	0	352	1	352	0	316	0	316	668
Hourly Total	0	1444	4	1444	0	1155	1	1155	2599
8:00	0	435	0	435	0	370	0	370	805
8:15	0	422	1	422	0	433	0	433	855
8:30	0	472	0	472	0	380	0	380	852
8:45	0	448	0	448	0	400	0	400	848
Hourly Total	0	1777	1	1777	0	1583	0	1583	3360
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	452	5	452	0	401	0	401	853
11:15	0	446	4	446	0	397	0	397	843
11:30	0	473	0	473	0	417	0	417	890
11:45	0	465	5	465	0	409	0	409	874
Hourly Total	0	1836	14	1836	0	1624	0	1624	3460
12:00	0	456	4	456	0	392	0	392	848
12:15	0	487	7	487	0	444	0	444	931
12:30	0	413	0	413	0	412	0	412	825
12:45	0	482	1	482	0	427	0	427	909
Hourly Total	0	1838	12	1838	0	1675	0	1675	3513
13:00	0	438	5	438	0	428	0	428	866
13:15	0	473	1	473	0	422	0	422	895
13:30	0	441	0	441	0	438	0	438	879
13:45	0	437	4	437	0	425	0	425	862
Hourly Total	0	1789	10	1789	0	1713	0	1713	3502
14:00	0	463	1	463	0	475	0	475	938
14:15	0	477	3	477	0	485	0	485	962
14:30	0	463	3	463	0	428	0	428	891
14:45	0	479	5	479	0	476	0	476	955
Hourly Total	0	1882	12	1882	0	1864	0	1864	3746
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	494	0	494	0	420	2	420	914
16:15	0	412	0	412	0	460	3	460	872
16:30	0	477	0	477	0	409	0	409	886
16:45	0	476	0	476	0	434	1	434	910
Hourly Total	0	1859	0	1859	0	1723	6	1723	3582
17:00	0	424	0	424	0	437	3	437	861
17:15	0	434	1	434	0	465	0	465	899
17:30	0	429	1	429	0	469	2	469	898
17:45	0	476	0	476	0	441	0	441	917
Hourly Total	0	1763	2	1763	0	1812	5	1812	3575
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	440	2	440	0	411	0	411	851
19:15	0	409	1	409	0	429	1	429	838
19:30	0	418	4	418	0	378	0	378	796
19:45	0	386	0	386	0	292	0	292	678
Hourly Total	0	1653	7	1653	0	1510	1	1510	3163
20:00	0	348	0	348	0	253	0	253	601
20:15	0	296	0	296	0	220	0	220	516
Grand Total	0	17190	64	17190	0	15583	13	15583	32773
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.5	-	52.5	0.0	47.5	-	47.5	-
Lights	0	16877	-	16877	0	15298	-	15298	32175
% Lights	-	98.2	-	98.2	-	98.2	-	98.2	98.2
Other Vehicles	0	313	-	313	0	285	-	285	598
% Other Vehicles	-	1.8	-	1.8	-	1.8	-	1.8	1.8
Bicycles on Crosswalk	-	-	20	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	31.3	-	-	-	0.0	-	-
Pedestrians	-	-	44	-	-	-	13	-	-
% Pedestrians	-	-	68.8	-	-	-	100.0	-	-



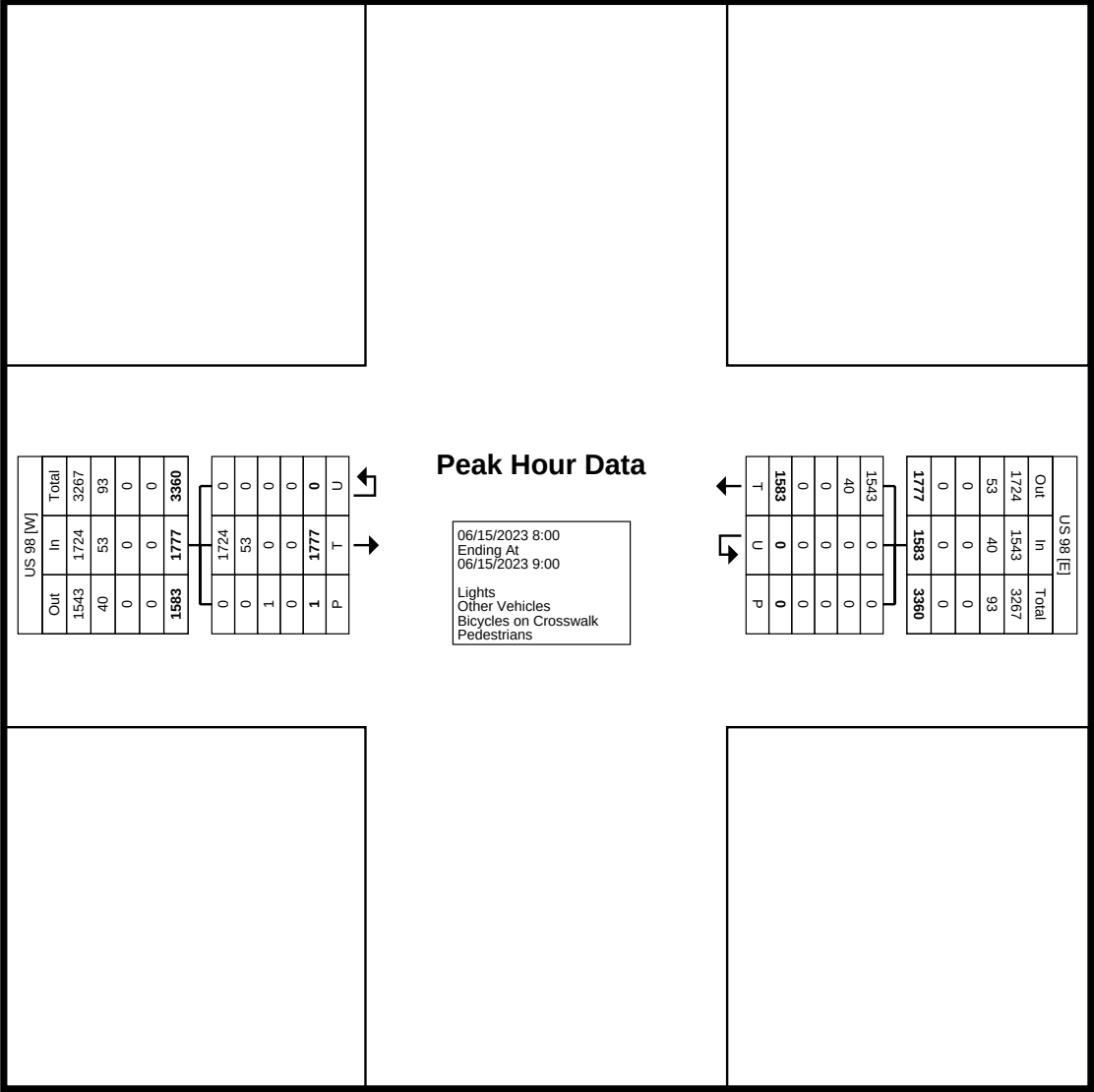
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	435	0	435	0	370	0	370	805
8:15	0	422	1	422	0	433	0	433	855
8:30	0	472	0	472	0	380	0	380	852
8:45	0	448	0	448	0	400	0	400	848
Total	0	1777	1	1777	0	1583	0	1583	3360
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.9	-	52.9	0.0	47.1	-	47.1	-
PHF	0.000	0.941	-	0.941	0.000	0.914	-	0.914	0.982
Lights	0	1724	-	1724	0	1543	-	1543	3267
% Lights	-	97.0	-	97.0	-	97.5	-	97.5	97.2
Other Vehicles	0	53	-	53	0	40	-	40	93
% Other Vehicles	-	3.0	-	3.0	-	2.5	-	2.5	2.8
Bicycles on Crosswalk	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	100.0	-	-	-	-	-	-
Pedestrians	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	0.0	-	-	-	-	-	-



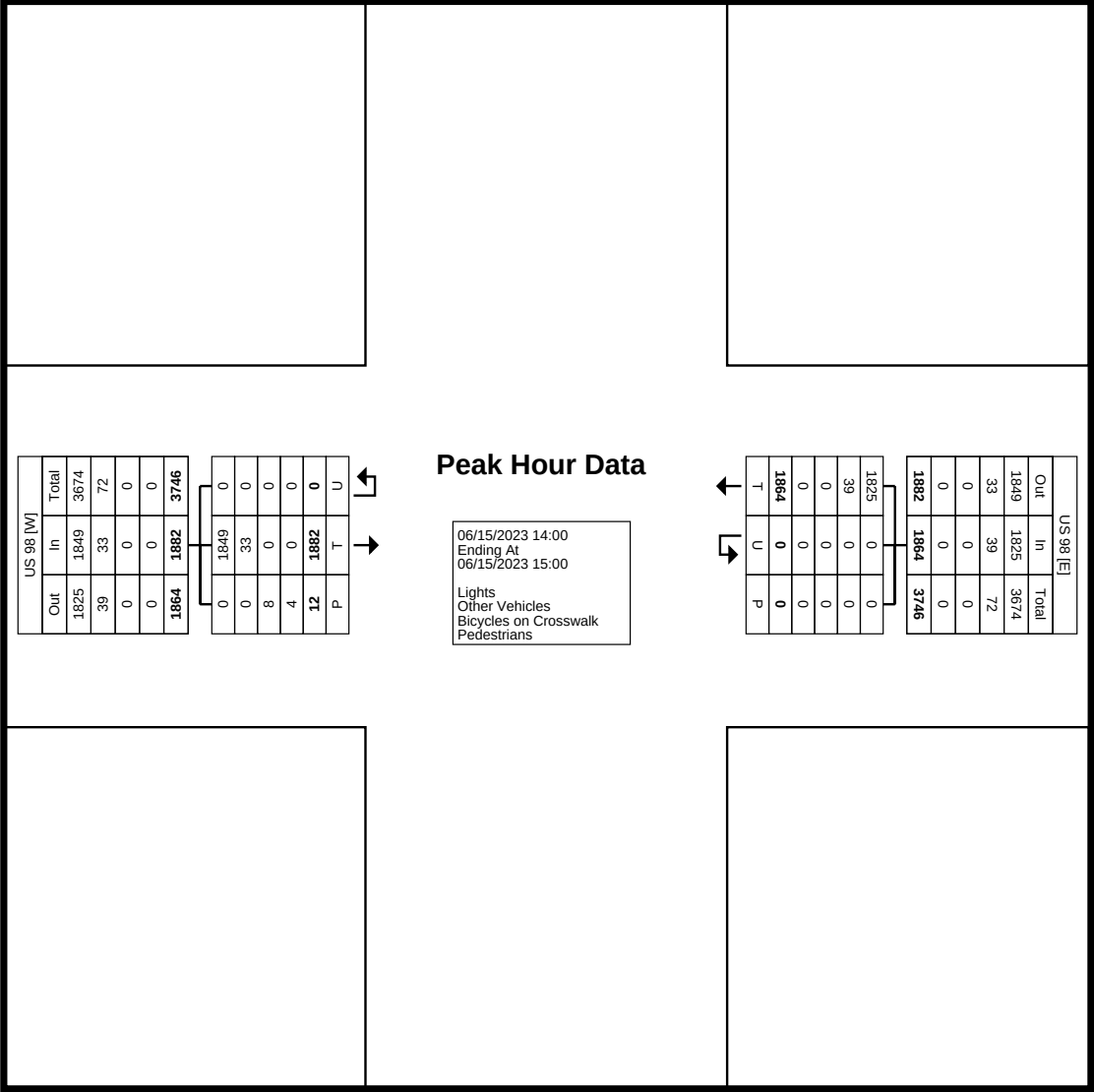
Turning Movement Peak Hour Data Plot (8:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
14:00	0	463	1	463	0	475	0	475	938
14:15	0	477	3	477	0	485	0	485	962
14:30	0	463	3	463	0	428	0	428	891
14:45	0	479	5	479	0	476	0	476	955
Total	0	1882	12	1882	0	1864	0	1864	3746
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.2	-	50.2	0.0	49.8	-	49.8	-
PHF	0.000	0.982	-	0.982	0.000	0.961	-	0.961	0.973
Lights	0	1849	-	1849	0	1825	-	1825	3674
% Lights	-	98.2	-	98.2	-	97.9	-	97.9	98.1
Other Vehicles	0	33	-	33	0	39	-	39	72
% Other Vehicles	-	1.8	-	1.8	-	2.1	-	2.1	1.9
Bicycles on Crosswalk	-	-	8	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	66.7	-	-	-	-	-	-
Pedestrians	-	-	4	-	-	-	0	-	-
% Pedestrians	-	-	33.3	-	-	-	-	-	-

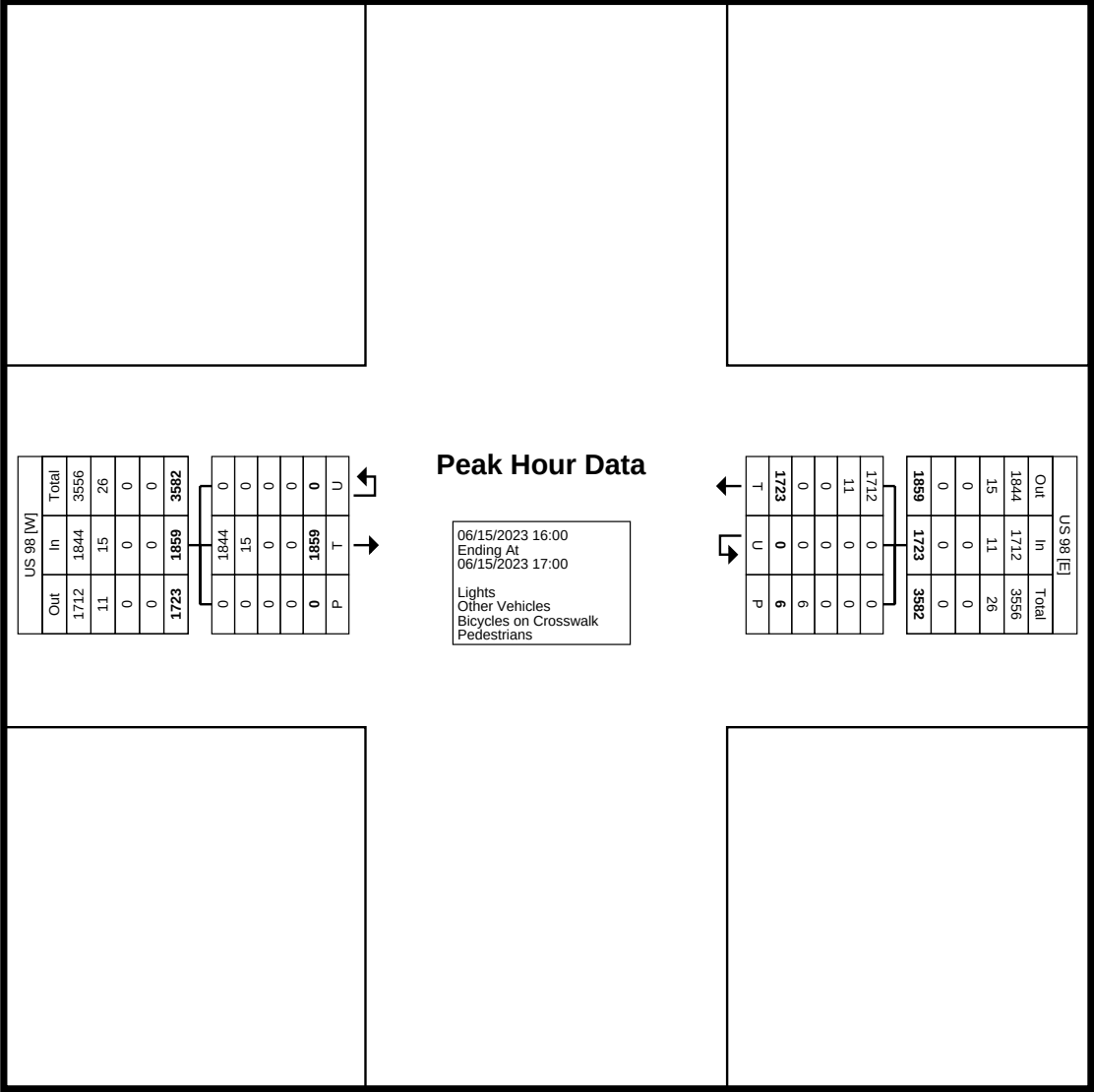


Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

Turning Movement Peak Hour Data (16:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
16:00	0	494	0	494	0	420	2	420	914
16:15	0	412	0	412	0	460	3	460	872
16:30	0	477	0	477	0	409	0	409	886
16:45	0	476	0	476	0	434	1	434	910
Total	0	1859	0	1859	0	1723	6	1723	3582
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.9	-	51.9	0.0	48.1	-	48.1	-
PHF	0.000	0.941	-	0.941	0.000	0.936	-	0.936	0.980
Lights	0	1844	-	1844	0	1712	-	1712	3556
% Lights	-	99.2	-	99.2	-	99.4	-	99.4	99.3
Other Vehicles	0	15	-	15	0	11	-	11	26
% Other Vehicles	-	0.8	-	0.8	-	0.6	-	0.6	0.7
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (16:00)

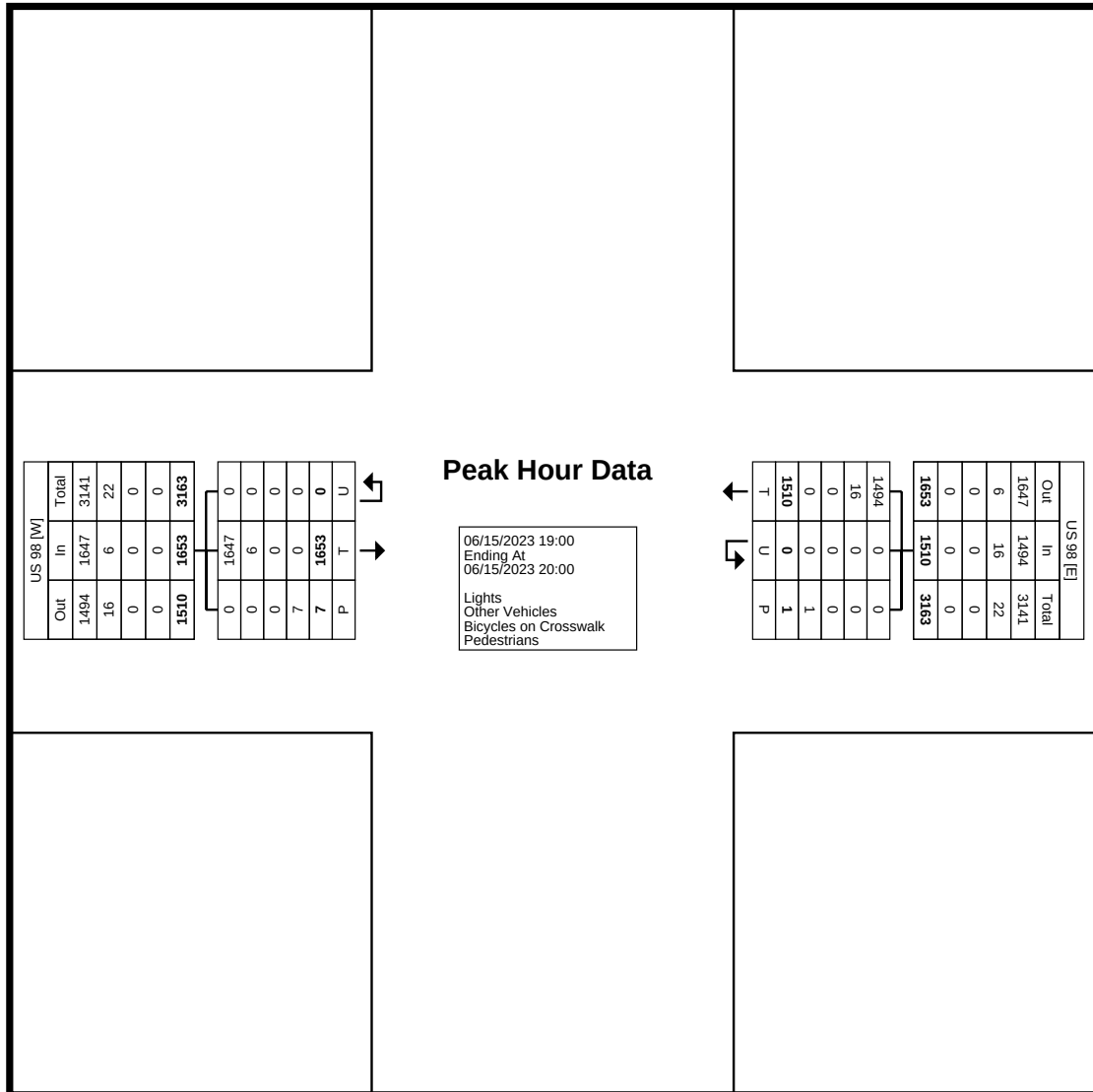
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	440	2	440	0	411	0	411	851
19:15	0	409	1	409	0	429	1	429	838
19:30	0	418	4	418	0	378	0	378	796
19:45	0	386	0	386	0	292	0	292	678
Total	0	1653	7	1653	0	1510	1	1510	3163
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	52.3	-	52.3	0.0	47.7	-	47.7	-
PHF	0.000	0.939	-	0.939	0.000	0.880	-	0.880	0.929
Lights	0	1647	-	1647	0	1494	-	1494	3141
% Lights	-	99.6	-	99.6	-	98.9	-	98.9	99.3
Other Vehicles	0	6	-	6	0	16	-	16	22
% Other Vehicles	-	0.4	-	0.4	-	1.1	-	1.1	0.7
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	7	-	-	-	1	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Thur
Site Code:
Start Date: 06/15/2023
Page No: 11

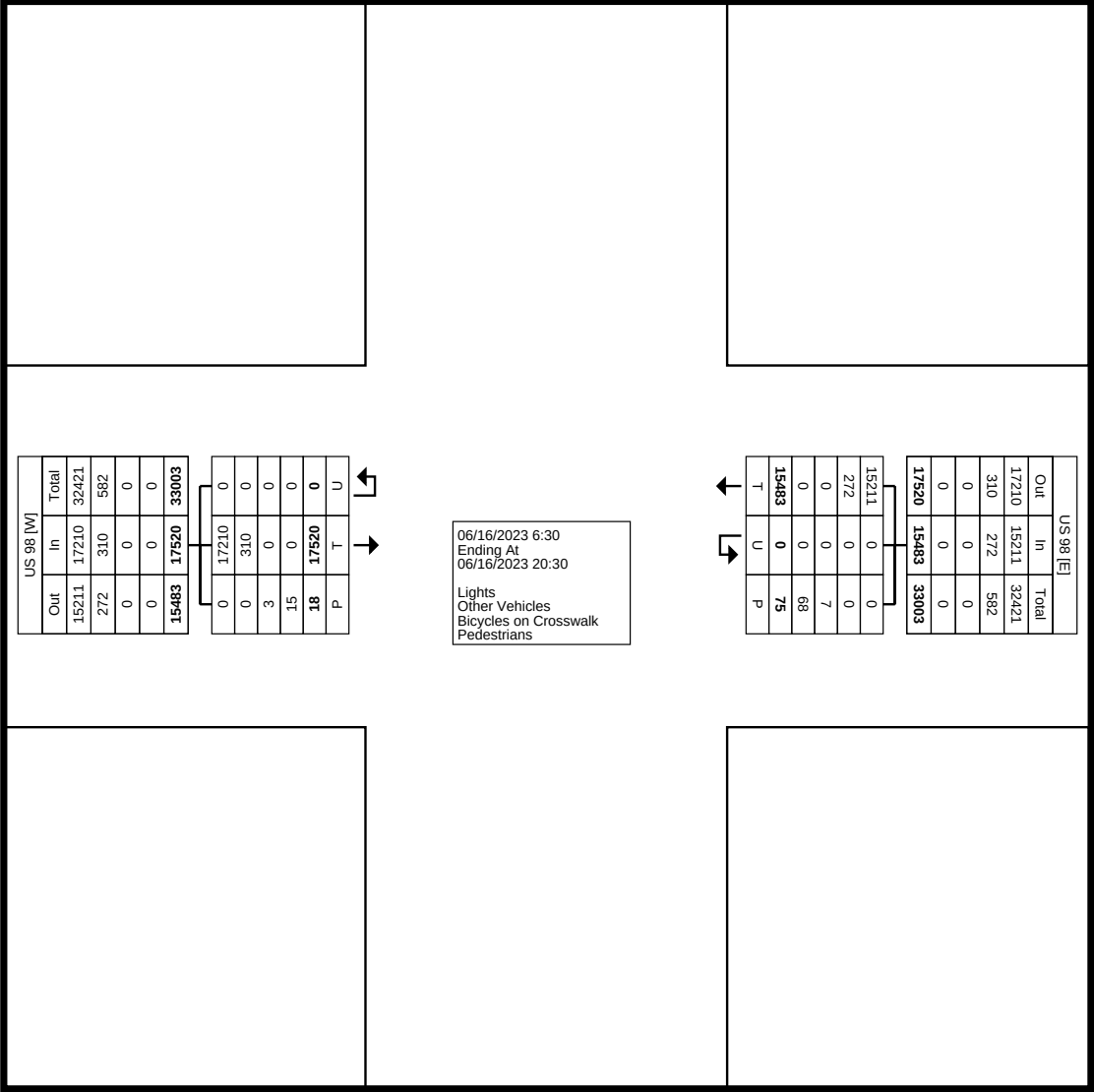


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	368	0	368	0	185	0	185	553
6:45	0	382	0	382	0	242	0	242	624
Hourly Total	0	750	0	750	0	427	0	427	1177
7:00	0	315	0	315	0	265	1	265	580
7:15	0	377	0	377	0	254	0	254	631
7:30	0	417	0	417	0	291	2	291	708
7:45	0	443	1	443	0	334	4	334	777
Hourly Total	0	1552	1	1552	0	1144	7	1144	2696
8:00	0	435	2	435	0	319	4	319	754
8:15	0	471	1	471	0	372	2	372	843
8:30	0	486	1	486	0	377	0	377	863
8:45	0	451	0	451	0	390	1	390	841
Hourly Total	0	1843	4	1843	0	1458	7	1458	3301
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	482	1	482	0	435	0	435	917
11:15	0	475	0	475	0	438	0	438	913
11:30	0	476	0	476	0	391	1	391	867
11:45	0	418	2	418	0	387	0	387	805
Hourly Total	0	1851	3	1851	0	1651	1	1651	3502
12:00	0	473	0	473	0	468	0	468	941
12:15	0	441	0	441	0	449	0	449	890
12:30	0	455	0	455	0	435	1	435	890
12:45	0	431	1	431	0	447	2	447	878
Hourly Total	0	1800	1	1800	0	1799	3	1799	3599
13:00	0	474	0	474	0	445	2	445	919
13:15	0	456	0	456	0	367	6	367	823
13:30	0	453	0	453	0	412	0	412	865
13:45	0	466	1	466	0	369	2	369	835
Hourly Total	0	1849	1	1849	0	1593	10	1593	3442
14:00	0	480	0	480	0	389	0	389	869
14:15	0	460	0	460	0	424	2	424	884
14:30	0	444	0	444	0	385	2	385	829
14:45	0	474	0	474	0	417	2	417	891
Hourly Total	0	1858	0	1858	0	1615	6	1615	3473
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	418	0	418	0	449	1	449	867
16:15	0	475	1	475	0	404	5	404	879
16:30	0	443	0	443	0	421	17	421	864
16:45	0	429	1	429	0	402	1	402	831
Hourly Total	0	1765	2	1765	0	1676	24	1676	3441
17:00	0	429	0	429	0	387	0	387	816
17:15	0	469	0	469	0	446	4	446	915
17:30	0	467	1	467	0	420	5	420	887
17:45	0	421	1	421	0	435	0	435	856
Hourly Total	0	1786	2	1786	0	1688	9	1688	3474
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	440	0	440	0	433	1	433	873
19:15	0	366	1	366	0	433	1	433	799
19:30	0	447	0	447	0	365	4	365	812
19:45	0	394	0	394	0	409	0	409	803
Hourly Total	0	1647	1	1647	0	1640	6	1640	3287
20:00	0	364	2	364	0	429	0	429	793
20:15	0	455	1	455	0	363	2	363	818
Grand Total	0	17520	18	17520	0	15483	75	15483	33003
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.1	-	53.1	0.0	46.9	-	46.9	-
Lights	0	17210	-	17210	0	15211	-	15211	32421
% Lights	-	98.2	-	98.2	-	98.2	-	98.2	98.2
Other Vehicles	0	310	-	310	0	272	-	272	582
% Other Vehicles	-	1.8	-	1.8	-	1.8	-	1.8	1.8
Bicycles on Crosswalk	-	-	3	-	-	-	7	-	-

% Bicycles on Crosswalk	-	-	16.7	-	-	-	9.3	-	-
Pedestrians	-	-	15	-	-	-	68	-	-
% Pedestrians	-	-	83.3	-	-	-	90.7	-	-



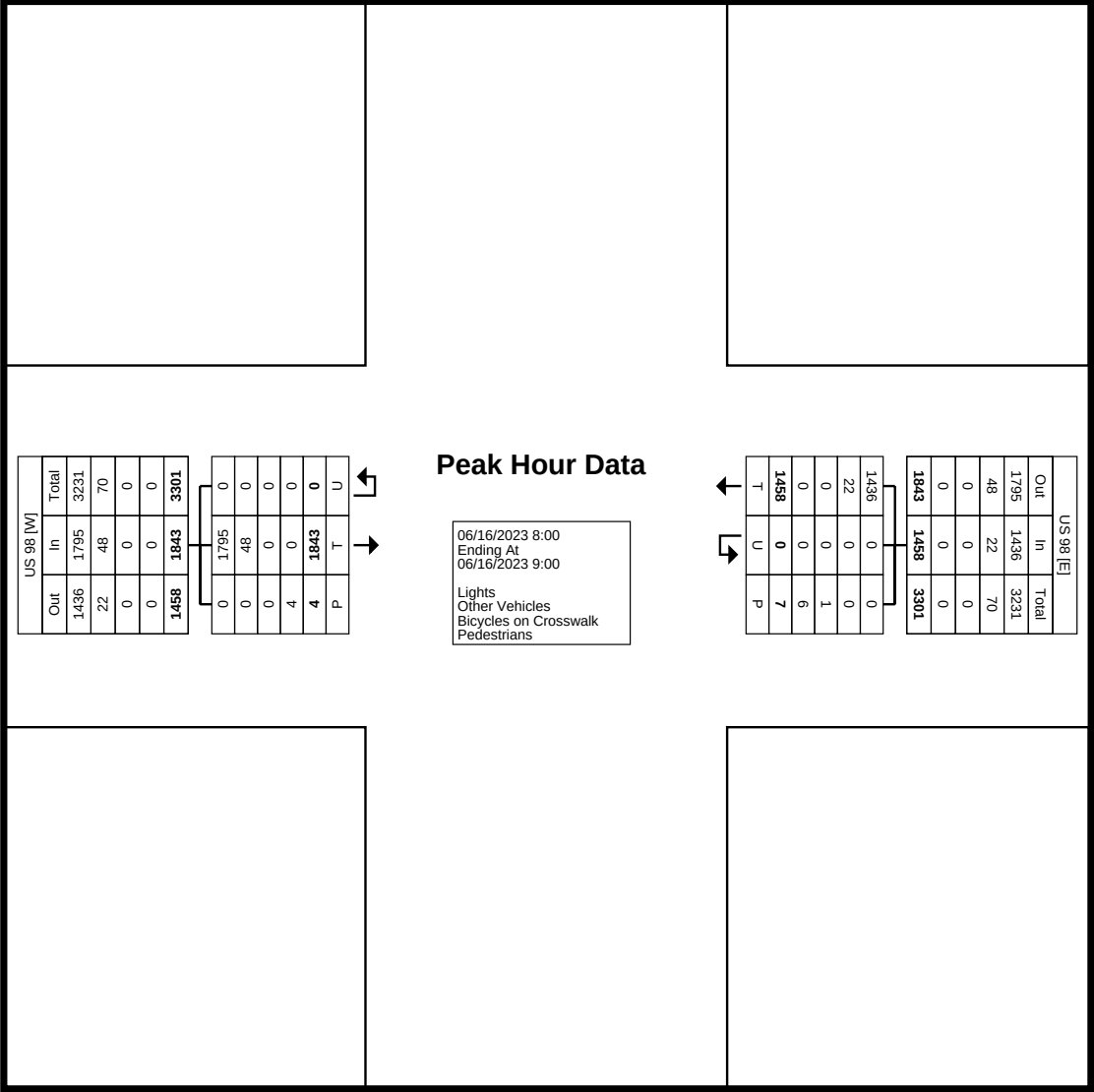
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Fri
Site Code:
Start Date: 06/16/2023
Page No: 4

Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	435	2	435	0	319	4	319	754
8:15	0	471	1	471	0	372	2	372	843
8:30	0	486	1	486	0	377	0	377	863
8:45	0	451	0	451	0	390	1	390	841
Total	0	1843	4	1843	0	1458	7	1458	3301
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	55.8	-	55.8	0.0	44.2	-	44.2	-
PHF	0.000	0.948	-	0.948	0.000	0.935	-	0.935	0.956
Lights	0	1795	-	1795	0	1436	-	1436	3231
% Lights	-	97.4	-	97.4	-	98.5	-	98.5	97.9
Other Vehicles	0	48	-	48	0	22	-	22	70
% Other Vehicles	-	2.6	-	2.6	-	1.5	-	1.5	2.1
Bicycles on Crosswalk	-	-	0	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	14.3	-	-
Pedestrians	-	-	4	-	-	-	6	-	-
% Pedestrians	-	-	100.0	-	-	-	85.7	-	-



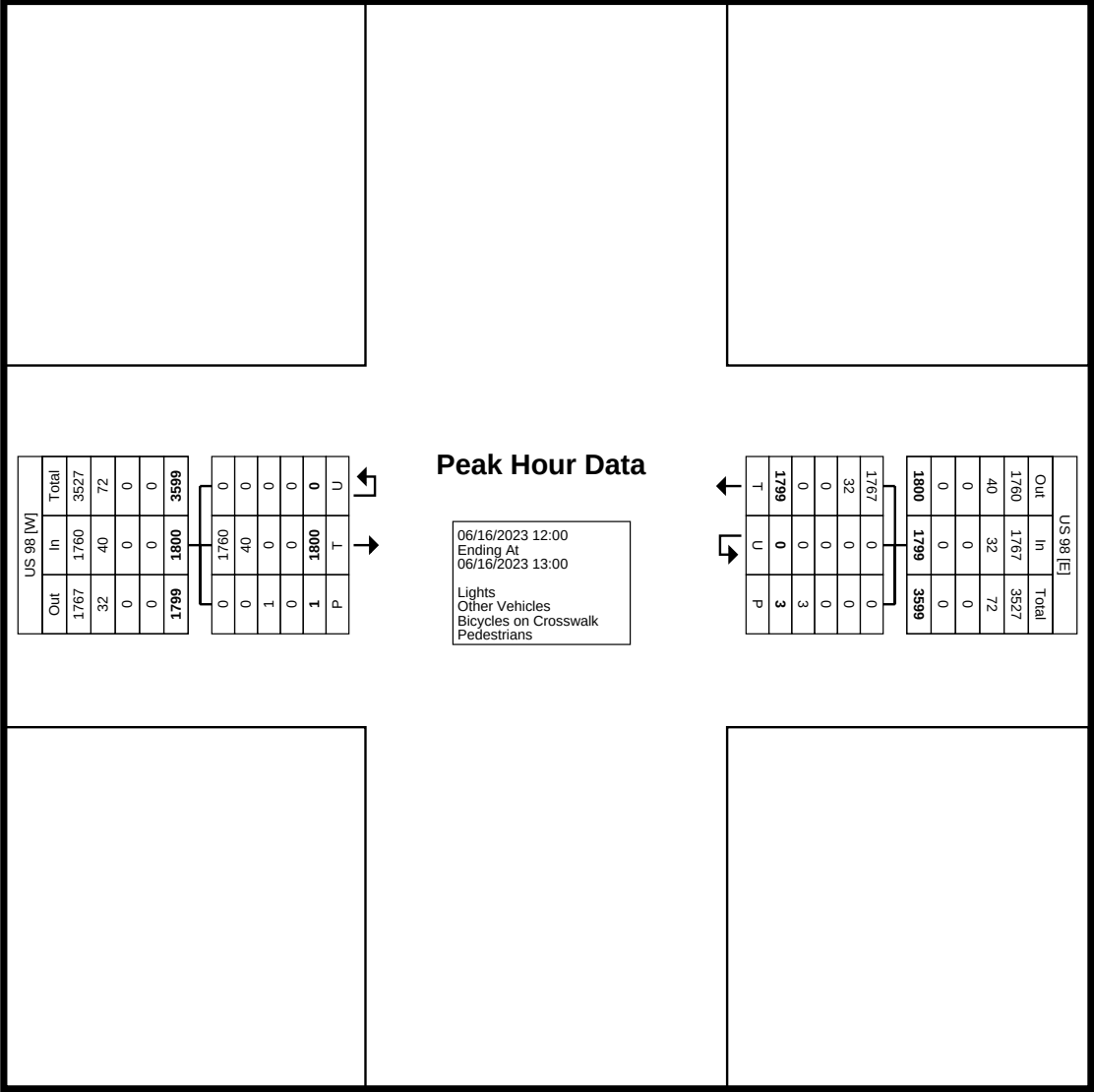
Turning Movement Peak Hour Data Plot (8:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Fri
Site Code:
Start Date: 06/16/2023
Page No: 6

Turning Movement Peak Hour Data (12:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
12:00	0	473	0	473	0	468	0	468	941
12:15	0	441	0	441	0	449	0	449	890
12:30	0	455	0	455	0	435	1	435	890
12:45	0	431	1	431	0	447	2	447	878
Total	0	1800	1	1800	0	1799	3	1799	3599
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.0	-	50.0	0.0	50.0	-	50.0	-
PHF	0.000	0.951	-	0.951	0.000	0.961	-	0.961	0.956
Lights	0	1760	-	1760	0	1767	-	1767	3527
% Lights	-	97.8	-	97.8	-	98.2	-	98.2	98.0
Other Vehicles	0	40	-	40	0	32	-	32	72
% Other Vehicles	-	2.2	-	2.2	-	1.8	-	1.8	2.0
Bicycles on Crosswalk	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	100.0	-	-	-	0.0	-	-
Pedestrians	-	-	0	-	-	-	3	-	-
% Pedestrians	-	-	0.0	-	-	-	100.0	-	-



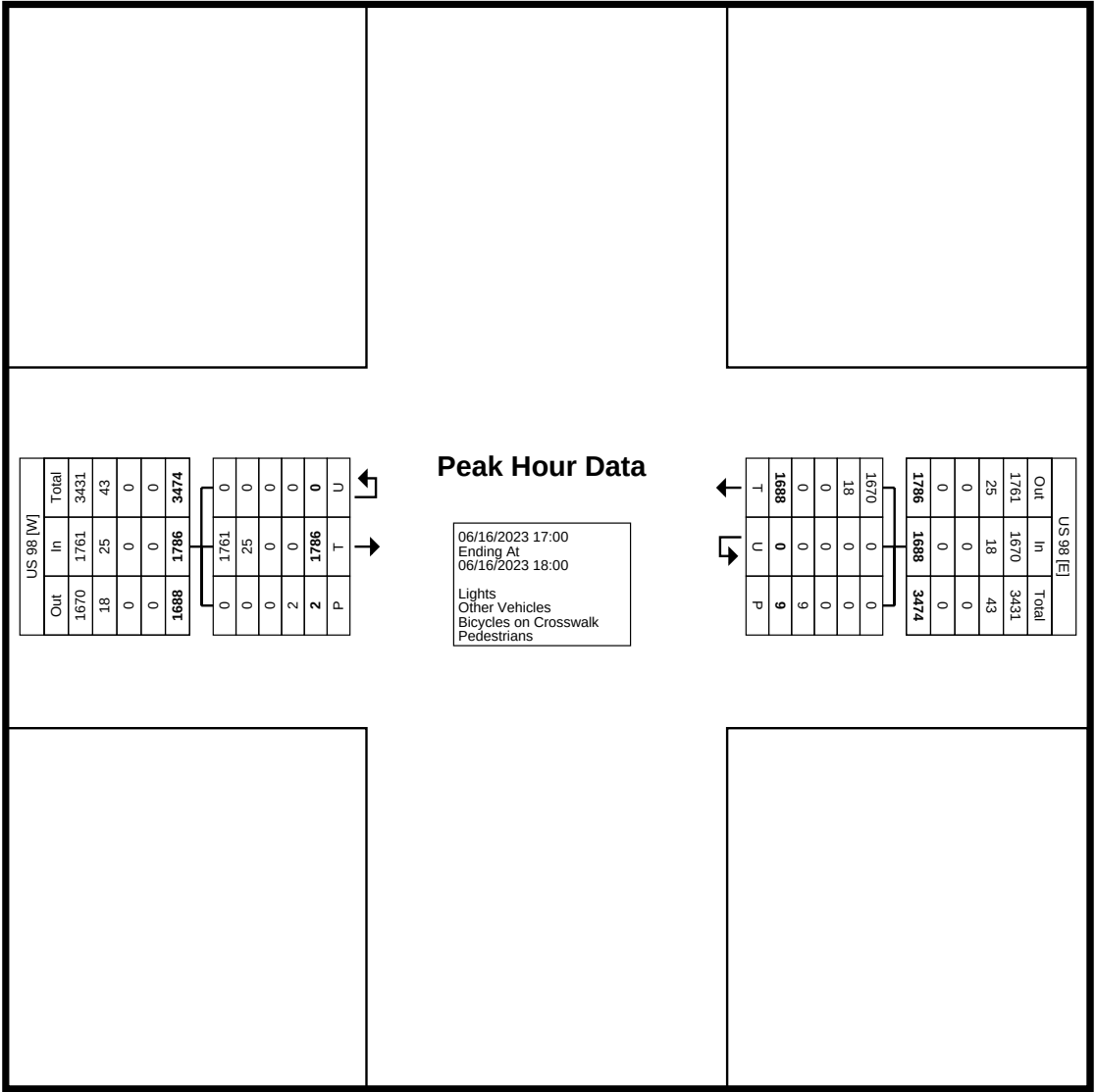
Turning Movement Peak Hour Data Plot (12:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Fri
Site Code:
Start Date: 06/16/2023
Page No: 8

Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
17:00	0	429	0	429	0	387	0	387	816
17:15	0	469	0	469	0	446	4	446	915
17:30	0	467	1	467	0	420	5	420	887
17:45	0	421	1	421	0	435	0	435	856
Total	0	1786	2	1786	0	1688	9	1688	3474
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.4	-	51.4	0.0	48.6	-	48.6	-
PHF	0.000	0.952	-	0.952	0.000	0.946	-	0.946	0.949
Lights	0	1761	-	1761	0	1670	-	1670	3431
% Lights	-	98.6	-	98.6	-	98.9	-	98.9	98.8
Other Vehicles	0	25	-	25	0	18	-	18	43
% Other Vehicles	-	1.4	-	1.4	-	1.1	-	1.1	1.2
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	2	-	-	-	9	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-



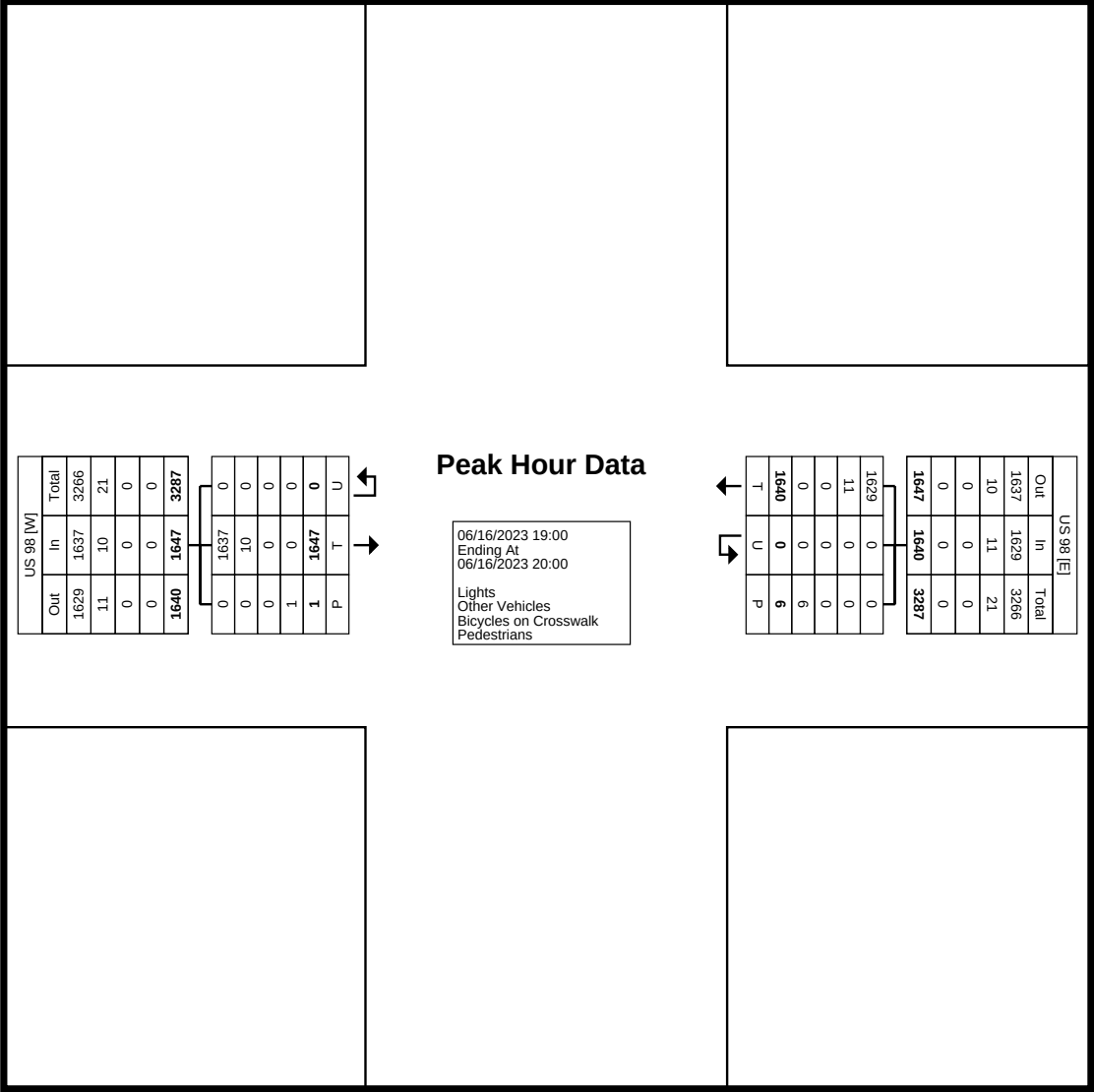
Turning Movement Peak Hour Data Plot (17:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Fri
Site Code:
Start Date: 06/16/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	440	0	440	0	433	1	433	873
19:15	0	366	1	366	0	433	1	433	799
19:30	0	447	0	447	0	365	4	365	812
19:45	0	394	0	394	0	409	0	409	803
Total	0	1647	1	1647	0	1640	6	1640	3287
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.1	-	50.1	0.0	49.9	-	49.9	-
PHF	0.000	0.921	-	0.921	0.000	0.947	-	0.947	0.941
Lights	0	1637	-	1637	0	1629	-	1629	3266
% Lights	-	99.4	-	99.4	-	99.3	-	99.3	99.4
Other Vehicles	0	10	-	10	0	11	-	11	21
% Other Vehicles	-	0.6	-	0.6	-	0.7	-	0.7	0.6
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	1	-	-	-	6	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-

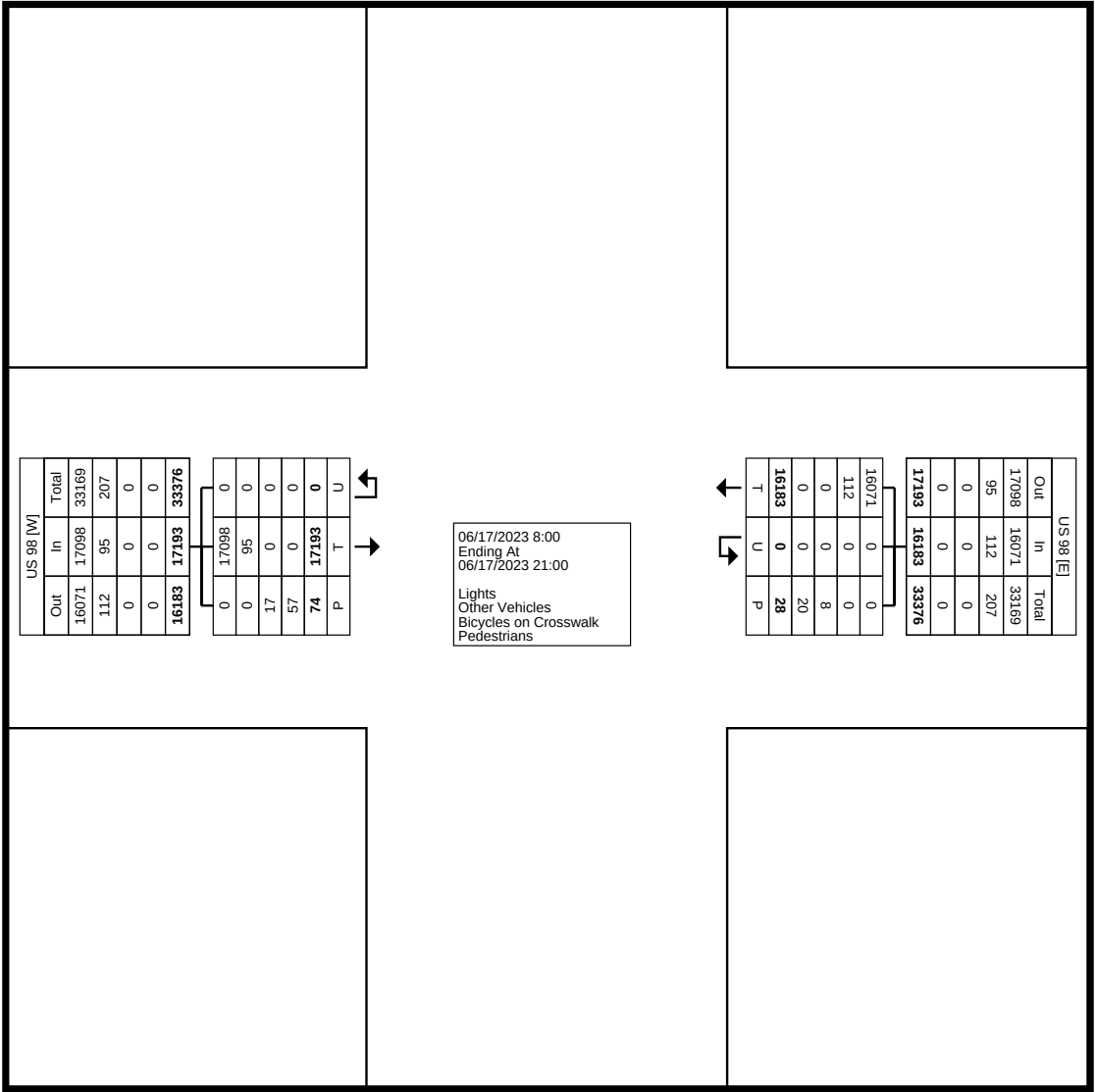


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	421	1	421	0	286	1	286	707
8:15	0	430	3	430	0	286	4	286	716
8:30	0	406	3	406	0	386	2	386	792
8:45	0	417	5	417	0	384	5	384	801
Hourly Total	0	1674	12	1674	0	1342	12	1342	3016
9:00	0	453	1	453	0	430	1	430	883
9:15	0	447	4	447	0	411	2	411	858
9:30	0	432	1	432	0	485	0	485	917
9:45	0	441	3	441	0	442	0	442	883
Hourly Total	0	1773	9	1773	0	1768	3	1768	3541
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	432	1	432	0	482	1	482	914
11:15	0	423	6	423	0	415	1	415	838
11:30	0	454	4	454	0	434	0	434	888
11:45	0	432	2	432	0	495	0	495	927
Hourly Total	0	1741	13	1741	0	1826	2	1826	3567
12:00	0	442	0	442	0	428	0	428	870
12:15	0	414	0	414	0	431	0	431	845
12:30	0	447	0	447	0	437	0	437	884
12:45	0	443	5	443	0	442	0	442	885
Hourly Total	0	1746	5	1746	0	1738	0	1738	3484
13:00	0	453	5	453	0	449	0	449	902
13:15	0	475	0	475	0	409	0	409	884
13:30	0	461	2	461	0	391	0	391	852
13:45	0	420	3	420	0	368	0	368	788
Hourly Total	0	1809	10	1809	0	1617	0	1617	3426
14:00	0	442	2	442	0	447	1	447	889
14:15	0	472	3	472	0	468	1	468	940
14:30	0	455	0	455	0	458	0	458	913
14:45	0	466	3	466	0	459	1	459	925
Hourly Total	0	1835	8	1835	0	1832	3	1832	3667
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	397	1	397	0	413	0	413	810
16:15	0	413	0	413	0	438	0	438	851
16:30	0	370	0	370	0	322	0	322	692
16:45	0	429	1	429	0	458	0	458	887
Hourly Total	0	1609	2	1609	0	1631	0	1631	3240
17:00	0	456	2	456	0	289	2	289	745
17:15	0	419	1	419	0	368	1	368	787
17:30	0	420	0	420	0	187	0	187	607
17:45	0	417	0	417	0	478	0	478	895
Hourly Total	0	1712	3	1712	0	1322	3	1322	3034
18:00	0	442	1	442	0	396	0	396	838
18:15	0	441	2	441	0	424	0	424	865
18:30	0	481	2	481	0	415	0	415	896
18:45	0	421	2	421	0	398	0	398	819
Hourly Total	0	1785	7	1785	0	1633	0	1633	3418
*** BREAK ***	-	-	-	-	-	-	-	-	-
20:00	0	421	0	421	0	358	0	358	779
20:15	0	365	5	365	0	348	5	348	713
20:30	0	365	0	365	0	380	0	380	745
20:45	0	358	0	358	0	388	0	388	746
Hourly Total	0	1509	5	1509	0	1474	5	1474	2983
Grand Total	0	17193	74	17193	0	16183	28	16183	33376
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.5	-	51.5	0.0	48.5	-	48.5	-
Lights	0	17098	-	17098	0	16071	-	16071	33169
% Lights	-	99.4	-	99.4	-	99.3	-	99.3	99.4
Other Vehicles	0	95	-	95	0	112	-	112	207
% Other Vehicles	-	0.6	-	0.6	-	0.7	-	0.7	0.6
Bicycles on Crosswalk	-	-	17	-	-	-	8	-	-

% Bicycles on Crosswalk	-	-	23.0	-	-	-	28.6	-	-
Pedestrians	-	-	57	-	-	-	20	-	-
% Pedestrians	-	-	77.0	-	-	-	71.4	-	-



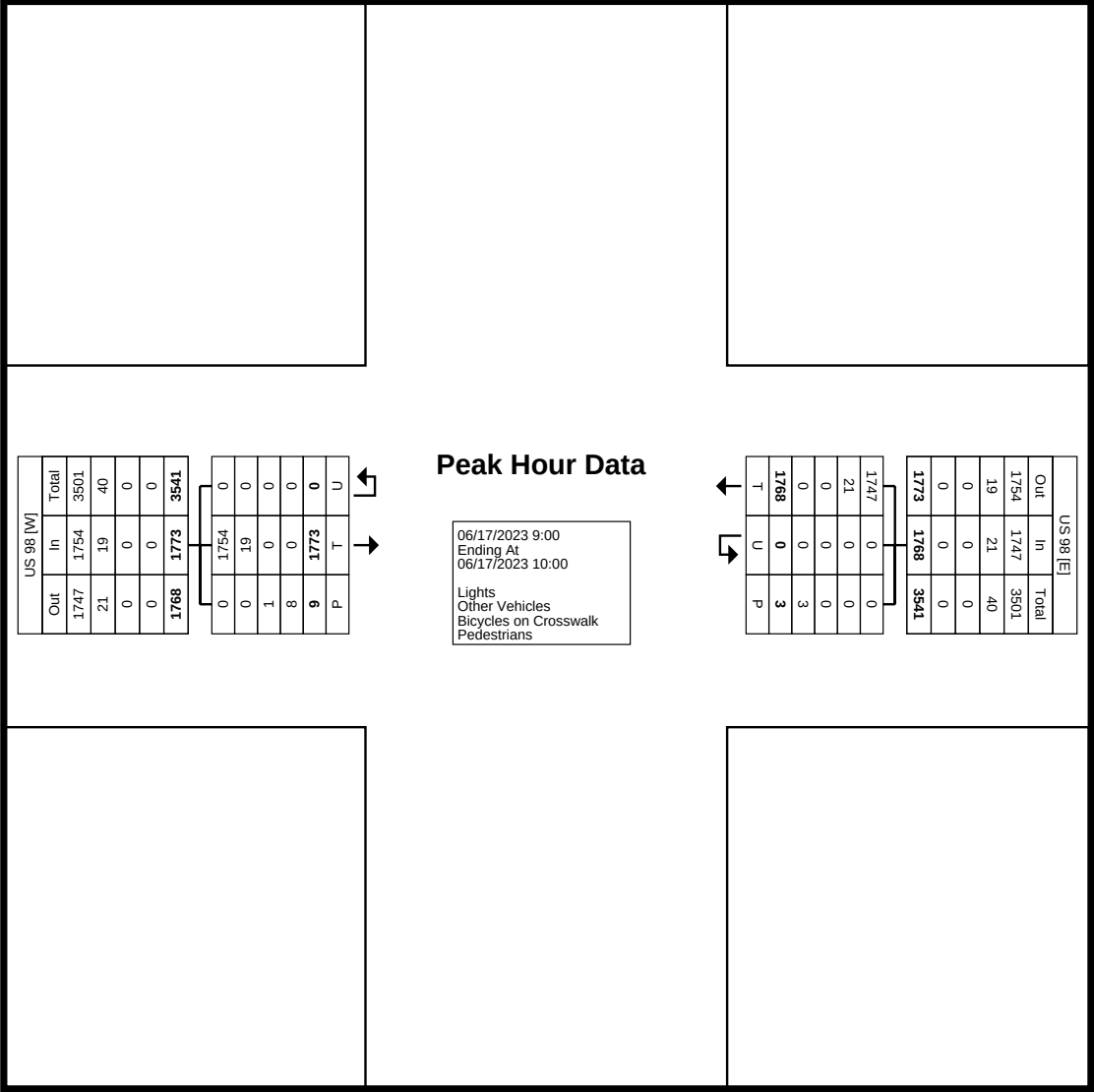
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Sat
Site Code:
Start Date: 06/17/2023
Page No: 4

Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
9:00	0	453	1	453	0	430	1	430	883
9:15	0	447	4	447	0	411	2	411	858
9:30	0	432	1	432	0	485	0	485	917
9:45	0	441	3	441	0	442	0	442	883
Total	0	1773	9	1773	0	1768	3	1768	3541
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.1	-	50.1	0.0	49.9	-	49.9	-
PHF	0.000	0.978	-	0.978	0.000	0.911	-	0.911	0.965
Lights	0	1754	-	1754	0	1747	-	1747	3501
% Lights	-	98.9	-	98.9	-	98.8	-	98.8	98.9
Other Vehicles	0	19	-	19	0	21	-	21	40
% Other Vehicles	-	1.1	-	1.1	-	1.2	-	1.2	1.1
Bicycles on Crosswalk	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	11.1	-	-	-	0.0	-	-
Pedestrians	-	-	8	-	-	-	3	-	-
% Pedestrians	-	-	88.9	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (9:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Sat
Site Code:
Start Date: 06/17/2023
Page No: 6

Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
14:00	0	442	2	442	0	447	1	447	889
14:15	0	472	3	472	0	468	1	468	940
14:30	0	455	0	455	0	458	0	458	913
14:45	0	466	3	466	0	459	1	459	925
Total	0	1835	8	1835	0	1832	3	1832	3667
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.0	-	50.0	0.0	50.0	-	50.0	-
PHF	0.000	0.972	-	0.972	0.000	0.979	-	0.979	0.975
Lights	0	1829	-	1829	0	1818	-	1818	3647
% Lights	-	99.7	-	99.7	-	99.2	-	99.2	99.5
Other Vehicles	0	6	-	6	0	14	-	14	20
% Other Vehicles	-	0.3	-	0.3	-	0.8	-	0.8	0.5
Bicycles on Crosswalk	-	-	6	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	75.0	-	-	-	100.0	-	-
Pedestrians	-	-	2	-	-	-	0	-	-
% Pedestrians	-	-	25.0	-	-	-	0.0	-	-

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Sat
Site Code:
Start Date: 06/17/2023
Page No: 7

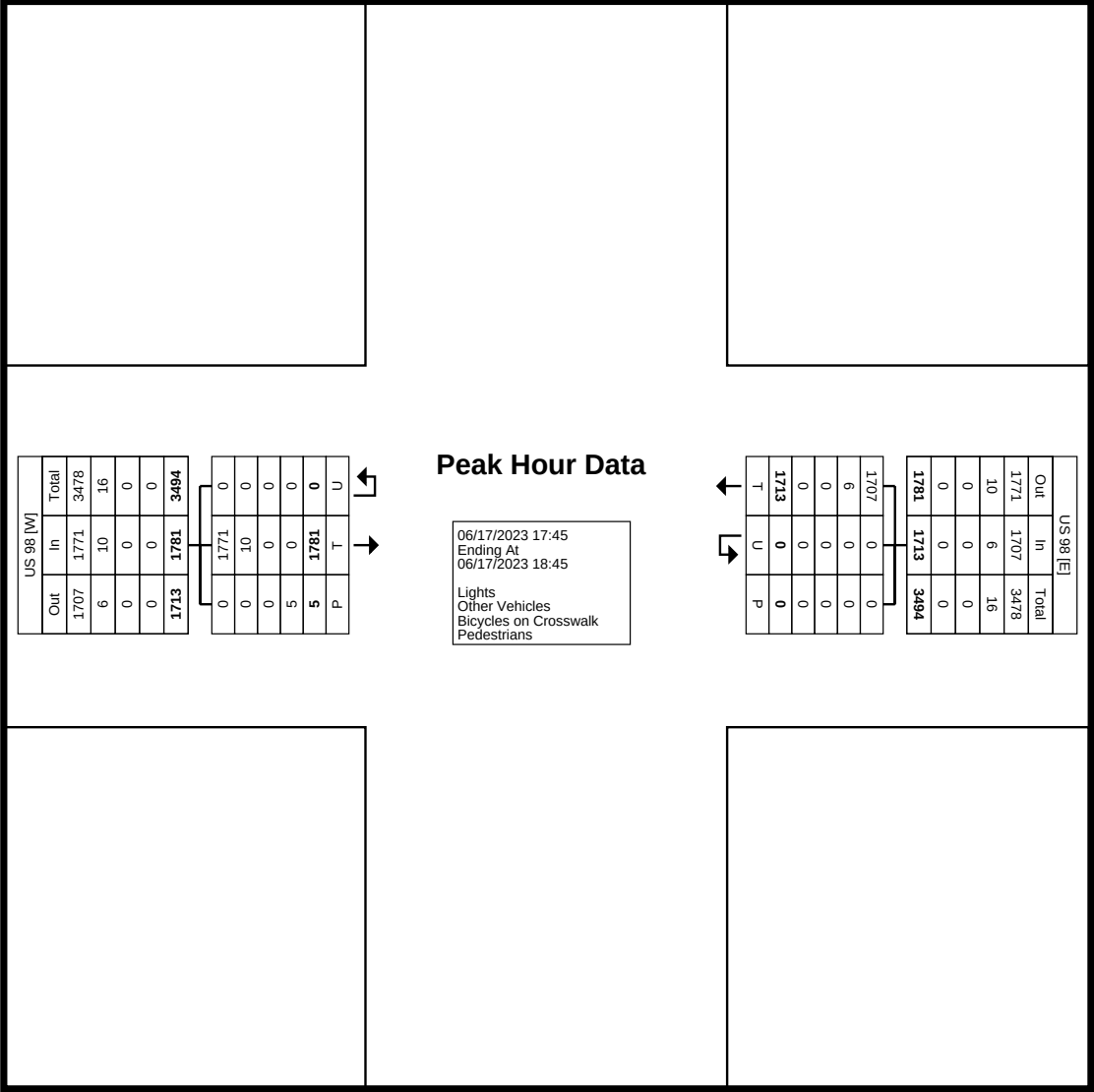


Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

Turning Movement Peak Hour Data (17:45)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
17:45	0	417	0	417	0	478	0	478	895
18:00	0	442	1	442	0	396	0	396	838
18:15	0	441	2	441	0	424	0	424	865
18:30	0	481	2	481	0	415	0	415	896
Total	0	1781	5	1781	0	1713	0	1713	3494
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.0	-	51.0	0.0	49.0	-	49.0	-
PHF	0.000	0.926	-	0.926	0.000	0.896	-	0.896	0.975
Lights	0	1771	-	1771	0	1707	-	1707	3478
% Lights	-	99.4	-	99.4	-	99.6	-	99.6	99.5
Other Vehicles	0	10	-	10	0	6	-	6	16
% Other Vehicles	-	0.6	-	0.6	-	0.4	-	0.4	0.5
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	5	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-



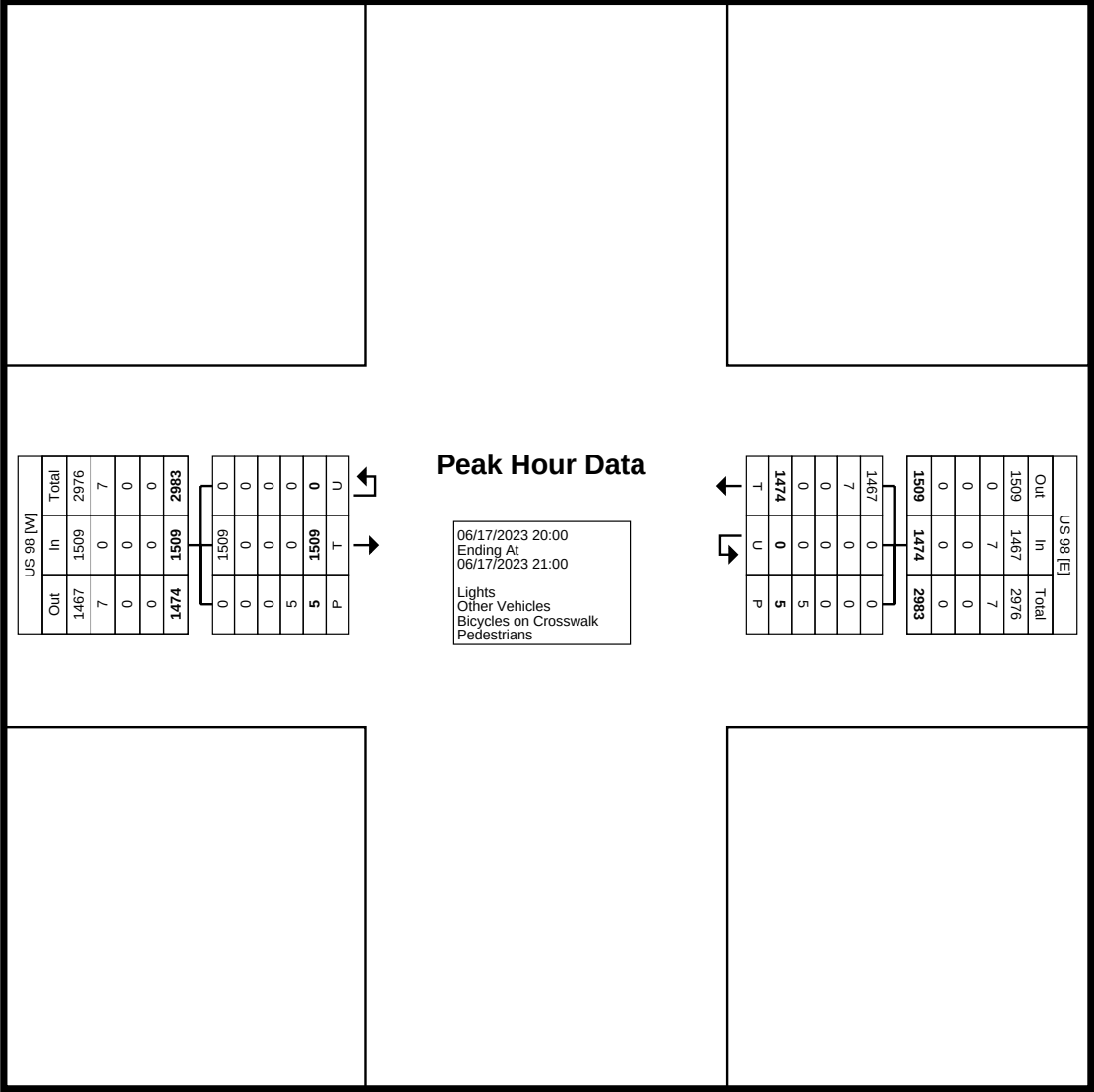
Turning Movement Peak Hour Data Plot (17:45)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal for Big Kahunas Water
Park - Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
20:00	0	421	0	421	0	358	0	358	779
20:15	0	365	5	365	0	348	5	348	713
20:30	0	365	0	365	0	380	0	380	745
20:45	0	358	0	358	0	388	0	388	746
Total	0	1509	5	1509	0	1474	5	1474	2983
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.6	-	50.6	0.0	49.4	-	49.4	-
PHF	0.000	0.896	-	0.896	0.000	0.950	-	0.950	0.957
Lights	0	1509	-	1509	0	1467	-	1467	2976
% Lights	-	100.0	-	100.0	-	99.5	-	99.5	99.8
Other Vehicles	0	0	-	0	0	7	-	7	7
% Other Vehicles	-	0.0	-	0.0	-	0.5	-	0.5	0.2
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	5	-	-	-	5	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-

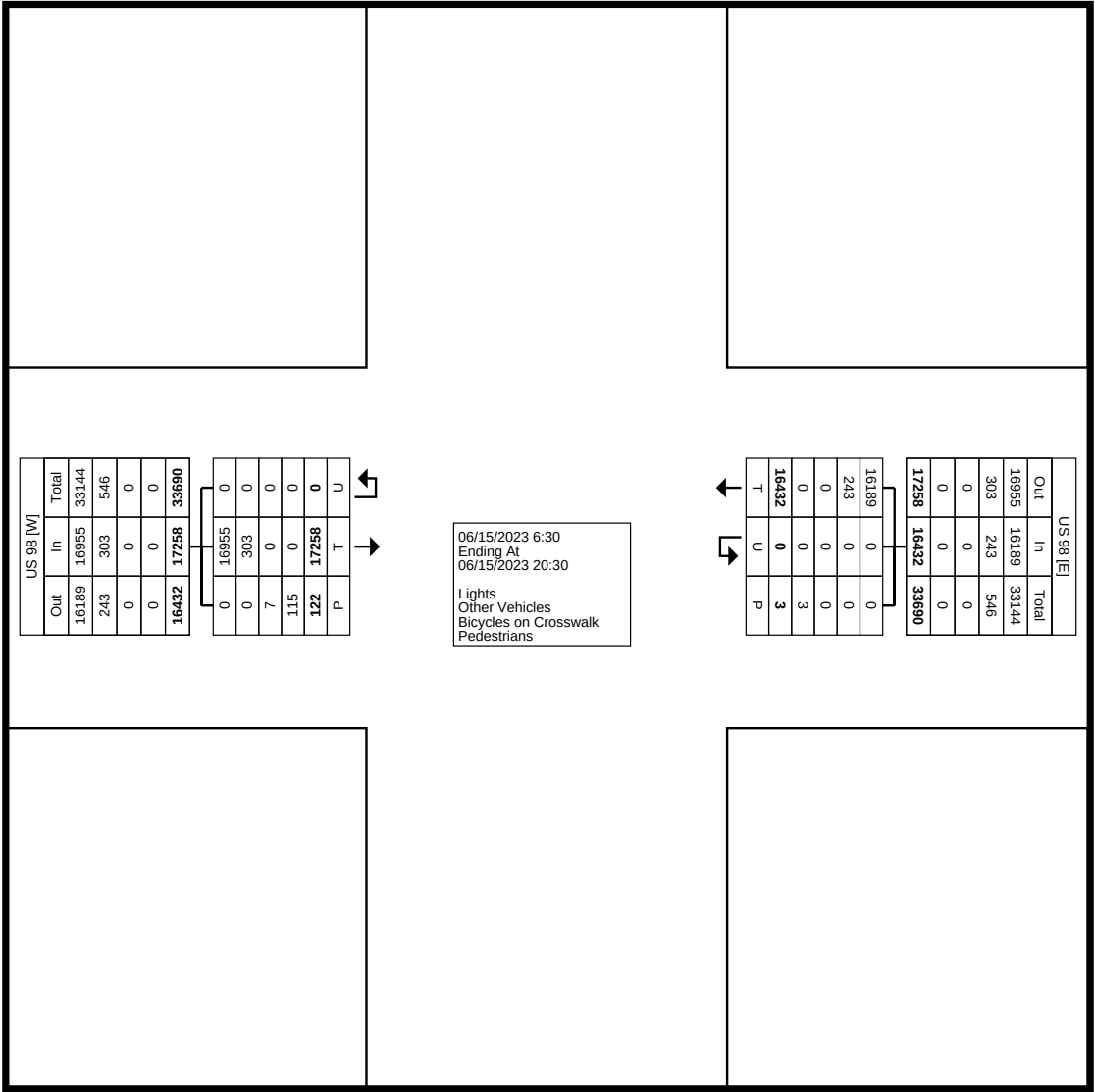


Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	379	2	379	0	232	0	232	611
6:45	0	324	0	324	0	223	0	223	547
Hourly Total	0	703	2	703	0	455	0	455	1158
7:00	0	320	0	320	0	281	0	281	601
7:15	0	340	0	340	0	259	0	259	599
7:30	0	437	0	437	0	309	1	309	746
7:45	0	354	1	354	0	362	0	362	716
Hourly Total	0	1451	1	1451	0	1211	1	1211	2662
8:00	0	385	1	385	0	360	0	360	745
8:15	0	446	0	446	0	456	0	456	902
8:30	0	456	8	456	0	405	0	405	861
8:45	0	457	1	457	0	419	0	419	876
Hourly Total	0	1744	10	1744	0	1640	0	1640	3384
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	448	3	448	0	476	0	476	924
11:15	0	473	3	473	0	471	0	471	944
11:30	0	487	2	487	0	469	0	469	956
11:45	0	444	3	444	0	456	0	456	900
Hourly Total	0	1852	11	1852	0	1872	0	1872	3724
12:00	0	458	12	458	0	468	2	468	926
12:15	0	473	1	473	0	473	0	473	946
12:30	0	443	12	443	0	423	0	423	866
12:45	0	458	8	458	0	444	0	444	902
Hourly Total	0	1832	33	1832	0	1808	2	1808	3640
13:00	0	453	11	453	0	473	0	473	926
13:15	0	465	0	465	0	457	0	457	922
13:30	0	442	9	442	0	487	0	487	929
13:45	0	466	6	466	0	476	0	476	942
Hourly Total	0	1826	26	1826	0	1893	0	1893	3719
14:00	0	476	0	476	0	482	0	482	958
14:15	0	502	2	502	0	475	0	475	977
14:30	0	447	3	447	0	438	0	438	885
14:45	0	485	5	485	0	457	0	457	942
Hourly Total	0	1910	10	1910	0	1852	0	1852	3762
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	469	3	469	0	431	0	431	900
16:15	0	436	2	436	0	458	0	458	894
16:30	0	482	1	482	0	430	0	430	912
16:45	0	475	3	475	0	441	0	441	916
Hourly Total	0	1862	9	1862	0	1760	0	1760	3622
17:00	0	443	2	443	0	450	0	450	893
17:15	0	423	0	423	0	473	0	473	896
17:30	0	447	1	447	0	488	0	488	935
17:45	0	477	7	477	0	458	0	458	935
Hourly Total	0	1790	10	1790	0	1869	0	1869	3659
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	439	4	439	0	444	0	444	883
19:15	0	403	1	403	0	460	0	460	863
19:30	0	437	3	437	0	368	0	368	805
19:45	0	382	2	382	0	287	0	287	669
Hourly Total	0	1661	10	1661	0	1559	0	1559	3220
20:00	0	346	0	346	0	268	0	268	614
20:15	0	281	0	281	0	245	0	245	526
Grand Total	0	17258	122	17258	0	16432	3	16432	33690
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.2	-	51.2	0.0	48.8	-	48.8	-
Lights	0	16955	-	16955	0	16189	-	16189	33144
% Lights	-	98.2	-	98.2	-	98.5	-	98.5	98.4
Other Vehicles	0	303	-	303	0	243	-	243	546
% Other Vehicles	-	1.8	-	1.8	-	1.5	-	1.5	1.6
Bicycles on Crosswalk	-	-	7	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	5.7	-	-	-	0.0	-	-
Pedestrians	-	-	115	-	-	-	3	-	-
% Pedestrians	-	-	94.3	-	-	-	100.0	-	-



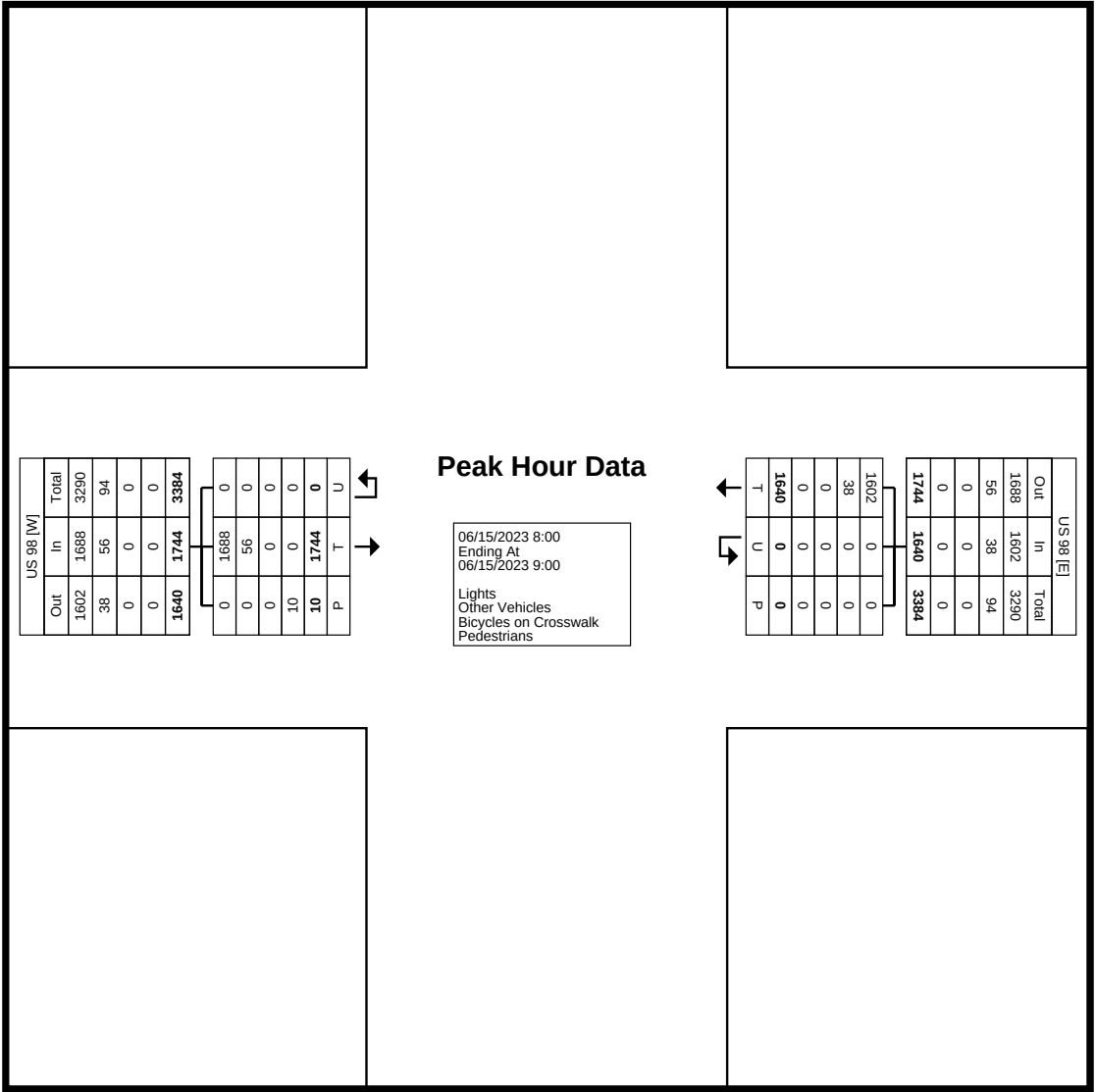
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	385	1	385	0	360	0	360	745
8:15	0	446	0	446	0	456	0	456	902
8:30	0	456	8	456	0	405	0	405	861
8:45	0	457	1	457	0	419	0	419	876
Total	0	1744	10	1744	0	1640	0	1640	3384
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.5	-	51.5	0.0	48.5	-	48.5	-
PHF	0.000	0.954	-	0.954	0.000	0.899	-	0.899	0.938
Lights	0	1688	-	1688	0	1602	-	1602	3290
% Lights	-	96.8	-	96.8	-	97.7	-	97.7	97.2
Other Vehicles	0	56	-	56	0	38	-	38	94
% Other Vehicles	-	3.2	-	3.2	-	2.3	-	2.3	2.8
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	10	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-



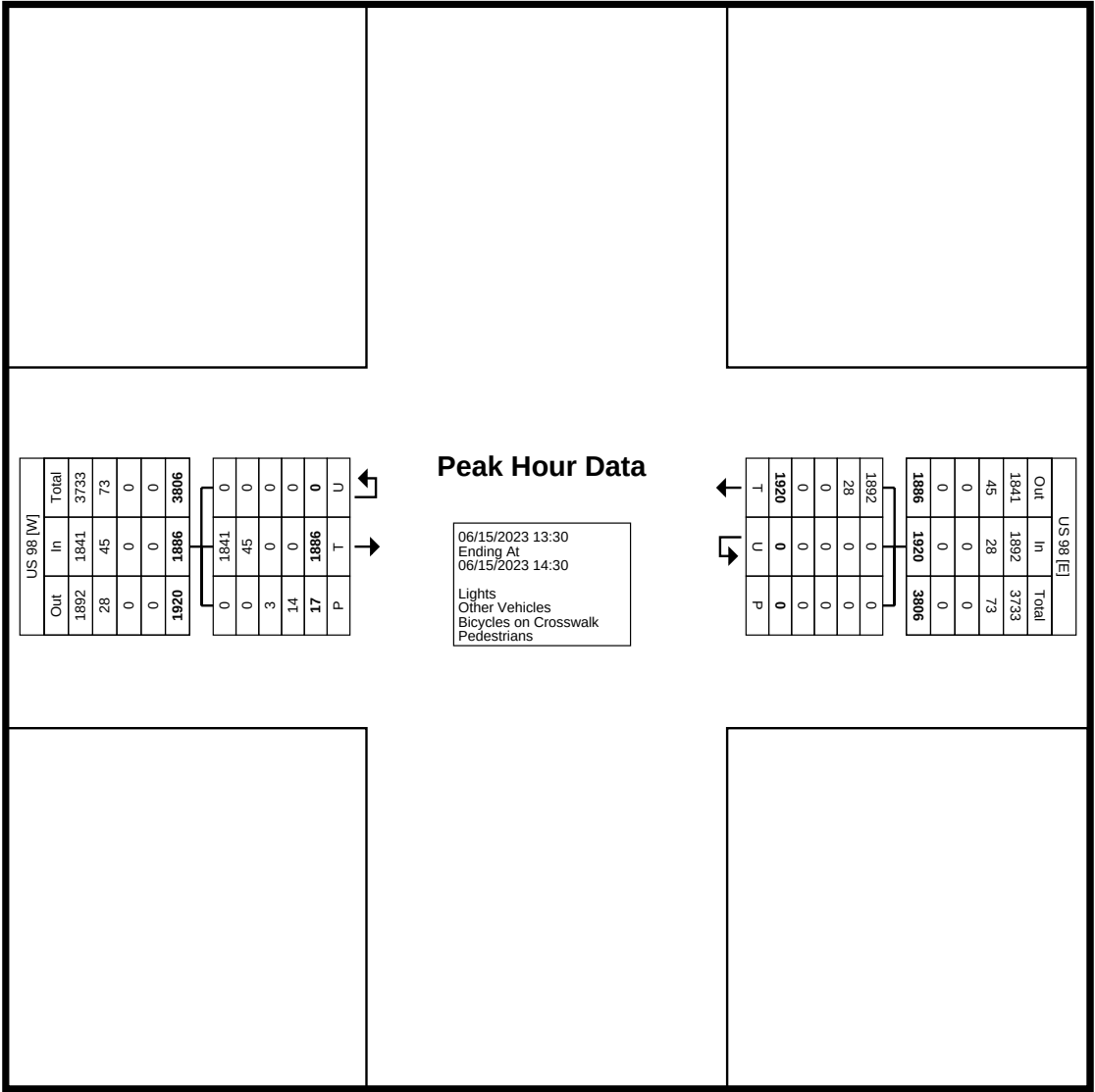
Turning Movement Peak Hour Data Plot (8:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

Turning Movement Peak Hour Data (13:30)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
13:30	0	442	9	442	0	487	0	487	929
13:45	0	466	6	466	0	476	0	476	942
14:00	0	476	0	476	0	482	0	482	958
14:15	0	502	2	502	0	475	0	475	977
Total	0	1886	17	1886	0	1920	0	1920	3806
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.6	-	49.6	0.0	50.4	-	50.4	-
PHF	0.000	0.939	-	0.939	0.000	0.986	-	0.986	0.974
Lights	0	1841	-	1841	0	1892	-	1892	3733
% Lights	-	97.6	-	97.6	-	98.5	-	98.5	98.1
Other Vehicles	0	45	-	45	0	28	-	28	73
% Other Vehicles	-	2.4	-	2.4	-	1.5	-	1.5	1.9
Bicycles on Crosswalk	-	-	3	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	17.6	-	-	-	-	-	-
Pedestrians	-	-	14	-	-	-	0	-	-
% Pedestrians	-	-	82.4	-	-	-	-	-	-

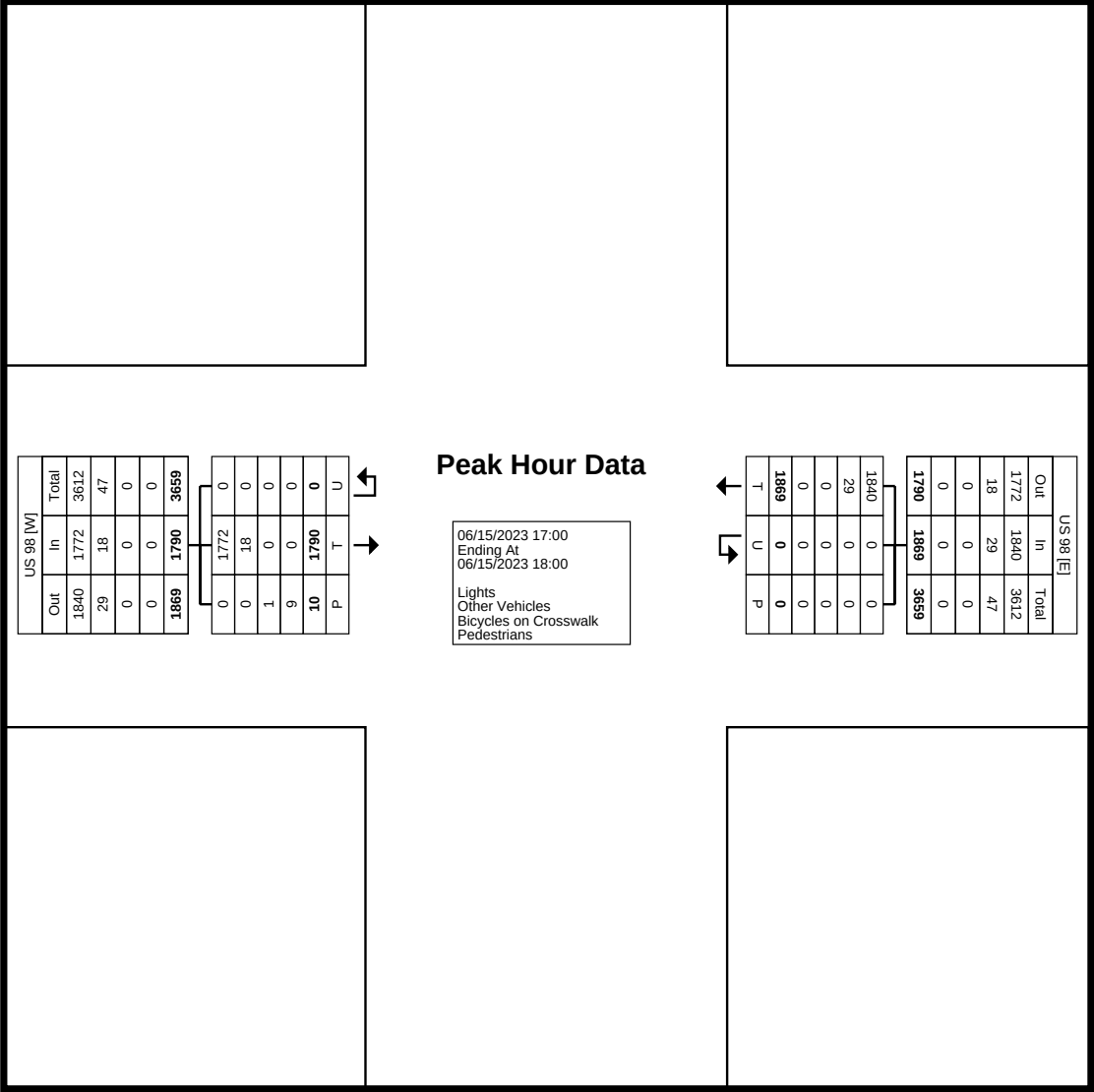


Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
17:00	0	443	2	443	0	450	0	450	893
17:15	0	423	0	423	0	473	0	473	896
17:30	0	447	1	447	0	488	0	488	935
17:45	0	477	7	477	0	458	0	458	935
Total	0	1790	10	1790	0	1869	0	1869	3659
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	48.9	-	48.9	0.0	51.1	-	51.1	-
PHF	0.000	0.938	-	0.938	0.000	0.957	-	0.957	0.978
Lights	0	1772	-	1772	0	1840	-	1840	3612
% Lights	-	99.0	-	99.0	-	98.4	-	98.4	98.7
Other Vehicles	0	18	-	18	0	29	-	29	47
% Other Vehicles	-	1.0	-	1.0	-	1.6	-	1.6	1.3
Bicycles on Crosswalk	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	10.0	-	-	-	-	-	-
Pedestrians	-	-	9	-	-	-	0	-	-
% Pedestrians	-	-	90.0	-	-	-	-	-	-



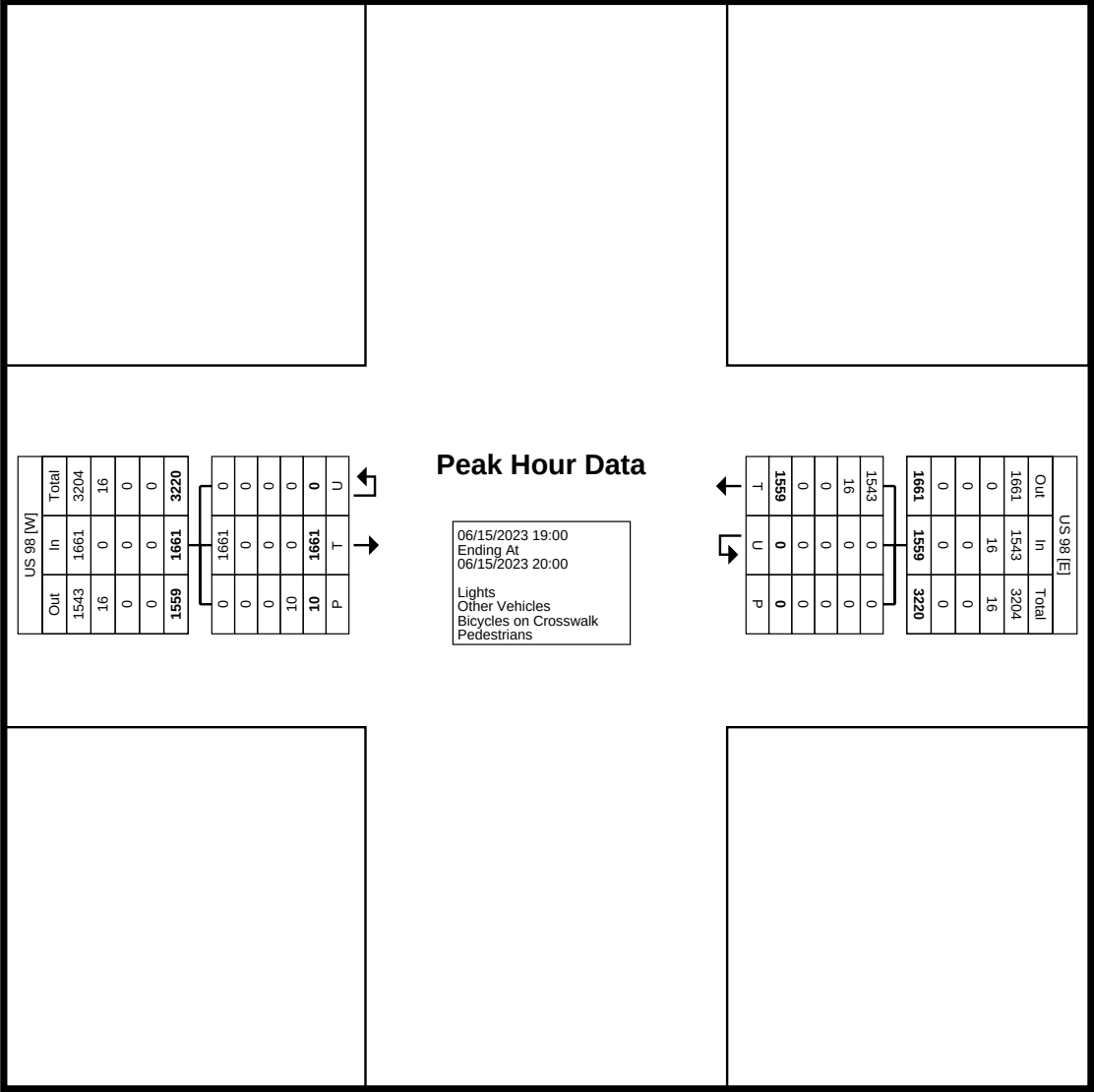
Turning Movement Peak Hour Data Plot (17:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	439	4	439	0	444	0	444	883
19:15	0	403	1	403	0	460	0	460	863
19:30	0	437	3	437	0	368	0	368	805
19:45	0	382	2	382	0	287	0	287	669
Total	0	1661	10	1661	0	1559	0	1559	3220
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.6	-	51.6	0.0	48.4	-	48.4	-
PHF	0.000	0.946	-	0.946	0.000	0.847	-	0.847	0.912
Lights	0	1661	-	1661	0	1543	-	1543	3204
% Lights	-	100.0	-	100.0	-	99.0	-	99.0	99.5
Other Vehicles	0	0	-	0	0	16	-	16	16
% Other Vehicles	-	0.0	-	0.0	-	1.0	-	1.0	0.5
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	10	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-

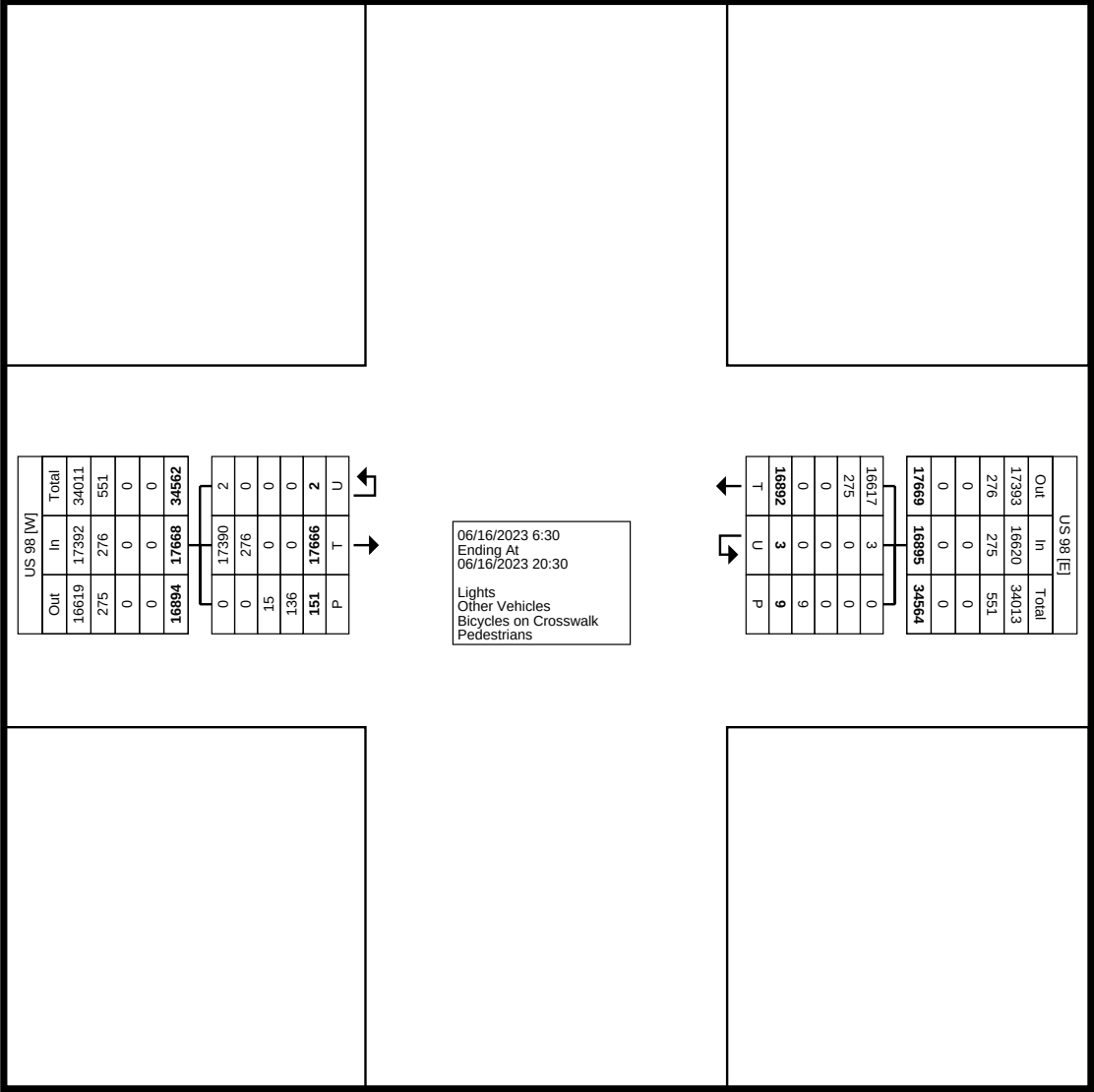


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
6:30	0	365	1	365	0	195	0	195	560
6:45	0	393	1	393	0	276	0	276	669
Hourly Total	0	758	2	758	0	471	0	471	1229
7:00	0	301	0	301	0	281	0	281	582
7:15	0	372	0	372	0	256	0	256	628
7:30	0	411	3	411	0	321	0	321	732
7:45	0	445	3	445	0	362	0	362	807
Hourly Total	0	1529	6	1529	0	1220	0	1220	2749
8:00	0	448	1	448	0	351	0	351	799
8:15	0	458	10	458	0	408	0	408	866
8:30	0	491	4	491	0	415	0	415	906
8:45	0	455	6	455	0	418	0	418	873
Hourly Total	0	1852	21	1852	0	1592	0	1592	3444
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	495	0	495	1	473	0	474	969
11:15	0	466	0	466	0	462	0	462	928
11:30	0	464	1	464	1	424	0	425	889
11:45	0	441	4	441	0	402	0	402	843
Hourly Total	0	1866	5	1866	2	1761	0	1763	3629
12:00	0	476	6	476	1	472	0	473	949
12:15	0	449	5	449	0	479	0	479	928
12:30	0	444	2	444	0	464	0	464	908
12:45	0	470	9	470	0	477	0	477	947
Hourly Total	0	1839	22	1839	1	1892	0	1893	3732
13:00	0	458	4	458	0	480	1	480	938
13:15	0	448	7	448	0	437	0	437	885
13:30	0	464	7	464	0	461	1	461	925
13:45	0	494	0	494	0	422	0	422	916
Hourly Total	0	1864	18	1864	0	1800	2	1800	3664
14:00	0	474	2	474	0	438	4	438	912
14:15	0	482	7	482	0	454	0	454	936
14:30	0	448	3	448	0	470	0	470	918
14:45	0	492	7	492	0	463	0	463	955
Hourly Total	0	1896	19	1896	0	1825	4	1825	3721
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	458	1	458	0	521	0	521	979
16:15	1	481	1	482	0	455	0	455	937
16:30	0	437	2	437	0	458	0	458	895
16:45	0	452	0	452	0	461	0	461	913
Hourly Total	1	1828	4	1829	0	1895	0	1895	3724
17:00	0	439	0	439	0	428	0	428	867
17:15	0	431	2	431	0	473	0	473	904
17:30	0	469	0	469	0	461	0	461	930
17:45	1	440	7	441	0	480	0	480	921
Hourly Total	1	1779	9	1780	0	1842	0	1842	3622
*** BREAK ***	-	-	-	-	-	-	-	-	-
19:00	0	451	2	451	0	436	0	436	887
19:15	0	374	12	374	0	441	0	441	815
19:30	0	446	5	446	0	410	0	410	856
19:45	0	394	8	394	0	406	0	406	800
Hourly Total	0	1665	27	1665	0	1693	0	1693	3358
20:00	0	358	10	358	0	485	3	485	843
20:15	0	432	8	432	0	416	0	416	848
Grand Total	2	17666	151	17668	3	16892	9	16895	34563
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.1	-	51.1	0.0	48.9	-	48.9	-
Lights	2	17390	-	17392	3	16617	-	16620	34012
% Lights	100.0	98.4	-	98.4	100.0	98.4	-	98.4	98.4
Other Vehicles	0	276	-	276	0	275	-	275	551
% Other Vehicles	0.0	1.6	-	1.6	0.0	1.6	-	1.6	1.6
Bicycles on Crosswalk	-	-	15	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	9.9	-	-	-	0.0	-	-
Pedestrians	-	-	136	-	-	-	9	-	-
% Pedestrians	-	-	90.1	-	-	-	100.0	-	-



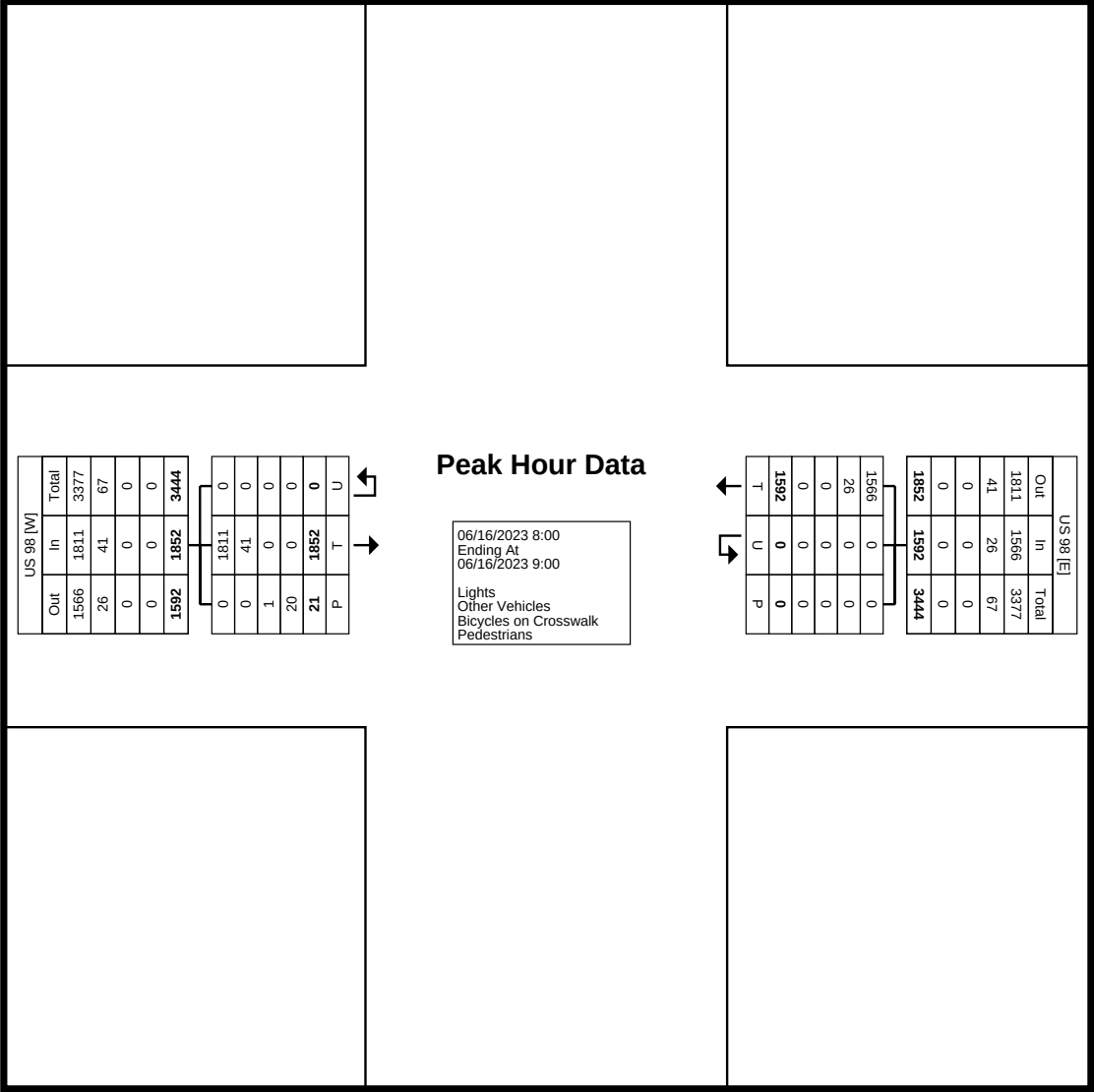
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Fri
Site Code:
Start Date: 06/16/2023
Page No: 4

Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	448	1	448	0	351	0	351	799
8:15	0	458	10	458	0	408	0	408	866
8:30	0	491	4	491	0	415	0	415	906
8:45	0	455	6	455	0	418	0	418	873
Total	0	1852	21	1852	0	1592	0	1592	3444
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	53.8	-	53.8	0.0	46.2	-	46.2	-
PHF	0.000	0.943	-	0.943	0.000	0.952	-	0.952	0.950
Lights	0	1811	-	1811	0	1566	-	1566	3377
% Lights	-	97.8	-	97.8	-	98.4	-	98.4	98.1
Other Vehicles	0	41	-	41	0	26	-	26	67
% Other Vehicles	-	2.2	-	2.2	-	1.6	-	1.6	1.9
Bicycles on Crosswalk	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	4.8	-	-	-	-	-	-
Pedestrians	-	-	20	-	-	-	0	-	-
% Pedestrians	-	-	95.2	-	-	-	-	-	-



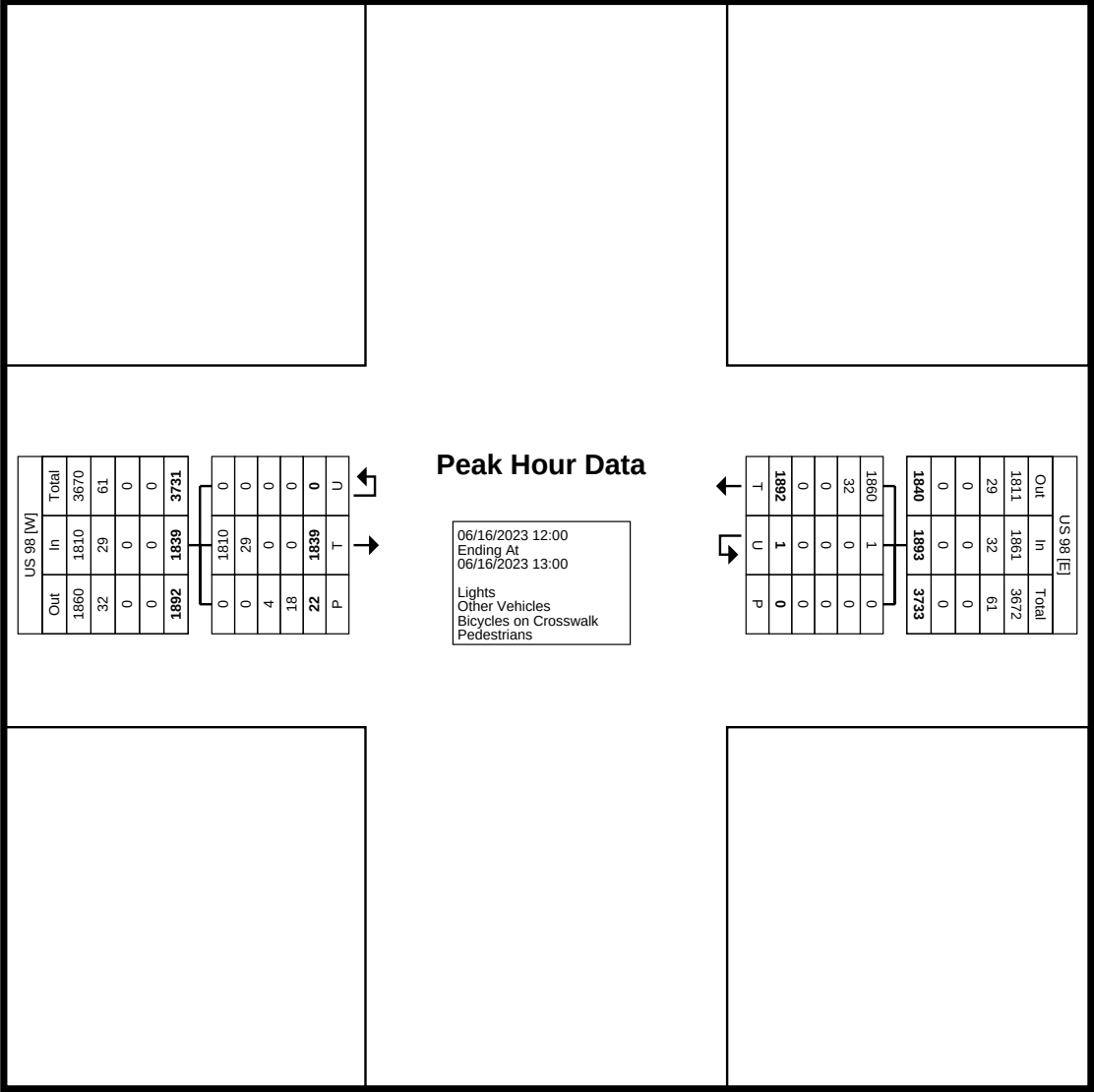
Turning Movement Peak Hour Data Plot (8:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Fri
Site Code:
Start Date: 06/16/2023
Page No: 6

Turning Movement Peak Hour Data (12:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
12:00	0	476	6	476	1	472	0	473	949
12:15	0	449	5	449	0	479	0	479	928
12:30	0	444	2	444	0	464	0	464	908
12:45	0	470	9	470	0	477	0	477	947
Total	0	1839	22	1839	1	1892	0	1893	3732
Approach %	0.0	100.0	-	-	0.1	99.9	-	-	-
Total %	0.0	49.3	-	49.3	0.0	50.7	-	50.7	-
PHF	0.000	0.966	-	0.966	0.250	0.987	-	0.988	0.983
Lights	0	1810	-	1810	1	1860	-	1861	3671
% Lights	-	98.4	-	98.4	100.0	98.3	-	98.3	98.4
Other Vehicles	0	29	-	29	0	32	-	32	61
% Other Vehicles	-	1.6	-	1.6	0.0	1.7	-	1.7	1.6
Bicycles on Crosswalk	-	-	4	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	18.2	-	-	-	-	-	-
Pedestrians	-	-	18	-	-	-	0	-	-
% Pedestrians	-	-	81.8	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (12:00)

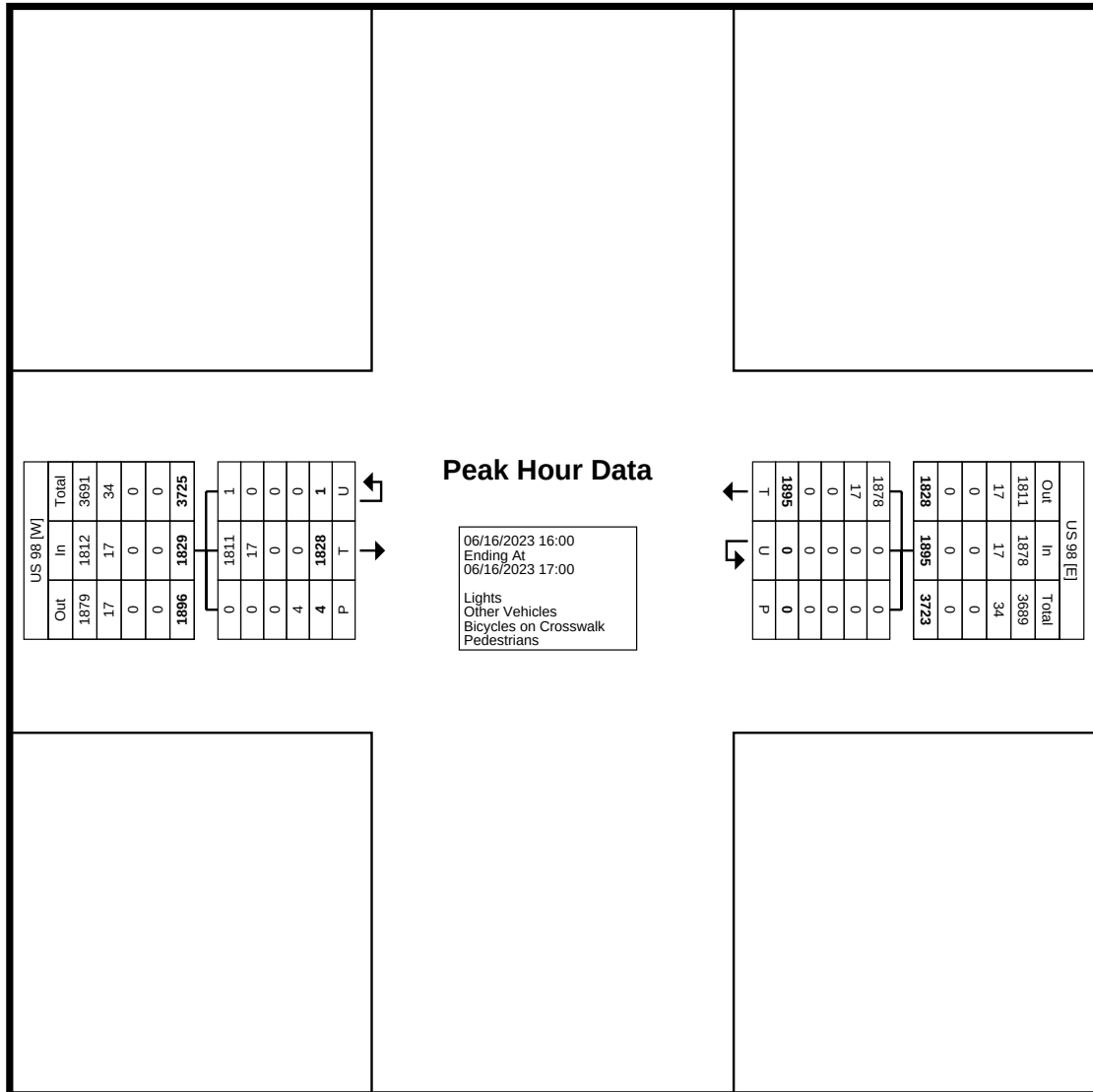
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Fri
Site Code:
Start Date: 06/16/2023
Page No: 8

Turning Movement Peak Hour Data (16:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
16:00	0	458	1	458	0	521	0	521	979
16:15	1	481	1	482	0	455	0	455	937
16:30	0	437	2	437	0	458	0	458	895
16:45	0	452	0	452	0	461	0	461	913
Total	1	1828	4	1829	0	1895	0	1895	3724
Approach %	0.1	99.9	-	-	0.0	100.0	-	-	-
Total %	0.0	49.1	-	49.1	0.0	50.9	-	50.9	-
PHF	0.250	0.950	-	0.949	0.000	0.909	-	0.909	0.951
Lights	1	1811	-	1812	0	1878	-	1878	3690
% Lights	100.0	99.1	-	99.1	-	99.1	-	99.1	99.1
Other Vehicles	0	17	-	17	0	17	-	17	34
% Other Vehicles	0.0	0.9	-	0.9	-	0.9	-	0.9	0.9
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	4	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Fri
Site Code:
Start Date: 06/16/2023
Page No: 9



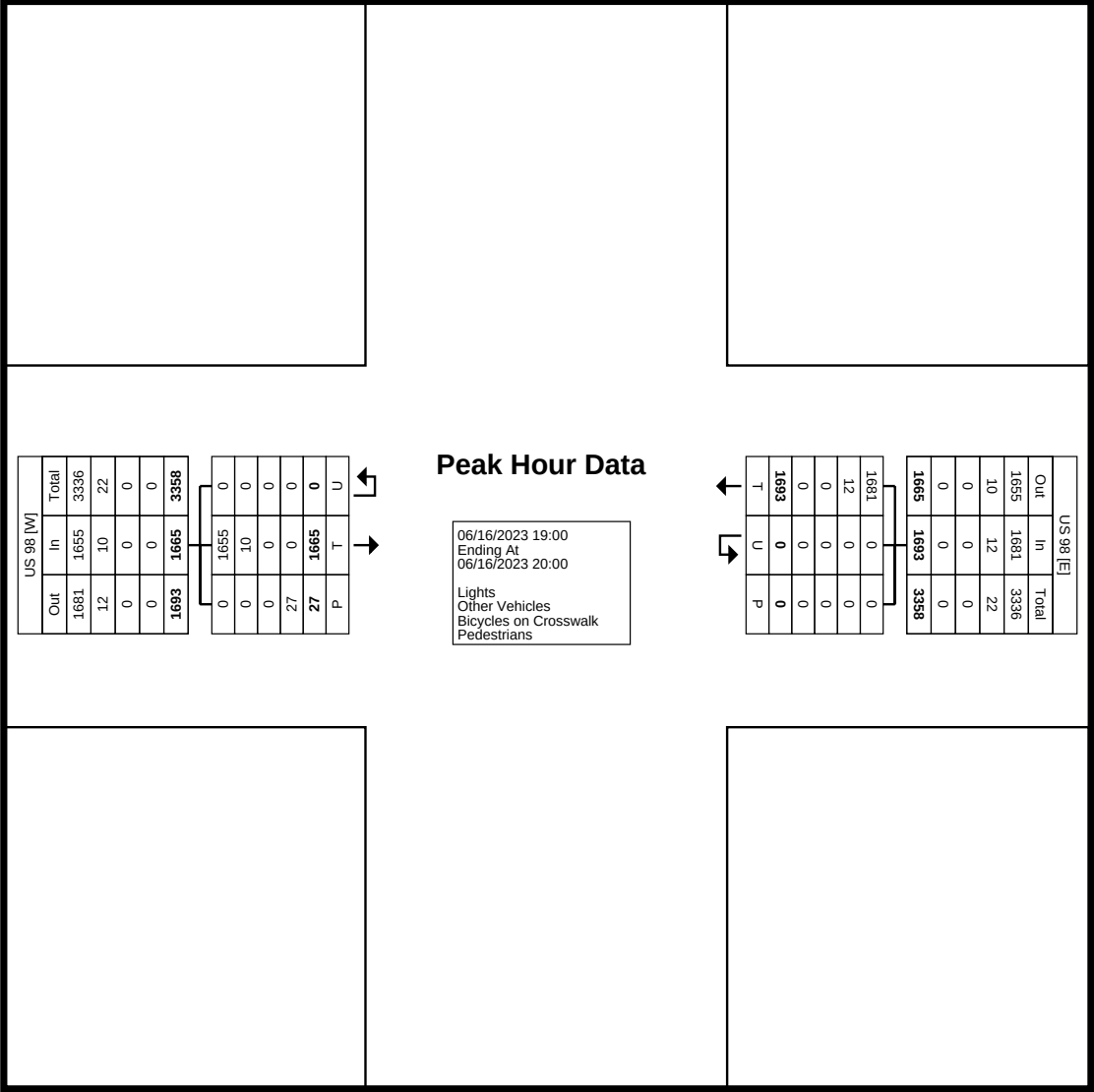
Turning Movement Peak Hour Data Plot (16:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Fri
Site Code:
Start Date: 06/16/2023
Page No: 10

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
19:00	0	451	2	451	0	436	0	436	887
19:15	0	374	12	374	0	441	0	441	815
19:30	0	446	5	446	0	410	0	410	856
19:45	0	394	8	394	0	406	0	406	800
Total	0	1665	27	1665	0	1693	0	1693	3358
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.6	-	49.6	0.0	50.4	-	50.4	-
PHF	0.000	0.923	-	0.923	0.000	0.960	-	0.960	0.946
Lights	0	1655	-	1655	0	1681	-	1681	3336
% Lights	-	99.4	-	99.4	-	99.3	-	99.3	99.3
Other Vehicles	0	10	-	10	0	12	-	12	22
% Other Vehicles	-	0.6	-	0.6	-	0.7	-	0.7	0.7
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	27	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-

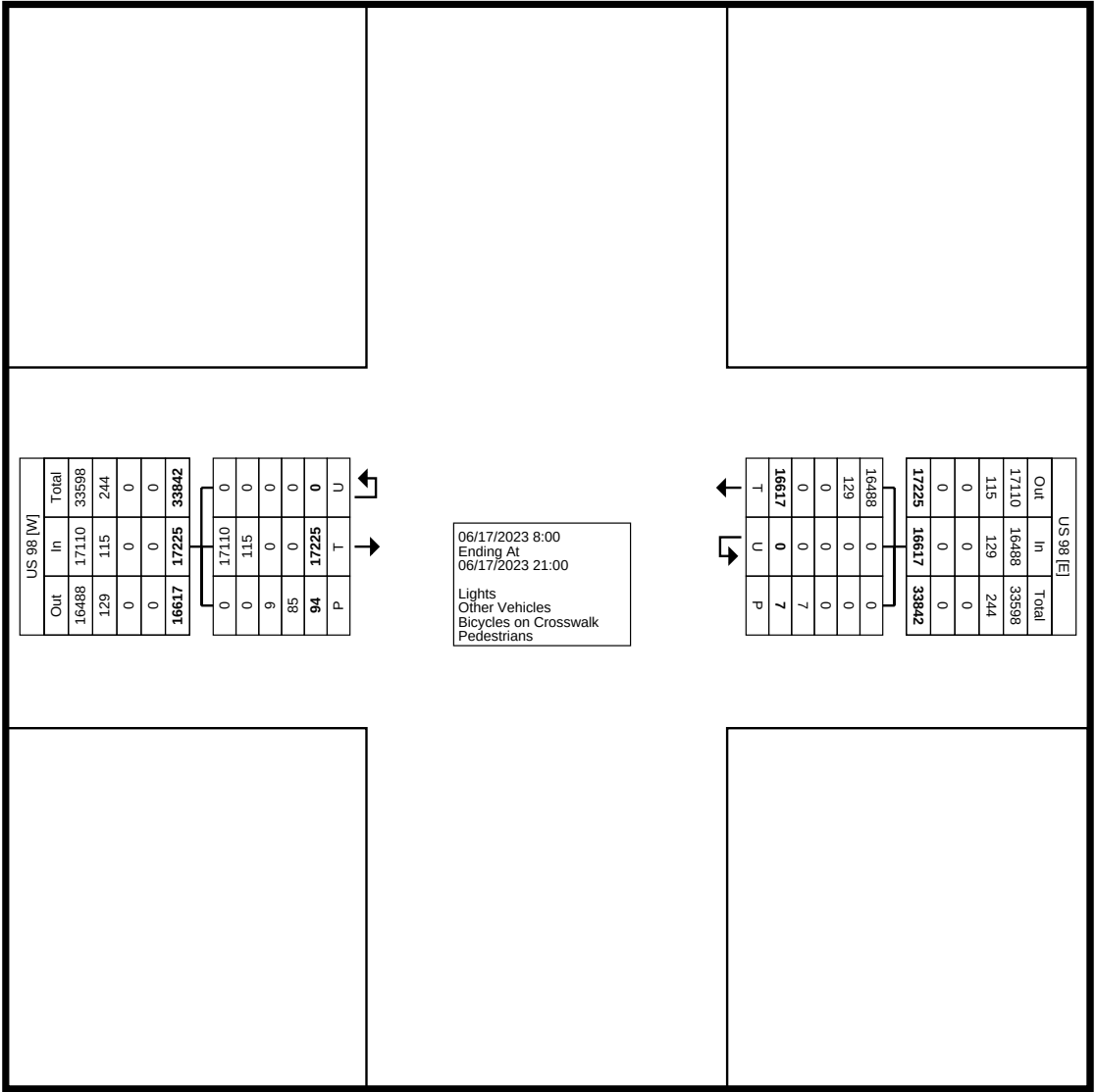


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
8:00	0	360	0	360	0	274	0	274	634
8:15	0	413	5	413	0	320	0	320	733
8:30	0	400	6	400	0	372	0	372	772
8:45	0	423	9	423	0	381	0	381	804
Hourly Total	0	1596	20	1596	0	1347	0	1347	2943
9:00	0	468	4	468	0	436	0	436	904
9:15	0	436	1	436	0	447	0	447	883
9:30	0	423	7	423	0	491	0	491	914
9:45	0	454	1	454	0	444	0	444	898
Hourly Total	0	1781	13	1781	0	1818	0	1818	3599
*** BREAK ***	-	-	-	-	-	-	-	-	-
11:00	0	438	2	438	0	493	0	493	931
11:15	0	424	1	424	0	407	2	407	831
11:30	0	462	4	462	0	468	0	468	930
11:45	0	432	1	432	0	489	0	489	921
Hourly Total	0	1756	8	1756	0	1857	2	1857	3613
12:00	0	451	0	451	0	422	0	422	873
12:15	0	415	0	415	0	449	4	449	864
12:30	0	443	0	443	0	470	0	470	913
12:45	0	430	2	430	0	460	0	460	890
Hourly Total	0	1739	2	1739	0	1801	4	1801	3540
13:00	0	457	1	457	0	493	0	493	950
13:15	0	454	1	454	0	390	0	390	844
13:30	0	452	2	452	0	404	0	404	856
13:45	0	431	3	431	0	380	0	380	811
Hourly Total	0	1794	7	1794	0	1667	0	1667	3461
14:00	0	433	0	433	0	447	0	447	880
14:15	0	446	4	446	0	510	0	510	956
14:30	0	466	2	466	0	458	0	458	924
14:45	0	451	2	451	0	455	1	455	906
Hourly Total	0	1796	8	1796	0	1870	1	1870	3666
*** BREAK ***	-	-	-	-	-	-	-	-	-
16:00	0	424	1	424	0	386	0	386	810
16:15	0	415	0	415	0	445	0	445	860
16:30	0	374	0	374	0	368	0	368	742
16:45	0	457	0	457	0	439	0	439	896
Hourly Total	0	1670	1	1670	0	1638	0	1638	3308
17:00	0	447	2	447	0	313	0	313	760
17:15	0	462	5	462	0	390	0	390	852
17:30	0	459	0	459	0	198	0	198	657
17:45	0	445	1	445	0	450	0	450	895
Hourly Total	0	1813	8	1813	0	1351	0	1351	3164
18:00	0	446	0	446	0	400	0	400	846
18:15	0	440	0	440	0	430	0	430	870
18:30	0	476	0	476	0	432	0	432	908
18:45	0	449	0	449	0	418	0	418	867
Hourly Total	0	1811	0	1811	0	1680	0	1680	3491
*** BREAK ***	-	-	-	-	-	-	-	-	-
20:00	0	399	9	399	0	391	0	391	790
20:15	0	360	4	360	0	377	0	377	737
20:30	0	385	8	385	0	418	0	418	803
20:45	0	325	6	325	0	402	0	402	727
Hourly Total	0	1469	27	1469	0	1588	0	1588	3057
Grand Total	0	17225	94	17225	0	16617	7	16617	33842
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	50.9	-	50.9	0.0	49.1	-	49.1	-
Lights	0	17110	-	17110	0	16488	-	16488	33598
% Lights	-	99.3	-	99.3	-	99.2	-	99.2	99.3
Other Vehicles	0	115	-	115	0	129	-	129	244
% Other Vehicles	-	0.7	-	0.7	-	0.8	-	0.8	0.7
Bicycles on Crosswalk	-	-	9	-	-	-	0	-	-

% Bicycles on Crosswalk	-	-	9.6	-	-	-	0.0	-	-
Pedestrians	-	-	85	-	-	-	7	-	-
% Pedestrians	-	-	90.4	-	-	-	100.0	-	-



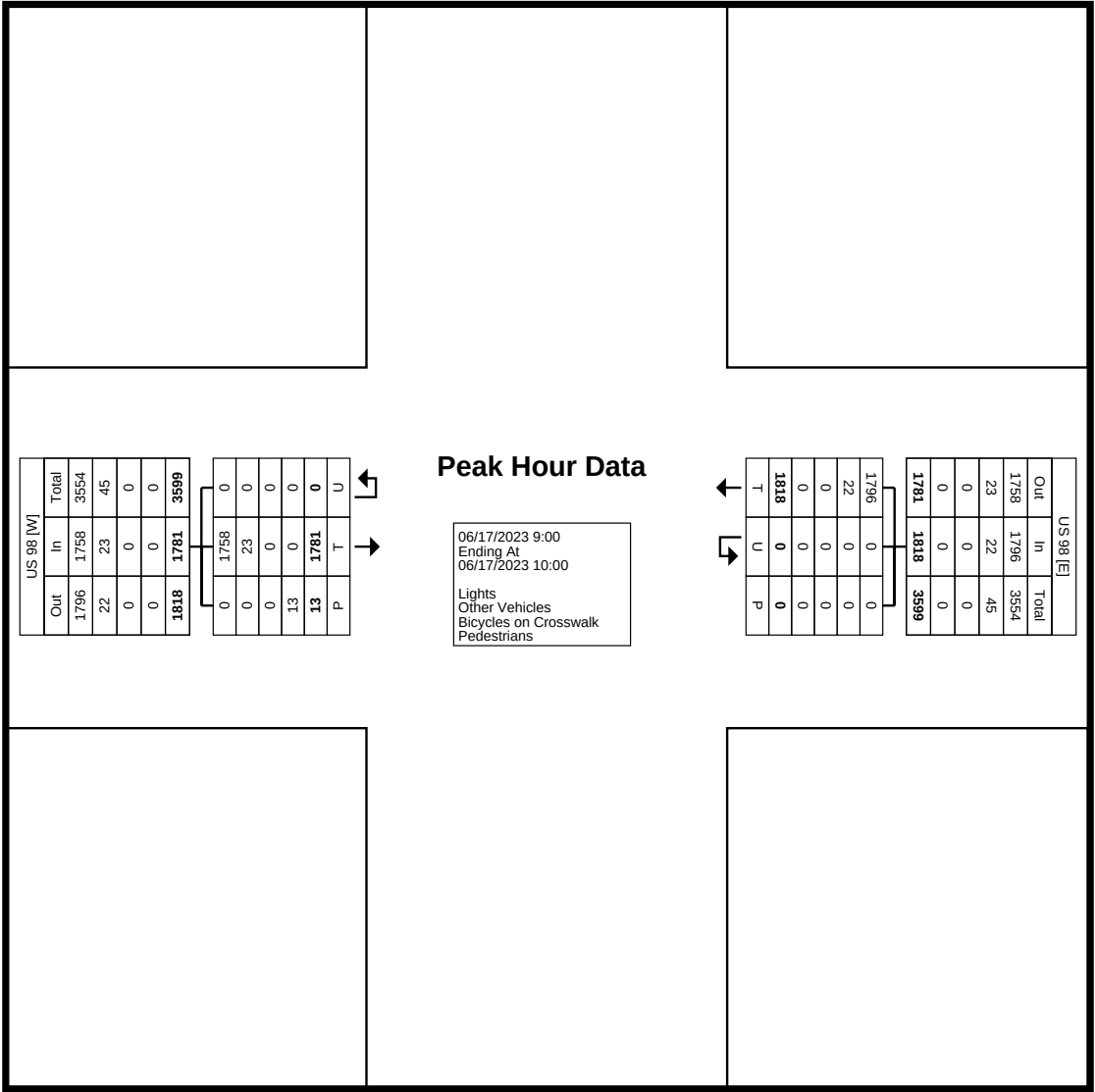
Turning Movement Data Plot

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 4

Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
9:00	0	468	4	468	0	436	0	436	904
9:15	0	436	1	436	0	447	0	447	883
9:30	0	423	7	423	0	491	0	491	914
9:45	0	454	1	454	0	444	0	444	898
Total	0	1781	13	1781	0	1818	0	1818	3599
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.5	-	49.5	0.0	50.5	-	50.5	-
PHF	0.000	0.951	-	0.951	0.000	0.926	-	0.926	0.984
Lights	0	1758	-	1758	0	1796	-	1796	3554
% Lights	-	98.7	-	98.7	-	98.8	-	98.8	98.7
Other Vehicles	0	23	-	23	0	22	-	22	45
% Other Vehicles	-	1.3	-	1.3	-	1.2	-	1.2	1.3
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	13	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-



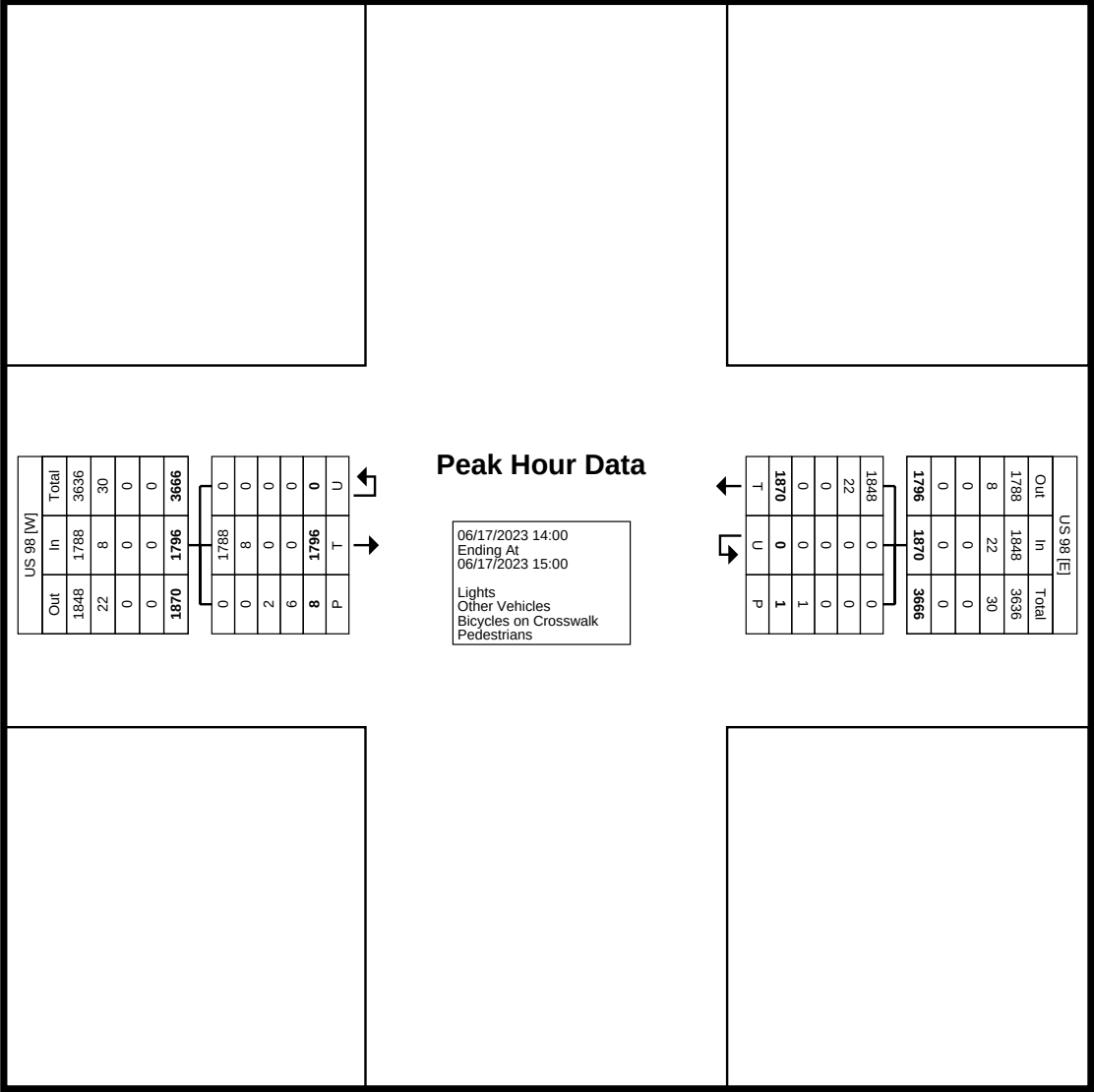
Turning Movement Peak Hour Data Plot (9:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 6

Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
14:00	0	433	0	433	0	447	0	447	880
14:15	0	446	4	446	0	510	0	510	956
14:30	0	466	2	466	0	458	0	458	924
14:45	0	451	2	451	0	455	1	455	906
Total	0	1796	8	1796	0	1870	1	1870	3666
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	49.0	-	49.0	0.0	51.0	-	51.0	-
PHF	0.000	0.964	-	0.964	0.000	0.917	-	0.917	0.959
Lights	0	1788	-	1788	0	1848	-	1848	3636
% Lights	-	99.6	-	99.6	-	98.8	-	98.8	99.2
Other Vehicles	0	8	-	8	0	22	-	22	30
% Other Vehicles	-	0.4	-	0.4	-	1.2	-	1.2	0.8
Bicycles on Crosswalk	-	-	2	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	25.0	-	-	-	0.0	-	-
Pedestrians	-	-	6	-	-	-	1	-	-
% Pedestrians	-	-	75.0	-	-	-	100.0	-	-



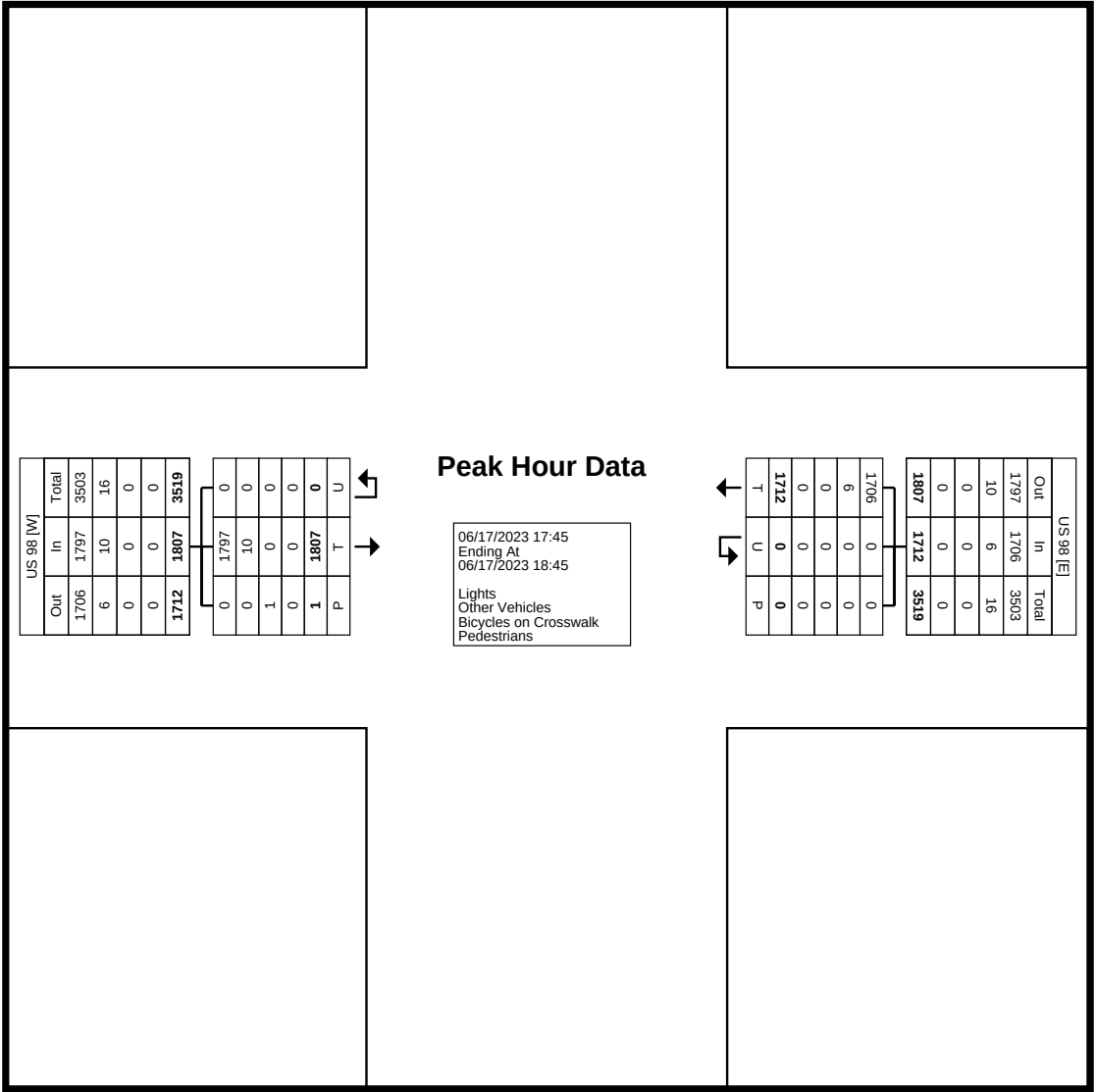
Turning Movement Peak Hour Data Plot (14:00)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

Turning Movement Peak Hour Data (17:45)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
17:45	0	445	1	445	0	450	0	450	895
18:00	0	446	0	446	0	400	0	400	846
18:15	0	440	0	440	0	430	0	430	870
18:30	0	476	0	476	0	432	0	432	908
Total	0	1807	1	1807	0	1712	0	1712	3519
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	51.3	-	51.3	0.0	48.7	-	48.7	-
PHF	0.000	0.949	-	0.949	0.000	0.951	-	0.951	0.969
Lights	0	1797	-	1797	0	1706	-	1706	3503
% Lights	-	99.4	-	99.4	-	99.6	-	99.6	99.5
Other Vehicles	0	10	-	10	0	6	-	6	16
% Other Vehicles	-	0.6	-	0.6	-	0.4	-	0.4	0.5
Bicycles on Crosswalk	-	-	1	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	100.0	-	-	-	-	-	-
Pedestrians	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	0.0	-	-	-	-	-	-



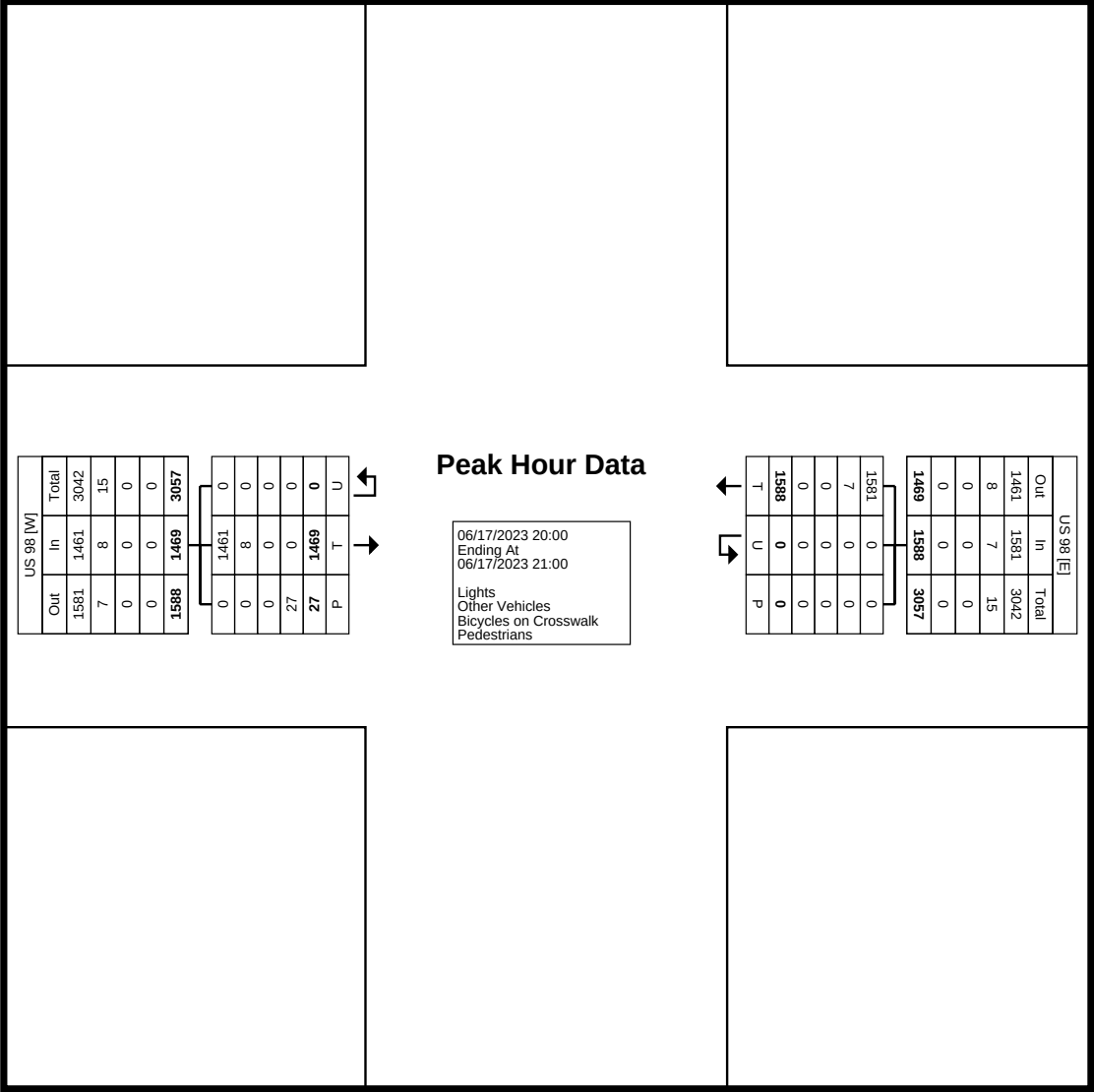
Turning Movement Peak Hour Data Plot (17:45)

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: US 98 at Ped
Signal West of Gulf Terrace Dr -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound				US 98 Westbound				Int. Total
	U-Turn	Thru	Peds	App. Total	U-Turn	Thru	Peds	App. Total	
20:00	0	399	9	399	0	391	0	391	790
20:15	0	360	4	360	0	377	0	377	737
20:30	0	385	8	385	0	418	0	418	803
20:45	0	325	6	325	0	402	0	402	727
Total	0	1469	27	1469	0	1588	0	1588	3057
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	48.1	-	48.1	0.0	51.9	-	51.9	-
PHF	0.000	0.920	-	0.920	0.000	0.950	-	0.950	0.952
Lights	0	1461	-	1461	0	1581	-	1581	3042
% Lights	-	99.5	-	99.5	-	99.6	-	99.6	99.5
Other Vehicles	0	8	-	8	0	7	-	7	15
% Other Vehicles	-	0.5	-	0.5	-	0.4	-	0.4	0.5
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	-	-
Pedestrians	-	-	27	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-

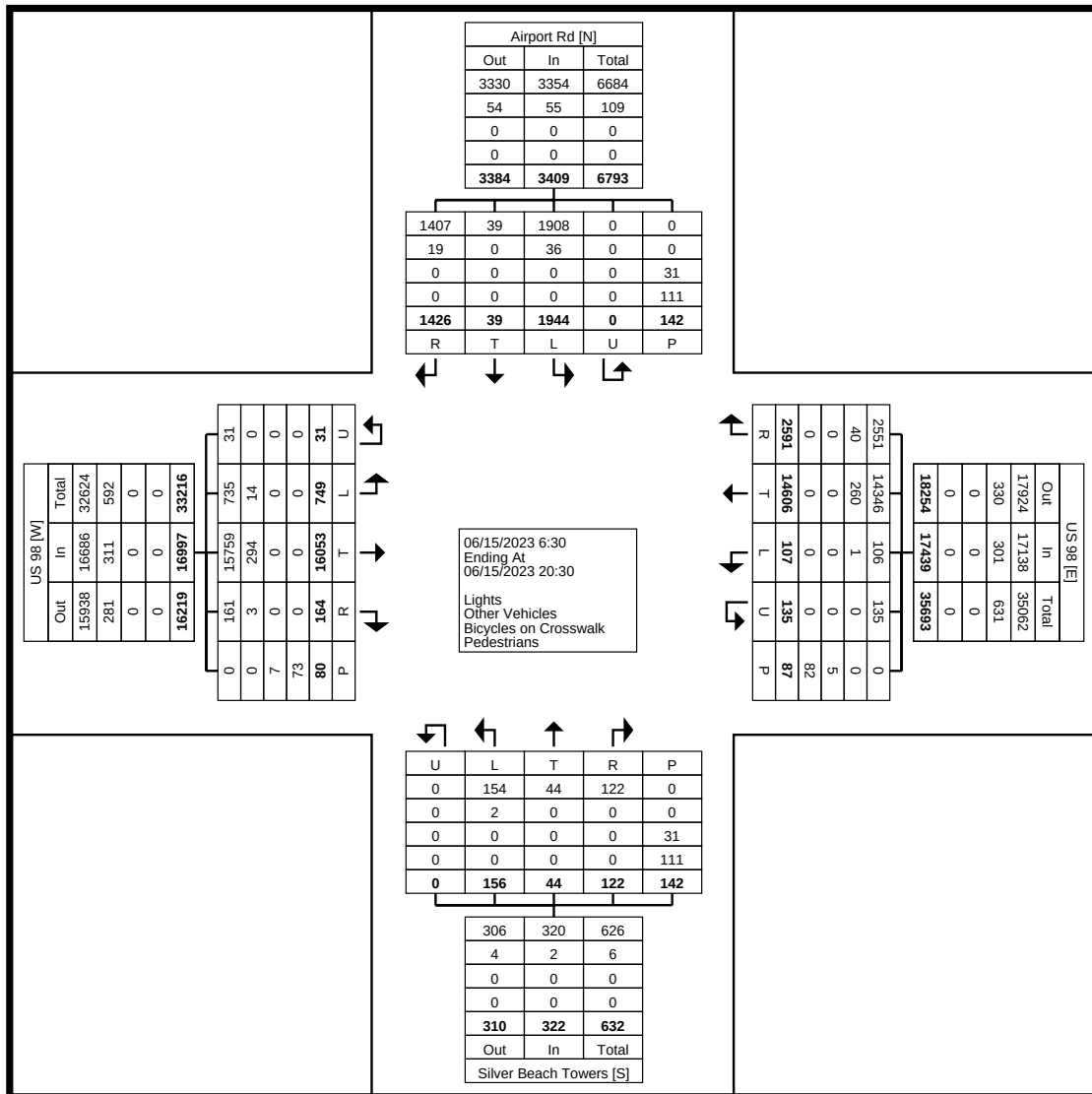


Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	18	329	2	1	349	1	2	219	18	0	240	0	1	0	0	1	1	0	32	0	10	2	42	632
6:45	0	18	337	1	0	356	2	1	213	36	1	252	0	2	0	0	3	2	0	40	0	12	1	52	662
Hourly Total	0	36	666	3	1	705	3	3	432	54	1	492	0	3	0	0	4	3	0	72	0	22	3	94	1294
7:00	1	13	290	0	2	304	0	1	245	21	0	267	0	3	0	0	10	3	0	29	1	24	0	54	628
7:15	0	18	318	2	0	338	0	0	239	29	0	268	0	3	0	0	3	3	0	42	0	14	0	56	665
7:30	1	19	407	1	1	428	1	3	290	29	0	323	0	3	1	0	3	4	0	44	0	24	2	68	823
7:45	1	10	349	3	3	363	1	2	318	40	0	361	0	5	0	1	6	6	0	36	0	19	0	55	785
Hourly Total	3	60	1364	6	6	1433	2	6	1092	119	0	1219	0	14	1	1	22	16	0	151	1	81	2	233	2901
8:00	0	8	365	3	1	376	2	1	337	46	0	386	0	8	3	0	8	11	0	42	0	26	1	68	841
8:15	1	21	424	1	4	447	3	3	390	35	0	431	0	13	0	3	3	16	0	41	1	21	0	63	957
8:30	2	23	404	4	3	433	1	2	362	39	0	404	0	5	0	4	11	9	0	73	0	25	1	98	944
8:45	1	18	425	5	2	449	0	2	397	51	1	450	0	8	0	1	8	9	0	64	2	22	4	88	996
Hourly Total	4	70	1618	13	10	1705	6	8	1486	171	1	1671	0	34	3	8	30	45	0	220	3	94	6	317	3738
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	25	406	2	4	435	4	1	393	55	5	453	0	4	1	3	6	8	0	43	0	56	2	99	995
11:15	0	26	445	4	2	475	8	1	408	43	3	460	0	2	2	7	5	11	0	47	2	47	3	96	1042
11:30	1	12	462	7	0	482	3	0	410	62	2	475	0	3	1	2	0	6	0	41	3	42	3	86	1049
11:45	1	20	418	4	0	443	2	1	372	64	11	439	0	5	2	2	2	9	0	58	2	56	3	116	1007
Hourly Total	4	83	1731	17	6	1835	17	3	1583	224	21	1827	0	14	6	14	13	34	0	189	7	201	11	397	4093
12:00	0	23	412	7	1	442	6	1	400	73	6	480	0	4	1	2	2	7	0	55	3	60	3	118	1047
12:15	0	18	426	5	0	449	1	4	431	63	8	499	0	0	2	2	1	4	0	43	2	47	3	92	1044
12:30	0	23	447	3	5	473	4	2	393	78	5	477	0	0	1	6	1	7	0	47	1	38	4	86	1043
12:45	0	29	433	2	3	464	2	5	364	85	0	456	0	2	1	3	6	6	0	48	1	41	3	90	1016
Hourly Total	0	93	1718	17	9	1828	13	12	1588	299	19	1912	0	6	5	13	10	24	0	193	7	186	13	386	4150
13:00	0	23	376	3	1	402	5	7	390	77	5	479	0	3	2	5	2	10	0	70	1	52	6	123	1014
13:15	0	20	442	2	0	464	0	1	404	82	11	487	0	2	2	5	4	9	0	56	0	53	0	109	1069
13:30	0	23	465	2	1	490	2	6	426	63	1	497	0	2	0	1	1	3	0	41	0	56	0	97	1087
13:45	1	21	404	2	8	428	3	2	416	73	0	494	0	2	1	2	4	5	0	55	0	38	2	93	1020
Hourly Total	1	87	1687	9	10	1784	10	16	1636	295	17	1957	0	9	5	13	11	27	0	222	1	199	8	422	4190
14:00	0	16	433	14	0	463	4	2	413	70	0	489	0	5	1	1	0	7	0	62	2	51	6	115	1074
14:15	1	32	452	10	1	495	6	3	431	63	0	503	0	4	0	5	3	9	0	59	1	36	4	96	1103
14:30	0	15	428	1	3	444	5	6	388	73	4	472	0	5	3	3	3	11	0	53	1	31	1	85	1012
14:45	1	25	466	7	2	499	1	1	432	64	9	498	0	1	1	3	17	5	0	49	2	36	2	87	1089
Hourly Total	2	88	1779	32	6	1901	16	12	1664	270	13	1962	0	15	5	12	23	32	0	223	6	154	13	383	4278
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	3	19	416	3	2	441	3	4	409	113	0	529	0	4	1	5	8	10	0	80	2	35	6	117	1097
16:15	2	18	429	5	5	454	5	5	400	101	4	511	0	4	2	8	1	14	0	57	1	30	17	88	1067
16:30	1	19	436	5	4	461	1	3	385	119	0	508	0	7	2	9	0	18	0	66	0	32	10	98	1085
16:45	1	12	461	1	6	475	1	3	367	119	0	490	0	7	0	5	2	12	0	52	0	32	4	84	1061
Hourly Total	7	68	1742	14	17	1831	10	15	1561	452	4	2038	0	22	5	27	11	54	0	255	3	129	37	387	4310
17:00	1	19	403	5	2	428	0	3	404	115	5	522	0	13	1	6	3	20	0	57	1	52	11	110	1080
17:15	0	16	398	4	2	418	3	3	413	130	2	549	0	9	8	3	1	20	0	65	0	50	3	115	1102
17:30	0	15	420	7	4	442	4	3	445	112	1	564	0	3	2	6	1	11	0	60	0	45	6	105	1122
17:45	1	25	443	2	1	471	3	4	432	122	0	561	0	5	0	5	7	10	0	54	2	39	13	95	1137
Hourly Total	2	75	1664	18	9	1759	10	13	1694	479	8	2196	0	30	11	20	12	61	0	236	3	186	33	425	4441
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	1	14	400	9	1	424	9	6	388	52	3	455	0	3	0	5	0	8	0	34	1	46	8	81	968
19:15	2	19	377	5	3	403	5	5	406	68	0	484	0	2	2	0	2	4	0	44	2	44	8	90	981
19:30	2	13	401	7	0	423	12	1	334	37	0	384	0	0	0	2	3	2	0	32	1	29	0	62	871
19:45	1	14	355	10	1	380	6	4	273	27	0	310	0	1	0	3	1	4	0	29	2	10	0	41	735
Hourly Total	6	60	1533	31	5	1630	32	16	1401	184	3	1633	0	6	2	10	6	18	0	139	6	129	16	274	3555
20:00	2	12	314	2	1	330	6	2	247	23	0	278	0	3	1	1	0	5	0	21	1	26	0	48	661
20:15	0	17	237	2	0	256	10	1	222	21	0	254	0	0	0	3	0	3	0	23	1	19	0	43	556
Grand Total	31	749	16053	164	80	16997	135	107	14606	2591	87	17439	0	156	44	122	142	322	0	1944	39	1426	142	3409	38167
Approach %	0.2	4.4	94.4	1.0	-	-	0.8	0.6	83.8	14.9	-	-	0.0	48.4	13.7	37.9	-	-	0.0	57.0	1.1	41.8	-	-	-
Total %	0.1	2.0	42.1	0.4	-	44.5	0.4	0.3	38.3	6.8	-	45.7	0.0	0.4	0.1	0.3	-	0.8	0.0	5.1	0.1	3.7	-	8.9	-
Lights	31	735	15759	161	-	16686	135	106	14346	2551	-	17138	0	154	44	122	-	320	0	1908	39	1407	-	3354	37498
% Lights	100.0	98.1	98.2	98.2	-	98.2	100.0	99.1	98.2	98.5	-	98.3	-	98.7	100.0	100.0	-	99.4	-	98.1	100.0	98.7	-	98.4	98.2
Other Vehicles	0	14	294	3	-	311	0	1	260	40	-	301	0	2	0	0	-	2	0	36	0	19	-	55	669

% Other Vehicles	0.0	1.9	1.8	1.8	-	1.8	0.0	0.9	1.8	1.5	-	1.7	-	1.3	0.0	0.0	-	0.6	-	1.9	0.0	1.3	-	1.6	1.8
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	5	-	-	-	-	-	31	-	-	-	-	-	31	-	-
% Bicycles on Crosswalk	-	-	-	-	8.8	-	-	-	-	-	5.7	-	-	-	-	-	21.8	-	-	-	-	-	21.8	-	-
Pedestrians	-	-	-	-	73	-	-	-	-	-	82	-	-	-	-	-	111	-	-	-	-	-	111	-	-
% Pedestrians	-	-	-	-	91.3	-	-	-	-	-	94.3	-	-	-	-	-	78.2	-	-	-	-	-	78.2	-	-



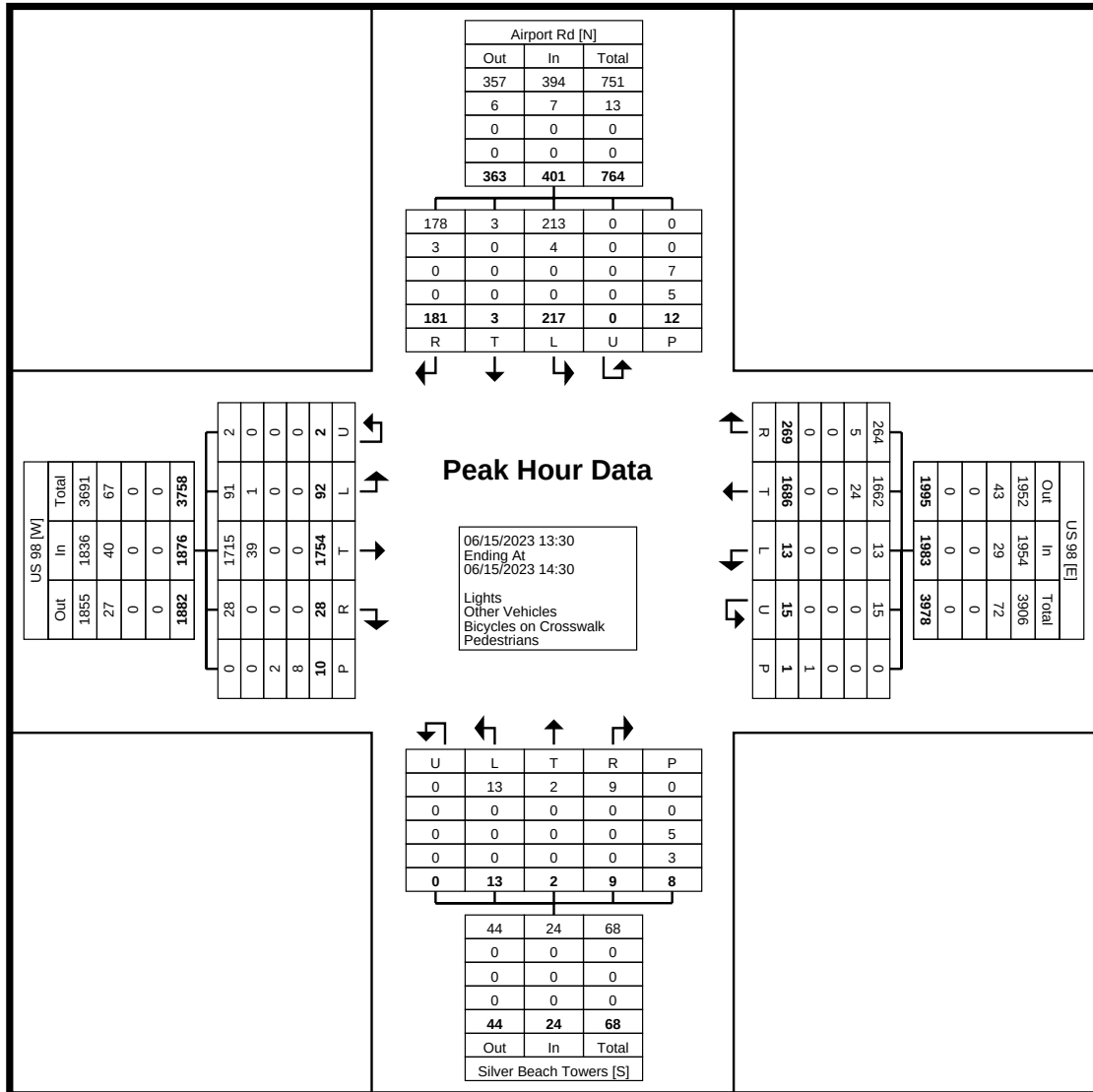
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	8	365	3	1	376	2	1	337	46	0	386	0	8	3	0	8	11	0	42	0	26	1	68	841
8:15	1	21	424	1	4	447	3	3	390	35	0	431	0	13	0	3	3	16	0	41	1	21	0	63	957
8:30	2	23	404	4	3	433	1	2	362	39	0	404	0	5	0	4	11	9	0	73	0	25	1	98	944
8:45	1	18	425	5	2	449	0	2	397	51	1	450	0	8	0	1	8	9	0	64	2	22	4	88	996
Total	4	70	1618	13	10	1705	6	8	1486	171	1	1671	0	34	3	8	30	45	0	220	3	94	6	317	3738
Approach %	0.2	4.1	94.9	0.8	-	-	0.4	0.5	88.9	10.2	-	-	0.0	75.6	6.7	17.8	-	-	0.0	69.4	0.9	29.7	-	-	-
Total %	0.1	1.9	43.3	0.3	-	45.6	0.2	0.2	39.8	4.6	-	44.7	0.0	0.9	0.1	0.2	-	1.2	0.0	5.9	0.1	2.5	-	8.5	-
PHF	0.500	0.761	0.952	0.650	-	0.949	0.500	0.667	0.936	0.838	-	0.928	0.000	0.654	0.250	0.500	-	0.703	0.000	0.753	0.375	0.904	-	0.809	0.938
Lights	4	69	1573	13	-	1659	6	8	1451	165	-	1630	0	34	3	8	-	45	0	215	3	92	-	310	3644
% Lights	100.0	98.6	97.2	100.0	-	97.3	100.0	100.0	97.6	96.5	-	97.5	-	100.0	100.0	100.0	-	100.0	-	97.7	100.0	97.9	-	97.8	97.5
Other Vehicles	0	1	45	0	-	46	0	0	35	6	-	41	0	0	0	0	-	0	0	5	0	2	-	7	94
% Other Vehicles	0.0	1.4	2.8	0.0	-	2.7	0.0	0.0	2.4	3.5	-	2.5	-	0.0	0.0	0.0	-	0.0	-	2.3	0.0	2.1	-	2.2	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	16.7	-	-	-	-	-	83.3	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	1	-	-	-	-	-	25	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	83.3	-	-	-	-	-	16.7	-	-



Turning Movement Peak Hour Data (13:30)

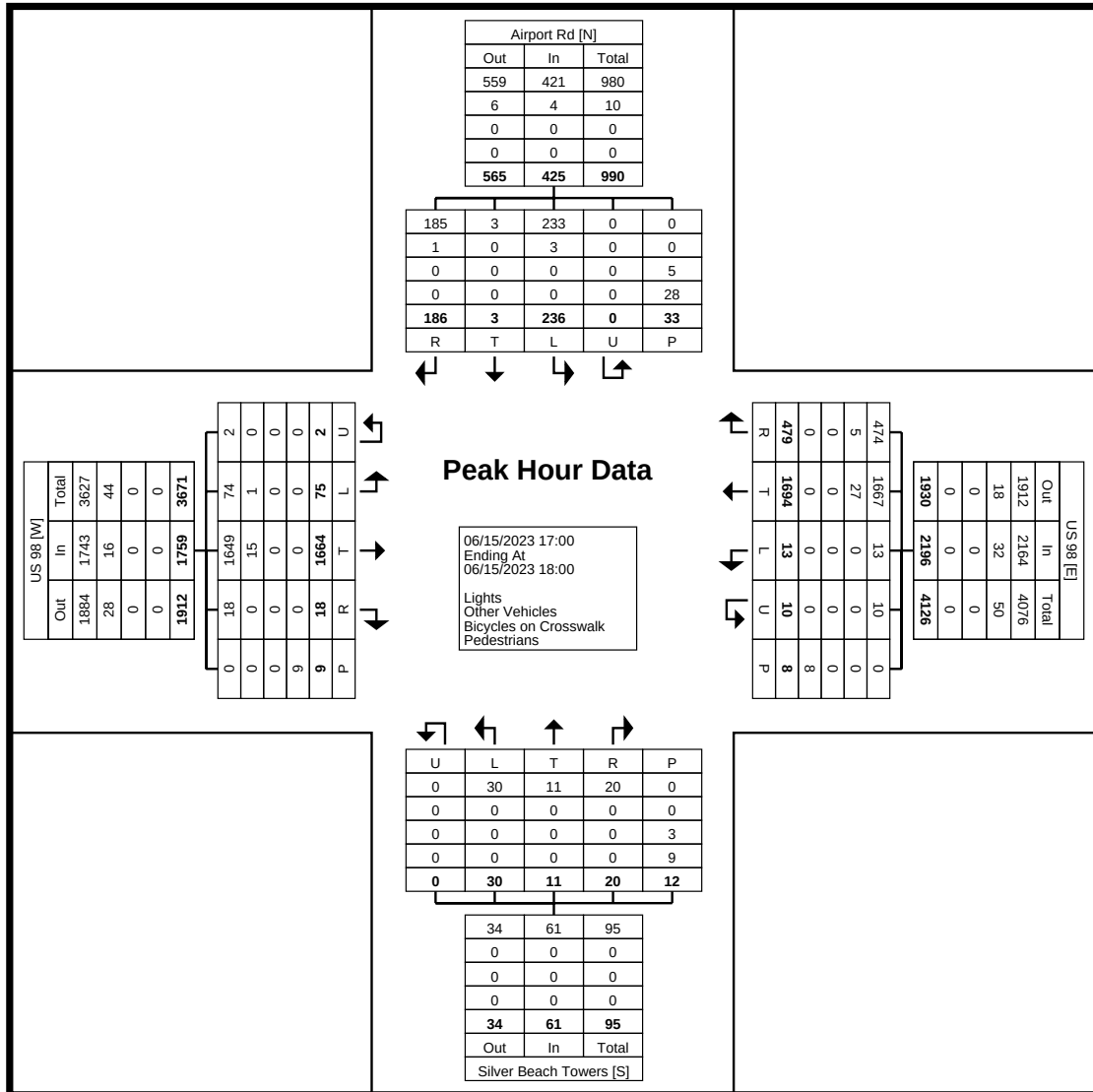
Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:30	0	23	465	2	1	490	2	6	426	63	1	497	0	2	0	1	1	3	0	41	0	56	0	97	1087
13:45	1	21	404	2	8	428	3	2	416	73	0	494	0	2	1	2	4	5	0	55	0	38	2	93	1020
14:00	0	16	433	14	0	463	4	2	413	70	0	489	0	5	1	1	0	7	0	62	2	51	6	115	1074
14:15	1	32	452	10	1	495	6	3	431	63	0	503	0	4	0	5	3	9	0	59	1	36	4	96	1103
Total	2	92	1754	28	10	1876	15	13	1686	269	1	1983	0	13	2	9	8	24	0	217	3	181	12	401	4284
Approach %	0.1	4.9	93.5	1.5	-	-	0.8	0.7	85.0	13.6	-	-	0.0	54.2	8.3	37.5	-	-	0.0	54.1	0.7	45.1	-	-	-
Total %	0.0	2.1	40.9	0.7	-	43.8	0.4	0.3	39.4	6.3	-	46.3	0.0	0.3	0.0	0.2	-	0.6	0.0	5.1	0.1	4.2	-	9.4	-
PHF	0.500	0.719	0.943	0.500	-	0.947	0.625	0.542	0.978	0.921	-	0.986	0.000	0.650	0.500	0.450	-	0.667	0.000	0.875	0.375	0.808	-	0.872	0.971
Lights	2	91	1715	28	-	1836	15	13	1662	264	-	1954	0	13	2	9	-	24	0	213	3	178	-	394	4208
% Lights	100.0	98.9	97.8	100.0	-	97.9	100.0	100.0	98.6	98.1	-	98.5	-	100.0	100.0	100.0	-	100.0	-	98.2	100.0	98.3	-	98.3	98.2
Other Vehicles	0	1	39	0	-	40	0	0	24	5	-	29	0	0	0	0	-	0	0	4	0	3	-	7	76
% Other Vehicles	0.0	1.1	2.2	0.0	-	2.1	0.0	0.0	1.4	1.9	-	1.5	-	0.0	0.0	0.0	-	0.0	-	1.8	0.0	1.7	-	1.7	1.8
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-	-	-	-	62.5	-	-	-	-	-	58.3	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-	-	-	-	37.5	-	-	-	-	-	41.7	-	-



Turning Movement Peak Hour Data Plot (13:30)

Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	1	19	403	5	2	428	0	3	404	115	5	522	0	13	1	6	3	20	0	57	1	52	11	110	1080
17:15	0	16	398	4	2	418	3	3	413	130	2	549	0	9	8	3	1	20	0	65	0	50	3	115	1102
17:30	0	15	420	7	4	442	4	3	445	112	1	564	0	3	2	6	1	11	0	60	0	45	6	105	1122
17:45	1	25	443	2	1	471	3	4	432	122	0	561	0	5	0	5	7	10	0	54	2	39	13	95	1137
Total	2	75	1664	18	9	1759	10	13	1694	479	8	2196	0	30	11	20	12	61	0	236	3	186	33	425	4441
Approach %	0.1	4.3	94.6	1.0	-	-	0.5	0.6	77.1	21.8	-	-	0.0	49.2	18.0	32.8	-	-	0.0	55.5	0.7	43.8	-	-	-
Total %	0.0	1.7	37.5	0.4	-	39.6	0.2	0.3	38.1	10.8	-	49.4	0.0	0.7	0.2	0.5	-	1.4	0.0	5.3	0.1	4.2	-	9.6	-
PHF	0.500	0.750	0.939	0.643	-	0.934	0.625	0.813	0.952	0.921	-	0.973	0.000	0.577	0.344	0.833	-	0.763	0.000	0.908	0.375	0.894	-	0.924	0.976
Lights	2	74	1649	18	-	1743	10	13	1667	474	-	2164	0	30	11	20	-	61	0	233	3	185	-	421	4389
% Lights	100.0	98.7	99.1	100.0	-	99.1	100.0	100.0	98.4	99.0	-	98.5	-	100.0	100.0	100.0	-	100.0	-	98.7	100.0	99.5	-	99.1	98.8
Other Vehicles	0	1	15	0	-	16	0	0	27	5	-	32	0	0	0	0	-	0	0	3	0	1	-	4	52
% Other Vehicles	0.0	1.3	0.9	0.0	-	0.9	0.0	0.0	1.6	1.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	1.3	0.0	0.5	-	0.9	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-	-	-	-	15.2	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-	-	-	-	84.8	-	-



Turning Movement Peak Hour Data Plot (17:00)

Turning Movement Peak Hour Data (19:00)

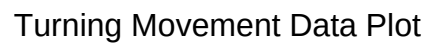
Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	1	14	400	9	1	424	9	6	388	52	3	455	0	3	0	5	0	8	0	34	1	46	8	81	968
19:15	2	19	377	5	3	403	5	5	406	68	0	484	0	2	2	0	2	4	0	44	2	44	8	90	981
19:30	2	13	401	7	0	423	12	1	334	37	0	384	0	0	0	2	3	2	0	32	1	29	0	62	871
19:45	1	14	355	10	1	380	6	4	273	27	0	310	0	1	0	3	1	4	0	29	2	10	0	41	735
Total	6	60	1533	31	5	1630	32	16	1401	184	3	1633	0	6	2	10	6	18	0	139	6	129	16	274	3555
Approach %	0.4	3.7	94.0	1.9	-	-	2.0	1.0	85.8	11.3	-	-	0.0	33.3	11.1	55.6	-	-	0.0	50.7	2.2	47.1	-	-	-
Total %	0.2	1.7	43.1	0.9	-	45.9	0.9	0.5	39.4	5.2	-	45.9	0.0	0.2	0.1	0.3	-	0.5	0.0	3.9	0.2	3.6	-	7.7	-
PHF	0.750	0.789	0.956	0.775	-	0.961	0.667	0.667	0.863	0.676	-	0.843	0.000	0.500	0.250	0.500	-	0.563	0.000	0.790	0.750	0.701	-	0.761	0.906
Lights	6	60	1529	31	-	1626	32	16	1387	184	-	1619	0	6	2	10	-	18	0	139	6	127	-	272	3535
% Lights	100.0	100.0	99.7	100.0	-	99.8	100.0	100.0	99.0	100.0	-	99.1	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	98.4	-	99.3	99.4
Other Vehicles	0	0	4	0	-	4	0	0	14	0	-	14	0	0	0	0	-	0	0	0	0	2	-	2	20
% Other Vehicles	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.6	-	0.7	0.6
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	10	349	2	0	361	0	0	173	24	0	197	0	2	0	0	1	2	0	25	0	9	0	34	594
6:45	0	26	339	1	2	366	0	0	222	18	0	240	0	9	0	0	7	9	0	26	1	17	0	44	659
Hourly Total	0	36	688	3	2	727	0	0	395	42	0	437	0	11	0	0	8	11	0	51	1	26	0	78	1253
7:00	0	15	286	3	1	304	1	1	259	21	0	282	0	5	0	0	3	5	0	30	0	19	0	49	640
7:15	0	15	343	2	1	360	0	0	211	34	0	245	0	2	0	0	1	2	0	44	0	20	0	64	671
7:30	0	18	383	2	0	403	1	1	299	26	0	327	0	5	0	3	3	8	0	37	0	28	1	65	803
7:45	0	17	410	3	3	430	3	3	320	42	0	368	0	1	0	1	6	2	0	47	1	28	2	76	876
Hourly Total	0	65	1422	10	5	1497	5	5	1089	123	0	1222	0	13	0	4	13	17	0	158	1	95	3	254	2990
8:00	2	22	429	1	0	454	2	1	324	29	0	356	0	6	0	4	6	10	0	44	0	17	1	61	881
8:15	0	16	429	4	0	449	2	2	361	25	2	390	0	4	0	0	3	4	0	50	0	17	3	67	910
8:30	1	30	419	6	2	456	0	2	360	28	1	390	0	3	0	3	11	6	1	50	2	24	2	77	929
8:45	2	22	426	7	2	457	3	4	379	47	4	433	0	8	1	5	3	14	0	65	2	24	4	91	995
Hourly Total	5	90	1703	18	4	1816	7	9	1424	129	7	1569	0	21	1	12	23	34	1	209	4	82	10	296	3715
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	1	21	451	4	0	477	2	0	405	33	0	440	0	1	0	2	0	3	0	53	0	28	0	81	1001
11:15	1	22	392	5	0	420	2	3	390	47	0	442	0	4	0	6	0	10	0	48	1	40	0	89	961
11:30	5	22	430	3	0	460	0	2	372	56	2	430	0	5	0	10	1	15	0	31	2	41	1	74	979
11:45	2	23	381	4	0	410	4	3	321	72	9	400	0	8	4	5	0	17	0	45	1	33	2	79	906
Hourly Total	9	88	1654	16	0	1767	8	8	1488	208	11	1712	0	18	4	23	1	45	0	177	4	142	3	323	3847
12:00	3	25	448	6	1	482	3	1	397	74	0	475	0	8	0	10	0	18	0	53	1	61	0	115	1090
12:15	2	26	360	5	4	393	2	5	370	70	0	447	0	3	3	10	0	16	1	57	5	58	0	121	977
12:30	1	16	393	9	7	419	3	4	406	70	0	483	0	1	4	3	3	8	0	62	1	49	0	112	1022
12:45	1	24	403	8	0	436	3	6	402	65	0	476	0	3	1	8	0	12	1	50	2	52	0	105	1029
Hourly Total	7	91	1604	28	12	1730	11	16	1575	279	0	1881	0	15	8	31	3	54	2	222	9	220	0	453	4118
13:00	0	26	410	1	2	437	4	0	424	66	2	494	0	2	1	4	2	7	0	62	1	48	0	111	1049
13:15	4	14	392	0	0	410	3	4	371	49	0	427	0	5	0	2	0	7	0	47	0	33	0	80	924
13:30	5	22	396	2	0	425	1	8	394	75	11	478	2	5	0	0	0	7	0	54	0	46	0	100	1010
13:45	2	19	405	4	3	430	3	6	364	56	3	429	0	2	0	3	0	5	0	39	0	40	9	79	943
Hourly Total	11	81	1603	7	5	1702	11	18	1553	246	16	1828	2	14	1	9	2	26	0	202	1	167	9	370	3926
14:00	2	29	436	3	0	470	4	6	403	73	4	486	0	0	1	3	3	4	0	47	2	43	0	92	1052
14:15	3	27	451	1	3	482	10	2	416	73	1	501	0	5	0	0	6	5	0	49	2	31	3	82	1070
14:30	0	20	449	5	6	474	1	6	416	67	4	490	0	1	0	1	7	2	0	34	2	52	3	88	1054
14:45	1	20	446	2	0	469	1	2	404	34	2	441	0	0	0	2	7	2	0	60	1	56	5	117	1029
Hourly Total	6	96	1782	11	9	1895	16	16	1639	247	11	1918	0	6	1	6	23	13	0	190	7	182	11	379	4205
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	4	24	409	3	0	440	3	1	453	86	2	543	0	2	3	4	0	9	0	46	0	36	0	82	1074
16:15	0	22	450	1	0	473	2	4	416	85	2	507	0	2	2	1	0	5	1	41	2	28	12	72	1057
16:30	0	17	402	3	0	422	3	4	393	74	4	474	0	2	2	1	3	5	0	66	1	41	4	108	1009
16:45	6	34	439	8	3	487	5	9	377	105	2	496	0	6	1	1	0	8	1	42	0	24	6	67	1058
Hourly Total	10	97	1700	15	3	1822	13	18	1639	350	10	2020	0	12	8	7	3	27	2	195	3	129	22	329	4198
17:00	0	18	419	2	2	439	3	7	397	104	0	511	0	3	1	4	0	8	0	54	3	29	3	86	1044
17:15	2	18	388	5	2	413	2	1	435	113	6	551	0	7	1	5	3	13	0	64	1	44	4	109	1086
17:30	1	21	453	2	7	477	3	3	425	91	11	522	0	1	5	4	0	10	0	41	1	34	1	76	1085
17:45	3	24	441	5	1	473	4	1	428	70	6	503	0	2	4	1	0	7	0	53	1	26	1	80	1063
Hourly Total	6	81	1701	14	12	1802	12	12	1685	378	23	2087	0	13	11	14	3	38	0	212	6	133	9	351	4278
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	25	370	3	4	398	3	4	391	60	6	458	0	4	3	1	4	8	0	31	0	31	5	62	926
19:15	1	22	364	6	5	393	1	4	397	55	2	457	0	4	2	0	3	6	0	30	1	36	6	67	923
19:30	0	20	383	8	10	411	8	2	347	48	3	405	0	9	1	6	0	16	0	30	2	35	6	67	899
19:45	1	16	366	10	8	393	3	3	381	43	3	430	0	1	0	3	0	4	0	30	0	31	11	61	888
Hourly Total	2	83	1483	27	27	1595	15	13	1516	206	14	1750	0	18	6	10	7	34	0	121	3	133	28	257	3636
20:00	1	17	333	3	2	354	8	2	427	54	2	491	0	4	1	3	2	8	0	36	0	38	5	74	927
20:15	0	18	373	0	4	391	2	3	402	40	6	447	0	1	1	7	3	9	0	38	1	32	11	71	918
Grand Total	57	843	16046	152	85	17098	108	120	14832	2302	100	17362	2	146	42	126	91	316	5	1811	40	1379	111	3235	38011
Approach %	0.3	4.9	93.8	0.9	-	-	0.6	0.7	85.4	13.3	-	-	0.6	46.2	13.3	39.9	-	-	0.2	56.0	1.2	42.6	-	-	-
Total %	0.1	2.2	42.2	0.4	-	45.0	0.3	0.3	39.0	6.1	-	45.7	0.0	0.4	0.1	0.3	-	0.8	0.0	4.8	0.1	3.6	-	8.5	-
Lights	57	832	15776	151	-	16816	106	120	14601	2257	-	17084	2	146	41	123	-	312	5	1779	40	1362	-	3186	37398
% Lights	100.0	98.7	98.3	99.3	-	98.4	98.1	100.0	98.4	98.0	-	98.4	100.0	100.0	97.6	97.6	-	98.7	100.0	98.2	100.0	98.8	-	98.5	98.4
Other Vehicles	0	11	270	1	-	282	2	0	231	45	-	278	0	0	1	3	-	4	0	32	0	17	-	49	613

% Other Vehicles	0.0	1.3	1.7	0.7	-	1.6	1.9	0.0	1.6	2.0	-	1.6	0.0	0.0	2.4	2.4	-	1.3	0.0	1.8	0.0	1.2	-	1.5	1.6
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	12	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	5.9	-	-	-	-	-	3.0	-	-	-	-	-	13.2	-	-	-	-	-	5.4	-	-
Pedestrians	-	-	-	-	80	-	-	-	-	-	97	-	-	-	-	-	79	-	-	-	-	-	105	-	-
% Pedestrians	-	-	-	-	94.1	-	-	-	-	-	97.0	-	-	-	-	-	86.8	-	-	-	-	-	94.6	-	-



Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	2	22	429	1	0	454	2	1	324	29	0	356	0	6	0	4	6	10	0	44	0	17	1	61	881
8:15	0	16	429	4	0	449	2	2	361	25	2	390	0	4	0	0	3	4	0	50	0	17	3	67	910
8:30	1	30	419	6	2	456	0	2	360	28	1	390	0	3	0	3	11	6	1	50	2	24	2	77	929
8:45	2	22	426	7	2	457	3	4	379	47	4	433	0	8	1	5	3	14	0	65	2	24	4	91	995
Total	5	90	1703	18	4	1816	7	9	1424	129	7	1569	0	21	1	12	23	34	1	209	4	82	10	296	3715
Approach %	0.3	5.0	93.8	1.0	-	-	0.4	0.6	90.8	8.2	-	-	0.0	61.8	2.9	35.3	-	-	0.3	70.6	1.4	27.7	-	-	-
Total %	0.1	2.4	45.8	0.5	-	48.9	0.2	0.2	38.3	3.5	-	42.2	0.0	0.6	0.0	0.3	-	0.9	0.0	5.6	0.1	2.2	-	8.0	-
PHF	0.625	0.750	0.992	0.643	-	0.993	0.583	0.563	0.939	0.686	-	0.906	0.000	0.656	0.250	0.600	-	0.607	0.250	0.804	0.500	0.854	-	0.813	0.933
Lights	5	89	1665	18	-	1777	6	9	1401	127	-	1543	0	21	1	12	-	34	1	205	4	80	-	290	3644
% Lights	100.0	98.9	97.8	100.0	-	97.9	85.7	100.0	98.4	98.4	-	98.3	-	100.0	100.0	100.0	-	100.0	100.0	98.1	100.0	97.6	-	98.0	98.1
Other Vehicles	0	1	38	0	-	39	1	0	23	2	-	26	0	0	0	0	-	0	0	4	0	2	-	6	71
% Other Vehicles	0.0	1.1	2.2	0.0	-	2.1	14.3	0.0	1.6	1.6	-	1.7	-	0.0	0.0	0.0	-	0.0	0.0	1.9	0.0	2.4	-	2.0	1.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	17.4	-	-	-	-	-	10.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	19	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	82.6	-	-	-	-	-	90.0	-	-



Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	2	29	436	3	0	470	4	6	403	73	4	486	0	0	1	3	3	4	0	47	2	43	0	92	1052
14:15	3	27	451	1	3	482	10	2	416	73	1	501	0	5	0	0	6	5	0	49	2	31	3	82	1070
14:30	0	20	449	5	6	474	1	6	416	67	4	490	0	1	0	1	7	2	0	34	2	52	3	88	1054
14:45	1	20	446	2	0	469	1	2	404	34	2	441	0	0	0	2	7	2	0	60	1	56	5	117	1029
Total	6	96	1782	11	9	1895	16	16	1639	247	11	1918	0	6	1	6	23	13	0	190	7	182	11	379	4205
Approach %	0.3	5.1	94.0	0.6	-	-	0.8	0.8	85.5	12.9	-	-	0.0	46.2	7.7	46.2	-	-	0.0	50.1	1.8	48.0	-	-	-
Total %	0.1	2.3	42.4	0.3	-	45.1	0.4	0.4	39.0	5.9	-	45.6	0.0	0.1	0.0	0.1	-	0.3	0.0	4.5	0.2	4.3	-	9.0	-
PHF	0.500	0.828	0.988	0.550	-	0.983	0.400	0.667	0.985	0.846	-	0.957	0.000	0.300	0.250	0.500	-	0.650	0.000	0.792	0.875	0.813	-	0.810	0.982
Lights	6	94	1761	11	-	1872	15	16	1603	240	-	1874	0	6	1	5	-	12	0	189	7	180	-	376	4134
% Lights	100.0	97.9	98.8	100.0	-	98.8	93.8	100.0	97.8	97.2	-	97.7	-	100.0	100.0	83.3	-	92.3	-	99.5	100.0	98.9	-	99.2	98.3
Other Vehicles	0	2	21	0	-	23	1	0	36	7	-	44	0	0	0	1	-	1	0	1	0	2	-	3	71
% Other Vehicles	0.0	2.1	1.2	0.0	-	1.2	6.3	0.0	2.2	2.8	-	2.3	-	0.0	0.0	16.7	-	7.7	-	0.5	0.0	1.1	-	0.8	1.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	11.1	-	-	-	-	-	9.1	-	-	-	-	-	13.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	10	-	-	-	-	-	20	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	88.9	-	-	-	-	-	90.9	-	-	-	-	-	87.0	-	-	-	-	-	100.0	-	-



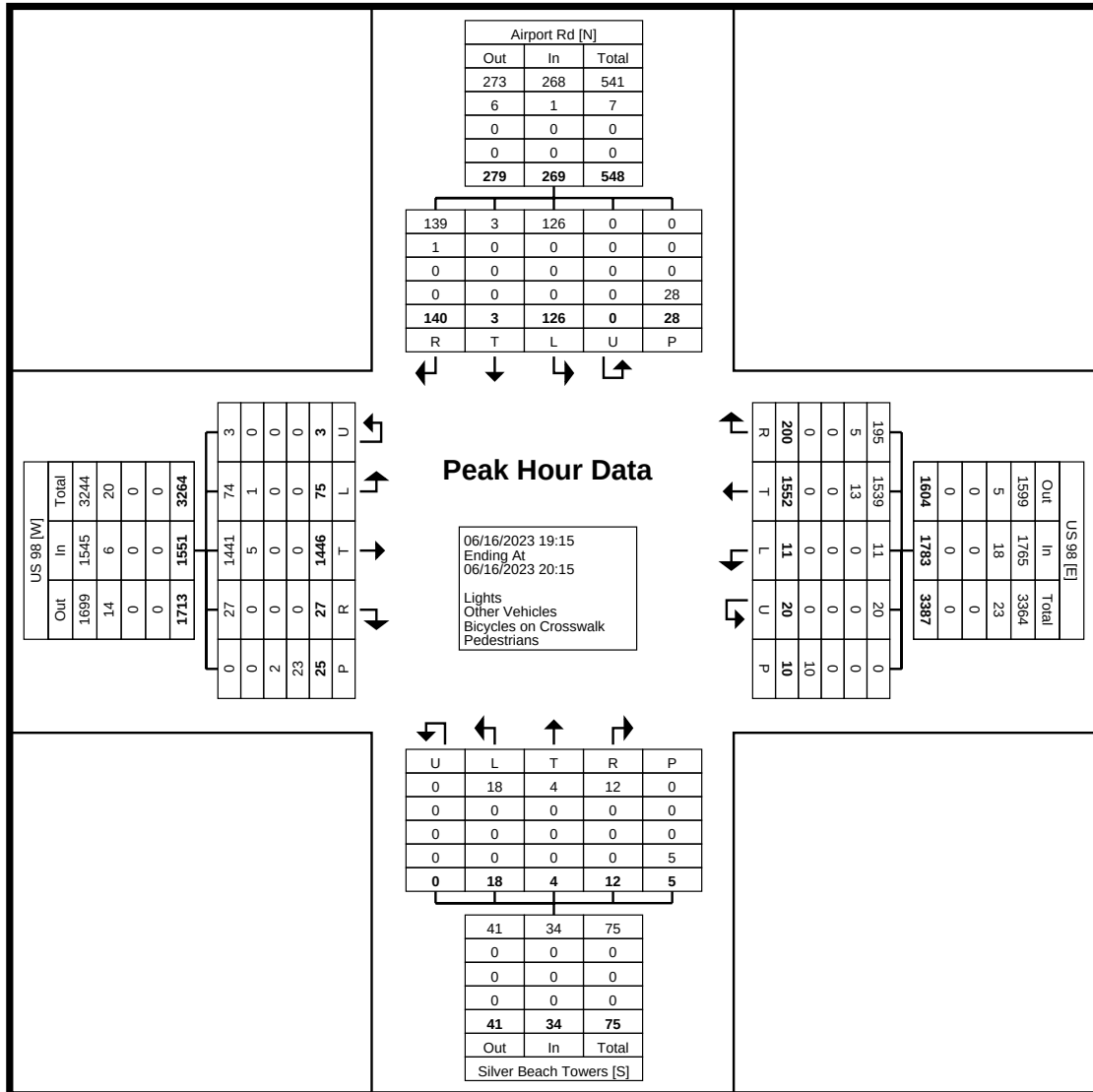
Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	0	18	419	2	2	439	3	7	397	104	0	511	0	3	1	4	0	8	0	54	3	29	3	86	1044
17:15	2	18	388	5	2	413	2	1	435	113	6	551	0	7	1	5	3	13	0	64	1	44	4	109	1086
17:30	1	21	453	2	7	477	3	3	425	91	11	522	0	1	5	4	0	10	0	41	1	34	1	76	1085
17:45	3	24	441	5	1	473	4	1	428	70	6	503	0	2	4	1	0	7	0	53	1	26	1	80	1063
Total	6	81	1701	14	12	1802	12	12	1685	378	23	2087	0	13	11	14	3	38	0	212	6	133	9	351	4278
Approach %	0.3	4.5	94.4	0.8	-	-	0.6	0.6	80.7	18.1	-	-	0.0	34.2	28.9	36.8	-	-	0.0	60.4	1.7	37.9	-	-	-
Total %	0.1	1.9	39.8	0.3	-	42.1	0.3	0.3	39.4	8.8	-	48.8	0.0	0.3	0.3	0.3	-	0.9	0.0	5.0	0.1	3.1	-	8.2	-
PHF	0.500	0.844	0.939	0.700	-	0.944	0.750	0.429	0.968	0.836	-	0.947	0.000	0.464	0.550	0.700	-	0.731	0.000	0.828	0.500	0.756	-	0.805	0.985
Lights	6	81	1677	14	-	1778	12	12	1672	377	-	2073	0	13	11	14	-	38	0	211	6	131	-	348	4237
% Lights	100.0	100.0	98.6	100.0	-	98.7	100.0	100.0	99.2	99.7	-	99.3	-	100.0	100.0	100.0	-	100.0	-	99.5	100.0	98.5	-	99.1	99.0
Other Vehicles	0	0	24	0	-	24	0	0	13	1	-	14	0	0	0	0	-	0	0	1	0	2	-	3	41
% Other Vehicles	0.0	0.0	1.4	0.0	-	1.3	0.0	0.0	0.8	0.3	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.5	0.0	1.5	-	0.9	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	23	-	-	-	-	-	3	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-



Turning Movement Peak Hour Data (19:15)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:15	1	22	364	6	5	393	1	4	397	55	2	457	0	4	2	0	3	6	0	30	1	36	6	67	923
19:30	0	20	383	8	10	411	8	2	347	48	3	405	0	9	1	6	0	16	0	30	2	35	6	67	899
19:45	1	16	366	10	8	393	3	3	381	43	3	430	0	1	0	3	0	4	0	30	0	31	11	61	888
20:00	1	17	333	3	2	354	8	2	427	54	2	491	0	4	1	3	2	8	0	36	0	38	5	74	927
Total	3	75	1446	27	25	1551	20	11	1552	200	10	1783	0	18	4	12	5	34	0	126	3	140	28	269	3637
Approach %	0.2	4.8	93.2	1.7	-	-	1.1	0.6	87.0	11.2	-	-	0.0	52.9	11.8	35.3	-	-	0.0	46.8	1.1	52.0	-	-	-
Total %	0.1	2.1	39.8	0.7	-	42.6	0.5	0.3	42.7	5.5	-	49.0	0.0	0.5	0.1	0.3	-	0.9	0.0	3.5	0.1	3.8	-	7.4	-
PHF	0.750	0.852	0.944	0.675	-	0.943	0.625	0.688	0.909	0.909	-	0.908	0.000	0.500	0.500	0.500	-	0.531	0.000	0.875	0.375	0.921	-	0.909	0.981
Lights	3	74	1441	27	-	1545	20	11	1539	195	-	1765	0	18	4	12	-	34	0	126	3	139	-	268	3612
% Lights	100.0	98.7	99.7	100.0	-	99.6	100.0	100.0	99.2	97.5	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	99.3	-	99.6	99.3
Other Vehicles	0	1	5	0	-	6	0	0	13	5	-	18	0	0	0	0	-	0	0	0	0	1	-	1	25
% Other Vehicles	0.0	1.3	0.3	0.0	-	0.4	0.0	0.0	0.8	2.5	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.7
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	8.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	23	-	-	-	-	-	10	-	-	-	-	-	5	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	92.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

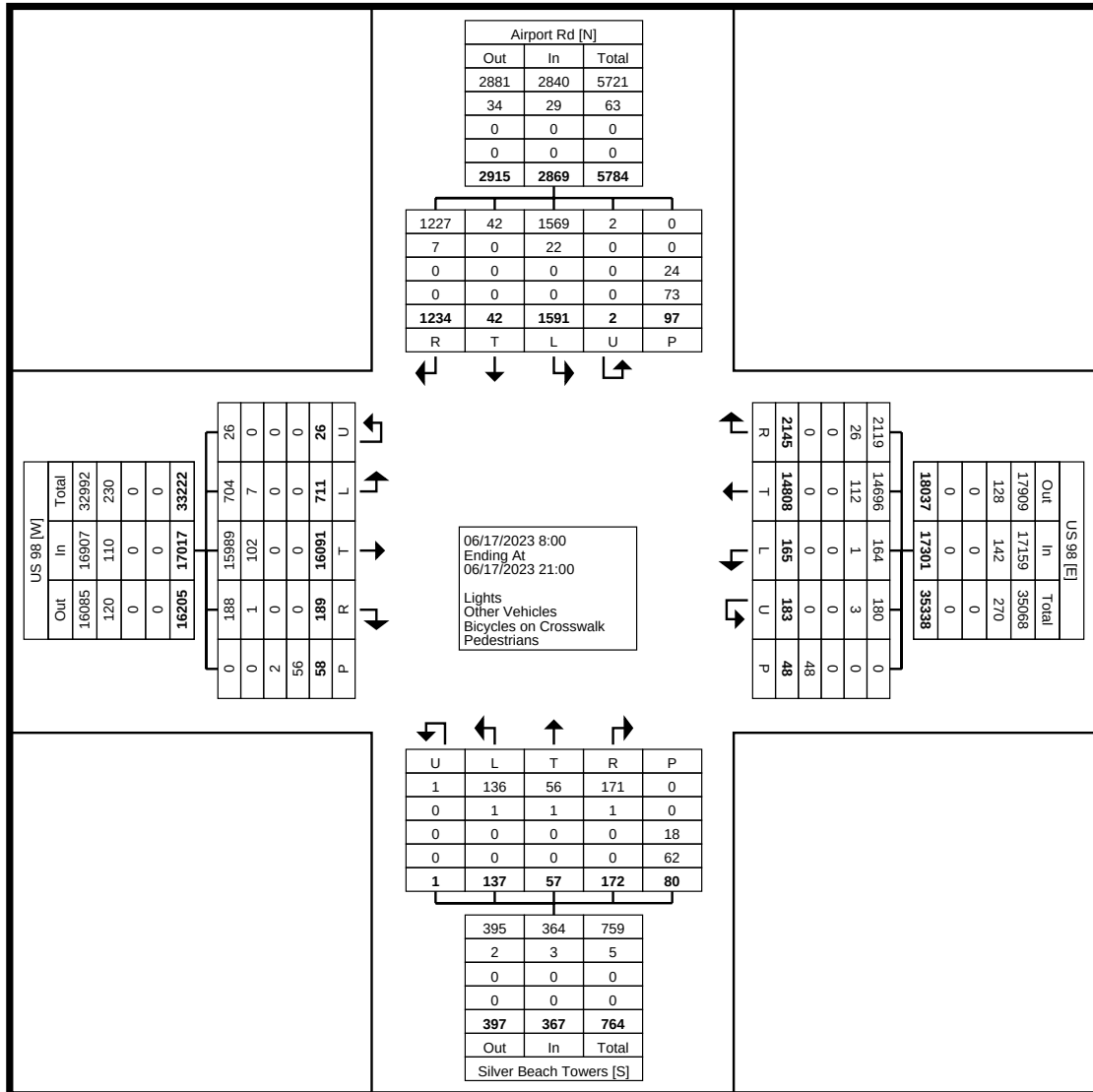


Turning Movement Peak Hour Data Plot (19:15)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	8	338	6	1	352	2	2	255	19	0	278	0	4	1	1	5	6	0	46	1	10	1	57	693
8:15	0	13	372	7	0	392	2	2	296	27	1	327	0	4	0	4	3	8	0	35	0	21	3	56	783
8:30	0	15	374	2	0	391	2	3	312	35	0	352	0	6	1	3	7	10	0	46	0	25	2	71	824
8:45	0	15	434	4	0	453	6	2	367	24	2	399	0	1	0	4	6	5	0	47	1	28	0	76	933
Hourly Total	0	51	1518	19	1	1588	12	9	1230	105	3	1356	0	15	2	12	21	29	0	174	2	84	6	260	3233
9:00	0	17	432	6	0	455	2	3	396	32	0	433	0	8	1	8	0	17	0	35	1	21	0	57	962
9:15	1	11	400	4	3	416	2	4	393	48	0	447	0	5	0	2	0	7	0	35	1	30	2	66	936
9:30	4	16	390	5	0	415	1	2	420	28	0	451	0	6	0	4	0	10	0	49	1	26	5	76	952
9:45	1	19	455	7	4	482	0	4	382	31	0	417	0	5	0	9	0	14	0	52	1	29	5	82	995
Hourly Total	6	63	1677	22	7	1768	5	13	1591	139	0	1748	0	24	1	23	0	48	0	171	4	106	12	281	3845
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	15	433	2	0	450	5	3	449	56	5	513	0	6	0	4	0	10	0	44	2	36	5	82	1055
11:15	1	17	419	3	2	440	5	4	365	44	0	418	0	4	1	1	0	6	0	25	0	30	6	55	919
11:30	0	12	395	2	1	409	3	7	404	30	1	444	0	2	0	2	0	4	0	48	1	24	3	73	930
11:45	0	11	442	3	3	456	4	3	441	27	0	475	0	7	0	1	0	8	0	43	0	37	4	80	1019
Hourly Total	1	55	1689	10	6	1755	17	17	1659	157	6	1850	0	19	1	8	0	28	0	160	3	127	18	290	3923
12:00	1	21	435	4	0	461	2	2	416	42	0	462	0	4	1	1	0	6	1	27	1	18	0	47	976
12:15	0	14	376	4	0	394	6	3	411	36	4	456	0	3	0	3	1	6	0	34	1	26	3	61	917
12:30	0	11	411	3	1	425	9	4	429	46	2	488	0	3	1	4	3	8	0	31	2	38	2	71	992
12:45	0	10	419	6	0	435	7	6	447	42	1	502	0	4	1	2	1	7	0	37	0	35	2	72	1016
Hourly Total	1	56	1641	17	1	1715	24	15	1703	166	7	1908	0	14	3	10	5	27	1	129	4	117	7	251	3901
13:00	0	27	418	10	0	455	9	5	416	42	0	472	0	4	2	5	1	11	0	23	0	39	2	62	1000
13:15	0	13	415	4	5	432	6	5	366	37	4	414	0	3	3	5	3	11	0	27	0	40	4	67	924
13:30	1	22	420	7	1	450	4	5	354	31	2	394	1	4	2	10	0	17	0	38	0	33	9	71	932
13:45	0	21	403	7	0	431	3	5	345	30	4	383	0	3	1	4	3	8	0	32	1	33	4	66	888
Hourly Total	1	83	1656	28	6	1768	22	20	1481	140	10	1663	1	14	8	24	7	47	0	120	1	145	19	266	3744
14:00	1	22	384	6	2	413	3	4	418	45	1	470	0	0	1	2	3	3	0	33	2	33	3	68	954
14:15	0	21	389	2	2	412	9	5	445	42	0	501	0	3	1	5	11	9	0	29	1	48	0	78	1000
14:30	0	24	433	5	8	462	2	5	431	45	4	483	0	1	1	2	7	4	0	29	0	36	4	65	1014
14:45	1	15	433	1	3	450	3	3	394	48	0	448	0	2	3	3	2	8	1	30	0	39	1	70	976
Hourly Total	2	82	1639	14	15	1737	17	17	1688	180	5	1902	0	6	6	12	23	24	1	121	3	156	8	281	3944
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	2	18	388	6	0	414	4	6	329	119	1	458	0	2	2	6	1	10	0	60	2	43	0	105	987
16:15	1	15	397	3	0	416	8	7	360	104	0	479	0	2	2	7	0	11	0	69	1	32	0	102	1008
16:30	1	14	353	0	0	368	3	6	328	96	0	433	0	5	2	2	0	9	0	81	0	24	1	105	915
16:45	0	21	422	10	0	453	7	0	381	107	2	495	0	4	4	3	3	11	0	55	1	36	0	92	1051
Hourly Total	4	68	1560	19	0	1651	22	19	1398	426	3	1865	0	13	10	18	4	41	0	265	4	135	1	404	3961
17:00	0	22	427	5	1	454	4	3	287	121	0	415	0	3	3	4	0	10	0	56	6	37	0	99	978
17:15	1	25	432	6	0	464	3	7	314	108	2	432	0	4	2	12	0	18	0	47	1	30	0	78	992
17:30	1	31	439	6	0	477	4	2	208	91	0	305	0	8	1	9	0	18	0	37	2	29	2	62	862
17:45	1	25	412	2	0	440	4	8	337	142	0	491	0	1	5	4	0	10	0	50	1	30	3	81	1022
Hourly Total	3	103	1710	19	1	1835	15	20	1146	462	2	1643	0	16	11	29	0	56	0	184	10	126	5	320	3854
18:00	0	23	398	4	0	425	4	1	334	57	0	396	0	0	5	8	3	13	0	53	2	32	0	87	921
18:15	0	22	425	5	0	452	5	4	388	59	0	456	0	0	0	8	2	8	0	42	1	30	0	73	989
18:30	1	23	452	2	0	478	5	4	383	51	0	443	0	1	4	3	2	8	0	35	0	34	0	69	998
18:45	0	13	427	9	0	449	5	8	364	50	0	427	0	4	5	3	0	12	0	31	3	36	0	70	958
Hourly Total	1	81	1702	20	0	1804	19	17	1469	217	0	1722	0	5	14	22	7	41	0	161	6	132	0	299	3866
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	2	18	344	4	3	368	8	4	350	45	0	407	0	2	0	6	0	8	0	25	1	29	4	55	838
20:15	1	23	276	3	9	303	8	5	336	38	4	387	0	3	1	2	13	6	0	35	1	28	4	64	760
20:30	2	19	362	8	4	391	6	8	386	44	3	444	0	4	0	5	0	9	0	28	1	23	11	52	896
20:45	2	9	317	6	5	334	8	1	371	26	5	406	0	2	0	1	0	3	0	18	2	26	2	46	789
Hourly Total	7	69	1299	21	21	1396	30	18	1443	153	12	1644	0	11	1	14	13	26	0	106	5	106	21	217	3283
Grand Total	26	711	16091	189	58	17017	183	165	14808	2145	48	17301	1	137	57	172	80	367	2	1591	42	1234	97	2869	37554
Approach %	0.2	4.2	94.6	1.1	-	-	1.1	1.0	85.6	12.4	-	-	0.3	37.3	15.5	46.9	-	-	0.1	55.5	1.5	43.0	-	-	-
Total %	0.1	1.9	42.8	0.5	-	45.3	0.5	0.4	39.4	5.7	-	46.1	0.0	0.4	0.2	0.5	-	1.0	0.0	4.2	0.1	3.3	-	7.6	-
Lights	26	704	15989	188	-	16907	180	164	14696	2119	-	17159	1	136	56	171	-	364	2	1569	42	1227	-	2840	37270
% Lights	100.0	99.0	99.4	99.5	-	99.4	98.4	99.4	99.2	98.8	-	99.2	100.0	99.3	98.2	99.4	-	99.2	100.0	98.6	100.0	99.4	-	99.0	99.2
Other Vehicles	0	7	102	1	-	110	3	1	112	26	-	142	0	1	1	1	-	3	0	22	0	7	-	29	284

% Other Vehicles	0.0	1.0	0.6	0.5	-	0.6	1.6	0.6	0.8	1.2	-	0.8	0.0	0.7	1.8	0.6	-	0.8	0.0	1.4	0.0	0.6	-	1.0	0.8
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	18	-	-	-	-	-	24	-	-
% Bicycles on Crosswalk	-	-	-	-	3.4	-	-	-	-	-	0.0	-	-	-	-	-	22.5	-	-	-	-	-	24.7	-	-
Pedestrians	-	-	-	-	56	-	-	-	-	-	48	-	-	-	-	-	62	-	-	-	-	-	73	-	-
% Pedestrians	-	-	-	-	96.6	-	-	-	-	-	100.0	-	-	-	-	-	77.5	-	-	-	-	-	75.3	-	-



Turning Movement Data Plot

Count Name: US 98 at Airport
Rd - Sat
Site Code:
Start Date: 06/17/2023
Page No: 4

[illegible]



Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	1	22	384	6	2	413	3	4	418	45	1	470	0	0	1	2	3	3	0	33	2	33	3	68	954
14:15	0	21	389	2	2	412	9	5	445	42	0	501	0	3	1	5	11	9	0	29	1	48	0	78	1000
14:30	0	24	433	5	8	462	2	5	431	45	4	483	0	1	1	2	7	4	0	29	0	36	4	65	1014
14:45	1	15	433	1	3	450	3	3	394	48	0	448	0	2	3	3	2	8	1	30	0	39	1	70	976
Total	2	82	1639	14	15	1737	17	17	1688	180	5	1902	0	6	6	12	23	24	1	121	3	156	8	281	3944
Approach %	0.1	4.7	94.4	0.8	-	-	0.9	0.9	88.7	9.5	-	-	0.0	25.0	25.0	50.0	-	-	0.4	43.1	1.1	55.5	-	-	-
Total %	0.1	2.1	41.6	0.4	-	44.0	0.4	0.4	42.8	4.6	-	48.2	0.0	0.2	0.2	0.3	-	0.6	0.0	3.1	0.1	4.0	-	7.1	-
PHF	0.500	0.854	0.946	0.583	-	0.940	0.472	0.850	0.948	0.938	-	0.949	0.000	0.500	0.500	0.600	-	0.667	0.250	0.917	0.375	0.813	-	0.901	0.972
Lights	2	81	1633	14	-	1730	17	17	1673	176	-	1883	0	6	6	11	-	23	1	120	3	154	-	278	3914
% Lights	100.0	98.8	99.6	100.0	-	99.6	100.0	100.0	99.1	97.8	-	99.0	-	100.0	100.0	91.7	-	95.8	100.0	99.2	100.0	98.7	-	98.9	99.2
Other Vehicles	0	1	6	0	-	7	0	0	15	4	-	19	0	0	0	1	-	1	0	1	0	2	-	3	30
% Other Vehicles	0.0	1.2	0.4	0.0	-	0.4	0.0	0.0	0.9	2.2	-	1.0	-	0.0	0.0	8.3	-	4.2	0.0	0.8	0.0	1.3	-	1.1	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	4.3	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	15	-	-	-	-	-	5	-	-	-	-	-	22	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	95.7	-	-	-	-	-	75.0	-	-



Turning Movement Peak Hour Data (16:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	2	18	388	6	0	414	4	6	329	119	1	458	0	2	2	6	1	10	0	60	2	43	0	105	987
16:15	1	15	397	3	0	416	8	7	360	104	0	479	0	2	2	7	0	11	0	69	1	32	0	102	1008
16:30	1	14	353	0	0	368	3	6	328	96	0	433	0	5	2	2	0	9	0	81	0	24	1	105	915
16:45	0	21	422	10	0	453	7	0	381	107	2	495	0	4	4	3	3	11	0	55	1	36	0	92	1051
Total	4	68	1560	19	0	1651	22	19	1398	426	3	1865	0	13	10	18	4	41	0	265	4	135	1	404	3961
Approach %	0.2	4.1	94.5	1.2	-	-	1.2	1.0	75.0	22.8	-	-	0.0	31.7	24.4	43.9	-	-	0.0	65.6	1.0	33.4	-	-	-
Total %	0.1	1.7	39.4	0.5	-	41.7	0.6	0.5	35.3	10.8	-	47.1	0.0	0.3	0.3	0.5	-	1.0	0.0	6.7	0.1	3.4	-	10.2	-
PHF	0.500	0.810	0.924	0.475	-	0.911	0.688	0.679	0.917	0.895	-	0.942	0.000	0.650	0.625	0.643	-	0.932	0.000	0.818	0.500	0.785	-	0.962	0.942
Lights	4	68	1555	19	-	1646	22	19	1391	425	-	1857	0	13	10	18	-	41	0	262	4	135	-	401	3945
% Lights	100.0	100.0	99.7	100.0	-	99.7	100.0	100.0	99.5	99.8	-	99.6	-	100.0	100.0	100.0	-	100.0	-	98.9	100.0	100.0	-	99.3	99.6
Other Vehicles	0	0	5	0	-	5	0	0	7	1	-	8	0	0	0	0	-	0	0	3	0	0	-	3	16
% Other Vehicles	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.5	0.2	-	0.4	-	0.0	0.0	0.0	-	0.0	-	1.1	0.0	0.0	-	0.7	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	75.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	25.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound						US 98 Westbound						Silver Beach Towers Northbound						Airport Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	2	18	344	4	3	368	8	4	350	45	0	407	0	2	0	6	0	8	0	25	1	29	4	55	838
20:15	1	23	276	3	9	303	8	5	336	38	4	387	0	3	1	2	13	6	0	35	1	28	4	64	760
20:30	2	19	362	8	4	391	6	8	386	44	3	444	0	4	0	5	0	9	0	28	1	23	11	52	896
20:45	2	9	317	6	5	334	8	1	371	26	5	406	0	2	0	1	0	3	0	18	2	26	2	46	789
Total	7	69	1299	21	21	1396	30	18	1443	153	12	1644	0	11	1	14	13	26	0	106	5	106	21	217	3283
Approach %	0.5	4.9	93.1	1.5	-	-	1.8	1.1	87.8	9.3	-	-	0.0	42.3	3.8	53.8	-	-	0.0	48.8	2.3	48.8	-	-	-
Total %	0.2	2.1	39.6	0.6	-	42.5	0.9	0.5	44.0	4.7	-	50.1	0.0	0.3	0.0	0.4	-	0.8	0.0	3.2	0.2	3.2	-	6.6	-
PHF	0.875	0.750	0.897	0.656	-	0.893	0.938	0.563	0.935	0.850	-	0.926	0.000	0.688	0.250	0.583	-	0.722	0.000	0.757	0.625	0.914	-	0.848	0.916
Lights	7	69	1291	21	-	1388	30	18	1436	152	-	1636	0	11	1	14	-	26	0	104	5	106	-	215	3265
% Lights	100.0	100.0	99.4	100.0	-	99.4	100.0	100.0	99.5	99.3	-	99.5	-	100.0	100.0	100.0	-	100.0	-	98.1	100.0	100.0	-	99.1	99.5
Other Vehicles	0	0	8	0	-	8	0	0	7	1	-	8	0	0	0	0	-	0	0	2	0	0	-	2	18
% Other Vehicles	0.0	0.0	0.6	0.0	-	0.6	0.0	0.0	0.5	0.7	-	0.5	-	0.0	0.0	0.0	-	0.0	-	1.9	0.0	0.0	-	0.9	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	4.8	-	-
Pedestrians	-	-	-	-	21	-	-	-	-	-	12	-	-	-	-	-	13	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	95.2	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	0	407	4	0	411	0	1	230	0	0	231	0	1	0	2	2	3	0	0	0	0	2	0	645
6:45	0	0	327	3	0	330	2	0	230	0	0	232	0	7	0	2	3	9	0	0	0	0	1	0	571
Hourly Total	0	0	734	7	0	741	2	1	460	0	0	463	0	8	0	4	5	12	0	0	0	0	3	0	1216
7:00	0	0	336	4	0	340	0	2	268	0	0	270	0	12	0	5	2	17	0	0	0	0	1	0	627
7:15	0	0	347	5	0	352	1	1	269	1	1	272	0	8	0	4	2	12	0	1	0	0	0	1	637
7:30	1	0	440	7	0	448	0	1	344	0	3	345	0	3	0	9	0	12	0	0	0	0	2	0	805
7:45	1	0	375	7	0	383	0	2	330	0	0	332	0	7	0	9	0	16	0	0	0	0	0	0	731
Hourly Total	2	0	1498	23	0	1523	1	6	1211	1	4	1219	0	30	0	27	4	57	0	1	0	0	3	1	2800
8:00	1	0	417	13	0	431	3	4	399	0	0	406	0	4	0	5	2	9	0	0	0	0	1	0	846
8:15	1	0	465	13	0	479	1	4	418	0	0	423	0	7	0	3	1	10	0	0	0	0	0	0	912
8:30	4	0	472	7	0	483	3	6	418	0	3	427	0	10	0	3	0	13	0	0	0	0	3	0	923
8:45	2	0	443	23	0	468	2	4	425	0	5	431	0	5	0	5	4	10	0	0	0	0	8	0	909
Hourly Total	8	0	1797	56	0	1861	9	18	1660	0	8	1687	0	26	0	16	7	42	0	0	0	0	12	0	3590
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	3	5	417	17	0	442	0	7	452	18	2	477	0	14	1	11	3	26	0	1	0	4	8	5	950
11:15	2	8	478	16	0	504	2	12	408	23	0	445	0	11	0	4	1	15	0	4	0	5	4	9	973
11:30	1	4	425	26	0	456	0	2	479	16	4	497	0	14	0	5	0	19	0	2	1	2	6	5	977
11:45	2	3	453	23	0	481	1	4	450	12	0	467	0	11	0	3	0	14	0	1	2	7	3	10	972
Hourly Total	8	20	1773	82	0	1883	3	25	1789	69	6	1886	0	50	1	23	4	74	0	8	3	18	21	29	3872
12:00	3	3	427	0	0	433	0	7	461	25	5	493	0	13	0	8	0	21	0	3	3	2	4	8	955
12:15	1	5	420	15	0	441	1	7	478	14	0	500	0	11	1	5	0	17	0	6	3	4	5	13	971
12:30	1	11	442	20	0	474	3	8	458	13	5	482	0	10	0	3	4	13	0	6	1	5	0	12	981
12:45	2	4	418	17	0	441	0	7	441	9	0	457	0	12	1	12	0	25	0	5	0	2	3	7	930
Hourly Total	7	23	1707	52	0	1789	4	29	1838	61	10	1932	0	46	2	28	4	76	0	20	7	13	12	40	3837
13:00	0	0	431	20	0	451	4	7	459	8	8	478	0	13	2	10	0	25	0	8	1	2	1	11	965
13:15	0	4	464	27	0	495	3	6	477	15	4	501	0	14	1	9	0	24	0	11	0	2	0	13	1033
13:30	0	1	447	30	0	478	4	7	466	13	0	490	0	10	0	10	0	20	0	6	0	8	5	14	1002
13:45	0	4	431	18	0	453	0	6	480	8	0	494	0	8	0	10	0	18	0	8	0	3	0	11	976
Hourly Total	0	9	1773	95	0	1877	11	26	1882	44	12	1963	0	45	3	39	0	87	0	33	1	15	6	49	3976
14:00	0	3	456	23	0	482	1	11	461	9	1	482	0	22	0	12	1	34	0	2	1	10	6	13	1011
14:15	3	5	477	23	0	508	2	4	464	9	4	479	0	8	0	8	0	16	0	6	2	2	2	10	1013
14:30	0	5	462	21	0	488	1	8	454	9	0	472	0	10	0	8	1	18	0	5	1	4	3	10	988
14:45	1	4	435	17	0	457	2	7	470	12	7	491	0	9	2	5	14	16	0	3	0	4	6	7	971
Hourly Total	4	17	1830	84	0	1935	6	30	1849	39	12	1924	0	49	2	33	16	84	0	16	4	20	17	40	3983
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	3	7	476	20	0	506	3	7	536	21	4	567	0	15	0	9	2	24	0	7	0	6	3	13	1110
16:15	1	1	466	29	0	497	1	18	490	18	4	527	0	13	1	13	0	27	0	10	0	2	6	12	1063
16:30	2	3	484	26	0	515	4	12	481	9	10	506	0	7	0	12	3	19	0	8	0	4	9	12	1052
16:45	3	3	490	14	0	510	1	13	491	11	9	516	0	6	0	16	8	22	0	6	1	4	2	11	1059
Hourly Total	9	14	1916	89	0	2028	9	50	1998	59	27	2116	0	41	1	50	13	92	0	31	1	16	20	48	4284
17:00	7	1	454	29	0	491	0	8	473	4	0	485	0	25	0	21	0	46	0	5	1	8	2	14	1036
17:15	3	3	450	36	0	492	1	6	503	20	0	530	0	21	0	13	0	34	0	3	2	1	2	6	1062
17:30	2	1	429	33	0	465	3	9	540	21	6	573	0	25	2	12	0	39	0	5	0	7	3	12	1089
17:45	7	3	465	40	0	515	3	7	523	21	16	554	0	20	1	19	0	40	0	12	0	4	4	16	1125
Hourly Total	19	8	1798	138	0	1963	7	30	2039	66	22	2142	0	91	3	65	0	159	0	25	3	20	11	48	4312
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	3	2	382	18	0	405	2	12	426	4	0	444	0	19	0	5	0	24	0	8	0	2	1	10	883
19:15	2	1	367	23	0	393	0	17	456	0	0	473	0	18	0	19	0	37	0	14	1	8	4	23	926
19:30	3	0	372	28	0	403	3	9	355	0	0	367	0	13	0	15	0	28	0	15	1	2	0	18	816
19:45	1	2	334	13	0	350	5	8	280	1	0	294	0	11	0	9	0	20	0	9	0	2	0	11	675
Hourly Total	9	5	1455	82	0	1551	10	46	1517	5	0	1578	0	61	0	48	0	109	0	46	2	14	5	62	3300
20:00	1	1	334	14	0	350	1	6	247	0	0	254	0	19	0	6	0	25	0	5	0	0	4	5	634
20:15	0	0	270	7	0	277	2	8	240	0	0	250	0	10	0	5	0	15	0	3	0	3	0	6	548
Grand Total	67	97	16885	729	0	17778	65	275	16730	344	101	17414	0	476	12	344	53	832	0	188	21	119	114	328	36352
Approach %	0.4	0.5	95.0	4.1	-	-	0.4	1.6	96.1	2.0	-	-	0.0	57.2	1.4	41.3	-	-	0.0	57.3	6.4	36.3	-	-	-
Total %	0.2	0.3	46.4	2.0	-	48.9	0.2	0.8	46.0	0.9	-	47.9	0.0	1.3	0.0	0.9	-	2.3	0.0	0.5	0.1	0.3	-	0.9	-
Lights	67	97	16573	713	-	17450	65	273	16442	343	-	17123	0	474	12	343	-	829	0	188	21	119	-	328	35730
% Lights	100.0	100.0	98.2	97.8	-	98.2	100.0	99.3	98.3	99.7	-	98.3	-	99.6	100.0	99.7	-	99.6	-	100.0	100.0	100.0	-	100.0	98.3
Other Vehicles	0	0	312	16	-	328	0	2	288	1	-	291	0	2	0	1	-	3	0	0	0	0	-	0	622

% Other Vehicles	0.0	0.0	1.8	2.2	-	1.8	0.0	0.7	1.7	0.3	-	1.7	-	0.4	0.0	0.3	-	0.4	-	0.0	0.0	0.0	-	0.0	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	21	-	-	-	-	-	37	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	2.0	-	-	-	-	-	39.6	-	-	-	-	-	32.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	99	-	-	-	-	-	32	-	-	-	-	-	77	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	98.0	-	-	-	-	-	60.4	-	-	-	-	-	67.5	-	-

Destin Track [N]		
Out	In	Total
452	328	780
1	0	1
0	0	0
0	0	0
453	328	781

119	21	188	0	0
0	0	0	0	0
0	0	0	0	37
0	0	0	0	77
119	21	188	0	114
R	T	L	U	P

US 98 [E]		
Out	In	Total
17169	17123	34292
313	291	604
0	0	0
0	0	0
17482	17414	34896

343	16442	273	65	0
1	288	2	0	0
0	0	0	0	2
0	0	0	0	99
344	16730	275	65	101
R	T	L	U	P

06/15/2023 6:30
 Ending At
 06/15/2023 20:30

 Lights
 Other Vehicles
 Bicycles on Crosswalk
 Pedestrians

U	L	T	R	P
0	474	12	343	0
0	2	0	1	0
0	0	0	0	21
0	0	0	0	32
0	476	12	344	53

1007	829	1836
18	3	21
0	0	0
0	0	0
1025	832	1857
Out	In	Total

CR 2378 (Scenic Hwy 98)

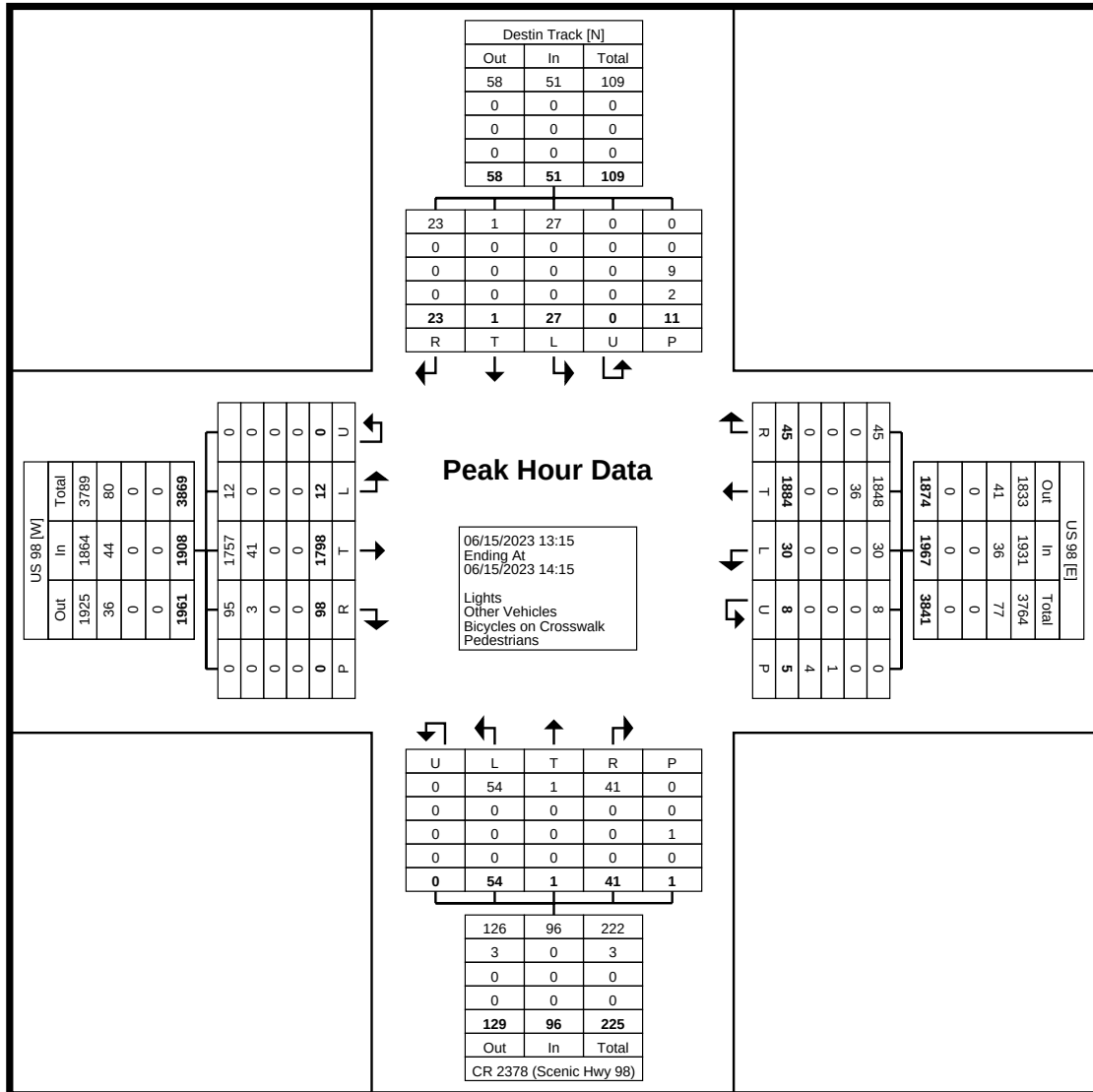
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	1	0	417	13	0	431	3	4	399	0	0	406	0	4	0	5	2	9	0	0	0	0	1	0	846
8:15	1	0	465	13	0	479	1	4	418	0	0	423	0	7	0	3	1	10	0	0	0	0	0	0	912
8:30	4	0	472	7	0	483	3	6	418	0	3	427	0	10	0	3	0	13	0	0	0	0	3	0	923
8:45	2	0	443	23	0	468	2	4	425	0	5	431	0	5	0	5	4	10	0	0	0	0	8	0	909
Total	8	0	1797	56	0	1861	9	18	1660	0	8	1687	0	26	0	16	7	42	0	0	0	0	12	0	3590
Approach %	0.4	0.0	96.6	3.0	-	-	0.5	1.1	98.4	0.0	-	-	0.0	61.9	0.0	38.1	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.2	0.0	50.1	1.6	-	51.8	0.3	0.5	46.2	0.0	-	47.0	0.0	0.7	0.0	0.4	-	1.2	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.500	0.000	0.952	0.609	-	0.963	0.750	0.750	0.976	0.000	-	0.979	0.000	0.650	0.000	0.800	-	0.808	0.000	0.000	0.000	0.000	-	0.000	0.972
Lights	8	0	1746	52	-	1806	9	18	1621	0	-	1648	0	26	0	16	-	42	0	0	0	0	-	0	3496
% Lights	100.0	-	97.2	92.9	-	97.0	100.0	100.0	97.7	-	-	97.7	-	100.0	-	100.0	-	100.0	-	-	-	-	-	-	97.4
Other Vehicles	0	0	51	4	-	55	0	0	39	0	-	39	0	0	0	0	-	0	0	0	0	0	-	0	94
% Other Vehicles	0.0	-	2.8	7.1	-	3.0	0.0	0.0	2.3	-	-	2.3	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	2.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	41.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	7	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	58.3	-	-



Turning Movement Peak Hour Data (13:15)

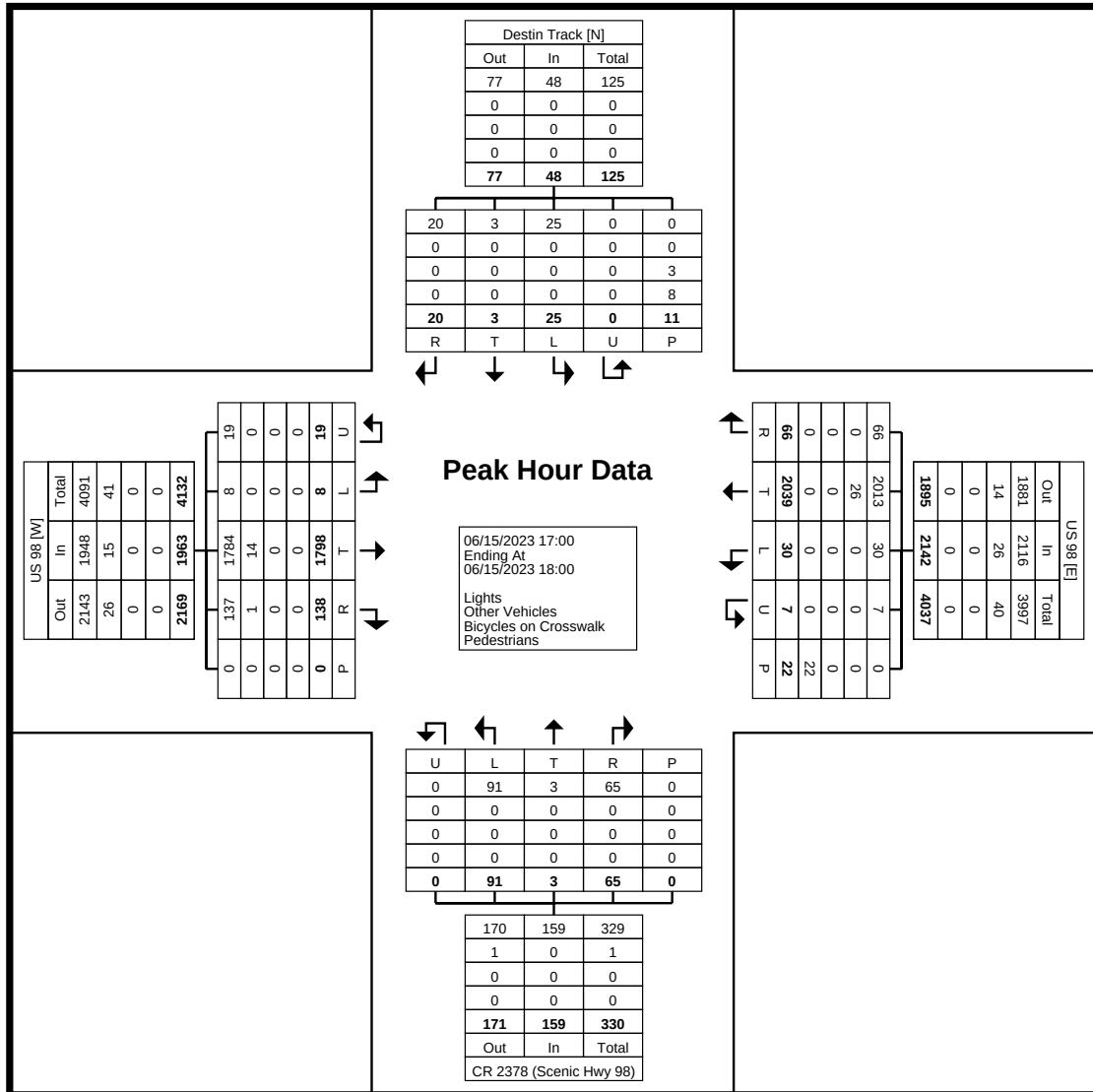
Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:15	0	4	464	27	0	495	3	6	477	15	4	501	0	14	1	9	0	24	0	11	0	2	0	13	1033
13:30	0	1	447	30	0	478	4	7	466	13	0	490	0	10	0	10	0	20	0	6	0	8	5	14	1002
13:45	0	4	431	18	0	453	0	6	480	8	0	494	0	8	0	10	0	18	0	8	0	3	0	11	976
14:00	0	3	456	23	0	482	1	11	461	9	1	482	0	22	0	12	1	34	0	2	1	10	6	13	1011
Total	0	12	1798	98	0	1908	8	30	1884	45	5	1967	0	54	1	41	1	96	0	27	1	23	11	51	4022
Approach %	0.0	0.6	94.2	5.1	-	-	0.4	1.5	95.8	2.3	-	-	0.0	56.3	1.0	42.7	-	-	0.0	52.9	2.0	45.1	-	-	-
Total %	0.0	0.3	44.7	2.4	-	47.4	0.2	0.7	46.8	1.1	-	48.9	0.0	1.3	0.0	1.0	-	2.4	0.0	0.7	0.0	0.6	-	1.3	-
PHF	0.000	0.750	0.969	0.817	-	0.964	0.500	0.682	0.981	0.750	-	0.982	0.000	0.614	0.250	0.854	-	0.706	0.000	0.614	0.250	0.575	-	0.911	0.973
Lights	0	12	1757	95	-	1864	8	30	1848	45	-	1931	0	54	1	41	-	96	0	27	1	23	-	51	3942
% Lights	-	100.0	97.7	96.9	-	97.7	100.0	100.0	98.1	100.0	-	98.2	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.0
Other Vehicles	0	0	41	3	-	44	0	0	36	0	-	36	0	0	0	0	-	0	0	0	0	0	-	0	80
% Other Vehicles	-	0.0	2.3	3.1	-	2.3	0.0	0.0	1.9	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	9	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-	-	-	100.0	-	-	-	-	-	81.8	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	80.0	-	-	-	-	-	0.0	-	-	-	-	-	18.2	-	-



Turning Movement Peak Hour Data Plot (13:15)

Count Name: US 98 at CR 2378
(Scenic Hwy 98) - Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

[illegible]



Turning Movement Peak Hour Data Plot (17:00)

Count Name: US 98 at CR 2378
(Scenic Hwy 98) - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

[illegible]



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	1	0	377	4	0	382	1	1	203	0	0	205	0	3	0	0	0	3	0	0	0	0	2	0	590
6:45	0	0	360	5	0	365	0	2	245	0	0	247	0	6	0	4	3	10	0	0	0	0	0	0	622
Hourly Total	1	0	737	9	0	747	1	3	448	0	0	452	0	9	0	4	3	13	0	0	0	0	2	0	1212
7:00	0	0	310	6	0	316	1	2	264	0	0	267	0	9	0	3	3	12	0	0	0	0	1	0	595
7:15	3	0	366	10	0	379	1	1	234	0	0	236	0	7	0	8	0	15	0	0	0	0	3	0	630
7:30	2	0	421	7	0	430	1	1	318	1	0	321	0	7	0	3	0	10	0	0	0	1	1	1	762
7:45	1	0	433	12	0	446	0	3	317	0	0	320	0	5	0	4	2	9	0	0	0	0	2	0	775
Hourly Total	6	0	1530	35	0	1571	3	7	1133	1	0	1144	0	28	0	18	5	46	0	0	0	1	7	1	2762
8:00	2	0	459	10	0	471	2	5	338	0	0	345	0	4	0	4	4	8	0	0	0	0	2	0	824
8:15	2	0	463	16	0	481	1	2	371	0	3	374	0	5	0	5	4	10	0	0	0	0	3	0	865
8:30	0	0	479	17	0	496	1	1	400	1	6	403	0	4	0	6	9	10	0	0	0	0	2	0	909
8:45	2	0	465	10	0	477	1	4	383	2	3	390	0	14	0	3	2	17	0	2	0	0	3	2	886
Hourly Total	6	0	1866	53	0	1925	5	12	1492	3	12	1512	0	27	0	18	19	45	0	2	0	0	10	2	3484
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	4	0	473	34	0	511	6	7	422	0	0	435	0	10	0	11	0	21	0	0	0	0	0	0	967
11:15	4	1	466	21	0	492	2	3	448	1	0	454	0	14	0	8	0	22	0	2	0	0	0	2	970
11:30	2	0	437	23	0	462	0	13	418	2	0	433	0	9	0	8	0	17	0	1	0	0	3	1	913
11:45	1	0	440	23	0	464	3	10	399	1	0	413	0	15	0	13	0	28	0	0	1	2	1	3	908
Hourly Total	11	1	1816	101	0	1929	11	33	1687	4	0	1735	0	48	0	40	0	88	0	3	1	2	4	6	3758
12:00	2	1	492	26	0	521	2	13	442	7	0	464	0	15	0	11	0	26	0	1	1	0	1	2	1013
12:15	3	6	435	29	0	473	2	9	390	8	0	409	0	18	1	15	0	34	0	3	0	3	2	6	922
12:30	2	3	452	32	0	489	2	11	461	10	0	484	0	22	0	4	1	26	0	2	0	2	2	4	1003
12:45	0	5	493	27	0	525	0	6	423	10	3	439	0	22	0	13	0	35	0	2	1	3	0	6	1005
Hourly Total	7	15	1872	114	0	2008	6	39	1716	35	3	1796	0	77	1	43	1	121	0	8	2	8	5	18	3943
13:00	1	5	426	33	0	465	0	6	473	16	0	495	0	17	0	22	3	39	0	1	0	1	3	2	1001
13:15	2	6	386	24	0	418	4	3	397	24	0	428	0	18	0	16	0	34	0	0	0	2	1	2	882
13:30	2	8	415	25	0	450	0	4	431	15	0	450	0	17	0	6	0	23	0	1	0	2	0	3	926
13:45	1	5	427	23	0	456	1	5	366	15	0	387	0	21	0	11	0	32	0	2	0	4	1	6	881
Hourly Total	6	24	1654	105	0	1789	5	18	1667	70	0	1760	0	73	0	55	3	128	0	4	0	9	5	13	3690
14:00	2	8	447	20	0	477	2	11	446	23	5	482	0	15	0	7	3	22	0	2	1	4	2	7	988
14:15	2	4	466	28	0	500	1	6	473	11	1	491	0	15	0	6	2	21	0	5	1	3	2	9	1021
14:30	2	8	455	17	0	482	0	8	473	12	0	493	0	12	0	11	2	23	0	0	2	2	3	4	1002
14:45	0	5	458	30	0	493	2	5	440	14	0	461	0	8	0	8	5	16	0	6	2	5	1	13	983
Hourly Total	6	25	1826	95	0	1952	5	30	1832	60	6	1927	0	50	0	32	12	82	0	13	6	14	8	33	3994
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	0	456	29	0	486	3	13	527	13	4	556	0	13	1	6	0	20	0	10	0	8	1	18	1080
16:15	1	4	471	23	0	499	0	11	506	4	11	521	0	22	0	11	0	33	0	7	1	5	4	13	1066
16:30	1	4	426	25	0	456	2	18	474	4	10	498	0	15	0	16	1	31	0	6	1	7	8	14	999
16:45	2	3	456	31	0	492	2	17	504	7	10	530	0	18	0	10	1	28	0	4	1	5	2	10	1060
Hourly Total	5	11	1809	108	0	1933	7	59	2011	28	35	2105	0	68	1	43	2	112	0	27	3	25	15	55	4205
17:00	0	2	452	32	0	486	2	19	480	8	0	509	0	27	2	15	0	44	0	5	0	3	2	8	1047
17:15	3	1	442	28	0	474	3	9	505	10	4	527	0	12	1	5	1	18	0	3	0	3	3	6	1025
17:30	2	3	478	36	0	519	3	14	463	6	0	486	0	23	0	14	2	37	0	3	1	1	7	5	1047
17:45	3	5	423	32	0	463	1	17	449	18	2	485	0	16	3	10	0	29	0	4	0	4	5	8	985
Hourly Total	8	11	1795	128	0	1942	9	59	1897	42	6	2007	0	78	6	44	3	128	0	15	1	11	17	27	4104
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	6	398	30	0	434	4	13	460	15	4	492	0	23	2	19	0	44	0	2	1	6	1	9	979
19:15	2	11	359	16	0	388	3	12	392	21	0	428	0	21	0	20	0	41	0	12	1	4	0	17	874
19:30	2	8	396	33	0	439	4	11	423	14	3	452	0	26	1	14	0	41	0	3	1	5	2	9	941
19:45	3	9	373	21	0	406	3	11	402	21	6	437	0	18	1	21	0	40	0	6	0	5	7	11	894
Hourly Total	7	34	1526	100	0	1667	14	47	1677	71	13	1809	0	88	4	74	0	166	0	23	3	20	10	46	3688
20:00	2	3	359	13	0	377	8	8	421	14	2	451	0	11	0	12	1	23	0	4	2	6	0	12	863
20:15	3	7	381	11	0	402	5	6	378	23	0	412	0	19	4	9	0	32	0	6	1	2	1	9	855
Grand Total	68	131	17171	872	0	18242	79	321	16359	351	77	17110	0	576	16	392	49	984	0	105	19	98	84	222	36558
Approach %	0.4	0.7	94.1	4.8	-	-	0.5	1.9	95.6	2.1	-	-	0.0	58.5	1.6	39.8	-	-	0.0	47.3	8.6	44.1	-	-	-
Total %	0.2	0.4	47.0	2.4	-	49.9	0.2	0.9	44.7	1.0	-	46.8	0.0	1.6	0.0	1.1	-	2.7	0.0	0.3	0.1	0.3	-	0.6	-
Lights	67	131	16896	851	-	17945	79	321	16110	350	-	16860	0	571	16	388	-	975	0	105	19	98	-	222	36002
% Lights	98.5	100.0	98.4	97.6	-	98.4	100.0	100.0	98.5	99.7	-	98.5	-	99.1	100.0	99.0	-	99.1	-	100.0	100.0	100.0	-	100.0	98.5
Other Vehicles	1	0	275	21	-	297	0	0	249	1	-	250	0	5	0	4	-	9	0	0	0	0	-	0	556

% Other Vehicles	1.5	0.0	1.6	2.4	-	1.6	0.0	0.0	1.5	0.3	-	1.5	-	0.9	0.0	1.0	-	0.9	-	0.0	0.0	0.0	-	0.0	1.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	16	-	-	-	-	-	31	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	18.2	-	-	-	-	-	32.7	-	-	-	-	-	36.9	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	63	-	-	-	-	-	33	-	-	-	-	-	53	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	81.8	-	-	-	-	-	67.3	-	-	-	-	-	63.1	-	-

Destin Track [N]		
Out	In	Total
497	222	719
1	0	1
0	0	0
0	0	0
498	222	720

98	19	105	0	0
0	0	0	0	0
0	0	0	0	31
0	0	0	0	53
98	19	105	0	84
R	T	L	U	P

US 98 [E]		
Out	In	Total
17468	16860	34328
279	250	529
0	0	0
0	0	0
17747	17110	34857

350	16110	321	79	0
I	249	0	0	0
0	0	0	0	14
0	0	0	0	63
351	16359	321	79	77
R	T	L	U	P

06/16/2023 6:30
Ending At
06/16/2023 20:30

Lights
Other Vehicles
Bicycles on Crosswalk
Pedestrians

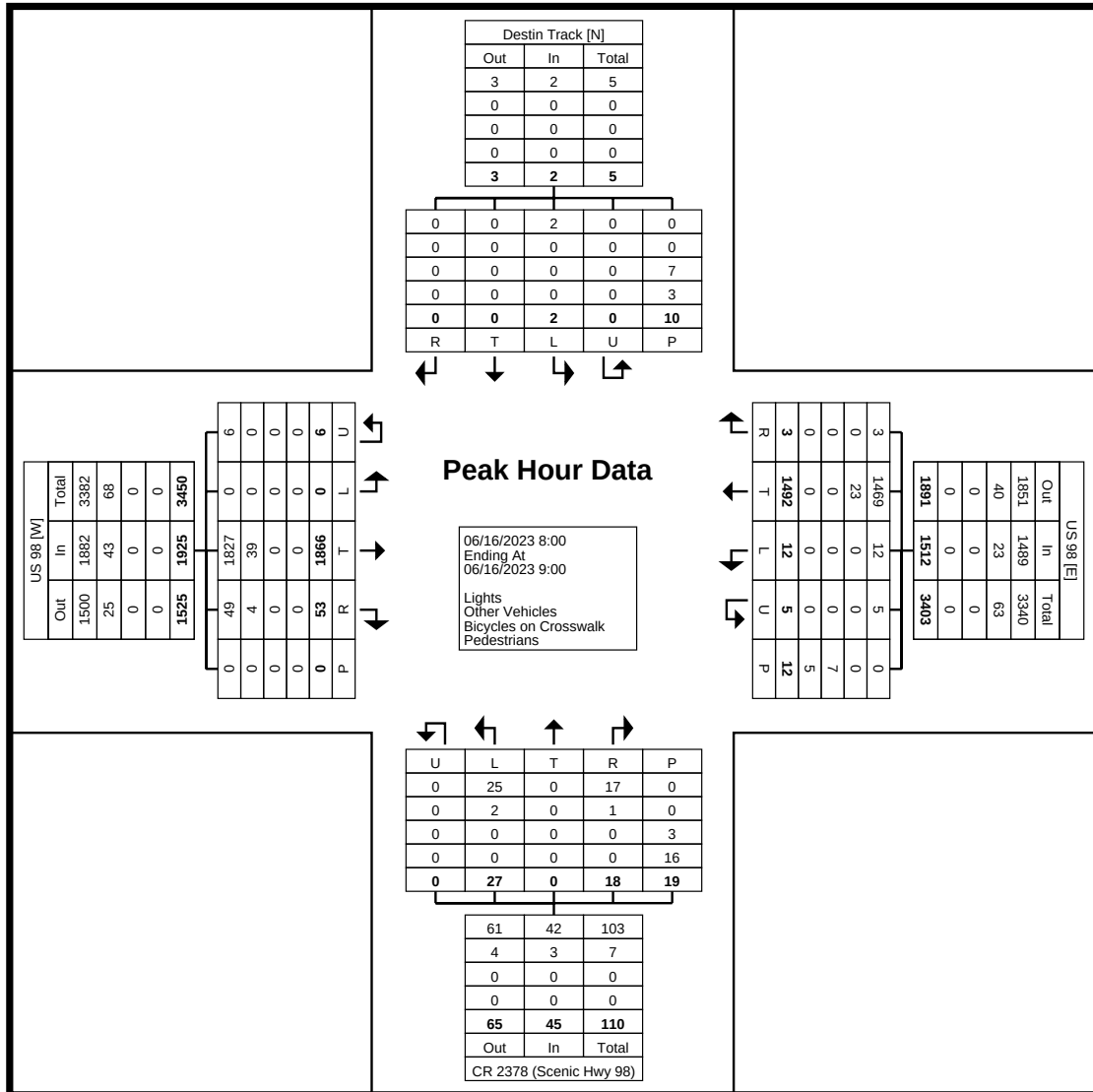
U	L	T	R	P
0	571	16	388	0
0	5	0	4	0
0	0	0	0	16
0	0	0	0	33
0	576	16	392	49

1191	975	2166
21	9	30
0	0	0
0	0	0
1212	984	2196
Out	In	Total

CR 2378 (Scenic Hwy 98)

Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	2	0	459	10	0	471	2	5	338	0	0	345	0	4	0	4	4	8	0	0	0	0	2	0	824
8:15	2	0	463	16	0	481	1	2	371	0	3	374	0	5	0	5	4	10	0	0	0	0	3	0	865
8:30	0	0	479	17	0	496	1	1	400	1	6	403	0	4	0	6	9	10	0	0	0	0	2	0	909
8:45	2	0	465	10	0	477	1	4	383	2	3	390	0	14	0	3	2	17	0	2	0	0	3	2	886
Total	6	0	1866	53	0	1925	5	12	1492	3	12	1512	0	27	0	18	19	45	0	2	0	0	10	2	3484
Approach %	0.3	0.0	96.9	2.8	-	-	0.3	0.8	98.7	0.2	-	-	0.0	60.0	0.0	40.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.2	0.0	53.6	1.5	-	55.3	0.1	0.3	42.8	0.1	-	43.4	0.0	0.8	0.0	0.5	-	1.3	0.0	0.1	0.0	0.0	-	0.1	-
PHF	0.750	0.000	0.974	0.779	-	0.970	0.625	0.600	0.933	0.375	-	0.938	0.000	0.482	0.000	0.750	-	0.662	0.000	0.250	0.000	0.000	-	0.250	0.958
Lights	6	0	1827	49	-	1882	5	12	1469	3	-	1489	0	25	0	17	-	42	0	2	0	0	-	2	3415
% Lights	100.0	-	97.9	92.5	-	97.8	100.0	100.0	98.5	100.0	-	98.5	-	92.6	-	94.4	-	93.3	-	100.0	-	-	-	100.0	98.0
Other Vehicles	0	0	39	4	-	43	0	0	23	0	-	23	0	2	0	1	-	3	0	0	0	0	-	0	69
% Other Vehicles	0.0	-	2.1	7.5	-	2.2	0.0	0.0	1.5	0.0	-	1.5	-	7.4	-	5.6	-	6.7	-	0.0	-	-	-	0.0	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	58.3	-	-	-	-	-	15.8	-	-	-	-	-	70.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	16	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	41.7	-	-	-	-	-	84.2	-	-	-	-	-	30.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

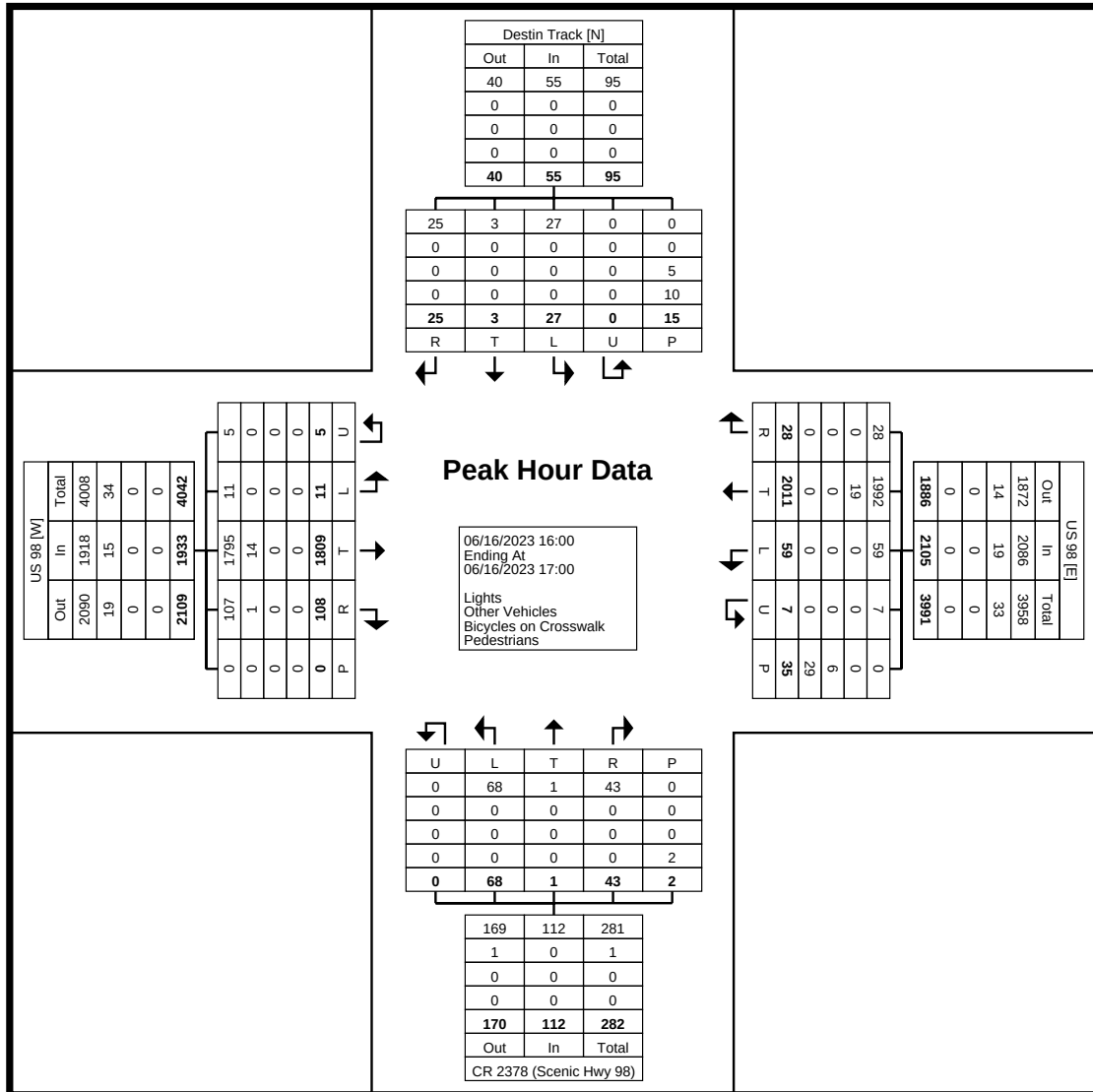
Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	2	8	447	20	0	477	2	11	446	23	5	482	0	15	0	7	3	22	0	2	1	4	2	7	988
14:15	2	4	466	28	0	500	1	6	473	11	1	491	0	15	0	6	2	21	0	5	1	3	2	9	1021
14:30	2	8	455	17	0	482	0	8	473	12	0	493	0	12	0	11	2	23	0	0	2	2	3	4	1002
14:45	0	5	458	30	0	493	2	5	440	14	0	461	0	8	0	8	5	16	0	6	2	5	1	13	983
Total	6	25	1826	95	0	1952	5	30	1832	60	6	1927	0	50	0	32	12	82	0	13	6	14	8	33	3994
Approach %	0.3	1.3	93.5	4.9	-	-	0.3	1.6	95.1	3.1	-	-	0.0	61.0	0.0	39.0	-	-	0.0	39.4	18.2	42.4	-	-	-
Total %	0.2	0.6	45.7	2.4	-	48.9	0.1	0.8	45.9	1.5	-	48.2	0.0	1.3	0.0	0.8	-	2.1	0.0	0.3	0.2	0.4	-	0.8	-
PHF	0.750	0.781	0.980	0.792	-	0.976	0.625	0.682	0.968	0.652	-	0.977	0.000	0.833	0.000	0.727	-	0.891	0.000	0.542	0.750	0.700	-	0.635	0.978
Lights	6	25	1805	93	-	1929	5	30	1796	60	-	1891	0	50	0	30	-	80	0	13	6	14	-	33	3933
% Lights	100.0	100.0	98.8	97.9	-	98.8	100.0	100.0	98.0	100.0	-	98.1	-	100.0	-	93.8	-	97.6	-	100.0	100.0	100.0	-	100.0	98.5
Other Vehicles	0	0	21	2	-	23	0	0	36	0	-	36	0	0	0	2	-	2	0	0	0	0	-	0	61
% Other Vehicles	0.0	0.0	1.2	2.1	-	1.2	0.0	0.0	2.0	0.0	-	1.9	-	0.0	-	6.3	-	2.4	-	0.0	0.0	0.0	-	0.0	1.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	10	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	16.7	-	-	-	-	-	83.3	-	-	-	-	-	62.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	83.3	-	-	-	-	-	16.7	-	-	-	-	-	37.5	-	-



Turning Movement Peak Hour Data (16:00)

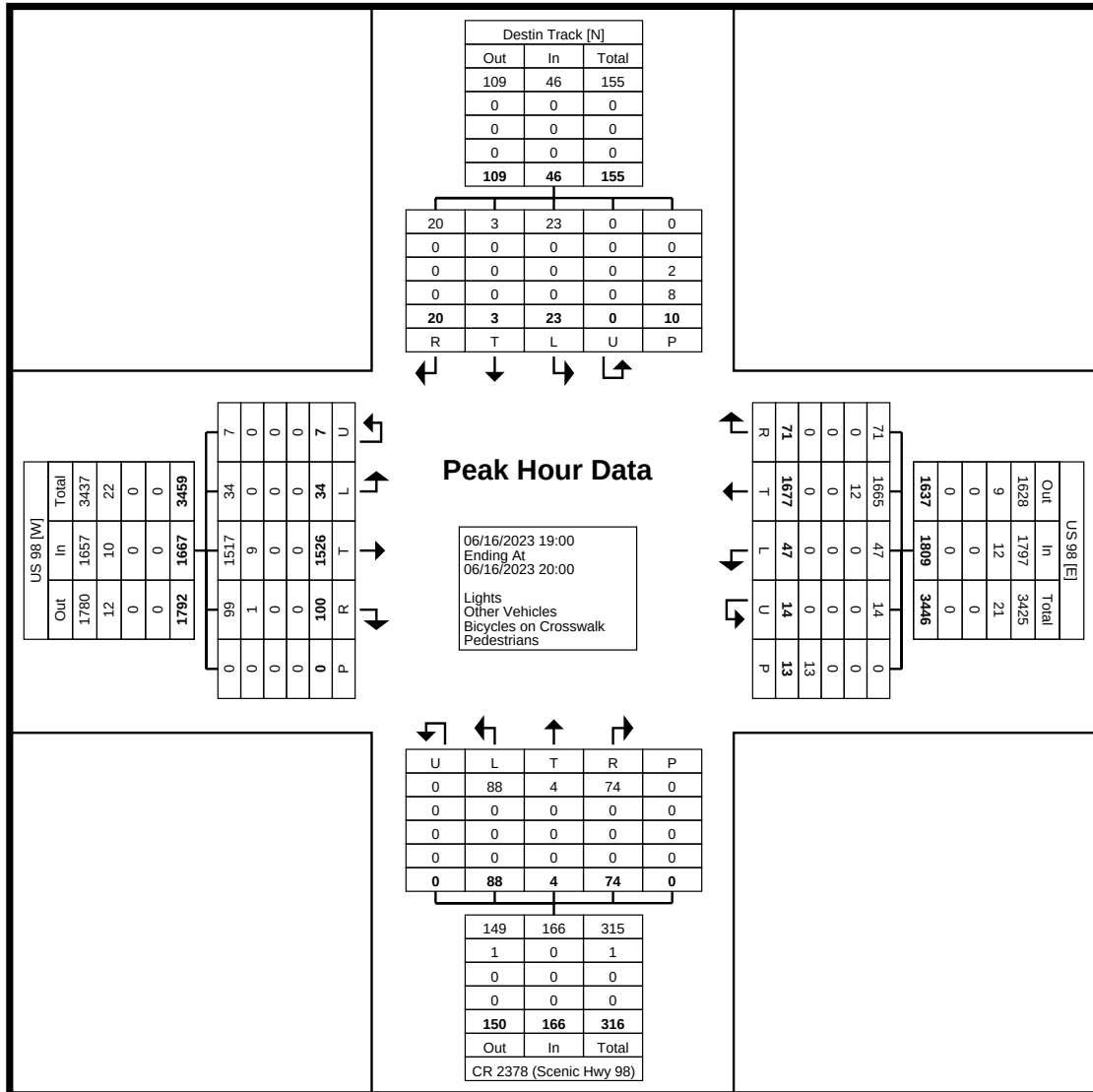
Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	1	0	456	29	0	486	3	13	527	13	4	556	0	13	1	6	0	20	0	10	0	8	1	18	1080
16:15	1	4	471	23	0	499	0	11	506	4	11	521	0	22	0	11	0	33	0	7	1	5	4	13	1066
16:30	1	4	426	25	0	456	2	18	474	4	10	498	0	15	0	16	1	31	0	6	1	7	8	14	999
16:45	2	3	456	31	0	492	2	17	504	7	10	530	0	18	0	10	1	28	0	4	1	5	2	10	1060
Total	5	11	1809	108	0	1933	7	59	2011	28	35	2105	0	68	1	43	2	112	0	27	3	25	15	55	4205
Approach %	0.3	0.6	93.6	5.6	-	-	0.3	2.8	95.5	1.3	-	-	0.0	60.7	0.9	38.4	-	-	0.0	49.1	5.5	45.5	-	-	-
Total %	0.1	0.3	43.0	2.6	-	46.0	0.2	1.4	47.8	0.7	-	50.1	0.0	1.6	0.0	1.0	-	2.7	0.0	0.6	0.1	0.6	-	1.3	-
PHF	0.625	0.688	0.960	0.871	-	0.968	0.583	0.819	0.954	0.538	-	0.946	0.000	0.773	0.250	0.672	-	0.848	0.000	0.675	0.750	0.781	-	0.764	0.973
Lights	5	11	1795	107	-	1918	7	59	1992	28	-	2086	0	68	1	43	-	112	0	27	3	25	-	55	4171
% Lights	100.0	100.0	99.2	99.1	-	99.2	100.0	100.0	99.1	100.0	-	99.1	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.2
Other Vehicles	0	0	14	1	-	15	0	0	19	0	-	19	0	0	0	0	-	0	0	0	0	0	-	0	34
% Other Vehicles	0.0	0.0	0.8	0.9	-	0.8	0.0	0.0	0.9	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	17.1	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	29	-	-	-	-	-	2	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	82.9	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data Plot (16:00)

Count Name: US 98 at CR 2378
(Scenic Hwy 98) - Fri
Site Code:
Start Date: 06/16/2023
Page No: 10

[illegible]

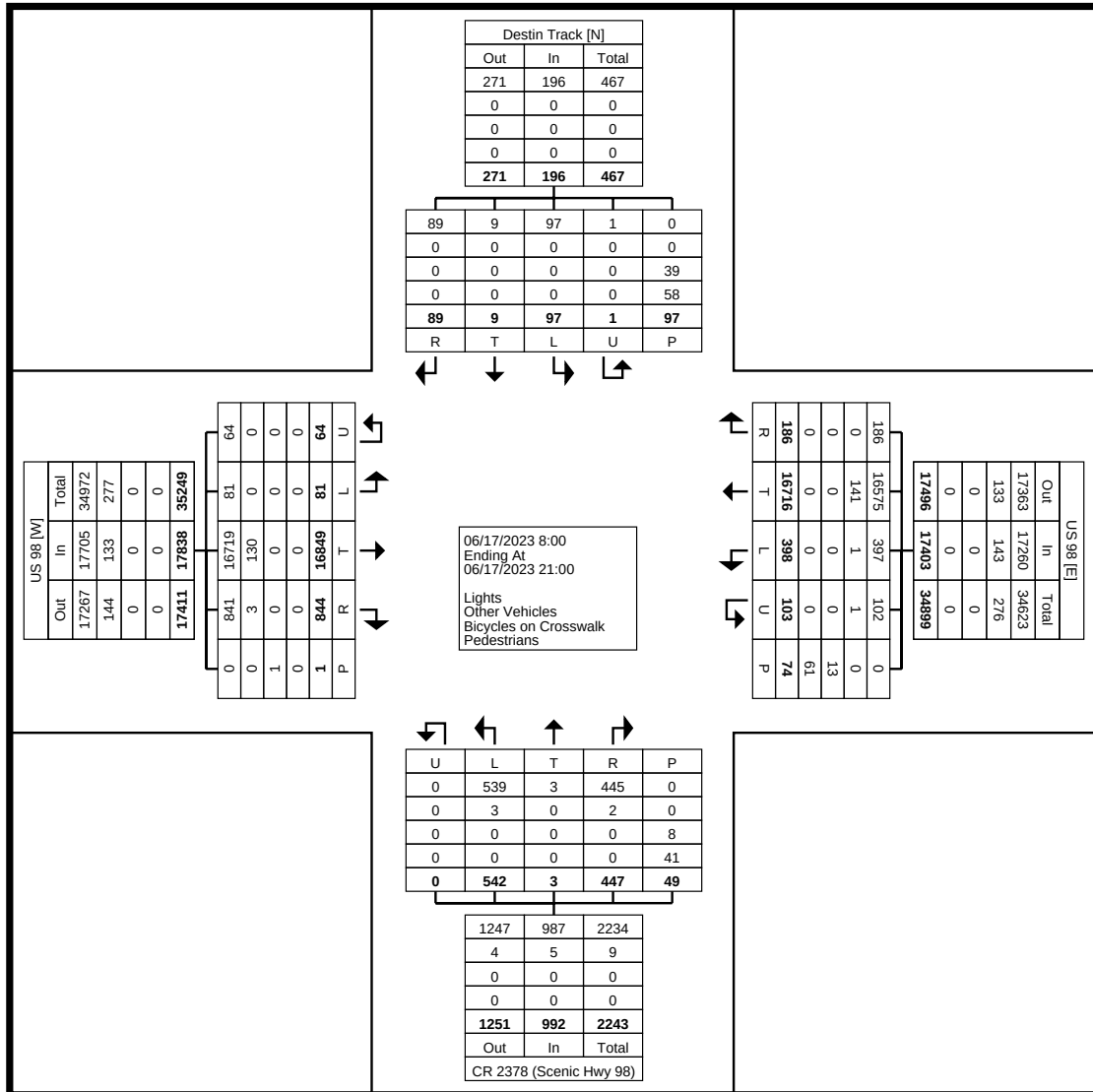


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
8:00	1	0	368	9	0	378	4	3	261	0	3	268	0	7	0	4	0	11	0	0	0	0	1	0	657	
8:15	0	0	420	17	0	437	1	1	336	0	3	338	0	4	0	6	0	10	0	0	0	0	2	0	785	
8:30	1	0	411	13	0	425	2	4	381	0	3	387	0	11	0	6	5	17	0	0	0	0	3	0	829	
8:45	1	0	423	11	0	435	1	3	338	1	1	343	0	1	0	10	3	11	0	0	0	0	1	0	789	
Hourly Total	3	0	1622	50	0	1675	8	11	1316	1	10	1336	0	23	0	26	8	49	0	0	0	0	7	0	3060	
9:00	1	0	487	15	0	503	4	6	458	0	0	468	0	7	0	5	0	12	0	0	0	0	1	0	983	
9:15	3	0	443	8	0	454	3	3	445	2	0	453	0	8	0	5	2	13	0	1	0	0	4	1	921	
9:30	1	0	409	15	0	425	1	6	425	4	0	436	0	8	0	6	1	14	0	0	0	1	3	1	876	
9:45	2	1	475	10	0	488	4	5	437	4	6	450	0	22	0	8	1	30	0	0	0	1	3	1	969	
Hourly Total	7	1	1814	48	0	1870	12	20	1765	10	6	1807	0	45	0	24	4	69	0	1	0	0	2	11	3	3749
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00	3	3	470	19	0	495	1	6	482	5	0	494	0	14	0	9	1	23	0	0	0	2	1	2	1014	
11:15	1	3	398	24	0	426	0	9	421	11	3	441	0	10	0	9	0	19	0	2	0	3	3	5	891	
11:30	0	2	423	21	0	446	3	10	435	10	5	458	0	9	0	6	1	15	1	7	0	2	7	10	929	
11:45	2	5	458	27	0	492	3	10	437	6	2	456	0	12	0	13	1	25	0	3	0	1	2	4	977	
Hourly Total	6	13	1749	91	0	1859	7	35	1775	32	10	1849	0	45	0	37	3	82	1	12	0	8	13	21	3811	
12:00	2	7	417	14	0	440	1	9	457	6	0	473	0	18	0	7	0	25	0	1	0	4	0	5	943	
12:15	1	3	408	20	0	432	4	7	433	7	0	451	0	17	0	11	0	28	0	5	0	2	3	7	918	
12:30	0	3	420	30	0	453	3	7	481	5	0	496	0	4	0	7	1	11	0	1	2	5	2	8	968	
12:45	0	3	397	33	0	433	5	18	500	5	4	528	0	13	0	9	0	22	0	2	0	1	6	3	986	
Hourly Total	3	16	1642	97	0	1758	13	41	1871	23	4	1948	0	52	0	34	1	86	0	9	2	12	11	23	3815	
13:00	3	1	446	21	0	471	2	8	435	6	3	451	0	16	0	9	1	25	0	2	1	2	4	5	952	
13:15	1	2	404	31	1	438	0	12	402	9	6	423	0	10	0	19	2	29	0	3	0	2	6	5	895	
13:30	1	1	428	34	0	464	1	14	346	7	1	368	0	23	0	12	4	35	0	2	0	4	3	6	873	
13:45	2	5	414	33	0	454	1	13	373	7	8	394	0	13	0	9	6	22	0	5	1	5	5	11	881	
Hourly Total	7	9	1692	119	1	1827	4	47	1556	29	18	1636	0	62	0	49	13	111	0	12	2	13	18	27	3601	
14:00	1	2	384	19	0	406	1	17	477	8	0	503	0	14	0	16	0	30	0	4	1	4	10	9	948	
14:15	2	0	415	21	0	438	2	15	490	8	2	515	0	7	0	10	3	17	0	6	0	3	0	9	979	
14:30	0	1	449	18	0	468	2	12	483	5	2	502	0	8	1	11	2	20	0	3	1	4	1	8	998	
14:45	2	1	427	35	0	465	1	12	440	0	1	453	0	8	0	15	3	23	0	5	0	0	0	5	946	
Hourly Total	5	4	1675	93	0	1777	6	56	1890	21	5	1973	0	37	1	52	8	90	0	18	2	11	11	31	3871	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
16:00	5	1	428	24	0	458	0	18	414	0	5	432	0	35	1	18	0	54	0	9	0	6	0	15	959	
16:15	2	1	457	17	0	477	5	9	477	0	0	491	0	15	0	13	0	28	0	1	1	3	0	5	1001	
16:30	2	0	413	15	0	430	1	5	410	3	0	419	0	16	0	7	0	23	0	2	0	2	1	4	876	
16:45	3	0	458	24	0	485	1	11	476	5	0	493	0	16	0	16	0	32	0	3	0	2	0	5	1015	
Hourly Total	12	2	1756	80	0	1850	7	43	1777	8	5	1835	0	82	1	54	0	137	0	15	1	13	1	29	3851	
17:00	1	3	470	29	0	503	7	11	413	4	3	435	0	19	0	13	0	32	0	1	0	7	0	8	978	
17:15	1	0	459	20	0	480	3	9	365	0	2	377	0	13	0	13	0	26	0	0	0	0	0	0	883	
17:30	3	2	459	25	0	489	2	16	353	3	0	374	0	17	0	19	0	36	0	1	0	2	2	3	902	
17:45	2	2	445	30	0	479	4	9	426	1	0	440	0	17	0	13	0	30	0	1	0	1	3	2	951	
Hourly Total	7	7	1833	104	0	1951	16	45	1557	8	5	1626	0	66	0	58	0	124	0	3	0	10	5	13	3714	
18:00	1	0	412	33	0	446	3	22	385	2	3	412	0	20	0	15	2	35	0	1	0	2	4	3	896	
18:15	4	3	444	29	0	480	6	25	415	3	0	449	0	18	0	12	0	30	0	4	0	1	2	5	964	
18:30	2	6	440	33	0	481	6	13	429	2	0	450	0	19	0	16	0	35	0	4	0	2	1	6	972	
18:45	2	3	448	15	0	468	6	16	403	6	0	431	0	19	0	20	2	39	0	1	0	3	4	4	942	
Hourly Total	9	12	1744	110	0	1875	21	76	1632	13	3	1742	0	76	0	63	4	139	0	10	0	8	11	18	3774	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
20:00	3	2	343	16	0	364	1	6	408	7	2	422	0	18	0	17	0	35	0	5	0	3	2	8	829	
20:15	0	0	315	10	0	325	2	9	380	8	6	399	0	13	1	16	8	30	0	2	1	2	5	5	759	
20:30	1	8	351	14	0	374	4	6	415	17	0	442	0	12	0	11	0	23	0	4	0	2	1	6	845	
20:45	1	7	313	12	0	333	2	3	374	9	0	388	0	11	0	6	0	17	0	6	1	5	1	12	750	
Hourly Total	5	17	1322	52	0	1396	9	24	1577	41	8	1651	0	54	1	50	8	105	0	17	2	12	9	31	3183	
Grand Total	64	81	16849	844	1	17838	103	398	16716	186	74	17403	0	542	3	447	49	992	1	97	9	89	97	196	36429	
Approach %	0.4	0.5	94.5	4.7	-	-	0.6	2.3	96.1	1.1	-	-	0.0	54.6	0.3	45.1	-	-	0.5	49.5	4.6	45.4	-	-	-	
Total %	0.2	0.2	46.3	2.3	-	49.0	0.3	1.1	45.9	0.5	-	47.8	0.0	1.5	0.0	1.2	-	2.7	0.0	0.3	0.0	0.2	-	0.5	-	
Lights	64	81	16719	841	-	17705	102	397	16575	186	-	17260	0	539	3	445	-	987	1	97	9	89	-	196	36148	
% Lights	100.0	100.0	99.2	99.6	-	99.3	99.0	99.7	99.2	100.0	-	99.2	-	99.4	100.0	99.6	-	99.5	100.0	100.0	100.0	100.0	-	100.0	99.2	
Other Vehicles	0	0	130	3	-	133	1	1	141	0	-	143	0	3	0	2	-	5	0	0	0	0	-	0	281	

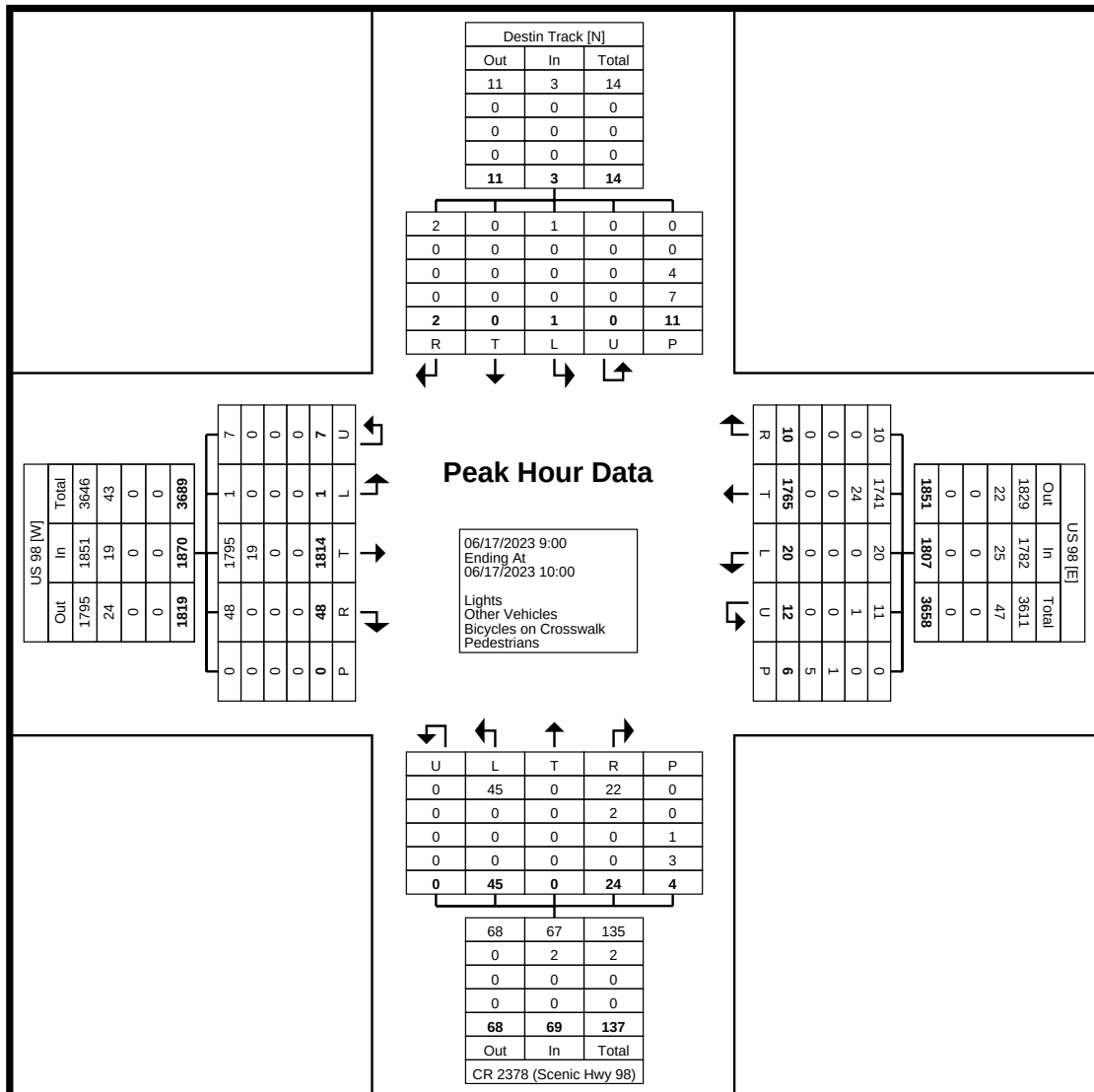
% Other Vehicles	0.0	0.0	0.8	0.4	-	0.7	1.0	0.3	0.8	0.0	-	0.8	-	0.6	0.0	0.4	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	13	-	-	-	-	-	8	-	-	-	-	-	39	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	17.6	-	-	-	-	-	16.3	-	-	-	-	-	40.2	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	61	-	-	-	-	-	41	-	-	-	-	-	58	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	82.4	-	-	-	-	-	83.7	-	-	-	-	-	59.8	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00)

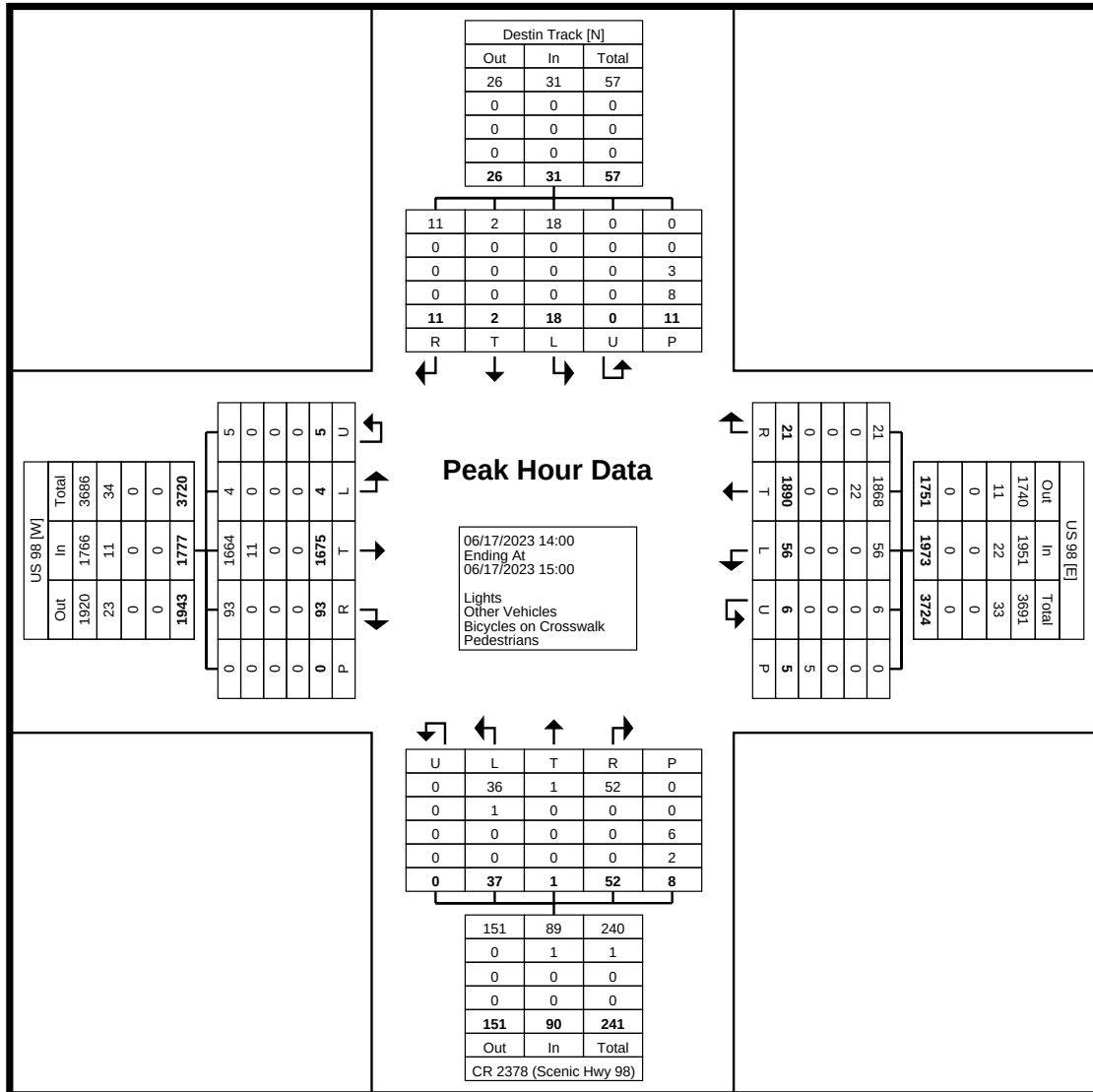
Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	1	0	487	15	0	503	4	6	458	0	0	468	0	7	0	5	0	12	0	0	0	0	1	0	983
9:15	3	0	443	8	0	454	3	3	445	2	0	453	0	8	0	5	2	13	0	1	0	0	4	1	921
9:30	1	0	409	15	0	425	1	6	425	4	0	436	0	8	0	6	1	14	0	0	0	1	3	1	876
9:45	2	1	475	10	0	488	4	5	437	4	6	450	0	22	0	8	1	30	0	0	0	1	3	1	969
Total	7	1	1814	48	0	1870	12	20	1765	10	6	1807	0	45	0	24	4	69	0	1	0	2	11	3	3749
Approach %	0.4	0.1	97.0	2.6	-	-	0.7	1.1	97.7	0.6	-	-	0.0	65.2	0.0	34.8	-	-	0.0	33.3	0.0	66.7	-	-	-
Total %	0.2	0.0	48.4	1.3	-	49.9	0.3	0.5	47.1	0.3	-	48.2	0.0	1.2	0.0	0.6	-	1.8	0.0	0.0	0.0	0.1	-	0.1	-
PHF	0.583	0.250	0.931	0.800	-	0.929	0.750	0.833	0.963	0.625	-	0.965	0.000	0.511	0.000	0.750	-	0.575	0.000	0.250	0.000	0.500	-	0.750	0.953
Lights	7	1	1795	48	-	1851	11	20	1741	10	-	1782	0	45	0	22	-	67	0	1	0	2	-	3	3703
% Lights	100.0	100.0	99.0	100.0	-	99.0	91.7	100.0	98.6	100.0	-	98.6	-	100.0	-	91.7	-	97.1	-	100.0	-	100.0	-	100.0	98.8
Other Vehicles	0	0	19	0	-	19	1	0	24	0	-	25	0	0	0	2	-	2	0	0	0	0	-	0	46
% Other Vehicles	0.0	0.0	1.0	0.0	-	1.0	8.3	0.0	1.4	0.0	-	1.4	-	0.0	-	8.3	-	2.9	-	0.0	-	0.0	-	0.0	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	16.7	-	-	-	-	-	25.0	-	-	-	-	-	36.4	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	83.3	-	-	-	-	-	75.0	-	-	-	-	-	63.6	-	-



Turning Movement Peak Hour Data Plot (9:00)

Turning Movement Peak Hour Data (14:00)

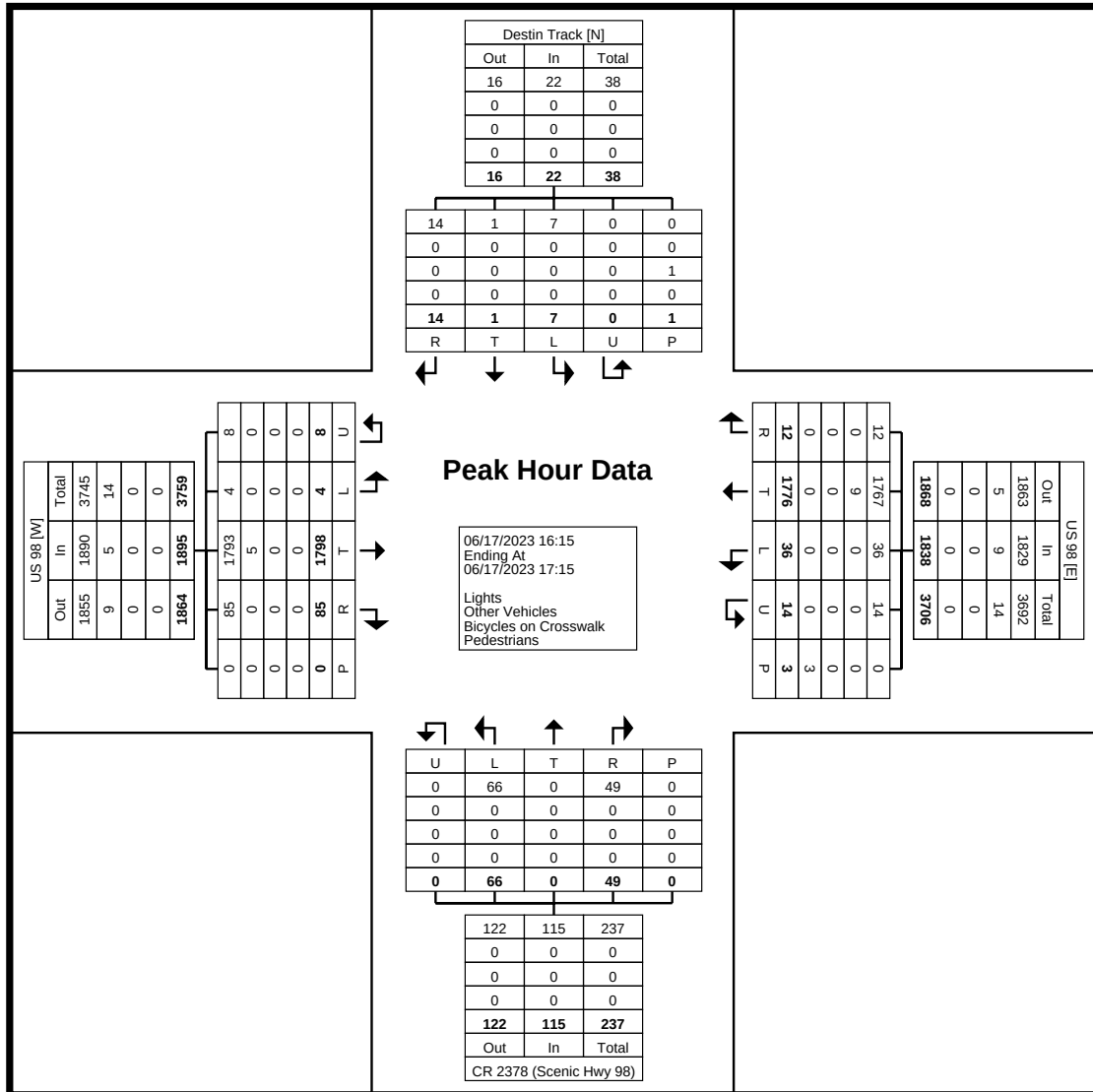
Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	1	2	384	19	0	406	1	17	477	8	0	503	0	14	0	16	0	30	0	4	1	4	10	9	948
14:15	2	0	415	21	0	438	2	15	490	8	2	515	0	7	0	10	3	17	0	6	0	3	0	9	979
14:30	0	1	449	18	0	468	2	12	483	5	2	502	0	8	1	11	2	20	0	3	1	4	1	8	998
14:45	2	1	427	35	0	465	1	12	440	0	1	453	0	8	0	15	3	23	0	5	0	0	0	5	946
Total	5	4	1675	93	0	1777	6	56	1890	21	5	1973	0	37	1	52	8	90	0	18	2	11	11	31	3871
Approach %	0.3	0.2	94.3	5.2	-	-	0.3	2.8	95.8	1.1	-	-	0.0	41.1	1.1	57.8	-	-	0.0	58.1	6.5	35.5	-	-	-
Total %	0.1	0.1	43.3	2.4	-	45.9	0.2	1.4	48.8	0.5	-	51.0	0.0	1.0	0.0	1.3	-	2.3	0.0	0.5	0.1	0.3	-	0.8	-
PHF	0.625	0.500	0.933	0.664	-	0.949	0.750	0.824	0.964	0.656	-	0.958	0.000	0.661	0.250	0.813	-	0.750	0.000	0.750	0.500	0.688	-	0.861	0.970
Lights	5	4	1664	93	-	1766	6	56	1868	21	-	1951	0	36	1	52	-	89	0	18	2	11	-	31	3837
% Lights	100.0	100.0	99.3	100.0	-	99.4	100.0	100.0	98.8	100.0	-	98.9	-	97.3	100.0	100.0	-	98.9	-	100.0	100.0	100.0	-	100.0	99.1
Other Vehicles	0	0	11	0	-	11	0	0	22	0	-	22	0	1	0	0	-	1	0	0	0	0	-	0	34
% Other Vehicles	0.0	0.0	0.7	0.0	-	0.6	0.0	0.0	1.2	0.0	-	1.1	-	2.7	0.0	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	75.0	-	-	-	-	-	27.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	25.0	-	-	-	-	-	72.7	-	-



Turning Movement Peak Hour Data Plot (14:00)

Count Name: US 98 at CR 2378
(Scenic Hwy 98) - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

[illegible]



Turning Movement Peak Hour Data (20:00)

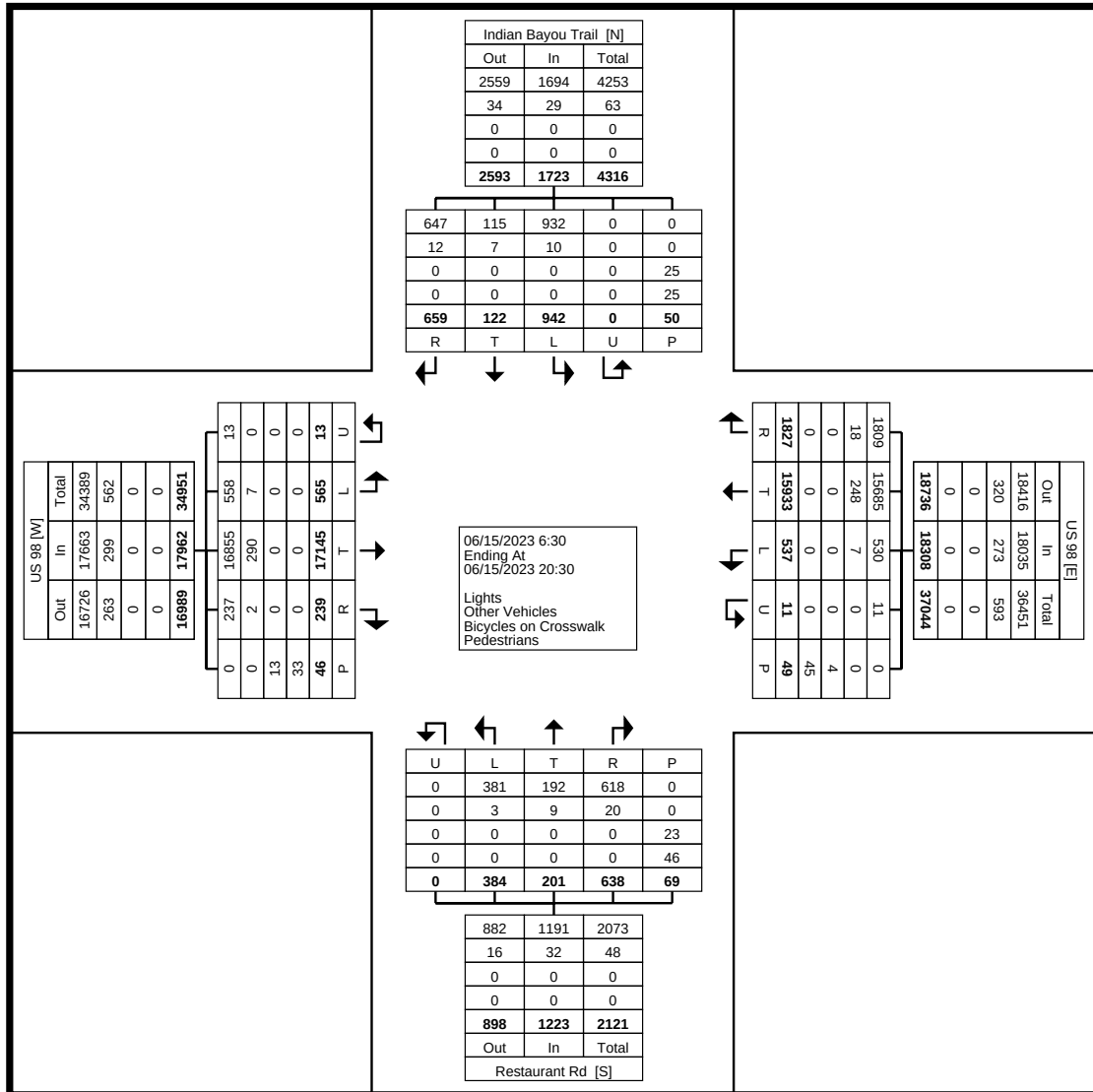
Start Time	US 98 Eastbound						US 98 Westbound						CR 2378 (Scenic Hwy 98) Northbound						Destin Track Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	3	2	343	16	0	364	1	6	408	7	2	422	0	18	0	17	0	35	0	5	0	3	2	8	829
20:15	0	0	315	10	0	325	2	9	380	8	6	399	0	13	1	16	8	30	0	2	1	2	5	5	759
20:30	1	8	351	14	0	374	4	6	415	17	0	442	0	12	0	11	0	23	0	4	0	2	1	6	845
20:45	1	7	313	12	0	333	2	3	374	9	0	388	0	11	0	6	0	17	0	6	1	5	1	12	750
Total	5	17	1322	52	0	1396	9	24	1577	41	8	1651	0	54	1	50	8	105	0	17	2	12	9	31	3183
Approach %	0.4	1.2	94.7	3.7	-	-	0.5	1.5	95.5	2.5	-	-	0.0	51.4	1.0	47.6	-	-	0.0	54.8	6.5	38.7	-	-	-
Total %	0.2	0.5	41.5	1.6	-	43.9	0.3	0.8	49.5	1.3	-	51.9	0.0	1.7	0.0	1.6	-	3.3	0.0	0.5	0.1	0.4	-	1.0	-
PHF	0.417	0.531	0.942	0.813	-	0.933	0.563	0.667	0.950	0.603	-	0.934	0.000	0.750	0.250	0.735	-	0.750	0.000	0.708	0.500	0.600	-	0.646	0.942
Lights	5	17	1313	52	-	1387	9	24	1569	41	-	1643	0	54	1	50	-	105	0	17	2	12	-	31	3166
% Lights	100.0	100.0	99.3	100.0	-	99.4	100.0	100.0	99.5	100.0	-	99.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.5
Other Vehicles	0	0	9	0	-	9	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	17
% Other Vehicles	0.0	0.0	0.7	0.0	-	0.6	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	2	371	1	0	374	0	3	198	9	0	210	0	5	0	6	2	11	0	9	3	27	1	39	634
6:45	0	14	362	1	0	377	0	5	198	30	0	233	0	4	3	7	2	14	0	15	1	20	1	36	660
Hourly Total	0	16	733	2	0	751	0	8	396	39	0	443	0	9	3	13	4	25	0	24	4	47	2	75	1294
7:00	0	8	315	0	0	323	0	0	229	40	0	269	0	9	9	3	0	21	0	15	2	17	0	34	647
7:15	1	21	373	3	0	398	0	3	258	23	1	284	0	8	2	6	2	16	0	14	2	12	0	28	726
7:30	0	19	453	7	1	479	0	3	283	16	0	302	0	7	6	3	0	16	0	11	0	17	0	28	825
7:45	0	15	375	5	2	395	0	3	338	22	0	363	0	7	4	7	0	18	0	20	0	12	0	32	808
Hourly Total	1	63	1516	15	3	1595	0	9	1108	101	1	1218	0	31	21	19	2	71	0	60	4	58	0	122	3006
8:00	0	11	429	4	1	444	0	6	361	31	0	398	0	5	4	11	0	20	0	13	1	13	1	27	889
8:15	0	17	474	1	2	492	0	3	395	39	0	437	0	16	0	9	0	25	0	15	0	22	0	37	991
8:30	1	25	441	4	3	471	0	6	406	51	0	463	0	6	3	3	0	12	0	27	2	22	1	51	997
8:45	0	16	463	5	2	484	0	5	403	39	0	447	0	4	1	14	0	19	0	23	4	18	4	45	995
Hourly Total	1	69	1807	14	8	1891	0	20	1565	160	0	1745	0	31	8	37	0	76	0	78	7	75	6	160	3872
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	8	427	6	1	441	1	18	422	35	0	476	0	10	5	21	0	36	0	20	2	11	1	33	986
11:15	0	13	464	4	0	481	0	18	440	48	5	506	0	8	3	19	7	30	0	27	8	10	1	45	1062
11:30	0	15	428	7	1	450	0	15	440	58	5	513	0	13	3	18	8	34	0	48	3	34	4	85	1082
11:45	0	13	426	7	0	446	0	14	427	61	7	502	0	7	5	13	1	25	0	36	7	29	1	72	1045
Hourly Total	0	49	1745	24	2	1818	1	65	1729	202	17	1997	0	38	16	71	16	125	0	131	20	84	7	235	4175
12:00	0	22	425	6	4	453	0	9	499	53	0	561	0	22	9	13	2	44	0	24	3	18	1	45	1103
12:15	0	20	435	5	0	460	1	17	448	53	1	519	0	8	6	16	2	30	0	22	5	11	0	38	1047
12:30	1	22	433	7	2	463	1	13	427	64	2	505	0	12	9	15	5	36	0	15	4	16	0	35	1039
12:45	0	11	455	11	0	477	0	22	485	68	0	575	0	6	4	17	0	27	0	19	8	13	3	40	1119
Hourly Total	1	75	1748	29	6	1853	2	61	1859	238	3	2160	0	48	28	61	9	137	0	80	20	58	4	158	4308
13:00	0	10	461	10	1	481	0	10	355	49	0	414	0	3	6	14	0	23	0	34	3	11	3	48	966
13:15	0	9	472	9	0	490	0	13	439	44	2	496	0	9	6	13	2	28	0	38	0	28	0	66	1080
13:30	0	16	465	7	6	488	0	13	414	42	5	469	0	13	7	15	9	35	0	35	7	21	1	63	1055
13:45	0	10	480	5	0	495	1	18	392	52	4	463	0	13	8	20	0	41	0	30	1	14	0	45	1044
Hourly Total	0	45	1878	31	7	1954	1	54	1600	187	11	1842	0	38	27	62	11	127	0	137	11	74	4	222	4145
14:00	0	17	467	6	0	490	0	17	458	55	4	530	0	8	4	15	2	27	0	21	2	9	3	32	1079
14:15	1	11	469	8	0	489	0	10	468	38	2	516	0	9	6	20	1	35	0	19	3	7	2	29	1069
14:30	0	17	442	6	4	465	0	7	463	48	2	518	0	6	7	15	0	28	0	22	2	5	3	29	1040
14:45	0	12	456	9	1	477	0	9	465	37	0	511	0	11	7	19	9	37	0	13	7	14	0	34	1059
Hourly Total	1	57	1834	29	5	1921	0	43	1854	178	8	2075	0	34	24	69	12	127	0	75	14	35	8	124	4247
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	13	473	10	0	496	0	23	503	76	3	602	0	13	4	18	2	35	0	37	3	15	2	55	1188
16:15	1	11	464	9	3	485	0	17	512	70	0	599	0	7	6	23	0	36	0	26	6	8	7	40	1160
16:30	0	10	503	6	3	519	0	19	482	61	2	562	0	16	5	20	3	41	0	29	3	14	2	46	1168
16:45	0	18	482	3	1	503	3	19	492	54	0	568	0	15	5	20	2	40	0	33	6	20	3	59	1170
Hourly Total	1	52	1922	28	7	2003	3	78	1989	261	5	2331	0	51	20	81	7	152	0	125	18	57	14	200	4686
17:00	2	6	429	9	0	446	0	22	475	82	0	579	0	18	2	20	2	40	0	41	4	23	0	68	1133
17:15	1	11	444	7	0	463	0	30	477	83	3	590	0	14	10	20	4	44	0	22	2	28	0	52	1149
17:30	0	13	433	8	6	454	1	32	459	64	0	556	0	13	14	30	0	57	0	22	7	27	2	56	1123
17:45	1	17	436	5	0	459	0	21	521	55	0	597	0	15	4	36	0	55	0	26	2	20	1	48	1159
Hourly Total	4	47	1742	29	6	1822	1	105	1932	284	3	2322	0	60	30	106	6	196	0	111	15	98	3	224	4564
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	13	411	15	0	439	0	18	403	48	1	469	0	17	4	30	2	51	0	22	0	20	0	42	1001
19:15	0	16	416	2	0	434	1	21	434	31	0	487	0	7	4	24	0	35	0	26	4	13	1	43	999
19:30	1	21	422	4	0	448	0	19	341	41	0	401	0	8	5	18	0	31	0	21	0	12	1	33	913
19:45	0	11	378	3	0	392	0	11	275	26	0	312	0	4	5	20	0	29	0	23	3	8	0	34	767
Hourly Total	1	61	1627	24	0	1713	1	69	1453	146	1	1669	0	36	18	92	2	146	0	92	7	53	2	152	3680
20:00	2	16	312	7	1	337	2	6	231	17	0	256	0	5	6	14	0	25	0	12	1	12	0	25	643
20:15	1	15	281	7	1	304	0	19	217	14	0	250	0	3	0	13	0	16	0	17	1	8	0	26	596
Grand Total	13	565	17145	239	46	17962	11	537	15933	1827	49	18308	0	384	201	638	69	1223	0	942	122	659	50	1723	39216
Approach %	0.1	3.1	95.5	1.3	-	-	0.1	2.9	87.0	10.0	-	-	0.0	31.4	16.4	52.2	-	-	0.0	54.7	7.1	38.2	-	-	-
Total %	0.0	1.4	43.7	0.6	-	45.8	0.0	1.4	40.6	4.7	-	46.7	0.0	1.0	0.5	1.6	-	3.1	0.0	2.4	0.3	1.7	-	4.4	-
Lights	13	558	16855	237	-	17663	11	530	15685	1809	-	18035	0	381	192	618	-	1191	0	932	115	647	-	1694	38583
% Lights	100.0	98.8	98.3	99.2	-	98.3	100.0	98.7	98.4	99.0	-	98.5	-	99.2	95.5	96.9	-	97.4	-	98.9	94.3	98.2	-	98.3	98.4
Other Vehicles	0	7	290	2	-	299	0	7	248	18	-	273	0	3	9	20	-	32	0	10	7	12	-	29	633

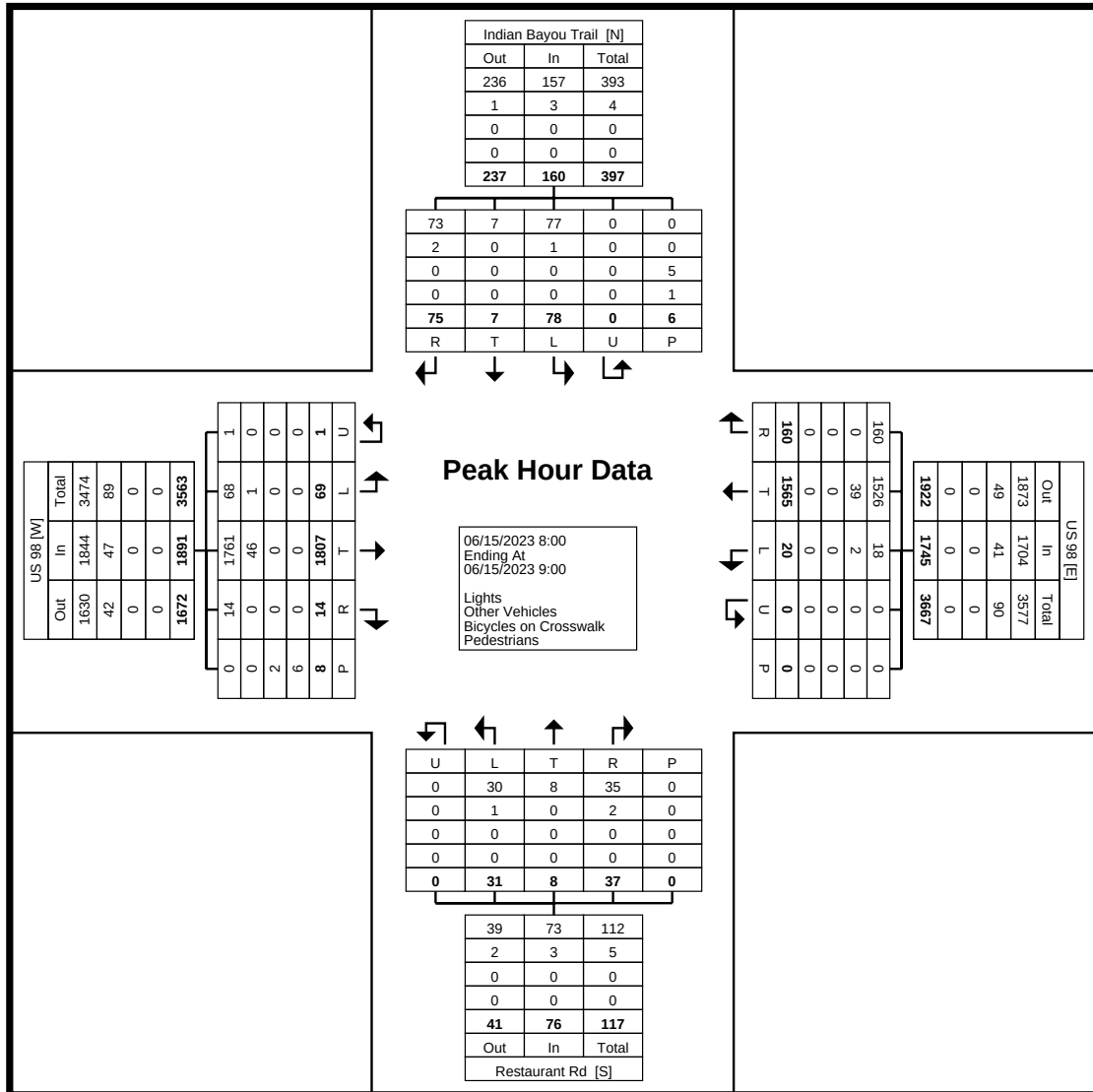
% Other Vehicles	0.0	1.2	1.7	0.8	-	1.7	0.0	1.3	1.6	1.0	-	1.5	-	0.8	4.5	3.1	-	2.6	-	1.1	5.7	1.8	-	1.7	1.6
Bicycles on Crosswalk	-	-	-	-	13	-	-	-	-	-	4	-	-	-	-	-	23	-	-	-	-	-	25	-	-
% Bicycles on Crosswalk	-	-	-	-	28.3	-	-	-	-	-	8.2	-	-	-	-	-	33.3	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	33	-	-	-	-	-	45	-	-	-	-	-	46	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	71.7	-	-	-	-	-	91.8	-	-	-	-	-	66.7	-	-	-	-	-	50.0	-	-



Turning Movement Data Plot

Count Name: US 98 at Indian
Bayou Trail - Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

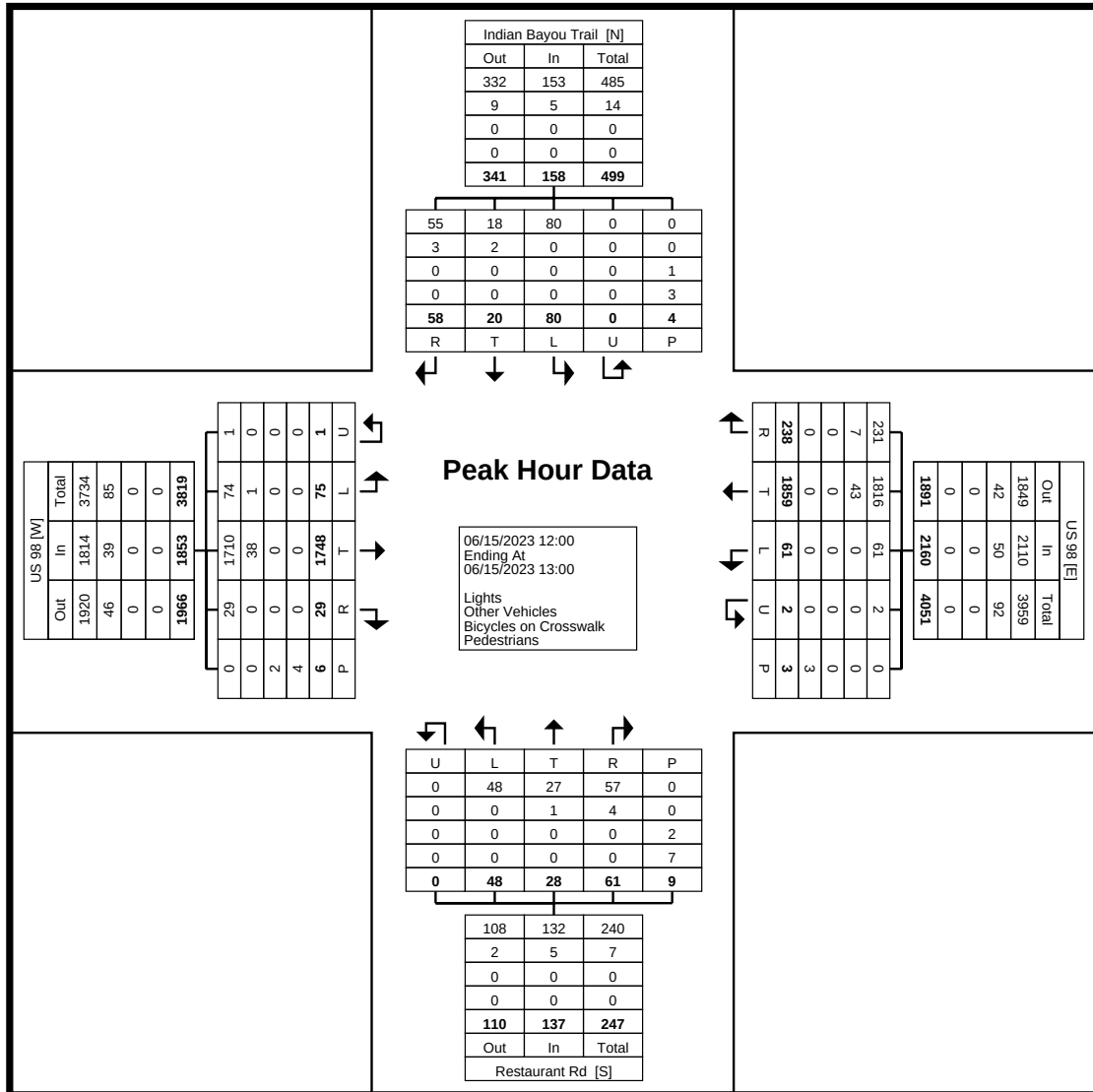
[illegible]



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (12:00)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00	0	22	425	6	4	453	0	9	499	53	0	561	0	22	9	13	2	44	0	24	3	18	1	45	1103
12:15	0	20	435	5	0	460	1	17	448	53	1	519	0	8	6	16	2	30	0	22	5	11	0	38	1047
12:30	1	22	433	7	2	463	1	13	427	64	2	505	0	12	9	15	5	36	0	15	4	16	0	35	1039
12:45	0	11	455	11	0	477	0	22	485	68	0	575	0	6	4	17	0	27	0	19	8	13	3	40	1119
Total	1	75	1748	29	6	1853	2	61	1859	238	3	2160	0	48	28	61	9	137	0	80	20	58	4	158	4308
Approach %	0.1	4.0	94.3	1.6	-	-	0.1	2.8	86.1	11.0	-	-	0.0	35.0	20.4	44.5	-	-	0.0	50.6	12.7	36.7	-	-	-
Total %	0.0	1.7	40.6	0.7	-	43.0	0.0	1.4	43.2	5.5	-	50.1	0.0	1.1	0.6	1.4	-	3.2	0.0	1.9	0.5	1.3	-	3.7	-
PHF	0.250	0.852	0.960	0.659	-	0.971	0.500	0.693	0.931	0.875	-	0.939	0.000	0.545	0.778	0.897	-	0.778	0.000	0.833	0.625	0.806	-	0.878	0.962
Lights	1	74	1710	29	-	1814	2	61	1816	231	-	2110	0	48	27	57	-	132	0	80	18	55	-	153	4209
% Lights	100.0	98.7	97.8	100.0	-	97.9	100.0	100.0	97.7	97.1	-	97.7	-	100.0	96.4	93.4	-	96.4	-	100.0	90.0	94.8	-	96.8	97.7
Other Vehicles	0	1	38	0	-	39	0	0	43	7	-	50	0	0	1	4	-	5	0	0	2	3	-	5	99
% Other Vehicles	0.0	1.3	2.2	0.0	-	2.1	0.0	0.0	2.3	2.9	-	2.3	-	0.0	3.6	6.6	-	3.6	-	0.0	10.0	5.2	-	3.2	2.3
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-	-	-	-	22.2	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-	-	-	-	77.8	-	-	-	-	-	75.0	-	-



Turning Movement Peak Hour Data Plot (12:00)

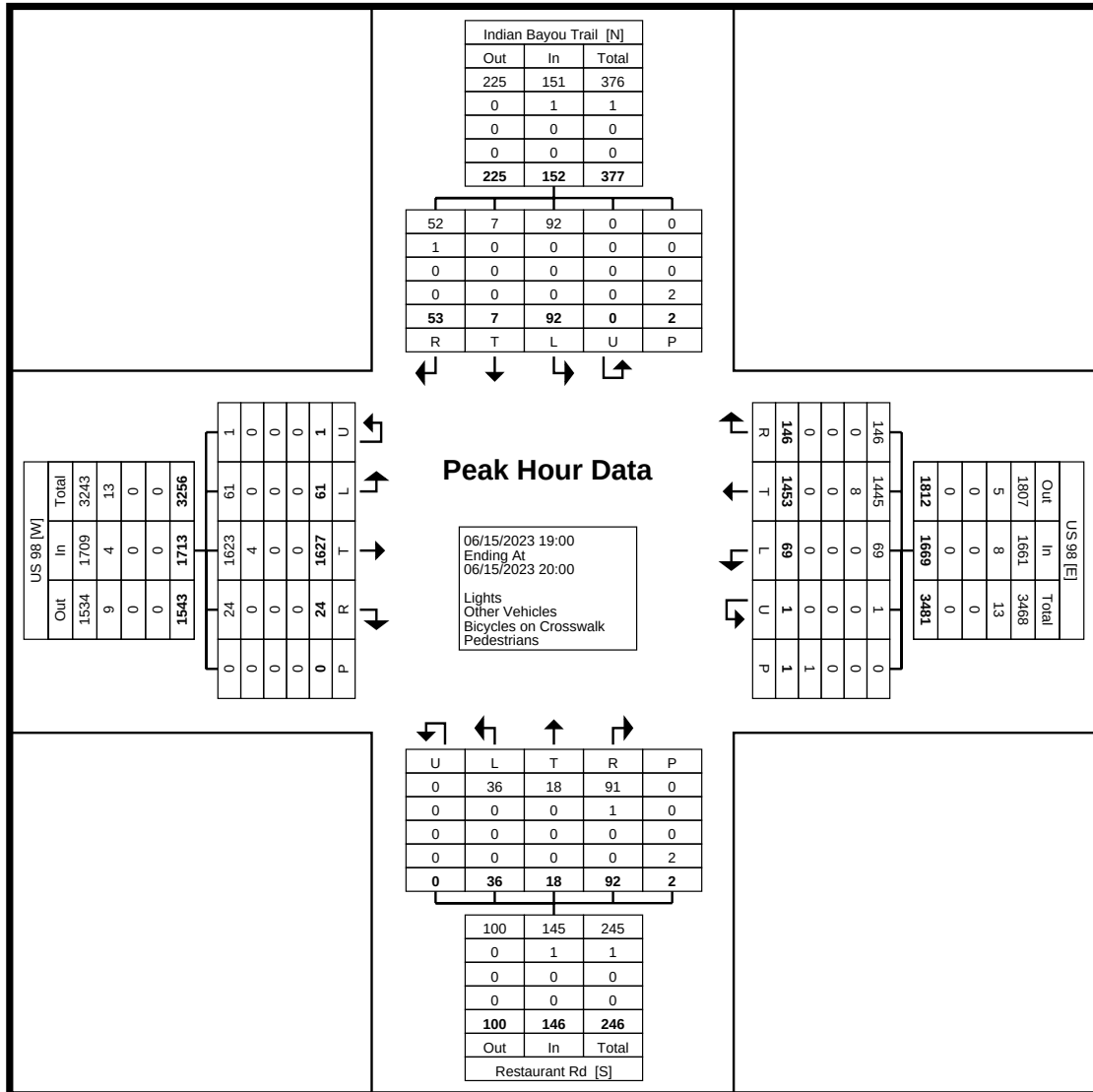
Turning Movement Peak Hour Data (16:00)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	0	13	473	10	0	496	0	23	503	76	3	602	0	13	4	18	2	35	0	37	3	15	2	55	1188
16:15	1	11	464	9	3	485	0	17	512	70	0	599	0	7	6	23	0	36	0	26	6	8	7	40	1160
16:30	0	10	503	6	3	519	0	19	482	61	2	562	0	16	5	20	3	41	0	29	3	14	2	46	1168
16:45	0	18	482	3	1	503	3	19	492	54	0	568	0	15	5	20	2	40	0	33	6	20	3	59	1170
Total	1	52	1922	28	7	2003	3	78	1989	261	5	2331	0	51	20	81	7	152	0	125	18	57	14	200	4686
Approach %	0.0	2.6	96.0	1.4	-	-	0.1	3.3	85.3	11.2	-	-	0.0	33.6	13.2	53.3	-	-	0.0	62.5	9.0	28.5	-	-	-
Total %	0.0	1.1	41.0	0.6	-	42.7	0.1	1.7	42.4	5.6	-	49.7	0.0	1.1	0.4	1.7	-	3.2	0.0	2.7	0.4	1.2	-	4.3	-
PHF	0.250	0.722	0.955	0.700	-	0.965	0.250	0.848	0.971	0.859	-	0.968	0.000	0.797	0.833	0.880	-	0.927	0.000	0.845	0.750	0.713	-	0.847	0.986
Lights	1	52	1908	28	-	1989	3	78	1982	260	-	2323	0	51	20	80	-	151	0	125	18	57	-	200	4663
% Lights	100.0	100.0	99.3	100.0	-	99.3	100.0	100.0	99.6	99.6	-	99.7	-	100.0	100.0	98.8	-	99.3	-	100.0	100.0	100.0	-	100.0	99.5
Other Vehicles	0	0	14	0	-	14	0	0	7	1	-	8	0	0	0	1	-	1	0	0	0	0	-	0	23
% Other Vehicles	0.0	0.0	0.7	0.0	-	0.7	0.0	0.0	0.4	0.4	-	0.3	-	0.0	0.0	1.2	-	0.7	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	9	-	-
% Bicycles on Crosswalk	-	-	-	-	14.3	-	-	-	-	-	0.0	-	-	-	-	-	57.1	-	-	-	-	-	64.3	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	85.7	-	-	-	-	-	100.0	-	-	-	-	-	42.9	-	-	-	-	-	35.7	-	-



Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	13	411	15	0	439	0	18	403	48	1	469	0	17	4	30	2	51	0	22	0	20	0	42	1001
19:15	0	16	416	2	0	434	1	21	434	31	0	487	0	7	4	24	0	35	0	26	4	13	1	43	999
19:30	1	21	422	4	0	448	0	19	341	41	0	401	0	8	5	18	0	31	0	21	0	12	1	33	913
19:45	0	11	378	3	0	392	0	11	275	26	0	312	0	4	5	20	0	29	0	23	3	8	0	34	767
Total	1	61	1627	24	0	1713	1	69	1453	146	1	1669	0	36	18	92	2	146	0	92	7	53	2	152	3680
Approach %	0.1	3.6	95.0	1.4	-	-	0.1	4.1	87.1	8.7	-	-	0.0	24.7	12.3	63.0	-	-	0.0	60.5	4.6	34.9	-	-	-
Total %	0.0	1.7	44.2	0.7	-	46.5	0.0	1.9	39.5	4.0	-	45.4	0.0	1.0	0.5	2.5	-	4.0	0.0	2.5	0.2	1.4	-	4.1	-
PHF	0.250	0.726	0.964	0.400	-	0.956	0.250	0.821	0.837	0.760	-	0.857	0.000	0.529	0.900	0.767	-	0.716	0.000	0.885	0.438	0.663	-	0.884	0.919
Lights	1	61	1623	24	-	1709	1	69	1445	146	-	1661	0	36	18	91	-	145	0	92	7	52	-	151	3666
% Lights	100.0	100.0	99.8	100.0	-	99.8	100.0	100.0	99.4	100.0	-	99.5	-	100.0	100.0	98.9	-	99.3	-	100.0	100.0	98.1	-	99.3	99.6
Other Vehicles	0	0	4	0	-	4	0	0	8	0	-	8	0	0	0	1	-	1	0	0	0	1	-	1	14
% Other Vehicles	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	1.1	-	0.7	-	0.0	0.0	1.9	-	0.7	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

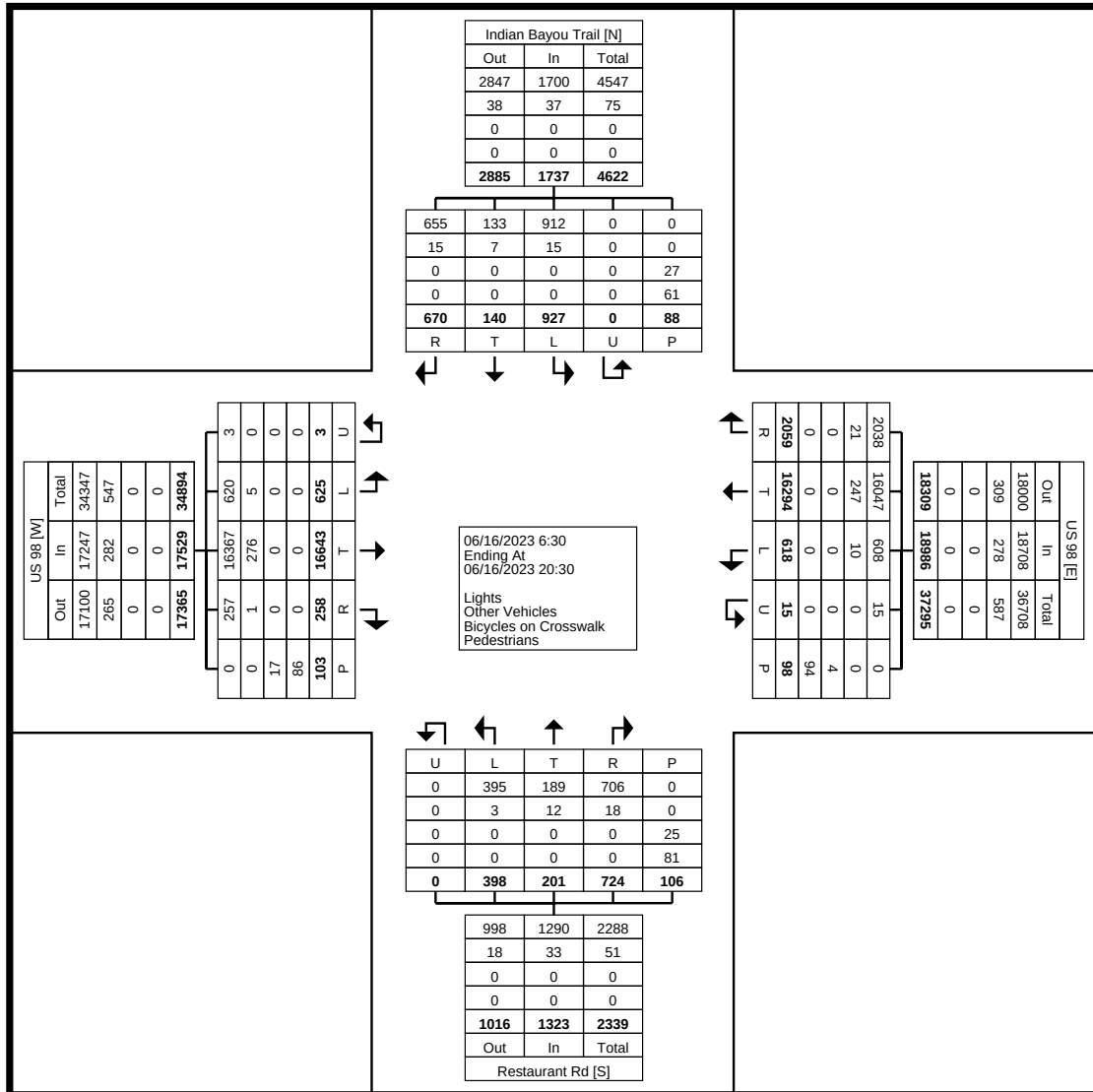


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	13	353	0	1	366	0	1	175	8	0	184	0	3	1	5	2	9	0	10	1	27	1	38	597
6:45	0	21	363	1	0	385	0	3	217	33	0	253	0	6	3	4	3	13	0	15	2	25	0	42	693
Hourly Total	0	34	716	1	1	751	0	4	392	41	0	437	0	9	4	9	5	22	0	25	3	52	1	80	1290
7:00	0	19	291	1	0	311	0	4	241	30	0	275	0	8	5	4	2	17	0	13	2	23	2	38	641
7:15	0	15	349	2	2	366	0	1	232	23	1	256	0	5	3	6	3	14	0	15	4	13	2	32	668
7:30	0	10	394	3	2	407	1	5	295	19	2	320	0	8	4	10	4	22	0	11	1	14	2	26	775
7:45	0	13	402	3	3	418	0	4	329	22	0	355	0	13	3	12	0	28	0	17	2	14	2	33	834
Hourly Total	0	57	1436	9	7	1502	1	14	1097	94	3	1206	0	34	15	32	9	81	0	56	9	64	8	129	2918
8:00	0	19	443	6	1	468	0	4	334	24	1	362	0	7	4	8	1	19	0	19	1	13	3	33	882
8:15	0	18	417	8	2	443	2	7	365	25	3	399	0	6	7	11	2	24	0	19	4	17	1	40	906
8:30	0	19	454	2	0	475	0	3	370	30	0	403	0	5	2	13	4	20	0	18	0	25	1	43	941
8:45	0	19	451	2	5	472	0	6	371	48	1	425	0	6	2	14	5	22	0	28	1	14	4	43	962
Hourly Total	0	75	1765	18	8	1858	2	20	1440	127	5	1589	0	24	15	46	12	85	0	84	6	69	9	159	3691
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	13	470	6	0	489	0	8	405	22	0	435	0	6	1	21	0	28	0	37	2	26	0	65	1017
11:15	0	20	428	8	0	456	0	24	432	38	1	494	0	7	4	21	0	32	0	20	1	17	0	38	1020
11:30	0	21	418	5	1	444	0	18	419	33	0	470	0	11	3	14	1	28	0	19	11	12	1	42	984
11:45	0	16	421	7	0	444	0	16	423	60	0	499	0	9	2	17	2	28	0	20	2	18	1	40	1011
Hourly Total	0	70	1737	26	1	1833	0	66	1679	153	1	1898	0	33	10	73	3	116	0	96	16	73	2	185	4032
12:00	0	14	458	3	3	475	0	24	423	65	2	512	0	21	3	27	0	51	0	35	4	21	2	60	1098
12:15	0	16	440	5	0	461	0	20	419	78	10	517	0	11	4	30	11	45	0	26	7	13	0	46	1069
12:30	0	17	438	7	3	462	0	17	494	58	0	569	0	11	14	15	1	40	0	18	5	7	10	30	1101
12:45	0	18	416	6	4	440	0	26	466	63	5	555	0	7	10	19	1	36	0	20	3	16	0	39	1070
Hourly Total	0	65	1752	21	10	1838	0	87	1802	264	17	2153	0	50	31	91	13	172	0	99	19	57	12	175	4338
13:00	0	21	457	14	2	492	0	27	465	86	0	578	0	3	3	21	3	27	0	39	4	15	0	58	1155
13:15	0	21	423	2	1	446	0	41	438	80	6	559	0	11	4	24	7	39	0	30	3	9	5	42	1086
13:30	0	18	434	7	6	459	0	27	403	94	2	524	0	10	10	22	3	42	0	23	5	13	7	41	1066
13:45	0	19	447	8	4	474	0	21	389	101	1	511	0	3	6	29	1	38	0	23	9	18	1	50	1073
Hourly Total	0	79	1761	31	13	1871	0	116	1695	361	9	2172	0	27	23	96	14	146	0	115	21	55	13	191	4380
14:00	0	13	443	5	0	461	0	35	457	124	4	616	0	8	2	18	4	28	0	25	0	22	3	47	1152
14:15	0	13	479	6	6	498	0	17	475	87	1	579	0	8	8	16	7	32	0	50	5	20	7	75	1184
14:30	0	17	429	6	3	452	0	21	449	101	5	571	0	7	7	22	1	36	0	26	9	6	2	41	1100
14:45	0	14	453	7	10	474	0	24	483	86	0	593	0	2	7	27	8	36	0	21	5	20	6	46	1149
Hourly Total	0	57	1804	24	19	1885	0	97	1864	398	10	2359	0	25	24	83	20	132	0	122	19	68	18	209	4585
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	18	416	10	0	444	0	19	520	55	3	594	0	9	6	23	0	38	0	14	2	12	9	28	1104
16:15	0	18	444	13	2	475	1	12	476	58	7	547	0	14	4	13	4	31	0	13	3	13	4	29	1082
16:30	0	18	434	13	4	465	0	20	464	52	9	536	0	15	6	18	7	39	0	15	2	22	1	39	1079
16:45	0	21	414	8	5	443	0	17	503	50	0	570	0	16	7	17	1	40	0	33	1	16	0	50	1103
Hourly Total	0	75	1708	44	11	1827	1	68	1963	215	19	2247	0	54	23	71	12	148	0	75	8	63	14	146	4368
17:00	2	18	465	5	0	490	0	16	481	49	2	546	0	10	5	23	0	38	0	34	4	10	1	48	1122
17:15	0	11	413	9	1	433	0	11	520	41	5	572	0	15	11	17	1	43	0	24	9	14	3	47	1095
17:30	0	12	461	6	4	479	0	14	459	37	5	510	0	16	3	23	0	42	0	14	5	21	2	40	1071
17:45	1	10	464	13	3	488	1	9	456	52	2	518	0	13	8	25	3	46	0	25	1	13	0	39	1091
Hourly Total	3	51	1803	33	8	1890	1	50	1916	179	14	2146	0	54	27	88	4	169	0	97	19	58	6	174	4379
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	13	375	6	0	394	0	16	466	38	10	520	0	21	5	18	7	44	0	20	5	20	0	45	1003
19:15	0	7	369	4	7	380	0	15	376	23	4	414	0	9	5	16	4	30	0	14	6	15	1	35	859
19:30	0	14	366	8	4	388	0	22	385	43	0	450	0	20	4	33	0	57	0	21	3	15	0	39	934
19:45	0	14	360	9	5	383	1	18	441	47	6	507	0	19	6	24	0	49	0	20	3	11	3	34	973
Hourly Total	0	48	1470	27	16	1545	1	71	1668	151	20	1891	0	69	20	91	11	180	0	75	17	61	4	153	3769
20:00	0	8	336	9	9	353	6	17	392	36	0	451	0	9	3	21	1	33	0	45	2	18	0	65	902
20:15	0	6	355	15	0	376	3	8	386	40	0	437	0	10	6	23	2	39	0	38	1	32	1	71	923
Grand Total	3	625	16643	258	103	17529	15	618	16294	2059	98	18986	0	398	201	724	106	1323	0	927	140	670	88	1737	39575
Approach %	0.0	3.6	94.9	1.5	-	-	0.1	3.3	85.8	10.8	-	-	0.0	30.1	15.2	54.7	-	-	0.0	53.4	8.1	38.6	-	-	-
Total %	0.0	1.6	42.1	0.7	-	44.3	0.0	1.6	41.2	5.2	-	48.0	0.0	1.0	0.5	1.8	-	3.3	0.0	2.3	0.4	1.7	-	4.4	-
Lights	3	620	16367	257	-	17247	15	608	16047	2038	-	18708	0	395	189	706	-	1290	0	912	133	655	-	1700	38945
% Lights	100.0	99.2	98.3	99.6	-	98.4	100.0	98.4	98.5	99.0	-	98.5	-	99.2	94.0	97.5	-	97.5	-	98.4	95.0	97.8	-	97.9	98.4
Other Vehicles	0	5	276	1	-	282	0	10	247	21	-	278	0	3	12	18	-	33	0	15	7	15	-	37	630

% Other Vehicles	0.0	0.8	1.7	0.4	-	1.6	0.0	1.6	1.5	1.0	-	1.5	-	0.8	6.0	2.5	-	2.5	-	1.6	5.0	2.2	-	2.1	1.6
Bicycles on Crosswalk	-	-	-	-	17	-	-	-	-	-	4	-	-	-	-	-	25	-	-	-	-	-	27	-	-
% Bicycles on Crosswalk	-	-	-	-	16.5	-	-	-	-	-	4.1	-	-	-	-	-	23.6	-	-	-	-	-	30.7	-	-
Pedestrians	-	-	-	-	86	-	-	-	-	-	94	-	-	-	-	-	81	-	-	-	-	-	61	-	-
% Pedestrians	-	-	-	-	83.5	-	-	-	-	-	95.9	-	-	-	-	-	76.4	-	-	-	-	-	69.3	-	-



Turning Movement Data Plot

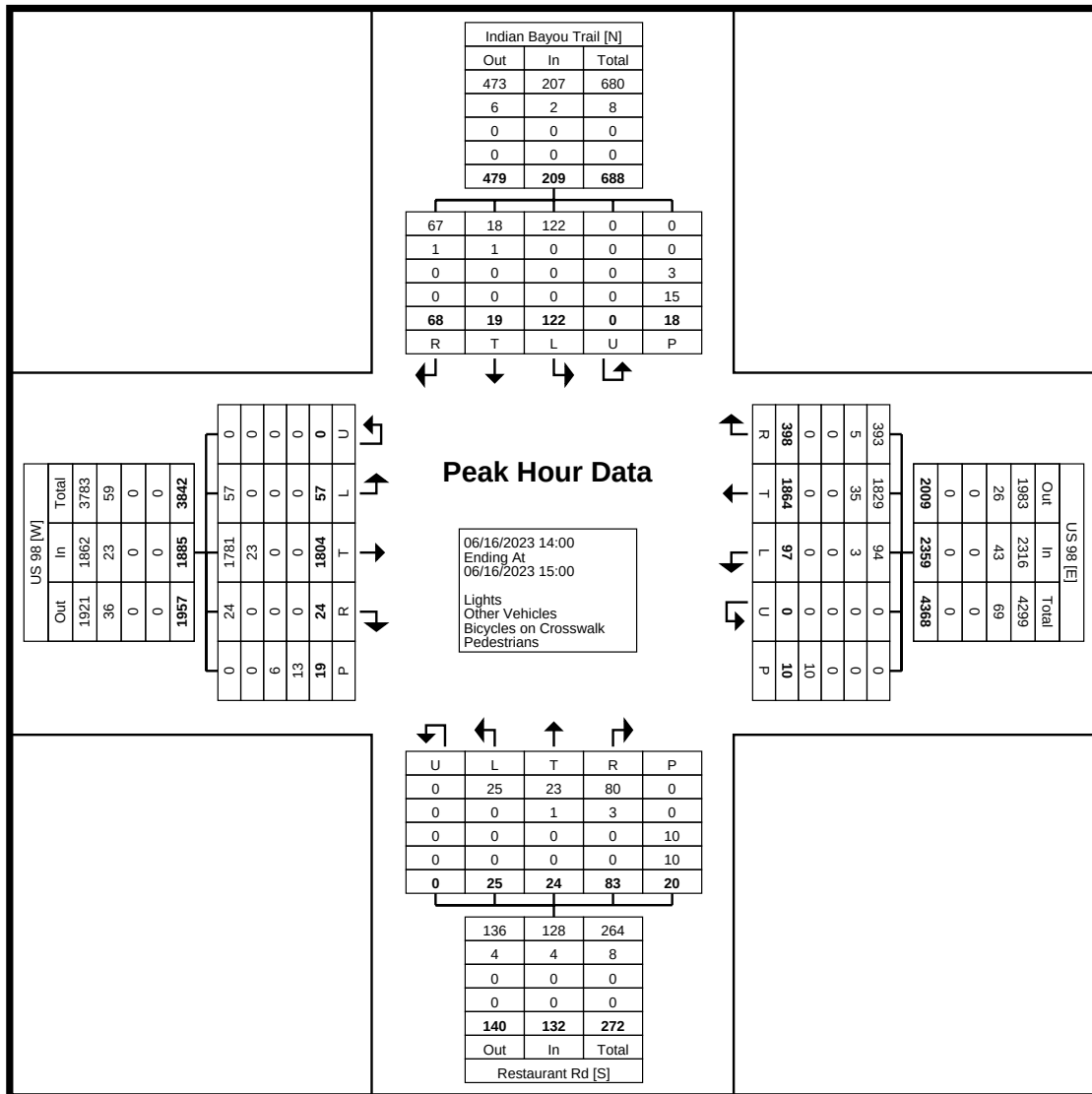
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	19	443	6	1	468	0	4	334	24	1	362	0	7	4	8	1	19	0	19	1	13	3	33	882
8:15	0	18	417	8	2	443	2	7	365	25	3	399	0	6	7	11	2	24	0	19	4	17	1	40	906
8:30	0	19	454	2	0	475	0	3	370	30	0	403	0	5	2	13	4	20	0	18	0	25	1	43	941
8:45	0	19	451	2	5	472	0	6	371	48	1	425	0	6	2	14	5	22	0	28	1	14	4	43	962
Total	0	75	1765	18	8	1858	2	20	1440	127	5	1589	0	24	15	46	12	85	0	84	6	69	9	159	3691
Approach %	0.0	4.0	95.0	1.0	-	-	0.1	1.3	90.6	8.0	-	-	0.0	28.2	17.6	54.1	-	-	0.0	52.8	3.8	43.4	-	-	-
Total %	0.0	2.0	47.8	0.5	-	50.3	0.1	0.5	39.0	3.4	-	43.1	0.0	0.7	0.4	1.2	-	2.3	0.0	2.3	0.2	1.9	-	4.3	-
PHF	0.000	0.987	0.972	0.563	-	0.978	0.250	0.714	0.970	0.661	-	0.935	0.000	0.857	0.536	0.821	-	0.885	0.000	0.750	0.375	0.690	-	0.924	0.959
Lights	0	75	1725	18	-	1818	2	19	1420	126	-	1567	0	24	14	44	-	82	0	83	6	67	-	156	3623
% Lights	-	100.0	97.7	100.0	-	97.8	100.0	95.0	98.6	99.2	-	98.6	-	100.0	93.3	95.7	-	96.5	-	98.8	100.0	97.1	-	98.1	98.2
Other Vehicles	0	0	40	0	-	40	0	1	20	1	-	22	0	0	1	2	-	3	0	1	0	2	-	3	68
% Other Vehicles	-	0.0	2.3	0.0	-	2.2	0.0	5.0	1.4	0.8	-	1.4	-	0.0	6.7	4.3	-	3.5	-	1.2	0.0	2.9	-	1.9	1.8
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	37.5	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-	-	-	-	44.4	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	62.5	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-	-	-	-	55.6	-	-



Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	13	443	5	0	461	0	35	457	124	4	616	0	8	2	18	4	28	0	25	0	22	3	47	1152
14:15	0	13	479	6	6	498	0	17	475	87	1	579	0	8	8	16	7	32	0	50	5	20	7	75	1184
14:30	0	17	429	6	3	452	0	21	449	101	5	571	0	7	7	22	1	36	0	26	9	6	2	41	1100
14:45	0	14	453	7	10	474	0	24	483	86	0	593	0	2	7	27	8	36	0	21	5	20	6	46	1149
Total	0	57	1804	24	19	1885	0	97	1864	398	10	2359	0	25	24	83	20	132	0	122	19	68	18	209	4585
Approach %	0.0	3.0	95.7	1.3	-	-	0.0	4.1	79.0	16.9	-	-	0.0	18.9	18.2	62.9	-	-	0.0	58.4	9.1	32.5	-	-	-
Total %	0.0	1.2	39.3	0.5	-	41.1	0.0	2.1	40.7	8.7	-	51.5	0.0	0.5	0.5	1.8	-	2.9	0.0	2.7	0.4	1.5	-	4.6	-
PHF	0.000	0.838	0.942	0.857	-	0.946	0.000	0.693	0.965	0.802	-	0.957	0.000	0.781	0.750	0.769	-	0.917	0.000	0.610	0.528	0.773	-	0.697	0.968
Lights	0	57	1781	24	-	1862	0	94	1829	393	-	2316	0	25	23	80	-	128	0	122	18	67	-	207	4513
% Lights	-	100.0	98.7	100.0	-	98.8	-	96.9	98.1	98.7	-	98.2	-	100.0	95.8	96.4	-	97.0	-	100.0	94.7	98.5	-	99.0	98.4
Other Vehicles	0	0	23	0	-	23	0	3	35	5	-	43	0	0	1	3	-	4	0	0	1	1	-	2	72
% Other Vehicles	-	0.0	1.3	0.0	-	1.2	-	3.1	1.9	1.3	-	1.8	-	0.0	4.2	3.6	-	3.0	-	0.0	5.3	1.5	-	1.0	1.6
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	31.6	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	-	13	-	-	-	-	-	10	-	-	-	-	-	10	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	68.4	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	83.3	-	-



Turning Movement Peak Hour Data Plot (14:00)

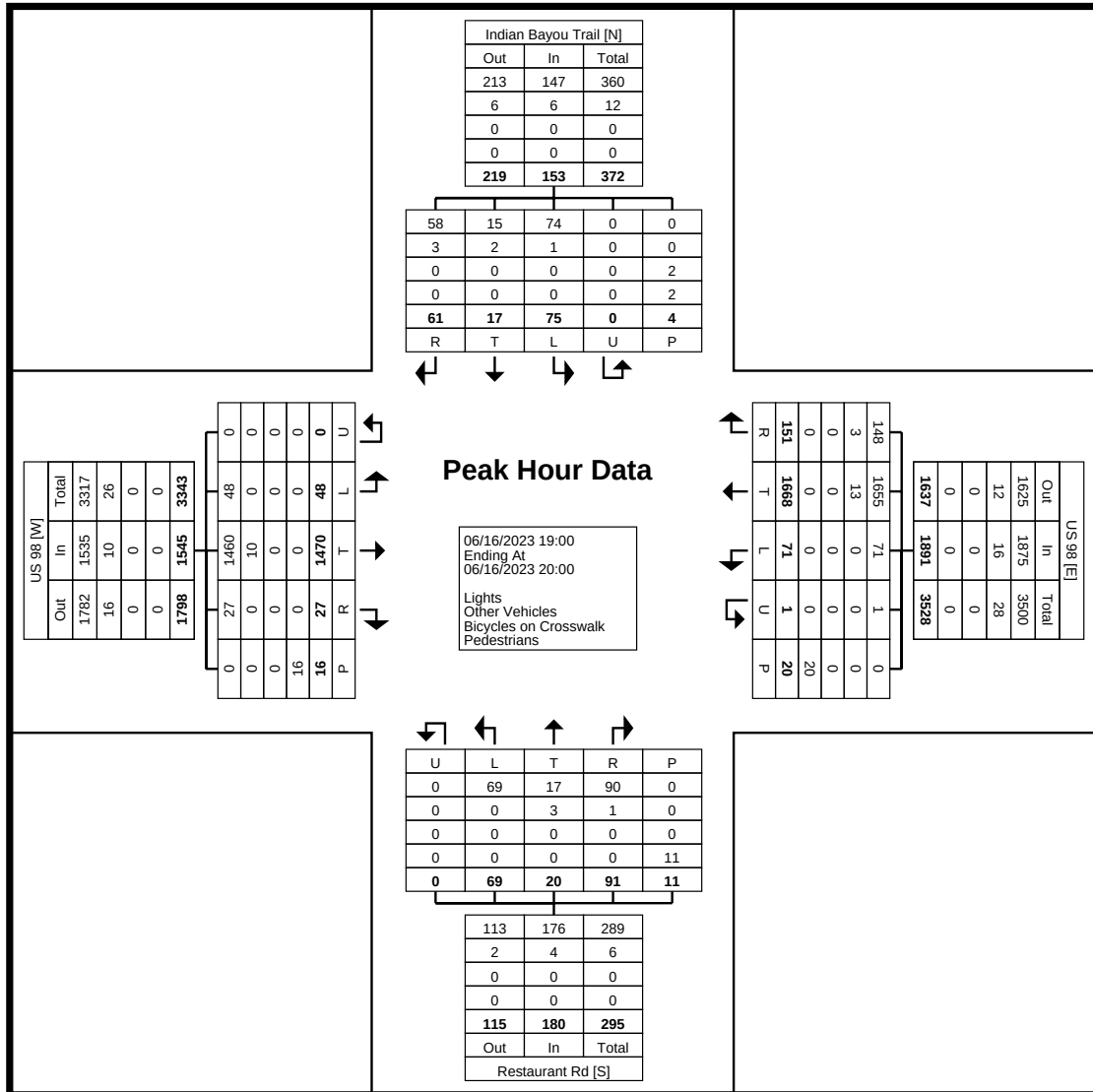
Turning Movement Peak Hour Data (16:30)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	0	18	434	13	4	465	0	20	464	52	9	536	0	15	6	18	7	39	0	15	2	22	1	39	1079
16:45	0	21	414	8	5	443	0	17	503	50	0	570	0	16	7	17	1	40	0	33	1	16	0	50	1103
17:00	2	18	465	5	0	490	0	16	481	49	2	546	0	10	5	23	0	38	0	34	4	10	1	48	1122
17:15	0	11	413	9	1	433	0	11	520	41	5	572	0	15	11	17	1	43	0	24	9	14	3	47	1095
Total	2	68	1726	35	10	1831	0	64	1968	192	16	2224	0	56	29	75	9	160	0	106	16	62	5	184	4399
Approach %	0.1	3.7	94.3	1.9	-	-	0.0	2.9	88.5	8.6	-	-	0.0	35.0	18.1	46.9	-	-	0.0	57.6	8.7	33.7	-	-	-
Total %	0.0	1.5	39.2	0.8	-	41.6	0.0	1.5	44.7	4.4	-	50.6	0.0	1.3	0.7	1.7	-	3.6	0.0	2.4	0.4	1.4	-	4.2	-
PHF	0.250	0.810	0.928	0.673	-	0.934	0.000	0.800	0.946	0.923	-	0.972	0.000	0.875	0.659	0.815	-	0.930	0.000	0.779	0.444	0.705	-	0.920	0.980
Lights	2	68	1712	35	-	1817	0	63	1954	192	-	2209	0	56	28	73	-	157	0	106	15	62	-	183	4366
% Lights	100.0	100.0	99.2	100.0	-	99.2	-	98.4	99.3	100.0	-	99.3	-	100.0	96.6	97.3	-	98.1	-	100.0	93.8	100.0	-	99.5	99.2
Other Vehicles	0	0	14	0	-	14	0	1	14	0	-	15	0	0	1	2	-	3	0	0	1	0	-	1	33
% Other Vehicles	0.0	0.0	0.8	0.0	-	0.8	-	1.6	0.7	0.0	-	0.7	-	0.0	3.4	2.7	-	1.9	-	0.0	6.3	0.0	-	0.5	0.8
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	30.0	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-	-	-	-	80.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	8	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	70.0	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-	-	-	-	20.0	-	-



Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	13	375	6	0	394	0	16	466	38	10	520	0	21	5	18	7	44	0	20	5	20	0	45	1003
19:15	0	7	369	4	7	380	0	15	376	23	4	414	0	9	5	16	4	30	0	14	6	15	1	35	859
19:30	0	14	366	8	4	388	0	22	385	43	0	450	0	20	4	33	0	57	0	21	3	15	0	39	934
19:45	0	14	360	9	5	383	1	18	441	47	6	507	0	19	6	24	0	49	0	20	3	11	3	34	973
Total	0	48	1470	27	16	1545	1	71	1668	151	20	1891	0	69	20	91	11	180	0	75	17	61	4	153	3769
Approach %	0.0	3.1	95.1	1.7	-	-	0.1	3.8	88.2	8.0	-	-	0.0	38.3	11.1	50.6	-	-	0.0	49.0	11.1	39.9	-	-	-
Total %	0.0	1.3	39.0	0.7	-	41.0	0.0	1.9	44.3	4.0	-	50.2	0.0	1.8	0.5	2.4	-	4.8	0.0	2.0	0.5	1.6	-	4.1	-
PHF	0.000	0.857	0.980	0.750	-	0.980	0.250	0.807	0.895	0.803	-	0.909	0.000	0.821	0.833	0.689	-	0.789	0.000	0.893	0.708	0.763	-	0.850	0.939
Lights	0	48	1460	27	-	1535	1	71	1655	148	-	1875	0	69	17	90	-	176	0	74	15	58	-	147	3733
% Lights	-	100.0	99.3	100.0	-	99.4	100.0	100.0	99.2	98.0	-	99.2	-	100.0	85.0	98.9	-	97.8	-	98.7	88.2	95.1	-	96.1	99.0
Other Vehicles	0	0	10	0	-	10	0	0	13	3	-	16	0	0	3	1	-	4	0	1	2	3	-	6	36
% Other Vehicles	-	0.0	0.7	0.0	-	0.6	0.0	0.0	0.8	2.0	-	0.8	-	0.0	15.0	1.1	-	2.2	-	1.3	11.8	4.9	-	3.9	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	16	-	-	-	-	-	20	-	-	-	-	-	11	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-

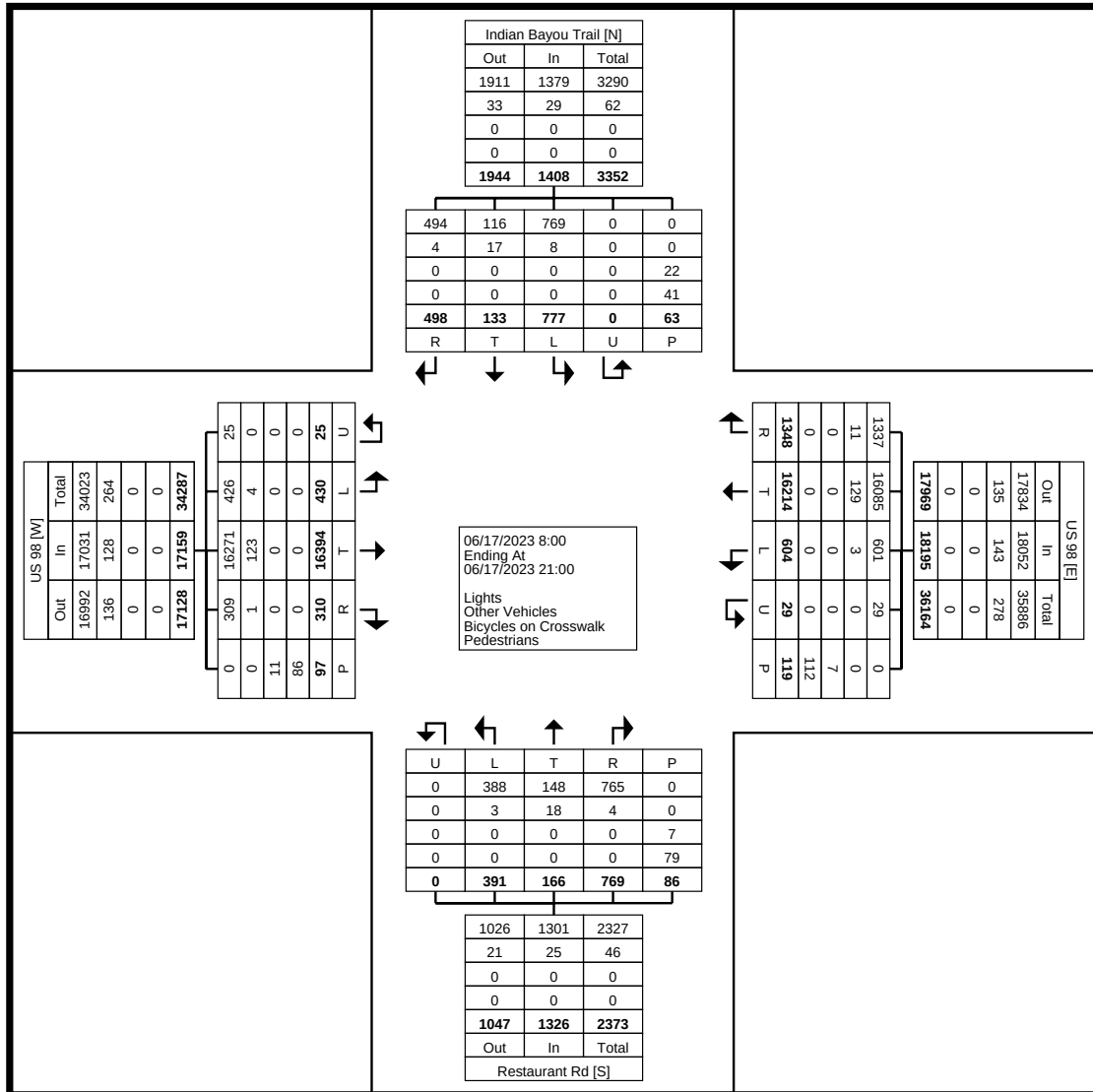


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	12	363	4	4	379	0	7	220	6	2	233	0	7	1	15	5	23	0	22	0	15	1	37	672
8:15	0	7	371	4	1	382	0	4	313	19	5	336	0	7	2	19	4	28	0	13	0	14	0	27	773
8:30	3	9	391	6	1	409	1	8	350	18	5	377	0	12	1	12	1	25	0	17	3	15	0	35	846
8:45	0	10	404	8	1	422	1	9	314	16	0	340	0	8	2	17	1	27	0	28	5	19	0	52	841
Hourly Total	3	38	1529	22	7	1592	2	28	1197	59	12	1286	0	34	6	63	11	103	0	80	8	63	1	151	3132
9:00	2	12	448	2	1	464	1	10	437	15	5	463	0	8	2	17	4	27	0	18	3	12	0	33	987
9:15	0	14	423	6	3	443	0	15	418	25	0	458	0	14	3	7	1	24	0	23	2	8	0	33	958
9:30	0	6	423	2	5	431	0	17	412	19	7	448	0	8	2	13	6	23	0	22	4	20	3	46	948
9:45	0	13	474	8	11	495	1	9	394	25	4	429	0	10	3	16	6	29	0	15	4	16	7	35	988
Hourly Total	2	45	1768	18	20	1833	2	51	1661	84	16	1798	0	40	10	53	17	103	0	78	13	56	10	147	3881
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	15	452	11	0	478	1	16	454	35	0	506	0	10	4	16	1	30	0	20	8	13	1	41	1055
11:15	0	7	403	7	11	417	1	13	379	34	10	427	0	8	7	17	6	32	0	16	2	13	6	31	907
11:30	0	9	425	9	0	443	2	23	410	25	5	460	0	6	1	12	4	19	0	13	2	14	1	29	951
11:45	0	4	453	9	1	466	0	12	425	28	5	465	0	7	2	19	8	28	0	20	4	9	0	33	992
Hourly Total	0	35	1733	36	12	1804	4	64	1668	122	20	1858	0	31	14	64	19	109	0	69	16	49	8	134	3905
12:00	1	8	421	9	3	439	0	12	446	20	6	478	0	10	5	23	1	38	0	20	4	13	0	37	992
12:15	0	8	392	9	1	409	1	20	422	29	4	472	0	11	1	22	0	34	0	21	5	10	5	36	951
12:30	0	13	391	7	5	411	1	23	470	20	3	514	0	6	7	18	6	31	0	12	3	13	4	28	984
12:45	0	13	400	8	0	421	1	16	506	32	2	555	0	10	4	23	3	37	0	19	4	5	1	28	1041
Hourly Total	1	42	1604	33	9	1680	3	71	1844	101	15	2019	0	37	17	86	10	140	0	72	16	41	10	129	3968
13:00	0	7	416	4	5	427	0	18	447	42	11	507	0	9	6	13	5	28	0	14	7	11	4	32	994
13:15	0	13	411	6	1	430	1	18	367	38	2	424	0	13	2	14	1	29	0	12	4	15	4	31	914
13:30	2	11	421	10	2	444	0	11	372	28	0	411	0	8	4	35	0	47	0	13	1	10	4	24	926
13:45	3	21	385	9	0	418	1	11	375	22	0	409	0	8	6	16	0	30	0	12	8	10	3	30	887
Hourly Total	5	52	1633	29	8	1719	2	58	1561	130	13	1751	0	38	18	78	6	134	0	51	20	46	15	117	3721
14:00	0	12	369	12	3	393	0	12	498	31	4	541	0	7	5	33	2	45	0	13	2	13	0	28	1007
14:15	0	16	388	11	0	415	0	18	462	39	5	519	0	11	8	17	2	36	0	14	6	7	4	27	997
14:30	0	12	422	2	2	436	0	18	485	21	0	524	0	9	7	18	1	34	0	15	4	14	0	33	1027
14:45	0	12	397	9	2	418	0	16	408	31	3	455	0	12	8	21	0	41	0	12	4	12	0	28	942
Hourly Total	0	52	1576	34	7	1662	0	64	1853	122	12	2039	0	39	28	89	5	156	0	54	16	46	4	116	3973
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	9	418	12	1	440	0	21	449	61	8	531	0	16	15	28	1	59	0	14	2	12	2	28	1058
16:15	2	13	453	11	0	479	2	20	457	71	0	550	0	5	9	32	0	46	0	30	2	12	0	44	1119
16:30	1	7	423	7	0	438	0	22	419	62	0	503	0	7	2	18	0	27	0	42	1	11	1	54	1022
16:45	1	12	437	13	0	463	1	12	456	55	0	524	0	7	6	14	0	27	0	28	1	11	1	40	1054
Hourly Total	5	41	1731	43	1	1820	3	75	1781	249	8	2108	0	35	32	92	1	159	0	114	6	46	4	166	4253
17:00	1	9	462	16	0	488	1	23	394	52	5	470	0	9	3	17	6	29	0	23	7	10	0	40	1027
17:15	0	4	467	6	0	477	2	15	340	56	0	413	0	13	4	20	0	37	0	25	3	11	1	39	966
17:30	3	10	436	3	0	452	1	19	372	66	0	458	0	9	4	23	0	36	0	29	2	11	1	42	988
17:45	1	7	424	10	1	442	1	12	374	44	4	431	0	14	4	26	0	44	0	29	7	12	0	48	965
Hourly Total	5	30	1789	35	1	1859	5	69	1480	218	9	1772	0	45	15	86	6	146	0	106	19	44	2	169	3946
18:00	3	11	410	9	0	433	1	13	376	60	0	450	0	15	4	22	0	41	0	36	5	17	0	58	982
18:15	0	14	441	8	0	463	1	16	430	41	0	488	0	10	3	30	0	43	0	22	4	11	0	37	1031
18:30	0	13	438	5	0	456	1	17	419	45	0	482	0	9	3	14	0	26	0	19	5	14	0	38	1002
18:45	0	10	417	9	12	436	2	16	394	27	0	439	0	12	5	21	0	38	0	21	1	21	8	43	956
Hourly Total	3	48	1706	31	12	1788	5	62	1619	173	0	1859	0	46	15	87	0	148	0	98	15	63	8	176	3971
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	0	14	368	8	7	390	0	24	388	27	6	439	0	12	2	26	7	40	0	16	3	13	0	32	901
20:15	0	7	322	6	0	335	0	13	397	24	4	434	0	11	3	16	2	30	0	15	0	11	0	26	825
20:30	1	15	333	4	7	353	1	11	399	13	0	424	0	15	4	9	0	28	0	17	1	10	1	28	833
20:45	0	11	302	11	6	324	2	14	366	26	4	408	0	8	2	20	2	30	0	7	0	10	0	17	779
Hourly Total	1	47	1325	29	20	1402	3	62	1550	90	14	1705	0	46	11	71	11	128	0	55	4	44	1	103	3338
Grand Total	25	430	16394	310	97	17159	29	604	16214	1348	119	18195	0	391	166	769	86	1326	0	777	133	498	63	1408	38088
Approach %	0.1	2.5	95.5	1.8	-	-	0.2	3.3	89.1	7.4	-	-	0.0	29.5	12.5	58.0	-	-	0.0	55.2	9.4	35.4	-	-	-
Total %	0.1	1.1	43.0	0.8	-	45.1	0.1	1.6	42.6	3.5	-	47.8	0.0	1.0	0.4	2.0	-	3.5	0.0	2.0	0.3	1.3	-	3.7	-
Lights	25	426	16271	309	-	17031	29	601	16085	1337	-	18052	0	388	148	765	-	1301	0	769	116	494	-	1379	37763
% Lights	100.0	99.1	99.2	99.7	-	99.3	100.0	99.5	99.2	99.2	-	99.2	-	99.2	89.2	99.5	-	98.1	-	99.0	87.2	99.2	-	97.9	99.1
Other Vehicles	0	4	123	1	-	128	0	3	129	11	-	143	0	3	18	4	-	25	0	8	17	4	-	29	325

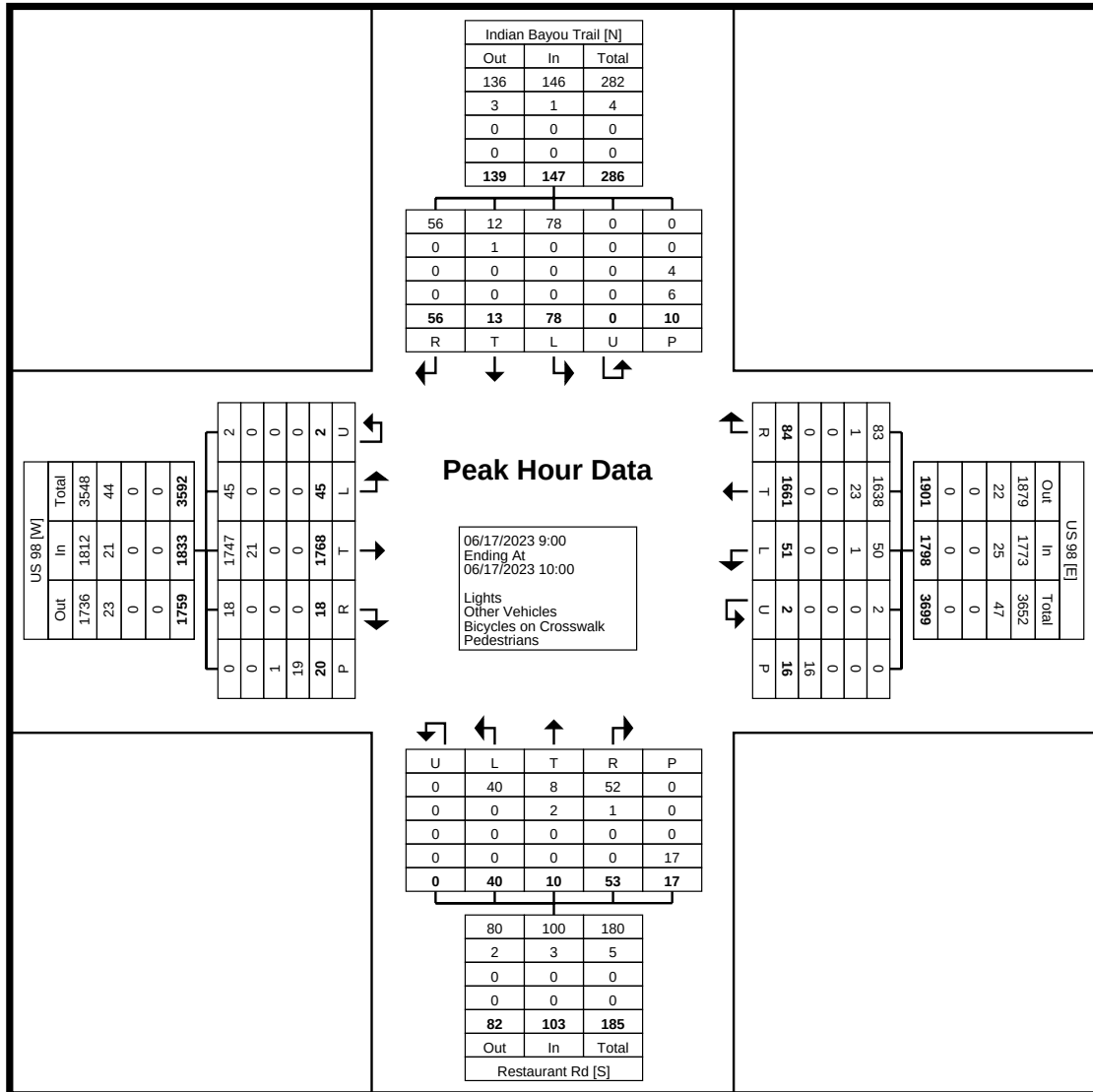
% Other Vehicles	0.0	0.9	0.8	0.3	-	0.7	0.0	0.5	0.8	0.8	-	0.8	-	0.8	10.8	0.5	-	1.9	-	1.0	12.8	0.8	-	2.1	0.9
Bicycles on Crosswalk	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	22	-	-
% Bicycles on Crosswalk	-	-	-	-	11.3	-	-	-	-	-	5.9	-	-	-	-	-	8.1	-	-	-	-	-	34.9	-	-
Pedestrians	-	-	-	-	86	-	-	-	-	-	112	-	-	-	-	-	79	-	-	-	-	-	41	-	-
% Pedestrians	-	-	-	-	88.7	-	-	-	-	-	94.1	-	-	-	-	-	91.9	-	-	-	-	-	65.1	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00)

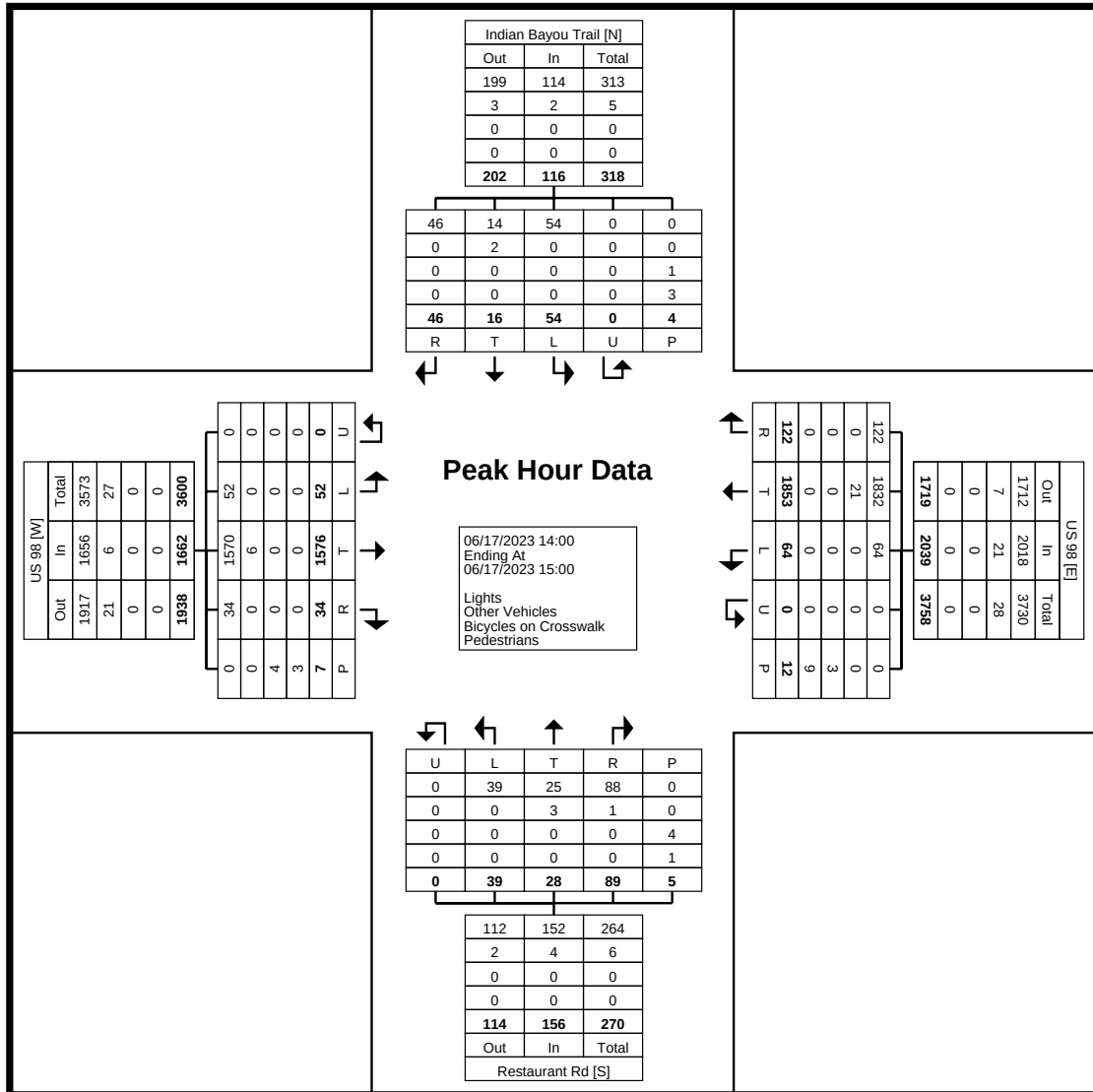
Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	2	12	448	2	1	464	1	10	437	15	5	463	0	8	2	17	4	27	0	18	3	12	0	33	987
9:15	0	14	423	6	3	443	0	15	418	25	0	458	0	14	3	7	1	24	0	23	2	8	0	33	958
9:30	0	6	423	2	5	431	0	17	412	19	7	448	0	8	2	13	6	23	0	22	4	20	3	46	948
9:45	0	13	474	8	11	495	1	9	394	25	4	429	0	10	3	16	6	29	0	15	4	16	7	35	988
Total	2	45	1768	18	20	1833	2	51	1661	84	16	1798	0	40	10	53	17	103	0	78	13	56	10	147	3881
Approach %	0.1	2.5	96.5	1.0	-	-	0.1	2.8	92.4	4.7	-	-	0.0	38.8	9.7	51.5	-	-	0.0	53.1	8.8	38.1	-	-	-
Total %	0.1	1.2	45.6	0.5	-	47.2	0.1	1.3	42.8	2.2	-	46.3	0.0	1.0	0.3	1.4	-	2.7	0.0	2.0	0.3	1.4	-	3.8	-
PHF	0.250	0.804	0.932	0.563	-	0.926	0.500	0.750	0.950	0.840	-	0.971	0.000	0.714	0.833	0.779	-	0.888	0.000	0.848	0.813	0.700	-	0.799	0.982
Lights	2	45	1747	18	-	1812	2	50	1638	83	-	1773	0	40	8	52	-	100	0	78	12	56	-	146	3831
% Lights	100.0	100.0	98.8	100.0	-	98.9	100.0	98.0	98.6	98.8	-	98.6	-	100.0	80.0	98.1	-	97.1	-	100.0	92.3	100.0	-	99.3	98.7
Other Vehicles	0	0	21	0	-	21	0	1	23	1	-	25	0	0	2	1	-	3	0	0	1	0	-	1	50
% Other Vehicles	0.0	0.0	1.2	0.0	-	1.1	0.0	2.0	1.4	1.2	-	1.4	-	0.0	20.0	1.9	-	2.9	-	0.0	7.7	0.0	-	0.7	1.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	5.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	19	-	-	-	-	-	16	-	-	-	-	-	17	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	95.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	60.0	-	-



Turning Movement Peak Hour Data Plot (9:00)

Turning Movement Peak Hour Data (14:00)

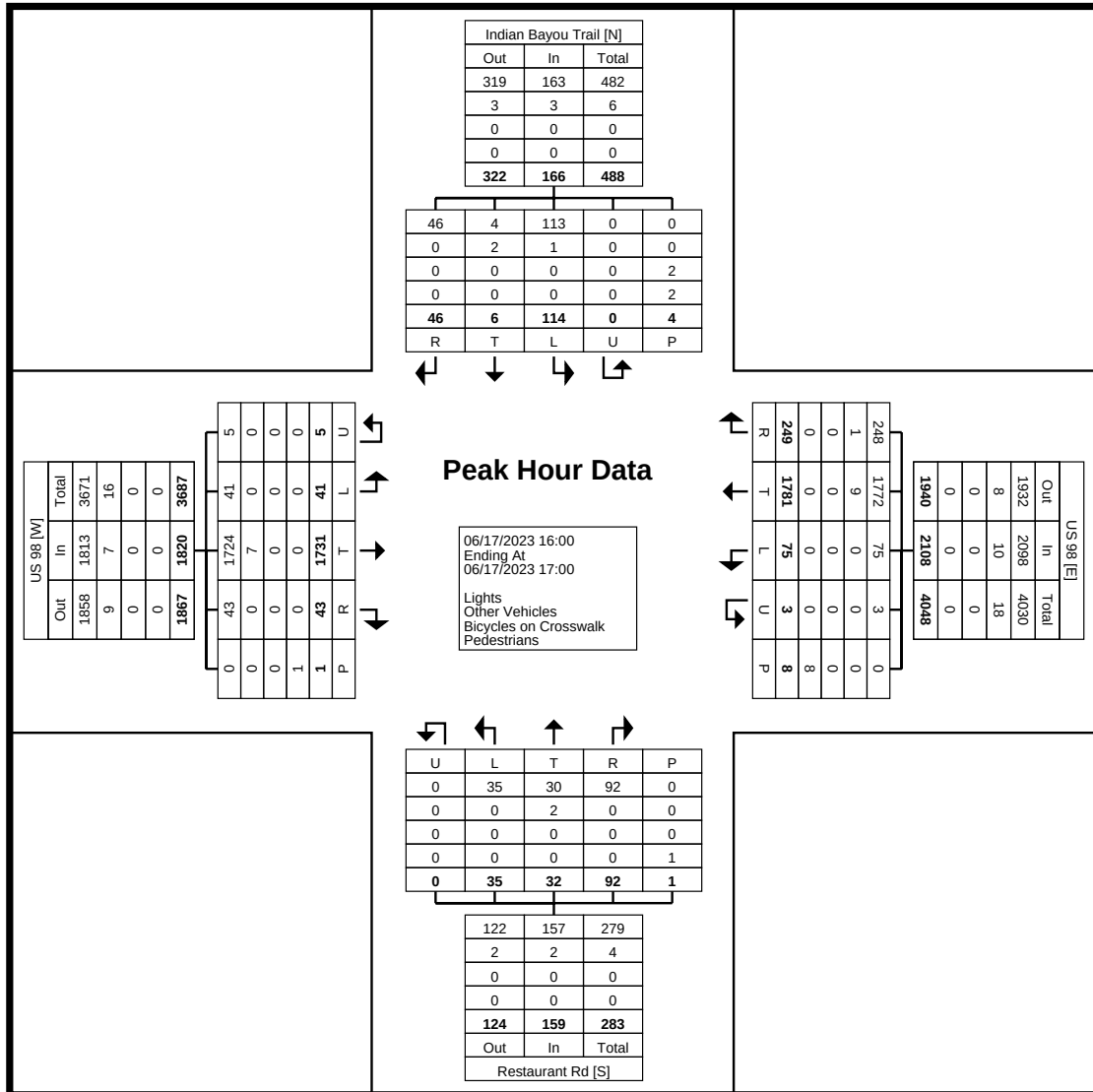
Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	12	369	12	3	393	0	12	498	31	4	541	0	7	5	33	2	45	0	13	2	13	0	28	1007
14:15	0	16	388	11	0	415	0	18	462	39	5	519	0	11	8	17	2	36	0	14	6	7	4	27	997
14:30	0	12	422	2	2	436	0	18	485	21	0	524	0	9	7	18	1	34	0	15	4	14	0	33	1027
14:45	0	12	397	9	2	418	0	16	408	31	3	455	0	12	8	21	0	41	0	12	4	12	0	28	942
Total	0	52	1576	34	7	1662	0	64	1853	122	12	2039	0	39	28	89	5	156	0	54	16	46	4	116	3973
Approach %	0.0	3.1	94.8	2.0	-	-	0.0	3.1	90.9	6.0	-	-	0.0	25.0	17.9	57.1	-	-	0.0	46.6	13.8	39.7	-	-	-
Total %	0.0	1.3	39.7	0.9	-	41.8	0.0	1.6	46.6	3.1	-	51.3	0.0	1.0	0.7	2.2	-	3.9	0.0	1.4	0.4	1.2	-	2.9	-
PHF	0.000	0.813	0.934	0.708	-	0.953	0.000	0.889	0.930	0.782	-	0.942	0.000	0.813	0.875	0.674	-	0.867	0.000	0.900	0.667	0.821	-	0.879	0.967
Lights	0	52	1570	34	-	1656	0	64	1832	122	-	2018	0	39	25	88	-	152	0	54	14	46	-	114	3940
% Lights	-	100.0	99.6	100.0	-	99.6	-	100.0	98.9	100.0	-	99.0	-	100.0	89.3	98.9	-	97.4	-	100.0	87.5	100.0	-	98.3	99.2
Other Vehicles	0	0	6	0	-	6	0	0	21	0	-	21	0	0	3	1	-	4	0	0	2	0	-	2	33
% Other Vehicles	-	0.0	0.4	0.0	-	0.4	-	0.0	1.1	0.0	-	1.0	-	0.0	10.7	1.1	-	2.6	-	0.0	12.5	0.0	-	1.7	0.8
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	57.1	-	-	-	-	-	25.0	-	-	-	-	-	80.0	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	42.9	-	-	-	-	-	75.0	-	-	-	-	-	20.0	-	-	-	-	-	75.0	-	-



Turning Movement Peak Hour Data Plot (14:00)

Turning Movement Peak Hour Data (16:00)

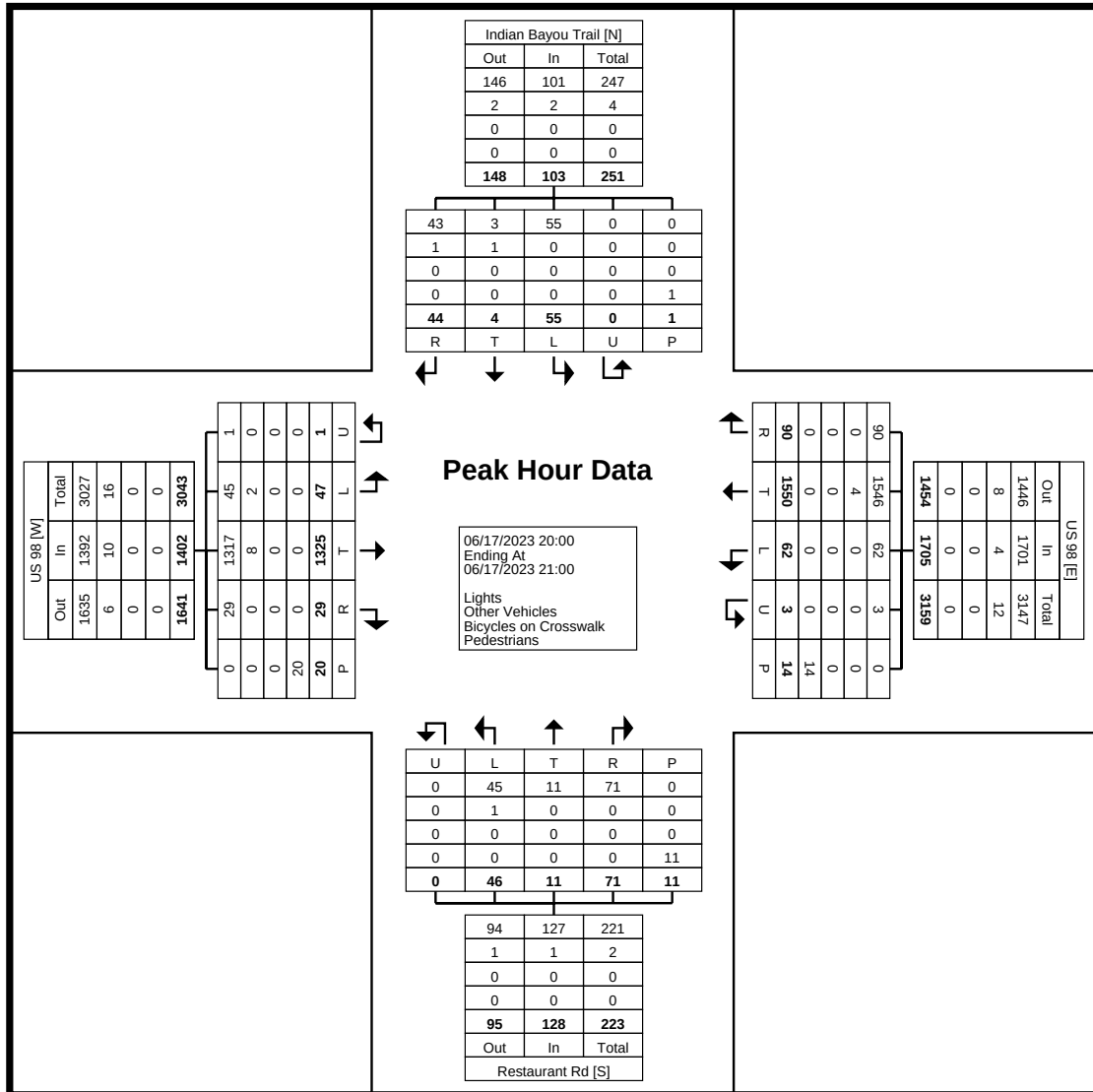
Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	1	9	418	12	1	440	0	21	449	61	8	531	0	16	15	28	1	59	0	14	2	12	2	28	1058
16:15	2	13	453	11	0	479	2	20	457	71	0	550	0	5	9	32	0	46	0	30	2	12	0	44	1119
16:30	1	7	423	7	0	438	0	22	419	62	0	503	0	7	2	18	0	27	0	42	1	11	1	54	1022
16:45	1	12	437	13	0	463	1	12	456	55	0	524	0	7	6	14	0	27	0	28	1	11	1	40	1054
Total	5	41	1731	43	1	1820	3	75	1781	249	8	2108	0	35	32	92	1	159	0	114	6	46	4	166	4253
Approach %	0.3	2.3	95.1	2.4	-	-	0.1	3.6	84.5	11.8	-	-	0.0	22.0	20.1	57.9	-	-	0.0	68.7	3.6	27.7	-	-	-
Total %	0.1	1.0	40.7	1.0	-	42.8	0.1	1.8	41.9	5.9	-	49.6	0.0	0.8	0.8	2.2	-	3.7	0.0	2.7	0.1	1.1	-	3.9	-
PHF	0.625	0.788	0.955	0.827	-	0.950	0.375	0.852	0.974	0.877	-	0.958	0.000	0.547	0.533	0.719	-	0.674	0.000	0.679	0.750	0.958	-	0.769	0.950
Lights	5	41	1724	43	-	1813	3	75	1772	248	-	2098	0	35	30	92	-	157	0	113	4	46	-	163	4231
% Lights	100.0	100.0	99.6	100.0	-	99.6	100.0	100.0	99.5	99.6	-	99.5	-	100.0	93.8	100.0	-	98.7	-	99.1	66.7	100.0	-	98.2	99.5
Other Vehicles	0	0	7	0	-	7	0	0	9	1	-	10	0	0	2	0	-	2	0	1	2	0	-	3	22
% Other Vehicles	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.5	0.4	-	0.5	-	0.0	6.3	0.0	-	1.3	-	0.9	33.3	0.0	-	1.8	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data Plot (16:00)

Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound						US 98 Westbound						Restaurant Rd Northbound						Indian Bayou Trail Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	0	14	368	8	7	390	0	24	388	27	6	439	0	12	2	26	7	40	0	16	3	13	0	32	901
20:15	0	7	322	6	0	335	0	13	397	24	4	434	0	11	3	16	2	30	0	15	0	11	0	26	825
20:30	1	15	333	4	7	353	1	11	399	13	0	424	0	15	4	9	0	28	0	17	1	10	1	28	833
20:45	0	11	302	11	6	324	2	14	366	26	4	408	0	8	2	20	2	30	0	7	0	10	0	17	779
Total	1	47	1325	29	20	1402	3	62	1550	90	14	1705	0	46	11	71	11	128	0	55	4	44	1	103	3338
Approach %	0.1	3.4	94.5	2.1	-	-	0.2	3.6	90.9	5.3	-	-	0.0	35.9	8.6	55.5	-	-	0.0	53.4	3.9	42.7	-	-	-
Total %	0.0	1.4	39.7	0.9	-	42.0	0.1	1.9	46.4	2.7	-	51.1	0.0	1.4	0.3	2.1	-	3.8	0.0	1.6	0.1	1.3	-	3.1	-
PHF	0.250	0.783	0.900	0.659	-	0.899	0.375	0.646	0.971	0.833	-	0.971	0.000	0.767	0.688	0.683	-	0.800	0.000	0.809	0.333	0.846	-	0.805	0.926
Lights	1	45	1317	29	-	1392	3	62	1546	90	-	1701	0	45	11	71	-	127	0	55	3	43	-	101	3321
% Lights	100.0	95.7	99.4	100.0	-	99.3	100.0	100.0	99.7	100.0	-	99.8	-	97.8	100.0	100.0	-	99.2	-	100.0	75.0	97.7	-	98.1	99.5
Other Vehicles	0	2	8	0	-	10	0	0	4	0	-	4	0	1	0	0	-	1	0	0	1	1	-	2	17
% Other Vehicles	0.0	4.3	0.6	0.0	-	0.7	0.0	0.0	0.3	0.0	-	0.2	-	2.2	0.0	0.0	-	0.8	-	0.0	25.0	2.3	-	1.9	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	20	-	-	-	-	-	14	-	-	-	-	-	11	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

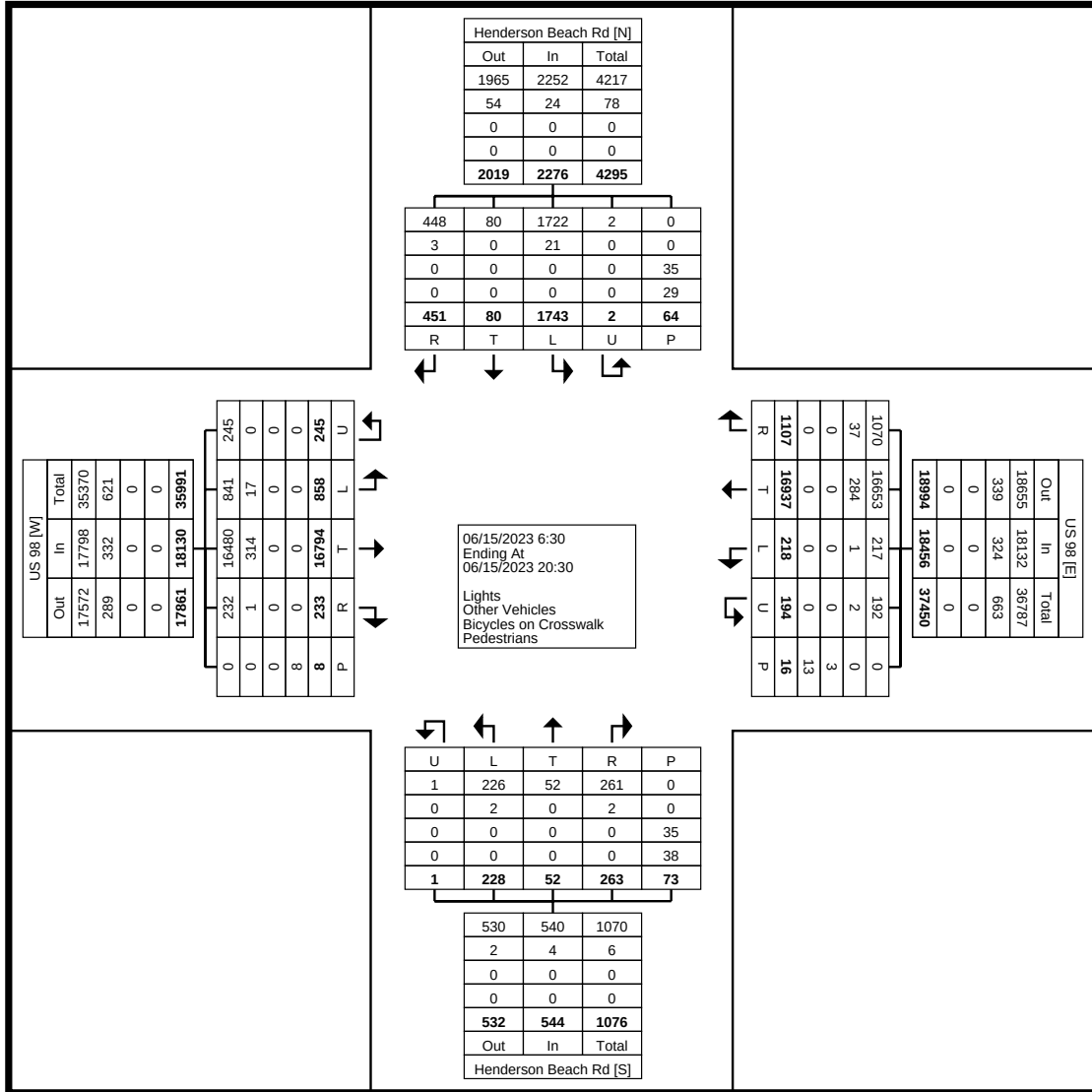


Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	2	15	345	4	0	366	0	2	204	11	0	217	0	2	0	1	5	3	0	11	0	5	1	16	602
6:45	0	11	356	0	0	367	1	2	234	13	1	250	0	1	0	4	5	5	0	12	0	9	1	21	643
Hourly Total	2	26	701	4	0	733	1	4	438	24	1	467	0	3	0	5	10	8	0	23	0	14	2	37	1245
7:00	3	13	307	1	0	324	0	1	259	14	0	274	0	2	0	0	3	2	0	18	0	7	0	25	625
7:15	2	11	336	3	0	352	2	4	253	16	4	275	0	1	0	3	2	4	0	19	0	3	1	22	653
7:30	2	17	379	0	0	398	2	0	318	23	0	343	0	0	0	1	1	1	0	19	0	8	1	27	769
7:45	4	12	346	8	0	370	1	6	351	21	0	379	0	0	0	7	3	7	0	25	1	11	0	37	793
Hourly Total	11	53	1368	12	0	1444	5	11	1181	74	4	1271	0	3	0	11	9	14	0	81	1	29	2	111	2840
8:00	8	18	378	9	0	413	3	3	377	23	0	406	0	7	3	5	1	15	1	30	2	13	0	46	880
8:15	2	13	409	1	0	425	3	4	392	17	0	416	0	0	0	2	6	2	0	33	3	8	1	44	887
8:30	8	12	419	4	0	443	5	3	476	26	0	510	0	3	0	1	0	4	0	43	0	8	1	51	1008
8:45	4	22	446	7	0	479	1	6	392	22	0	421	0	6	1	6	6	13	0	33	4	8	1	45	958
Hourly Total	22	65	1652	21	0	1760	12	16	1637	88	0	1753	0	16	4	14	13	34	1	139	9	37	3	186	3733
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	9	24	391	13	0	437	4	8	492	31	0	535	0	10	2	5	1	17	0	45	3	11	14	59	1048
11:15	9	25	464	10	2	508	4	15	461	36	3	516	0	8	1	10	0	19	1	27	4	9	0	41	1084
11:30	12	29	447	14	1	502	6	8	429	25	0	468	0	10	6	8	2	24	0	49	6	18	0	73	1067
11:45	16	29	411	15	2	471	5	14	515	34	0	568	0	11	3	25	3	39	0	55	5	10	3	70	1148
Hourly Total	46	107	1713	52	5	1918	19	45	1897	126	3	2087	0	39	12	48	6	99	1	176	18	48	17	243	4347
12:00	5	15	431	11	0	462	9	6	441	30	0	486	0	14	1	7	0	22	0	48	9	24	0	81	1051
12:15	3	25	431	6	0	465	1	8	502	41	0	552	0	12	0	8	2	20	0	48	0	13	0	61	1098
12:30	10	21	403	10	0	444	3	7	492	26	2	528	0	6	1	11	2	18	0	56	2	9	2	67	1057
12:45	2	28	461	8	0	499	8	9	462	33	0	512	0	6	1	8	0	15	0	48	2	22	1	72	1098
Hourly Total	20	89	1726	35	0	1870	21	30	1897	130	2	2078	0	38	3	34	4	75	0	200	13	68	3	281	4304
13:00	3	22	423	7	0	455	7	11	509	38	0	565	0	8	3	12	0	23	0	67	2	17	0	86	1129
13:15	8	29	509	9	0	555	2	5	461	42	0	510	0	8	3	10	1	21	0	53	3	8	1	64	1150
13:30	15	15	447	11	3	488	5	10	476	44	0	535	0	14	2	12	4	28	0	60	1	11	3	72	1123
13:45	9	16	444	11	0	480	3	9	509	43	1	564	0	6	0	8	1	14	0	61	2	13	2	76	1134
Hourly Total	35	82	1823	38	3	1978	17	35	1955	167	1	2174	0	36	8	42	6	86	0	241	8	49	6	298	4536
14:00	11	32	485	5	0	533	2	6	439	30	0	477	1	13	4	7	3	25	0	55	4	20	3	79	1114
14:15	4	18	461	8	0	491	4	8	487	38	0	537	0	10	2	8	2	20	0	51	5	11	1	67	1115
14:30	10	22	454	5	0	491	8	4	467	46	3	525	0	3	0	13	2	16	0	47	4	6	0	57	1089
14:45	5	20	437	2	0	464	6	9	469	41	0	525	0	13	3	12	11	28	0	76	2	13	3	91	1108
Hourly Total	30	92	1837	20	0	1979	20	27	1862	155	3	2064	1	39	9	40	18	89	0	229	15	50	7	294	4426
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	19	498	5	0	522	8	5	472	35	0	520	0	2	1	9	4	12	0	58	1	15	2	74	1128
16:15	1	36	476	5	0	518	3	7	447	32	0	489	0	4	2	5	0	11	0	51	3	7	1	61	1079
16:30	4	29	485	4	0	522	4	4	436	29	0	473	0	8	0	3	0	11	0	51	2	16	6	69	1075
16:45	1	28	463	11	0	503	16	8	471	19	0	514	0	5	1	18	0	24	0	50	2	10	2	62	1103
Hourly Total	6	112	1922	25	0	2065	31	24	1826	115	0	1996	0	19	4	35	4	58	0	210	8	48	11	266	4385
17:00	7	28	486	6	0	527	3	8	564	39	0	614	0	4	2	4	1	10	0	60	3	14	2	77	1228
17:15	4	26	405	2	0	437	6	11	526	26	2	569	0	4	1	9	2	14	0	54	0	14	0	68	1088
17:30	5	28	489	1	0	523	7	2	561	36	0	606	0	4	0	6	0	10	0	47	3	17	0	67	1206
17:45	7	25	471	6	0	509	4	2	587	27	0	620	0	8	0	5	0	13	0	49	1	8	0	58	1200
Hourly Total	23	107	1851	15	0	1996	20	23	2238	128	2	2409	0	20	3	24	3	47	0	210	7	53	2	270	4722
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	4	23	387	5	0	419	6	1	440	21	0	468	0	5	0	3	0	8	0	53	0	8	10	61	956
19:15	14	27	407	4	0	452	7	0	453	21	0	481	0	8	8	4	0	20	0	47	1	8	0	56	1009
19:30	12	15	389	2	0	418	10	2	385	20	0	417	0	1	0	2	0	3	0	38	0	10	0	48	886
19:45	8	22	407	0	0	437	15	0	270	16	0	301	0	0	0	1	0	1	0	45	0	8	0	53	792
Hourly Total	38	87	1590	11	0	1726	38	3	1548	78	0	1667	0	14	8	10	0	32	0	183	1	34	10	218	3643
20:00	5	20	327	0	0	352	3	0	233	10	0	246	0	1	0	0	0	1	0	24	0	7	0	31	630
20:15	7	18	284	0	0	309	7	0	225	12	0	244	0	0	1	0	0	1	0	27	0	14	1	41	595
Grand Total	245	858	16794	233	8	18130	194	218	16937	1107	16	18456	1	228	52	263	73	544	2	1743	80	451	64	2276	39406
Approach %	1.4	4.7	92.6	1.3	-	-	1.1	1.2	91.8	6.0	-	-	0.2	41.9	9.6	48.3	-	-	0.1	76.6	3.5	19.8	-	-	-
Total %	0.6	2.2	42.6	0.6	-	46.0	0.5	0.6	43.0	2.8	-	46.8	0.0	0.6	0.1	0.7	-	1.4	0.0	4.4	0.2	1.1	-	5.8	-
Lights	245	841	16480	232	-	17798	192	217	16653	1070	-	18132	1	226	52	261	-	540	2	1722	80	448	-	2252	38722
% Lights	100.0	98.0	98.1	99.6	-	98.2	99.0	99.5	98.3	96.7	-	98.2	100.0	99.1	100.0	99.2	-	99.3	100.0	98.8	100.0	99.3	-	98.9	98.3
Other Vehicles	0	17	314	1	-	332	2	1	284	37	-	324	0	2	0	2	-	4	0	21	0	3	-	24	684

% Other Vehicles	0.0	2.0	1.9	0.4	-	1.8	1.0	0.5	1.7	3.3	-	1.8	0.0	0.9	0.0	0.8	-	0.7	0.0	1.2	0.0	0.7	-	1.1	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	35	-	-	-	-	-	35	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	18.8	-	-	-	-	-	47.9	-	-	-	-	-	54.7	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	13	-	-	-	-	-	38	-	-	-	-	-	29	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	81.3	-	-	-	-	-	52.1	-	-	-	-	-	45.3	-	-



Turning Movement Data Plot

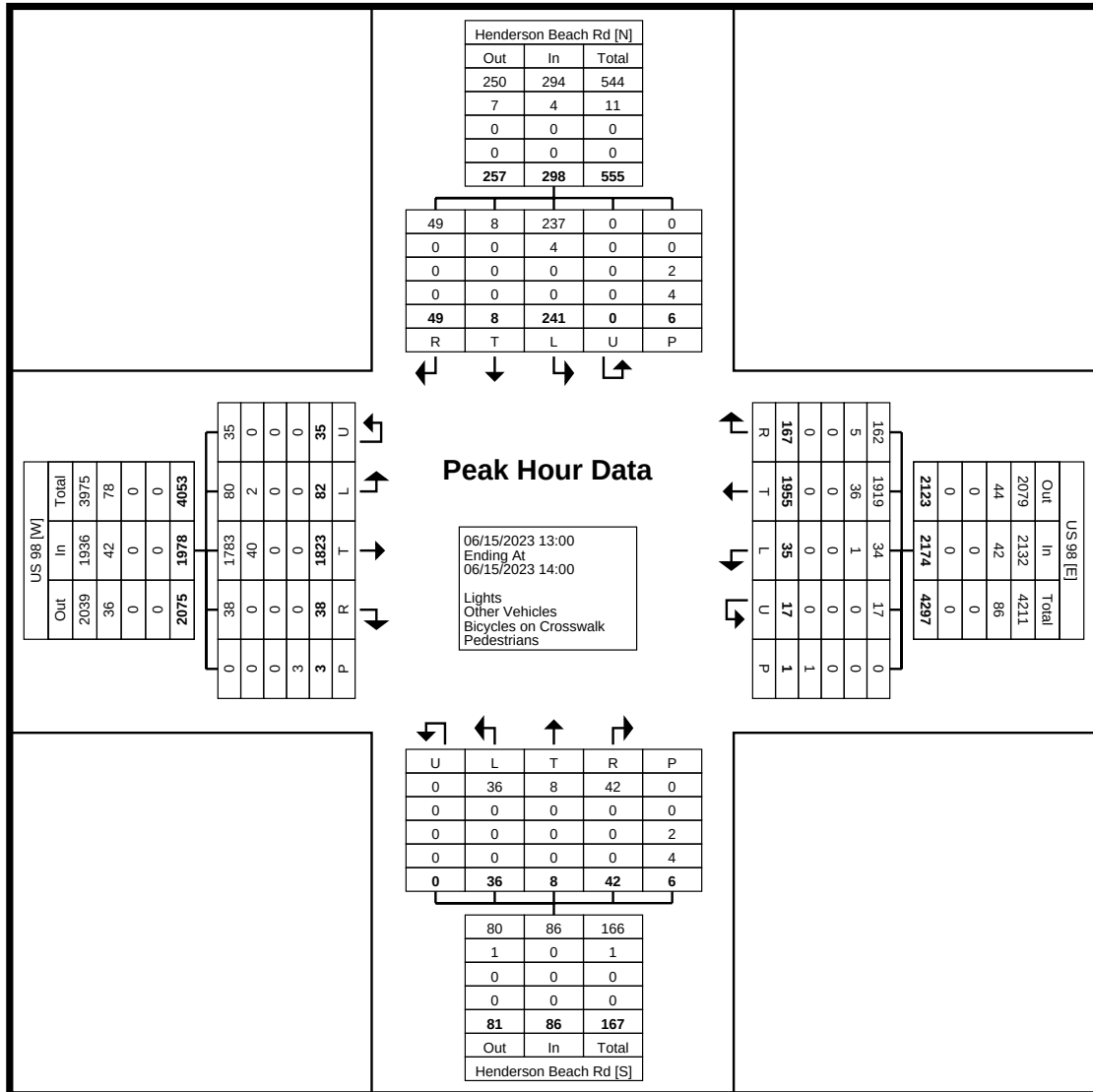
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	8	18	378	9	0	413	3	3	377	23	0	406	0	7	3	5	1	15	1	30	2	13	0	46	880
8:15	2	13	409	1	0	425	3	4	392	17	0	416	0	0	0	2	6	2	0	33	3	8	1	44	887
8:30	8	12	419	4	0	443	5	3	476	26	0	510	0	3	0	1	0	4	0	43	0	8	1	51	1008
8:45	4	22	446	7	0	479	1	6	392	22	0	421	0	6	1	6	6	13	0	33	4	8	1	45	958
Total	22	65	1652	21	0	1760	12	16	1637	88	0	1753	0	16	4	14	13	34	1	139	9	37	3	186	3733
Approach %	1.3	3.7	93.9	1.2	-	-	0.7	0.9	93.4	5.0	-	-	0.0	47.1	11.8	41.2	-	-	0.5	74.7	4.8	19.9	-	-	-
Total %	0.6	1.7	44.3	0.6	-	47.1	0.3	0.4	43.9	2.4	-	47.0	0.0	0.4	0.1	0.4	-	0.9	0.0	3.7	0.2	1.0	-	5.0	-
PHF	0.688	0.739	0.926	0.583	-	0.919	0.600	0.667	0.860	0.846	-	0.859	0.000	0.571	0.333	0.583	-	0.567	0.250	0.808	0.563	0.712	-	0.912	0.926
Lights	22	64	1595	21	-	1702	10	16	1596	85	-	1707	0	16	4	14	-	34	1	137	9	36	-	183	3626
% Lights	100.0	98.5	96.5	100.0	-	96.7	83.3	100.0	97.5	96.6	-	97.4	-	100.0	100.0	100.0	-	100.0	100.0	98.6	100.0	97.3	-	98.4	97.1
Other Vehicles	0	1	57	0	-	58	2	0	41	3	-	46	0	0	0	0	-	0	0	2	0	1	-	3	107
% Other Vehicles	0.0	1.5	3.5	0.0	-	3.3	16.7	0.0	2.5	3.4	-	2.6	-	0.0	0.0	0.0	-	0.0	0.0	1.4	0.0	2.7	-	1.6	2.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15.4	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84.6	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data (13:00)

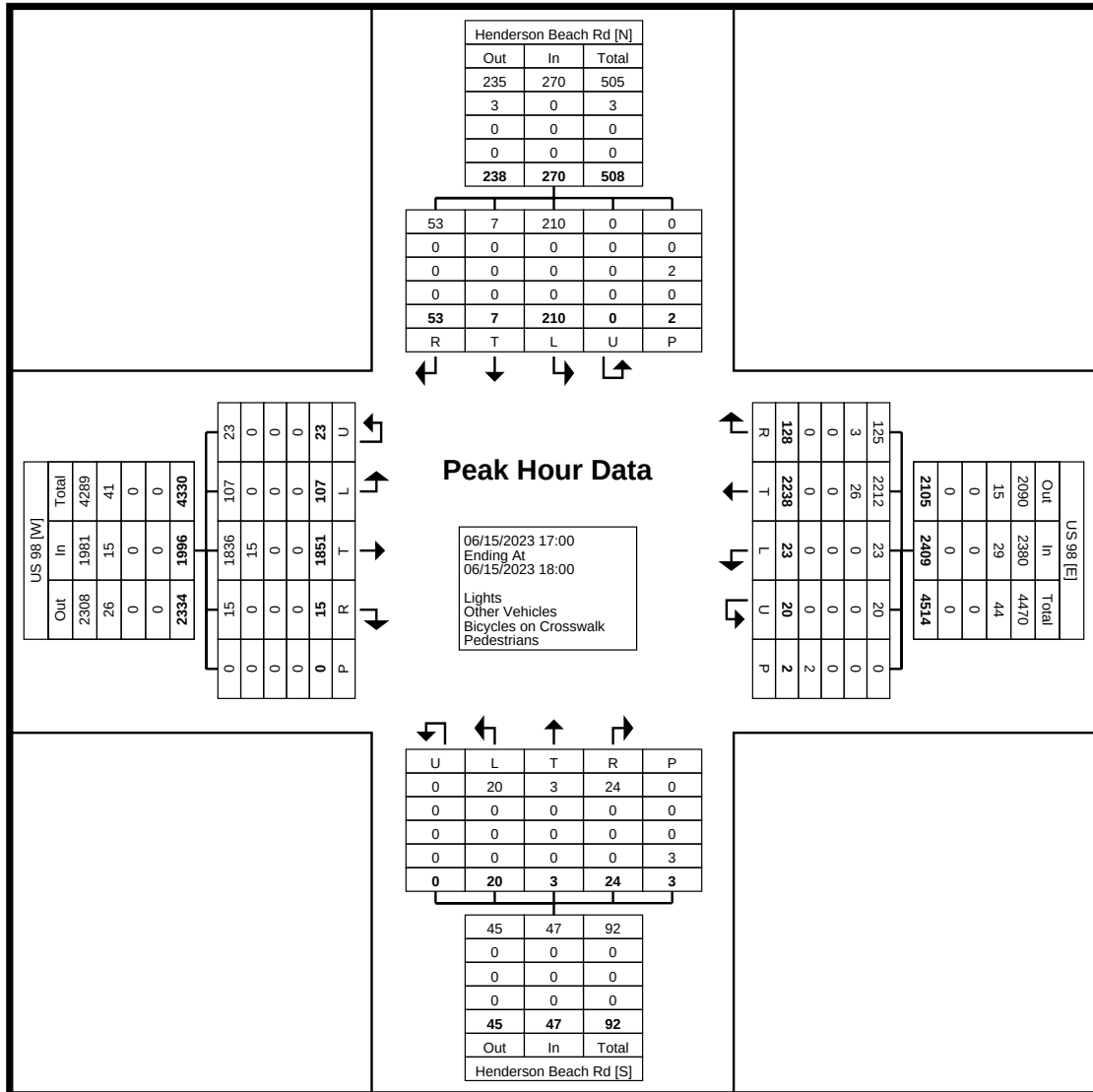
Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:00	3	22	423	7	0	455	7	11	509	38	0	565	0	8	3	12	0	23	0	67	2	17	0	86	1129
13:15	8	29	509	9	0	555	2	5	461	42	0	510	0	8	3	10	1	21	0	53	3	8	1	64	1150
13:30	15	15	447	11	3	488	5	10	476	44	0	535	0	14	2	12	4	28	0	60	1	11	3	72	1123
13:45	9	16	444	11	0	480	3	9	509	43	1	564	0	6	0	8	1	14	0	61	2	13	2	76	1134
Total	35	82	1823	38	3	1978	17	35	1955	167	1	2174	0	36	8	42	6	86	0	241	8	49	6	298	4536
Approach %	1.8	4.1	92.2	1.9	-	-	0.8	1.6	89.9	7.7	-	-	0.0	41.9	9.3	48.8	-	-	0.0	80.9	2.7	16.4	-	-	-
Total %	0.8	1.8	40.2	0.8	-	43.6	0.4	0.8	43.1	3.7	-	47.9	0.0	0.8	0.2	0.9	-	1.9	0.0	5.3	0.2	1.1	-	6.6	-
PHF	0.583	0.707	0.895	0.864	-	0.891	0.607	0.795	0.960	0.949	-	0.962	0.000	0.643	0.667	0.875	-	0.768	0.000	0.899	0.667	0.721	-	0.866	0.986
Lights	35	80	1783	38	-	1936	17	34	1919	162	-	2132	0	36	8	42	-	86	0	237	8	49	-	294	4448
% Lights	100.0	97.6	97.8	100.0	-	97.9	100.0	97.1	98.2	97.0	-	98.1	-	100.0	100.0	100.0	-	100.0	-	98.3	100.0	100.0	-	98.7	98.1
Other Vehicles	0	2	40	0	-	42	0	1	36	5	-	42	0	0	0	0	-	0	0	4	0	0	-	4	88
% Other Vehicles	0.0	2.4	2.2	0.0	-	2.1	0.0	2.9	1.8	3.0	-	1.9	-	0.0	0.0	0.0	-	0.0	-	1.7	0.0	0.0	-	1.3	1.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data Plot (13:00)

Turning Movement Peak Hour Data (17:00)

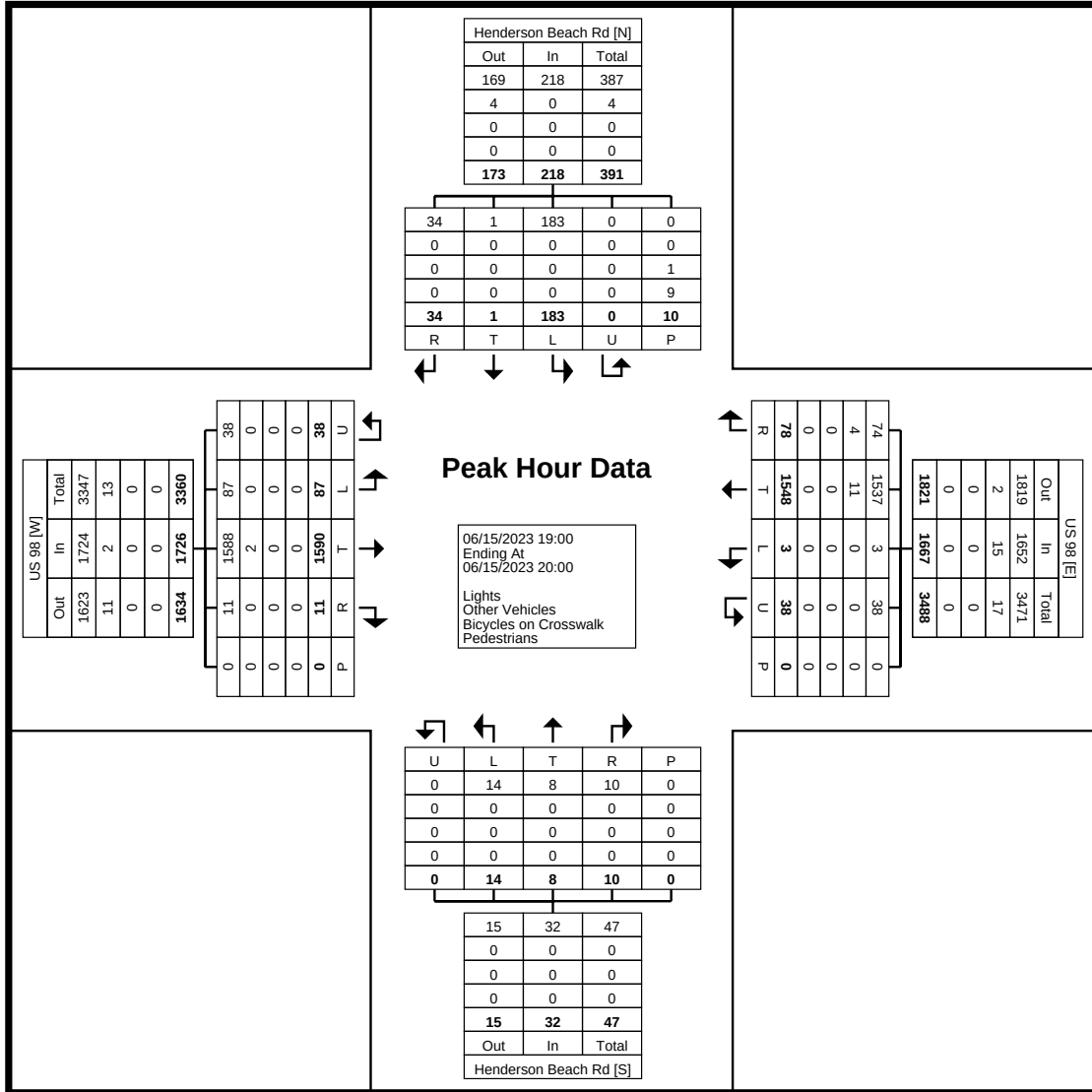
Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	7	28	486	6	0	527	3	8	564	39	0	614	0	4	2	4	1	10	0	60	3	14	2	77	1228
17:15	4	26	405	2	0	437	6	11	526	26	2	569	0	4	1	9	2	14	0	54	0	14	0	68	1088
17:30	5	28	489	1	0	523	7	2	561	36	0	606	0	4	0	6	0	10	0	47	3	17	0	67	1206
17:45	7	25	471	6	0	509	4	2	587	27	0	620	0	8	0	5	0	13	0	49	1	8	0	58	1200
Total	23	107	1851	15	0	1996	20	23	2238	128	2	2409	0	20	3	24	3	47	0	210	7	53	2	270	4722
Approach %	1.2	5.4	92.7	0.8	-	-	0.8	1.0	92.9	5.3	-	-	0.0	42.6	6.4	51.1	-	-	0.0	77.8	2.6	19.6	-	-	-
Total %	0.5	2.3	39.2	0.3	-	42.3	0.4	0.5	47.4	2.7	-	51.0	0.0	0.4	0.1	0.5	-	1.0	0.0	4.4	0.1	1.1	-	5.7	-
PHF	0.821	0.955	0.946	0.625	-	0.947	0.714	0.523	0.953	0.821	-	0.971	0.000	0.625	0.375	0.667	-	0.839	0.000	0.875	0.583	0.779	-	0.877	0.961
Lights	23	107	1836	15	-	1981	20	23	2212	125	-	2380	0	20	3	24	-	47	0	210	7	53	-	270	4678
% Lights	100.0	100.0	99.2	100.0	-	99.2	100.0	100.0	98.8	97.7	-	98.8	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.1
Other Vehicles	0	0	15	0	-	15	0	0	26	3	-	29	0	0	0	0	-	0	0	0	0	0	-	0	44
% Other Vehicles	0.0	0.0	0.8	0.0	-	0.8	0.0	0.0	1.2	2.3	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (17:00)

Count Name: US 98 at
Henderson Beach Rd - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

[illegible]

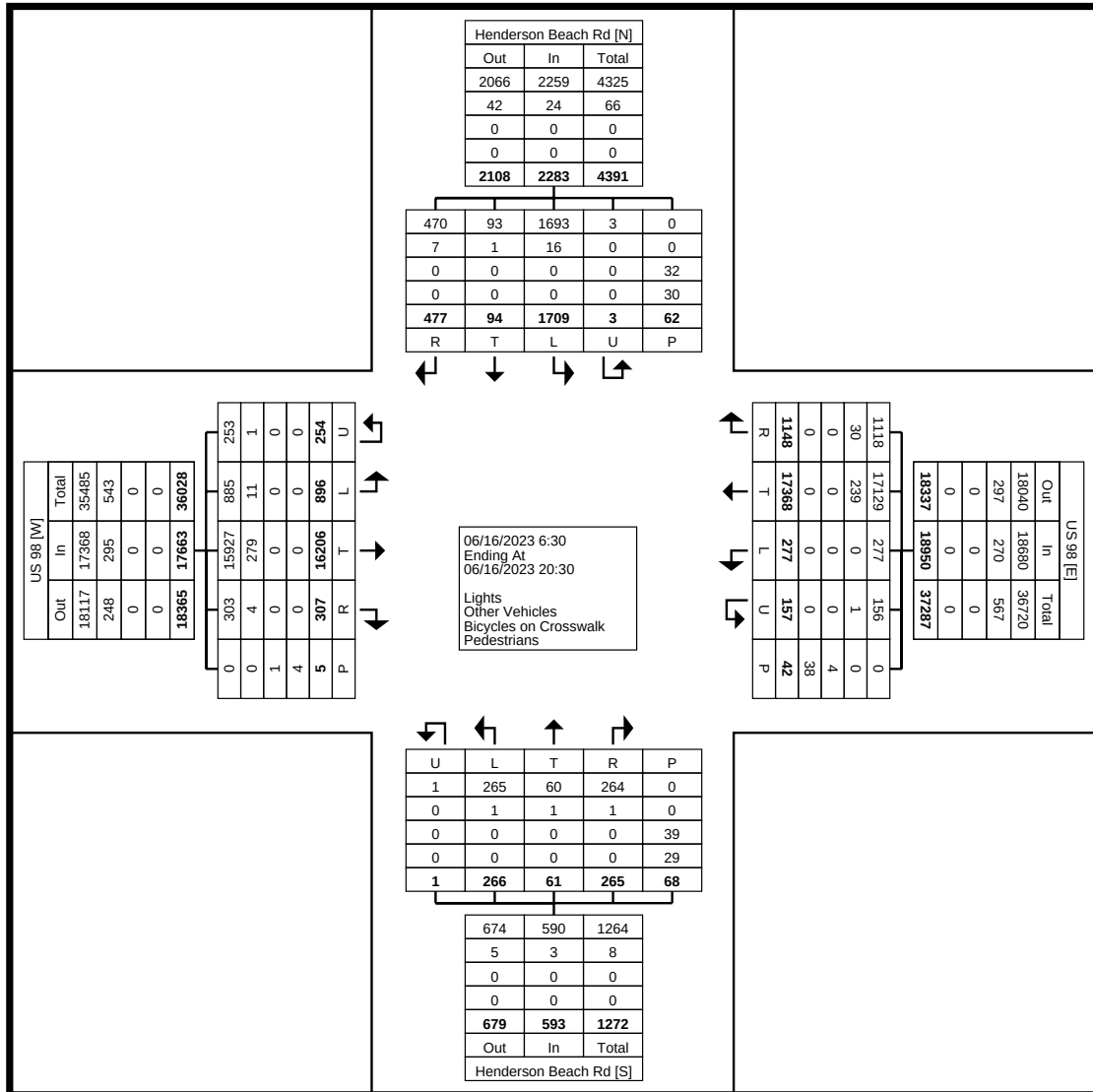


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

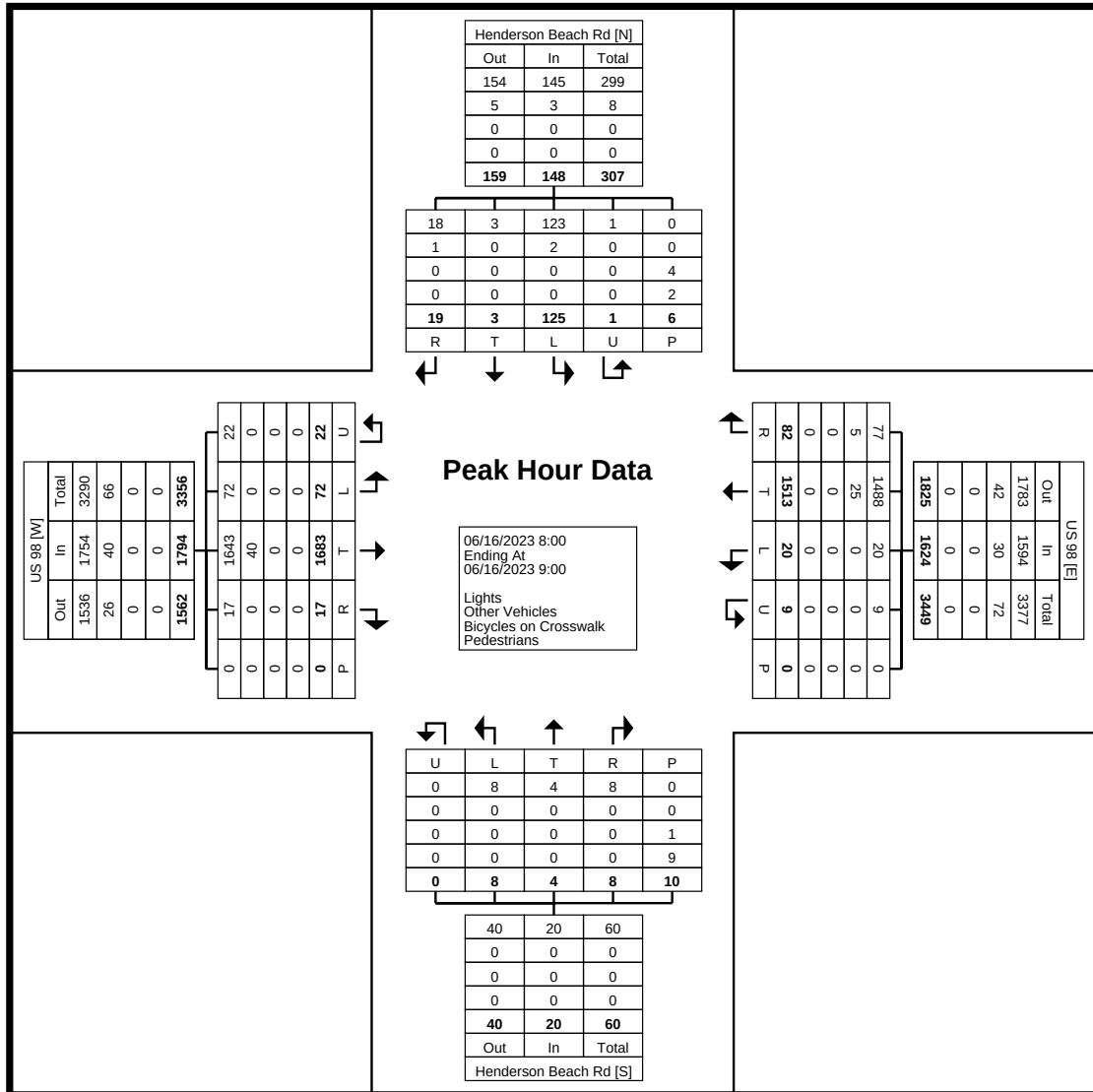
Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	13	359	2	0	374	3	0	190	6	0	199	0	1	0	2	0	3	0	9	1	4	1	14	590
6:45	1	20	344	2	0	367	3	0	238	8	1	249	0	2	0	2	2	4	0	17	1	5	2	23	643
Hourly Total	1	33	703	4	0	741	6	0	428	14	1	448	0	3	0	4	2	7	0	26	2	9	3	37	1233
7:00	1	22	282	2	0	307	2	0	259	18	0	279	0	0	1	2	6	3	0	17	0	8	0	25	614
7:15	5	16	350	2	0	373	1	0	243	17	0	261	0	1	0	0	1	1	0	18	0	5	1	23	658
7:30	1	14	347	3	0	365	1	1	311	17	0	330	0	3	0	0	2	3	0	22	0	2	1	24	722
7:45	3	16	368	3	0	390	1	3	351	17	0	372	0	0	0	0	1	0	0	20	2	9	1	31	793
Hourly Total	10	68	1347	10	0	1435	5	4	1164	69	0	1242	0	4	1	2	10	7	0	77	2	24	3	103	2787
8:00	4	12	410	3	0	429	4	3	357	17	0	381	0	1	0	2	0	3	1	20	0	2	3	23	836
8:15	4	17	405	2	0	428	2	1	377	16	0	396	0	2	1	4	2	7	0	37	2	4	0	43	874
8:30	5	19	428	5	0	457	2	9	431	17	0	459	0	1	0	1	3	2	0	26	0	7	0	33	951
8:45	9	24	440	7	0	480	1	7	348	32	0	388	0	4	3	1	5	8	0	42	1	6	3	49	925
Hourly Total	22	72	1683	17	0	1794	9	20	1513	82	0	1624	0	8	4	8	10	20	1	125	3	19	6	148	3586
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	4	24	479	6	0	513	7	2	419	31	0	459	0	2	0	11	0	13	0	59	2	13	0	74	1059
11:15	8	27	432	4	0	471	1	2	466	42	0	511	0	6	2	4	1	12	0	60	1	12	0	73	1067
11:30	5	27	436	5	0	473	6	3	480	47	0	536	0	3	1	3	1	7	0	47	1	17	0	65	1081
11:45	7	20	420	5	0	452	8	7	456	29	2	500	0	3	0	2	0	5	0	43	1	12	1	56	1013
Hourly Total	24	98	1767	20	0	1909	22	14	1821	149	2	2006	0	14	3	20	2	37	0	209	5	54	1	268	4220
12:00	4	23	456	8	1	491	4	7	515	32	0	558	0	3	1	0	0	4	1	42	1	16	1	60	1113
12:15	2	26	459	6	1	493	2	11	521	38	0	572	0	1	1	0	2	2	0	49	3	10	0	62	1129
12:30	14	20	419	10	0	463	3	18	563	35	0	619	0	4	0	0	2	4	0	37	3	10	0	50	1136
12:45	11	19	418	16	0	464	5	26	539	29	2	599	0	4	3	0	1	7	0	44	1	5	1	50	1120
Hourly Total	31	88	1752	40	2	1911	14	62	2138	134	2	2348	0	12	5	0	5	17	1	172	8	41	2	222	4498
13:00	14	24	460	9	0	507	8	5	550	38	0	601	0	9	2	5	1	16	0	55	2	16	0	73	1197
13:15	8	27	446	14	0	495	3	8	556	30	0	597	0	6	0	3	5	9	0	52	1	13	0	66	1167
13:30	3	14	383	21	0	421	3	9	536	32	2	580	0	11	0	5	1	16	0	40	9	17	3	66	1083
13:45	13	21	488	17	0	539	2	11	528	49	0	590	0	5	2	7	5	14	0	55	5	16	1	76	1219
Hourly Total	38	86	1777	61	0	1962	16	33	2170	149	2	2368	0	31	4	20	12	55	0	202	17	62	4	281	4666
14:00	11	30	429	11	0	481	7	14	502	41	0	564	0	7	1	7	4	15	0	62	10	19	6	91	1151
14:15	9	33	455	11	0	508	6	13	468	40	0	527	0	11	2	14	4	27	0	44	4	42	3	90	1152
14:30	3	17	416	14	0	450	1	13	458	35	0	507	0	8	4	11	4	23	0	64	5	27	2	96	1076
14:45	6	26	434	6	0	472	0	8	489	39	0	536	0	9	3	9	4	21	0	58	6	21	0	85	1114
Hourly Total	29	106	1734	42	0	1911	14	48	1917	155	0	2134	0	35	10	41	16	86	0	228	25	109	11	362	4493
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	7	24	415	8	0	454	9	9	531	32	3	581	0	10	2	9	0	21	0	73	3	17	3	93	1149
16:15	3	28	425	12	0	468	5	6	503	28	0	542	0	14	2	12	1	28	0	63	2	9	8	74	1112
16:30	11	19	416	7	0	453	5	4	515	27	1	551	0	12	3	13	2	28	0	52	1	9	1	62	1094
16:45	4	29	422	10	0	465	10	7	525	26	0	568	0	9	4	10	1	23	0	58	3	17	1	78	1134
Hourly Total	25	100	1678	37	0	1840	29	26	2074	113	4	2242	0	45	11	44	4	100	0	246	9	52	13	307	4489
17:00	6	36	389	18	0	449	2	12	445	28	0	487	0	11	5	8	0	24	0	57	4	14	0	75	1035
17:15	1	14	348	13	0	376	5	17	511	28	0	561	0	12	1	15	0	28	0	45	4	9	1	58	1023
17:30	9	27	388	13	0	437	3	10	424	41	8	478	0	8	2	16	2	26	1	50	6	10	1	67	1008
17:45	5	18	376	12	0	411	6	11	394	30	0	441	1	12	3	5	1	21	0	40	2	13	0	55	928
Hourly Total	21	95	1501	56	0	1673	16	50	1774	127	8	1967	1	43	11	44	3	99	1	192	16	46	2	255	3994
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	5	20	400	5	0	430	1	5	457	30	2	493	0	4	1	13	2	18	0	49	2	10	2	61	1002
19:15	6	21	375	6	0	408	3	6	382	29	0	420	0	11	3	14	0	28	0	42	1	9	1	52	908
19:30	4	33	389	3	0	429	6	3	412	26	10	447	0	10	1	17	0	28	0	40	2	12	2	54	958
19:45	13	20	362	1	0	396	6	1	459	26	0	492	0	21	2	15	0	38	0	35	0	6	4	41	967
Hourly Total	28	94	1526	15	0	1663	16	15	1710	111	12	1852	0	46	7	59	2	112	0	166	5	37	9	208	3835
20:00	15	26	367	3	2	411	3	4	295	24	11	326	0	17	2	15	1	34	0	35	1	13	5	49	820
20:15	10	30	371	2	1	413	7	1	364	21	0	393	0	8	3	8	1	19	0	31	1	11	3	43	868
Grand Total	254	896	16206	307	5	17663	157	277	17368	1148	42	18950	1	266	61	265	68	593	3	1709	94	477	62	2283	39489
Approach %	1.4	5.1	91.8	1.7	-	-	0.8	1.5	91.7	6.1	-	-	0.2	44.9	10.3	44.7	-	-	0.1	74.9	4.1	20.9	-	-	-
Total %	0.6	2.3	41.0	0.8	-	44.7	0.4	0.7	44.0	2.9	-	48.0	0.0	0.7	0.2	0.7	-	1.5	0.0	4.3	0.2	1.2	-	5.8	-
Lights	253	885	15927	303	-	17368	156	277	17129	1118	-	18680	1	265	60	264	-	590	3	1693	93	470	-	2259	38897
% Lights	99.6	98.8	98.3	98.7	-	98.3	99.4	100.0	98.6	97.4	-	98.6	100.0	99.6	98.4	99.6	-	99.5	100.0	99.1	98.9	98.5	-	98.9	98.5
Other Vehicles	1	11	279	4	-	295	1	0	239	30	-	270	0	1	1	1	-	3	0	16	1	7	-	24	592

% Other Vehicles	0.4	1.2	1.7	1.3	-	1.7	0.6	0.0	1.4	2.6	-	1.4	0.0	0.4	1.6	0.4	-	0.5	0.0	0.9	1.1	1.5	-	1.1	1.5
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	39	-	-	-	-	-	32	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	9.5	-	-	-	-	-	57.4	-	-	-	-	-	51.6	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	38	-	-	-	-	-	29	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	90.5	-	-	-	-	-	42.6	-	-	-	-	-	48.4	-	-



Turning Movement Peak Hour Data (8:00)

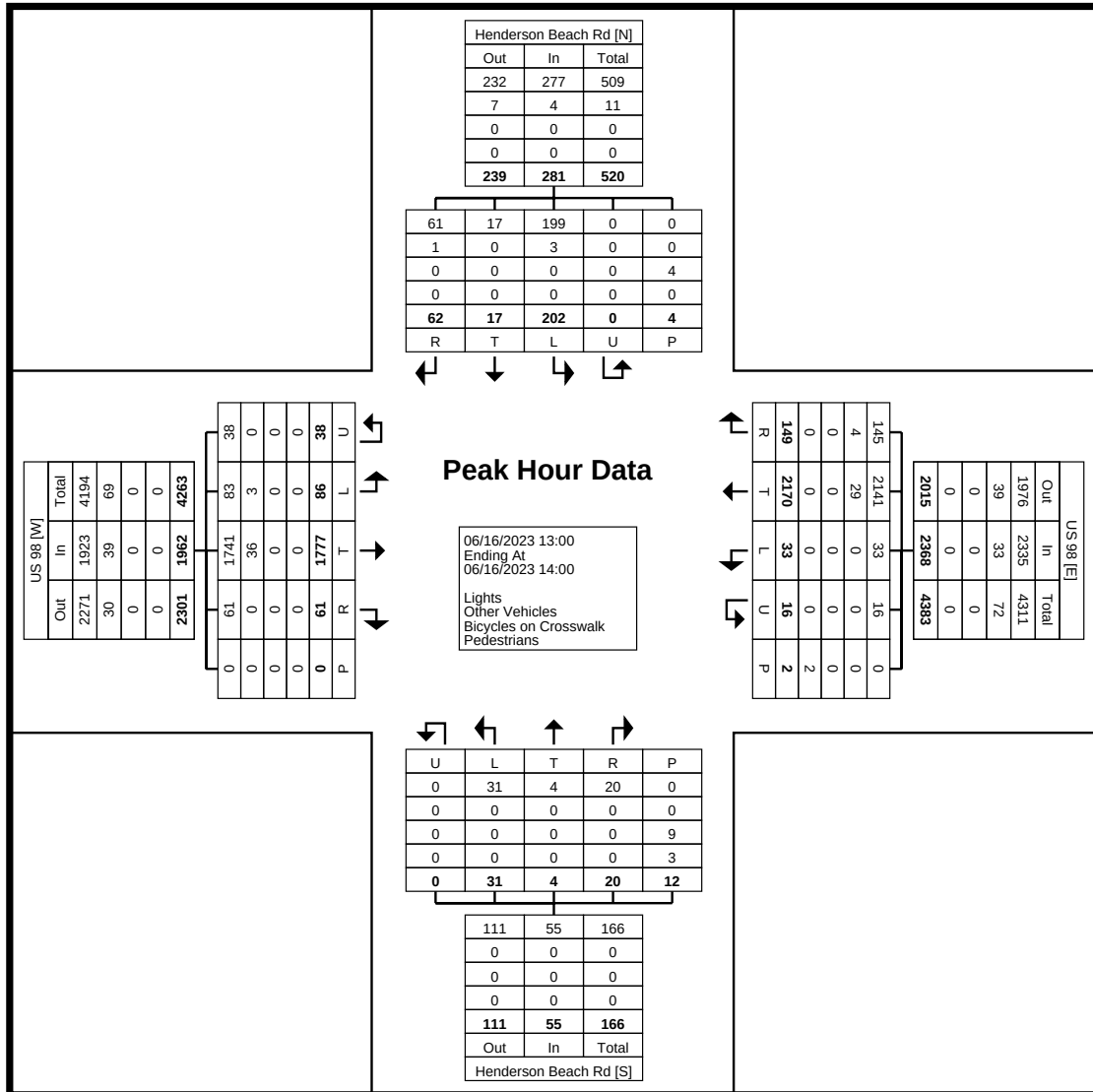
Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	4	12	410	3	0	429	4	3	357	17	0	381	0	1	0	2	0	3	1	20	0	2	3	23	836
8:15	4	17	405	2	0	428	2	1	377	16	0	396	0	2	1	4	2	7	0	37	2	4	0	43	874
8:30	5	19	428	5	0	457	2	9	431	17	0	459	0	1	0	1	3	2	0	26	0	7	0	33	951
8:45	9	24	440	7	0	480	1	7	348	32	0	388	0	4	3	1	5	8	0	42	1	6	3	49	925
Total	22	72	1683	17	0	1794	9	20	1513	82	0	1624	0	8	4	8	10	20	1	125	3	19	6	148	3586
Approach %	1.2	4.0	93.8	0.9	-	-	0.6	1.2	93.2	5.0	-	-	0.0	40.0	20.0	40.0	-	-	0.7	84.5	2.0	12.8	-	-	-
Total %	0.6	2.0	46.9	0.5	-	50.0	0.3	0.6	42.2	2.3	-	45.3	0.0	0.2	0.1	0.2	-	0.6	0.0	3.5	0.1	0.5	-	4.1	-
PHF	0.611	0.750	0.956	0.607	-	0.934	0.563	0.556	0.878	0.641	-	0.885	0.000	0.500	0.333	0.500	-	0.625	0.250	0.744	0.375	0.679	-	0.755	0.943
Lights	22	72	1643	17	-	1754	9	20	1488	77	-	1594	0	8	4	8	-	20	1	123	3	18	-	145	3513
% Lights	100.0	100.0	97.6	100.0	-	97.8	100.0	100.0	98.3	93.9	-	98.2	-	100.0	100.0	100.0	-	100.0	100.0	98.4	100.0	94.7	-	98.0	98.0
Other Vehicles	0	0	40	0	-	40	0	0	25	5	-	30	0	0	0	0	-	0	0	2	0	1	-	3	73
% Other Vehicles	0.0	0.0	2.4	0.0	-	2.2	0.0	0.0	1.7	6.1	-	1.8	-	0.0	0.0	0.0	-	0.0	0.0	1.6	0.0	5.3	-	2.0	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.0	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90.0	-	-	-	-	-	33.3	-	-



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (13:00)

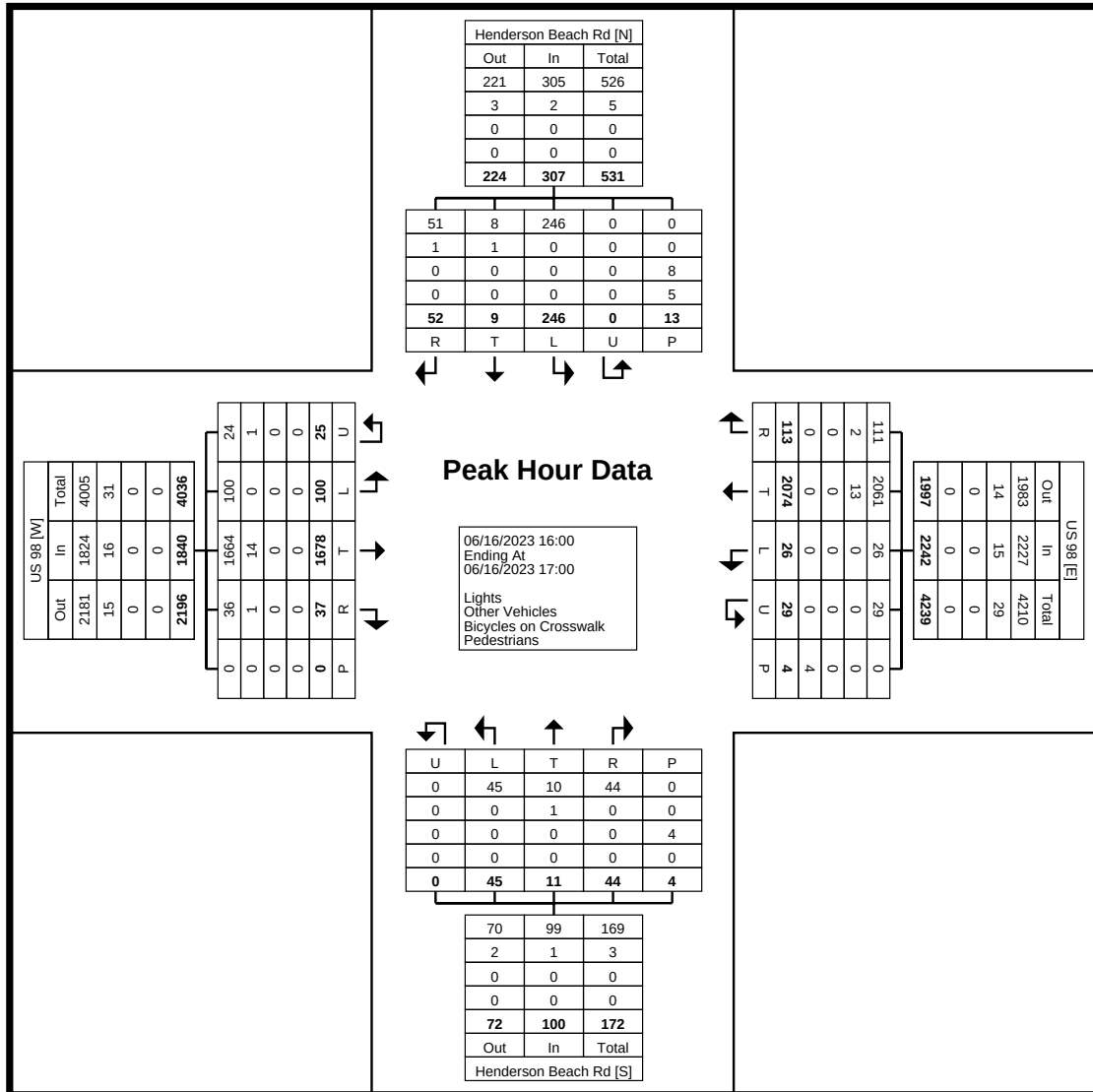
Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:00	14	24	460	9	0	507	8	5	550	38	0	601	0	9	2	5	1	16	0	55	2	16	0	73	1197
13:15	8	27	446	14	0	495	3	8	556	30	0	597	0	6	0	3	5	9	0	52	1	13	0	66	1167
13:30	3	14	383	21	0	421	3	9	536	32	2	580	0	11	0	5	1	16	0	40	9	17	3	66	1083
13:45	13	21	488	17	0	539	2	11	528	49	0	590	0	5	2	7	5	14	0	55	5	16	1	76	1219
Total	38	86	1777	61	0	1962	16	33	2170	149	2	2368	0	31	4	20	12	55	0	202	17	62	4	281	4666
Approach %	1.9	4.4	90.6	3.1	-	-	0.7	1.4	91.6	6.3	-	-	0.0	56.4	7.3	36.4	-	-	0.0	71.9	6.0	22.1	-	-	-
Total %	0.8	1.8	38.1	1.3	-	42.0	0.3	0.7	46.5	3.2	-	50.8	0.0	0.7	0.1	0.4	-	1.2	0.0	4.3	0.4	1.3	-	6.0	-
PHF	0.679	0.796	0.910	0.726	-	0.910	0.500	0.750	0.976	0.760	-	0.985	0.000	0.705	0.500	0.714	-	0.859	0.000	0.918	0.472	0.912	-	0.924	0.957
Lights	38	83	1741	61	-	1923	16	33	2141	145	-	2335	0	31	4	20	-	55	0	199	17	61	-	277	4590
% Lights	100.0	96.5	98.0	100.0	-	98.0	100.0	100.0	98.7	97.3	-	98.6	-	100.0	100.0	100.0	-	100.0	-	98.5	100.0	98.4	-	98.6	98.4
Other Vehicles	0	3	36	0	-	39	0	0	29	4	-	33	0	0	0	0	-	0	0	3	0	1	-	4	76
% Other Vehicles	0.0	3.5	2.0	0.0	-	2.0	0.0	0.0	1.3	2.7	-	1.4	-	0.0	0.0	0.0	-	0.0	-	1.5	0.0	1.6	-	1.4	1.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	75.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	25.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (13:00)

Turning Movement Peak Hour Data (16:00)

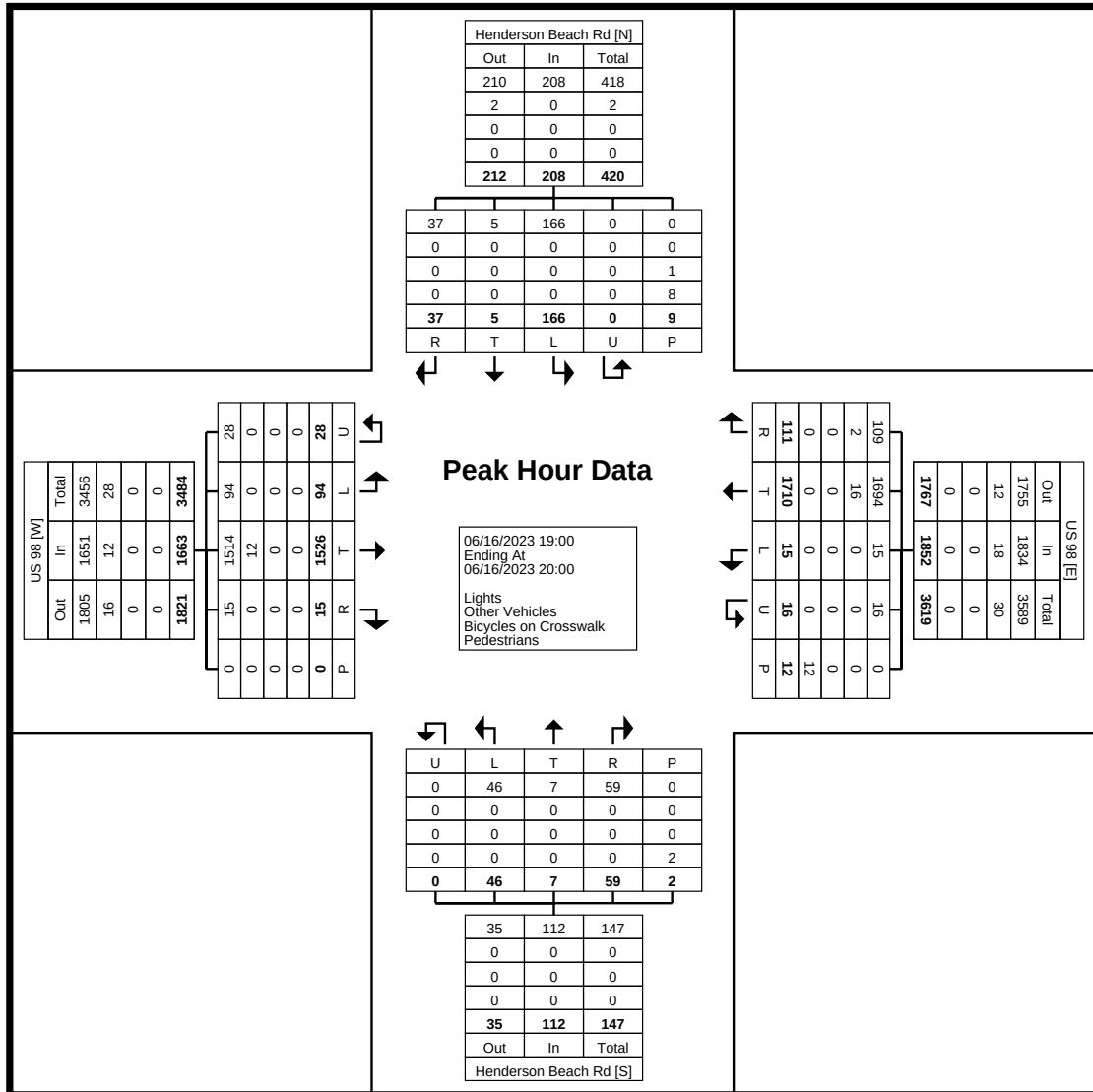
Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	7	24	415	8	0	454	9	9	531	32	3	581	0	10	2	9	0	21	0	73	3	17	3	93	1149
16:15	3	28	425	12	0	468	5	6	503	28	0	542	0	14	2	12	1	28	0	63	2	9	8	74	1112
16:30	11	19	416	7	0	453	5	4	515	27	1	551	0	12	3	13	2	28	0	52	1	9	1	62	1094
16:45	4	29	422	10	0	465	10	7	525	26	0	568	0	9	4	10	1	23	0	58	3	17	1	78	1134
Total	25	100	1678	37	0	1840	29	26	2074	113	4	2242	0	45	11	44	4	100	0	246	9	52	13	307	4489
Approach %	1.4	5.4	91.2	2.0	-	-	1.3	1.2	92.5	5.0	-	-	0.0	45.0	11.0	44.0	-	-	0.0	80.1	2.9	16.9	-	-	-
Total %	0.6	2.2	37.4	0.8	-	41.0	0.6	0.6	46.2	2.5	-	49.9	0.0	1.0	0.2	1.0	-	2.2	0.0	5.5	0.2	1.2	-	6.8	-
PHF	0.568	0.862	0.987	0.771	-	0.983	0.725	0.722	0.976	0.883	-	0.965	0.000	0.804	0.688	0.846	-	0.893	0.000	0.842	0.750	0.765	-	0.825	0.977
Lights	24	100	1664	36	-	1824	29	26	2061	111	-	2227	0	45	10	44	-	99	0	246	8	51	-	305	4455
% Lights	96.0	100.0	99.2	97.3	-	99.1	100.0	100.0	99.4	98.2	-	99.3	-	100.0	90.9	100.0	-	99.0	-	100.0	88.9	98.1	-	99.3	99.2
Other Vehicles	1	0	14	1	-	16	0	0	13	2	-	15	0	0	1	0	-	1	0	0	1	1	-	2	34
% Other Vehicles	4.0	0.0	0.8	2.7	-	0.9	0.0	0.0	0.6	1.8	-	0.7	-	0.0	9.1	0.0	-	1.0	-	0.0	11.1	1.9	-	0.7	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	61.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	38.5	-	-



Turning Movement Peak Hour Data Plot (16:00)

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	5	20	400	5	0	430	1	5	457	30	2	493	0	4	1	13	2	18	0	49	2	10	2	61	1002
19:15	6	21	375	6	0	408	3	6	382	29	0	420	0	11	3	14	0	28	0	42	1	9	1	52	908
19:30	4	33	389	3	0	429	6	3	412	26	10	447	0	10	1	17	0	28	0	40	2	12	2	54	958
19:45	13	20	362	1	0	396	6	1	459	26	0	492	0	21	2	15	0	38	0	35	0	6	4	41	967
Total	28	94	1526	15	0	1663	16	15	1710	111	12	1852	0	46	7	59	2	112	0	166	5	37	9	208	3835
Approach %	1.7	5.7	91.8	0.9	-	-	0.9	0.8	92.3	6.0	-	-	0.0	41.1	6.3	52.7	-	-	0.0	79.8	2.4	17.8	-	-	-
Total %	0.7	2.5	39.8	0.4	-	43.4	0.4	0.4	44.6	2.9	-	48.3	0.0	1.2	0.2	1.5	-	2.9	0.0	4.3	0.1	1.0	-	5.4	-
PHF	0.538	0.712	0.954	0.625	-	0.967	0.667	0.625	0.931	0.925	-	0.939	0.000	0.548	0.583	0.868	-	0.737	0.000	0.847	0.625	0.771	-	0.852	0.957
Lights	28	94	1514	15	-	1651	16	15	1694	109	-	1834	0	46	7	59	-	112	0	166	5	37	-	208	3805
% Lights	100.0	100.0	99.2	100.0	-	99.3	100.0	100.0	99.1	98.2	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.2
Other Vehicles	0	0	12	0	-	12	0	0	16	2	-	18	0	0	0	0	-	0	0	0	0	0	-	0	30
% Other Vehicles	0.0	0.0	0.8	0.0	-	0.7	0.0	0.0	0.9	1.8	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	2	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-

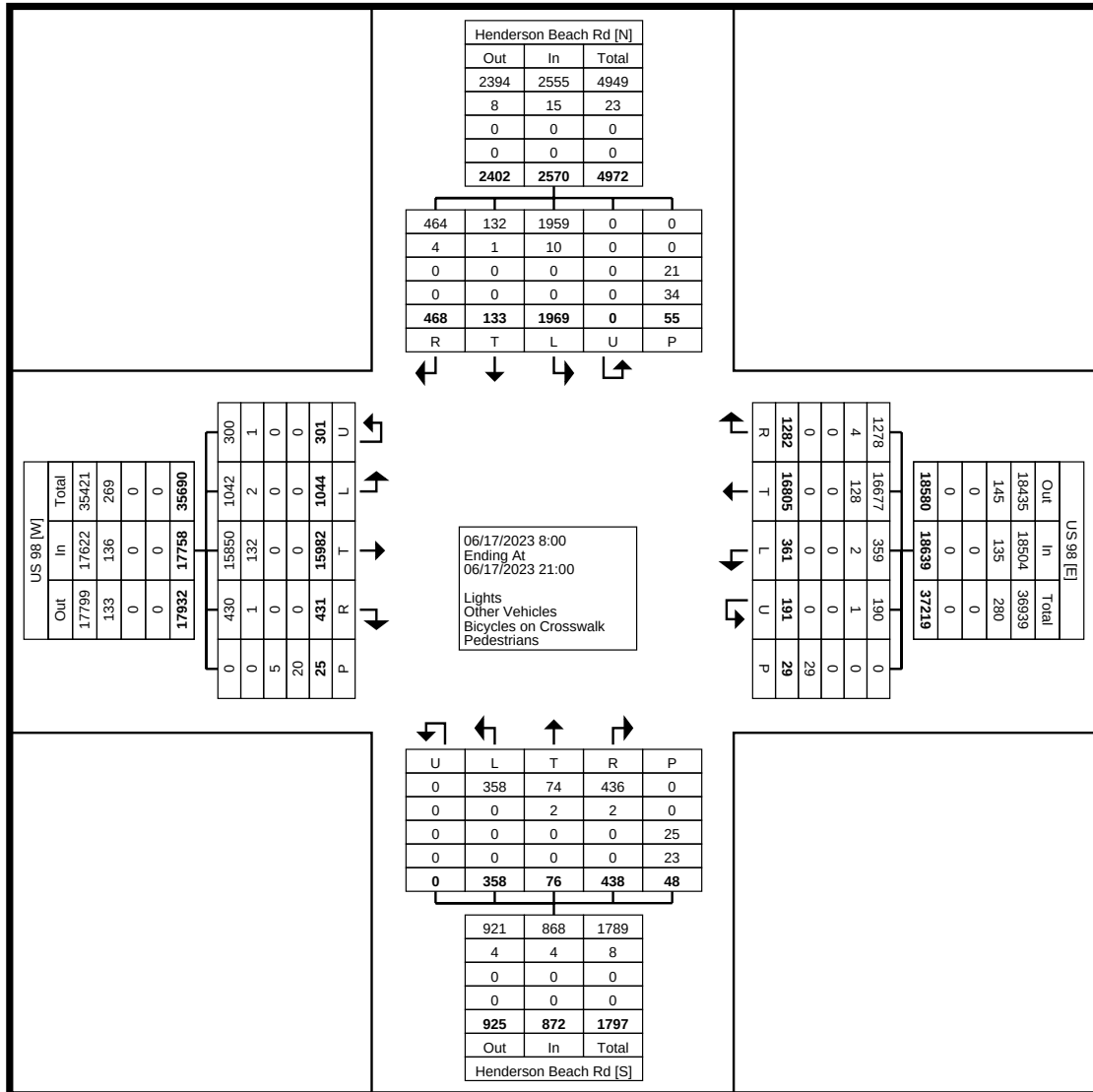


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

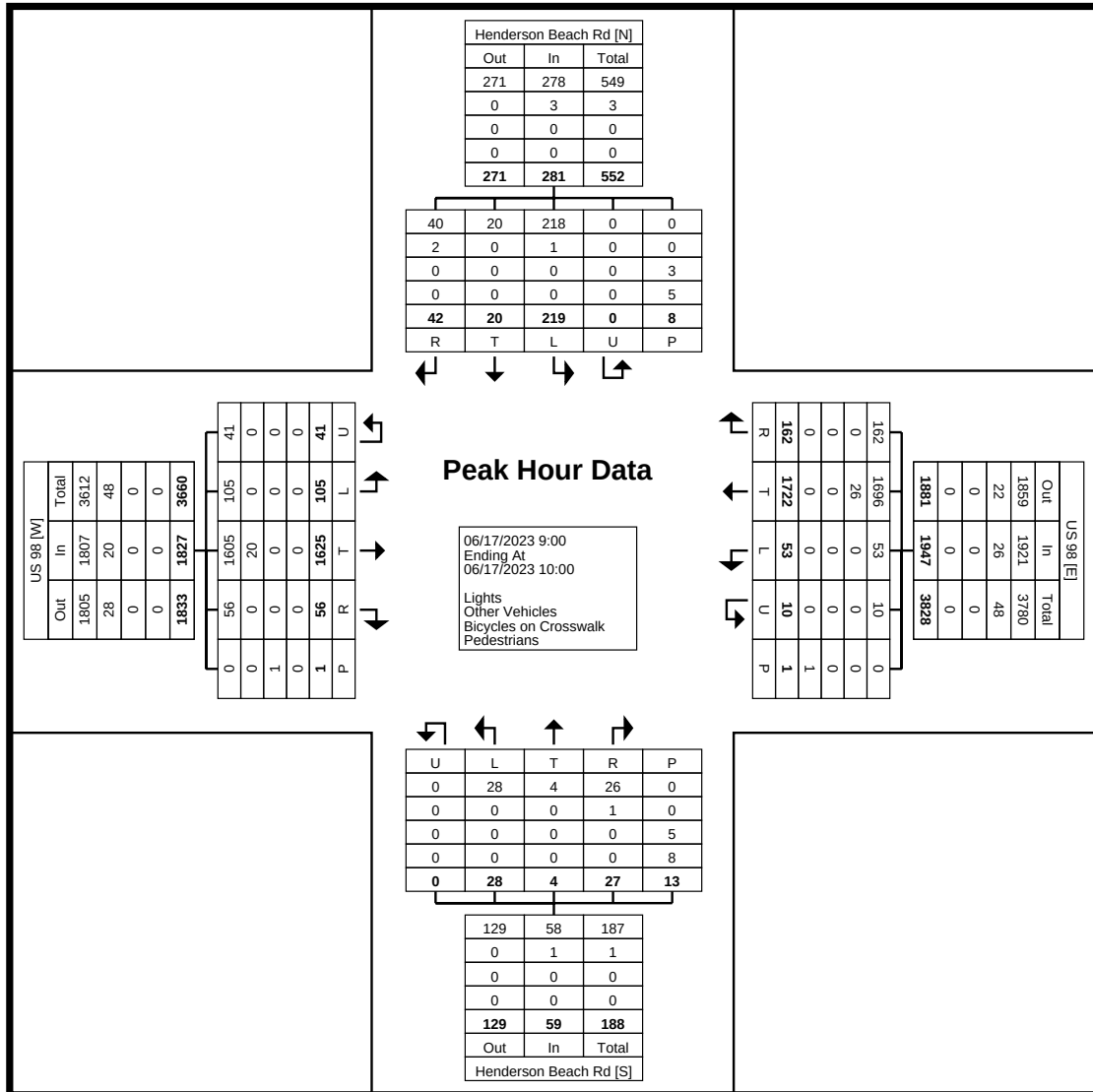
Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	3	20	386	14	0	423	0	5	228	17	1	250	0	1	1	6	1	8	0	34	6	7	0	47	728
8:15	12	17	337	5	0	371	2	5	331	16	0	354	0	5	1	3	3	9	0	33	1	6	0	40	774
8:30	5	23	348	7	2	383	4	13	355	22	1	394	0	3	0	2	2	5	0	44	1	7	1	52	834
8:45	10	18	478	8	0	514	0	11	357	24	6	392	0	2	2	4	3	8	0	39	3	6	4	48	962
Hourly Total	30	78	1549	34	2	1691	6	34	1271	79	8	1390	0	11	4	15	9	30	0	150	11	26	5	187	3298
9:00	10	26	411	8	0	455	5	12	458	46	0	521	0	10	1	7	3	18	0	58	3	8	0	69	1063
9:15	8	25	371	21	0	425	1	16	423	42	1	482	0	4	0	9	3	13	0	47	9	6	4	62	982
9:30	16	25	389	14	0	444	3	13	417	41	0	474	0	4	0	3	4	7	0	53	3	15	3	71	996
9:45	7	29	454	13	1	503	1	12	424	33	0	470	0	10	3	8	3	21	0	61	5	13	1	79	1073
Hourly Total	41	105	1625	56	1	1827	10	53	1722	162	1	1947	0	28	4	27	13	59	0	219	20	42	8	281	4114
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	4	28	427	15	0	474	5	27	481	30	0	543	0	5	1	12	0	18	0	61	8	12	6	81	1116
11:15	4	29	378	17	2	428	6	8	435	22	0	471	0	5	5	8	3	18	0	52	6	12	0	70	987
11:30	12	20	388	25	4	445	4	27	433	24	0	488	0	4	4	10	2	18	0	52	8	10	0	70	1021
11:45	3	37	438	17	0	495	2	21	448	36	1	507	0	18	1	11	3	30	0	49	5	14	0	68	1100
Hourly Total	23	114	1631	74	6	1842	17	83	1797	112	1	2009	0	32	11	41	8	84	0	214	27	48	6	289	4224
12:00	5	20	358	10	0	393	5	14	445	39	0	503	0	5	0	9	0	14	0	47	6	12	0	65	975
12:15	8	25	375	11	1	419	3	14	437	38	0	492	0	6	1	11	0	18	0	50	3	14	0	67	996
12:30	15	21	374	13	0	423	3	14	458	20	0	495	0	7	0	9	0	16	0	47	6	8	2	61	995
12:45	12	20	360	11	0	403	8	26	453	26	0	513	0	15	2	9	0	26	0	53	7	10	4	70	1012
Hourly Total	40	86	1467	45	1	1638	19	68	1793	123	0	2003	0	33	3	38	0	74	0	197	22	44	6	263	3978
13:00	6	17	338	21	1	382	4	18	470	41	0	533	0	14	3	10	2	27	0	43	4	12	1	59	1001
13:15	6	22	378	20	1	426	5	7	458	34	0	504	0	12	2	21	2	35	0	57	6	8	2	71	1036
13:30	7	33	401	23	1	464	7	8	288	16	0	319	0	17	2	15	1	34	0	48	7	14	3	69	886
13:45	5	22	330	23	5	380	8	14	329	33	0	384	0	10	6	28	0	44	0	63	1	24	3	88	896
Hourly Total	24	94	1447	87	8	1652	24	47	1545	124	0	1740	0	53	13	74	5	140	0	211	18	58	9	287	3819
14:00	10	26	339	17	0	392	1	12	492	44	2	549	0	9	5	17	2	31	0	45	7	21	5	73	1045
14:15	2	41	378	17	2	438	4	3	444	37	2	488	0	14	6	19	1	39	0	73	4	16	1	93	1058
14:30	7	28	424	17	1	476	6	6	469	27	7	508	0	17	4	19	6	40	0	55	2	15	0	72	1096
14:45	7	27	410	13	0	457	6	9	413	55	0	483	0	20	7	21	0	48	0	61	3	7	0	71	1059
Hourly Total	26	122	1551	64	3	1763	17	30	1818	163	11	2028	0	60	22	76	9	158	0	234	16	59	6	309	4258
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	7	28	412	3	0	450	1	5	479	30	0	515	0	30	5	40	2	75	0	45	1	13	3	59	1099
16:15	4	25	511	2	0	542	4	4	445	32	0	485	0	36	3	28	0	67	0	69	0	21	0	90	1184
16:30	2	19	463	1	0	485	2	0	422	32	0	456	0	31	4	36	0	71	0	45	2	8	1	55	1067
16:45	2	29	467	2	0	500	6	2	438	19	0	465	0	8	1	6	0	15	0	49	3	7	1	59	1039
Hourly Total	15	101	1853	8	0	1977	13	11	1784	113	0	1921	0	105	13	110	2	228	0	208	6	49	5	263	4389
17:00	9	30	471	1	0	511	1	4	448	34	0	487	0	2	0	5	0	7	0	33	1	5	0	39	1044
17:15	6	36	464	4	0	510	7	5	402	37	1	451	0	3	2	8	0	13	0	41	0	16	3	57	1031
17:30	10	30	434	7	0	481	12	4	437	30	0	483	0	4	0	5	0	9	0	56	2	12	0	70	1043
17:45	7	29	446	13	0	495	5	6	431	38	1	480	0	3	1	5	0	9	0	44	1	7	0	52	1036
Hourly Total	32	125	1815	25	0	1997	25	19	1718	139	2	1901	0	12	3	23	0	38	0	174	4	40	3	218	4154
18:00	6	26	419	10	0	461	4	4	433	33	0	474	0	1	2	8	0	11	0	56	1	11	2	68	1014
18:15	15	26	455	7	0	503	8	4	435	43	0	490	0	5	0	2	0	7	0	40	3	13	0	56	1056
18:30	4	35	442	8	4	489	9	5	461	26	0	501	0	0	0	1	2	1	0	37	1	13	0	51	1042
18:45	8	26	433	9	0	476	8	2	402	30	6	442	0	4	0	9	0	13	0	47	4	16	0	67	998
Hourly Total	33	113	1749	34	4	1929	29	15	1731	132	6	1907	0	10	2	20	2	32	0	180	9	53	2	242	4110
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	8	27	351	2	0	388	8	0	434	37	0	479	0	9	0	11	0	20	0	51	0	24	0	75	962
20:15	14	26	318	0	0	358	7	0	404	34	0	445	0	3	1	3	0	7	0	43	0	7	4	50	860
20:30	4	26	335	1	0	366	10	1	440	36	0	487	0	1	0	0	0	1	0	50	0	7	1	57	911
20:45	11	27	291	1	0	330	6	0	348	28	0	382	0	1	0	0	0	1	0	38	0	11	0	49	762
Hourly Total	37	106	1295	4	0	1442	31	1	1626	135	0	1793	0	14	1	14	0	29	0	182	0	49	5	231	3495
Grand Total	301	1044	15982	431	25	17758	191	361	16805	1282	29	18639	0	358	76	438	48	872	0	1969	133	468	55	2570	39839
Approach %	1.7	5.9	90.0	2.4	-	-	1.0	1.9	90.2	6.9	-	-	0.0	41.1	8.7	50.2	-	-	0.0	76.6	5.2	18.2	-	-	-
Total %	0.8	2.6	40.1	1.1	-	44.6	0.5	0.9	42.2	3.2	-	46.8	0.0	0.9	0.2	1.1	-	2.2	0.0	4.9	0.3	1.2	-	6.5	-
Lights	300	1042	15850	430	-	17622	190	359	16677	1278	-	18504	0	358	74	436	-	868	0	1959	132	464	-	2555	39549
% Lights	99.7	99.8	99.2	99.8	-	99.2	99.5	99.4	99.2	99.7	-	99.3	-	100.0	97.4	99.5	-	99.5	-	99.5	99.2	99.1	-	99.4	99.3
Other Vehicles	1	2	132	1	-	136	1	2	128	4	-	135	0	0	2	2	-	4	0	10	1	4	-	15	290

% Other Vehicles	0.3	0.2	0.8	0.2	-	0.8	0.5	0.6	0.8	0.3	-	0.7	-	0.0	2.6	0.5	-	0.5	-	0.5	0.8	0.9	-	0.6	0.7
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	25	-	-	-	-	-	21	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-	-	-	-	52.1	-	-	-	-	-	38.2	-	-
Pedestrians	-	-	-	-	20	-	-	-	-	-	29	-	-	-	-	-	23	-	-	-	-	-	34	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-	-	-	-	47.9	-	-	-	-	-	61.8	-	-



Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	10	26	411	8	0	455	5	12	458	46	0	521	0	10	1	7	3	18	0	58	3	8	0	69	1063
9:15	8	25	371	21	0	425	1	16	423	42	1	482	0	4	0	9	3	13	0	47	9	6	4	62	982
9:30	16	25	389	14	0	444	3	13	417	41	0	474	0	4	0	3	4	7	0	53	3	15	3	71	996
9:45	7	29	454	13	1	503	1	12	424	33	0	470	0	10	3	8	3	21	0	61	5	13	1	79	1073
Total	41	105	1625	56	1	1827	10	53	1722	162	1	1947	0	28	4	27	13	59	0	219	20	42	8	281	4114
Approach %	2.2	5.7	88.9	3.1	-	-	0.5	2.7	88.4	8.3	-	-	0.0	47.5	6.8	45.8	-	-	0.0	77.9	7.1	14.9	-	-	-
Total %	1.0	2.6	39.5	1.4	-	44.4	0.2	1.3	41.9	3.9	-	47.3	0.0	0.7	0.1	0.7	-	1.4	0.0	5.3	0.5	1.0	-	6.8	-
PHF	0.641	0.905	0.895	0.667	-	0.908	0.500	0.828	0.940	0.880	-	0.934	0.000	0.700	0.333	0.750	-	0.702	0.000	0.898	0.556	0.700	-	0.889	0.959
Lights	41	105	1605	56	-	1807	10	53	1696	162	-	1921	0	28	4	26	-	58	0	218	20	40	-	278	4064
% Lights	100.0	100.0	98.8	100.0	-	98.9	100.0	100.0	98.5	100.0	-	98.7	-	100.0	100.0	96.3	-	98.3	-	99.5	100.0	95.2	-	98.9	98.8
Other Vehicles	0	0	20	0	-	20	0	0	26	0	-	26	0	0	0	1	-	1	0	1	0	2	-	3	50
% Other Vehicles	0.0	0.0	1.2	0.0	-	1.1	0.0	0.0	1.5	0.0	-	1.3	-	0.0	0.0	3.7	-	1.7	-	0.5	0.0	4.8	-	1.1	1.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	38.5	-	-	-	-	-	37.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	61.5	-	-	-	-	-	62.5	-	-



Turning Movement Peak Hour Data Plot (9:00)

Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	10	26	339	17	0	392	1	12	492	44	2	549	0	9	5	17	2	31	0	45	7	21	5	73	1045
14:15	2	41	378	17	2	438	4	3	444	37	2	488	0	14	6	19	1	39	0	73	4	16	1	93	1058
14:30	7	28	424	17	1	476	6	6	469	27	7	508	0	17	4	19	6	40	0	55	2	15	0	72	1096
14:45	7	27	410	13	0	457	6	9	413	55	0	483	0	20	7	21	0	48	0	61	3	7	0	71	1059
Total	26	122	1551	64	3	1763	17	30	1818	163	11	2028	0	60	22	76	9	158	0	234	16	59	6	309	4258
Approach %	1.5	6.9	88.0	3.6	-	-	0.8	1.5	89.6	8.0	-	-	0.0	38.0	13.9	48.1	-	-	0.0	75.7	5.2	19.1	-	-	-
Total %	0.6	2.9	36.4	1.5	-	41.4	0.4	0.7	42.7	3.8	-	47.6	0.0	1.4	0.5	1.8	-	3.7	0.0	5.5	0.4	1.4	-	7.3	-
PHF	0.650	0.744	0.915	0.941	-	0.926	0.708	0.625	0.924	0.741	-	0.923	0.000	0.750	0.786	0.905	-	0.823	0.000	0.801	0.571	0.702	-	0.831	0.971
Lights	26	122	1546	63	-	1757	17	30	1802	161	-	2010	0	60	21	75	-	156	0	234	15	59	-	308	4231
% Lights	100.0	100.0	99.7	98.4	-	99.7	100.0	100.0	99.1	98.8	-	99.1	-	100.0	95.5	98.7	-	98.7	-	100.0	93.8	100.0	-	99.7	99.4
Other Vehicles	0	0	5	1	-	6	0	0	16	2	-	18	0	0	1	1	-	2	0	0	1	0	-	1	27
% Other Vehicles	0.0	0.0	0.3	1.6	-	0.3	0.0	0.0	0.9	1.2	-	0.9	-	0.0	4.5	1.3	-	1.3	-	0.0	6.3	0.0	-	0.3	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	44.4	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	11	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	55.6	-	-	-	-	-	66.7	-	-



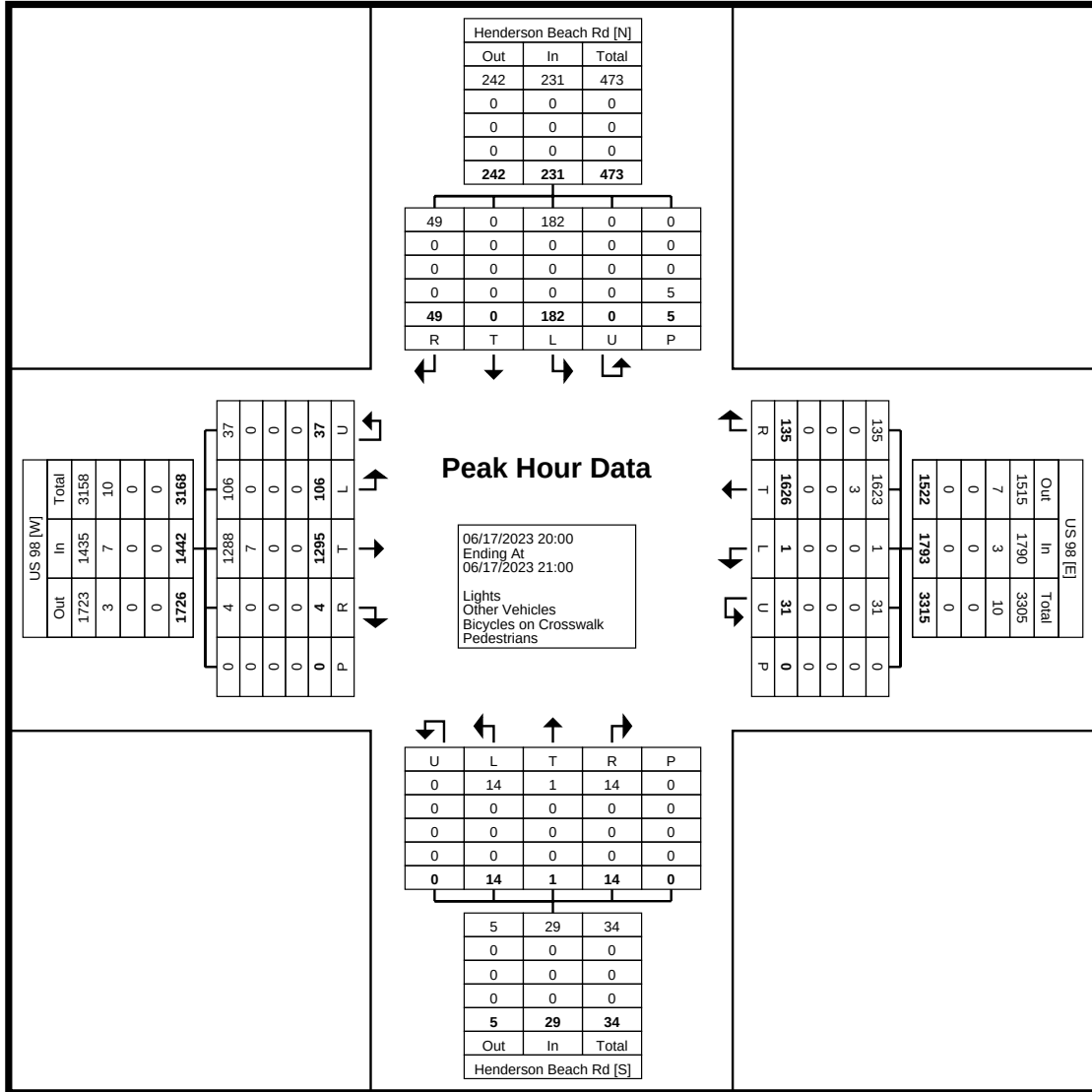
Turning Movement Peak Hour Data (16:00)

Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	7	28	412	3	0	450	1	5	479	30	0	515	0	30	5	40	2	75	0	45	1	13	3	59	1099
16:15	4	25	511	2	0	542	4	4	445	32	0	485	0	36	3	28	0	67	0	69	0	21	0	90	1184
16:30	2	19	463	1	0	485	2	0	422	32	0	456	0	31	4	36	0	71	0	45	2	8	1	55	1067
16:45	2	29	467	2	0	500	6	2	438	19	0	465	0	8	1	6	0	15	0	49	3	7	1	59	1039
Total	15	101	1853	8	0	1977	13	11	1784	113	0	1921	0	105	13	110	2	228	0	208	6	49	5	263	4389
Approach %	0.8	5.1	93.7	0.4	-	-	0.7	0.6	92.9	5.9	-	-	0.0	46.1	5.7	48.2	-	-	0.0	79.1	2.3	18.6	-	-	-
Total %	0.3	2.3	42.2	0.2	-	45.0	0.3	0.3	40.6	2.6	-	43.8	0.0	2.4	0.3	2.5	-	5.2	0.0	4.7	0.1	1.1	-	6.0	-
PHF	0.536	0.871	0.907	0.667	-	0.912	0.542	0.550	0.931	0.883	-	0.933	0.000	0.729	0.650	0.688	-	0.760	0.000	0.754	0.500	0.583	-	0.731	0.927
Lights	15	101	1845	8	-	1969	13	11	1773	113	-	1910	0	105	13	110	-	228	0	205	6	49	-	260	4367
% Lights	100.0	100.0	99.6	100.0	-	99.6	100.0	100.0	99.4	100.0	-	99.4	-	100.0	100.0	100.0	-	100.0	-	98.6	100.0	100.0	-	98.9	99.5
Other Vehicles	0	0	8	0	-	8	0	0	11	0	-	11	0	0	0	0	-	0	0	3	0	0	-	3	22
% Other Vehicles	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	1.4	0.0	0.0	-	1.1	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	80.0	-	-



Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound						US 98 Westbound						Henderson Beach Rd Northbound						Henderson Beach Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	8	27	351	2	0	388	8	0	434	37	0	479	0	9	0	11	0	20	0	51	0	24	0	75	962
20:15	14	26	318	0	0	358	7	0	404	34	0	445	0	3	1	3	0	7	0	43	0	7	4	50	860
20:30	4	26	335	1	0	366	10	1	440	36	0	487	0	1	0	0	0	1	0	50	0	7	1	57	911
20:45	11	27	291	1	0	330	6	0	348	28	0	382	0	1	0	0	0	1	0	38	0	11	0	49	762
Total	37	106	1295	4	0	1442	31	1	1626	135	0	1793	0	14	1	14	0	29	0	182	0	49	5	231	3495
Approach %	2.6	7.4	89.8	0.3	-	-	1.7	0.1	90.7	7.5	-	-	0.0	48.3	3.4	48.3	-	-	0.0	78.8	0.0	21.2	-	-	-
Total %	1.1	3.0	37.1	0.1	-	41.3	0.9	0.0	46.5	3.9	-	51.3	0.0	0.4	0.0	0.4	-	0.8	0.0	5.2	0.0	1.4	-	6.6	-
PHF	0.661	0.981	0.922	0.500	-	0.929	0.775	0.250	0.924	0.912	-	0.920	0.000	0.389	0.250	0.318	-	0.363	0.000	0.892	0.000	0.510	-	0.770	0.908
Lights	37	106	1288	4	-	1435	31	1	1623	135	-	1790	0	14	1	14	-	29	0	182	0	49	-	231	3485
% Lights	100.0	100.0	99.5	100.0	-	99.5	100.0	100.0	99.8	100.0	-	99.8	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.7
Other Vehicles	0	0	7	0	-	7	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	10
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

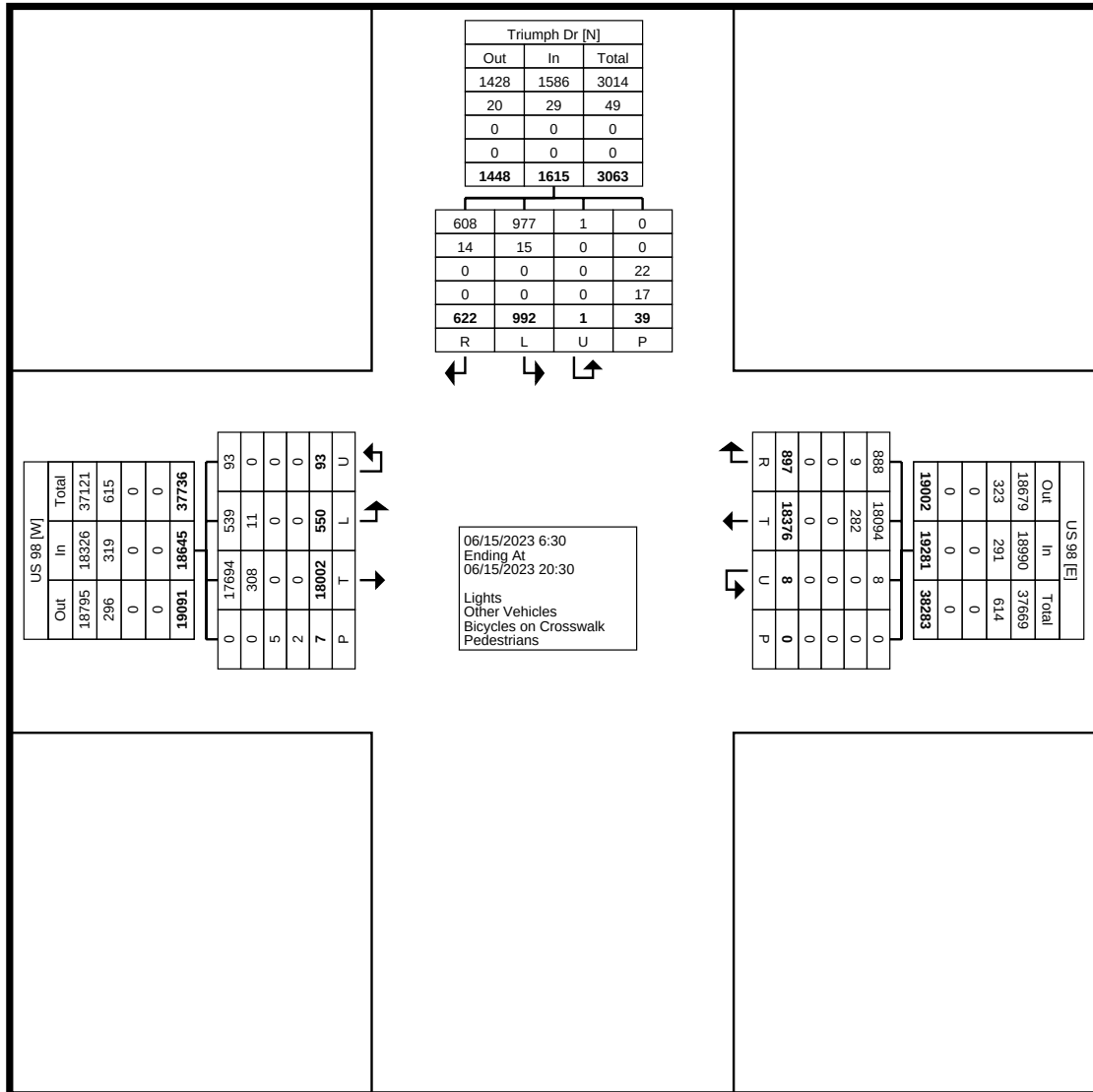


Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

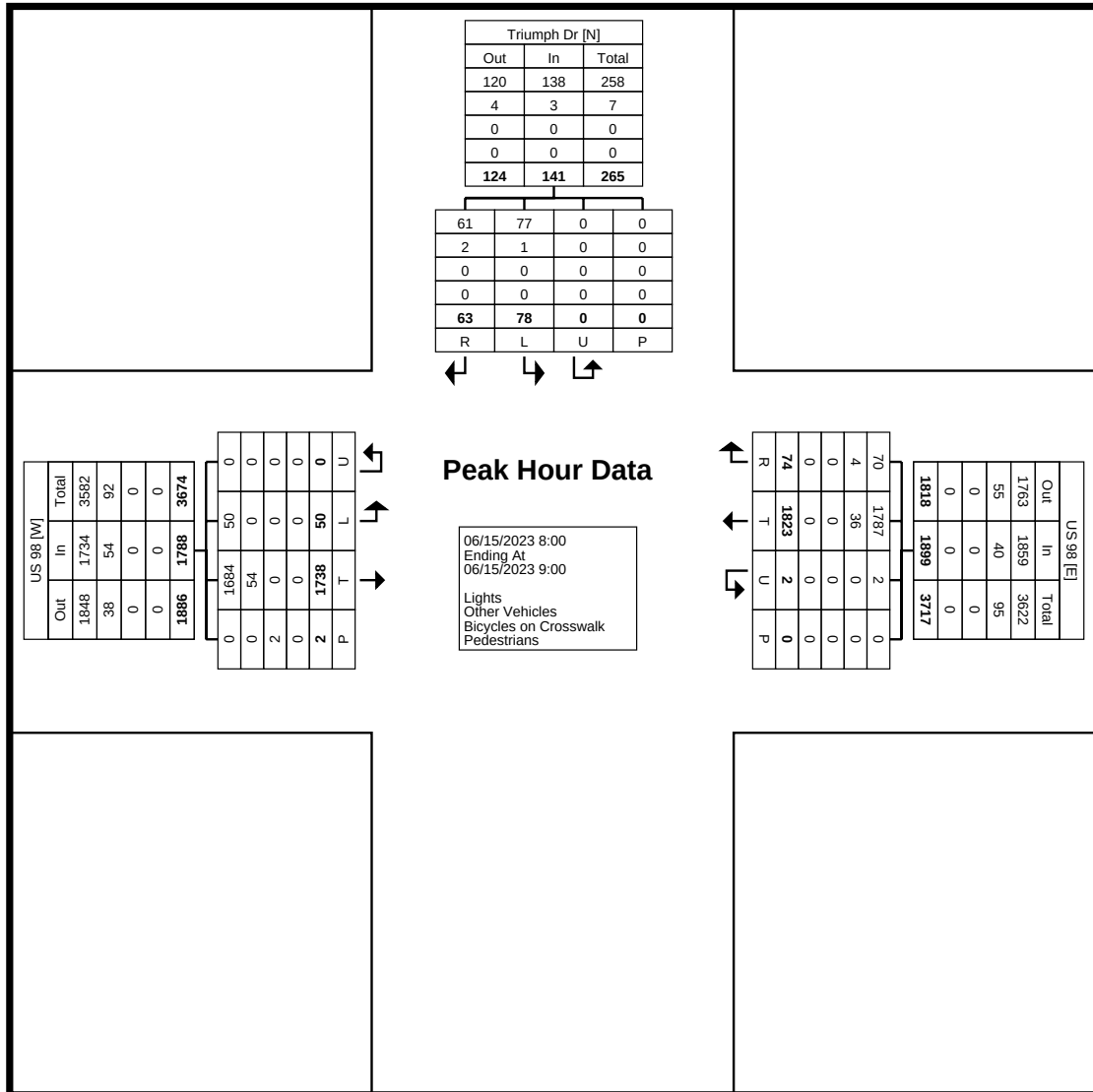
Start Time	US 98 Eastbound					US 98 Westbound					Triumph Dr Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:30	0	6	337	1	343	0	208	9	0	217	0	5	7	4	12	572
6:45	0	4	341	0	345	0	248	2	0	250	0	10	9	0	19	614
Hourly Total	0	10	678	1	688	0	456	11	0	467	0	15	16	4	31	1186
7:00	0	7	286	0	293	0	210	6	0	216	0	9	12	0	21	530
7:15	0	15	311	0	326	0	267	10	0	277	0	16	4	1	20	623
7:30	0	9	403	0	412	0	319	8	0	327	0	15	14	1	29	768
7:45	0	16	370	0	386	0	367	12	0	379	0	15	14	0	29	794
Hourly Total	0	47	1370	0	1417	0	1163	36	0	1199	0	55	44	2	99	2715
8:00	0	12	428	0	440	0	433	23	0	456	0	16	16	0	32	928
8:15	0	12	458	0	470	0	436	17	0	453	0	16	17	0	33	956
8:30	0	13	411	0	424	0	489	15	0	504	0	26	16	0	42	970
8:45	0	13	441	2	454	2	465	19	0	486	0	20	14	0	34	974
Hourly Total	0	50	1738	2	1788	2	1823	74	0	1899	0	78	63	0	141	3828
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	5	19	407	1	431	0	500	35	0	535	0	26	17	0	43	1009
11:15	4	17	462	0	483	1	545	23	0	569	0	29	22	0	51	1103
11:30	3	14	473	2	490	1	531	33	0	565	0	24	16	1	40	1095
11:45	7	26	451	0	484	1	533	30	0	564	0	40	19	0	59	1107
Hourly Total	19	76	1793	3	1888	3	2109	121	0	2233	0	119	74	1	193	4314
12:00	3	11	467	0	481	0	545	20	0	565	0	23	18	0	41	1087
12:15	1	29	464	0	494	1	498	18	0	517	0	38	27	0	65	1076
12:30	4	21	429	0	454	0	471	24	0	495	0	25	15	2	40	989
12:45	3	16	506	0	525	0	541	30	0	571	0	32	24	0	56	1152
Hourly Total	11	77	1866	0	1954	1	2055	92	0	2148	0	118	84	2	202	4304
13:00	2	15	496	0	513	0	480	14	0	494	0	38	20	0	58	1065
13:15	6	19	525	1	550	0	536	30	0	566	0	34	22	1	56	1172
13:30	5	9	485	0	499	0	531	26	0	557	0	37	15	2	52	1108
13:45	2	29	496	0	527	1	513	29	0	543	0	32	22	5	54	1124
Hourly Total	15	72	2002	1	2089	1	2060	99	0	2160	0	141	79	8	220	4469
14:00	2	15	514	0	531	0	514	34	0	548	0	28	23	2	51	1130
14:15	1	10	486	0	497	0	535	30	0	565	0	27	21	0	48	1110
14:30	2	15	513	0	530	0	510	29	0	539	0	34	11	0	45	1114
14:45	1	14	533	0	548	0	519	16	0	535	0	37	19	4	56	1139
Hourly Total	6	54	2046	0	2106	0	2078	109	0	2187	0	126	74	6	200	4493
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	3	12	546	0	561	0	574	35	0	609	0	41	17	3	58	1228
16:15	2	16	508	0	526	0	568	21	0	589	0	34	22	4	56	1171
16:30	5	13	527	0	545	0	589	34	0	623	0	32	14	4	46	1214
16:45	6	14	516	0	536	0	569	39	0	608	0	26	17	0	43	1187
Hourly Total	16	55	2097	0	2168	0	2300	129	0	2429	0	133	70	11	203	4800
17:00	2	17	509	0	528	0	584	27	0	611	0	33	16	3	49	1188
17:15	0	14	428	0	442	0	576	31	0	607	0	20	12	0	32	1081
17:30	2	20	513	0	535	1	578	38	0	617	0	35	13	0	48	1200
17:45	3	9	480	0	492	0	562	37	0	599	0	18	16	0	34	1125
Hourly Total	7	60	1930	0	1997	1	2300	133	0	2434	0	106	57	3	163	4594
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	4	10	464	0	478	0	461	26	0	487	0	30	15	2	45	1010
19:15	3	9	486	0	498	0	450	20	0	470	0	17	12	0	29	997
19:30	4	9	449	0	462	0	377	15	0	392	0	12	10	0	22	876
19:45	4	7	443	0	454	0	266	11	0	277	0	15	14	0	29	760
Hourly Total	15	35	1842	0	1892	0	1554	72	0	1626	0	74	51	2	125	3643
20:00	1	8	328	0	337	0	238	14	0	252	1	18	7	0	26	615
20:15	3	6	312	0	321	0	240	7	0	247	0	9	3	0	12	580
Grand Total	93	550	18002	7	18645	8	18376	897	0	19281	1	992	622	39	1615	39541
Approach %	0.5	2.9	96.6	-	-	0.0	95.3	4.7	-	-	0.1	61.4	38.5	-	-	-
Total %	0.2	1.4	45.5	-	47.2	0.0	46.5	2.3	-	48.8	0.0	2.5	1.6	-	4.1	-
Lights	93	539	17694	-	18326	8	18094	888	-	18990	1	977	608	-	1586	38902
% Lights	100.0	98.0	98.3	-	98.3	100.0	98.5	99.0	-	98.5	100.0	98.5	97.7	-	98.2	98.4
Other Vehicles	0	11	308	-	319	0	282	9	-	291	0	15	14	-	29	639
% Other Vehicles	0.0	2.0	1.7	-	1.7	0.0	1.5	1.0	-	1.5	0.0	1.5	2.3	-	1.8	1.6

[illegible]



Count Name: US 98 at Triumph
Rd - Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

[illegible]



Turning Movement Peak Hour Data Plot (8:00)

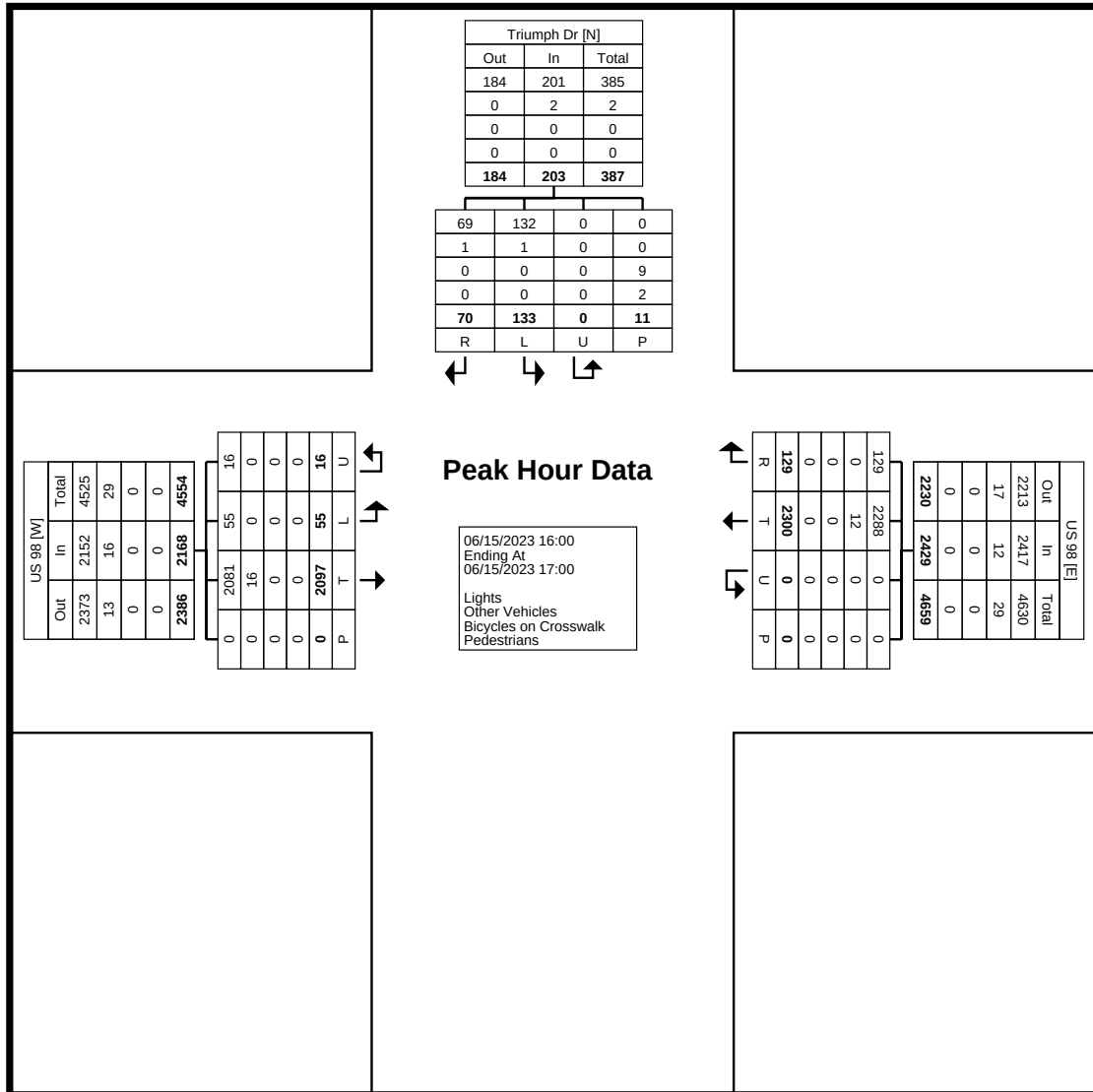
Count Name: US 98 at Triumph
Rd - Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Dr Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
	13:15	6	19	525	1	550	0	536	30	0	566	0	34	22	1	
13:30	5	9	485	0	499	0	531	26	0	557	0	37	15	2	52	1108
13:45	2	29	496	0	527	1	513	29	0	543	0	32	22	5	54	1124
14:00	2	15	514	0	531	0	514	34	0	548	0	28	23	2	51	1130
Total	15	72	2020	1	2107	1	2094	119	0	2214	0	131	82	10	213	4534
Approach %	0.7	3.4	95.9	-	-	0.0	94.6	5.4	-	-	0.0	61.5	38.5	-	-	-
Total %	0.3	1.6	44.6	-	46.5	0.0	46.2	2.6	-	48.8	0.0	2.9	1.8	-	4.7	-
PHF	0.625	0.621	0.962	-	0.958	0.250	0.977	0.875	-	0.978	0.000	0.885	0.891	-	0.951	0.967
Lights	15	71	1975	-	2061	1	2058	119	-	2178	0	129	80	-	209	4448
% Lights	100.0	98.6	97.8	-	97.8	100.0	98.3	100.0	-	98.4	-	98.5	97.6	-	98.1	98.1
Other Vehicles	0	1	45	-	46	0	36	0	-	36	0	2	2	-	4	86
% Other Vehicles	0.0	1.4	2.2	-	2.2	0.0	1.7	0.0	-	1.6	-	1.5	2.4	-	1.9	1.9
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	100.0	-	-	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	0.0	-	-	-	-	-	-	-	-	-	50.0	-	-



Count Name: US 98 at Triumph
Rd - Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

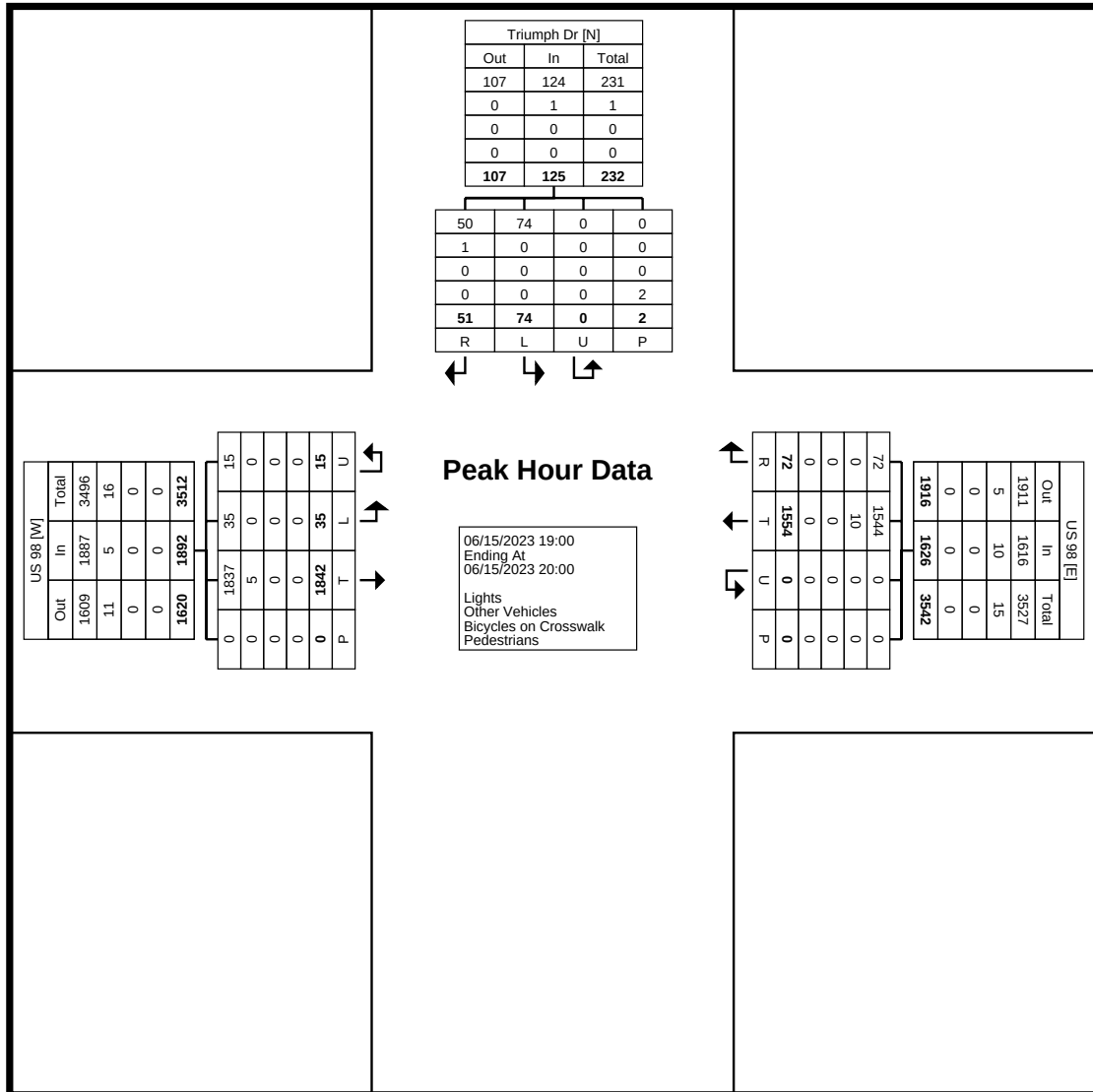
Start Time	US 98 Eastbound					US 98 Westbound					Triumph Dr Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
16:00	3	12	546	0	561	0	574	35	0	609	0	41	17	3	58	1228
16:15	2	16	508	0	526	0	568	21	0	589	0	34	22	4	56	1171
16:30	5	13	527	0	545	0	589	34	0	623	0	32	14	4	46	1214
16:45	6	14	516	0	536	0	569	39	0	608	0	26	17	0	43	1187
Total	16	55	2097	0	2168	0	2300	129	0	2429	0	133	70	11	203	4800
Approach %	0.7	2.5	96.7	-	-	0.0	94.7	5.3	-	-	0.0	65.5	34.5	-	-	-
Total %	0.3	1.1	43.7	-	45.2	0.0	47.9	2.7	-	50.6	0.0	2.8	1.5	-	4.2	-
PHF	0.667	0.859	0.960	-	0.966	0.000	0.976	0.827	-	0.975	0.000	0.811	0.795	-	0.875	0.977
Lights	16	55	2081	-	2152	0	2288	129	-	2417	0	132	69	-	201	4770
% Lights	100.0	100.0	99.2	-	99.3	-	99.5	100.0	-	99.5	-	99.2	98.6	-	99.0	99.4
Other Vehicles	0	0	16	-	16	0	12	0	-	12	0	1	1	-	2	30
% Other Vehicles	0.0	0.0	0.8	-	0.7	-	0.5	0.0	-	0.5	-	0.8	1.4	-	1.0	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	9	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	81.8	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	18.2	-	-



Turning Movement Peak Hour Data Plot (16:00)

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Dr Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
19:00	4	10	464	0	478	0	461	26	0	487	0	30	15	2	45	1010
19:15	3	9	486	0	498	0	450	20	0	470	0	17	12	0	29	997
19:30	4	9	449	0	462	0	377	15	0	392	0	12	10	0	22	876
19:45	4	7	443	0	454	0	266	11	0	277	0	15	14	0	29	760
Total	15	35	1842	0	1892	0	1554	72	0	1626	0	74	51	2	125	3643
Approach %	0.8	1.8	97.4	-	-	0.0	95.6	4.4	-	-	0.0	59.2	40.8	-	-	-
Total %	0.4	1.0	50.6	-	51.9	0.0	42.7	2.0	-	44.6	0.0	2.0	1.4	-	3.4	-
PHF	0.938	0.875	0.948	-	0.950	0.000	0.843	0.692	-	0.835	0.000	0.617	0.850	-	0.694	0.902
Lights	15	35	1837	-	1887	0	1544	72	-	1616	0	74	50	-	124	3627
% Lights	100.0	100.0	99.7	-	99.7	-	99.4	100.0	-	99.4	-	100.0	98.0	-	99.2	99.6
Other Vehicles	0	0	5	-	5	0	10	0	-	10	0	0	1	-	1	16
% Other Vehicles	0.0	0.0	0.3	-	0.3	-	0.6	0.0	-	0.6	-	0.0	2.0	-	0.8	0.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

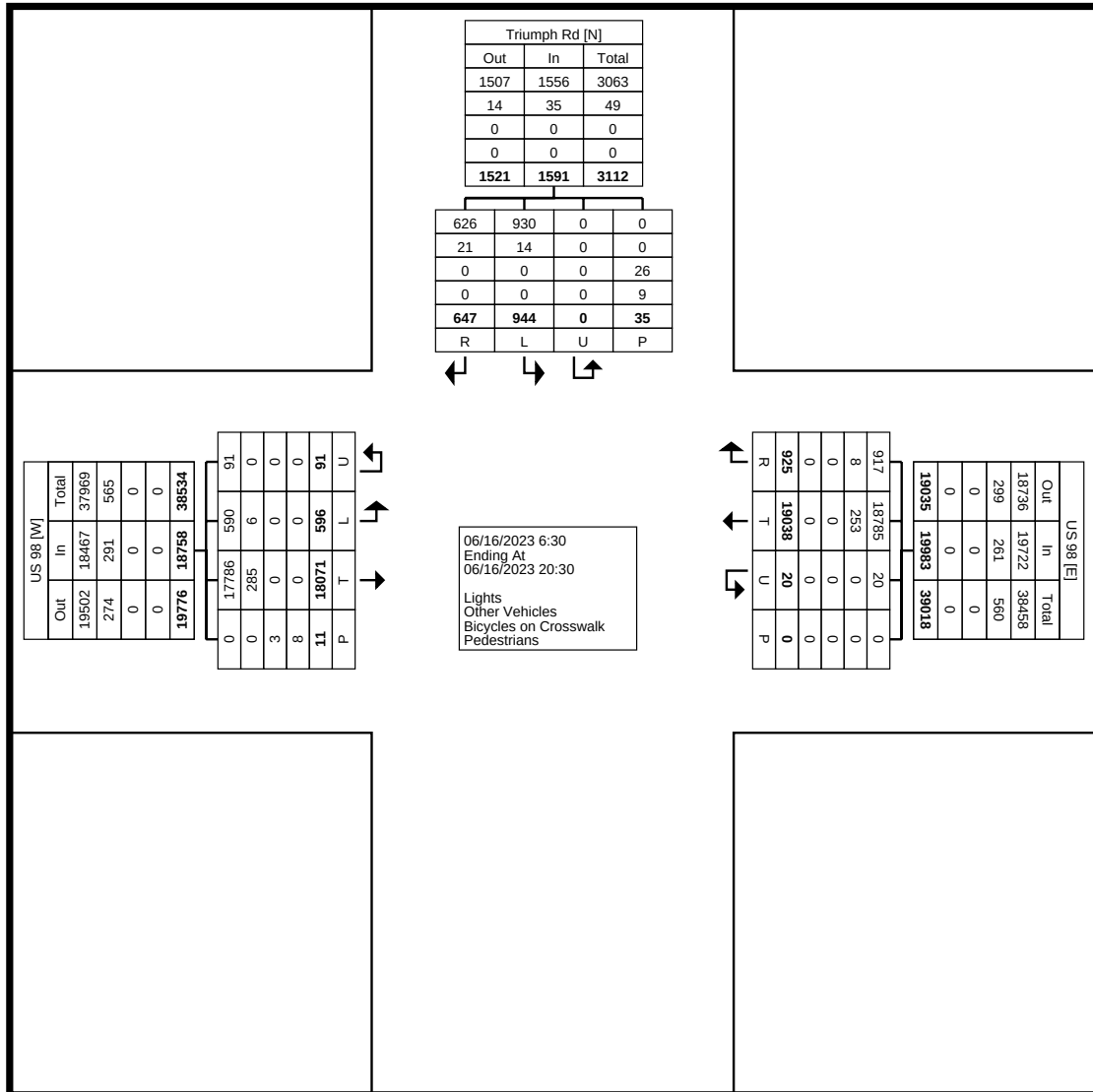


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
6:30	0	3	354	1	357	0	189	5	0	194	0	3	6	1	9	560
6:45	0	13	369	0	382	0	261	4	0	265	0	9	1	1	10	657
Hourly Total	0	16	723	1	739	0	450	9	0	459	0	12	7	2	19	1217
7:00	0	7	295	0	302	0	228	4	0	232	0	13	14	0	27	561
7:15	0	9	358	0	367	0	261	4	0	265	0	13	4	1	17	649
7:30	1	12	402	0	415	0	336	13	0	349	0	11	14	1	25	789
7:45	0	13	433	0	446	0	347	17	0	364	0	18	14	2	32	842
Hourly Total	1	41	1488	0	1530	0	1172	38	0	1210	0	55	46	4	101	2841
8:00	0	12	459	0	471	0	382	12	0	394	0	11	20	0	31	896
8:15	1	20	459	0	480	1	400	6	0	407	0	19	13	0	32	919
8:30	0	9	447	0	456	0	411	18	0	429	0	23	9	2	32	917
8:45	0	15	473	2	488	0	460	25	0	485	0	23	17	2	40	1013
Hourly Total	1	56	1838	2	1895	1	1653	61	0	1715	0	76	59	4	135	3745
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	6	24	500	0	530	0	507	25	0	532	0	27	13	0	40	1102
11:15	3	24	469	0	496	0	487	29	0	516	0	22	20	0	42	1054
11:30	1	13	441	0	455	2	550	25	0	577	0	18	19	0	37	1069
11:45	2	17	425	0	444	1	512	27	0	540	0	32	19	0	51	1035
Hourly Total	12	78	1835	0	1925	3	2056	106	0	2165	0	99	71	0	170	4260
12:00	3	14	515	0	532	1	524	16	0	541	0	28	16	1	44	1117
12:15	3	23	520	1	546	0	553	37	0	590	0	34	27	0	61	1197
12:30	6	25	495	0	526	2	586	20	0	608	0	31	24	0	55	1189
12:45	7	24	470	0	501	1	521	23	0	545	0	32	28	1	60	1106
Hourly Total	19	86	2000	1	2105	4	2184	96	0	2284	0	125	95	2	220	4609
13:00	0	17	530	0	547	0	563	29	0	592	0	39	25	0	64	1203
13:15	4	19	461	1	484	1	534	36	0	571	0	38	26	0	64	1119
13:30	0	23	417	0	440	0	572	24	0	596	0	30	19	4	49	1085
13:45	1	20	513	1	534	0	601	44	0	645	0	39	14	2	53	1232
Hourly Total	5	79	1921	2	2005	1	2270	133	0	2404	0	146	84	6	230	4639
14:00	3	22	509	0	534	0	599	23	0	622	0	30	21	0	51	1207
14:15	2	23	503	0	528	1	530	39	0	570	0	39	28	2	67	1165
14:30	2	14	501	0	517	0	542	26	0	568	0	27	19	1	46	1131
14:45	3	14	494	0	511	0	575	30	0	605	0	29	23	0	52	1168
Hourly Total	10	73	2007	0	2090	1	2246	118	0	2365	0	125	91	3	216	4671
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	3	17	457	0	477	0	561	41	0	602	0	37	23	3	60	1139
16:15	5	11	492	0	508	2	531	34	0	567	0	28	15	2	43	1118
16:30	1	12	469	0	482	4	514	28	0	546	0	24	18	0	42	1070
16:45	2	14	483	0	499	0	565	27	0	592	0	31	17	3	48	1139
Hourly Total	11	54	1901	0	1966	6	2171	130	0	2307	0	120	73	8	193	4466
17:00	3	12	491	0	506	0	546	33	0	579	0	27	17	0	44	1129
17:15	1	18	455	0	474	1	590	22	0	613	0	26	17	1	43	1130
17:30	3	14	444	0	461	0	513	24	0	537	0	21	9	1	30	1028
17:45	7	8	427	0	442	0	551	40	0	591	0	19	13	0	32	1065
Hourly Total	14	52	1817	0	1883	1	2200	119	0	2320	0	93	56	2	149	4352
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	3	11	481	0	495	1	438	21	0	460	0	23	12	0	35	990
19:15	3	15	397	0	415	1	430	12	0	443	0	15	10	1	25	883
19:30	2	8	446	0	456	0	475	13	0	488	0	15	14	2	29	973
19:45	5	12	398	5	415	0	471	27	0	498	0	11	7	0	18	931
Hourly Total	13	46	1722	5	1781	2	1814	73	0	1889	0	64	43	3	107	3777
20:00	3	11	401	0	415	1	388	20	0	409	0	20	7	0	27	851
20:15	2	4	418	0	424	0	434	22	0	456	0	9	15	1	24	904
Grand Total	91	596	18071	11	18758	20	19038	925	0	19983	0	944	647	35	1591	40332
Approach %	0.5	3.2	96.3	-	-	0.1	95.3	4.6	-	-	0.0	59.3	40.7	-	-	-
Total %	0.2	1.5	44.8	-	46.5	0.0	47.2	2.3	-	49.5	0.0	2.3	1.6	-	3.9	-
Lights	91	590	17786	-	18467	20	18785	917	-	19722	0	930	626	-	1556	39745
% Lights	100.0	99.0	98.4	-	98.4	100.0	98.7	99.1	-	98.7	-	98.5	96.8	-	97.8	98.5
Other Vehicles	0	6	285	-	291	0	253	8	-	261	0	14	21	-	35	587
% Other Vehicles	0.0	1.0	1.6	-	1.6	0.0	1.3	0.9	-	1.3	-	1.5	3.2	-	2.2	1.5

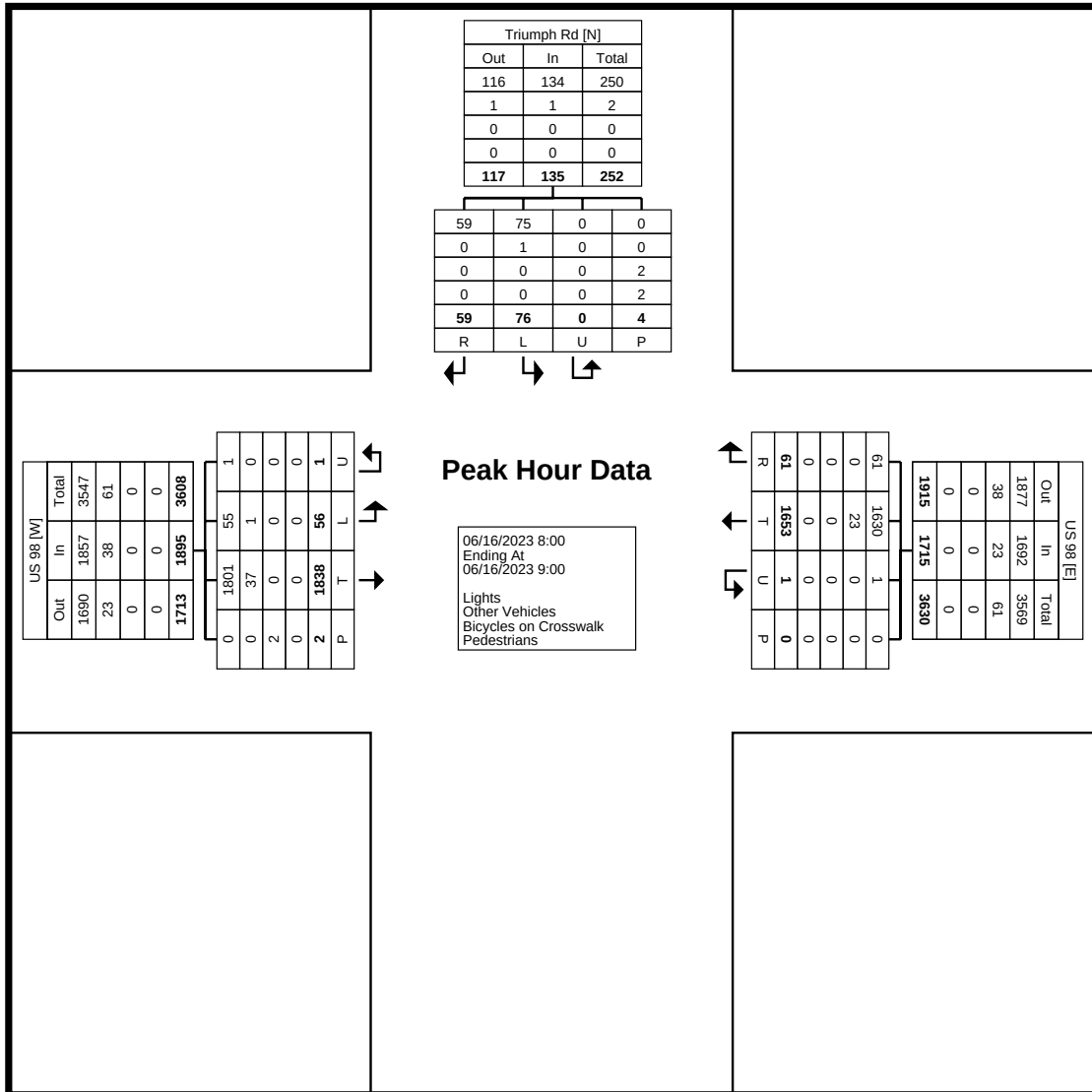
[illegible]



Turning Movement Data Plot

Count Name: US 98 at Triumph
Rd - Fri
Site Code:
Start Date: 06/16/2023
Page No: 4

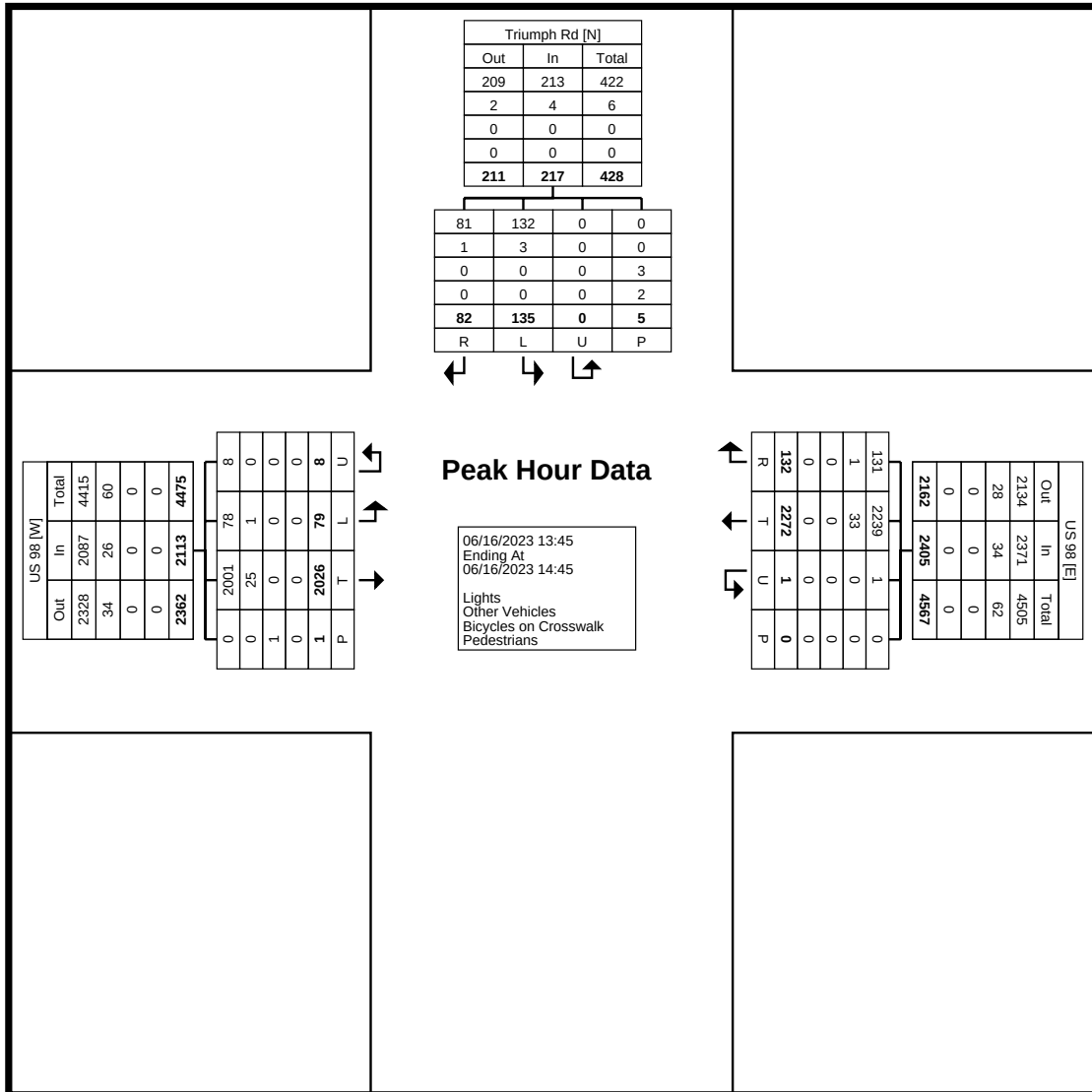
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Turning Movement Peak Hour Data Plot (8:00)

Count Name: US 98 at Triumph
Rd - Fri
Site Code:
Start Date: 06/16/2023
Page No: 6

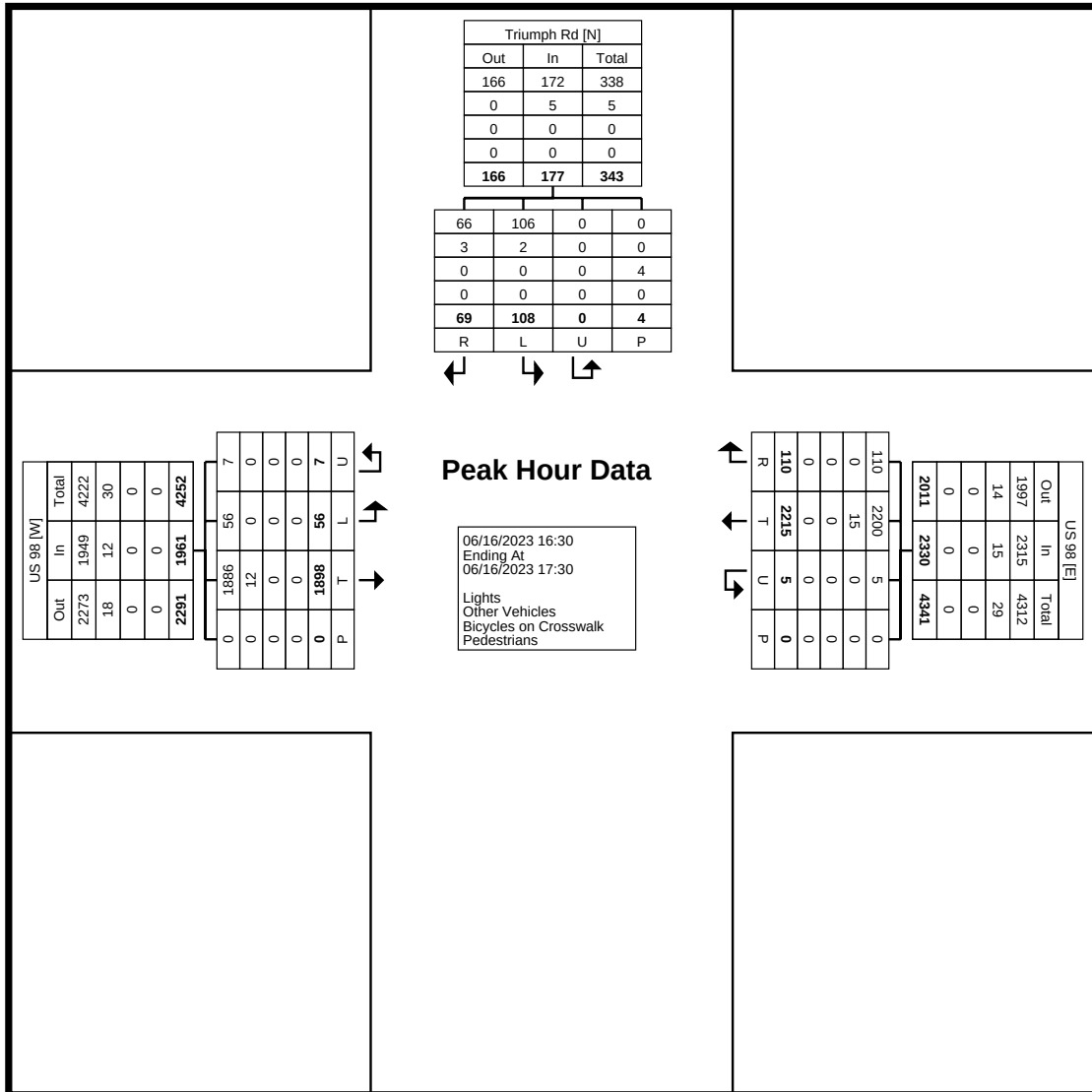
Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
	13:45	1	20	513	1	534	0	601	44	0	645	0	39	14	2	
14:00	3	22	509	0	534	0	599	23	0	622	0	30	21	0	51	1207
14:15	2	23	503	0	528	1	530	39	0	570	0	39	28	2	67	1165
14:30	2	14	501	0	517	0	542	26	0	568	0	27	19	1	46	1131
Total	8	79	2026	1	2113	1	2272	132	0	2405	0	135	82	5	217	4735
Approach %	0.4	3.7	95.9	-	-	0.0	94.5	5.5	-	-	0.0	62.2	37.8	-	-	-
Total %	0.2	1.7	42.8	-	44.6	0.0	48.0	2.8	-	50.8	0.0	2.9	1.7	-	4.6	-
PHF	0.667	0.859	0.987	-	0.989	0.250	0.945	0.750	-	0.932	0.000	0.865	0.732	-	0.810	0.961
Lights	8	78	2001	-	2087	1	2239	131	-	2371	0	132	81	-	213	4671
% Lights	100.0	98.7	98.8	-	98.8	100.0	98.5	99.2	-	98.6	-	97.8	98.8	-	98.2	98.6
Other Vehicles	0	1	25	-	26	0	33	1	-	34	0	3	1	-	4	64
% Other Vehicles	0.0	1.3	1.2	-	1.2	0.0	1.5	0.8	-	1.4	-	2.2	1.2	-	1.8	1.4
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	100.0	-	-	-	-	-	-	-	-	-	60.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	0.0	-	-	-	-	-	-	-	-	-	40.0	-	-



Turning Movement Peak Hour Data Plot (13:45)

Count Name: US 98 at Triumph
Rd - Fri
Site Code:
Start Date: 06/16/2023
Page No: 8

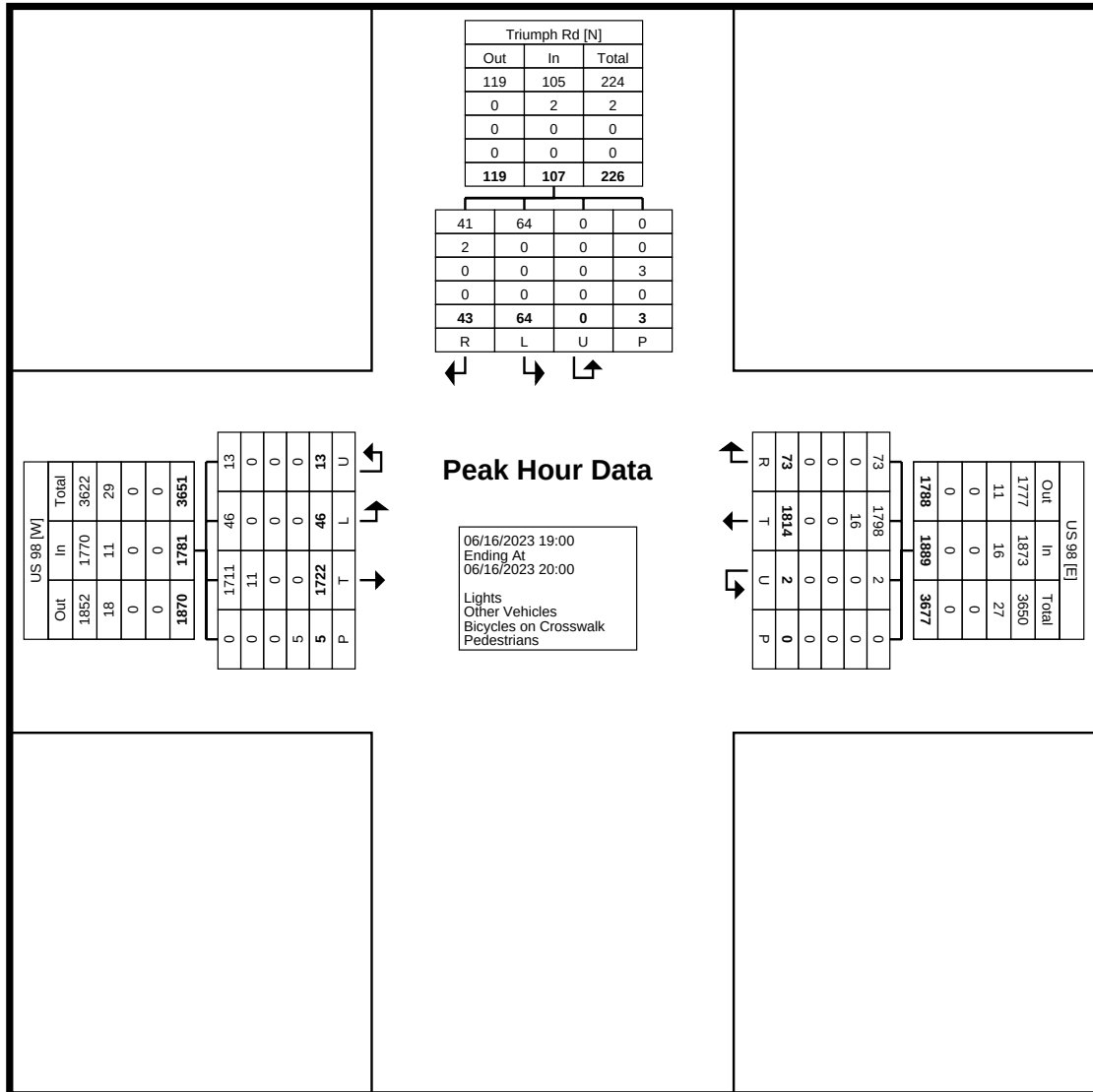
Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
16:30	1	12	469	0	482	4	514	28	0	546	0	24	18	0	42	1070
16:45	2	14	483	0	499	0	565	27	0	592	0	31	17	3	48	1139
17:00	3	12	491	0	506	0	546	33	0	579	0	27	17	0	44	1129
17:15	1	18	455	0	474	1	590	22	0	613	0	26	17	1	43	1130
Total	7	56	1898	0	1961	5	2215	110	0	2330	0	108	69	4	177	4468
Approach %	0.4	2.9	96.8	-	-	0.2	95.1	4.7	-	-	0.0	61.0	39.0	-	-	-
Total %	0.2	1.3	42.5	-	43.9	0.1	49.6	2.5	-	52.1	0.0	2.4	1.5	-	4.0	-
PHF	0.583	0.778	0.966	-	0.969	0.313	0.939	0.833	-	0.950	0.000	0.871	0.958	-	0.922	0.981
Lights	7	56	1886	-	1949	5	2200	110	-	2315	0	106	66	-	172	4436
% Lights	100.0	100.0	99.4	-	99.4	100.0	99.3	100.0	-	99.4	-	98.1	95.7	-	97.2	99.3
Other Vehicles	0	0	12	-	12	0	15	0	-	15	0	2	3	-	5	32
% Other Vehicles	0.0	0.0	0.6	-	0.6	0.0	0.7	0.0	-	0.6	-	1.9	4.3	-	2.8	0.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (16:30)

Count Name: US 98 at Triumph
Rd - Fri
Site Code:
Start Date: 06/16/2023
Page No: 10

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
	19:00	3	11	481	0	495	1	438	21	0	460	0	23	12	0	
19:15	3	15	397	0	415	1	430	12	0	443	0	15	10	1	25	883
19:30	2	8	446	0	456	0	475	13	0	488	0	15	14	2	29	973
19:45	5	12	398	5	415	0	471	27	0	498	0	11	7	0	18	931
Total	13	46	1722	5	1781	2	1814	73	0	1889	0	64	43	3	107	3777
Approach %	0.7	2.6	96.7	-	-	0.1	96.0	3.9	-	-	0.0	59.8	40.2	-	-	-
Total %	0.3	1.2	45.6	-	47.2	0.1	48.0	1.9	-	50.0	0.0	1.7	1.1	-	2.8	-
PHF	0.650	0.767	0.895	-	0.899	0.500	0.955	0.676	-	0.948	0.000	0.696	0.768	-	0.764	0.954
Lights	13	46	1711	-	1770	2	1798	73	-	1873	0	64	41	-	105	3748
% Lights	100.0	100.0	99.4	-	99.4	100.0	99.1	100.0	-	99.2	-	100.0	95.3	-	98.1	99.2
Other Vehicles	0	0	11	-	11	0	16	0	-	16	0	0	2	-	2	29
% Other Vehicles	0.0	0.0	0.6	-	0.6	0.0	0.9	0.0	-	0.8	-	0.0	4.7	-	1.9	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	5	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	0.0	-	-



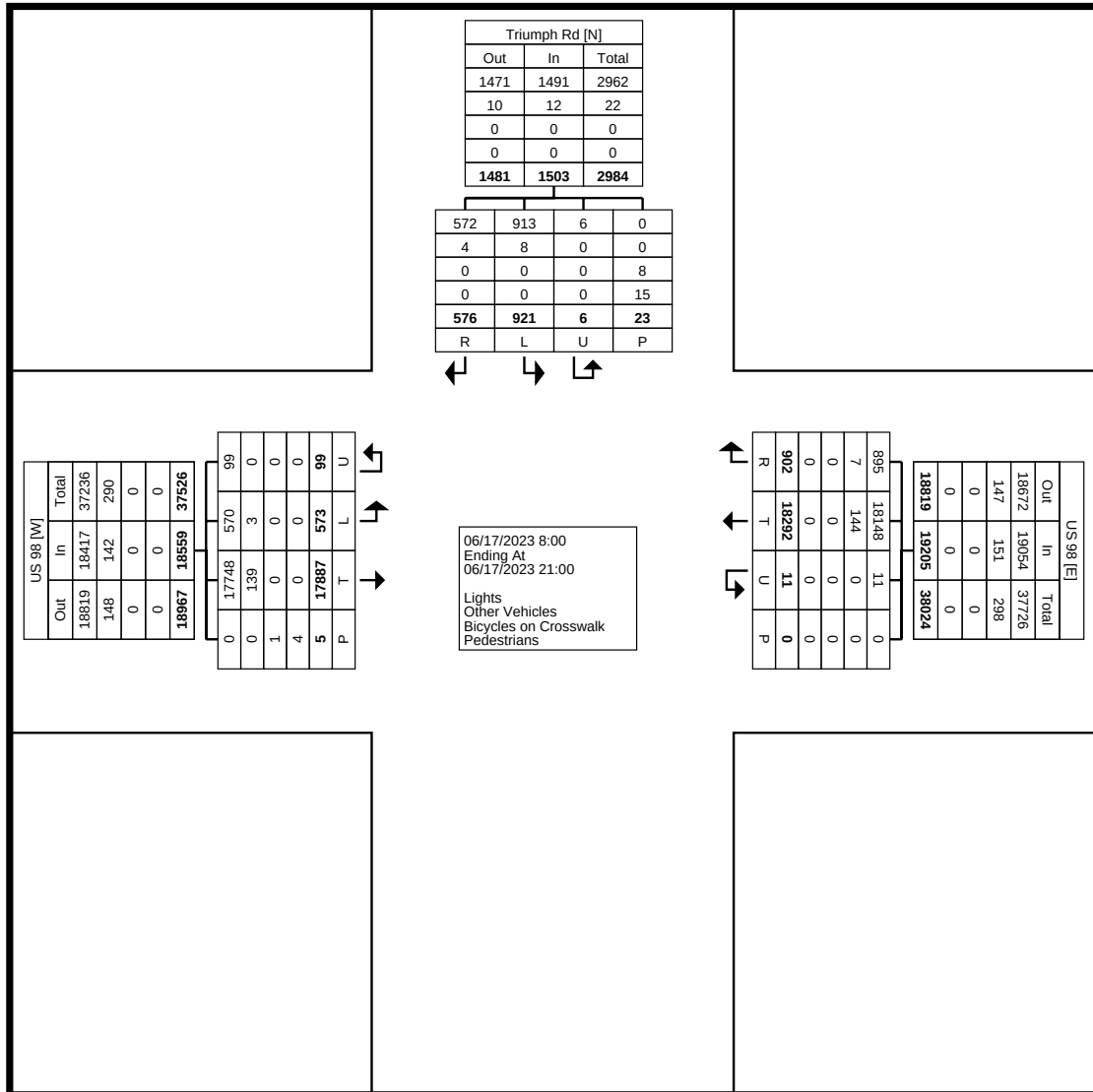
Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
8:00	1	8	403	0	412	0	277	8	0	285	0	12	6	0	18	715
8:15	0	13	349	0	362	1	308	12	0	321	0	6	10	0	16	699
8:30	0	13	389	0	402	0	403	14	0	417	0	14	12	0	26	845
8:45	1	15	503	0	519	0	423	23	0	446	0	16	11	3	27	992
Hourly Total	2	49	1644	0	1695	1	1411	57	0	1469	0	48	39	3	87	3251
9:00	0	8	480	0	488	0	487	15	0	502	0	15	18	5	33	1023
9:15	0	13	431	1	444	2	472	17	0	491	0	18	19	1	37	972
9:30	1	12	455	0	468	0	444	19	0	463	0	16	16	2	32	963
9:45	1	12	511	0	524	0	493	19	0	512	0	24	14	1	38	1074
Hourly Total	2	45	1877	1	1924	2	1896	70	0	1968	0	73	67	9	140	4032
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	3	24	492	0	519	0	542	22	0	564	0	40	14	0	54	1137
11:15	1	11	438	1	450	0	452	23	0	475	0	17	15	0	32	957
11:30	5	18	441	0	464	0	519	18	0	537	0	22	15	0	37	1038
11:45	3	14	491	1	508	0	492	22	0	514	0	32	17	0	49	1071
Hourly Total	12	67	1862	2	1941	0	2005	85	0	2090	0	111	61	0	172	4203
12:00	3	18	407	0	428	0	498	23	0	521	0	24	30	0	54	1003
12:15	3	13	469	0	485	1	489	29	0	519	0	26	22	0	48	1052
12:30	2	14	423	0	439	1	521	17	0	539	0	26	16	0	42	1020
12:45	2	12	455	0	469	0	550	27	0	577	0	24	19	0	43	1089
Hourly Total	10	57	1754	0	1821	2	2058	96	0	2156	0	100	87	0	187	4164
13:00	1	12	371	1	384	0	516	24	0	540	0	23	12	0	35	959
13:15	5	12	461	1	478	0	428	19	0	447	0	28	17	1	45	970
13:30	3	20	441	0	464	0	326	20	0	346	1	30	12	1	43	853
13:45	4	30	330	0	364	0	424	22	0	446	2	62	26	4	90	900
Hourly Total	13	74	1603	2	1690	0	1694	85	0	1779	3	143	67	6	213	3682
14:00	4	33	324	0	361	0	553	33	0	586	0	49	12	1	61	1008
14:15	3	32	498	0	533	0	477	28	0	505	0	31	15	0	46	1084
14:30	3	26	496	0	525	0	487	20	0	507	0	32	9	0	41	1073
14:45	2	13	477	0	492	1	481	16	0	498	0	38	17	0	55	1045
Hourly Total	12	104	1795	0	1911	1	1998	97	0	2096	0	150	53	1	203	4210
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	11	478	0	489	0	493	39	0	532	0	24	14	3	38	1059
16:15	9	14	557	0	580	0	496	37	0	533	0	31	14	0	45	1158
16:30	5	6	517	0	528	1	471	17	0	489	0	24	11	0	35	1052
16:45	3	10	498	0	511	1	451	16	0	468	0	14	11	1	25	1004
Hourly Total	17	41	2050	0	2108	2	1911	109	0	2022	0	93	50	4	143	4273
17:00	7	22	491	0	520	0	484	31	0	515	0	24	7	0	31	1066
17:15	3	22	480	0	505	0	447	23	0	470	0	19	12	0	31	1006
17:30	4	10	465	0	479	0	480	27	0	507	0	29	14	0	43	1029
17:45	2	12	487	0	501	2	446	28	0	476	3	24	14	0	41	1018
Hourly Total	16	66	1923	0	2005	2	1857	109	0	1968	3	96	47	0	146	4119
18:00	3	5	472	0	480	0	488	40	0	528	0	13	11	0	24	1032
18:15	0	14	477	0	491	0	493	37	0	530	0	13	14	0	27	1048
18:30	1	13	475	0	489	0	452	31	0	483	0	16	13	0	29	1001
18:45	1	9	476	0	486	1	452	20	0	473	0	22	11	0	33	992
Hourly Total	5	41	1900	0	1946	1	1885	128	0	2014	0	64	49	0	113	4073
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	2	11	393	0	406	0	417	16	0	433	0	9	15	0	24	863
20:15	3	7	366	0	376	0	405	16	0	421	0	18	14	0	32	829
20:30	1	6	395	0	402	0	372	15	0	387	0	8	12	0	20	809
20:45	4	5	325	0	334	0	383	19	0	402	0	8	15	0	23	759
Hourly Total	10	29	1479	0	1518	0	1577	66	0	1643	0	43	56	0	99	3260
Grand Total	99	573	17887	5	18559	11	18292	902	0	19205	6	921	576	23	1503	39267
Approach %	0.5	3.1	96.4	-	-	0.1	95.2	4.7	-	-	0.4	61.3	38.3	-	-	-
Total %	0.3	1.5	45.6	-	47.3	0.0	46.6	2.3	-	48.9	0.0	2.3	1.5	-	3.8	-
Lights	99	570	17748	-	18417	11	18148	895	-	19054	6	913	572	-	1491	38962
% Lights	100.0	99.5	99.2	-	99.2	100.0	99.2	99.2	-	99.2	100.0	99.1	99.3	-	99.2	99.2
Other Vehicles	0	3	139	-	142	0	144	7	-	151	0	8	4	-	12	305
% Other Vehicles	0.0	0.5	0.8	-	0.8	0.0	0.8	0.8	-	0.8	0.0	0.9	0.7	-	0.8	0.8

[illegible]

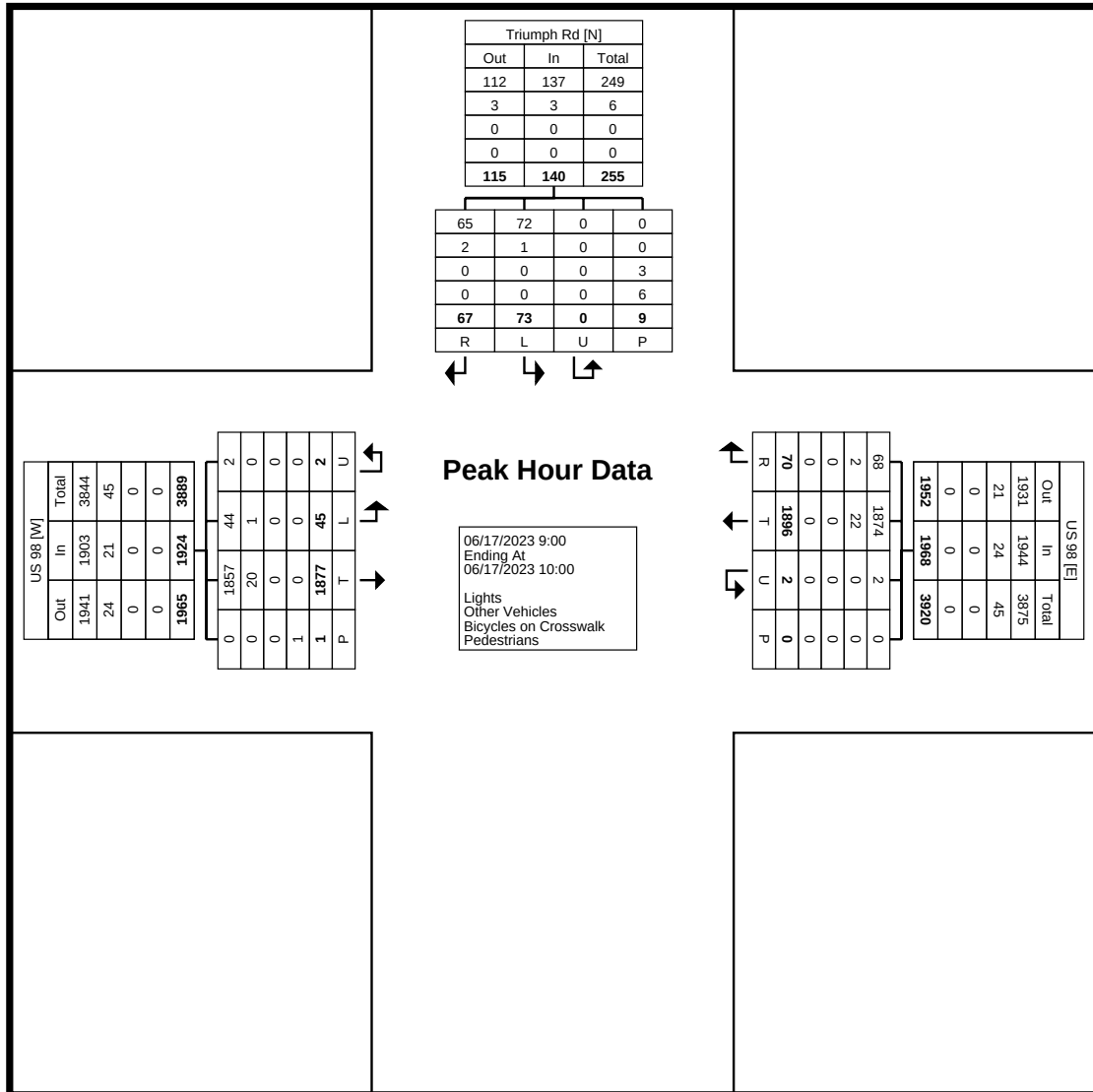
Count Name: US 98 at Triumph
Rd - Sat
Site Code:
Start Date: 06/17/2023
Page No: 3



Turning Movement Data Plot

Count Name: US 98 at Triumph
Rd - Sat
Site Code:
Start Date: 06/17/2023
Page No: 4

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
9:00	0	8	480	0	488	0	487	15	0	502	0	15	18	5	33	1023
9:15	0	13	431	1	444	2	472	17	0	491	0	18	19	1	37	972
9:30	1	12	455	0	468	0	444	19	0	463	0	16	16	2	32	963
9:45	1	12	511	0	524	0	493	19	0	512	0	24	14	1	38	1074
Total	2	45	1877	1	1924	2	1896	70	0	1968	0	73	67	9	140	4032
Approach %	0.1	2.3	97.6	-	-	0.1	96.3	3.6	-	-	0.0	52.1	47.9	-	-	-
Total %	0.0	1.1	46.6	-	47.7	0.0	47.0	1.7	-	48.8	0.0	1.8	1.7	-	3.5	-
PHF	0.500	0.865	0.918	-	0.918	0.250	0.961	0.921	-	0.961	0.000	0.760	0.882	-	0.921	0.939
Lights	2	44	1857	-	1903	2	1874	68	-	1944	0	72	65	-	137	3984
% Lights	100.0	97.8	98.9	-	98.9	100.0	98.8	97.1	-	98.8	-	98.6	97.0	-	97.9	98.8
Other Vehicles	0	1	20	-	21	0	22	2	-	24	0	1	2	-	3	48
% Other Vehicles	0.0	2.2	1.1	-	1.1	0.0	1.2	2.9	-	1.2	-	1.4	3.0	-	2.1	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	66.7	-	-



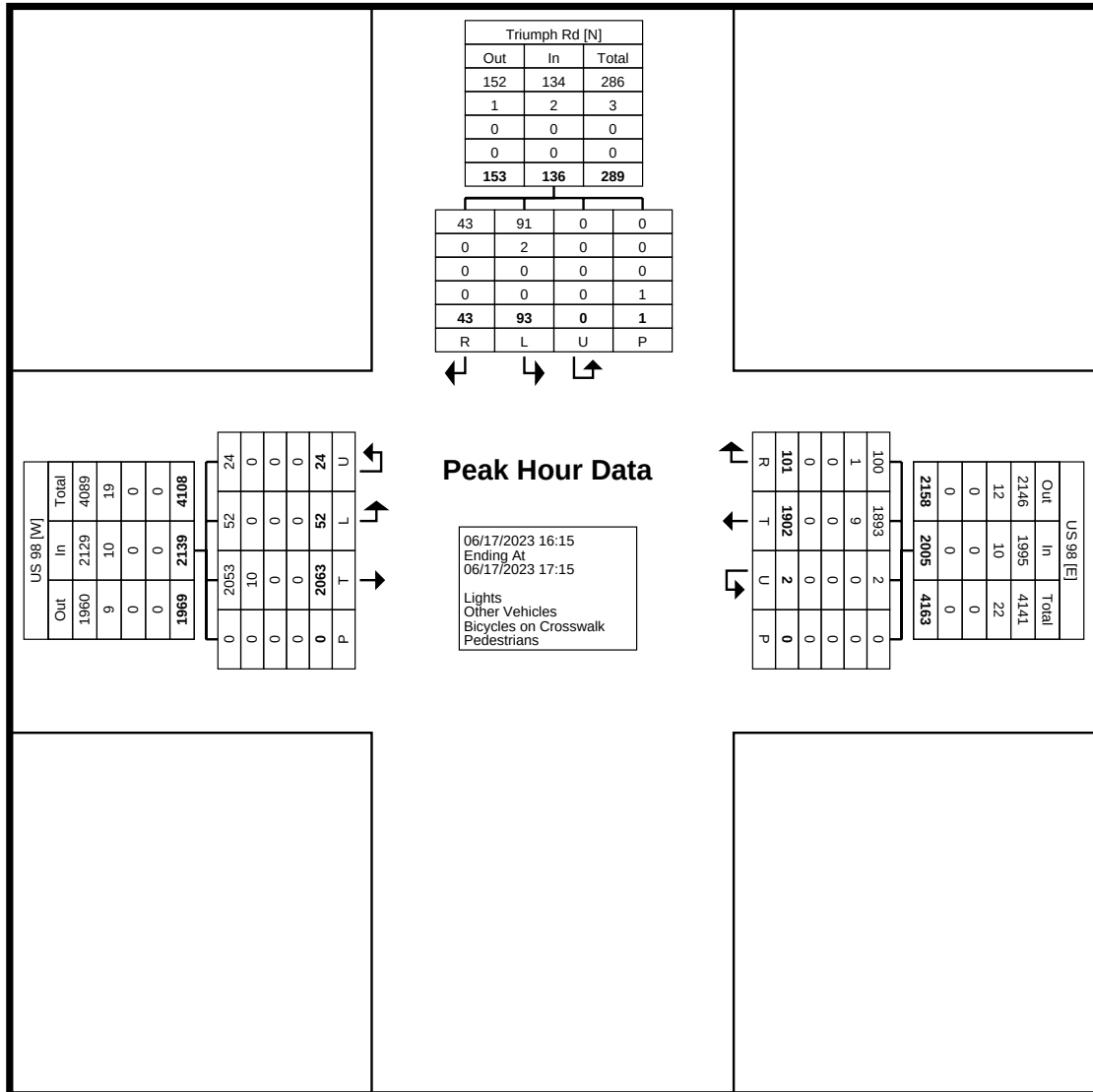
Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
14:00	4	33	324	0	361	0	553	33	0	586	0	49	12	1	61	1008
14:15	3	32	498	0	533	0	477	28	0	505	0	31	15	0	46	1084
14:30	3	26	496	0	525	0	487	20	0	507	0	32	9	0	41	1073
14:45	2	13	477	0	492	1	481	16	0	498	0	38	17	0	55	1045
Total	12	104	1795	0	1911	1	1998	97	0	2096	0	150	53	1	203	4210
Approach %	0.6	5.4	93.9	-	-	0.0	95.3	4.6	-	-	0.0	73.9	26.1	-	-	-
Total %	0.3	2.5	42.6	-	45.4	0.0	47.5	2.3	-	49.8	0.0	3.6	1.3	-	4.8	-
PHF	0.750	0.788	0.901	-	0.896	0.250	0.903	0.735	-	0.894	0.000	0.765	0.779	-	0.832	0.971
Lights	12	104	1787	-	1903	1	1974	97	-	2072	0	148	53	-	201	4176
% Lights	100.0	100.0	99.6	-	99.6	100.0	98.8	100.0	-	98.9	-	98.7	100.0	-	99.0	99.2
Other Vehicles	0	0	8	-	8	0	24	0	-	24	0	2	0	-	2	34
% Other Vehicles	0.0	0.0	0.4	-	0.4	0.0	1.2	0.0	-	1.1	-	1.3	0.0	-	1.0	0.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



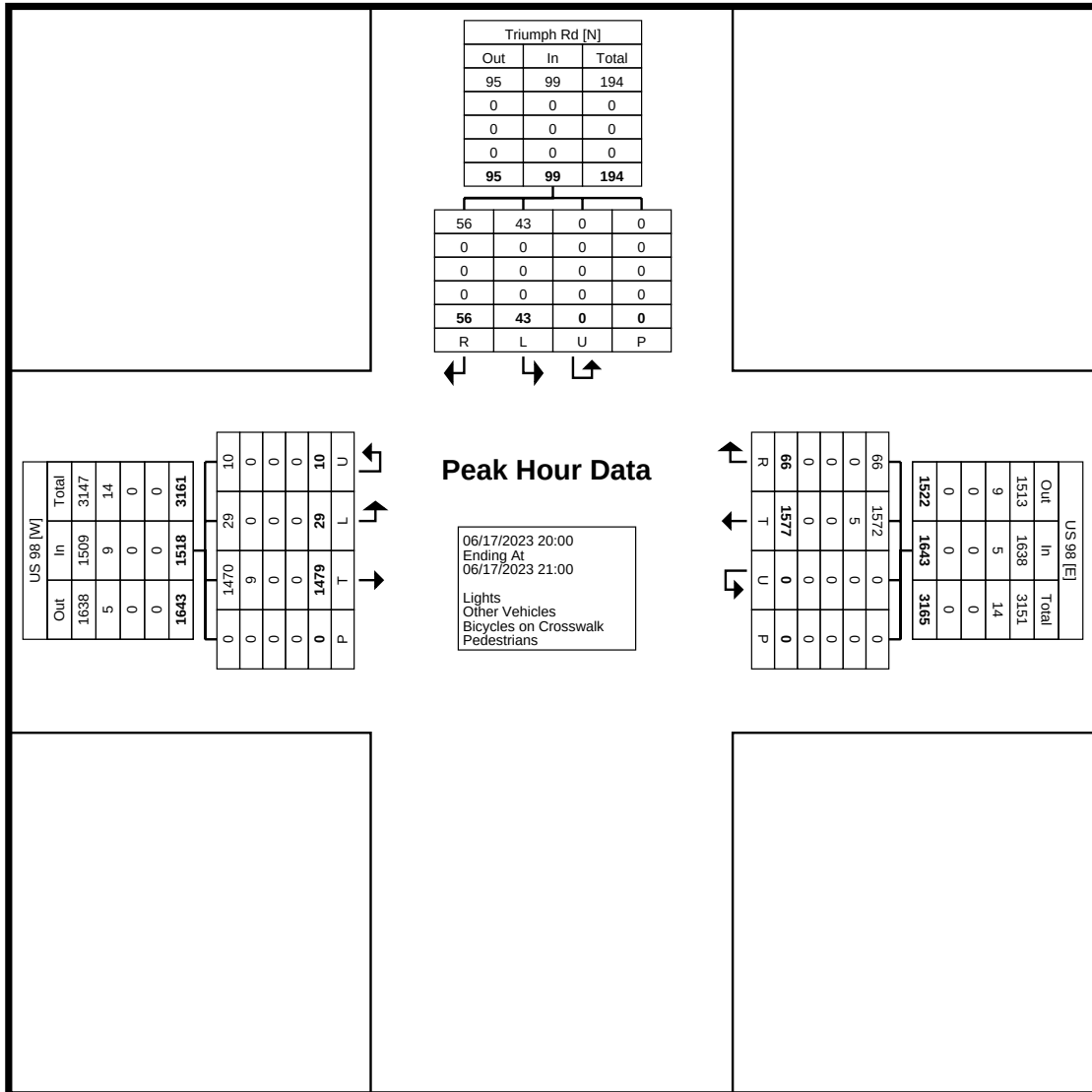
Turning Movement Peak Hour Data (16:15)

Start Time	US 98 Eastbound					US 98 Westbound					Triumph Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
16:15	9	14	557	0	580	0	496	37	0	533	0	31	14	0	45	1158
16:30	5	6	517	0	528	1	471	17	0	489	0	24	11	0	35	1052
16:45	3	10	498	0	511	1	451	16	0	468	0	14	11	1	25	1004
17:00	7	22	491	0	520	0	484	31	0	515	0	24	7	0	31	1066
Total	24	52	2063	0	2139	2	1902	101	0	2005	0	93	43	1	136	4280
Approach %	1.1	2.4	96.4	-	-	0.1	94.9	5.0	-	-	0.0	68.4	31.6	-	-	-
Total %	0.6	1.2	48.2	-	50.0	0.0	44.4	2.4	-	46.8	0.0	2.2	1.0	-	3.2	-
PHF	0.667	0.591	0.926	-	0.922	0.500	0.959	0.682	-	0.940	0.000	0.750	0.768	-	0.756	0.924
Lights	24	52	2053	-	2129	2	1893	100	-	1995	0	91	43	-	134	4258
% Lights	100.0	100.0	99.5	-	99.5	100.0	99.5	99.0	-	99.5	-	97.8	100.0	-	98.5	99.5
Other Vehicles	0	0	10	-	10	0	9	1	-	10	0	2	0	-	2	22
% Other Vehicles	0.0	0.0	0.5	-	0.5	0.0	0.5	1.0	-	0.5	-	2.2	0.0	-	1.5	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Count Name: US 98 at Triumph
Rd - Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

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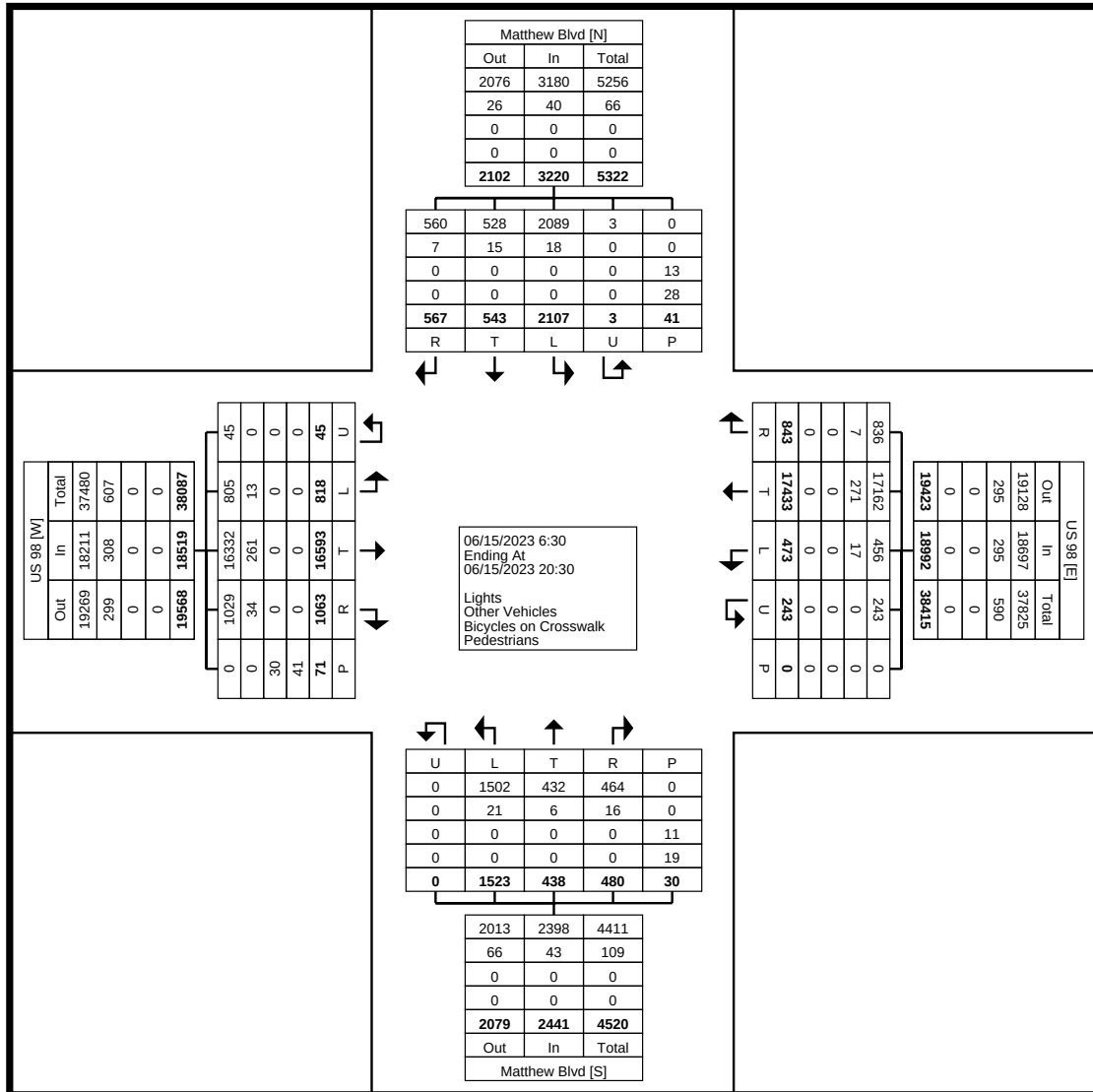


Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	7	339	13	0	359	0	3	211	9	0	223	0	6	3	8	0	17	0	22	3	5	2	30	629
6:45	0	12	377	9	1	398	1	9	223	16	0	249	0	10	8	4	0	22	0	16	3	12	0	31	700
Hourly Total	0	19	716	22	1	757	1	12	434	25	0	472	0	16	11	12	0	39	0	38	6	17	2	61	1329
7:00	0	9	268	12	0	289	3	4	280	14	0	301	0	11	5	5	0	21	0	34	5	8	1	47	658
7:15	2	23	341	11	1	377	0	9	262	15	0	286	0	16	8	4	1	28	0	23	4	11	0	38	729
7:30	0	12	347	19	0	378	2	6	327	18	0	353	0	13	0	6	0	19	0	48	12	11	0	71	821
7:45	0	17	357	21	1	395	0	7	350	26	0	383	0	20	5	8	0	33	0	47	11	12	2	70	881
Hourly Total	2	61	1313	63	2	1439	5	26	1219	73	0	1323	0	60	18	23	1	101	0	152	32	42	3	226	3089
8:00	0	25	359	11	0	395	2	7	405	18	0	432	0	22	4	6	0	32	0	44	14	11	0	69	928
8:15	0	27	447	28	3	502	2	12	336	26	0	376	0	24	4	8	4	36	1	28	11	12	0	52	966
8:30	0	26	402	23	0	451	5	9	483	27	0	524	0	29	13	6	0	48	0	43	14	13	0	70	1093
8:45	1	21	440	38	5	500	3	16	417	26	0	462	0	38	16	5	0	59	0	49	10	17	0	76	1097
Hourly Total	1	99	1648	100	8	1848	12	44	1641	97	0	1794	0	113	37	25	4	175	1	164	49	53	0	267	4084
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	20	404	28	2	454	9	10	511	28	0	558	0	58	12	11	3	81	0	65	22	19	0	106	1199
11:15	1	24	358	16	1	399	4	10	523	27	0	564	0	32	11	16	0	59	0	67	11	13	0	91	1113
11:30	2	25	449	25	1	501	10	13	489	14	0	526	0	41	14	14	4	69	0	51	24	21	2	96	1192
11:45	3	21	355	36	1	415	11	12	537	37	0	597	0	41	11	14	3	66	0	71	11	18	3	100	1178
Hourly Total	8	90	1566	105	5	1769	34	45	2060	106	0	2245	0	172	48	55	10	275	0	254	68	71	5	393	4682
12:00	1	17	436	27	3	481	10	10	485	16	0	521	0	47	14	16	2	77	0	58	21	11	0	90	1169
12:15	0	27	448	33	0	508	10	12	485	23	0	530	0	40	12	17	0	69	0	61	18	20	0	99	1206
12:30	2	12	400	20	13	434	16	10	537	34	0	597	0	43	16	10	2	69	0	60	18	12	7	90	1190
12:45	4	24	448	24	0	500	11	11	464	30	0	516	0	52	16	7	0	75	0	68	26	19	0	113	1204
Hourly Total	7	80	1732	104	16	1923	47	43	1971	103	0	2164	0	182	58	50	4	290	0	247	83	62	7	392	4769
13:00	4	19	457	26	7	506	7	10	486	23	0	526	0	33	6	15	0	54	0	72	15	15	3	102	1188
13:15	0	27	431	38	0	496	9	13	547	30	0	599	0	41	13	15	0	69	1	74	15	20	0	110	1274
13:30	2	32	462	34	1	530	3	10	459	20	0	492	0	51	14	10	0	75	0	61	11	13	1	85	1182
13:45	6	20	444	35	0	505	4	13	505	33	0	555	0	51	18	17	2	86	0	67	14	19	1	100	1246
Hourly Total	12	98	1794	133	8	2037	23	46	1997	106	0	2172	0	176	51	57	2	284	1	274	55	67	5	397	4890
14:00	0	17	494	32	1	543	1	13	496	21	0	531	0	31	12	8	0	51	0	68	22	12	4	102	1227
14:15	0	27	513	20	1	560	7	13	496	15	0	531	0	48	13	19	0	80	0	71	16	16	1	103	1274
14:30	0	26	473	31	3	530	6	13	496	19	0	534	0	40	12	12	0	64	0	57	7	11	1	75	1203
14:45	1	16	480	37	0	534	9	22	474	31	0	536	0	45	16	21	0	82	0	84	15	14	0	113	1265
Hourly Total	1	86	1960	120	5	2167	23	61	1962	86	0	2132	0	164	53	60	0	277	0	280	60	53	6	393	4969
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	19	502	31	3	553	5	10	549	20	0	584	0	41	14	11	1	66	0	60	16	14	1	90	1293
16:15	2	15	481	36	4	534	4	14	519	36	0	573	0	51	11	18	3	80	0	66	16	12	3	94	1281
16:30	1	22	466	40	3	529	6	16	541	20	0	583	0	52	20	14	0	86	0	55	22	17	0	94	1292
16:45	1	18	499	32	5	550	7	18	529	18	0	572	0	52	13	17	4	82	0	73	16	15	5	104	1308
Hourly Total	5	74	1948	139	15	2166	22	58	2138	94	0	2312	0	196	58	60	8	314	0	254	70	58	9	382	5174
17:00	1	28	466	35	0	530	9	23	540	22	0	594	0	59	16	17	0	92	0	65	12	16	0	93	1309
17:15	1	20	476	19	0	516	14	13	567	17	0	611	0	46	22	19	0	87	0	53	10	17	2	80	1294
17:30	2	13	470	24	3	509	3	11	566	23	0	603	0	56	15	17	0	88	0	60	13	18	1	91	1291
17:45	1	26	435	27	1	489	6	11	567	20	0	604	0	54	7	21	1	82	0	61	25	18	1	104	1279
Hourly Total	5	87	1847	105	4	2044	32	58	2240	82	0	2412	0	215	60	74	1	349	0	239	60	69	4	368	5173
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	1	20	411	30	1	462	15	11	424	22	0	472	0	57	9	18	0	84	0	44	19	16	0	79	1097
19:15	0	32	429	34	2	495	2	28	396	13	0	439	0	51	8	13	0	72	0	32	6	17	0	55	1061
19:30	1	23	390	26	1	440	10	10	341	17	0	378	0	45	13	10	0	68	1	34	7	8	0	50	936
19:45	2	16	334	27	3	379	5	12	216	6	0	239	0	34	5	6	0	45	0	44	13	15	0	72	735
Hourly Total	4	91	1564	117	7	1776	32	61	1377	58	0	1528	0	187	35	47	0	269	1	154	45	56	0	256	3829
20:00	0	18	251	29	0	298	6	6	195	8	0	215	0	17	2	10	0	29	0	22	11	9	0	42	584
20:15	0	15	254	26	0	295	6	13	199	5	0	223	0	25	7	7	0	39	0	29	4	10	0	43	600
Grand Total	45	818	16593	1063	71	18519	243	473	17433	843	0	18992	0	1523	438	480	30	2441	3	2107	543	567	41	3220	43172
Approach %	0.2	4.4	89.6	5.7	-	-	1.3	2.5	91.8	4.4	-	-	0.0	62.4	17.9	19.7	-	-	0.1	65.4	16.9	17.6	-	-	-
Total %	0.1	1.9	38.4	2.5	-	42.9	0.6	1.1	40.4	2.0	-	44.0	0.0	3.5	1.0	1.1	-	5.7	0.0	4.9	1.3	1.3	-	7.5	-
Lights	45	805	16332	1029	-	18211	243	456	17162	836	-	18697	0	1502	432	464	-	2398	3	2089	528	560	-	3180	42486
% Lights	100.0	98.4	98.4	96.8	-	98.3	100.0	96.4	98.4	99.2	-	98.4	-	98.6	98.6	96.7	-	98.2	100.0	99.1	97.2	98.8	-	98.8	98.4
Other Vehicles	0	13	261	34	-	308	0	17	271	7	-	295	0	21	6	16	-	43	0	18	15	7	-	40	686

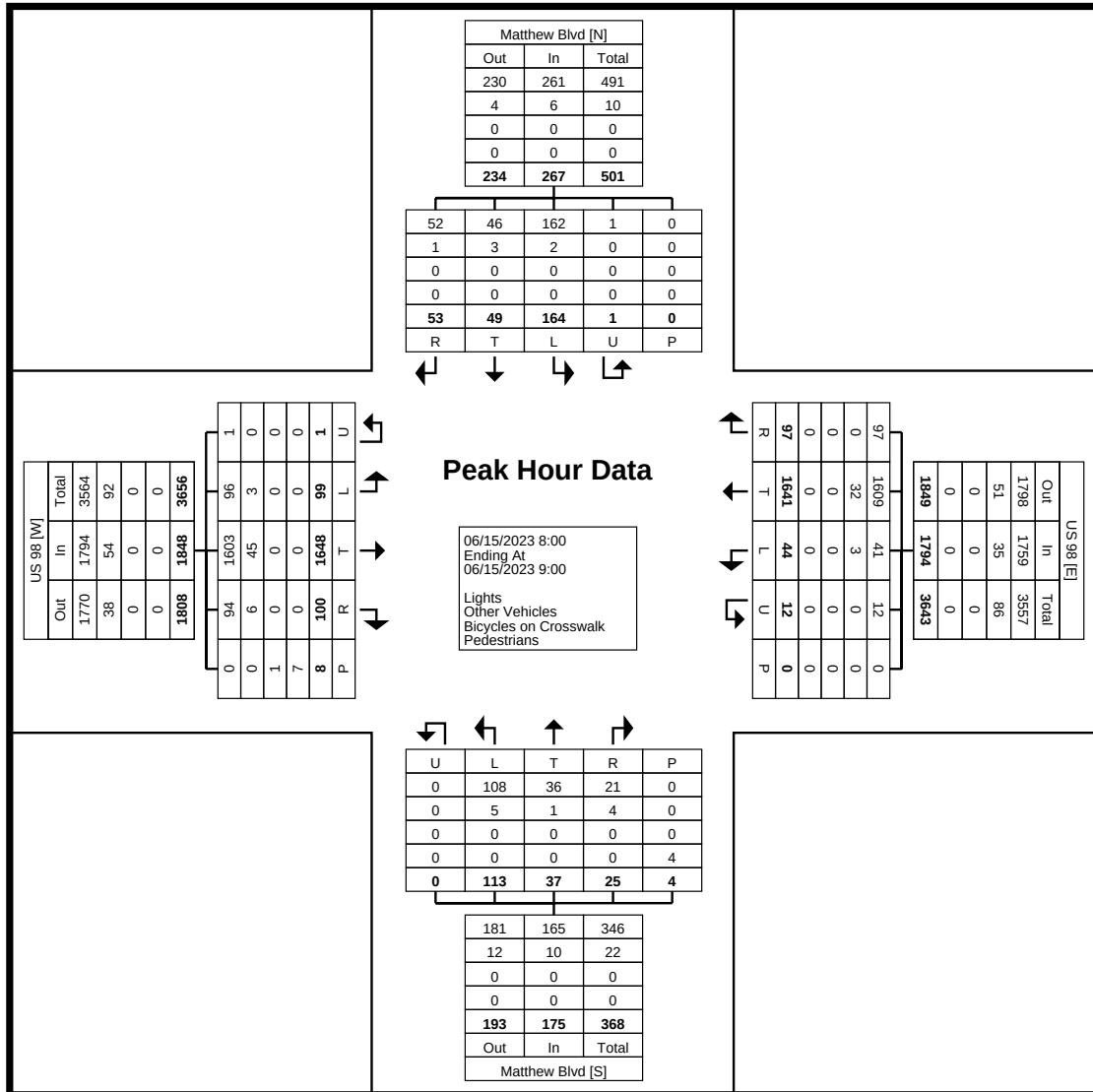
% Other Vehicles	0.0	1.6	1.6	3.2	-	1.7	0.0	3.6	1.6	0.8	-	1.6	-	1.4	1.4	3.3	-	1.8	0.0	0.9	2.8	1.2	-	1.2	1.6
Bicycles on Crosswalk	-	-	-	-	30	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	13	-	-
% Bicycles on Crosswalk	-	-	-	-	42.3	-	-	-	-	-	-	-	-	-	-	-	36.7	-	-	-	-	-	31.7	-	-
Pedestrians	-	-	-	-	41	-	-	-	-	-	0	-	-	-	-	-	19	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	57.7	-	-	-	-	-	-	-	-	-	-	-	63.3	-	-	-	-	-	68.3	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

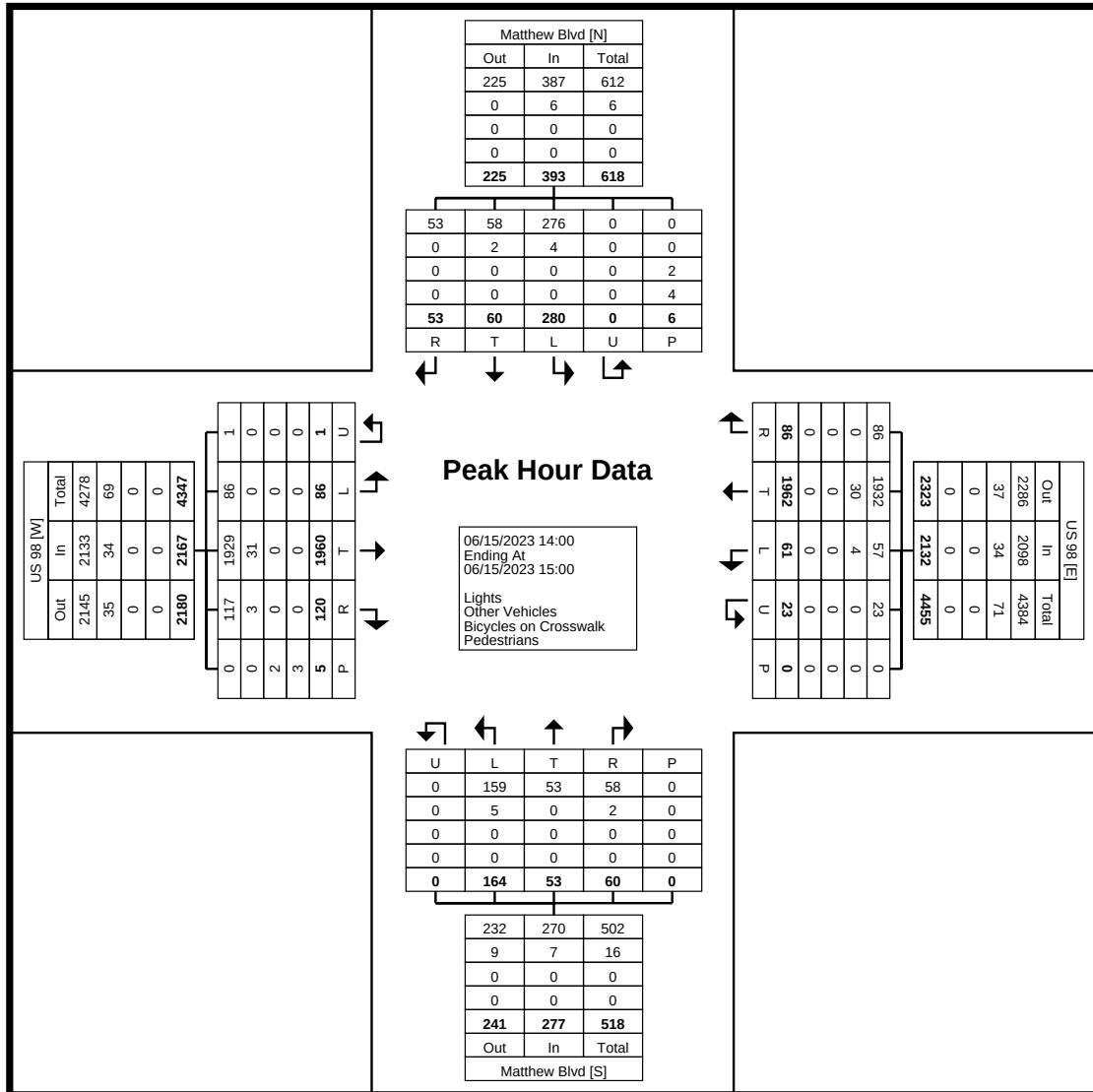
Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	25	359	11	0	395	2	7	405	18	0	432	0	22	4	6	0	32	0	44	14	11	0	69	928
8:15	0	27	447	28	3	502	2	12	336	26	0	376	0	24	4	8	4	36	1	28	11	12	0	52	966
8:30	0	26	402	23	0	451	5	9	483	27	0	524	0	29	13	6	0	48	0	43	14	13	0	70	1093
8:45	1	21	440	38	5	500	3	16	417	26	0	462	0	38	16	5	0	59	0	49	10	17	0	76	1097
Total	1	99	1648	100	8	1848	12	44	1641	97	0	1794	0	113	37	25	4	175	1	164	49	53	0	267	4084
Approach %	0.1	5.4	89.2	5.4	-	-	0.7	2.5	91.5	5.4	-	-	0.0	64.6	21.1	14.3	-	-	0.4	61.4	18.4	19.9	-	-	-
Total %	0.0	2.4	40.4	2.4	-	45.2	0.3	1.1	40.2	2.4	-	43.9	0.0	2.8	0.9	0.6	-	4.3	0.0	4.0	1.2	1.3	-	6.5	-
PHF	0.250	0.917	0.922	0.658	-	0.920	0.600	0.688	0.849	0.898	-	0.856	0.000	0.743	0.578	0.781	-	0.742	0.250	0.837	0.875	0.779	-	0.878	0.931
Lights	1	96	1603	94	-	1794	12	41	1609	97	-	1759	0	108	36	21	-	165	1	162	46	52	-	261	3979
% Lights	100.0	97.0	97.3	94.0	-	97.1	100.0	93.2	98.0	100.0	-	98.0	-	95.6	97.3	84.0	-	94.3	100.0	98.8	93.9	98.1	-	97.8	97.4
Other Vehicles	0	3	45	6	-	54	0	3	32	0	-	35	0	5	1	4	-	10	0	2	3	1	-	6	105
% Other Vehicles	0.0	3.0	2.7	6.0	-	2.9	0.0	6.8	2.0	0.0	-	2.0	-	4.4	2.7	16.0	-	5.7	0.0	1.2	6.1	1.9	-	2.2	2.6
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	12.5	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	87.5	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (8:00)

Count Name: US 98 at Matthew
Blvd - Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

[illegible]



Turning Movement Peak Hour Data Plot (14:00)

Turning Movement Peak Hour Data (16:30)

Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	1	22	466	40	3	529	6	16	541	20	0	583	0	52	20	14	0	86	0	55	22	17	0	94	1292
16:45	1	18	499	32	5	550	7	18	529	18	0	572	0	52	13	17	4	82	0	73	16	15	5	104	1308
17:00	1	28	466	35	0	530	9	23	540	22	0	594	0	59	16	17	0	92	0	65	12	16	0	93	1309
17:15	1	20	476	19	0	516	14	13	567	17	0	611	0	46	22	19	0	87	0	53	10	17	2	80	1294
Total	4	88	1907	126	8	2125	36	70	2177	77	0	2360	0	209	71	67	4	347	0	246	60	65	7	371	5203
Approach %	0.2	4.1	89.7	5.9	-	-	1.5	3.0	92.2	3.3	-	-	0.0	60.2	20.5	19.3	-	-	0.0	66.3	16.2	17.5	-	-	-
Total %	0.1	1.7	36.7	2.4	-	40.8	0.7	1.3	41.8	1.5	-	45.4	0.0	4.0	1.4	1.3	-	6.7	0.0	4.7	1.2	1.2	-	7.1	-
PHF	1.000	0.786	0.955	0.788	-	0.966	0.643	0.761	0.960	0.875	-	0.966	0.000	0.886	0.807	0.882	-	0.943	0.000	0.842	0.682	0.956	-	0.892	0.994
Lights	4	88	1895	123	-	2110	36	70	2159	77	-	2342	0	208	71	65	-	344	0	244	58	64	-	366	5162
% Lights	100.0	100.0	99.4	97.6	-	99.3	100.0	100.0	99.2	100.0	-	99.2	-	99.5	100.0	97.0	-	99.1	-	99.2	96.7	98.5	-	98.7	99.2
Other Vehicles	0	0	12	3	-	15	0	0	18	0	-	18	0	1	0	2	-	3	0	2	2	1	-	5	41
% Other Vehicles	0.0	0.0	0.6	2.4	-	0.7	0.0	0.0	0.8	0.0	-	0.8	-	0.5	0.0	3.0	-	0.9	-	0.8	3.3	1.5	-	1.3	0.8
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	37.5	-	-	-	-	-	-	-	-	-	-	-	25.0	-	-	-	-	-	42.9	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	62.5	-	-	-	-	-	-	-	-	-	-	-	75.0	-	-	-	-	-	57.1	-	-



Count Name: US 98 at Matthew
Blvd - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

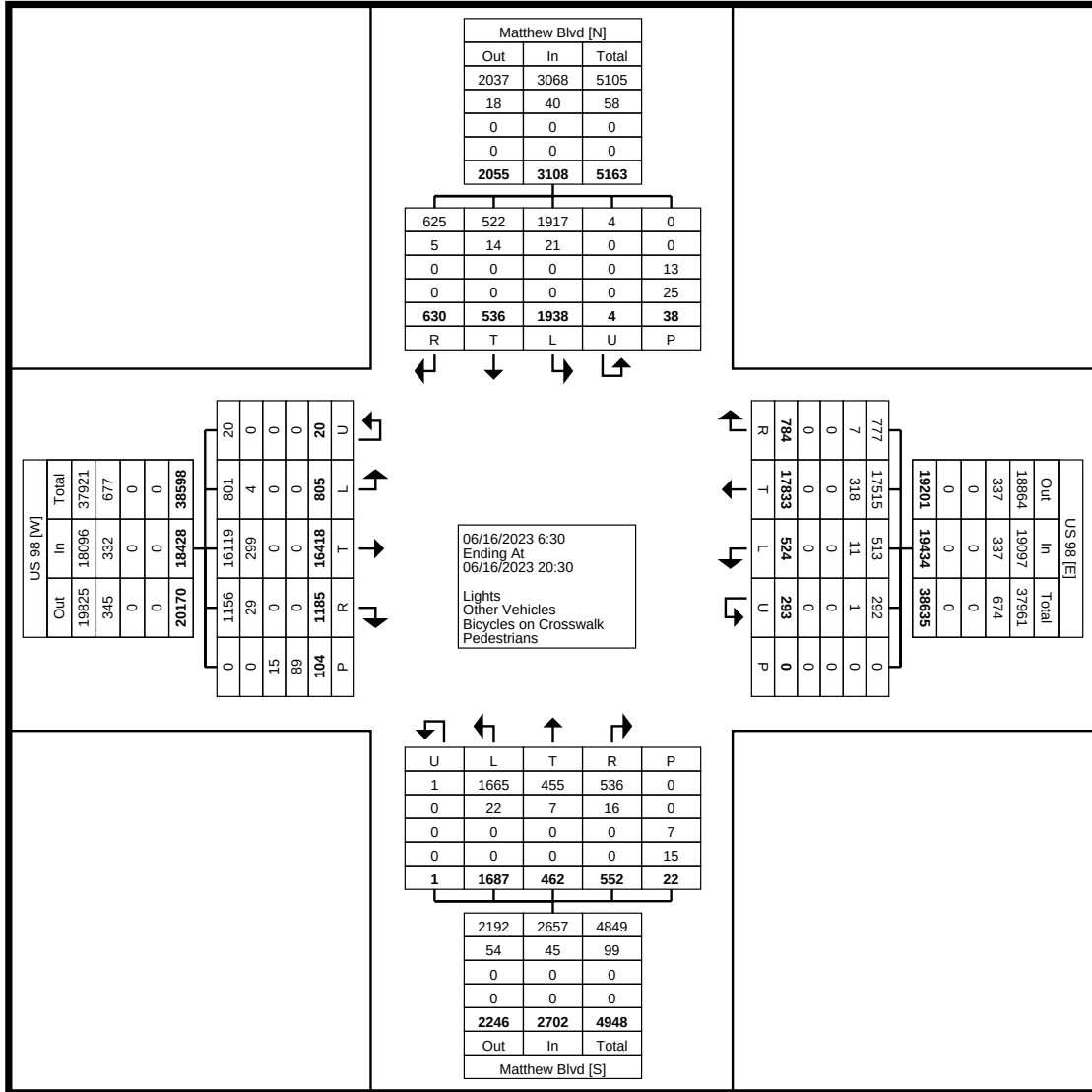
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Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	5	363	10	1	378	1	5	195	13	0	214	0	4	0	4	0	8	0	19	3	5	1	27	627
6:45	0	19	326	17	1	362	1	8	234	11	0	254	0	12	4	1	0	17	0	15	4	9	1	28	661
Hourly Total	0	24	689	27	2	740	2	13	429	24	0	468	0	16	4	5	0	25	0	34	7	14	2	55	1288
7:00	0	23	284	8	0	315	0	8	241	17	0	266	0	13	8	8	0	29	0	24	6	10	0	40	650
7:15	0	13	286	20	2	319	1	4	248	4	0	257	0	12	7	8	0	27	0	21	7	11	1	39	642
7:30	0	19	381	15	0	415	4	9	328	16	0	357	0	11	12	5	0	28	0	39	7	14	0	60	860
7:45	0	14	403	20	0	437	3	9	329	32	0	373	0	23	7	6	1	36	0	40	8	15	0	63	909
Hourly Total	0	69	1354	63	2	1486	8	30	1146	69	0	1253	0	59	34	27	1	120	0	124	28	50	1	202	3061
8:00	0	20	399	25	0	444	2	15	370	15	0	402	0	22	8	11	0	41	0	42	9	14	0	65	952
8:15	0	21	468	34	1	523	6	22	355	14	0	397	0	36	8	10	2	54	0	50	17	16	3	83	1057
8:30	0	21	417	30	0	468	7	12	438	29	0	486	0	27	12	10	0	49	1	49	14	15	0	79	1082
8:45	1	31	414	20	0	466	3	9	391	24	0	427	0	33	10	10	0	53	0	51	11	18	0	80	1026
Hourly Total	1	93	1698	109	1	1901	18	58	1554	82	0	1712	0	118	38	41	2	197	1	192	51	63	3	307	4117
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	23	452	32	0	509	4	10	456	18	0	488	0	48	12	18	0	78	0	50	11	24	0	85	1160
11:15	1	24	389	29	0	443	10	16	478	29	0	533	0	58	11	20	0	89	0	54	10	22	0	86	1151
11:30	1	26	399	21	0	447	8	23	508	21	0	560	0	60	6	28	0	94	0	31	20	19	0	70	1171
11:45	0	19	402	30	4	451	15	6	561	29	0	611	0	55	19	17	2	91	0	52	19	17	3	88	1241
Hourly Total	4	92	1642	112	4	1850	37	55	2003	97	0	2192	0	221	48	83	2	352	0	187	60	82	3	329	4723
12:00	0	19	444	38	0	501	11	14	497	31	0	553	0	61	10	18	0	89	0	60	13	23	0	96	1239
12:15	1	21	427	34	4	483	7	11	546	23	0	587	0	63	16	23	0	102	1	53	10	28	4	92	1264
12:30	1	19	421	44	3	485	10	3	544	18	0	575	0	56	12	16	0	84	0	54	28	19	2	101	1245
12:45	2	17	381	35	7	435	12	17	508	21	0	558	0	49	9	15	0	73	0	77	26	19	2	122	1188
Hourly Total	4	76	1673	151	14	1904	40	45	2095	93	0	2273	0	229	47	72	0	348	1	244	77	89	8	411	4936
13:00	0	19	456	32	8	507	7	9	516	28	0	560	0	65	17	15	2	97	0	74	11	10	4	95	1259
13:15	2	21	462	38	11	523	7	21	500	17	0	545	0	46	13	11	0	70	0	63	14	14	2	91	1229
13:30	0	21	422	32	7	475	12	20	524	21	0	577	0	50	12	10	0	72	0	63	21	21	5	105	1229
13:45	0	14	462	36	0	512	8	10	580	17	0	615	0	51	20	21	0	92	0	56	26	19	1	101	1320
Hourly Total	2	75	1802	138	26	2017	34	60	2120	83	0	2297	0	212	62	57	2	331	0	256	72	64	12	392	5037
14:00	1	23	428	47	4	499	12	17	510	17	0	556	0	48	12	17	1	77	0	40	19	22	0	81	1213
14:15	0	22	438	24	6	484	9	15	485	21	0	530	0	50	21	8	3	79	0	61	13	22	0	96	1189
14:30	0	27	453	33	5	513	5	10	442	26	0	483	0	45	19	11	2	75	0	64	11	23	0	98	1169
14:45	2	26	484	31	2	543	5	14	509	27	0	555	0	57	11	13	0	81	0	44	16	25	0	85	1264
Hourly Total	3	98	1803	135	17	2039	31	56	1946	91	0	2124	0	200	63	49	6	312	0	209	59	92	0	360	4835
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	22	462	26	0	511	6	14	531	23	0	574	0	34	12	7	0	53	1	68	12	13	1	94	1232
16:15	1	19	478	29	3	527	8	12	516	21	0	557	0	42	14	17	0	73	0	45	15	12	1	72	1229
16:30	0	14	416	37	3	467	6	11	520	30	0	567	0	44	12	16	0	72	0	65	11	11	1	87	1193
16:45	0	28	447	31	3	506	7	12	569	21	0	609	0	39	10	11	0	60	1	64	14	15	0	94	1269
Hourly Total	2	83	1803	123	9	2011	27	49	2136	95	0	2307	0	159	48	51	0	258	2	242	52	51	3	347	4923
17:00	2	18	445	36	4	501	9	10	492	14	0	525	0	64	15	17	0	96	0	47	17	13	3	77	1199
17:15	0	18	464	25	2	507	10	19	510	13	0	552	0	61	12	15	0	88	0	63	19	7	0	89	1236
17:30	1	21	407	28	3	457	10	18	491	25	0	544	0	47	14	16	0	77	0	59	14	11	0	84	1162
17:45	1	24	451	30	7	506	7	20	545	15	0	587	1	53	10	13	0	77	0	52	9	12	0	73	1243
Hourly Total	4	81	1767	119	16	1971	36	67	2038	67	0	2208	1	225	51	61	0	338	0	221	59	43	3	323	4840
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	17	399	35	1	451	11	6	388	18	0	423	0	51	16	20	0	87	0	45	13	17	0	75	1036
19:15	0	16	354	32	1	402	10	15	423	14	0	462	0	36	10	21	0	67	0	49	7	13	0	69	1000
19:30	0	20	390	37	2	447	7	16	422	17	0	462	0	54	17	13	7	84	0	36	17	15	1	68	1061
19:45	0	18	344	43	2	405	10	14	399	13	0	436	0	42	11	17	0	70	0	47	14	14	0	75	986
Hourly Total	0	71	1487	147	6	1705	38	51	1632	62	0	1783	0	183	54	71	7	308	0	177	51	59	1	287	4083
20:00	0	22	360	33	5	415	14	21	357	10	0	402	0	31	7	23	0	61	0	27	13	17	0	57	935
20:15	0	21	340	28	2	389	8	19	377	11	0	415	0	34	6	12	2	52	0	25	7	6	2	38	894
Grand Total	20	805	16418	1185	104	18428	293	524	17833	784	0	19434	1	1687	462	552	22	2702	4	1938	536	630	38	3108	43672
Approach %	0.1	4.4	89.1	6.4	-	-	1.5	2.7	91.8	4.0	-	-	0.0	62.4	17.1	20.4	-	-	0.1	62.4	17.2	20.3	-	-	-
Total %	0.0	1.8	37.6	2.7	-	42.2	0.7	1.2	40.8	1.8	-	44.5	0.0	3.9	1.1	1.3	-	6.2	0.0	4.4	1.2	1.4	-	7.1	-
Lights	20	801	16119	1156	-	18096	292	513	17515	777	-	19097	1	1665	455	536	-	2657	4	1917	522	625	-	3068	42918
% Lights	100.0	99.5	98.2	97.6	-	98.2	99.7	97.9	98.2	99.1	-	98.3	100.0	98.7	98.5	97.1	-	98.3	100.0	98.9	97.4	99.2	-	98.7	98.3
Other Vehicles	0	4	299	29	-	332	1	11	318	7	-	337	0	22	7	16	-	45	0	21	14	5	-	40	754

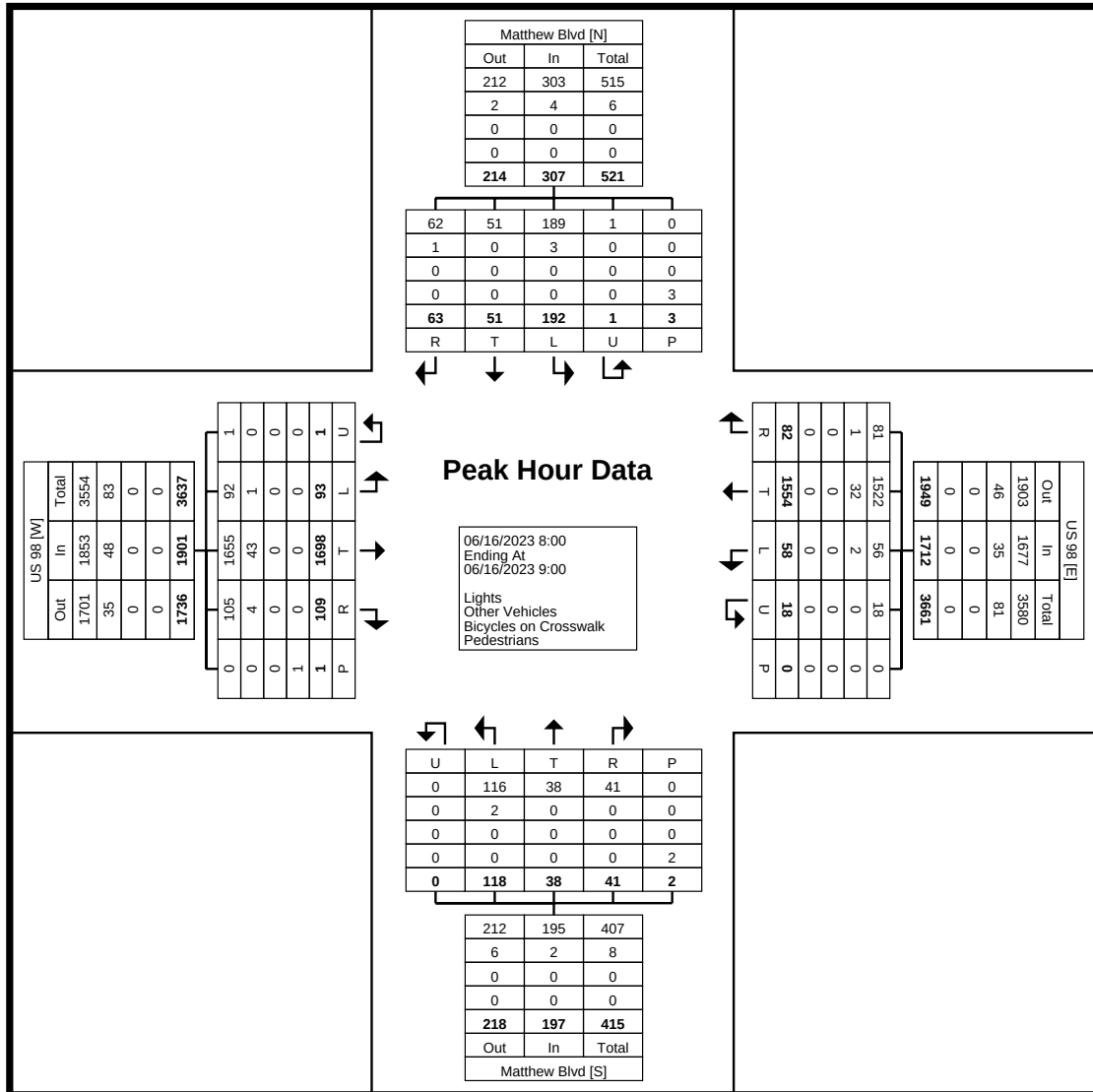
% Other Vehicles	0.0	0.5	1.8	2.4	-	1.8	0.3	2.1	1.8	0.9	-	1.7	0.0	1.3	1.5	2.9	-	1.7	0.0	1.1	2.6	0.8	-	1.3	1.7
Bicycles on Crosswalk	-	-	-	-	15	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	13	-	-
% Bicycles on Crosswalk	-	-	-	-	14.4	-	-	-	-	-	-	-	-	-	-	-	31.8	-	-	-	-	-	34.2	-	-
Pedestrians	-	-	-	-	89	-	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	85.6	-	-	-	-	-	-	-	-	-	-	-	68.2	-	-	-	-	-	65.8	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

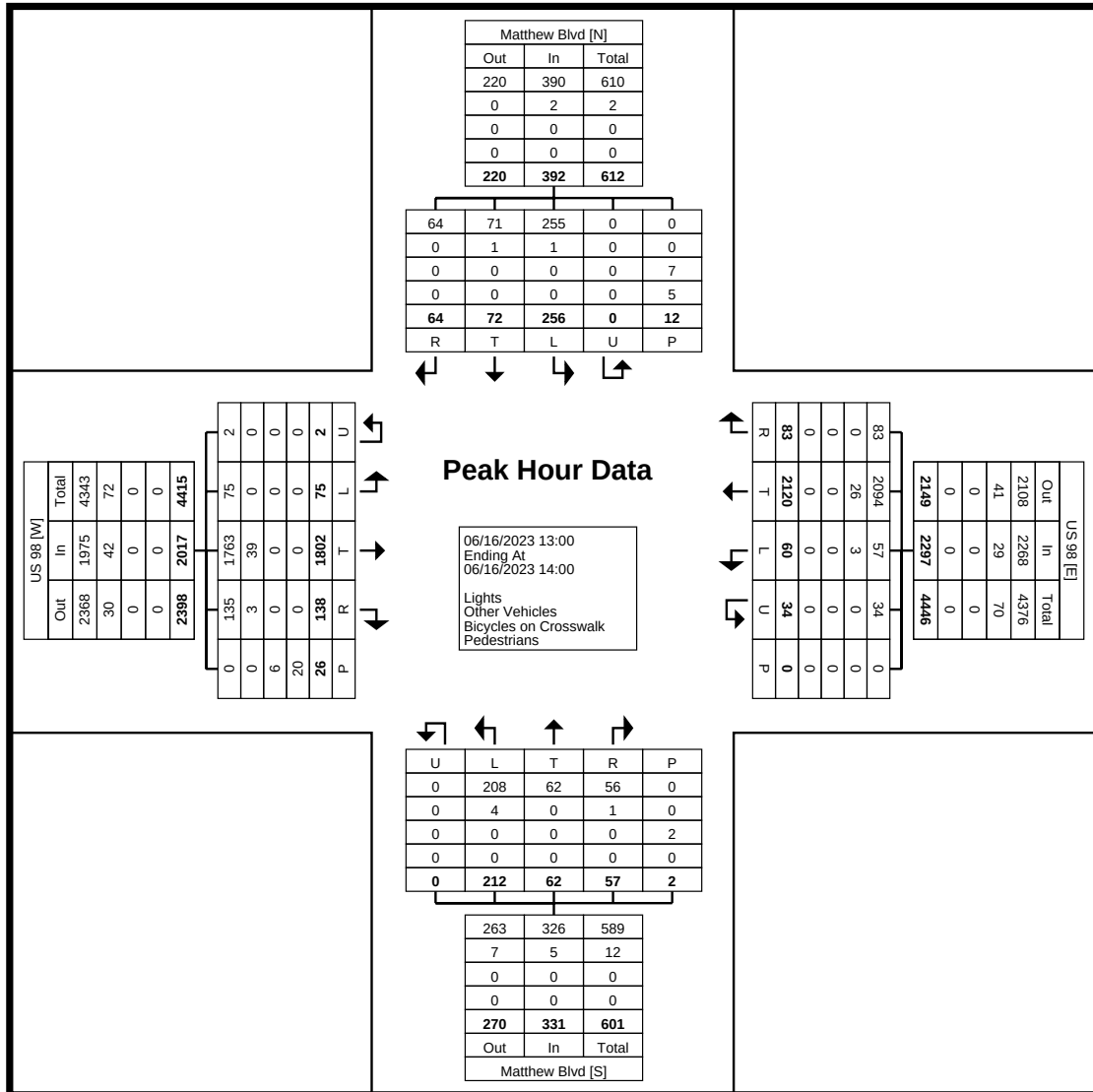
Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	20	399	25	0	444	2	15	370	15	0	402	0	22	8	11	0	41	0	42	9	14	0	65	952
8:15	0	21	468	34	1	523	6	22	355	14	0	397	0	36	8	10	2	54	0	50	17	16	3	83	1057
8:30	0	21	417	30	0	468	7	12	438	29	0	486	0	27	12	10	0	49	1	49	14	15	0	79	1082
8:45	1	31	414	20	0	466	3	9	391	24	0	427	0	33	10	10	0	53	0	51	11	18	0	80	1026
Total	1	93	1698	109	1	1901	18	58	1554	82	0	1712	0	118	38	41	2	197	1	192	51	63	3	307	4117
Approach %	0.1	4.9	89.3	5.7	-	-	1.1	3.4	90.8	4.8	-	-	0.0	59.9	19.3	20.8	-	-	0.3	62.5	16.6	20.5	-	-	-
Total %	0.0	2.3	41.2	2.6	-	46.2	0.4	1.4	37.7	2.0	-	41.6	0.0	2.9	0.9	1.0	-	4.8	0.0	4.7	1.2	1.5	-	7.5	-
PHF	0.250	0.750	0.907	0.801	-	0.909	0.643	0.659	0.887	0.707	-	0.881	0.000	0.819	0.792	0.932	-	0.912	0.250	0.941	0.750	0.875	-	0.925	0.951
Lights	1	92	1655	105	-	1853	18	56	1522	81	-	1677	0	116	38	41	-	195	1	189	51	62	-	303	4028
% Lights	100.0	98.9	97.5	96.3	-	97.5	100.0	96.6	97.9	98.8	-	98.0	-	98.3	100.0	100.0	-	99.0	100.0	98.4	100.0	98.4	-	98.7	97.8
Other Vehicles	0	1	43	4	-	48	0	2	32	1	-	35	0	2	0	0	-	2	0	3	0	1	-	4	89
% Other Vehicles	0.0	1.1	2.5	3.7	-	2.5	0.0	3.4	2.1	1.2	-	2.0	-	1.7	0.0	0.0	-	1.0	0.0	1.6	0.0	1.6	-	1.3	2.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (13:00)

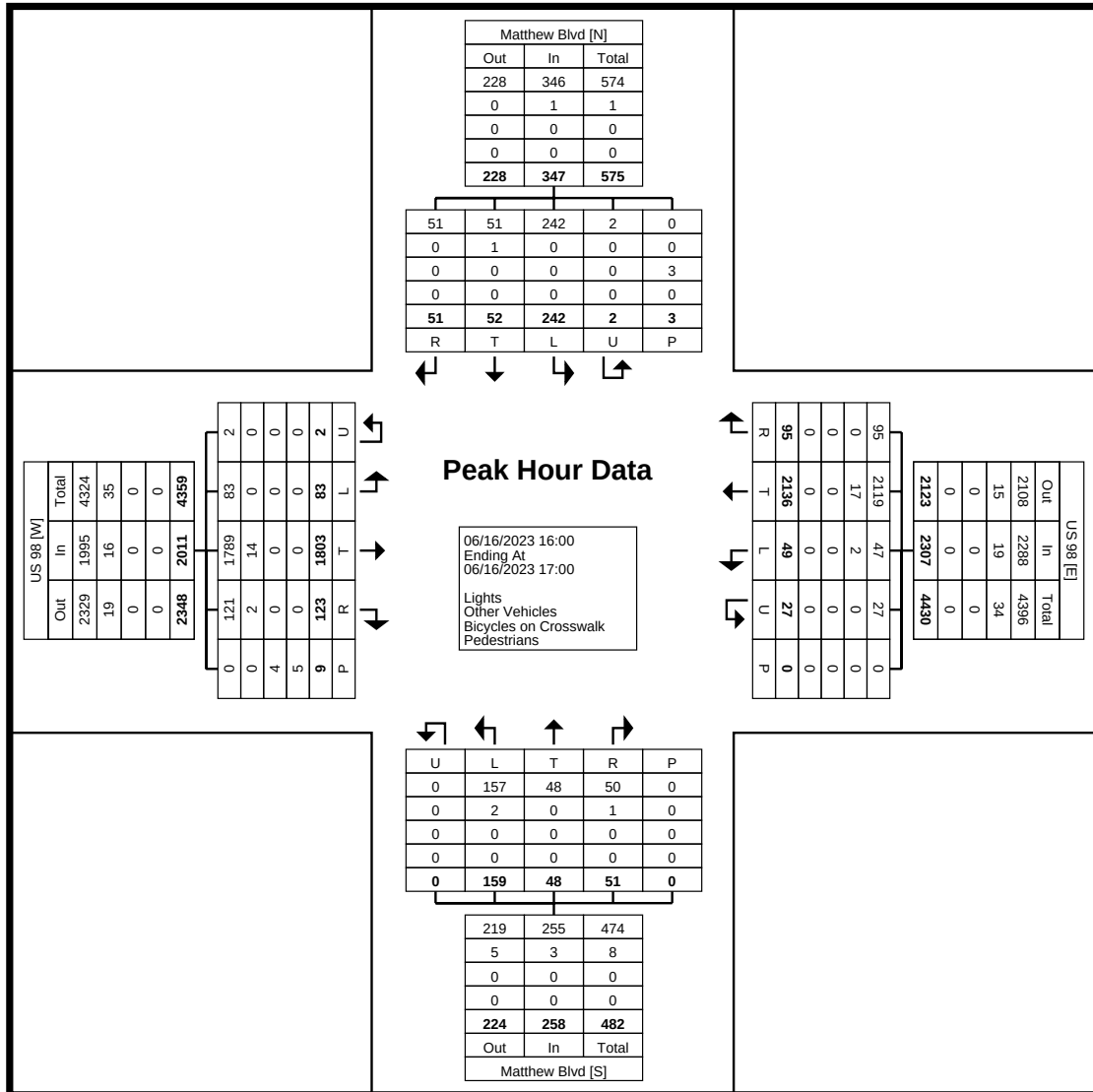
Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:00	0	19	456	32	8	507	7	9	516	28	0	560	0	65	17	15	2	97	0	74	11	10	4	95	1259
13:15	2	21	462	38	11	523	7	21	500	17	0	545	0	46	13	11	0	70	0	63	14	14	2	91	1229
13:30	0	21	422	32	7	475	12	20	524	21	0	577	0	50	12	10	0	72	0	63	21	21	5	105	1229
13:45	0	14	462	36	0	512	8	10	580	17	0	615	0	51	20	21	0	92	0	56	26	19	1	101	1320
Total	2	75	1802	138	26	2017	34	60	2120	83	0	2297	0	212	62	57	2	331	0	256	72	64	12	392	5037
Approach %	0.1	3.7	89.3	6.8	-	-	1.5	2.6	92.3	3.6	-	-	0.0	64.0	18.7	17.2	-	-	0.0	65.3	18.4	16.3	-	-	-
Total %	0.0	1.5	35.8	2.7	-	40.0	0.7	1.2	42.1	1.6	-	45.6	0.0	4.2	1.2	1.1	-	6.6	0.0	5.1	1.4	1.3	-	7.8	-
PHF	0.250	0.893	0.975	0.908	-	0.964	0.708	0.714	0.914	0.741	-	0.934	0.000	0.815	0.775	0.679	-	0.853	0.000	0.865	0.692	0.762	-	0.933	0.954
Lights	2	75	1763	135	-	1975	34	57	2094	83	-	2268	0	208	62	56	-	326	0	255	71	64	-	390	4959
% Lights	100.0	100.0	97.8	97.8	-	97.9	100.0	95.0	98.8	100.0	-	98.7	-	98.1	100.0	98.2	-	98.5	-	99.6	98.6	100.0	-	99.5	98.5
Other Vehicles	0	0	39	3	-	42	0	3	26	0	-	29	0	4	0	1	-	5	0	1	1	0	-	2	78
% Other Vehicles	0.0	0.0	2.2	2.2	-	2.1	0.0	5.0	1.2	0.0	-	1.3	-	1.9	0.0	1.8	-	1.5	-	0.4	1.4	0.0	-	0.5	1.5
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	23.1	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	58.3	-	-
Pedestrians	-	-	-	-	20	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	76.9	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	41.7	-	-



Turning Movement Peak Hour Data Plot (13:00)

Count Name: US 98 at Matthew
Blvd - Fri
Site Code:
Start Date: 06/16/2023
Page No: 8

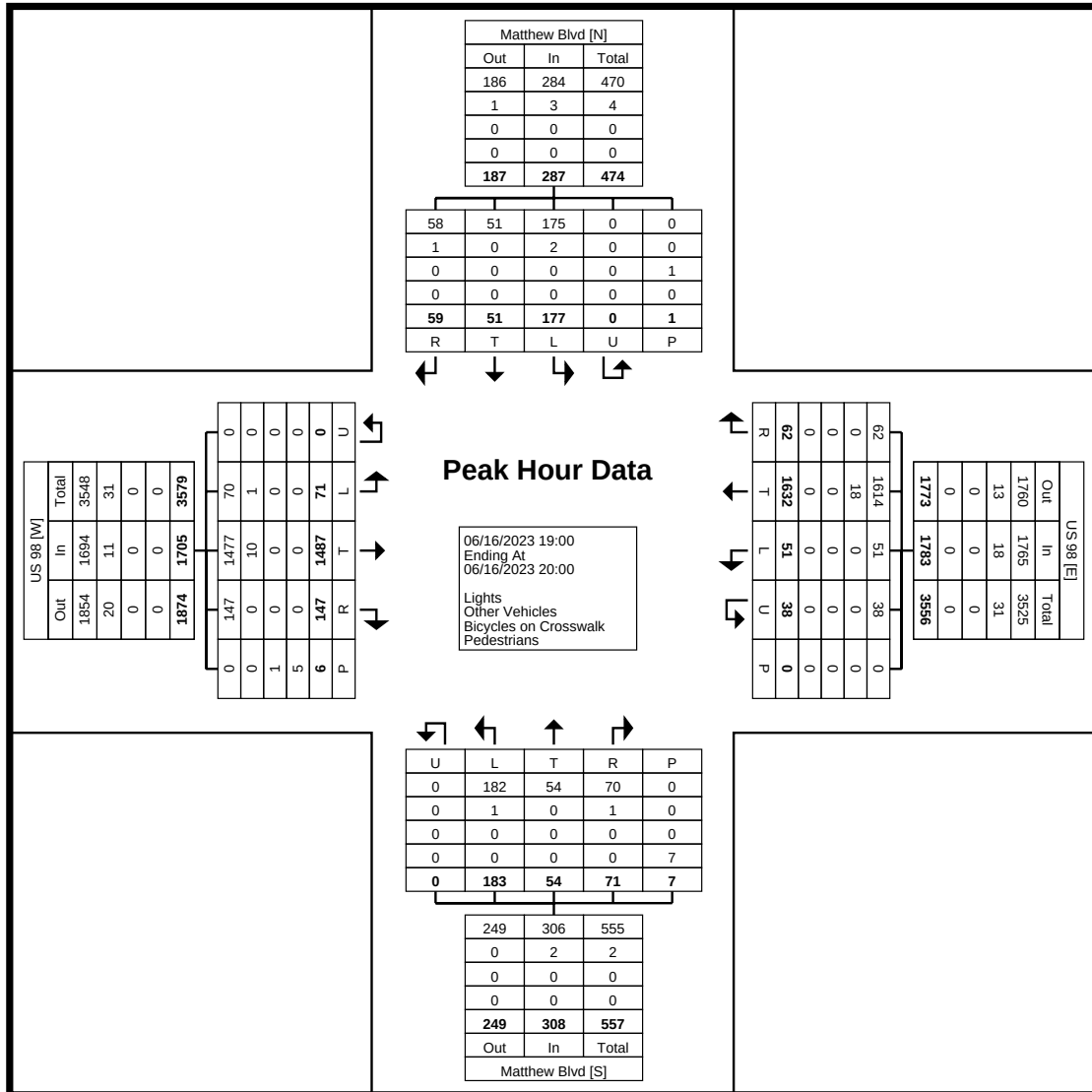
[illegible]



Turning Movement Peak Hour Data Plot (16:00)

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	17	399	35	1	451	11	6	388	18	0	423	0	51	16	20	0	87	0	45	13	17	0	75	1036
19:15	0	16	354	32	1	402	10	15	423	14	0	462	0	36	10	21	0	67	0	49	7	13	0	69	1000
19:30	0	20	390	37	2	447	7	16	422	17	0	462	0	54	17	13	7	84	0	36	17	15	1	68	1061
19:45	0	18	344	43	2	405	10	14	399	13	0	436	0	42	11	17	0	70	0	47	14	14	0	75	986
Total	0	71	1487	147	6	1705	38	51	1632	62	0	1783	0	183	54	71	7	308	0	177	51	59	1	287	4083
Approach %	0.0	4.2	87.2	8.6	-	-	2.1	2.9	91.5	3.5	-	-	0.0	59.4	17.5	23.1	-	-	0.0	61.7	17.8	20.6	-	-	-
Total %	0.0	1.7	36.4	3.6	-	41.8	0.9	1.2	40.0	1.5	-	43.7	0.0	4.5	1.3	1.7	-	7.5	0.0	4.3	1.2	1.4	-	7.0	-
PHF	0.000	0.888	0.932	0.855	-	0.945	0.864	0.797	0.965	0.861	-	0.965	0.000	0.847	0.794	0.845	-	0.885	0.000	0.903	0.750	0.868	-	0.957	0.962
Lights	0	70	1477	147	-	1694	38	51	1614	62	-	1765	0	182	54	70	-	306	0	175	51	58	-	284	4049
% Lights	-	98.6	99.3	100.0	-	99.4	100.0	100.0	98.9	100.0	-	99.0	-	99.5	100.0	98.6	-	99.4	-	98.9	100.0	98.3	-	99.0	99.2
Other Vehicles	0	1	10	0	-	11	0	0	18	0	-	18	0	1	0	1	-	2	0	2	0	1	-	3	34
% Other Vehicles	-	1.4	0.7	0.0	-	0.6	0.0	0.0	1.1	0.0	-	1.0	-	0.5	0.0	1.4	-	0.6	-	1.1	0.0	1.7	-	1.0	0.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	16.7	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	83.3	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-

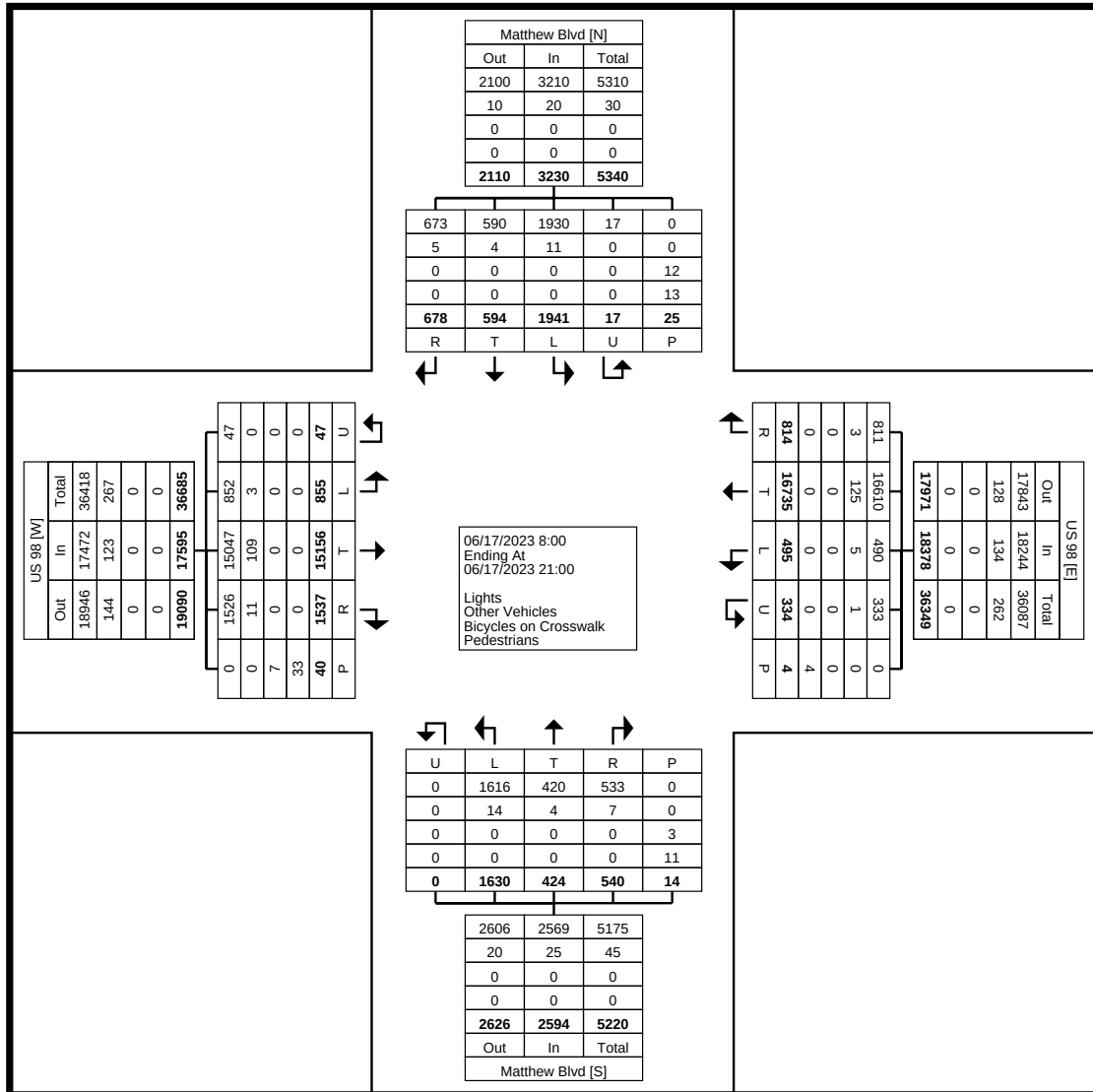


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

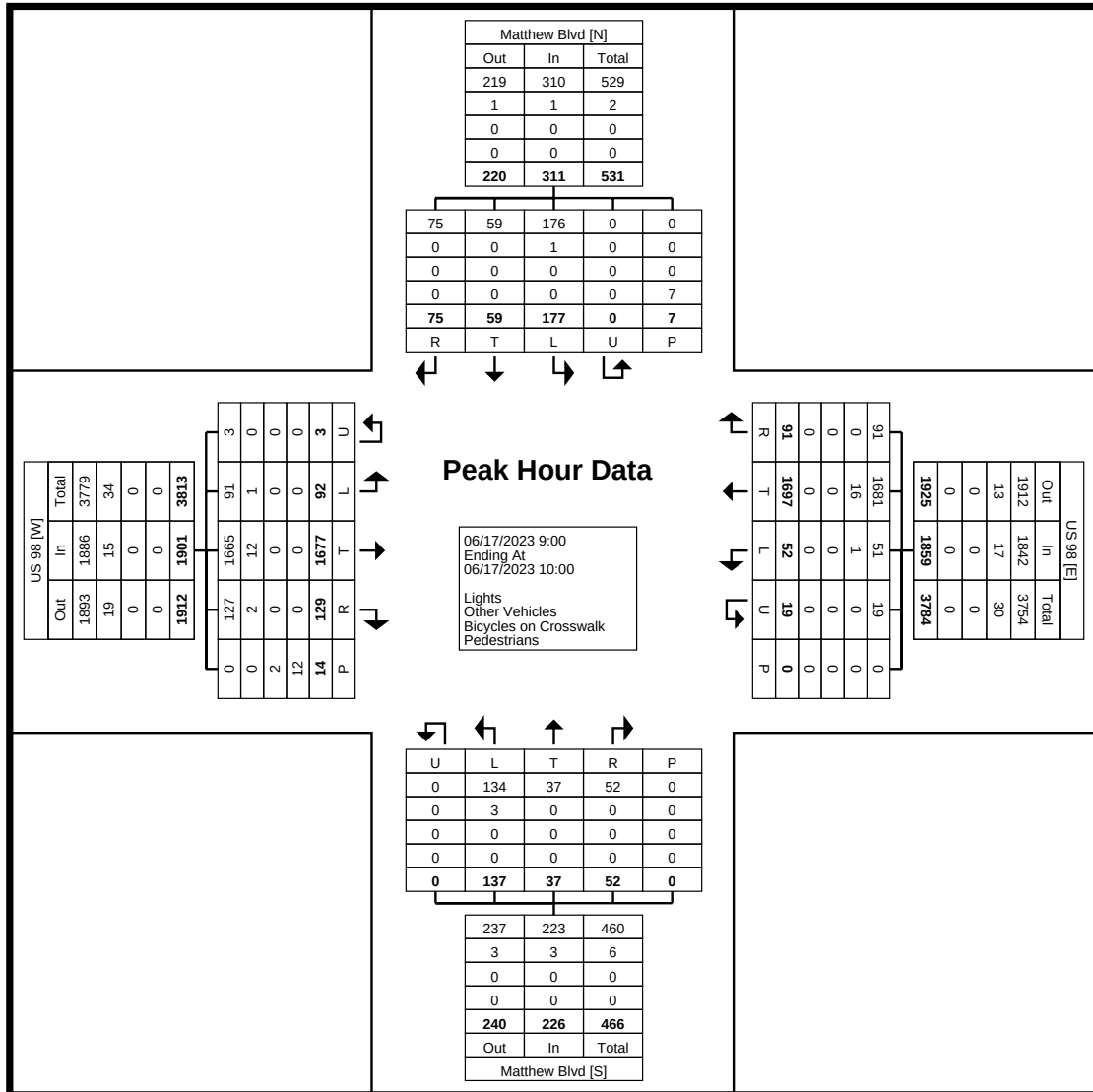
Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	18	330	20	0	368	5	5	233	19	0	262	0	25	9	12	0	46	0	26	10	14	0	50	726
8:15	0	10	332	30	2	372	6	11	296	21	0	334	0	32	10	15	0	57	0	29	10	15	0	54	817
8:30	0	23	366	22	1	411	8	6	348	26	0	388	0	20	11	7	0	38	0	42	12	18	0	72	909
8:45	0	28	381	20	3	429	12	13	431	21	0	477	0	28	13	7	0	48	0	43	12	15	0	70	1024
Hourly Total	0	79	1409	92	6	1580	31	35	1308	87	0	1461	0	105	43	41	0	189	0	140	44	62	0	246	3476
9:00	1	21	435	40	5	497	6	11	436	13	0	466	0	34	9	13	0	56	0	41	16	16	5	73	1092
9:15	1	21	397	21	2	440	6	10	412	27	0	455	0	30	8	16	0	54	0	43	18	18	0	79	1028
9:30	1	23	392	26	4	442	2	11	402	29	0	444	0	35	13	8	0	56	0	41	10	18	2	69	1011
9:45	0	27	453	42	3	522	5	20	447	22	0	494	0	38	7	15	0	60	0	52	15	23	0	90	1166
Hourly Total	3	92	1677	129	14	1901	19	52	1697	91	0	1859	0	137	37	52	0	226	0	177	59	75	7	311	4297
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	15	449	33	6	499	2	9	472	24	0	507	0	43	5	14	2	62	0	48	13	26	1	87	1155
11:15	1	30	384	39	2	454	11	9	441	31	0	492	0	36	12	21	0	69	1	59	16	16	0	92	1107
11:30	0	21	394	21	3	436	14	9	454	26	0	503	0	43	11	15	0	69	0	52	12	22	6	86	1094
11:45	0	25	446	26	0	497	12	13	464	39	0	528	0	32	15	11	0	58	0	65	15	24	0	104	1187
Hourly Total	3	91	1673	119	11	1886	39	40	1831	120	0	2030	0	154	43	61	2	258	1	224	56	88	7	369	4543
12:00	1	17	413	23	0	454	9	19	445	19	0	492	0	42	6	17	0	65	0	63	12	15	0	90	1101
12:15	1	12	417	41	0	471	9	20	441	23	0	493	0	37	13	19	0	69	0	61	8	14	0	83	1116
12:30	1	16	394	22	0	433	13	8	503	28	0	552	0	41	11	17	0	69	0	38	18	11	0	67	1121
12:45	3	18	370	24	0	415	12	7	478	19	0	516	0	46	11	26	0	83	0	54	9	18	0	81	1095
Hourly Total	6	63	1594	110	0	1773	43	54	1867	89	0	2053	0	166	41	79	0	286	0	216	47	58	0	321	4433
13:00	1	20	361	22	0	404	12	9	497	27	0	545	0	54	12	16	0	82	0	55	12	15	0	82	1113
13:15	1	44	188	70	3	303	4	11	423	22	2	460	0	37	9	6	0	52	6	26	18	21	2	71	886
13:30	0	49	0	152	0	201	0	0	216	9	0	225	0	53	0	0	6	53	10	5	26	22	0	63	542
13:45	1	30	115	116	0	262	4	5	390	20	1	419	0	48	1	3	1	52	0	47	39	24	2	110	843
Hourly Total	3	143	664	360	3	1170	20	25	1526	78	3	1649	0	192	22	25	7	239	16	133	95	82	4	326	3384
14:00	0	13	301	35	0	349	3	21	464	22	0	510	0	49	13	4	2	66	0	67	20	19	0	106	1031
14:15	2	17	447	45	0	511	9	15	456	21	0	501	0	41	12	9	0	62	0	75	19	19	0	113	1187
14:30	1	19	487	41	0	548	6	13	438	22	0	479	0	48	4	17	1	69	0	77	22	12	0	111	1207
14:45	0	24	504	48	0	576	9	14	437	18	0	478	0	51	11	20	0	82	0	64	16	15	0	95	1231
Hourly Total	3	73	1739	169	0	1984	27	63	1795	83	0	1968	0	189	40	50	3	279	0	283	77	65	0	425	4656
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	20	445	26	3	491	6	14	467	23	0	510	0	54	11	17	1	82	0	50	15	16	0	81	1164
16:15	1	20	430	43	0	494	15	12	485	17	0	529	0	44	7	15	0	66	0	57	15	19	0	91	1180
16:30	2	11	423	39	0	475	6	10	422	24	0	462	0	44	11	17	0	72	0	49	16	13	0	78	1087
16:45	0	12	405	55	0	472	5	18	430	27	0	480	0	38	17	14	0	69	0	58	15	9	0	82	1103
Hourly Total	3	63	1703	163	3	1932	32	54	1804	91	0	1981	0	180	46	63	1	289	0	214	61	57	0	332	4534
17:00	2	14	426	35	1	477	10	9	450	18	0	487	0	45	7	20	0	72	0	65	14	15	0	94	1130
17:15	0	19	411	38	0	468	13	17	436	12	0	478	0	45	13	13	0	71	0	80	15	23	0	118	1135
17:30	1	21	513	34	0	569	10	15	477	21	0	523	0	49	19	15	0	83	0	71	15	8	1	94	1269
17:45	2	24	448	30	0	504	12	16	414	18	0	460	0	41	22	10	0	73	0	50	19	10	0	79	1116
Hourly Total	5	78	1798	137	1	2018	45	57	1777	69	0	1948	0	180	61	58	0	299	0	266	63	56	1	385	4650
18:00	4	22	387	37	0	450	7	12	454	22	0	495	0	43	12	14	0	69	0	42	14	20	0	76	1090
18:15	1	18	465	21	0	505	6	14	449	13	1	482	0	43	11	15	1	69	0	50	15	14	0	79	1135
18:30	3	16	410	45	0	474	13	11	396	10	0	430	0	39	13	13	0	65	0	37	5	19	0	61	1030
18:45	6	27	390	33	2	456	16	11	394	16	0	437	0	47	12	18	0	77	0	44	17	18	0	79	1049
Hourly Total	14	83	1652	136	2	1885	42	48	1693	61	1	1844	0	172	48	60	1	280	0	173	51	71	0	295	4304
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	4	26	296	38	0	364	11	17	397	16	0	441	0	47	7	18	0	72	0	29	19	19	0	67	944
20:15	0	27	341	33	0	401	10	15	349	13	0	387	0	26	24	8	0	58	0	28	5	16	3	49	895
20:30	2	17	316	25	0	360	6	13	366	7	0	392	0	33	8	13	0	54	0	29	10	19	0	58	864
20:45	1	20	294	26	0	341	9	22	325	9	0	365	0	49	4	12	0	65	0	29	7	10	3	46	817
Hourly Total	7	90	1247	122	0	1466	36	67	1437	45	0	1585	0	155	43	51	0	249	0	115	41	64	6	220	3520
Grand Total	47	855	15156	1537	40	17595	334	495	16735	814	4	18378	0	1630	424	540	14	2594	17	1941	594	678	25	3230	41797
Approach %	0.3	4.9	86.1	8.7	-	-	1.8	2.7	91.1	4.4	-	-	0.0	62.8	16.3	20.8	-	-	0.5	60.1	18.4	21.0	-	-	-
Total %	0.1	2.0	36.3	3.7	-	42.1	0.8	1.2	40.0	1.9	-	44.0	0.0	3.9	1.0	1.3	-	6.2	0.0	4.6	1.4	1.6	-	7.7	-
Lights	47	852	15047	1526	-	17472	333	490	16610	811	-	18244	0	1616	420	533	-	2569	17	1930	590	673	-	3210	41495
% Lights	100.0	99.6	99.3	99.3	-	99.3	99.7	99.0	99.3	99.6	-	99.3	-	99.1	99.1	98.7	-	99.0	100.0	99.4	99.3	99.3	-	99.4	99.3
Other Vehicles	0	3	109	11	-	123	1	5	125	3	-	134	0	14	4	7	-	25	0	11	4	5	-	20	302

% Other Vehicles	0.0	0.4	0.7	0.7	-	0.7	0.3	1.0	0.7	0.4	-	0.7	-	0.9	0.9	1.3	-	1.0	0.0	0.6	0.7	0.7	-	0.6	0.7
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	12	-	-
% Bicycles on Crosswalk	-	-	-	-	17.5	-	-	-	-	-	0.0	-	-	-	-	-	21.4	-	-	-	-	-	48.0	-	-
Pedestrians	-	-	-	-	33	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	82.5	-	-	-	-	-	100.0	-	-	-	-	-	78.6	-	-	-	-	-	52.0	-	-



Turning Movement Peak Hour Data (9:00)

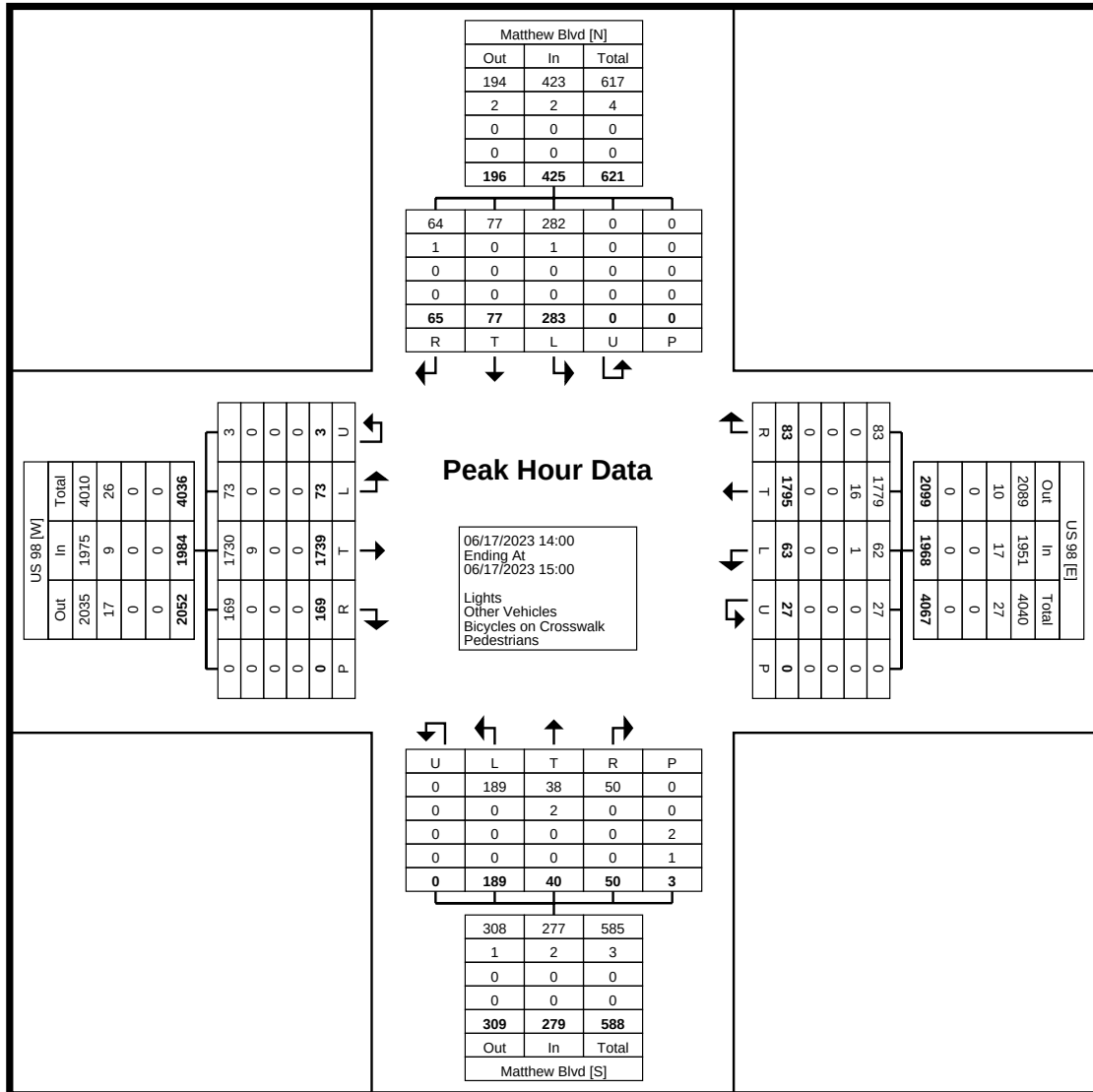
Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	1	21	435	40	5	497	6	11	436	13	0	466	0	34	9	13	0	56	0	41	16	16	5	73	1092
9:15	1	21	397	21	2	440	6	10	412	27	0	455	0	30	8	16	0	54	0	43	18	18	0	79	1028
9:30	1	23	392	26	4	442	2	11	402	29	0	444	0	35	13	8	0	56	0	41	10	18	2	69	1011
9:45	0	27	453	42	3	522	5	20	447	22	0	494	0	38	7	15	0	60	0	52	15	23	0	90	1166
Total	3	92	1677	129	14	1901	19	52	1697	91	0	1859	0	137	37	52	0	226	0	177	59	75	7	311	4297
Approach %	0.2	4.8	88.2	6.8	-	-	1.0	2.8	91.3	4.9	-	-	0.0	60.6	16.4	23.0	-	-	0.0	56.9	19.0	24.1	-	-	-
Total %	0.1	2.1	39.0	3.0	-	44.2	0.4	1.2	39.5	2.1	-	43.3	0.0	3.2	0.9	1.2	-	5.3	0.0	4.1	1.4	1.7	-	7.2	-
PHF	0.750	0.852	0.925	0.768	-	0.910	0.792	0.650	0.949	0.784	-	0.941	0.000	0.901	0.712	0.813	-	0.942	0.000	0.851	0.819	0.815	-	0.864	0.921
Lights	3	91	1665	127	-	1886	19	51	1681	91	-	1842	0	134	37	52	-	223	0	176	59	75	-	310	4261
% Lights	100.0	98.9	99.3	98.4	-	99.2	100.0	98.1	99.1	100.0	-	99.1	-	97.8	100.0	100.0	-	98.7	-	99.4	100.0	100.0	-	99.7	99.2
Other Vehicles	0	1	12	2	-	15	0	1	16	0	-	17	0	3	0	0	-	3	0	1	0	0	-	1	36
% Other Vehicles	0.0	1.1	0.7	1.6	-	0.8	0.0	1.9	0.9	0.0	-	0.9	-	2.2	0.0	0.0	-	1.3	-	0.6	0.0	0.0	-	0.3	0.8
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	14.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	85.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (9:00)

Turning Movement Peak Hour Data (14:00)

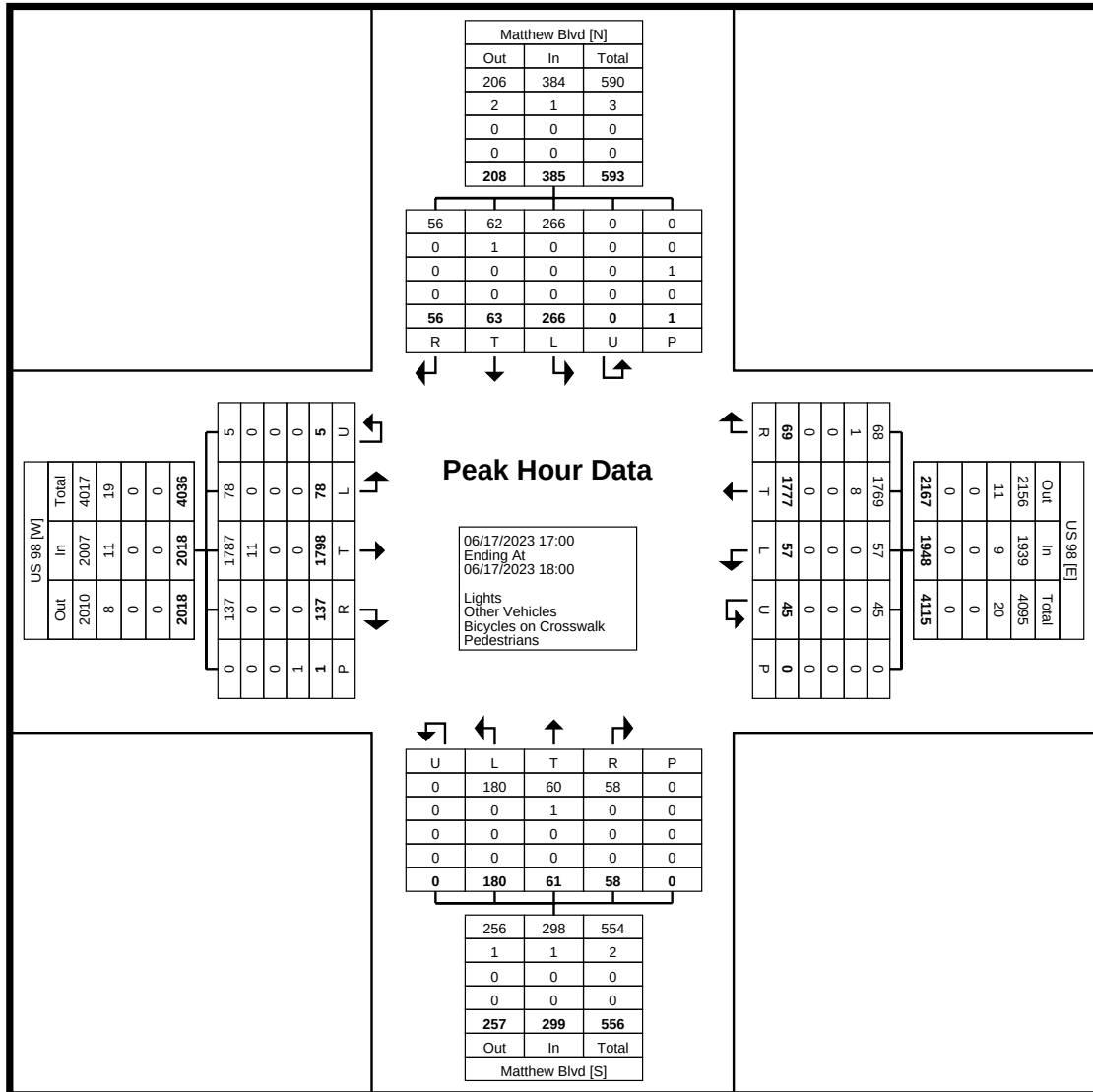
Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	13	301	35	0	349	3	21	464	22	0	510	0	49	13	4	2	66	0	67	20	19	0	106	1031
14:15	2	17	447	45	0	511	9	15	456	21	0	501	0	41	12	9	0	62	0	75	19	19	0	113	1187
14:30	1	19	487	41	0	548	6	13	438	22	0	479	0	48	4	17	1	69	0	77	22	12	0	111	1207
14:45	0	24	504	48	0	576	9	14	437	18	0	478	0	51	11	20	0	82	0	64	16	15	0	95	1231
Total	3	73	1739	169	0	1984	27	63	1795	83	0	1968	0	189	40	50	3	279	0	283	77	65	0	425	4656
Approach %	0.2	3.7	87.7	8.5	-	-	1.4	3.2	91.2	4.2	-	-	0.0	67.7	14.3	17.9	-	-	0.0	66.6	18.1	15.3	-	-	-
Total %	0.1	1.6	37.3	3.6	-	42.6	0.6	1.4	38.6	1.8	-	42.3	0.0	4.1	0.9	1.1	-	6.0	0.0	6.1	1.7	1.4	-	9.1	-
PHF	0.375	0.760	0.863	0.880	-	0.861	0.750	0.750	0.967	0.943	-	0.965	0.000	0.926	0.769	0.625	-	0.851	0.000	0.919	0.875	0.855	-	0.940	0.946
Lights	3	73	1730	169	-	1975	27	62	1779	83	-	1951	0	189	38	50	-	277	0	282	77	64	-	423	4626
% Lights	100.0	100.0	99.5	100.0	-	99.5	100.0	98.4	99.1	100.0	-	99.1	-	100.0	95.0	100.0	-	99.3	-	99.6	100.0	98.5	-	99.5	99.4
Other Vehicles	0	0	9	0	-	9	0	1	16	0	-	17	0	0	2	0	-	2	0	1	0	1	-	2	30
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.5	0.0	1.6	0.9	0.0	-	0.9	-	0.0	5.0	0.0	-	0.7	-	0.4	0.0	1.5	-	0.5	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (14:00)

Count Name: US 98 @ Matthew
Blvd - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

[illegible]



Turning Movement Peak Hour Data Plot (17:00)

Count Name: US 98 @ Matthew
Blvd - Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

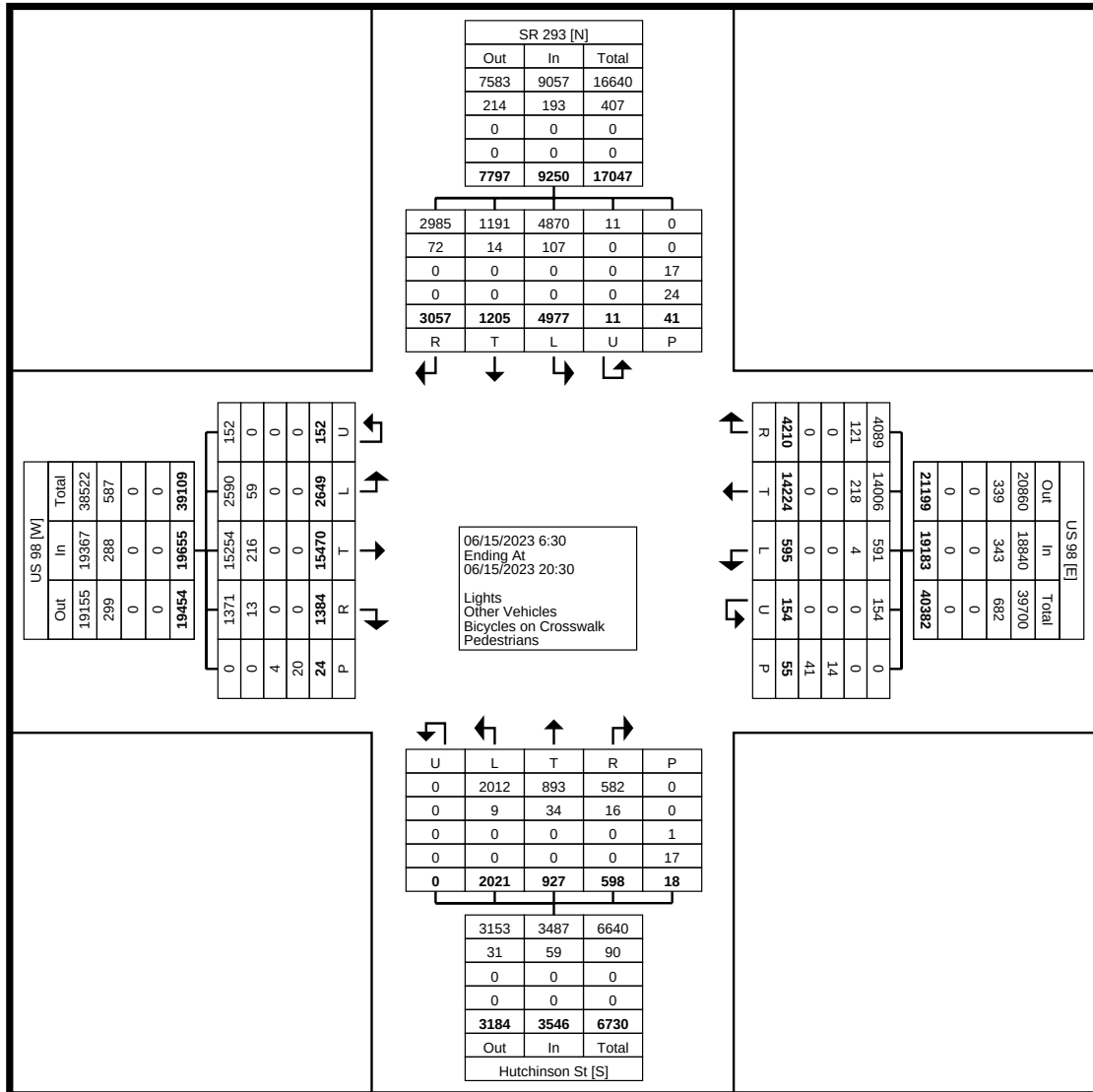
Start Time	US 98 Eastbound						US 98 Westbound						Matthew Blvd Northbound						Matthew Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	4	26	296	38	0	364	11	17	397	16	0	441	0	47	7	18	0	72	0	29	19	19	0	67	944
20:15	0	27	341	33	0	401	10	15	349	13	0	387	0	26	24	8	0	58	0	28	5	16	3	49	895
20:30	2	17	316	25	0	360	6	13	366	7	0	392	0	33	8	13	0	54	0	29	10	19	0	58	864
20:45	1	20	294	26	0	341	9	22	325	9	0	365	0	49	4	12	0	65	0	29	7	10	3	46	817
Total	7	90	1247	122	0	1466	36	67	1437	45	0	1585	0	155	43	51	0	249	0	115	41	64	6	220	3520
Approach %	0.5	6.1	85.1	8.3	-	-	2.3	4.2	90.7	2.8	-	-	0.0	62.2	17.3	20.5	-	-	0.0	52.3	18.6	29.1	-	-	-
Total %	0.2	2.6	35.4	3.5	-	41.6	1.0	1.9	40.8	1.3	-	45.0	0.0	4.4	1.2	1.4	-	7.1	0.0	3.3	1.2	1.8	-	6.3	-
PHF	0.438	0.833	0.914	0.803	-	0.914	0.818	0.761	0.905	0.703	-	0.899	0.000	0.791	0.448	0.708	-	0.865	0.000	0.991	0.539	0.842	-	0.821	0.932
Lights	7	90	1242	122	-	1461	36	66	1434	45	-	1581	0	155	43	49	-	247	0	114	41	64	-	219	3508
% Lights	100.0	100.0	99.6	100.0	-	99.7	100.0	98.5	99.8	100.0	-	99.7	-	100.0	100.0	96.1	-	99.2	-	99.1	100.0	100.0	-	99.5	99.7
Other Vehicles	0	0	5	0	-	5	0	1	3	0	-	4	0	0	0	2	-	2	0	1	0	0	-	1	12
% Other Vehicles	0.0	0.0	0.4	0.0	-	0.3	0.0	1.5	0.2	0.0	-	0.3	-	0.0	0.0	3.9	-	0.8	-	0.9	0.0	0.0	-	0.5	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Hutchinson St Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	1	44	286	11	0	342	0	4	159	63	1	226	0	13	8	5	0	26	0	96	11	45	2	152	746
6:45	0	42	358	16	0	416	2	2	184	59	0	247	0	14	4	4	0	22	0	86	8	65	0	159	844
Hourly Total	1	86	644	27	0	758	2	6	343	122	1	473	0	27	12	9	0	48	0	182	19	110	2	311	1590
7:00	3	29	266	11	0	309	3	3	183	70	0	259	0	18	11	6	0	35	0	86	11	65	1	162	765
7:15	0	33	329	10	0	372	2	5	241	83	0	331	0	14	7	3	0	24	0	116	6	71	0	193	920
7:30	1	35	333	16	0	385	1	5	221	65	0	292	0	16	6	8	0	30	0	131	17	76	0	224	931
7:45	0	43	335	10	0	388	6	5	273	80	0	364	0	33	9	8	0	50	0	159	17	86	0	262	1064
Hourly Total	4	140	1263	47	0	1454	12	18	918	298	0	1246	0	81	33	25	0	139	0	492	51	298	1	841	3680
8:00	1	29	360	20	0	410	0	2	326	70	0	398	0	33	9	6	0	48	0	129	15	81	0	225	1081
8:15	4	42	401	20	0	467	3	8	362	76	1	449	0	24	12	6	0	42	1	127	29	68	1	225	1183
8:30	3	47	381	29	1	460	3	11	356	119	1	489	0	34	15	11	0	60	0	142	31	101	0	274	1283
8:45	1	40	412	23	0	476	0	11	364	112	0	487	0	34	17	5	0	56	0	138	28	87	0	253	1272
Hourly Total	9	158	1554	92	1	1813	6	32	1408	377	2	1823	0	125	53	28	0	206	1	536	103	337	1	977	4819
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	5	79	382	44	2	510	5	14	423	116	2	558	0	53	27	17	3	97	2	118	36	76	2	232	1397
11:15	6	77	325	33	0	441	4	19	396	125	0	544	0	74	26	18	0	118	0	158	43	76	0	277	1380
11:30	6	72	438	39	0	555	7	23	450	105	2	585	0	49	20	12	0	81	1	106	35	75	0	217	1438
11:45	6	65	389	33	0	493	3	24	389	114	3	530	0	74	31	20	0	125	1	116	28	94	3	239	1387
Hourly Total	23	293	1534	149	2	1999	19	80	1658	460	7	2217	0	250	104	67	3	421	4	498	142	321	5	965	5602
12:00	4	69	372	42	1	487	3	19	426	103	4	551	0	67	33	17	1	117	0	123	35	65	2	223	1378
12:15	7	66	466	28	2	567	5	27	434	120	0	586	0	59	18	20	0	97	1	158	37	92	0	288	1538
12:30	4	64	337	47	0	452	1	20	364	116	0	501	0	78	30	18	2	126	0	160	51	108	2	319	1398
12:45	3	69	438	46	2	556	8	11	459	128	1	606	0	60	26	20	2	106	0	131	31	82	3	244	1512
Hourly Total	18	268	1613	163	5	2062	17	77	1683	467	5	2244	0	264	107	75	5	446	1	572	154	347	7	1074	5826
13:00	7	86	429	32	1	554	6	21	357	105	4	489	0	61	24	19	5	104	0	152	43	76	2	271	1418
13:15	3	64	408	38	0	513	2	16	416	118	0	552	0	59	32	19	0	110	0	143	29	94	4	266	1441
13:30	6	78	430	38	3	552	5	19	380	114	2	518	0	52	23	15	2	90	0	109	33	90	1	232	1392
13:45	8	83	409	45	4	545	6	26	373	128	0	533	0	49	34	14	0	97	0	128	29	65	0	222	1397
Hourly Total	24	311	1676	153	8	2164	19	82	1526	465	6	2092	0	221	113	67	7	401	0	532	134	325	7	991	5648
14:00	5	71	435	54	1	565	8	20	443	114	1	585	0	49	28	25	0	102	0	150	39	84	2	273	1525
14:15	8	63	436	41	0	548	8	24	424	128	0	584	0	47	32	18	0	97	0	134	42	96	0	272	1501
14:30	5	65	436	38	0	544	2	18	438	101	0	559	0	41	35	18	0	94	1	137	41	82	0	261	1458
14:45	2	82	443	38	0	565	6	27	445	107	10	585	0	59	29	22	0	110	0	136	45	86	3	267	1527
Hourly Total	20	281	1750	171	1	2222	24	89	1750	450	11	2313	0	196	124	83	0	403	1	557	167	348	5	1073	6011
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	2	103	482	49	0	636	1	12	455	146	0	614	0	78	36	18	0	132	0	141	28	76	0	245	1627
16:15	5	94	495	39	2	633	1	15	440	152	5	608	0	65	30	17	0	112	0	144	49	76	1	269	1622
16:30	3	85	451	33	2	572	5	20	472	165	6	662	0	71	47	23	0	141	0	128	36	78	2	242	1617
16:45	1	109	480	47	0	637	1	15	414	159	2	589	0	82	36	23	0	141	0	132	44	83	6	259	1626
Hourly Total	11	391	1908	168	4	2478	8	62	1781	622	13	2473	0	296	149	81	0	526	0	545	157	313	9	1015	6492
17:00	2	106	380	60	1	548	4	16	426	191	5	637	0	81	29	20	1	130	0	139	43	77	3	259	1574
17:15	2	121	411	46	0	580	3	19	403	145	0	570	0	85	36	21	0	142	1	132	34	96	0	263	1555
17:30	2	99	407	37	2	545	9	10	456	144	1	619	0	88	39	19	1	146	1	143	35	69	0	248	1558
17:45	4	85	384	42	0	515	4	14	439	146	0	603	0	66	32	17	0	115	0	122	41	86	1	249	1482
Hourly Total	10	411	1582	185	3	2188	20	59	1724	626	6	2429	0	320	136	77	2	533	2	536	153	328	4	1019	6169
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	7	74	363	43	0	487	3	22	367	69	2	461	0	60	29	17	1	106	0	108	27	61	0	196	1250
19:15	6	65	366	46	0	483	6	21	319	57	0	403	0	51	17	15	0	83	0	90	31	70	0	191	1160
19:30	5	49	337	47	0	438	1	15	264	63	0	343	0	51	15	21	0	87	0	117	25	63	0	205	1073
19:45	5	38	341	48	0	432	3	18	177	51	0	249	0	29	11	11	0	51	0	67	14	44	0	125	857
Hourly Total	23	226	1407	184	0	1840	13	76	1127	240	2	1456	0	191	72	64	1	327	0	382	97	238	0	717	4340
20:00	5	41	276	23	0	345	9	8	155	42	0	214	0	25	14	11	0	50	1	64	11	41	0	117	726
20:15	4	43	263	22	0	332	5	6	151	41	2	203	0	25	10	11	0	46	1	81	17	51	0	150	731
Grand Total	152	2649	15470	1384	24	19655	154	595	14224	4210	55	19183	0	2021	927	598	18	3546	11	4977	1205	3057	41	9250	51634
Approach %	0.8	13.5	78.7	7.0	-	-	0.8	3.1	74.1	21.9	-	-	0.0	57.0	26.1	16.9	-	-	0.1	53.8	13.0	33.0	-	-	-
Total %	0.3	5.1	30.0	2.7	-	38.1	0.3	1.2	27.5	8.2	-	37.2	0.0	3.9	1.8	1.2	-	6.9	0.0	9.6	2.3	5.9	-	17.9	-
Lights	152	2590	15254	1371	-	19367	154	591	14006	4089	-	18840	0	2012	893	582	-	3487	11	4870	1191	2985	-	9057	50751
% Lights	100.0	97.8	98.6	99.1	-	98.5	100.0	99.3	98.5	97.1	-	98.2	-	99.6	96.3	97.3	-	98.3	100.0	97.9	98.8	97.6	-	97.9	98.3
Other Vehicles	0	59	216	13	-	288	0	4	218	121	-	343	0	9	34	16	-	59	0	107	14	72	-	193	883

% Other Vehicles	0.0	2.2	1.4	0.9	-	1.5	0.0	0.7	1.5	2.9	-	1.8	-	0.4	3.7	2.7	-	1.7	0.0	2.1	1.2	2.4	-	2.1	1.7
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	17	-	-
% Bicycles on Crosswalk	-	-	-	-	16.7	-	-	-	-	-	25.5	-	-	-	-	-	5.6	-	-	-	-	-	41.5	-	-
Pedestrians	-	-	-	-	20	-	-	-	-	-	41	-	-	-	-	-	17	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	83.3	-	-	-	-	-	74.5	-	-	-	-	-	94.4	-	-	-	-	-	58.5	-	-



Turning Movement Data Plot

Count Name: US 98 at SR 293 -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

[illegible]



Count Name: US 98 at SR 293 -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 6

[illegible]



Count Name: US 98 at SR 293 -
Thur
Site Code:
Start Date: 06/15/2023
Page No: 8

[illegible]



Turning Movement Peak Hour Data (19:00)

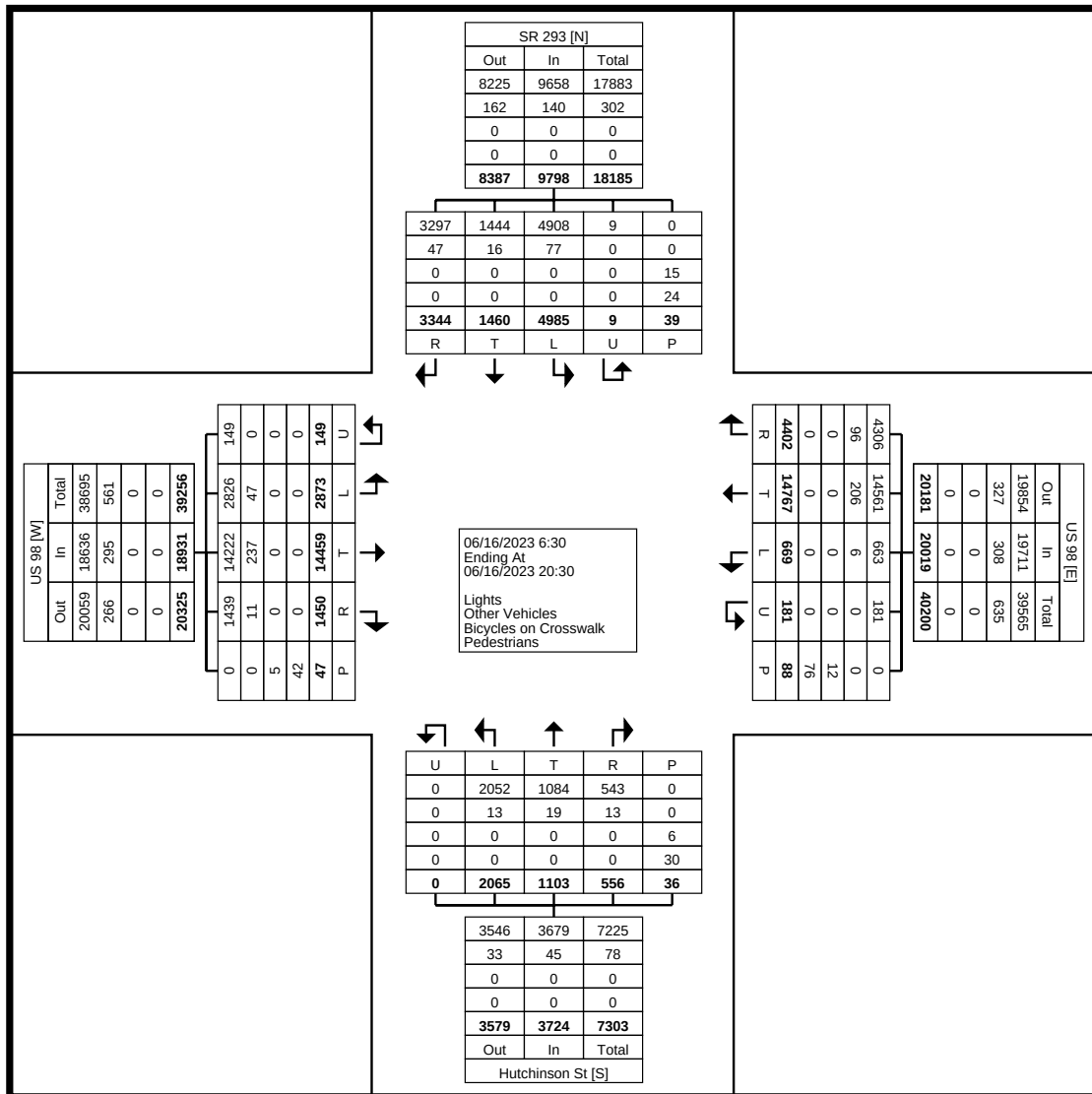
Start Time	US 98 Eastbound						US 98 Westbound						Hutchinson St Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	7	74	363	43	0	487	3	22	367	69	2	461	0	60	29	17	1	106	0	108	27	61	0	196	1250
19:15	6	65	366	46	0	483	6	21	319	57	0	403	0	51	17	15	0	83	0	90	31	70	0	191	1160
19:30	5	49	337	47	0	438	1	15	264	63	0	343	0	51	15	21	0	87	0	117	25	63	0	205	1073
19:45	5	38	341	48	0	432	3	18	177	51	0	249	0	29	11	11	0	51	0	67	14	44	0	125	857
Total	23	226	1407	184	0	1840	13	76	1127	240	2	1456	0	191	72	64	1	327	0	382	97	238	0	717	4340
Approach %	1.3	12.3	76.5	10.0	-	-	0.9	5.2	77.4	16.5	-	-	0.0	58.4	22.0	19.6	-	-	0.0	53.3	13.5	33.2	-	-	-
Total %	0.5	5.2	32.4	4.2	-	42.4	0.3	1.8	26.0	5.5	-	33.5	0.0	4.4	1.7	1.5	-	7.5	0.0	8.8	2.2	5.5	-	16.5	-
PHF	0.821	0.764	0.961	0.958	-	0.945	0.542	0.864	0.768	0.870	-	0.790	0.000	0.796	0.621	0.762	-	0.771	0.000	0.816	0.782	0.850	-	0.874	0.868
Lights	23	225	1406	184	-	1838	13	76	1120	237	-	1446	0	191	71	64	-	326	0	379	97	237	-	713	4323
% Lights	100.0	99.6	99.9	100.0	-	99.9	100.0	100.0	99.4	98.8	-	99.3	-	100.0	98.6	100.0	-	99.7	-	99.2	100.0	99.6	-	99.4	99.6
Other Vehicles	0	1	1	0	-	2	0	0	7	3	-	10	0	0	1	0	-	1	0	3	0	1	-	4	17
% Other Vehicles	0.0	0.4	0.1	0.0	-	0.1	0.0	0.0	0.6	1.3	-	0.7	-	0.0	1.4	0.0	-	0.3	-	0.8	0.0	0.4	-	0.6	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Hutchinson St Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	27	298	21	0	346	1	5	136	56	0	198	0	11	11	4	0	26	0	99	11	51	0	161	731
6:45	0	38	302	13	0	353	0	3	180	68	0	251	0	24	11	1	0	36	0	68	9	71	1	148	788
Hourly Total	0	65	600	34	0	699	1	8	316	124	0	449	0	35	22	5	0	62	0	167	20	122	1	309	1519
7:00	0	36	249	13	0	298	1	4	198	78	0	281	0	18	15	4	0	37	0	90	15	49	0	154	770
7:15	0	49	258	11	0	318	3	6	183	88	0	280	0	11	13	4	0	28	1	104	12	60	2	177	803
7:30	3	46	369	19	1	437	1	3	265	98	1	367	0	24	9	2	0	35	0	133	19	86	1	238	1077
7:45	1	43	352	20	1	416	1	9	283	78	0	371	0	24	11	6	0	41	0	143	18	76	0	237	1065
Hourly Total	4	174	1228	63	2	1469	6	22	929	342	1	1299	0	77	48	16	0	141	1	470	64	271	3	806	3715
8:00	1	55	382	29	0	467	0	10	290	112	0	412	0	31	16	3	0	50	0	129	28	87	0	244	1173
8:15	2	64	385	27	0	478	7	5	331	116	0	459	0	26	7	6	0	39	0	140	20	64	1	224	1200
8:30	4	84	369	22	0	479	3	12	315	84	0	414	0	50	19	10	0	79	0	151	26	81	0	258	1230
8:45	1	51	406	22	2	480	4	7	390	108	1	509	0	47	13	4	2	64	0	136	37	82	0	255	1308
Hourly Total	8	254	1542	100	2	1904	14	34	1326	420	1	1794	0	154	55	23	2	232	0	556	111	314	1	981	4911
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	8	74	399	41	0	522	5	27	411	114	0	557	0	52	27	21	0	100	2	105	38	63	0	208	1387
11:15	2	88	369	34	0	493	6	19	424	92	0	541	0	58	29	18	0	105	1	97	31	82	0	211	1350
11:30	4	82	372	29	3	487	9	22	455	117	8	603	0	49	30	18	7	97	0	118	42	79	0	239	1426
11:45	2	72	389	33	0	496	5	21	429	105	0	560	0	63	31	20	2	114	0	125	42	88	1	255	1425
Hourly Total	16	316	1529	137	3	1998	25	89	1719	428	8	2261	0	222	117	77	9	416	3	445	153	312	1	913	5588
12:00	6	94	382	40	2	522	12	23	436	97	0	568	0	67	28	17	0	112	2	126	41	68	0	237	1439
12:15	6	85	369	41	0	501	5	30	439	114	6	588	0	82	30	22	0	134	0	111	33	89	0	233	1456
12:30	7	70	379	42	0	498	7	23	431	124	2	585	0	68	37	20	0	125	1	121	46	99	1	267	1475
12:45	6	73	230	50	0	359	8	26	422	122	0	578	0	59	38	12	0	109	0	117	56	98	0	271	1317
Hourly Total	25	322	1360	173	2	1880	32	102	1728	457	8	2319	0	276	133	71	0	480	3	475	176	354	1	1008	5687
13:00	1	90	401	46	2	538	1	23	412	118	7	554	0	59	41	19	0	119	0	129	41	92	0	262	1473
13:15	4	78	421	38	0	541	4	20	448	129	2	601	0	57	32	21	2	110	0	133	54	85	0	272	1524
13:30	7	71	379	48	0	505	2	14	398	146	1	560	0	68	30	26	4	124	0	112	47	110	2	269	1458
13:45	7	82	390	51	0	530	6	11	481	130	7	628	0	64	26	10	1	100	0	137	54	85	0	276	1534
Hourly Total	19	321	1591	183	2	2114	13	68	1739	523	17	2343	0	248	129	76	7	453	0	511	196	372	2	1079	5989
14:00	2	77	372	31	8	482	6	26	428	119	8	579	0	66	38	17	3	121	0	141	45	118	2	304	1486
14:15	3	83	396	45	1	527	3	6	445	126	0	580	0	73	32	10	3	115	1	148	43	102	3	294	1516
14:30	2	76	385	55	1	518	9	16	381	127	8	533	0	53	43	18	0	114	0	137	52	96	2	285	1450
14:45	9	71	428	48	3	556	7	21	458	152	2	638	0	66	31	23	0	120	0	145	39	103	2	287	1601
Hourly Total	16	307	1581	179	13	2083	25	69	1712	524	18	2330	0	258	144	68	6	470	1	571	179	419	9	1170	6053
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	3	86	387	44	3	520	2	27	423	117	2	569	0	61	38	18	0	117	0	150	49	81	3	280	1486
16:15	4	103	413	44	2	564	7	16	407	129	4	559	0	35	34	21	3	90	0	135	46	92	0	273	1486
16:30	2	103	324	37	0	466	5	23	419	148	1	595	0	48	22	16	0	86	0	144	50	84	0	278	1425
16:45	5	85	370	45	3	505	3	20	446	131	0	600	0	67	35	13	0	115	0	151	48	95	0	294	1514
Hourly Total	14	377	1494	170	8	2055	17	86	1695	525	7	2323	0	211	129	68	3	408	0	580	193	352	3	1125	5911
17:00	1	102	359	43	0	505	5	20	433	152	0	610	0	59	36	11	0	106	0	137	50	92	1	279	1500
17:15	5	111	420	39	0	575	4	21	421	178	0	624	0	57	43	10	1	110	0	137	45	92	1	274	1583
17:30	4	83	369	32	3	488	3	12	412	144	6	571	0	53	37	14	1	104	0	134	44	93	2	271	1434
17:45	4	72	400	42	0	518	4	22	447	120	1	593	0	61	41	17	2	119	0	128	34	88	0	250	1480
Hourly Total	14	368	1548	156	3	2086	16	75	1713	594	7	2398	0	230	157	52	4	439	0	536	173	365	4	1074	5997
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	1	87	336	42	2	466	4	21	319	74	2	418	0	59	39	14	3	112	1	105	34	69	3	209	1205
19:15	4	62	342	41	8	449	5	15	308	86	2	414	0	53	26	14	0	93	0	117	40	105	4	262	1218
19:30	12	77	287	50	0	426	8	14	322	76	0	420	0	64	32	13	0	109	0	110	42	66	2	218	1173
19:45	5	45	330	48	2	428	6	19	361	77	0	463	0	55	29	13	0	97	0	105	29	74	0	208	1196
Hourly Total	22	271	1295	181	12	1769	23	69	1310	313	4	1715	0	231	126	54	3	411	1	437	145	314	9	897	4792
20:00	6	46	368	39	0	459	5	27	276	66	10	374	0	60	20	22	2	102	0	107	33	69	5	209	1144
20:15	5	52	323	35	0	415	4	20	304	86	7	414	0	63	23	24	0	110	0	130	17	80	0	227	1166
Grand Total	149	2873	14459	1450	47	18931	181	669	14767	4402	88	20019	0	2065	1103	556	36	3724	9	4985	1460	3344	39	9798	52472
Approach %	0.8	15.2	76.4	7.7	-	-	0.9	3.3	73.8	22.0	-	-	0.0	55.5	29.6	14.9	-	-	0.1	50.9	14.9	34.1	-	-	-
Total %	0.3	5.5	27.6	2.8	-	36.1	0.3	1.3	28.1	8.4	-	38.2	0.0	3.9	2.1	1.1	-	7.1	0.0	9.5	2.8	6.4	-	18.7	-
Lights	149	2826	14222	1439	-	18636	181	663	14561	4306	-	19711	0	2052	1084	543	-	3679	9	4908	1444	3297	-	9658	51684
% Lights	100.0	98.4	98.4	99.2	-	98.4	100.0	99.1	98.6	97.8	-	98.5	-	99.4	98.3	97.7	-	98.8	100.0	98.5	98.9	98.6	-	98.6	98.5
Other Vehicles	0	47	237	11	-	295	0	6	206	96	-	308	0	13	19	13	-	45	0	77	16	47	-	140	788

% Other Vehicles	0.0	1.6	1.6	0.8	-	1.6	0.0	0.9	1.4	2.2	-	1.5	-	0.6	1.7	2.3	-	1.2	0.0	1.5	1.1	1.4	-	1.4	1.5
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	12	-	-	-	-	-	6	-	-	-	-	-	15	-	-
% Bicycles on Crosswalk	-	-	-	-	10.6	-	-	-	-	-	13.6	-	-	-	-	-	16.7	-	-	-	-	-	38.5	-	-
Pedestrians	-	-	-	-	42	-	-	-	-	-	76	-	-	-	-	-	30	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	89.4	-	-	-	-	-	86.4	-	-	-	-	-	83.3	-	-	-	-	-	61.5	-	-



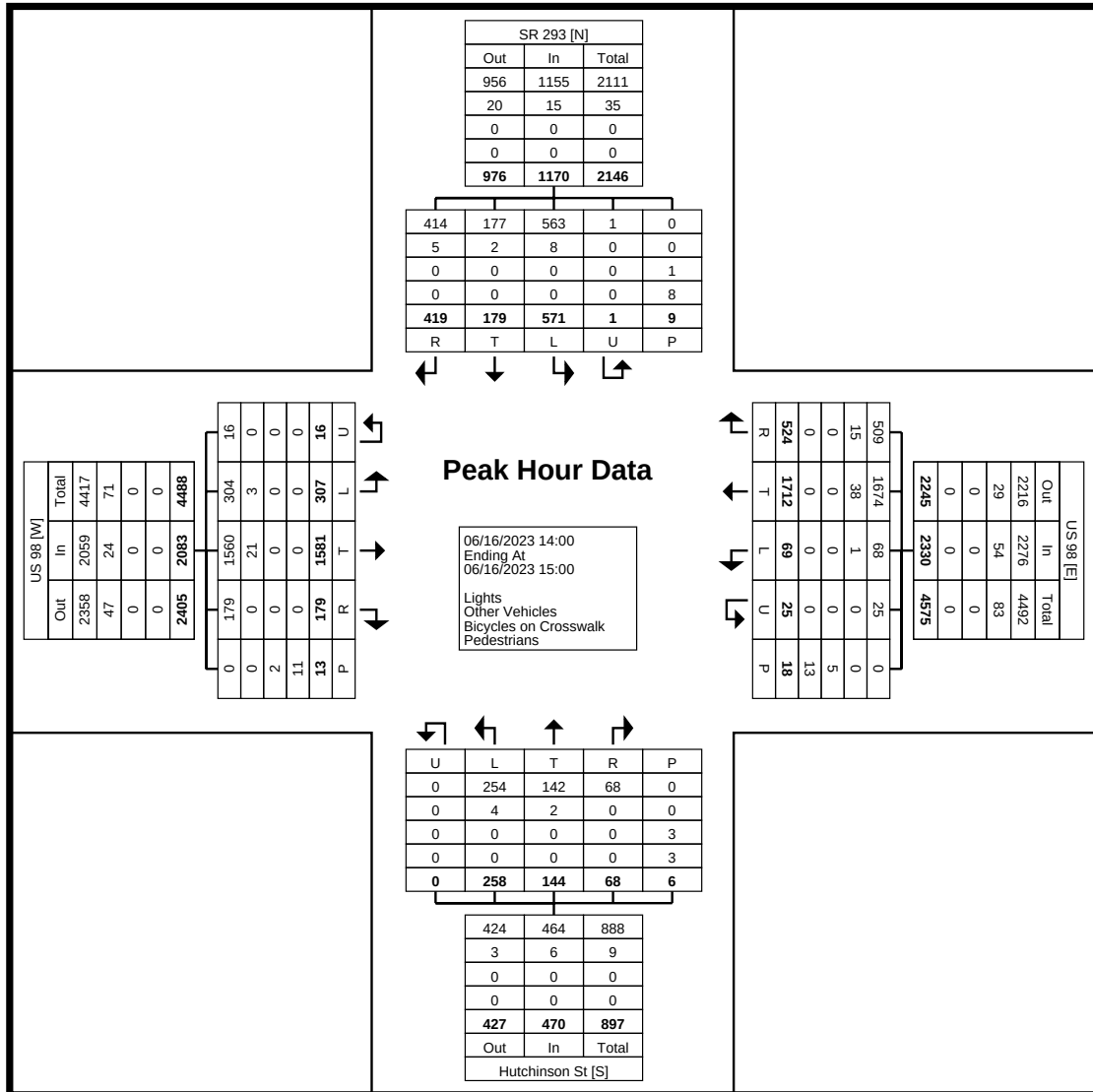
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Hutchinson St Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	1	55	382	29	0	467	0	10	290	112	0	412	0	31	16	3	0	50	0	129	28	87	0	244	1173
8:15	2	64	385	27	0	478	7	5	331	116	0	459	0	26	7	6	0	39	0	140	20	64	1	224	1200
8:30	4	84	369	22	0	479	3	12	315	84	0	414	0	50	19	10	0	79	0	151	26	81	0	258	1230
8:45	1	51	406	22	2	480	4	7	390	108	1	509	0	47	13	4	2	64	0	136	37	82	0	255	1308
Total	8	254	1542	100	2	1904	14	34	1326	420	1	1794	0	154	55	23	2	232	0	556	111	314	1	981	4911
Approach %	0.4	13.3	81.0	5.3	-	-	0.8	1.9	73.9	23.4	-	-	0.0	66.4	23.7	9.9	-	-	0.0	56.7	11.3	32.0	-	-	-
Total %	0.2	5.2	31.4	2.0	-	38.8	0.3	0.7	27.0	8.6	-	36.5	0.0	3.1	1.1	0.5	-	4.7	0.0	11.3	2.3	6.4	-	20.0	-
PHF	0.500	0.756	0.950	0.862	-	0.992	0.500	0.708	0.850	0.905	-	0.881	0.000	0.770	0.724	0.575	-	0.734	0.000	0.921	0.750	0.902	-	0.951	0.939
Lights	8	251	1514	98	-	1871	14	34	1311	414	-	1773	0	152	52	21	-	225	0	540	108	305	-	953	4822
% Lights	100.0	98.8	98.2	98.0	-	98.3	100.0	100.0	98.9	98.6	-	98.8	-	98.7	94.5	91.3	-	97.0	-	97.1	97.3	97.1	-	97.1	98.2
Other Vehicles	0	3	28	2	-	33	0	0	15	6	-	21	0	2	3	2	-	7	0	16	3	9	-	28	89
% Other Vehicles	0.0	1.2	1.8	2.0	-	1.7	0.0	0.0	1.1	1.4	-	1.2	-	1.3	5.5	8.7	-	3.0	-	2.9	2.7	2.9	-	2.9	1.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Hutchinson St Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	2	77	372	31	8	482	6	26	428	119	8	579	0	66	38	17	3	121	0	141	45	118	2	304	1486
14:15	3	83	396	45	1	527	3	6	445	126	0	580	0	73	32	10	3	115	1	148	43	102	3	294	1516
14:30	2	76	385	55	1	518	9	16	381	127	8	533	0	53	43	18	0	114	0	137	52	96	2	285	1450
14:45	9	71	428	48	3	556	7	21	458	152	2	638	0	66	31	23	0	120	0	145	39	103	2	287	1601
Total	16	307	1581	179	13	2083	25	69	1712	524	18	2330	0	258	144	68	6	470	1	571	179	419	9	1170	6053
Approach %	0.8	14.7	75.9	8.6	-	-	1.1	3.0	73.5	22.5	-	-	0.0	54.9	30.6	14.5	-	-	0.1	48.8	15.3	35.8	-	-	-
Total %	0.3	5.1	26.1	3.0	-	34.4	0.4	1.1	28.3	8.7	-	38.5	0.0	4.3	2.4	1.1	-	7.8	0.0	9.4	3.0	6.9	-	19.3	-
PHF	0.444	0.925	0.923	0.814	-	0.937	0.694	0.663	0.934	0.862	-	0.913	0.000	0.884	0.837	0.739	-	0.971	0.250	0.965	0.861	0.888	-	0.962	0.945
Lights	16	304	1560	179	-	2059	25	68	1674	509	-	2276	0	254	142	68	-	464	1	563	177	414	-	1155	5954
% Lights	100.0	99.0	98.7	100.0	-	98.8	100.0	98.6	97.8	97.1	-	97.7	-	98.4	98.6	100.0	-	98.7	100.0	98.6	98.9	98.8	-	98.7	98.4
Other Vehicles	0	3	21	0	-	24	0	1	38	15	-	54	0	4	2	0	-	6	0	8	2	5	-	15	99
% Other Vehicles	0.0	1.0	1.3	0.0	-	1.2	0.0	1.4	2.2	2.9	-	2.3	-	1.6	1.4	0.0	-	1.3	0.0	1.4	1.1	1.2	-	1.3	1.6
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	15.4	-	-	-	-	-	27.8	-	-	-	-	-	50.0	-	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	-	11	-	-	-	-	-	13	-	-	-	-	-	3	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	84.6	-	-	-	-	-	72.2	-	-	-	-	-	50.0	-	-	-	-	-	88.9	-	-



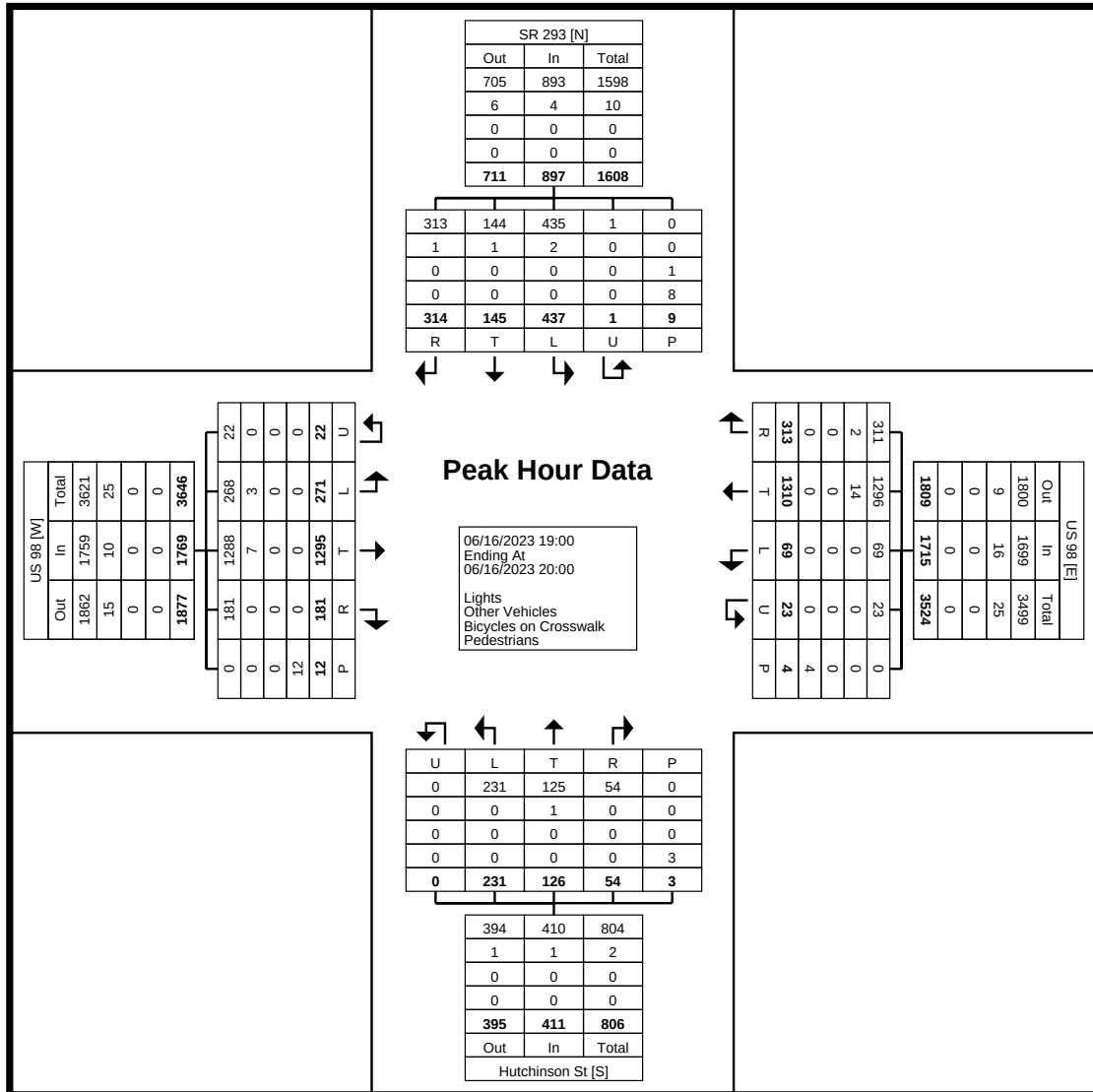
Turning Movement Peak Hour Data (16:45)

Start Time	US 98 Eastbound						US 98 Westbound						Hutchinson St Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	5	85	370	45	3	505	3	20	446	131	0	600	0	67	35	13	0	115	0	151	48	95	0	294	1514
17:00	1	102	359	43	0	505	5	20	433	152	0	610	0	59	36	11	0	106	0	137	50	92	1	279	1500
17:15	5	111	420	39	0	575	4	21	421	178	0	624	0	57	43	10	1	110	0	137	45	92	1	274	1583
17:30	4	83	369	32	3	488	3	12	412	144	6	571	0	53	37	14	1	104	0	134	44	93	2	271	1434
Total	15	381	1518	159	6	2073	15	73	1712	605	6	2405	0	236	151	48	2	435	0	559	187	372	4	1118	6031
Approach %	0.7	18.4	73.2	7.7	-	-	0.6	3.0	71.2	25.2	-	-	0.0	54.3	34.7	11.0	-	-	0.0	50.0	16.7	33.3	-	-	-
Total %	0.2	6.3	25.2	2.6	-	34.4	0.2	1.2	28.4	10.0	-	39.9	0.0	3.9	2.5	0.8	-	7.2	0.0	9.3	3.1	6.2	-	18.5	-
PHF	0.750	0.858	0.904	0.883	-	0.901	0.750	0.869	0.960	0.850	-	0.964	0.000	0.881	0.878	0.857	-	0.946	0.000	0.925	0.935	0.979	-	0.951	0.952
Lights	15	379	1498	159	-	2051	15	73	1700	589	-	2377	0	235	149	47	-	431	0	557	186	370	-	1113	5972
% Lights	100.0	99.5	98.7	100.0	-	98.9	100.0	100.0	99.3	97.4	-	98.8	-	99.6	98.7	97.9	-	99.1	-	99.6	99.5	99.5	-	99.6	99.0
Other Vehicles	0	2	20	0	-	22	0	0	12	16	-	28	0	1	2	1	-	4	0	2	1	2	-	5	59
% Other Vehicles	0.0	0.5	1.3	0.0	-	1.1	0.0	0.0	0.7	2.6	-	1.2	-	0.4	1.3	2.1	-	0.9	-	0.4	0.5	0.5	-	0.4	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Hutchinson St Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	1	87	336	42	2	466	4	21	319	74	2	418	0	59	39	14	3	112	1	105	34	69	3	209	1205
19:15	4	62	342	41	8	449	5	15	308	86	2	414	0	53	26	14	0	93	0	117	40	105	4	262	1218
19:30	12	77	287	50	0	426	8	14	322	76	0	420	0	64	32	13	0	109	0	110	42	66	2	218	1173
19:45	5	45	330	48	2	428	6	19	361	77	0	463	0	55	29	13	0	97	0	105	29	74	0	208	1196
Total	22	271	1295	181	12	1769	23	69	1310	313	4	1715	0	231	126	54	3	411	1	437	145	314	9	897	4792
Approach %	1.2	15.3	73.2	10.2	-	-	1.3	4.0	76.4	18.3	-	-	0.0	56.2	30.7	13.1	-	-	0.1	48.7	16.2	35.0	-	-	-
Total %	0.5	5.7	27.0	3.8	-	36.9	0.5	1.4	27.3	6.5	-	35.8	0.0	4.8	2.6	1.1	-	8.6	0.0	9.1	3.0	6.6	-	18.7	-
PHF	0.458	0.779	0.947	0.905	-	0.949	0.719	0.821	0.907	0.910	-	0.926	0.000	0.902	0.808	0.964	-	0.917	0.250	0.934	0.863	0.748	-	0.856	0.984
Lights	22	268	1288	181	-	1759	23	69	1296	311	-	1699	0	231	125	54	-	410	1	435	144	313	-	893	4761
% Lights	100.0	98.9	99.5	100.0	-	99.4	100.0	100.0	98.9	99.4	-	99.1	-	100.0	99.2	100.0	-	99.8	100.0	99.5	99.3	99.7	-	99.6	99.4
Other Vehicles	0	3	7	0	-	10	0	0	14	2	-	16	0	0	1	0	-	1	0	2	1	1	-	4	31
% Other Vehicles	0.0	1.1	0.5	0.0	-	0.6	0.0	0.0	1.1	0.6	-	0.9	-	0.0	0.8	0.0	-	0.2	0.0	0.5	0.7	0.3	-	0.4	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-
Pedestrians	-	-	-	-	12	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-



Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

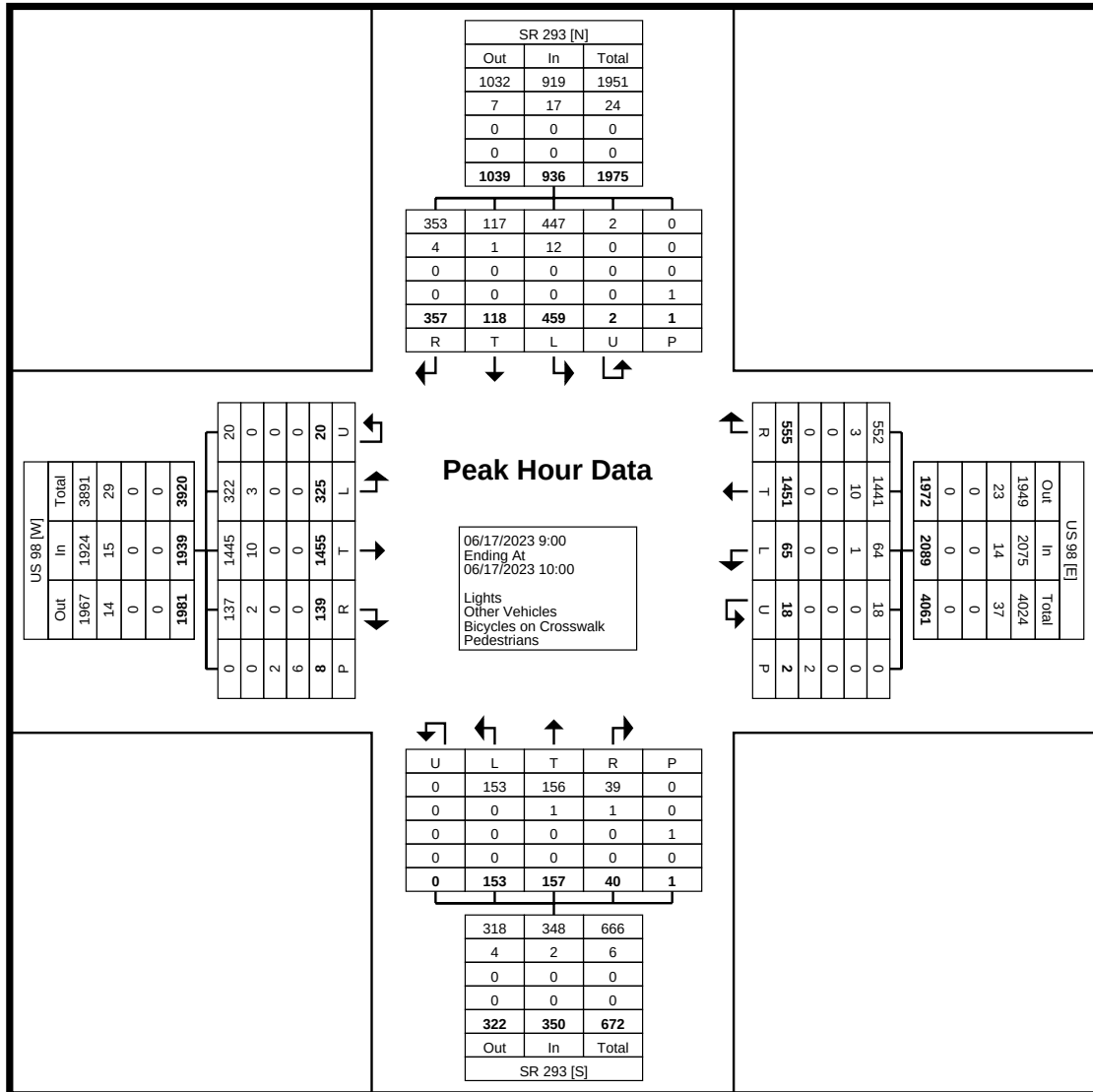
Start Time	US 98 Eastbound						US 98 Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	2	59	301	25	2	387	4	18	204	153	0	379	0	20	36	12	0	68	0	68	22	39	2	129	963
8:15	1	62	280	25	0	368	7	12	203	116	0	338	0	43	48	4	0	95	0	79	30	65	1	174	975
8:30	3	66	327	26	0	422	6	11	311	163	0	491	0	40	36	11	0	87	0	103	30	79	0	212	1212
8:45	2	61	345	37	0	445	8	15	284	148	1	455	0	53	50	15	0	118	0	114	33	88	1	235	1253
Hourly Total	8	248	1253	113	2	1622	25	56	1002	580	1	1663	0	156	170	42	0	368	0	364	115	271	4	750	4403
9:00	8	77	381	33	2	499	1	18	393	131	2	543	0	41	46	9	1	96	0	95	22	75	0	192	1330
9:15	5	88	353	33	1	479	5	22	348	145	0	520	0	22	31	9	0	62	1	100	34	83	1	218	1279
9:30	2	72	344	21	4	439	8	15	334	132	0	489	0	47	39	12	0	98	1	130	41	98	0	270	1296
9:45	5	88	377	52	1	522	4	10	376	147	0	537	0	43	41	10	0	94	0	134	21	101	0	256	1409
Hourly Total	20	325	1455	139	8	1939	18	65	1451	555	2	2089	0	153	157	40	1	350	2	459	118	357	1	936	5314
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	11	88	390	47	1	536	1	26	369	108	0	504	0	56	27	10	0	93	0	142	52	89	0	283	1416
11:15	17	93	321	25	1	456	10	15	376	108	2	509	0	46	34	4	0	84	0	124	39	106	0	269	1318
11:30	3	87	361	37	0	488	8	14	395	91	0	508	0	44	17	17	0	78	0	136	50	89	0	275	1349
11:45	8	85	408	37	0	538	8	20	409	107	0	544	0	61	24	19	0	104	0	149	48	90	0	287	1473
Hourly Total	39	353	1480	146	2	2018	27	75	1549	414	2	2065	0	207	102	50	0	359	0	551	189	374	0	1114	5556
12:00	2	97	353	34	0	486	7	24	381	89	0	501	0	54	19	13	0	86	0	142	44	90	0	276	1349
12:15	4	73	385	48	0	510	2	19	372	77	0	470	0	51	24	19	0	94	0	139	35	100	0	274	1348
12:30	3	62	351	34	5	450	4	24	401	89	0	518	0	61	28	19	0	108	0	144	44	99	1	287	1363
12:45	6	88	368	36	0	498	3	18	401	78	0	500	0	55	28	19	0	102	0	116	19	93	0	228	1328
Hourly Total	15	320	1457	152	5	1944	16	85	1555	333	0	1989	0	221	99	70	0	390	0	541	142	382	1	1065	5388
13:00	4	79	349	30	0	462	5	9	412	101	0	527	0	58	32	16	0	106	0	145	50	105	2	300	1395
13:15	3	42	209	20	0	274	7	23	360	78	0	468	0	51	31	25	0	107	1	131	44	97	0	273	1122
13:30	3	19	101	3	2	126	10	24	242	130	0	406	0	41	39	44	0	124	0	113	32	55	4	200	856
13:45	0	31	191	9	0	231	8	13	266	146	0	433	0	46	39	27	0	112	0	158	44	69	2	271	1047
Hourly Total	10	171	850	62	2	1093	30	69	1280	455	0	1834	0	196	141	112	0	449	1	547	170	326	8	1044	4420
14:00	2	59	308	26	2	395	4	24	389	107	0	524	0	46	36	33	3	115	0	140	66	82	4	288	1322
14:15	9	77	401	37	0	524	10	23	358	93	2	484	0	48	32	22	4	102	0	134	56	83	0	273	1383
14:30	0	80	481	45	0	606	5	19	401	97	1	522	0	46	26	16	0	88	2	141	60	71	0	274	1490
14:45	3	70	436	60	0	569	7	21	364	117	0	509	0	50	30	12	1	92	0	131	44	65	0	240	1410
Hourly Total	14	286	1626	168	2	2094	26	87	1512	414	3	2039	0	190	124	83	8	397	2	546	226	301	4	1075	5605
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	61	431	39	0	532	7	29	405	134	0	575	0	66	35	29	0	130	0	122	49	76	0	247	1484
16:15	0	83	428	37	0	548	3	19	411	140	0	573	0	65	35	19	0	119	0	114	47	63	0	224	1464
16:30	0	32	389	39	0	460	6	14	379	132	0	531	0	49	32	19	0	100	0	99	56	63	0	218	1309
16:45	0	59	384	42	1	485	5	20	382	125	1	532	0	45	34	13	0	92	0	134	57	65	0	256	1365
Hourly Total	1	235	1632	157	1	2025	21	82	1577	531	1	2211	0	225	136	80	0	441	0	469	209	267	0	945	5622
17:00	0	50	392	49	0	491	6	14	363	144	0	527	0	51	38	19	0	108	0	113	50	56	0	219	1345
17:15	2	50	395	35	0	482	7	13	362	143	0	525	0	68	37	12	0	117	0	129	44	63	3	236	1360
17:30	4	103	415	41	0	563	7	9	404	100	0	520	0	63	33	15	0	111	0	76	45	82	0	203	1397
17:45	5	101	381	42	0	529	9	22	336	80	0	447	0	54	23	16	0	93	0	69	26	70	0	165	1234
Hourly Total	11	304	1583	167	0	2065	29	58	1465	467	0	2019	0	236	131	62	0	429	0	387	165	271	3	823	5336
18:00	3	75	344	37	0	459	4	19	392	88	0	503	0	69	29	18	0	116	2	76	21	85	0	184	1262
18:15	11	77	373	41	0	502	3	18	401	72	0	494	0	47	20	12	0	79	2	89	34	72	0	197	1272
18:30	3	62	349	43	0	457	6	20	333	64	0	423	0	60	22	18	0	100	0	75	17	80	3	172	1152
18:45	6	57	313	56	0	432	6	20	345	60	0	431	0	53	25	16	0	94	0	120	39	77	0	236	1193
Hourly Total	23	271	1379	177	0	1850	19	77	1471	284	0	1851	0	229	96	64	0	389	4	360	111	314	3	789	4879
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	4	51	256	34	0	345	4	14	286	48	0	352	0	57	24	17	0	98	0	105	35	65	2	205	1000
20:15	8	58	298	30	3	394	11	23	305	65	0	404	0	31	23	12	0	66	0	90	26	50	0	166	1030
20:30	6	52	298	34	0	390	11	23	260	57	0	351	0	47	25	15	0	87	0	66	27	50	0	143	971
20:45	7	26	274	34	3	341	2	18	239	45	4	304	0	46	26	8	0	80	0	82	29	55	0	166	891
Hourly Total	25	187	1126	132	6	1470	28	78	1090	215	4	1411	0	181	98	52	0	331	0	343	117	220	2	680	3892
Grand Total	166	2700	13841	1413	28	18120	239	732	13952	4248	13	19171	0	1994	1254	655	9	3903	9	4567	1562	3083	26	9221	50415
Approach %	0.9	14.9	76.4	7.8	-	-	1.2	3.8	72.8	22.2	-	-	0.0	51.1	32.1	16.8	-	-	0.1	49.5	16.9	33.4	-	-	-
Total %	0.3	5.4	27.5	2.8	-	35.9	0.5	1.5	27.7	8.4	-	38.0	0.0	4.0	2.5	1.3	-	7.7	0.0	9.1	3.1	6.1	-	18.3	-
Lights	164	2672	13744	1406	-	17986	239	731	13847	4206	-	19023	0	1988	1248	652	-	3888	9	4522	1557	3064	-	9152	50049
% Lights	98.8	99.0	99.3	99.5	-	99.3	100.0	99.9	99.2	99.0	-	99.2	-	99.7	99.5	99.5	-	99.6	100.0	99.0	99.7	99.4	-	99.3	99.3
Other Vehicles	2	28	97	7	-	134	0	1	105	42	-	148	0	6	6	3	-	15	0	45	5	19	-	69	366

% Other Vehicles	1.2	1.0	0.7	0.5	-	0.7	0.0	0.1	0.8	1.0	-	0.8	-	0.3	0.5	0.5	-	0.4	0.0	1.0	0.3	0.6	-	0.7	0.7
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	7.1	-	-	-	-	-	15.4	-	-	-	-	-	22.2	-	-	-	-	-	11.5	-	-
Pedestrians	-	-	-	-	26	-	-	-	-	-	11	-	-	-	-	-	7	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	92.9	-	-	-	-	-	84.6	-	-	-	-	-	77.8	-	-	-	-	-	88.5	-	-

[illegible]

Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	8	77	381	33	2	499	1	18	393	131	2	543	0	41	46	9	1	96	0	95	22	75	0	192	1330
9:15	5	88	353	33	1	479	5	22	348	145	0	520	0	22	31	9	0	62	1	100	34	83	1	218	1279
9:30	2	72	344	21	4	439	8	15	334	132	0	489	0	47	39	12	0	98	1	130	41	98	0	270	1296
9:45	5	88	377	52	1	522	4	10	376	147	0	537	0	43	41	10	0	94	0	134	21	101	0	256	1409
Total	20	325	1455	139	8	1939	18	65	1451	555	2	2089	0	153	157	40	1	350	2	459	118	357	1	936	5314
Approach %	1.0	16.8	75.0	7.2	-	-	0.9	3.1	69.5	26.6	-	-	0.0	43.7	44.9	11.4	-	-	0.2	49.0	12.6	38.1	-	-	-
Total %	0.4	6.1	27.4	2.6	-	36.5	0.3	1.2	27.3	10.4	-	39.3	0.0	2.9	3.0	0.8	-	6.6	0.0	8.6	2.2	6.7	-	17.6	-
PHF	0.625	0.923	0.955	0.668	-	0.929	0.563	0.739	0.923	0.944	-	0.962	0.000	0.814	0.853	0.833	-	0.893	0.500	0.856	0.720	0.884	-	0.867	0.943
Lights	20	322	1445	137	-	1924	18	64	1441	552	-	2075	0	153	156	39	-	348	2	447	117	353	-	919	5266
% Lights	100.0	99.1	99.3	98.6	-	99.2	100.0	98.5	99.3	99.5	-	99.3	-	100.0	99.4	97.5	-	99.4	100.0	97.4	99.2	98.9	-	98.2	99.1
Other Vehicles	0	3	10	2	-	15	0	1	10	3	-	14	0	0	1	1	-	2	0	12	1	4	-	17	48
% Other Vehicles	0.0	0.9	0.7	1.4	-	0.8	0.0	1.5	0.7	0.5	-	0.7	-	0.0	0.6	2.5	-	0.6	0.0	2.6	0.8	1.1	-	1.8	0.9
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-



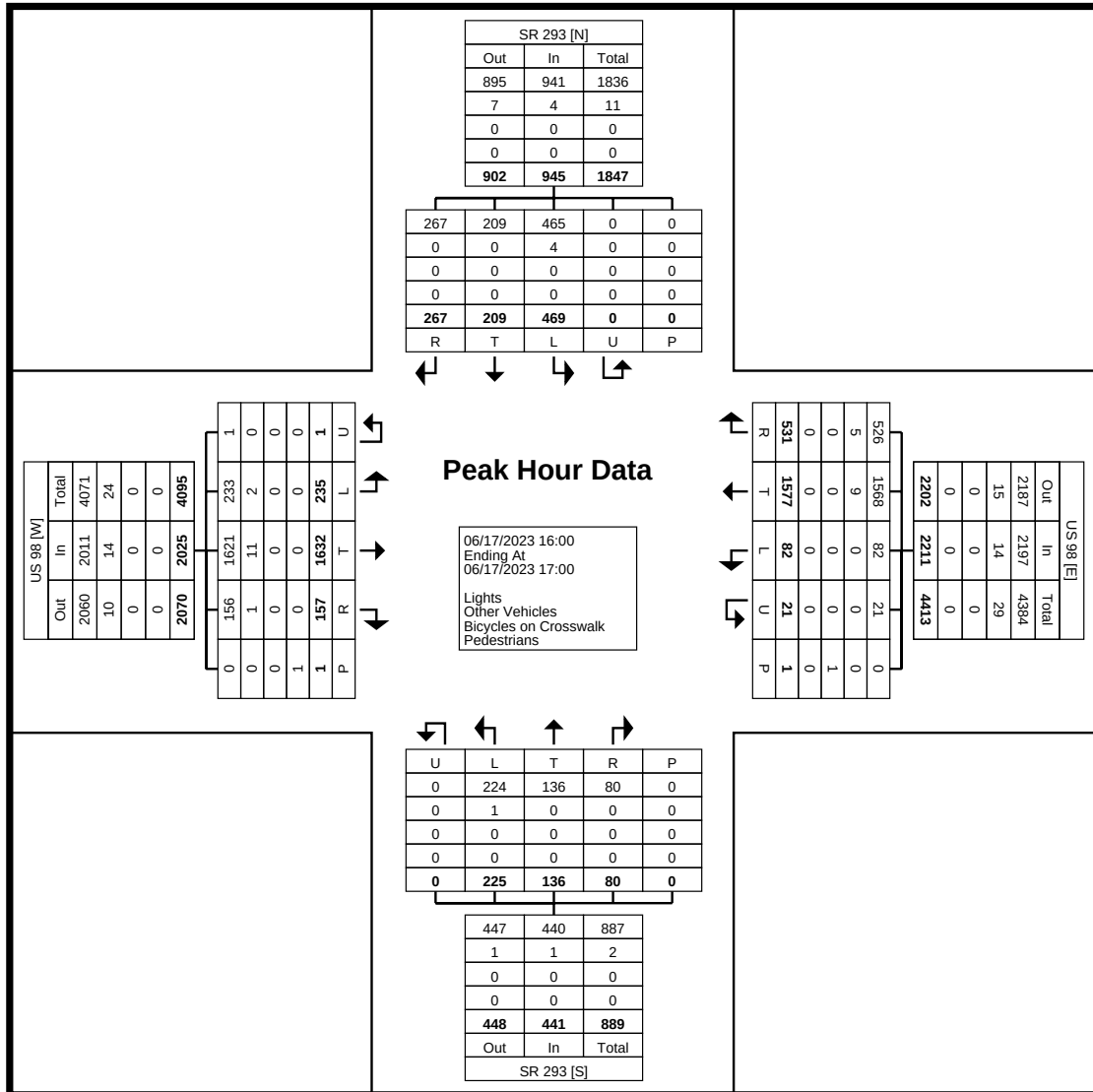
Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	2	59	308	26	2	395	4	24	389	107	0	524	0	46	36	33	3	115	0	140	66	82	4	288	1322
14:15	9	77	401	37	0	524	10	23	358	93	2	484	0	48	32	22	4	102	0	134	56	83	0	273	1383
14:30	0	80	481	45	0	606	5	19	401	97	1	522	0	46	26	16	0	88	2	141	60	71	0	274	1490
14:45	3	70	436	60	0	569	7	21	364	117	0	509	0	50	30	12	1	92	0	131	44	65	0	240	1410
Total	14	286	1626	168	2	2094	26	87	1512	414	3	2039	0	190	124	83	8	397	2	546	226	301	4	1075	5605
Approach %	0.7	13.7	77.7	8.0	-	-	1.3	4.3	74.2	20.3	-	-	0.0	47.9	31.2	20.9	-	-	0.2	50.8	21.0	28.0	-	-	-
Total %	0.2	5.1	29.0	3.0	-	37.4	0.5	1.6	27.0	7.4	-	36.4	0.0	3.4	2.2	1.5	-	7.1	0.0	9.7	4.0	5.4	-	19.2	-
PHF	0.389	0.894	0.845	0.700	-	0.864	0.650	0.906	0.943	0.885	-	0.973	0.000	0.950	0.861	0.629	-	0.863	0.250	0.968	0.856	0.907	-	0.933	0.940
Lights	14	284	1622	167	-	2087	26	87	1497	413	-	2023	0	190	123	83	-	396	2	544	225	300	-	1071	5577
% Lights	100.0	99.3	99.8	99.4	-	99.7	100.0	100.0	99.0	99.8	-	99.2	-	100.0	99.2	100.0	-	99.7	100.0	99.6	99.6	99.7	-	99.6	99.5
Other Vehicles	0	2	4	1	-	7	0	0	15	1	-	16	0	0	1	0	-	1	0	2	1	1	-	4	28
% Other Vehicles	0.0	0.7	0.2	0.6	-	0.3	0.0	0.0	1.0	0.2	-	0.8	-	0.0	0.8	0.0	-	0.3	0.0	0.4	0.4	0.3	-	0.4	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	12.5	-	-	-	-	-	75.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	87.5	-	-	-	-	-	25.0	-	-



Count Name: US 98 at SR 293 -
Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

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Turning Movement Peak Hour Data (20:00)

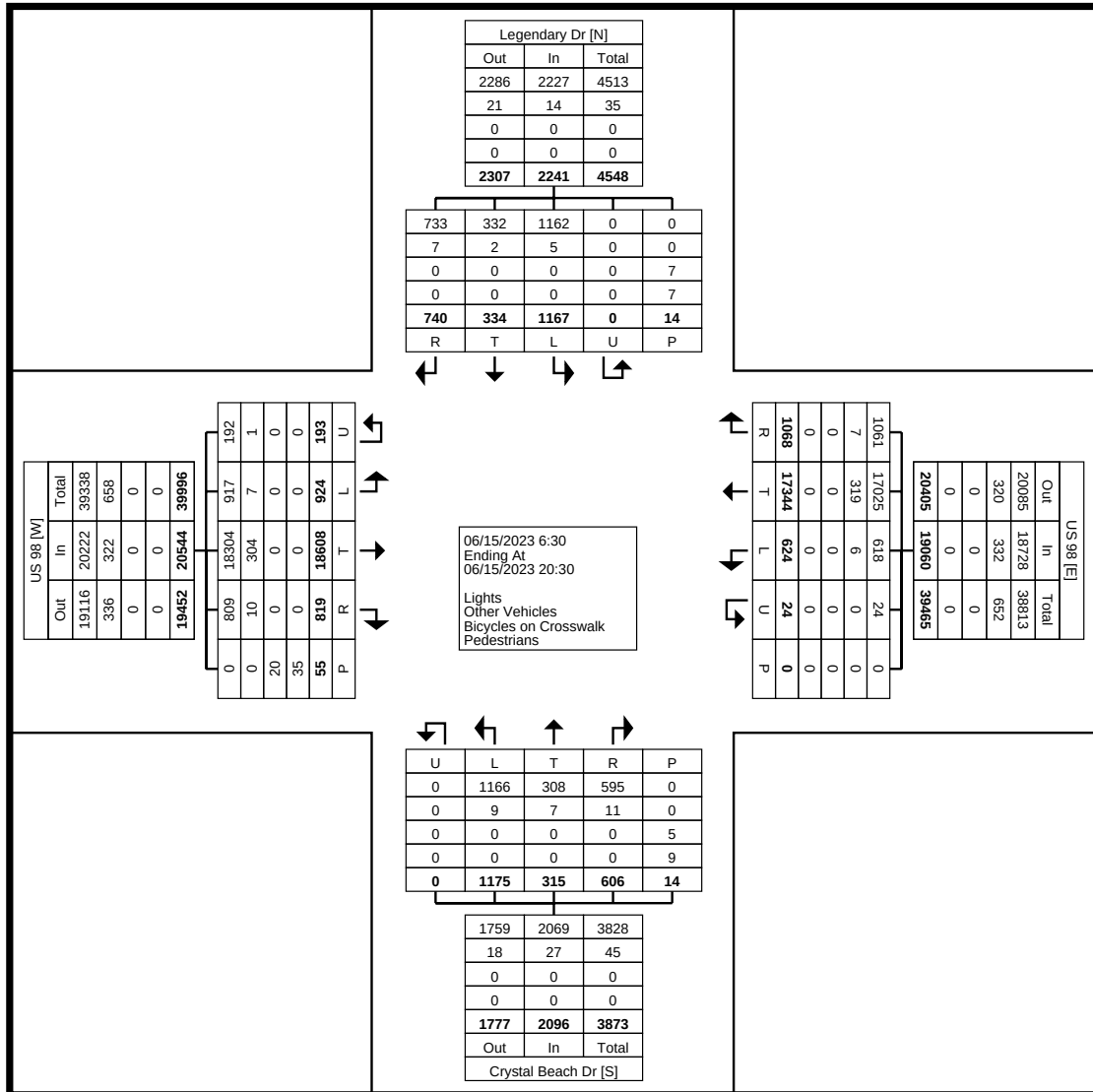
Start Time	US 98 Eastbound						US 98 Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	4	51	256	34	0	345	4	14	286	48	0	352	0	57	24	17	0	98	0	105	35	65	2	205	1000
20:15	8	58	298	30	3	394	11	23	305	65	0	404	0	31	23	12	0	66	0	90	26	50	0	166	1030
20:30	6	52	298	34	0	390	11	23	260	57	0	351	0	47	25	15	0	87	0	66	27	50	0	143	971
20:45	7	26	274	34	3	341	2	18	239	45	4	304	0	46	26	8	0	80	0	82	29	55	0	166	891
Total	25	187	1126	132	6	1470	28	78	1090	215	4	1411	0	181	98	52	0	331	0	343	117	220	2	680	3892
Approach %	1.7	12.7	76.6	9.0	-	-	2.0	5.5	77.3	15.2	-	-	0.0	54.7	29.6	15.7	-	-	0.0	50.4	17.2	32.4	-	-	-
Total %	0.6	4.8	28.9	3.4	-	37.8	0.7	2.0	28.0	5.5	-	36.3	0.0	4.7	2.5	1.3	-	8.5	0.0	8.8	3.0	5.7	-	17.5	-
PHF	0.781	0.806	0.945	0.971	-	0.933	0.636	0.848	0.893	0.827	-	0.873	0.000	0.794	0.942	0.765	-	0.844	0.000	0.817	0.836	0.846	-	0.829	0.945
Lights	25	187	1118	132	-	1462	28	78	1087	212	-	1405	0	180	98	52	-	330	0	343	117	219	-	679	3876
% Lights	100.0	100.0	99.3	100.0	-	99.5	100.0	100.0	99.7	98.6	-	99.6	-	99.4	100.0	100.0	-	99.7	-	100.0	100.0	99.5	-	99.9	99.6
Other Vehicles	0	0	8	0	-	8	0	0	3	3	-	6	0	1	0	0	-	1	0	0	0	1	-	1	16
% Other Vehicles	0.0	0.0	0.7	0.0	-	0.5	0.0	0.0	0.3	1.4	-	0.4	-	0.6	0.0	0.0	-	0.3	-	0.0	0.0	0.5	-	0.1	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Data

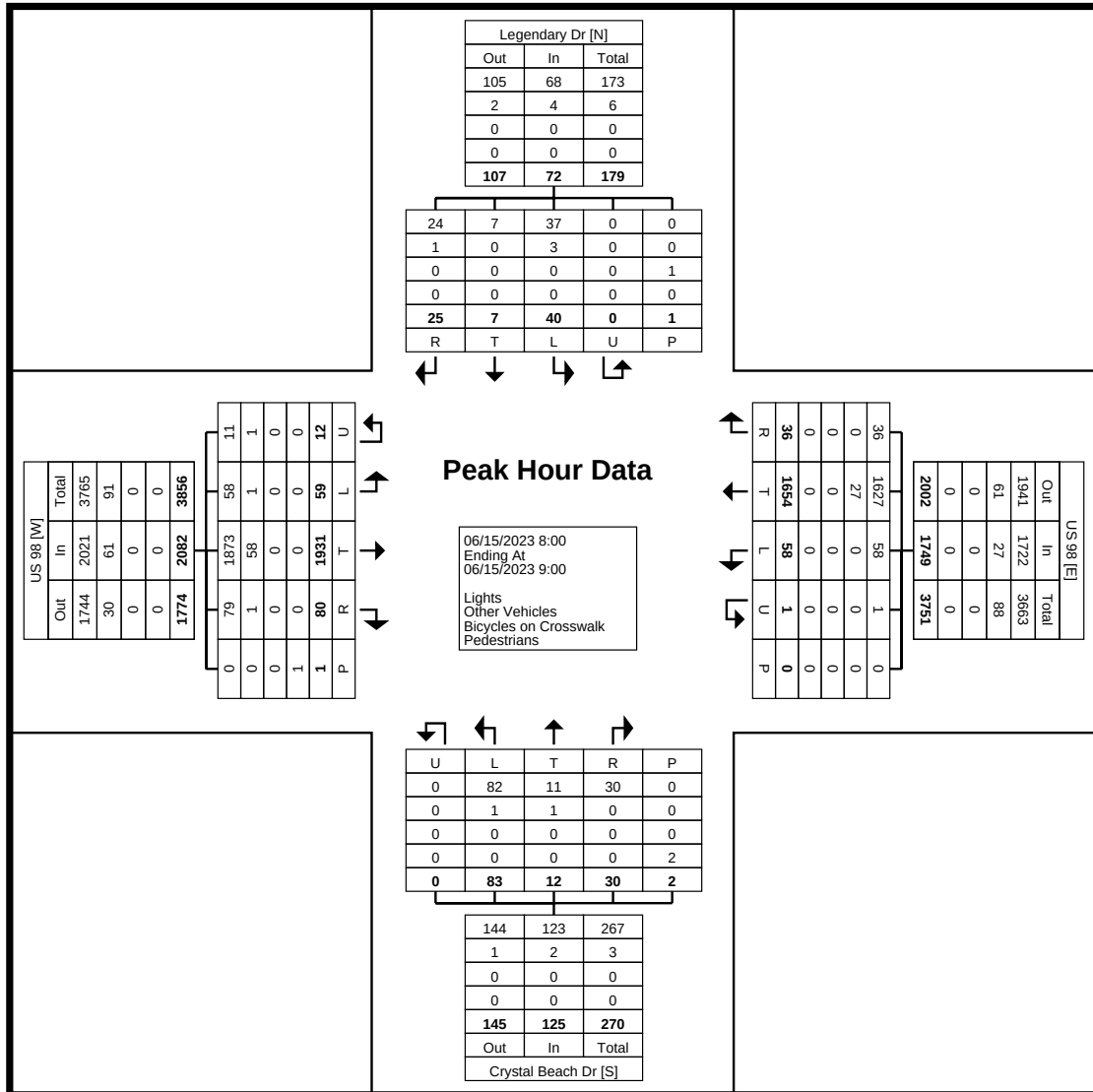
Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	1	3	399	10	0	413	0	4	225	1	0	230	0	12	2	4	0	18	0	2	0	0	0	2	663
6:45	0	4	397	21	0	422	0	5	248	2	0	255	0	10	2	2	0	14	0	2	0	1	0	3	694
Hourly Total	1	7	796	31	0	835	0	9	473	3	0	485	0	22	4	6	0	32	0	4	0	1	0	5	1357
7:00	1	6	367	10	0	384	1	3	238	2	0	244	0	13	0	6	0	19	0	2	0	2	0	4	651
7:15	1	5	394	12	0	412	0	4	299	2	0	305	0	21	1	6	0	28	0	3	0	3	0	6	751
7:30	4	7	458	22	0	491	0	3	291	14	0	308	0	20	2	4	0	26	0	4	0	1	0	5	830
7:45	6	9	457	19	1	491	1	7	356	8	0	372	0	19	1	7	0	27	0	2	4	2	1	8	898
Hourly Total	12	27	1676	63	1	1778	2	17	1184	26	0	1229	0	73	4	23	0	100	0	11	4	8	1	23	3130
8:00	3	14	444	26	1	487	1	11	340	3	0	355	0	26	3	6	1	35	0	11	1	5	1	17	894
8:15	4	11	448	16	0	479	0	15	428	5	0	448	0	16	2	10	0	28	0	11	1	5	0	17	972
8:30	5	14	549	22	0	590	0	13	471	13	0	497	0	17	3	6	1	26	0	6	4	6	0	16	1129
8:45	0	20	490	16	0	526	0	19	415	15	0	449	0	24	4	8	0	36	0	12	1	9	0	22	1033
Hourly Total	12	59	1931	80	1	2082	1	58	1654	36	0	1749	0	83	12	30	2	125	0	40	7	25	1	72	4028
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	39	449	25	3	515	2	19	504	36	0	561	0	49	14	18	0	81	0	24	13	24	0	61	1218
11:15	5	32	453	25	7	515	0	25	494	24	0	543	0	39	17	18	0	74	0	33	15	23	0	71	1203
11:30	5	38	460	12	1	515	0	30	557	39	0	626	0	24	10	20	0	54	0	45	11	17	0	73	1268
11:45	6	39	495	17	4	557	2	23	493	41	0	559	0	30	7	30	1	67	0	34	9	24	2	67	1250
Hourly Total	18	148	1857	79	15	2102	4	97	2048	140	0	2289	0	142	48	86	1	276	0	136	48	88	2	272	4939
12:00	4	29	432	27	0	492	0	22	507	30	0	559	0	36	11	13	0	60	0	39	15	25	0	79	1190
12:15	5	33	509	26	3	573	1	24	429	38	0	492	0	33	7	21	1	61	0	43	9	30	6	82	1208
12:30	9	23	502	24	2	558	1	18	523	44	0	586	0	40	13	19	0	72	0	37	9	14	0	60	1276
12:45	8	31	463	25	1	527	0	30	422	40	0	492	0	15	16	28	2	59	0	40	12	30	0	82	1160
Hourly Total	26	116	1906	102	6	2150	2	94	1881	152	0	2129	0	124	47	81	3	252	0	159	45	99	6	303	4834
13:00	3	37	514	28	4	582	0	18	433	35	0	486	0	27	10	28	4	65	0	45	22	36	0	103	1236
13:15	5	33	493	24	2	555	1	19	526	36	0	582	0	51	9	27	0	87	0	36	12	26	0	74	1298
13:30	4	40	486	21	4	551	3	16	497	52	0	568	0	24	9	22	0	55	0	38	5	20	0	63	1237
13:45	10	51	508	17	0	586	0	12	450	52	0	514	0	29	12	19	0	60	0	34	10	37	0	81	1241
Hourly Total	22	161	2001	90	10	2274	4	65	1906	175	0	2150	0	131	40	96	4	267	0	153	49	119	0	321	5012
14:00	4	22	518	27	1	571	0	22	568	41	0	631	0	26	11	23	0	60	0	33	17	22	0	72	1334
14:15	6	23	513	17	3	559	3	19	490	33	0	545	0	32	11	16	0	59	0	48	13	26	0	87	1250
14:30	8	29	530	32	0	599	1	25	506	46	0	578	0	31	6	23	0	60	0	36	11	27	0	74	1311
14:45	4	39	517	20	1	580	1	14	532	54	0	601	0	41	20	23	2	84	0	39	13	33	0	85	1350
Hourly Total	22	113	2078	96	5	2309	5	80	2096	174	0	2355	0	130	48	85	2	263	0	156	54	108	0	318	5245
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	4	26	545	34	2	609	1	18	541	31	0	591	0	40	13	17	0	70	0	56	11	24	1	91	1361
16:15	6	30	532	25	0	593	0	22	636	43	0	701	0	43	10	9	0	62	0	43	7	21	0	71	1427
16:30	9	15	515	14	1	553	0	21	560	27	0	608	0	44	7	19	0	70	0	46	11	20	0	77	1308
16:45	6	20	497	28	6	551	1	14	535	43	0	593	0	50	9	20	1	79	0	52	9	24	2	85	1308
Hourly Total	25	91	2089	101	9	2306	2	75	2272	144	0	2493	0	177	39	65	1	281	0	197	38	89	3	324	5404
17:00	4	29	458	25	0	516	0	14	586	38	0	638	0	54	16	20	1	90	0	27	12	26	0	65	1309
17:15	8	28	489	19	4	544	0	11	527	43	0	581	0	38	11	20	0	69	0	37	12	28	1	77	1271
17:30	5	22	516	14	0	557	0	26	565	32	0	623	0	53	12	15	0	80	0	45	13	18	0	76	1336
17:45	3	22	476	17	0	518	0	16	605	37	0	658	0	30	10	20	0	60	0	38	7	24	0	69	1305
Hourly Total	20	101	1939	75	4	2135	0	67	2283	150	0	2500	0	175	49	75	1	299	0	147	44	96	1	287	5221
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	9	22	451	17	0	499	0	15	384	24	0	423	0	22	6	14	0	42	0	41	12	26	0	79	1043
19:15	8	33	421	19	2	481	3	15	346	12	0	376	0	27	9	11	0	47	0	29	12	31	0	72	976
19:30	6	19	455	13	0	493	0	13	288	5	0	306	0	23	6	10	0	39	0	40	5	14	0	59	897
19:45	4	7	363	15	2	389	1	7	213	11	0	232	0	10	1	6	0	17	0	18	4	20	0	42	680
Hourly Total	27	81	1690	64	4	1862	4	50	1231	52	0	1337	0	82	22	41	0	145	0	128	33	91	0	252	3596
20:00	4	8	322	19	0	353	0	7	152	5	0	164	0	16	1	12	0	29	0	11	6	11	0	28	574
20:15	4	12	323	19	0	358	0	5	164	11	0	180	0	20	1	6	0	27	0	25	6	5	0	36	601
Grand Total	193	924	18608	819	55	20544	24	624	17344	1068	0	19060	0	1175	315	606	14	2096	0	1167	334	740	14	2241	43941
Approach %	0.9	4.5	90.6	4.0	-	-	0.1	3.3	91.0	5.6	-	-	0.0	56.1	15.0	28.9	-	-	0.0	52.1	14.9	33.0	-	-	-
Total %	0.4	2.1	42.3	1.9	-	46.8	0.1	1.4	39.5	2.4	-	43.4	0.0	2.7	0.7	1.4	-	4.8	0.0	2.7	0.8	1.7	-	5.1	-
Lights	192	917	18304	809	-	20222	24	618	17025	1061	-	18728	0	1166	308	595	-	2069	0	1162	332	733	-	2227	43246
% Lights	99.5	99.2	98.4	98.8	-	98.4	100.0	99.0	98.2	99.3	-	98.3	-	99.2	97.8	98.2	-	98.7	-	99.6	99.4	99.1	-	99.4	98.4
Other Vehicles	1	7	304	10	-	322	0	6	319	7	-	332	0	9	7	11	-	27	0	5	2	7	-	14	695

% Other Vehicles	0.5	0.8	1.6	1.2	-	1.6	0.0	1.0	1.8	0.7	-	1.7	-	0.8	2.2	1.8	-	1.3	-	0.4	0.6	0.9	-	0.6	1.6
Bicycles on Crosswalk	-	-	-	-	20	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	7	-	-
% Bicycles on Crosswalk	-	-	-	-	36.4	-	-	-	-	-	-	-	-	-	-	-	35.7	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	35	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	63.6	-	-	-	-	-	-	-	-	-	-	-	64.3	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data (8:00)

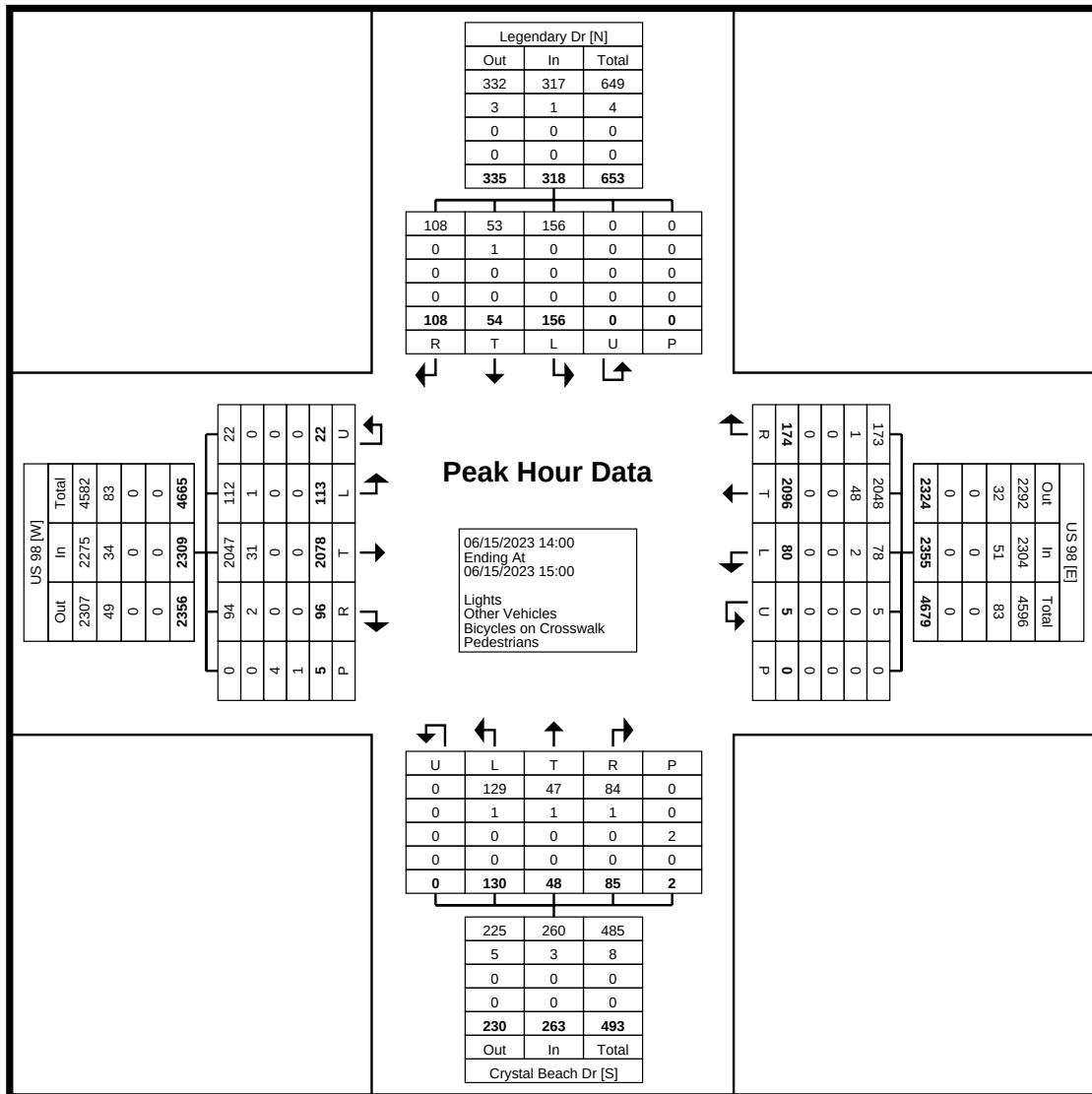
Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	3	14	444	26	1	487	1	11	340	3	0	355	0	26	3	6	1	35	0	11	1	5	1	17	894
8:15	4	11	448	16	0	479	0	15	428	5	0	448	0	16	2	10	0	28	0	11	1	5	0	17	972
8:30	5	14	549	22	0	590	0	13	471	13	0	497	0	17	3	6	1	26	0	6	4	6	0	16	1129
8:45	0	20	490	16	0	526	0	19	415	15	0	449	0	24	4	8	0	36	0	12	1	9	0	22	1033
Total	12	59	1931	80	1	2082	1	58	1654	36	0	1749	0	83	12	30	2	125	0	40	7	25	1	72	4028
Approach %	0.6	2.8	92.7	3.8	-	-	0.1	3.3	94.6	2.1	-	-	0.0	66.4	9.6	24.0	-	-	0.0	55.6	9.7	34.7	-	-	-
Total %	0.3	1.5	47.9	2.0	-	51.7	0.0	1.4	41.1	0.9	-	43.4	0.0	2.1	0.3	0.7	-	3.1	0.0	1.0	0.2	0.6	-	1.8	-
PHF	0.600	0.738	0.879	0.769	-	0.882	0.250	0.763	0.878	0.600	-	0.880	0.000	0.798	0.750	0.750	-	0.868	0.000	0.833	0.438	0.694	-	0.818	0.892
Lights	11	58	1873	79	-	2021	1	58	1627	36	-	1722	0	82	11	30	-	123	0	37	7	24	-	68	3934
% Lights	91.7	98.3	97.0	98.8	-	97.1	100.0	100.0	98.4	100.0	-	98.5	-	98.8	91.7	100.0	-	98.4	-	92.5	100.0	96.0	-	94.4	97.7
Other Vehicles	1	1	58	1	-	61	0	0	27	0	-	27	0	1	1	0	-	2	0	3	0	1	-	4	94
% Other Vehicles	8.3	1.7	3.0	1.3	-	2.9	0.0	0.0	1.6	0.0	-	1.5	-	1.2	8.3	0.0	-	1.6	-	7.5	0.0	4.0	-	5.6	2.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (14:00)

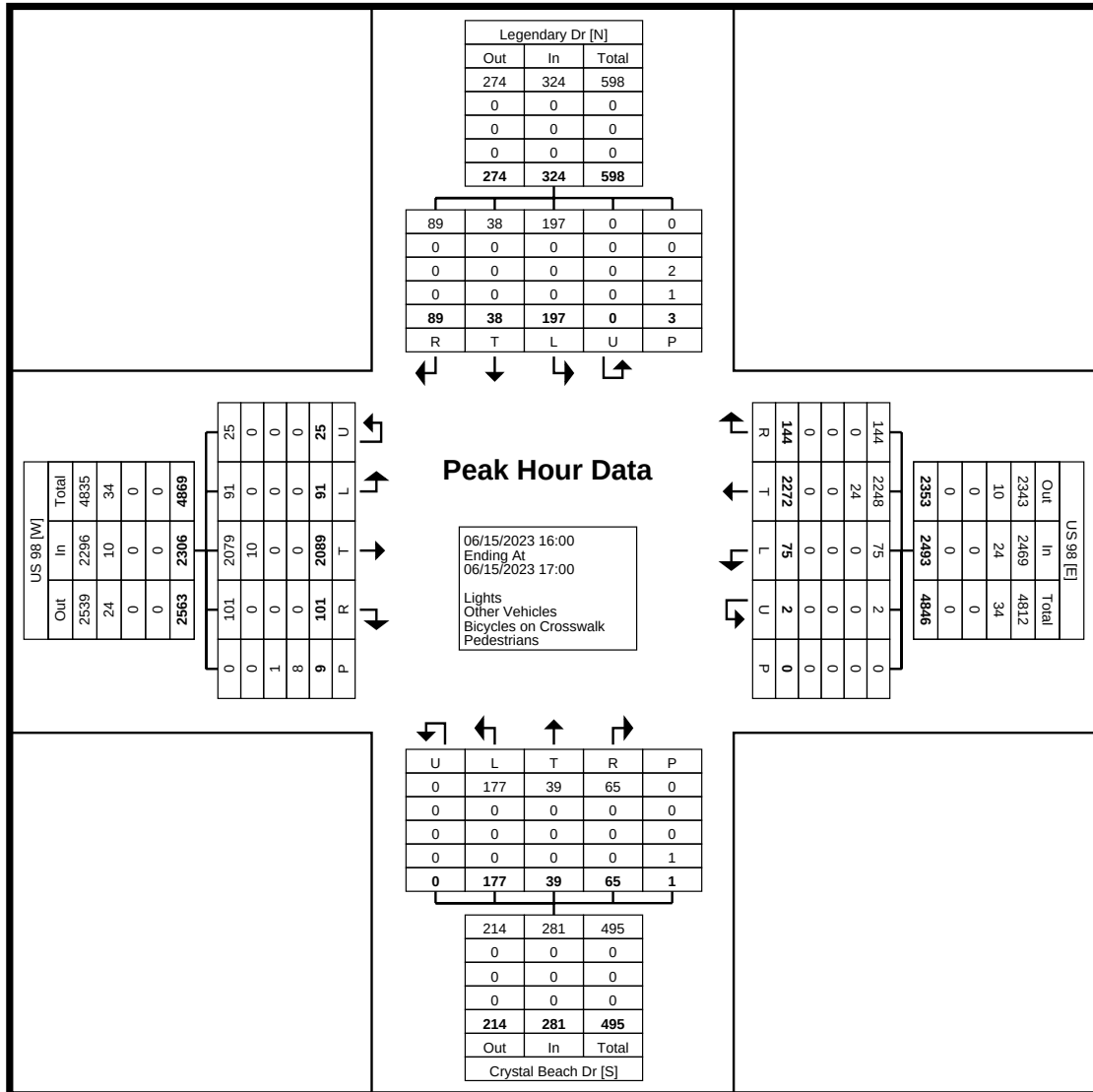
Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	4	22	518	27	1	571	0	22	568	41	0	631	0	26	11	23	0	60	0	33	17	22	0	72	1334
14:15	6	23	513	17	3	559	3	19	490	33	0	545	0	32	11	16	0	59	0	48	13	26	0	87	1250
14:30	8	29	530	32	0	599	1	25	506	46	0	578	0	31	6	23	0	60	0	36	11	27	0	74	1311
14:45	4	39	517	20	1	580	1	14	532	54	0	601	0	41	20	23	2	84	0	39	13	33	0	85	1350
Total	22	113	2078	96	5	2309	5	80	2096	174	0	2355	0	130	48	85	2	263	0	156	54	108	0	318	5245
Approach %	1.0	4.9	90.0	4.2	-	-	0.2	3.4	89.0	7.4	-	-	0.0	49.4	18.3	32.3	-	-	0.0	49.1	17.0	34.0	-	-	-
Total %	0.4	2.2	39.6	1.8	-	44.0	0.1	1.5	40.0	3.3	-	44.9	0.0	2.5	0.9	1.6	-	5.0	0.0	3.0	1.0	2.1	-	6.1	-
PHF	0.688	0.724	0.980	0.750	-	0.964	0.417	0.800	0.923	0.806	-	0.933	0.000	0.793	0.600	0.924	-	0.783	0.000	0.813	0.794	0.818	-	0.914	0.971
Lights	22	112	2047	94	-	2275	5	78	2048	173	-	2304	0	129	47	84	-	260	0	156	53	108	-	317	5156
% Lights	100.0	99.1	98.5	97.9	-	98.5	100.0	97.5	97.7	99.4	-	97.8	-	99.2	97.9	98.8	-	98.9	-	100.0	98.1	100.0	-	99.7	98.3
Other Vehicles	0	1	31	2	-	34	0	2	48	1	-	51	0	1	1	1	-	3	0	0	1	0	-	1	89
% Other Vehicles	0.0	0.9	1.5	2.1	-	1.5	0.0	2.5	2.3	0.6	-	2.2	-	0.8	2.1	1.2	-	1.1	-	0.0	1.9	0.0	-	0.3	1.7
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	80.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	20.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (14:00)

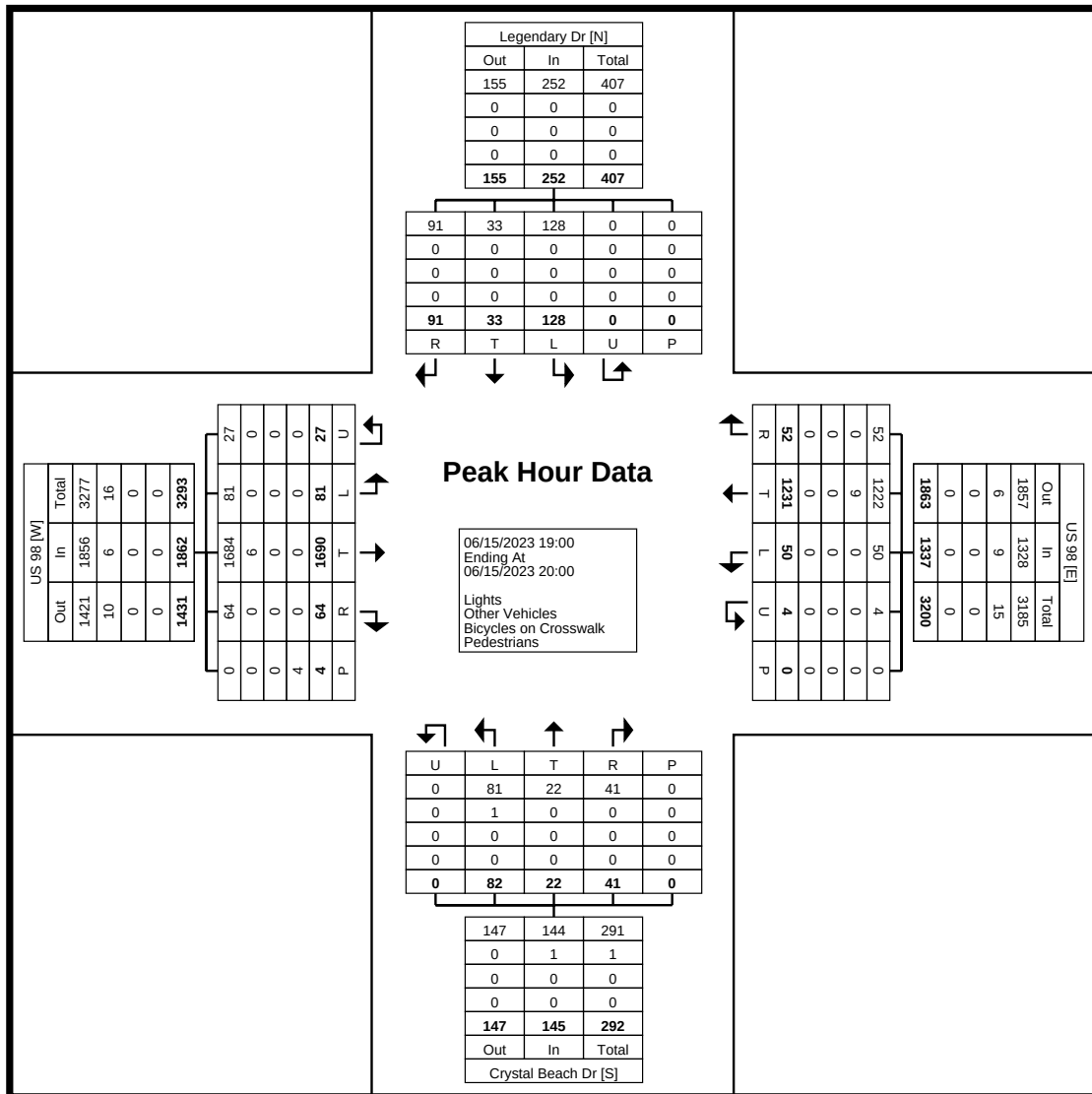
Turning Movement Peak Hour Data (16:00)

Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	4	26	545	34	2	609	1	18	541	31	0	591	0	40	13	17	0	70	0	56	11	24	1	91	1361
16:15	6	30	532	25	0	593	0	22	636	43	0	701	0	43	10	9	0	62	0	43	7	21	0	71	1427
16:30	9	15	515	14	1	553	0	21	560	27	0	608	0	44	7	19	0	70	0	46	11	20	0	77	1308
16:45	6	20	497	28	6	551	1	14	535	43	0	593	0	50	9	20	1	79	0	52	9	24	2	85	1308
Total	25	91	2089	101	9	2306	2	75	2272	144	0	2493	0	177	39	65	1	281	0	197	38	89	3	324	5404
Approach %	1.1	3.9	90.6	4.4	-	-	0.1	3.0	91.1	5.8	-	-	0.0	63.0	13.9	23.1	-	-	0.0	60.8	11.7	27.5	-	-	-
Total %	0.5	1.7	38.7	1.9	-	42.7	0.0	1.4	42.0	2.7	-	46.1	0.0	3.3	0.7	1.2	-	5.2	0.0	3.6	0.7	1.6	-	6.0	-
PHF	0.694	0.758	0.958	0.743	-	0.947	0.500	0.852	0.893	0.837	-	0.889	0.000	0.885	0.750	0.813	-	0.889	0.000	0.879	0.864	0.927	-	0.890	0.947
Lights	25	91	2079	101	-	2296	2	75	2248	144	-	2469	0	177	39	65	-	281	0	197	38	89	-	324	5370
% Lights	100.0	100.0	99.5	100.0	-	99.6	100.0	100.0	98.9	100.0	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.4
Other Vehicles	0	0	10	0	-	10	0	0	24	0	-	24	0	0	0	0	-	0	0	0	0	0	-	0	34
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.4	0.0	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	11.1	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	88.9	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	33.3	-	-



Count Name: US 98 at Crystal
Beach / Legendary Dr - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

[illegible]

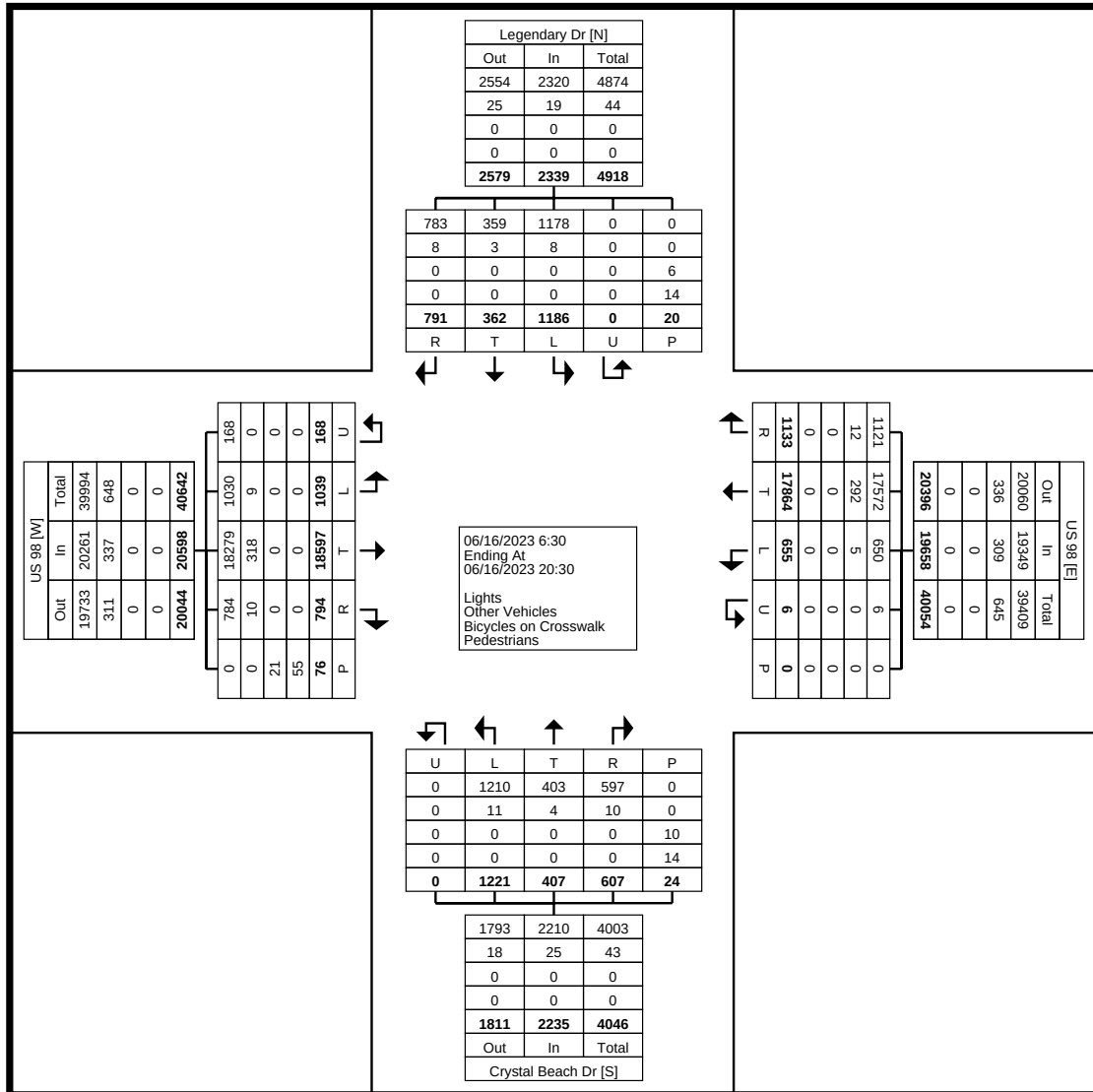


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

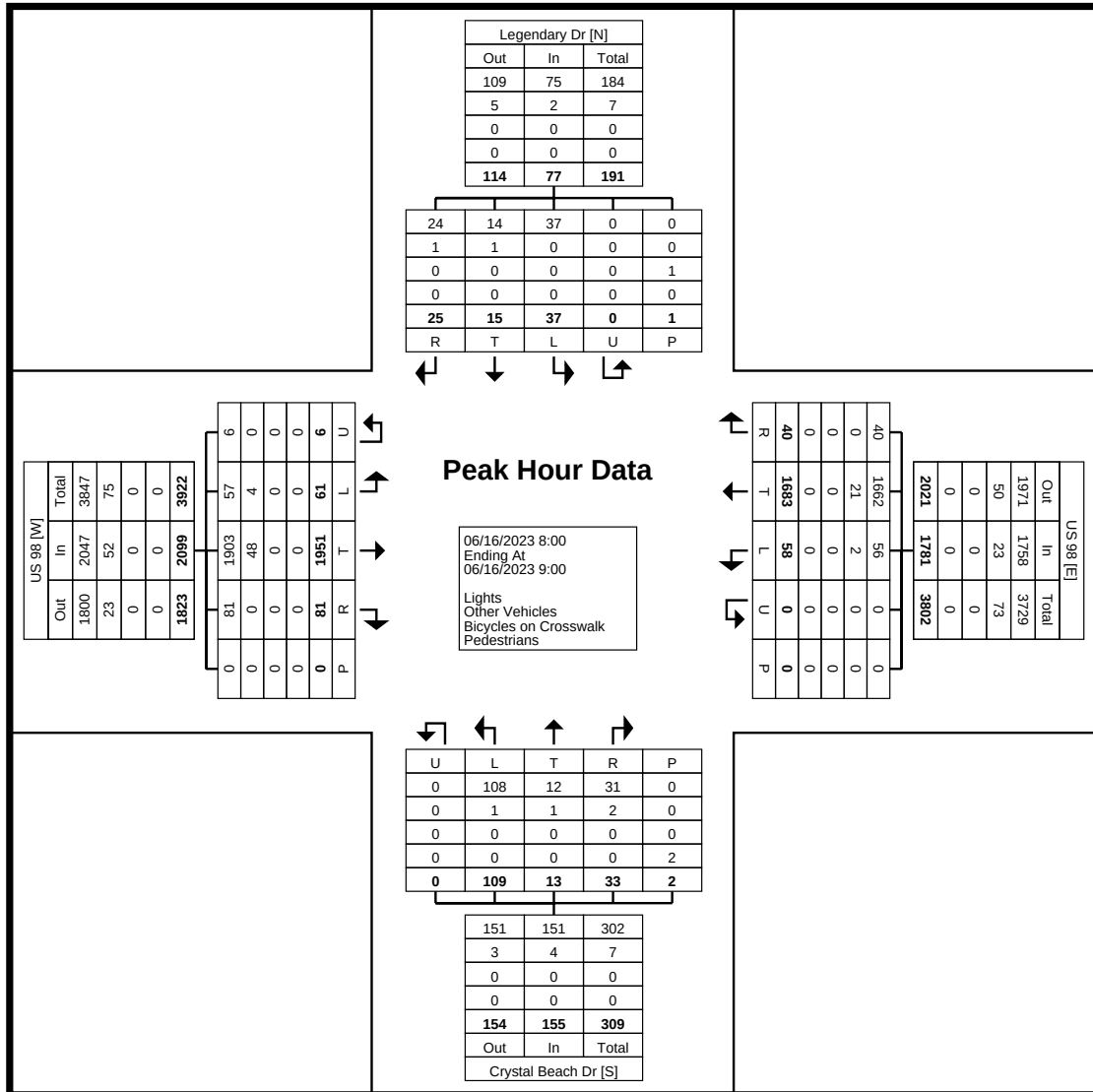
Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	1	3	410	5	0	419	0	4	207	2	0	213	0	12	0	2	0	14	0	0	0	1	0	1	647
6:45	1	0	357	12	0	370	0	4	239	3	0	246	0	6	0	1	0	7	0	0	0	1	0	1	624
Hourly Total	2	3	767	17	0	789	0	8	446	5	0	459	0	18	0	3	0	21	0	0	0	2	0	2	1271
7:00	0	3	351	6	0	360	0	2	262	3	0	267	0	21	2	5	0	28	0	1	0	3	0	4	659
7:15	0	3	338	9	1	350	0	7	284	6	0	297	0	10	2	4	0	16	0	1	1	2	0	4	667
7:30	1	9	484	16	0	510	0	5	324	2	0	331	0	16	1	2	0	19	0	9	2	3	0	14	874
7:45	2	13	479	15	1	509	0	6	349	4	0	359	0	23	5	12	0	40	0	6	1	3	0	10	918
Hourly Total	3	28	1652	46	2	1729	0	20	1219	15	0	1254	0	70	10	23	0	103	0	17	4	11	0	32	3118
8:00	2	15	465	23	0	505	0	11	392	6	0	409	0	29	1	5	2	35	0	9	5	3	0	17	966
8:15	3	18	482	19	0	522	0	14	428	9	0	451	0	29	2	7	0	38	0	7	3	8	0	18	1029
8:30	0	12	528	24	0	564	0	9	404	7	0	420	0	18	5	5	0	28	0	11	5	9	1	25	1037
8:45	1	16	476	15	0	508	0	24	459	18	0	501	0	33	5	16	0	54	0	10	2	5	0	17	1080
Hourly Total	6	61	1951	81	0	2099	0	58	1683	40	0	1781	0	109	13	33	2	155	0	37	15	25	1	77	4112
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	4	34	454	17	0	509	0	10	478	37	0	525	0	38	15	11	0	64	0	34	10	25	0	69	1167
11:15	7	40	424	14	0	485	0	18	488	23	0	529	0	32	15	19	0	66	0	31	8	28	0	67	1147
11:30	8	38	449	17	0	512	0	21	530	45	0	596	0	38	6	15	0	59	0	18	11	25	0	54	1221
11:45	11	37	463	31	1	542	3	26	488	50	0	567	0	40	18	21	0	79	0	34	7	20	0	61	1249
Hourly Total	30	149	1790	79	1	2048	3	75	1984	155	0	2217	0	148	54	66	0	268	0	117	36	98	0	251	4784
12:00	6	42	436	30	0	514	0	22	510	52	0	584	0	43	21	22	0	86	0	39	12	25	0	76	1260
12:15	3	42	463	28	1	536	0	22	512	48	0	582	0	35	19	20	0	74	0	45	12	25	1	82	1274
12:30	8	31	468	28	13	535	0	26	477	36	0	539	0	37	16	27	0	80	0	44	19	23	10	86	1240
12:45	10	32	464	22	11	528	0	26	554	43	0	623	0	29	23	21	1	73	0	34	12	36	0	82	1306
Hourly Total	27	147	1831	108	25	2113	0	96	2053	179	0	2328	0	144	79	90	1	313	0	162	55	109	11	326	5080
13:00	1	37	486	17	0	541	0	22	483	45	0	550	0	40	17	25	1	82	0	46	12	37	0	95	1268
13:15	2	45	506	32	0	585	0	12	531	45	0	588	0	27	22	15	2	64	0	49	13	36	0	98	1335
13:30	0	37	457	22	3	516	0	28	454	40	0	522	0	23	12	26	1	61	0	34	16	28	0	78	1177
13:45	0	32	497	27	2	556	0	26	596	51	0	673	0	38	13	19	0	70	0	45	14	27	0	86	1385
Hourly Total	3	151	1946	98	5	2198	0	88	2064	181	0	2333	0	128	64	85	4	277	0	174	55	128	0	357	5165
14:00	0	26	479	28	4	533	0	16	504	35	0	555	0	34	8	22	1	64	0	44	17	27	0	88	1240
14:15	6	35	511	23	0	575	0	23	523	48	0	594	0	30	7	20	1	57	0	41	16	27	0	84	1310
14:30	3	35	501	20	0	559	0	23	485	40	0	548	0	38	12	17	2	67	0	40	15	32	0	87	1261
14:45	3	27	502	31	3	563	0	25	509	44	0	578	0	39	17	23	4	79	0	45	17	31	0	93	1313
Hourly Total	12	123	1993	102	7	2230	0	87	2021	167	0	2275	0	141	44	82	8	267	0	170	65	117	0	352	5124
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	27	513	24	0	565	0	19	496	35	0	550	0	22	16	17	0	55	0	39	10	35	0	84	1254
16:15	8	27	500	23	2	558	0	14	494	39	0	547	0	35	13	18	2	66	0	50	9	21	0	80	1251
16:30	5	34	457	20	6	516	0	24	563	32	0	619	0	38	8	14	0	60	0	59	11	20	0	90	1285
16:45	2	29	476	21	0	528	1	9	527	29	0	566	0	37	12	12	0	61	0	48	10	27	2	85	1240
Hourly Total	16	117	1946	88	8	2167	1	66	2080	135	0	2282	0	132	49	61	2	242	0	196	40	103	2	339	5030
17:00	3	36	511	14	0	564	0	16	559	30	0	605	0	43	9	19	0	71	0	36	11	19	0	66	1306
17:15	7	27	578	19	3	631	0	20	528	14	0	562	0	38	10	20	3	68	0	47	14	17	0	78	1339
17:30	8	28	555	11	4	602	1	13	541	26	0	581	0	29	13	23	0	65	0	33	9	22	3	64	1312
17:45	3	20	617	26	1	666	0	23	614	30	0	667	0	36	12	20	0	68	0	39	7	14	0	60	1461
Hourly Total	21	111	2261	70	8	2463	1	72	2242	100	0	2415	0	146	44	82	3	272	0	155	41	72	3	268	5418
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	12	25	420	17	1	474	0	12	343	26	0	381	0	25	14	17	2	56	0	29	5	25	0	59	970
19:15	7	25	402	18	4	452	0	19	359	31	0	409	0	28	10	15	0	53	0	25	10	21	0	56	970
19:30	6	24	393	18	14	441	0	15	348	25	0	388	0	41	9	12	2	62	0	23	9	24	2	56	947
19:45	6	33	384	14	1	437	0	16	366	31	0	413	0	29	10	6	0	45	0	27	13	18	0	58	953
Hourly Total	31	107	1599	67	20	1804	0	62	1416	113	0	1591	0	123	43	50	4	216	0	104	37	88	2	229	3840
20:00	8	22	442	24	0	496	1	12	322	28	0	363	0	33	5	12	0	50	0	29	9	20	1	58	967
20:15	9	20	419	14	0	462	0	11	334	15	0	360	0	29	2	20	0	51	0	25	5	18	0	48	921
Grand Total	168	1039	18597	794	76	20598	6	655	17864	1133	0	19658	0	1221	407	607	24	2235	0	1186	362	791	20	2339	44830
Approach %	0.8	5.0	90.3	3.9	-	-	0.0	3.3	90.9	5.8	-	-	0.0	54.6	18.2	27.2	-	-	0.0	50.7	15.5	33.8	-	-	-
Total %	0.4	2.3	41.5	1.8	-	45.9	0.0	1.5	39.8	2.5	-	43.9	0.0	2.7	0.9	1.4	-	5.0	0.0	2.6	0.8	1.8	-	5.2	-
Lights	168	1030	18279	784	-	20261	6	650	17572	1121	-	19349	0	1210	403	597	-	2210	0	1178	359	783	-	2320	44140
% Lights	100.0	99.1	98.3	98.7	-	98.4	100.0	99.2	98.4	98.9	-	98.4	-	99.1	99.0	98.4	-	98.9	-	99.3	99.2	99.0	-	99.2	98.5
Other Vehicles	0	9	318	10	-	337	0	5	292	12	-	309	0	11	4	10	-	25	0	8	3	8	-	19	690

% Other Vehicles	0.0	0.9	1.7	1.3	-	1.6	0.0	0.8	1.6	1.1	-	1.6	-	0.9	1.0	1.6	-	1.1	-	0.7	0.8	1.0	-	0.8	1.5
Bicycles on Crosswalk	-	-	-	-	21	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	27.6	-	-	-	-	-	-	-	-	-	-	-	41.7	-	-	-	-	-	30.0	-	-
Pedestrians	-	-	-	-	55	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	72.4	-	-	-	-	-	-	-	-	-	-	-	58.3	-	-	-	-	-	70.0	-	-



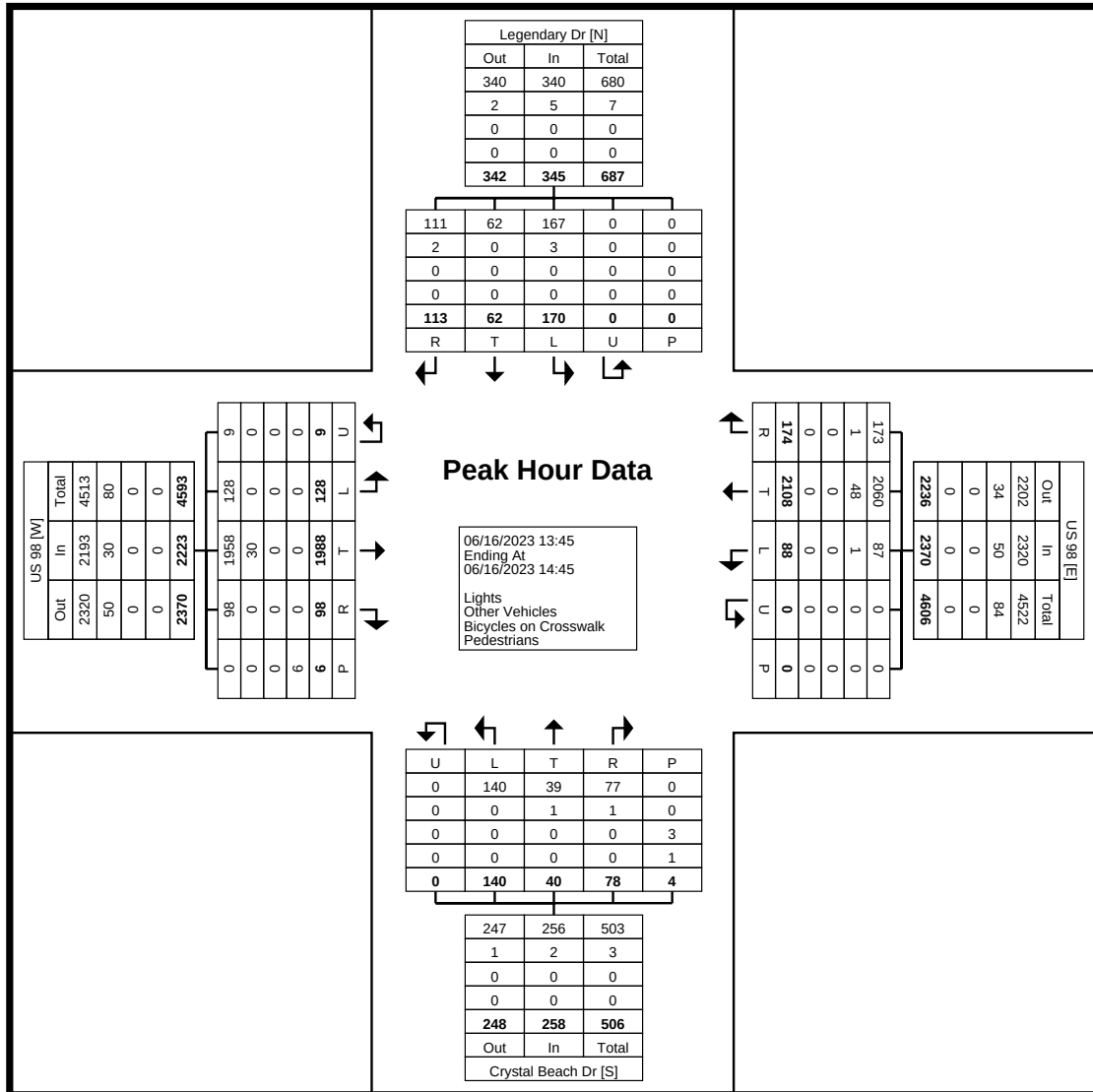
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	2	15	465	23	0	505	0	11	392	6	0	409	0	29	1	5	2	35	0	9	5	3	0	17	966
8:15	3	18	482	19	0	522	0	14	428	9	0	451	0	29	2	7	0	38	0	7	3	8	0	18	1029
8:30	0	12	528	24	0	564	0	9	404	7	0	420	0	18	5	5	0	28	0	11	5	9	1	25	1037
8:45	1	16	476	15	0	508	0	24	459	18	0	501	0	33	5	16	0	54	0	10	2	5	0	17	1080
Total	6	61	1951	81	0	2099	0	58	1683	40	0	1781	0	109	13	33	2	155	0	37	15	25	1	77	4112
Approach %	0.3	2.9	92.9	3.9	-	-	0.0	3.3	94.5	2.2	-	-	0.0	70.3	8.4	21.3	-	-	0.0	48.1	19.5	32.5	-	-	-
Total %	0.1	1.5	47.4	2.0	-	51.0	0.0	1.4	40.9	1.0	-	43.3	0.0	2.7	0.3	0.8	-	3.8	0.0	0.9	0.4	0.6	-	1.9	-
PHF	0.500	0.847	0.924	0.844	-	0.930	0.000	0.604	0.917	0.556	-	0.889	0.000	0.826	0.650	0.516	-	0.718	0.000	0.841	0.750	0.694	-	0.770	0.952
Lights	6	57	1903	81	-	2047	0	56	1662	40	-	1758	0	108	12	31	-	151	0	37	14	24	-	75	4031
% Lights	100.0	93.4	97.5	100.0	-	97.5	-	96.6	98.8	100.0	-	98.7	-	99.1	92.3	93.9	-	97.4	-	100.0	93.3	96.0	-	97.4	98.0
Other Vehicles	0	4	48	0	-	52	0	2	21	0	-	23	0	1	1	2	-	4	0	0	1	1	-	2	81
% Other Vehicles	0.0	6.6	2.5	0.0	-	2.5	-	3.4	1.2	0.0	-	1.3	-	0.9	7.7	6.1	-	2.6	-	0.0	6.7	4.0	-	2.6	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data (13:45)

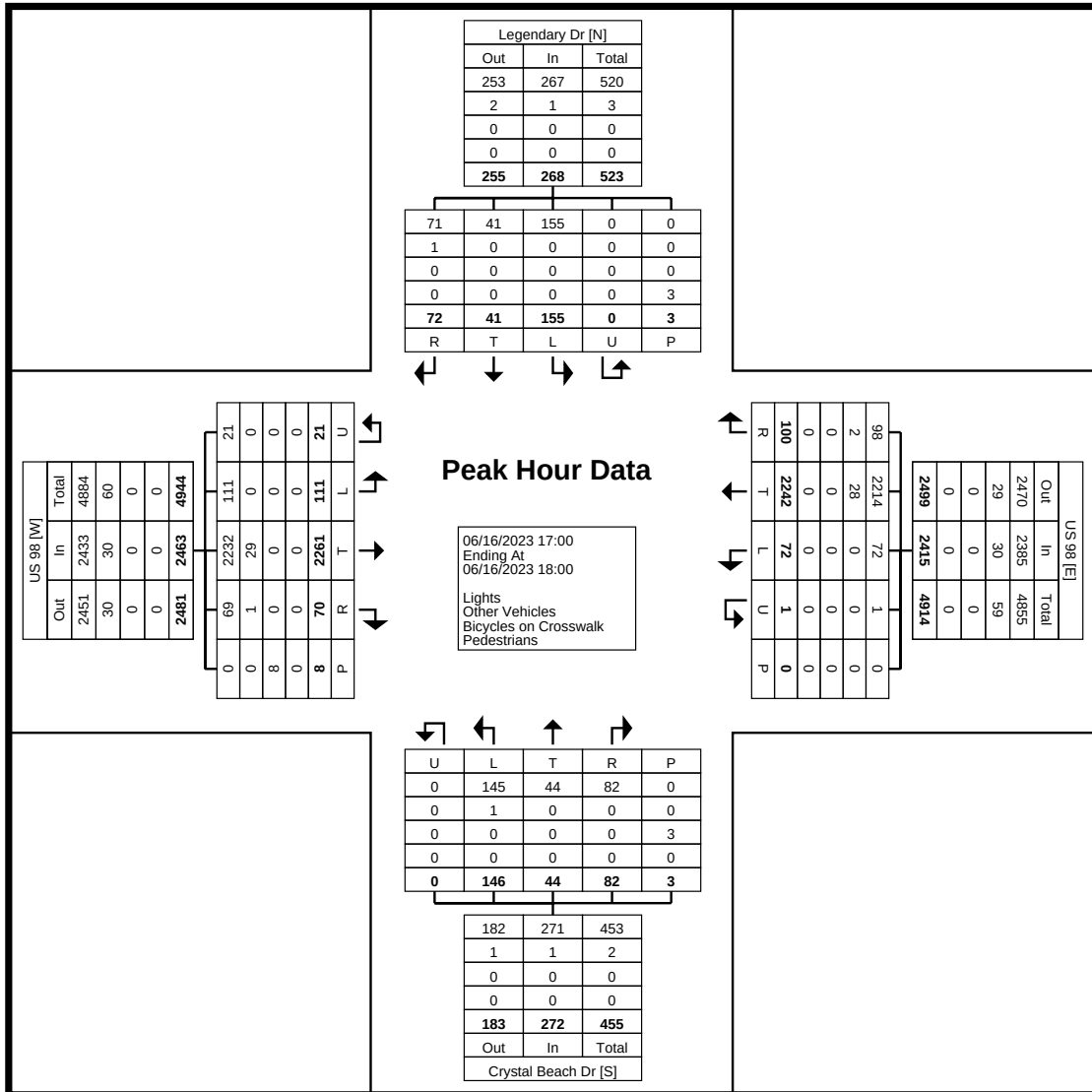
Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:45	0	32	497	27	2	556	0	26	596	51	0	673	0	38	13	19	0	70	0	45	14	27	0	86	1385
14:00	0	26	479	28	4	533	0	16	504	35	0	555	0	34	8	22	1	64	0	44	17	27	0	88	1240
14:15	6	35	511	23	0	575	0	23	523	48	0	594	0	30	7	20	1	57	0	41	16	27	0	84	1310
14:30	3	35	501	20	0	559	0	23	485	40	0	548	0	38	12	17	2	67	0	40	15	32	0	87	1261
Total	9	128	1988	98	6	2223	0	88	2108	174	0	2370	0	140	40	78	4	258	0	170	62	113	0	345	5196
Approach %	0.4	5.8	89.4	4.4	-	-	0.0	3.7	88.9	7.3	-	-	0.0	54.3	15.5	30.2	-	-	0.0	49.3	18.0	32.8	-	-	-
Total %	0.2	2.5	38.3	1.9	-	42.8	0.0	1.7	40.6	3.3	-	45.6	0.0	2.7	0.8	1.5	-	5.0	0.0	3.3	1.2	2.2	-	6.6	-
PHF	0.375	0.914	0.973	0.875	-	0.967	0.000	0.846	0.884	0.853	-	0.880	0.000	0.921	0.769	0.886	-	0.921	0.000	0.944	0.912	0.883	-	0.980	0.938
Lights	9	128	1958	98	-	2193	0	87	2060	173	-	2320	0	140	39	77	-	256	0	167	62	111	-	340	5109
% Lights	100.0	100.0	98.5	100.0	-	98.7	-	98.9	97.7	99.4	-	97.9	-	100.0	97.5	98.7	-	99.2	-	98.2	100.0	98.2	-	98.6	98.3
Other Vehicles	0	0	30	0	-	30	0	1	48	1	-	50	0	0	1	1	-	2	0	3	0	2	-	5	87
% Other Vehicles	0.0	0.0	1.5	0.0	-	1.3	-	1.1	2.3	0.6	-	2.1	-	0.0	2.5	1.3	-	0.8	-	1.8	0.0	1.8	-	1.4	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	75.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	25.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (13:45)

Turning Movement Peak Hour Data (17:00)

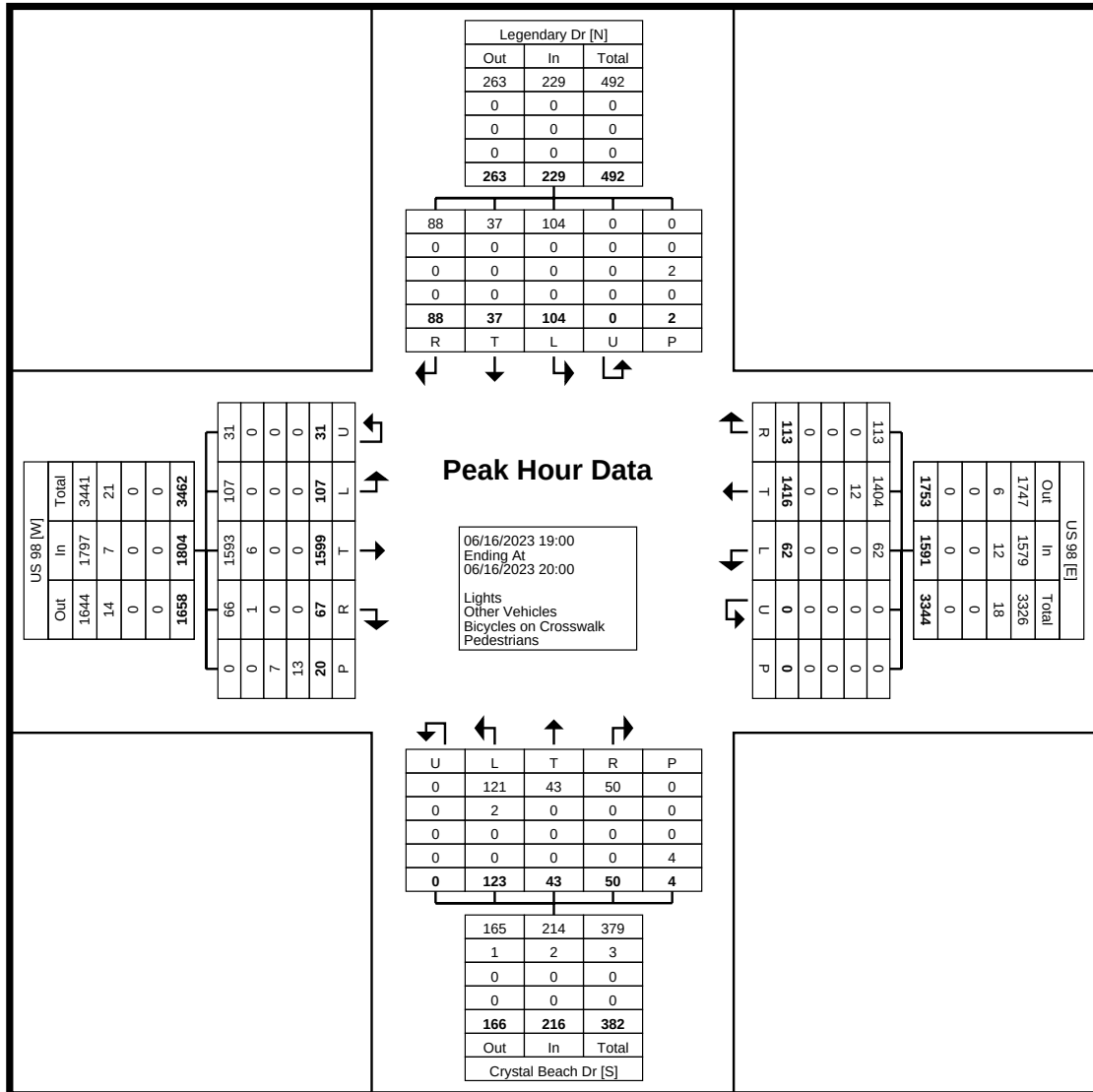
Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	3	36	511	14	0	564	0	16	559	30	0	605	0	43	9	19	0	71	0	36	11	19	0	66	1306
17:15	7	27	578	19	3	631	0	20	528	14	0	562	0	38	10	20	3	68	0	47	14	17	0	78	1339
17:30	8	28	555	11	4	602	1	13	541	26	0	581	0	29	13	23	0	65	0	33	9	22	3	64	1312
17:45	3	20	617	26	1	666	0	23	614	30	0	667	0	36	12	20	0	68	0	39	7	14	0	60	1461
Total	21	111	2261	70	8	2463	1	72	2242	100	0	2415	0	146	44	82	3	272	0	155	41	72	3	268	5418
Approach %	0.9	4.5	91.8	2.8	-	-	0.0	3.0	92.8	4.1	-	-	0.0	53.7	16.2	30.1	-	-	0.0	57.8	15.3	26.9	-	-	-
Total %	0.4	2.0	41.7	1.3	-	45.5	0.0	1.3	41.4	1.8	-	44.6	0.0	2.7	0.8	1.5	-	5.0	0.0	2.9	0.8	1.3	-	4.9	-
PHF	0.656	0.771	0.916	0.673	-	0.925	0.250	0.783	0.913	0.833	-	0.905	0.000	0.849	0.846	0.891	-	0.958	0.000	0.824	0.732	0.818	-	0.859	0.927
Lights	21	111	2232	69	-	2433	1	72	2214	98	-	2385	0	145	44	82	-	271	0	155	41	71	-	267	5356
% Lights	100.0	100.0	98.7	98.6	-	98.8	100.0	100.0	98.8	98.0	-	98.8	-	99.3	100.0	100.0	-	99.6	-	100.0	100.0	98.6	-	99.6	98.9
Other Vehicles	0	0	29	1	-	30	0	0	28	2	-	30	0	1	0	0	-	1	0	0	0	1	-	1	62
% Other Vehicles	0.0	0.0	1.3	1.4	-	1.2	0.0	0.0	1.2	2.0	-	1.2	-	0.7	0.0	0.0	-	0.4	-	0.0	0.0	1.4	-	0.4	1.1
Bicycles on Crosswalk	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (17:00)

Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	12	25	420	17	1	474	0	12	343	26	0	381	0	25	14	17	2	56	0	29	5	25	0	59	970
19:15	7	25	402	18	4	452	0	19	359	31	0	409	0	28	10	15	0	53	0	25	10	21	0	56	970
19:30	6	24	393	18	14	441	0	15	348	25	0	388	0	41	9	12	2	62	0	23	9	24	2	56	947
19:45	6	33	384	14	1	437	0	16	366	31	0	413	0	29	10	6	0	45	0	27	13	18	0	58	953
Total	31	107	1599	67	20	1804	0	62	1416	113	0	1591	0	123	43	50	4	216	0	104	37	88	2	229	3840
Approach %	1.7	5.9	88.6	3.7	-	-	0.0	3.9	89.0	7.1	-	-	0.0	56.9	19.9	23.1	-	-	0.0	45.4	16.2	38.4	-	-	-
Total %	0.8	2.8	41.6	1.7	-	47.0	0.0	1.6	36.9	2.9	-	41.4	0.0	3.2	1.1	1.3	-	5.6	0.0	2.7	1.0	2.3	-	6.0	-
PHF	0.646	0.811	0.952	0.931	-	0.951	0.000	0.816	0.967	0.911	-	0.963	0.000	0.750	0.768	0.735	-	0.871	0.000	0.897	0.712	0.880	-	0.970	0.990
Lights	31	107	1593	66	-	1797	0	62	1404	113	-	1579	0	121	43	50	-	214	0	104	37	88	-	229	3819
% Lights	100.0	100.0	99.6	98.5	-	99.6	-	100.0	99.2	100.0	-	99.2	-	98.4	100.0	100.0	-	99.1	-	100.0	100.0	100.0	-	100.0	99.5
Other Vehicles	0	0	6	1	-	7	0	0	12	0	-	12	0	2	0	0	-	2	0	0	0	0	-	0	21
% Other Vehicles	0.0	0.0	0.4	1.5	-	0.4	-	0.0	0.8	0.0	-	0.8	-	1.6	0.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	35.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	65.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-

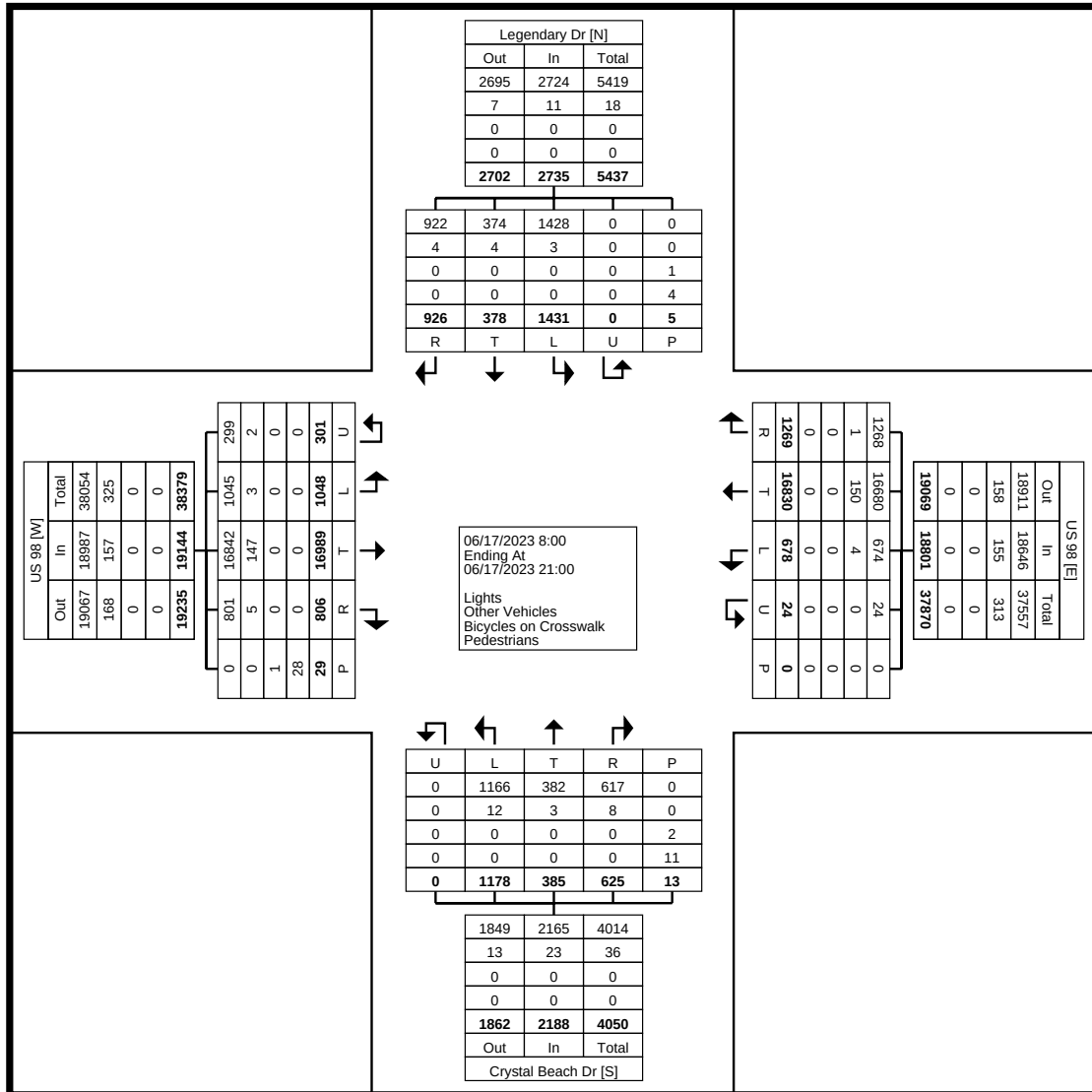


Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	6	4	327	16	1	353	1	7	347	6	0	361	0	26	6	8	0	40	0	5	1	5	0	11	765
8:15	6	10	360	14	1	390	0	9	378	4	0	391	0	20	6	5	0	31	0	8	4	4	0	16	828
8:30	8	14	393	16	0	431	0	8	428	15	0	451	0	26	6	7	1	39	0	12	5	6	0	23	944
8:45	9	19	455	28	0	511	0	24	461	14	0	499	0	25	2	5	0	32	0	10	0	6	2	16	1058
Hourly Total	29	47	1535	74	2	1685	1	48	1614	39	0	1702	0	97	20	25	1	142	0	35	10	21	2	66	3595
9:00	6	18	389	24	0	437	2	16	507	31	0	556	0	28	9	6	1	43	0	8	2	13	0	23	1059
9:15	6	19	386	26	1	437	1	21	509	25	0	556	0	33	5	16	0	54	0	12	12	15	1	39	1086
9:30	12	25	426	22	1	485	0	19	449	26	0	494	0	36	5	18	0	59	0	17	4	13	0	34	1072
9:45	10	29	424	27	2	490	0	24	487	30	0	541	0	47	11	16	0	74	0	20	5	12	0	37	1142
Hourly Total	34	91	1625	99	4	1849	3	80	1952	112	0	2147	0	144	30	56	1	230	0	57	23	53	1	133	4359
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	4	31	447	22	0	504	0	14	436	36	0	486	0	26	8	19	0	53	0	29	9	24	0	62	1105
11:15	8	27	406	13	0	454	1	23	453	38	0	515	0	28	8	21	0	57	0	27	5	21	0	53	1079
11:30	7	39	429	20	0	495	1	19	465	29	0	514	0	23	14	23	0	60	0	43	4	27	0	74	1143
11:45	10	34	508	27	0	579	0	21	419	37	0	477	0	39	18	18	0	75	0	42	13	28	0	83	1214
Hourly Total	29	131	1790	82	0	2032	2	77	1773	140	0	1992	0	116	48	81	0	245	0	141	31	100	0	272	4541
12:00	5	38	444	20	1	507	0	15	422	36	0	473	0	35	10	24	0	69	0	47	11	24	0	82	1131
12:15	8	45	493	21	0	567	0	21	404	38	0	463	0	25	9	21	0	55	0	32	13	25	0	70	1155
12:30	8	37	452	18	0	515	1	15	469	52	0	537	0	37	19	24	0	80	0	35	12	33	0	80	1212
12:45	5	32	461	20	0	518	0	20	459	52	0	531	0	22	14	21	0	57	0	33	7	26	0	66	1172
Hourly Total	26	152	1850	79	1	2107	1	71	1754	178	0	2004	0	119	52	90	0	261	0	147	43	108	0	298	4670
13:00	9	31	428	25	1	493	2	14	450	40	0	506	0	20	5	16	0	41	0	40	14	28	0	82	1122
13:15	5	25	324	16	1	370	3	13	402	40	0	458	0	22	10	16	0	48	0	40	10	29	0	79	955
13:30	3	13	237	4	1	257	0	23	459	49	0	531	0	35	21	20	0	76	0	48	11	19	0	78	942
13:45	5	26	355	18	0	404	1	38	362	45	0	446	0	37	14	21	0	72	0	68	17	18	0	103	1025
Hourly Total	22	95	1344	63	3	1524	6	88	1673	174	0	1941	0	114	50	73	0	237	0	196	52	94	0	342	4044
14:00	1	22	428	24	5	475	0	18	386	43	0	447	0	22	9	23	5	54	0	60	17	24	0	101	1077
14:15	1	23	528	23	1	575	2	15	443	42	0	502	0	20	7	20	1	47	0	59	16	31	0	106	1230
14:30	1	30	559	20	0	610	0	24	460	40	0	524	0	36	15	27	1	78	0	52	18	25	0	95	1307
14:45	6	39	506	26	5	577	1	15	450	34	0	500	0	29	11	19	4	59	0	50	14	24	0	88	1224
Hourly Total	9	114	2021	93	11	2237	3	72	1739	159	0	1973	0	107	42	89	11	238	0	221	65	104	0	390	4838
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	7	32	527	19	2	585	1	14	484	33	0	532	0	36	11	21	0	68	0	58	17	26	0	101	1286
16:15	13	20	497	18	0	548	0	17	479	30	0	526	0	34	10	23	0	67	0	49	11	31	0	91	1232
16:30	10	20	465	20	0	515	0	13	447	22	0	482	0	36	10	19	0	65	0	53	8	12	0	73	1135
16:45	14	25	470	24	0	533	0	11	444	26	0	481	0	25	7	10	0	42	0	32	11	33	0	76	1132
Hourly Total	44	97	1959	81	2	2181	1	55	1854	111	0	2021	0	131	38	73	0	242	0	192	47	102	0	341	4785
17:00	19	24	459	29	0	531	0	16	467	40	0	523	0	33	13	15	0	61	0	48	10	20	0	78	1193
17:15	20	33	488	25	0	566	2	20	455	33	0	510	0	41	9	10	0	60	0	40	12	16	0	68	1204
17:30	7	33	486	26	0	552	0	19	438	46	0	503	0	33	10	10	0	53	0	37	8	28	0	73	1181
17:45	7	38	429	11	2	485	1	18	386	29	0	434	0	32	7	10	0	49	0	36	7	33	0	76	1044
Hourly Total	53	128	1862	91	2	2134	3	73	1746	148	0	1970	0	139	39	45	0	223	0	161	37	97	0	295	4622
18:00	4	25	389	11	1	429	1	19	436	30	0	486	0	29	11	12	0	52	0	38	6	38	0	82	1049
18:15	6	36	446	15	0	503	0	21	378	46	0	445	0	24	4	15	0	43	0	39	8	39	0	86	1077
18:30	8	37	387	14	0	446	0	14	370	30	0	414	0	29	16	15	0	60	0	50	3	22	0	75	995
18:45	7	29	394	30	0	460	0	17	337	35	0	389	0	31	7	12	0	50	0	43	13	22	0	78	977
Hourly Total	25	127	1616	70	1	1838	1	71	1521	141	0	1734	0	113	38	54	0	205	0	170	30	121	0	321	4098
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	8	26	355	20	0	409	0	8	287	29	0	324	0	24	13	13	0	50	0	35	9	37	0	81	864
20:15	13	23	324	14	3	374	2	12	369	14	0	397	0	24	9	11	0	44	0	26	10	28	2	64	879
20:30	5	10	359	17	0	391	1	10	290	11	0	312	0	27	3	5	0	35	0	21	16	35	0	72	810
20:45	4	7	349	23	0	383	0	13	258	13	0	284	0	23	3	10	0	36	0	29	5	26	0	60	763
Hourly Total	30	66	1387	74	3	1557	3	43	1204	67	0	1317	0	98	28	39	0	165	0	111	40	126	2	277	3316
Grand Total	301	1048	16989	806	29	19144	24	678	16830	1269	0	18801	0	1178	385	625	13	2188	0	1431	378	926	5	2735	42868
Approach %	1.6	5.5	88.7	4.2	-	-	0.1	3.6	89.5	6.7	-	-	0.0	53.8	17.6	28.6	-	-	0.0	52.3	13.8	33.9	-	-	-
Total %	0.7	2.4	39.6	1.9	-	44.7	0.1	1.6	39.3	3.0	-	43.9	0.0	2.7	0.9	1.5	-	5.1	0.0	3.3	0.9	2.2	-	6.4	-
Lights	299	1045	16842	801	-	18987	24	674	16680	1268	-	18646	0	1166	382	617	-	2165	0	1428	374	922	-	2724	42522
% Lights	99.3	99.7	99.1	99.4	-	99.2	100.0	99.4	99.1	99.9	-	99.2	-	99.0	99.2	98.7	-	98.9	-	99.8	98.9	99.6	-	99.6	99.2
Other Vehicles	2	3	147	5	-	157	0	4	150	1	-	155	0	12	3	8	-	23	0	3	4	4	-	11	346

% Other Vehicles	0.7	0.3	0.9	0.6	-	0.8	0.0	0.6	0.9	0.1	-	0.8	-	1.0	0.8	1.3	-	1.1	-	0.2	1.1	0.4	-	0.4	0.8
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	3.4	-	-	-	-	-	-	-	-	-	-	-	15.4	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	28	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	96.6	-	-	-	-	-	-	-	-	-	-	-	84.6	-	-	-	-	-	80.0	-	-

Count Name: US 98 at Crystal
Beach / Legendary Dr - Sat
Site Code:
Start Date: 06/17/2023
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	6	18	389	24	0	437	2	16	507	31	0	556	0	28	9	6	1	43	0	8	2	13	0	23	1059
9:15	6	19	386	26	1	437	1	21	509	25	0	556	0	33	5	16	0	54	0	12	12	15	1	39	1086
9:30	12	25	426	22	1	485	0	19	449	26	0	494	0	36	5	18	0	59	0	17	4	13	0	34	1072
9:45	10	29	424	27	2	490	0	24	487	30	0	541	0	47	11	16	0	74	0	20	5	12	0	37	1142
Total	34	91	1625	99	4	1849	3	80	1952	112	0	2147	0	144	30	56	1	230	0	57	23	53	1	133	4359
Approach %	1.8	4.9	87.9	5.4	-	-	0.1	3.7	90.9	5.2	-	-	0.0	62.6	13.0	24.3	-	-	0.0	42.9	17.3	39.8	-	-	-
Total %	0.8	2.1	37.3	2.3	-	42.4	0.1	1.8	44.8	2.6	-	49.3	0.0	3.3	0.7	1.3	-	5.3	0.0	1.3	0.5	1.2	-	3.1	-
PHF	0.708	0.784	0.954	0.917	-	0.943	0.375	0.833	0.959	0.903	-	0.965	0.000	0.766	0.682	0.778	-	0.777	0.000	0.713	0.479	0.883	-	0.853	0.954
Lights	34	91	1599	98	-	1822	3	79	1932	111	-	2125	0	142	30	55	-	227	0	57	23	52	-	132	4306
% Lights	100.0	100.0	98.4	99.0	-	98.5	100.0	98.8	99.0	99.1	-	99.0	-	98.6	100.0	98.2	-	98.7	-	100.0	100.0	98.1	-	99.2	98.8
Other Vehicles	0	0	26	1	-	27	0	1	20	1	-	22	0	2	0	1	-	3	0	0	0	1	-	1	53
% Other Vehicles	0.0	0.0	1.6	1.0	-	1.5	0.0	1.3	1.0	0.9	-	1.0	-	1.4	0.0	1.8	-	1.3	-	0.0	0.0	1.9	-	0.8	1.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	1	22	428	24	5	475	0	18	386	43	0	447	0	22	9	23	5	54	0	60	17	24	0	101	1077
14:15	1	23	528	23	1	575	2	15	443	42	0	502	0	20	7	20	1	47	0	59	16	31	0	106	1230
14:30	1	30	559	20	0	610	0	24	460	40	0	524	0	36	15	27	1	78	0	52	18	25	0	95	1307
14:45	6	39	506	26	5	577	1	15	450	34	0	500	0	29	11	19	4	59	0	50	14	24	0	88	1224
Total	9	114	2021	93	11	2237	3	72	1739	159	0	1973	0	107	42	89	11	238	0	221	65	104	0	390	4838
Approach %	0.4	5.1	90.3	4.2	-	-	0.2	3.6	88.1	8.1	-	-	0.0	45.0	17.6	37.4	-	-	0.0	56.7	16.7	26.7	-	-	-
Total %	0.2	2.4	41.8	1.9	-	46.2	0.1	1.5	35.9	3.3	-	40.8	0.0	2.2	0.9	1.8	-	4.9	0.0	4.6	1.3	2.1	-	8.1	-
PHF	0.375	0.731	0.904	0.894	-	0.917	0.375	0.750	0.945	0.924	-	0.941	0.000	0.743	0.700	0.824	-	0.763	0.000	0.921	0.903	0.839	-	0.920	0.925
Lights	9	113	2016	93	-	2231	3	72	1722	159	-	1956	0	106	42	88	-	236	0	221	64	104	-	389	4812
% Lights	100.0	99.1	99.8	100.0	-	99.7	100.0	100.0	99.0	100.0	-	99.1	-	99.1	100.0	98.9	-	99.2	-	100.0	98.5	100.0	-	99.7	99.5
Other Vehicles	0	1	5	0	-	6	0	0	17	0	-	17	0	1	0	1	-	2	0	0	1	0	-	1	26
% Other Vehicles	0.0	0.9	0.2	0.0	-	0.3	0.0	0.0	1.0	0.0	-	0.9	-	0.9	0.0	1.1	-	0.8	-	0.0	1.5	0.0	-	0.3	0.5
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	9.1	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	90.9	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



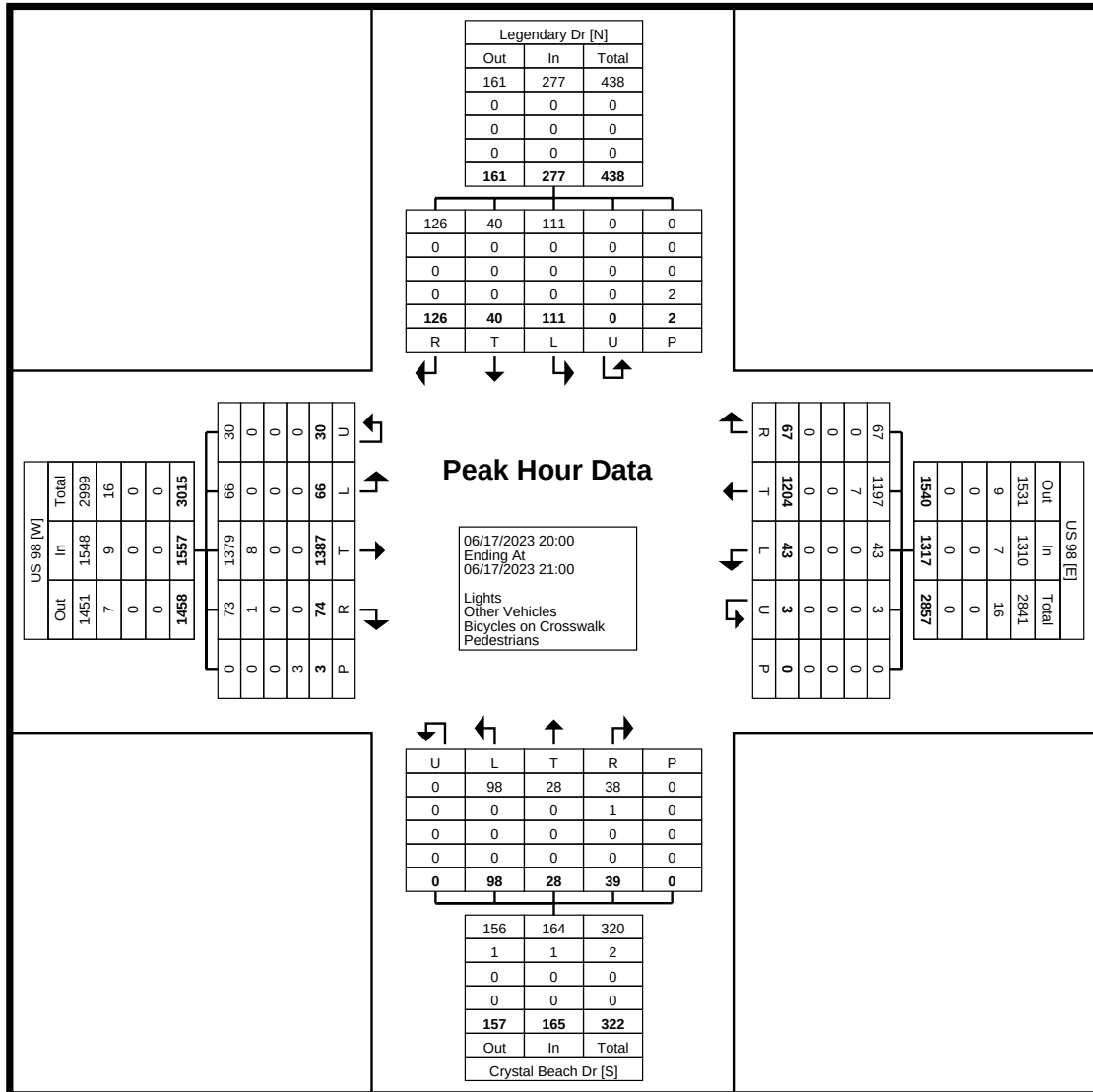
Count Name: US 98 at Crystal
Beach / Legendary Dr - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

[illegible]



Turning Movement Peak Hour Data (20:00)

Start Time	US 98 Eastbound						US 98 Westbound						Crystal Beach Dr Northbound						Legendary Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	8	26	355	20	0	409	0	8	287	29	0	324	0	24	13	13	0	50	0	35	9	37	0	81	864
20:15	13	23	324	14	3	374	2	12	369	14	0	397	0	24	9	11	0	44	0	26	10	28	2	64	879
20:30	5	10	359	17	0	391	1	10	290	11	0	312	0	27	3	5	0	35	0	21	16	35	0	72	810
20:45	4	7	349	23	0	383	0	13	258	13	0	284	0	23	3	10	0	36	0	29	5	26	0	60	763
Total	30	66	1387	74	3	1557	3	43	1204	67	0	1317	0	98	28	39	0	165	0	111	40	126	2	277	3316
Approach %	1.9	4.2	89.1	4.8	-	-	0.2	3.3	91.4	5.1	-	-	0.0	59.4	17.0	23.6	-	-	0.0	40.1	14.4	45.5	-	-	-
Total %	0.9	2.0	41.8	2.2	-	47.0	0.1	1.3	36.3	2.0	-	39.7	0.0	3.0	0.8	1.2	-	5.0	0.0	3.3	1.2	3.8	-	8.4	-
PHF	0.577	0.635	0.966	0.804	-	0.952	0.375	0.827	0.816	0.578	-	0.829	0.000	0.907	0.538	0.750	-	0.825	0.000	0.793	0.625	0.851	-	0.855	0.943
Lights	30	66	1379	73	-	1548	3	43	1197	67	-	1310	0	98	28	38	-	164	0	111	40	126	-	277	3299
% Lights	100.0	100.0	99.4	98.6	-	99.4	100.0	100.0	99.4	100.0	-	99.5	-	100.0	100.0	97.4	-	99.4	-	100.0	100.0	100.0	-	100.0	99.5
Other Vehicles	0	0	8	1	-	9	0	0	7	0	-	7	0	0	0	1	-	1	0	0	0	0	-	0	17
% Other Vehicles	0.0	0.0	0.6	1.4	-	0.6	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.0	2.6	-	0.6	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



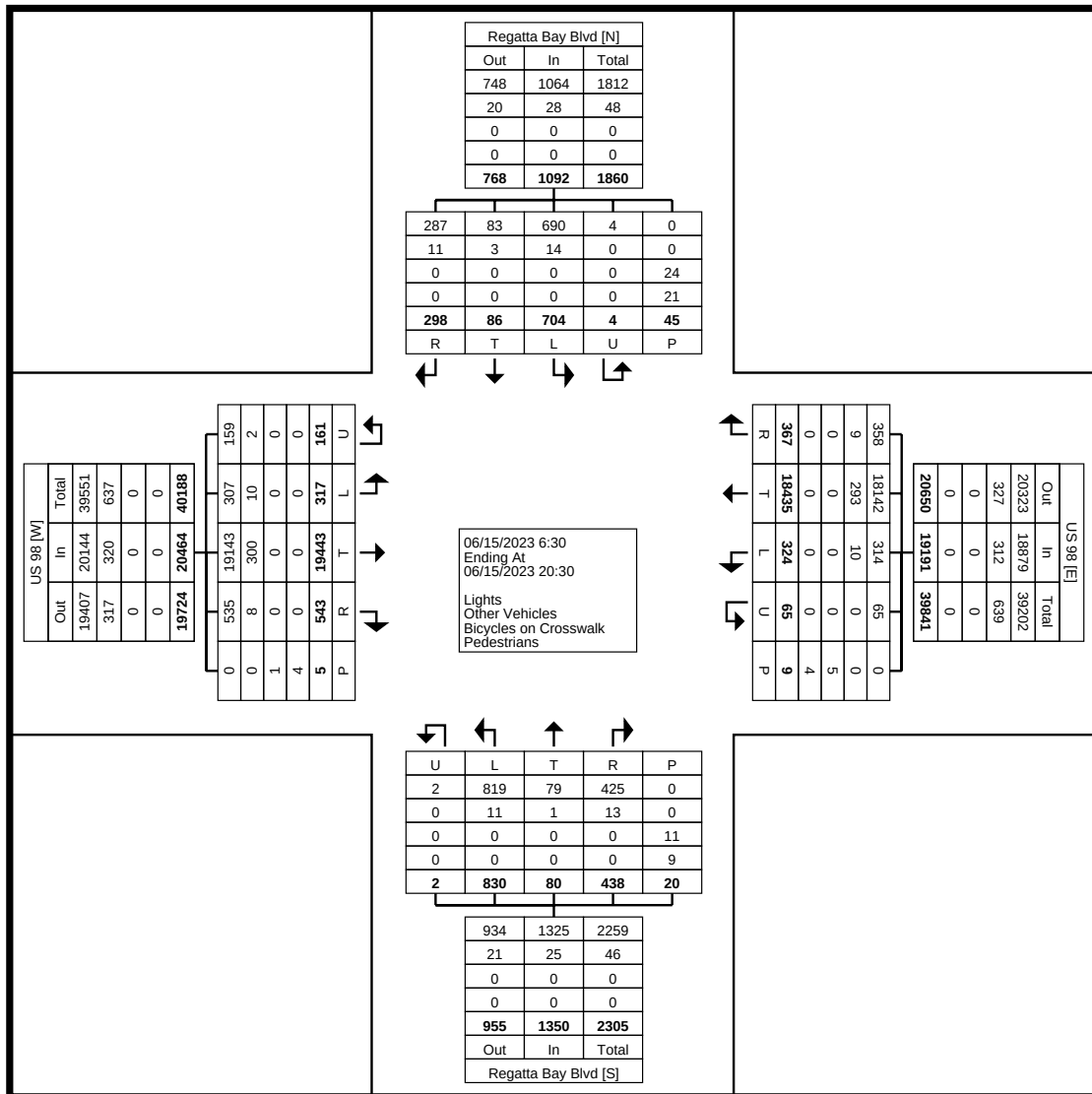
Turning Movement Peak Hour Data Plot (20:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	1	6	374	7	0	388	0	1	240	2	1	243	0	2	0	3	1	5	0	1	0	2	1	3	639
6:45	3	3	413	11	0	430	0	4	234	5	1	243	0	6	1	4	0	11	0	5	1	6	2	12	696
Hourly Total	4	9	787	18	0	818	0	5	474	7	2	486	0	8	1	7	1	16	0	6	1	8	3	15	1335
7:00	3	7	313	18	1	341	0	2	264	10	0	276	0	8	1	2	1	11	0	4	1	5	3	10	638
7:15	2	7	426	9	0	444	0	7	313	12	3	332	0	6	1	10	1	17	0	6	0	2	0	8	801
7:30	1	4	417	19	0	441	1	3	291	8	0	303	0	14	2	7	1	23	0	16	1	3	2	20	787
7:45	5	12	426	17	0	460	1	7	363	15	0	386	1	15	1	9	0	26	0	18	2	5	1	25	897
Hourly Total	11	30	1582	63	1	1686	2	19	1231	45	3	1297	1	43	5	28	3	77	0	44	4	15	6	63	3123
8:00	4	15	416	22	0	457	3	6	377	16	0	402	0	14	3	7	0	24	0	11	2	5	1	18	901
8:15	1	10	443	10	1	464	1	8	418	13	0	440	0	16	0	7	4	23	0	13	0	6	2	19	946
8:30	3	12	502	20	0	537	1	5	517	10	0	533	0	11	1	6	1	18	0	10	3	4	0	17	1105
8:45	5	19	485	26	0	535	1	9	467	13	0	490	0	23	3	11	0	37	0	16	3	4	0	23	1085
Hourly Total	13	56	1846	78	1	1993	6	28	1779	52	0	1865	0	64	7	31	5	102	0	50	8	19	3	77	4037
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	10	479	10	0	501	1	11	592	5	0	609	0	21	3	15	0	39	0	16	0	15	0	31	1180
11:15	10	3	453	13	0	479	2	14	566	11	1	593	0	28	1	13	0	42	0	20	5	13	0	38	1152
11:30	3	13	486	12	0	514	1	6	531	14	1	552	0	29	4	16	0	49	0	35	4	14	0	53	1168
11:45	8	12	562	8	0	590	1	7	574	6	0	588	0	20	1	19	2	40	0	24	2	13	0	39	1257
Hourly Total	23	38	1980	43	0	2084	5	38	2263	36	2	2342	0	98	9	63	2	170	0	95	11	55	0	161	4757
12:00	6	10	473	15	0	504	1	8	498	10	0	517	0	30	0	6	0	36	0	25	5	10	1	40	1097
12:15	7	7	514	17	0	545	3	6	562	11	0	582	0	30	2	12	0	44	0	21	4	8	0	33	1204
12:30	1	10	575	7	0	593	4	12	541	17	0	574	0	28	2	9	0	39	0	22	3	9	0	34	1240
12:45	4	15	555	13	0	587	8	11	517	12	0	548	0	32	3	9	0	44	0	17	1	14	0	32	1211
Hourly Total	18	42	2117	52	0	2229	16	37	2118	50	0	2221	0	120	7	36	0	163	0	85	13	41	1	139	4752
13:00	5	9	521	17	0	552	0	9	552	9	1	570	0	17	4	16	0	37	0	21	2	10	1	33	1192
13:15	2	14	570	17	1	603	0	8	542	15	0	565	0	29	2	16	0	47	0	26	3	3	3	32	1247
13:30	3	8	521	19	0	551	1	6	443	7	0	457	0	27	5	11	0	43	0	20	7	10	1	37	1088
13:45	4	7	538	7	2	556	5	15	398	5	0	423	1	28	2	9	0	40	0	20	3	11	5	34	1053
Hourly Total	14	38	2150	60	3	2262	6	38	1935	36	1	2015	1	101	13	52	0	167	0	87	15	34	10	136	4580
14:00	5	10	593	13	0	621	4	7	576	6	1	593	0	32	3	11	1	46	0	20	3	11	2	34	1294
14:15	1	4	545	14	0	564	3	15	588	10	0	616	0	17	3	16	0	36	0	22	4	8	1	34	1250
14:30	3	12	557	23	0	595	4	9	515	14	0	542	0	31	3	16	0	50	0	28	1	13	2	42	1229
14:45	7	10	590	9	0	616	2	13	421	9	0	445	0	26	3	12	1	41	0	35	3	7	1	45	1147
Hourly Total	16	36	2285	59	0	2396	13	44	2100	39	1	2196	0	106	12	55	2	173	0	105	11	39	6	155	4920
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	5	5	575	16	0	601	4	7	610	14	0	635	0	30	0	12	0	42	0	28	6	6	1	40	1318
16:15	7	10	581	12	0	610	6	9	604	11	0	630	0	31	2	12	1	45	0	38	2	5	4	45	1330
16:30	7	5	567	13	0	592	1	5	589	7	0	602	0	33	2	18	0	53	0	20	4	8	1	32	1279
16:45	6	7	553	14	0	580	0	5	594	14	0	613	0	23	3	8	0	34	0	24	1	6	4	31	1258
Hourly Total	25	27	2276	55	0	2383	11	26	2397	46	0	2480	0	117	7	50	1	174	0	110	13	25	10	148	5185
17:00	6	8	498	25	0	537	0	14	647	13	0	674	0	43	2	15	0	60	2	33	1	17	0	53	1324
17:15	8	8	436	16	0	468	0	8	582	14	0	604	0	22	3	22	0	47	0	29	2	5	4	36	1155
17:30	6	4	498	11	0	519	0	7	621	12	0	640	0	26	7	14	1	47	1	11	3	13	0	28	1234
17:45	6	3	484	10	0	503	0	9	663	8	0	680	0	27	5	17	2	49	1	19	1	7	1	28	1260
Hourly Total	26	23	1916	62	0	2027	0	38	2513	47	0	2598	0	118	17	68	3	203	4	92	7	42	5	145	4973
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	4	4	496	9	0	513	0	13	395	1	0	409	0	17	0	10	2	27	0	4	1	11	1	16	965
19:15	2	1	443	10	0	456	4	3	357	5	0	369	0	18	1	9	0	28	0	13	2	5	0	20	873
19:30	2	3	473	10	0	488	0	15	296	0	0	311	0	10	1	12	0	23	0	6	0	3	0	9	831
19:45	2	4	378	10	0	394	1	4	200	1	0	206	0	3	0	2	1	5	0	2	0	0	0	2	607
Hourly Total	10	12	1790	39	0	1851	5	35	1248	7	0	1295	0	48	2	33	3	83	0	25	3	19	1	47	3276
20:00	0	2	367	4	0	373	1	7	186	0	0	194	0	4	0	11	0	15	0	0	0	1	0	1	583
20:15	1	4	347	10	0	362	0	9	191	2	0	202	0	3	0	4	0	7	0	5	0	0	0	5	576
Grand Total	161	317	19443	543	5	20464	65	324	18435	367	9	19191	2	830	80	438	20	1350	4	704	86	298	45	1092	42097
Approach %	0.8	1.5	95.0	2.7	-	-	0.3	1.7	96.1	1.9	-	-	0.1	61.5	5.9	32.4	-	-	0.4	64.5	7.9	27.3	-	-	-
Total %	0.4	0.8	46.2	1.3	-	48.6	0.2	0.8	43.8	0.9	-	45.6	0.0	2.0	0.2	1.0	-	3.2	0.0	1.7	0.2	0.7	-	2.6	-
Lights	159	307	19143	535	-	20144	65	314	18142	358	-	18879	2	819	79	425	-	1325	4	690	83	287	-	1064	41412
% Lights	98.8	96.8	98.5	98.5	-	98.4	100.0	96.9	98.4	97.5	-	98.4	100.0	98.7	98.8	97.0	-	98.1	100.0	98.0	96.5	96.3	-	97.4	98.4
Other Vehicles	2	10	300	8	-	320	0	10	293	9	-	312	0	11	1	13	-	25	0	14	3	11	-	28	685

% Other Vehicles	1.2	3.2	1.5	1.5	-	1.6	0.0	3.1	1.6	2.5	-	1.6	0.0	1.3	1.3	3.0	-	1.9	0.0	2.0	3.5	3.7	-	2.6	1.6
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	24	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	55.6	-	-	-	-	-	55.0	-	-	-	-	-	53.3	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	44.4	-	-	-	-	-	45.0	-	-	-	-	-	46.7	-	-

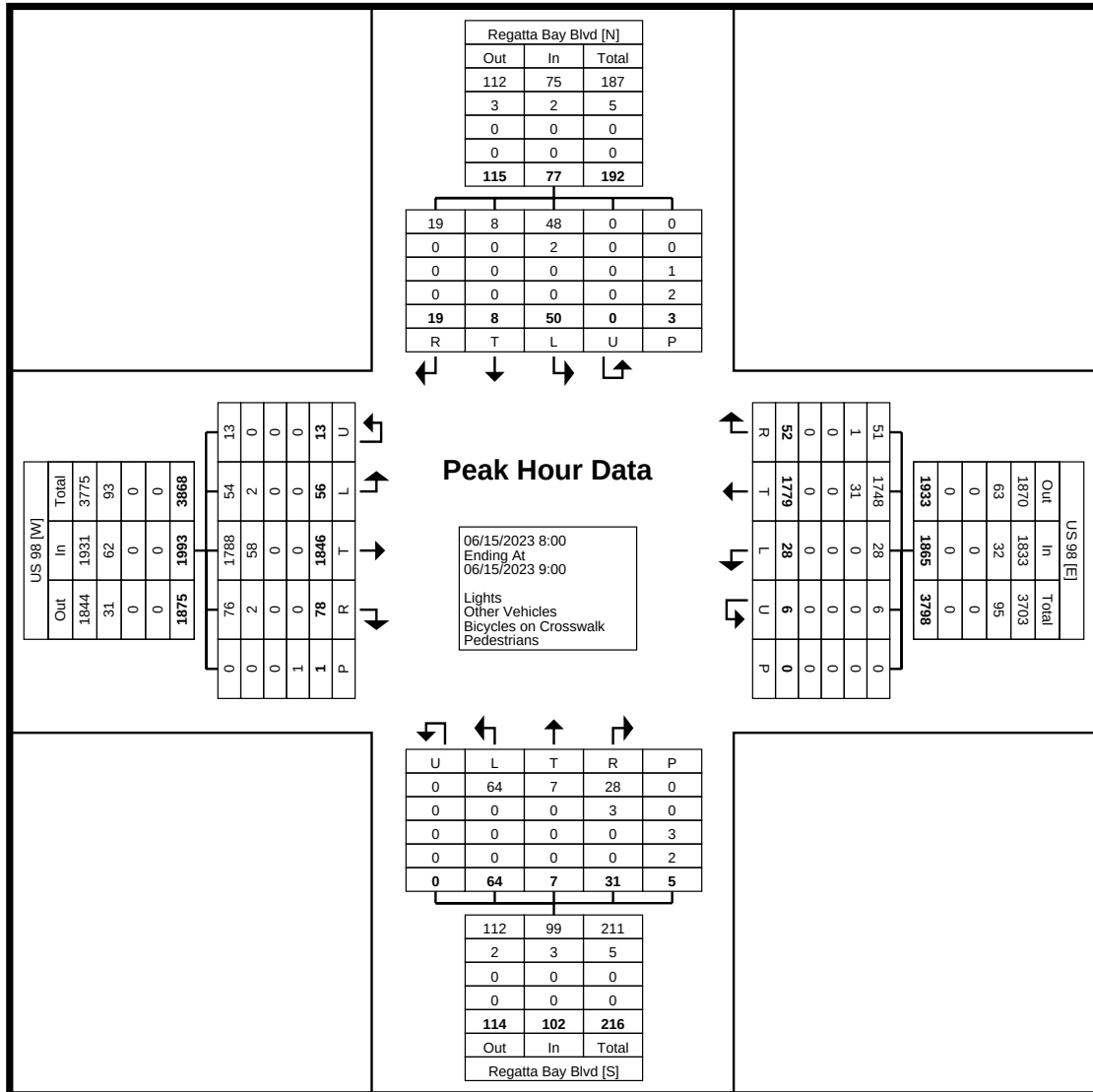
Count Name: US 98 at Regatta
Bay Dr - Thur
Site Code:
Start Date: 06/15/2023
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

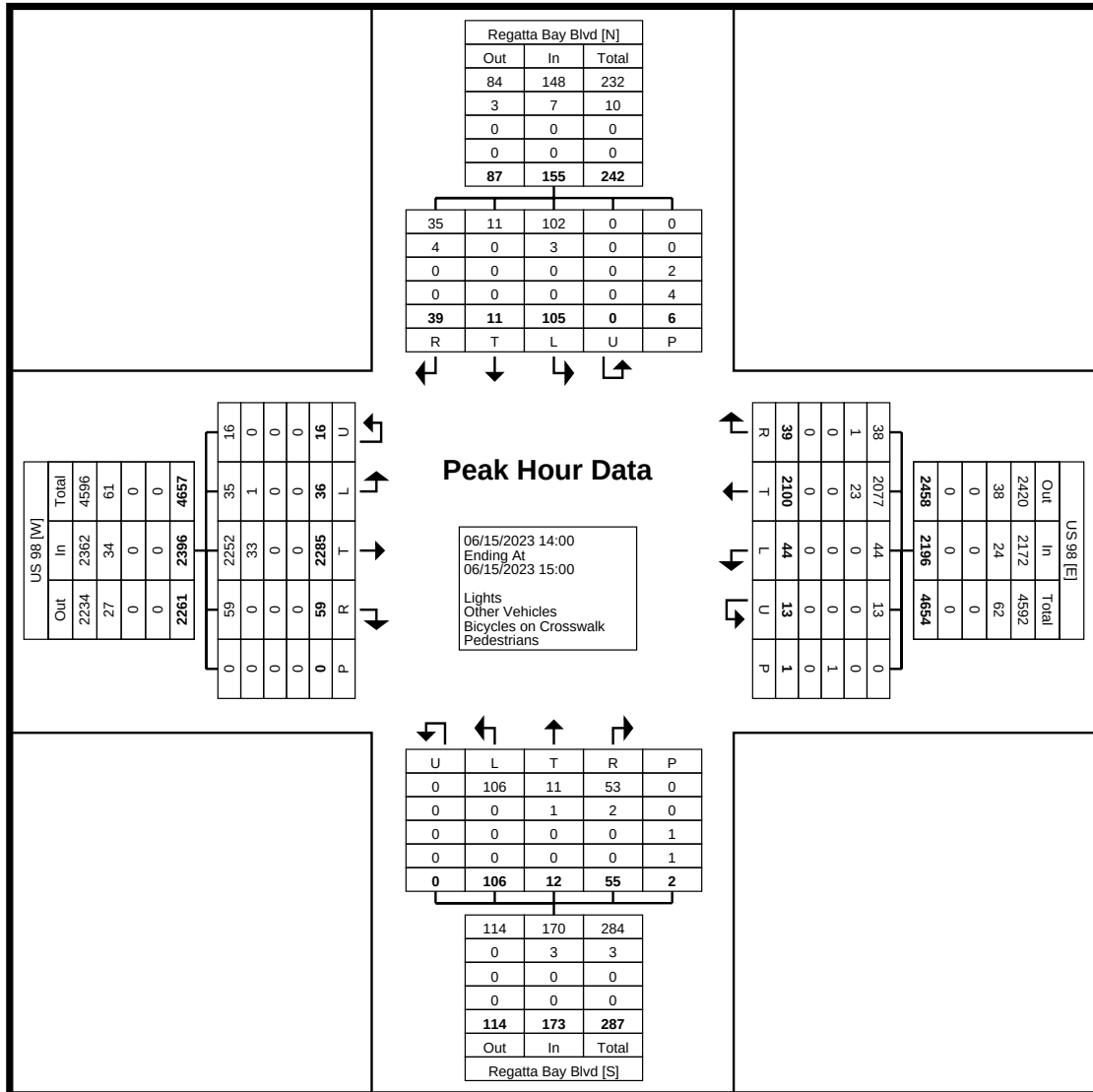
Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	4	15	416	22	0	457	3	6	377	16	0	402	0	14	3	7	0	24	0	11	2	5	1	18	901
8:15	1	10	443	10	1	464	1	8	418	13	0	440	0	16	0	7	4	23	0	13	0	6	2	19	946
8:30	3	12	502	20	0	537	1	5	517	10	0	533	0	11	1	6	1	18	0	10	3	4	0	17	1105
8:45	5	19	485	26	0	535	1	9	467	13	0	490	0	23	3	11	0	37	0	16	3	4	0	23	1085
Total	13	56	1846	78	1	1993	6	28	1779	52	0	1865	0	64	7	31	5	102	0	50	8	19	3	77	4037
Approach %	0.7	2.8	92.6	3.9	-	-	0.3	1.5	95.4	2.8	-	-	0.0	62.7	6.9	30.4	-	-	0.0	64.9	10.4	24.7	-	-	-
Total %	0.3	1.4	45.7	1.9	-	49.4	0.1	0.7	44.1	1.3	-	46.2	0.0	1.6	0.2	0.8	-	2.5	0.0	1.2	0.2	0.5	-	1.9	-
PHF	0.650	0.737	0.919	0.750	-	0.928	0.500	0.778	0.860	0.813	-	0.875	0.000	0.696	0.583	0.705	-	0.689	0.000	0.781	0.667	0.792	-	0.837	0.913
Lights	13	54	1788	76	-	1931	6	28	1748	51	-	1833	0	64	7	28	-	99	0	48	8	19	-	75	3938
% Lights	100.0	96.4	96.9	97.4	-	96.9	100.0	100.0	98.3	98.1	-	98.3	-	100.0	100.0	90.3	-	97.1	-	96.0	100.0	100.0	-	97.4	97.5
Other Vehicles	0	2	58	2	-	62	0	0	31	1	-	32	0	0	0	3	-	3	0	2	0	0	-	2	99
% Other Vehicles	0.0	3.6	3.1	2.6	-	3.1	0.0	0.0	1.7	1.9	-	1.7	-	0.0	0.0	9.7	-	2.9	-	4.0	0.0	0.0	-	2.6	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	60.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	40.0	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (14:00)

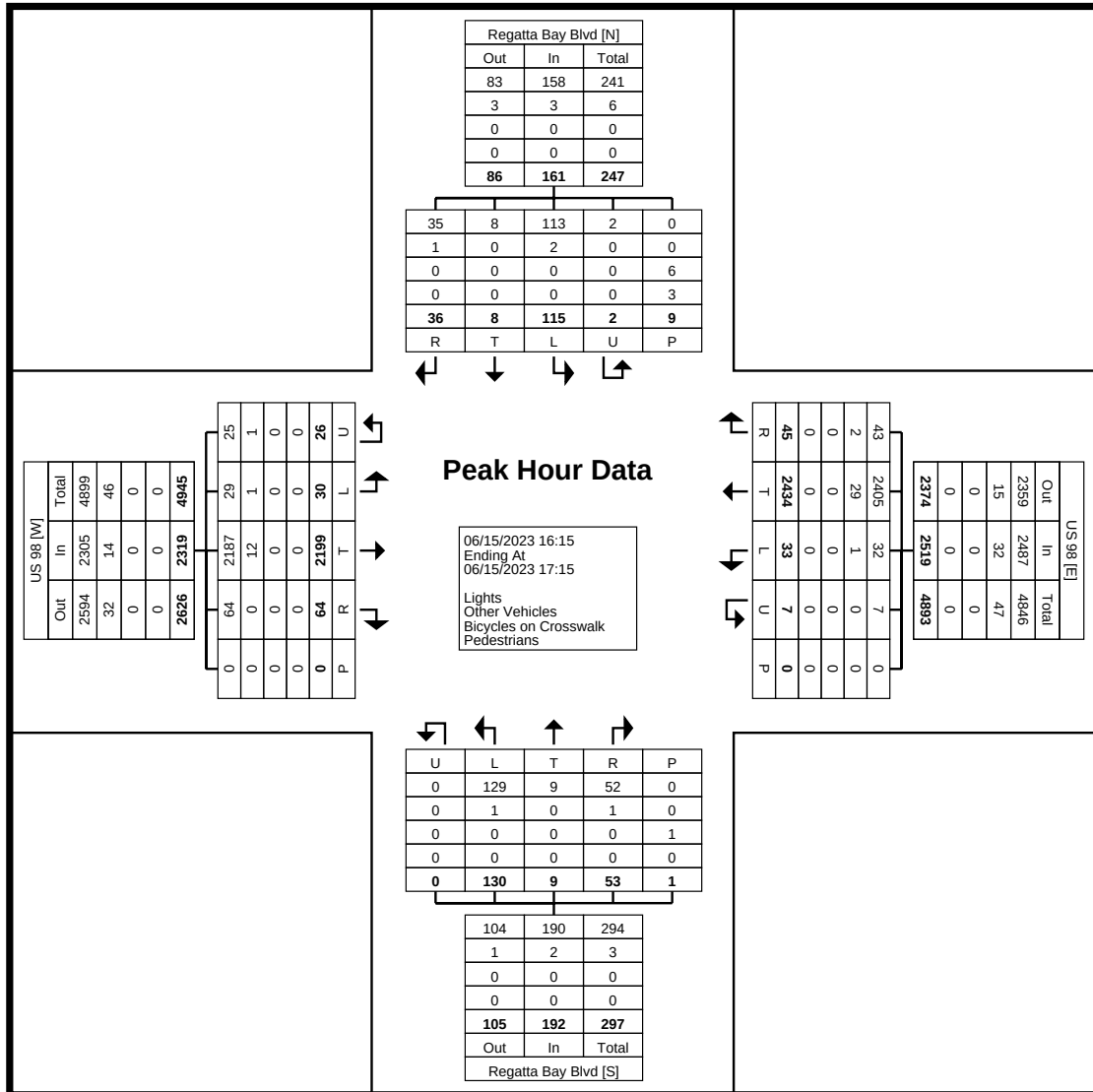
Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	5	10	593	13	0	621	4	7	576	6	1	593	0	32	3	11	1	46	0	20	3	11	2	34	1294
14:15	1	4	545	14	0	564	3	15	588	10	0	616	0	17	3	16	0	36	0	22	4	8	1	34	1250
14:30	3	12	557	23	0	595	4	9	515	14	0	542	0	31	3	16	0	50	0	28	1	13	2	42	1229
14:45	7	10	590	9	0	616	2	13	421	9	0	445	0	26	3	12	1	41	0	35	3	7	1	45	1147
Total	16	36	2285	59	0	2396	13	44	2100	39	1	2196	0	106	12	55	2	173	0	105	11	39	6	155	4920
Approach %	0.7	1.5	95.4	2.5	-	-	0.6	2.0	95.6	1.8	-	-	0.0	61.3	6.9	31.8	-	-	0.0	67.7	7.1	25.2	-	-	-
Total %	0.3	0.7	46.4	1.2	-	48.7	0.3	0.9	42.7	0.8	-	44.6	0.0	2.2	0.2	1.1	-	3.5	0.0	2.1	0.2	0.8	-	3.2	-
PHF	0.571	0.750	0.963	0.641	-	0.965	0.813	0.733	0.893	0.696	-	0.891	0.000	0.828	1.000	0.859	-	0.865	0.000	0.750	0.688	0.750	-	0.861	0.951
Lights	16	35	2252	59	-	2362	13	44	2077	38	-	2172	0	106	11	53	-	170	0	102	11	35	-	148	4852
% Lights	100.0	97.2	98.6	100.0	-	98.6	100.0	100.0	98.9	97.4	-	98.9	-	100.0	91.7	96.4	-	98.3	-	97.1	100.0	89.7	-	95.5	98.6
Other Vehicles	0	1	33	0	-	34	0	0	23	1	-	24	0	0	1	2	-	3	0	3	0	4	-	7	68
% Other Vehicles	0.0	2.8	1.4	0.0	-	1.4	0.0	0.0	1.1	2.6	-	1.1	-	0.0	8.3	3.6	-	1.7	-	2.9	0.0	10.3	-	4.5	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	66.7	-	-



Turning Movement Peak Hour Data Plot (14:00)

Turning Movement Peak Hour Data (16:15)

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:15	7	10	581	12	0	610	6	9	604	11	0	630	0	31	2	12	1	45	0	38	2	5	4	45	1330
16:30	7	5	567	13	0	592	1	5	589	7	0	602	0	33	2	18	0	53	0	20	4	8	1	32	1279
16:45	6	7	553	14	0	580	0	5	594	14	0	613	0	23	3	8	0	34	0	24	1	6	4	31	1258
17:00	6	8	498	25	0	537	0	14	647	13	0	674	0	43	2	15	0	60	2	33	1	17	0	53	1324
Total	26	30	2199	64	0	2319	7	33	2434	45	0	2519	0	130	9	53	1	192	2	115	8	36	9	161	5191
Approach %	1.1	1.3	94.8	2.8	-	-	0.3	1.3	96.6	1.8	-	-	0.0	67.7	4.7	27.6	-	-	1.2	71.4	5.0	22.4	-	-	-
Total %	0.5	0.6	42.4	1.2	-	44.7	0.1	0.6	46.9	0.9	-	48.5	0.0	2.5	0.2	1.0	-	3.7	0.0	2.2	0.2	0.7	-	3.1	-
PHF	0.929	0.750	0.946	0.640	-	0.950	0.292	0.589	0.940	0.804	-	0.934	0.000	0.756	0.750	0.736	-	0.800	0.250	0.757	0.500	0.529	-	0.759	0.976
Lights	25	29	2187	64	-	2305	7	32	2405	43	-	2487	0	129	9	52	-	190	2	113	8	35	-	158	5140
% Lights	96.2	96.7	99.5	100.0	-	99.4	100.0	97.0	98.8	95.6	-	98.7	-	99.2	100.0	98.1	-	99.0	100.0	98.3	100.0	97.2	-	98.1	99.0
Other Vehicles	1	1	12	0	-	14	0	1	29	2	-	32	0	1	0	1	-	2	0	2	0	1	-	3	51
% Other Vehicles	3.8	3.3	0.5	0.0	-	0.6	0.0	3.0	1.2	4.4	-	1.3	-	0.8	0.0	1.9	-	1.0	0.0	1.7	0.0	2.8	-	1.9	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-



Turning Movement Peak Hour Data Plot (16:15)

Turning Movement Peak Hour Data (19:00)

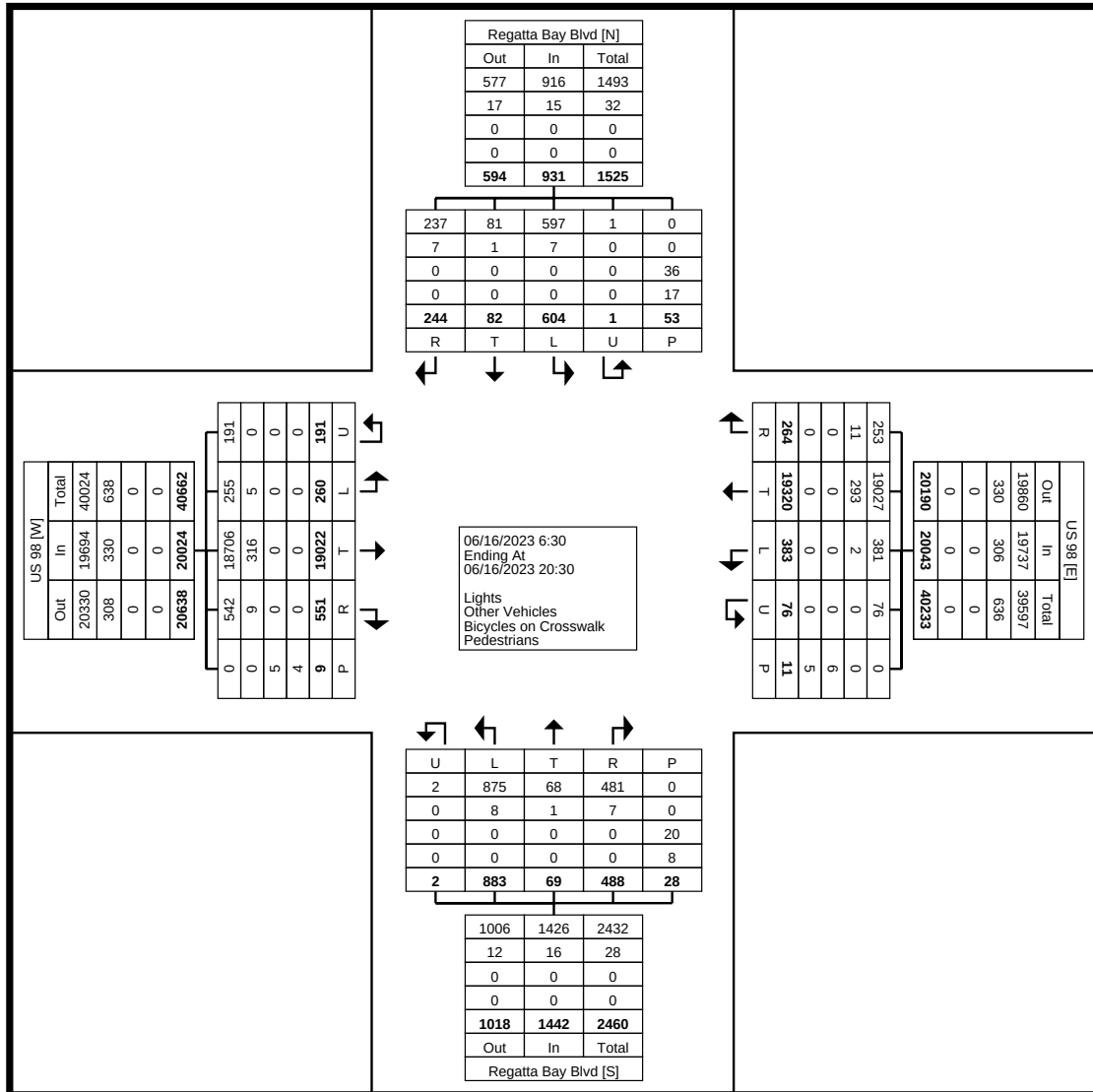
Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	4	4	496	9	0	513	0	13	395	1	0	409	0	17	0	10	2	27	0	4	1	11	1	16	965
19:15	2	1	443	10	0	456	4	3	357	5	0	369	0	18	1	9	0	28	0	13	2	5	0	20	873
19:30	2	3	473	10	0	488	0	15	296	0	0	311	0	10	1	12	0	23	0	6	0	3	0	9	831
19:45	2	4	378	10	0	394	1	4	200	1	0	206	0	3	0	2	1	5	0	2	0	0	0	2	607
Total	10	12	1790	39	0	1851	5	35	1248	7	0	1295	0	48	2	33	3	83	0	25	3	19	1	47	3276
Approach %	0.5	0.6	96.7	2.1	-	-	0.4	2.7	96.4	0.5	-	-	0.0	57.8	2.4	39.8	-	-	0.0	53.2	6.4	40.4	-	-	-
Total %	0.3	0.4	54.6	1.2	-	56.5	0.2	1.1	38.1	0.2	-	39.5	0.0	1.5	0.1	1.0	-	2.5	0.0	0.8	0.1	0.6	-	1.4	-
PHF	0.625	0.750	0.902	0.975	-	0.902	0.313	0.583	0.790	0.350	-	0.792	0.000	0.667	0.500	0.688	-	0.741	0.000	0.481	0.375	0.432	-	0.588	0.849
Lights	10	12	1785	39	-	1846	5	35	1242	7	-	1289	0	48	2	33	-	83	0	25	3	19	-	47	3265
% Lights	100.0	100.0	99.7	100.0	-	99.7	100.0	100.0	99.5	100.0	-	99.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.7
Other Vehicles	0	0	5	0	-	5	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	11
% Other Vehicles	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	1	2	396	9	0	408	0	2	200	0	0	202	0	9	0	2	0	11	0	2	0	2	1	4	625
6:45	3	4	340	10	0	357	0	1	259	3	0	263	0	8	0	6	1	14	0	1	0	3	1	4	638
Hourly Total	4	6	736	19	0	765	0	3	459	3	0	465	0	17	0	8	1	25	0	3	0	5	2	8	1263
7:00	0	7	317	11	0	335	0	3	261	2	0	266	0	11	0	5	0	16	0	3	0	4	2	7	624
7:15	4	7	326	20	0	357	1	4	316	10	2	331	0	9	1	6	3	16	0	4	1	4	2	9	713
7:30	0	6	453	15	0	474	1	8	309	7	0	325	0	15	1	5	0	21	0	15	2	6	0	23	843
7:45	1	1	457	14	2	473	2	6	379	8	0	395	0	14	1	15	1	30	0	8	1	7	3	16	914
Hourly Total	5	21	1553	60	2	1639	4	21	1265	27	2	1317	0	49	3	31	4	83	0	30	4	21	7	55	3094
8:00	2	10	453	17	0	482	0	5	387	14	0	406	0	13	1	12	1	26	0	18	0	5	3	23	937
8:15	2	13	472	14	2	501	0	2	404	11	0	417	0	19	1	5	2	25	0	15	1	7	4	23	966
8:30	5	13	501	11	0	530	3	6	455	7	0	471	0	18	4	12	1	34	0	14	0	3	0	17	1052
8:45	3	9	473	24	0	509	3	9	460	12	0	484	0	11	1	15	1	27	0	13	4	5	1	22	1042
Hourly Total	12	45	1899	66	2	2022	6	22	1706	44	0	1778	0	61	7	44	5	112	0	60	5	20	8	85	3997
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	4	4	480	15	0	503	1	9	516	7	0	533	0	14	2	13	0	29	0	17	2	7	1	26	1091
11:15	2	5	442	13	0	462	3	10	522	6	0	541	0	28	1	15	0	44	0	19	0	11	0	30	1077
11:30	16	6	447	11	0	480	1	7	590	4	0	602	0	27	4	17	0	48	0	14	3	4	0	21	1151
11:45	3	6	475	7	0	491	2	10	557	11	0	580	0	25	2	16	0	43	0	16	3	5	0	24	1138
Hourly Total	25	21	1844	46	0	1936	7	36	2185	28	0	2256	0	94	9	61	0	164	0	66	8	27	1	101	4457
12:00	8	9	482	17	0	516	4	9	583	3	0	599	1	24	1	17	0	43	0	19	3	8	1	30	1188
12:15	14	6	472	18	0	510	4	13	549	6	0	572	0	22	0	16	0	38	0	21	2	8	0	31	1151
12:30	5	8	498	15	0	526	4	11	586	16	1	617	0	27	1	13	1	41	0	20	1	10	2	31	1215
12:45	6	11	512	20	0	549	2	16	601	8	0	627	0	21	1	17	0	39	0	26	0	8	0	34	1249
Hourly Total	33	34	1964	70	0	2101	14	49	2319	33	1	2415	1	94	3	63	1	161	0	86	6	34	3	126	4803
13:00	11	13	532	10	0	566	1	10	575	7	0	593	0	27	2	9	0	38	0	15	3	7	0	25	1222
13:15	11	6	546	19	0	582	1	19	549	10	0	579	0	28	2	21	1	51	0	28	4	9	2	41	1253
13:30	5	7	459	12	0	483	4	16	595	8	1	623	0	34	7	14	1	55	0	15	3	5	1	23	1184
13:45	6	14	566	14	0	600	1	10	587	9	2	607	0	27	3	11	0	41	0	21	3	8	3	32	1280
Hourly Total	33	40	2103	55	0	2231	7	55	2306	34	3	2402	0	116	14	55	2	185	0	79	13	29	6	121	4939
14:00	6	2	521	14	0	543	2	17	590	11	2	620	0	25	3	16	2	44	0	25	3	11	1	39	1246
14:15	6	7	539	20	1	572	5	12	574	5	0	596	0	36	0	14	0	50	0	23	1	5	1	29	1247
14:30	4	10	539	13	2	566	4	17	555	8	2	584	0	22	2	13	1	37	0	21	2	16	4	39	1226
14:45	4	10	502	15	0	531	5	13	592	9	0	619	0	29	2	10	0	41	0	22	6	7	1	35	1226
Hourly Total	20	29	2101	62	3	2212	16	59	2311	33	4	2419	0	112	7	53	3	172	0	91	12	39	7	142	4945
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	8	3	560	16	0	587	1	6	545	2	0	554	0	31	0	14	2	45	1	16	2	6	3	25	1211
16:15	5	8	540	15	0	568	8	16	555	10	0	589	0	24	3	9	0	36	0	15	8	7	0	30	1223
16:30	8	3	497	13	0	521	1	16	578	5	0	600	0	28	3	12	0	43	0	12	4	10	1	26	1190
16:45	2	9	541	8	1	560	0	6	548	5	0	559	0	33	2	14	1	49	0	27	3	6	2	36	1204
Hourly Total	23	23	2138	52	1	2236	10	44	2226	22	0	2302	0	116	8	49	3	173	1	70	17	29	6	117	4828
17:00	5	4	491	7	0	507	0	18	595	8	0	621	0	25	4	16	0	45	0	27	3	5	2	35	1208
17:15	3	3	540	18	0	564	1	11	600	4	0	616	0	31	1	7	3	39	0	20	0	6	3	26	1245
17:30	1	5	520	11	1	537	2	12	603	4	0	621	0	28	3	10	1	41	0	17	5	7	3	29	1228
17:45	5	4	583	12	0	604	3	11	541	6	0	561	0	29	4	15	3	48	0	16	5	7	3	28	1241
Hourly Total	14	16	2134	48	1	2212	6	52	2339	22	0	2419	0	113	12	48	7	173	0	80	13	25	11	118	4922
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	3	12	446	12	0	473	1	8	403	3	0	415	0	23	2	11	0	36	0	6	1	4	0	11	935
19:15	2	3	421	16	0	442	2	11	379	1	0	393	1	18	1	17	0	37	0	6	1	1	0	8	880
19:30	4	2	405	13	0	424	0	9	373	3	1	385	0	21	1	13	2	35	0	4	1	1	0	6	850
19:45	3	4	413	5	0	425	0	6	394	0	0	400	0	20	1	8	0	29	0	7	1	3	0	11	865
Hourly Total	12	21	1685	46	0	1764	3	34	1549	7	1	1593	1	82	5	49	2	137	0	23	4	9	0	36	3530
20:00	3	1	440	16	0	460	3	3	344	3	0	353	0	14	0	13	0	27	0	7	0	3	2	10	850
20:15	7	3	425	11	0	446	0	5	311	8	0	324	0	15	1	14	0	30	0	9	0	3	0	12	812
Grand Total	191	260	19022	551	9	20024	76	383	19320	264	11	20043	2	883	69	488	28	1442	1	604	82	244	53	931	42440
Approach %	1.0	1.3	95.0	2.8	-	-	0.4	1.9	96.4	1.3	-	-	0.1	61.2	4.8	33.8	-	-	0.1	64.9	8.8	26.2	-	-	-
Total %	0.5	0.6	44.8	1.3	-	47.2	0.2	0.9	45.5	0.6	-	47.2	0.0	2.1	0.2	1.1	-	3.4	0.0	1.4	0.2	0.6	-	2.2	-
Lights	191	255	18706	542	-	19694	76	381	19027	253	-	19737	2	875	68	481	-	1426	1	597	81	237	-	916	41773
% Lights	100.0	98.1	98.3	98.4	-	98.4	100.0	99.5	98.5	95.8	-	98.5	100.0	99.1	98.6	98.6	-	98.9	100.0	98.8	98.8	97.1	-	98.4	98.4
Other Vehicles	0	5	316	9	-	330	0	2	293	11	-	306	0	8	1	7	-	16	0	7	1	7	-	15	667

% Other Vehicles	0.0	1.9	1.7	1.6	-	1.6	0.0	0.5	1.5	4.2	-	1.5	0.0	0.9	1.4	1.4	-	1.1	0.0	1.2	1.2	2.9	-	1.6	1.6
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	20	-	-	-	-	-	36	-	-
% Bicycles on Crosswalk	-	-	-	-	55.6	-	-	-	-	-	54.5	-	-	-	-	-	71.4	-	-	-	-	-	67.9	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	44.4	-	-	-	-	-	45.5	-	-	-	-	-	28.6	-	-	-	-	-	32.1	-	-



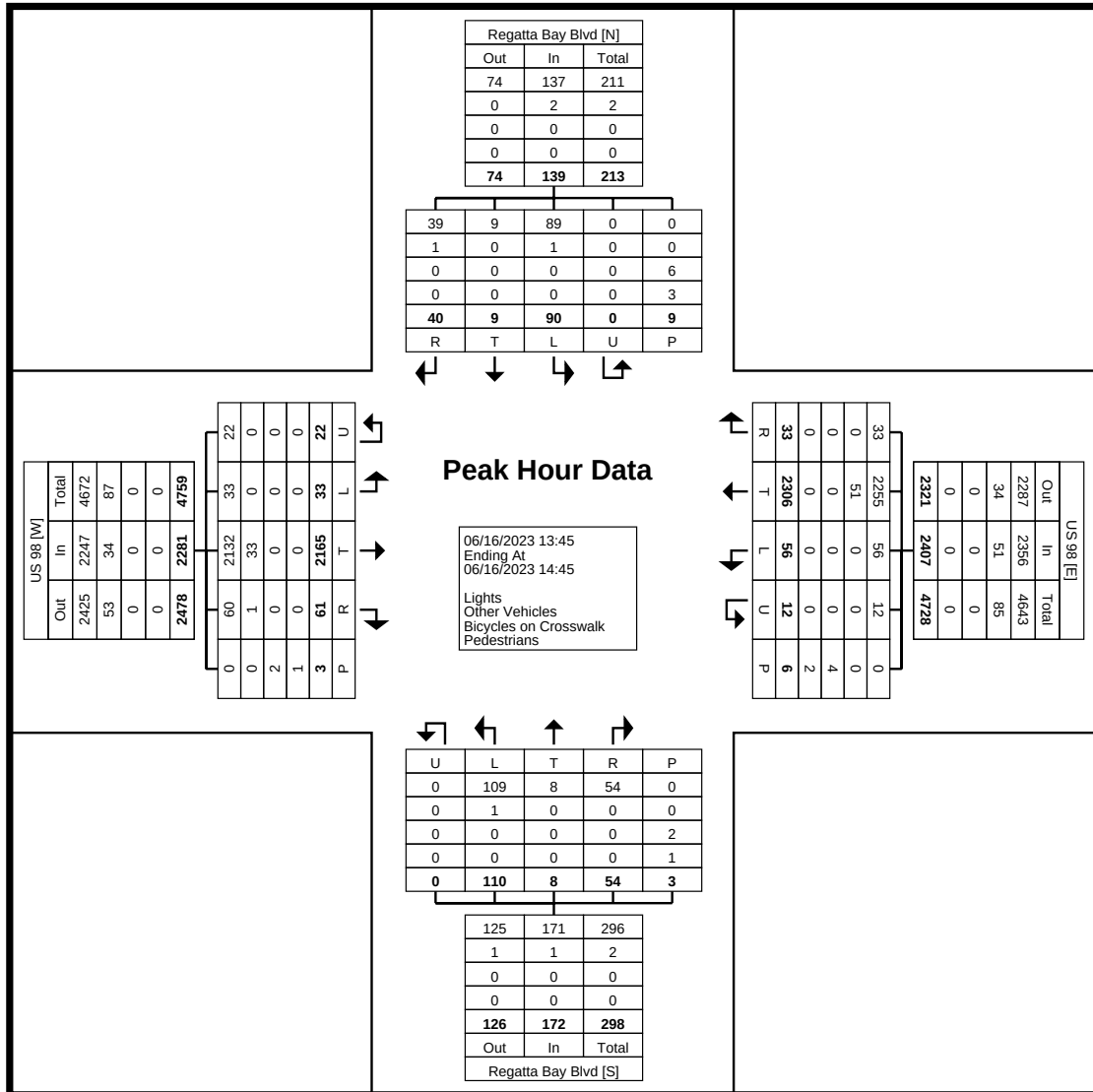
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	2	10	453	17	0	482	0	5	387	14	0	406	0	13	1	12	1	26	0	18	0	5	3	23	937
8:15	2	13	472	14	2	501	0	2	404	11	0	417	0	19	1	5	2	25	0	15	1	7	4	23	966
8:30	5	13	501	11	0	530	3	6	455	7	0	471	0	18	4	12	1	34	0	14	0	3	0	17	1052
8:45	3	9	473	24	0	509	3	9	460	12	0	484	0	11	1	15	1	27	0	13	4	5	1	22	1042
Total	12	45	1899	66	2	2022	6	22	1706	44	0	1778	0	61	7	44	5	112	0	60	5	20	8	85	3997
Approach %	0.6	2.2	93.9	3.3	-	-	0.3	1.2	96.0	2.5	-	-	0.0	54.5	6.3	39.3	-	-	0.0	70.6	5.9	23.5	-	-	-
Total %	0.3	1.1	47.5	1.7	-	50.6	0.2	0.6	42.7	1.1	-	44.5	0.0	1.5	0.2	1.1	-	2.8	0.0	1.5	0.1	0.5	-	2.1	-
PHF	0.600	0.865	0.948	0.688	-	0.954	0.500	0.611	0.927	0.786	-	0.918	0.000	0.803	0.438	0.733	-	0.824	0.000	0.833	0.313	0.714	-	0.924	0.950
Lights	12	43	1852	65	-	1972	6	22	1685	41	-	1754	0	61	7	44	-	112	0	60	5	20	-	85	3923
% Lights	100.0	95.6	97.5	98.5	-	97.5	100.0	100.0	98.8	93.2	-	98.7	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.1
Other Vehicles	0	2	47	1	-	50	0	0	21	3	-	24	0	0	0	0	-	0	0	0	0	0	-	0	74
% Other Vehicles	0.0	4.4	2.5	1.5	-	2.5	0.0	0.0	1.2	6.8	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.9
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-	-	-	-	62.5	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-	-	-	37.5	-	-



Turning Movement Peak Hour Data (13:45)

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:45	6	14	566	14	0	600	1	10	587	9	2	607	0	27	3	11	0	41	0	21	3	8	3	32	1280
14:00	6	2	521	14	0	543	2	17	590	11	2	620	0	25	3	16	2	44	0	25	3	11	1	39	1246
14:15	6	7	539	20	1	572	5	12	574	5	0	596	0	36	0	14	0	50	0	23	1	5	1	29	1247
14:30	4	10	539	13	2	566	4	17	555	8	2	584	0	22	2	13	1	37	0	21	2	16	4	39	1226
Total	22	33	2165	61	3	2281	12	56	2306	33	6	2407	0	110	8	54	3	172	0	90	9	40	9	139	4999
Approach %	1.0	1.4	94.9	2.7	-	-	0.5	2.3	95.8	1.4	-	-	0.0	64.0	4.7	31.4	-	-	0.0	64.7	6.5	28.8	-	-	-
Total %	0.4	0.7	43.3	1.2	-	45.6	0.2	1.1	46.1	0.7	-	48.1	0.0	2.2	0.2	1.1	-	3.4	0.0	1.8	0.2	0.8	-	2.8	-
PHF	0.917	0.589	0.956	0.763	-	0.950	0.600	0.824	0.977	0.750	-	0.971	0.000	0.764	0.667	0.844	-	0.860	0.000	0.900	0.750	0.625	-	0.891	0.976
Lights	22	33	2132	60	-	2247	12	56	2255	33	-	2356	0	109	8	54	-	171	0	89	9	39	-	137	4911
% Lights	100.0	100.0	98.5	98.4	-	98.5	100.0	100.0	97.8	100.0	-	97.9	-	99.1	100.0	100.0	-	99.4	-	98.9	100.0	97.5	-	98.6	98.2
Other Vehicles	0	0	33	1	-	34	0	0	51	0	-	51	0	1	0	0	-	1	0	1	0	1	-	2	88
% Other Vehicles	0.0	0.0	1.5	1.6	-	1.5	0.0	0.0	2.2	0.0	-	2.1	-	0.9	0.0	0.0	-	0.6	-	1.1	0.0	2.5	-	1.4	1.8
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	66.7	-	-	-	-	-	66.7	-	-	-	-	-	66.7	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	33.3	-	-	-	-	-	33.3	-	-	-	-	-	33.3	-	-	-	-	-	33.3	-	-



Turning Movement Peak Hour Data Plot (13:45)

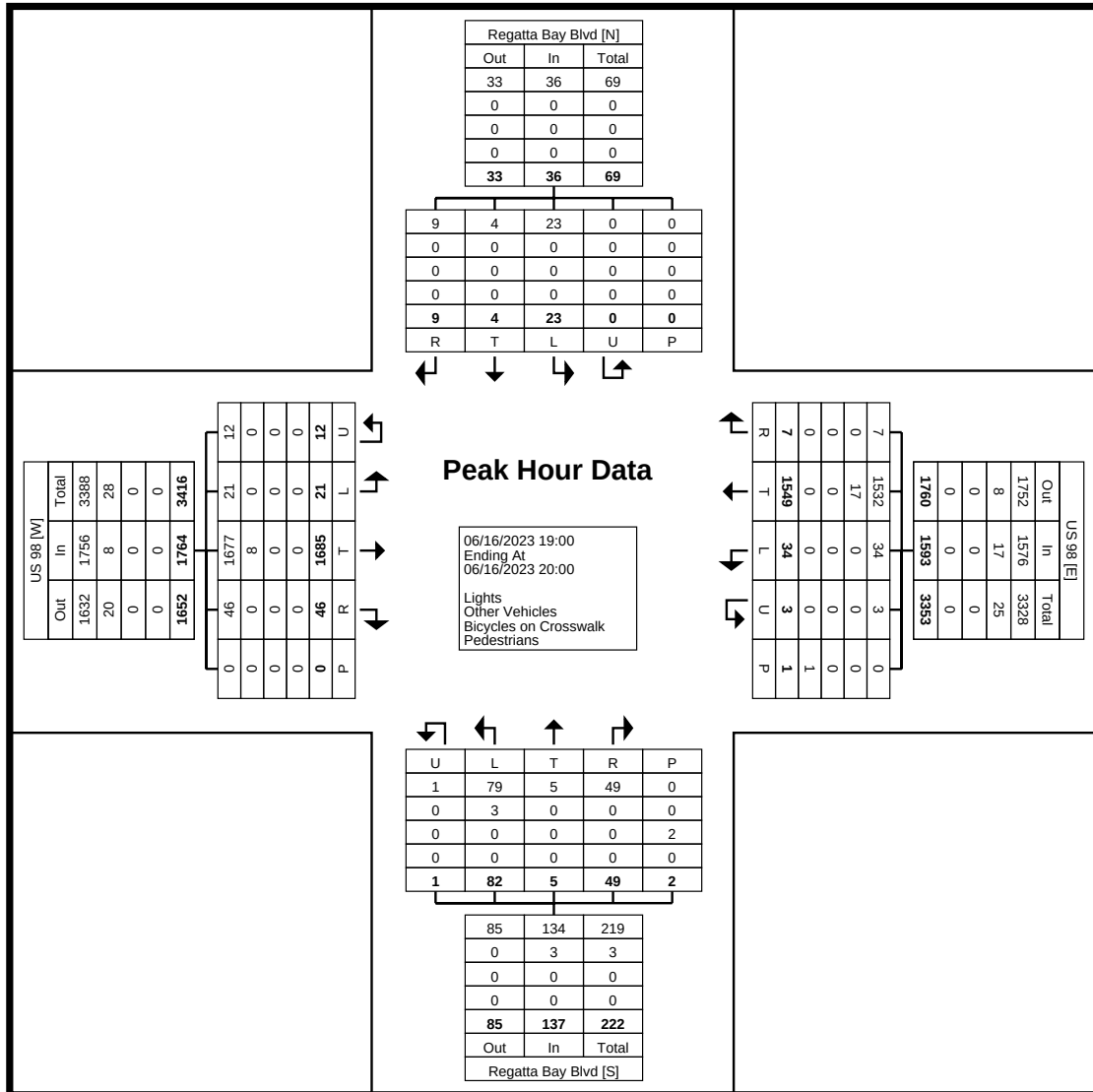
Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	5	4	491	7	0	507	0	18	595	8	0	621	0	25	4	16	0	45	0	27	3	5	2	35	1208
17:15	3	3	540	18	0	564	1	11	600	4	0	616	0	31	1	7	3	39	0	20	0	6	3	26	1245
17:30	1	5	520	11	1	537	2	12	603	4	0	621	0	28	3	10	1	41	0	17	5	7	3	29	1228
17:45	5	4	583	12	0	604	3	11	541	6	0	561	0	29	4	15	3	48	0	16	5	7	3	28	1241
Total	14	16	2134	48	1	2212	6	52	2339	22	0	2419	0	113	12	48	7	173	0	80	13	25	11	118	4922
Approach %	0.6	0.7	96.5	2.2	-	-	0.2	2.1	96.7	0.9	-	-	0.0	65.3	6.9	27.7	-	-	0.0	67.8	11.0	21.2	-	-	-
Total %	0.3	0.3	43.4	1.0	-	44.9	0.1	1.1	47.5	0.4	-	49.1	0.0	2.3	0.2	1.0	-	3.5	0.0	1.6	0.3	0.5	-	2.4	-
PHF	0.700	0.800	0.915	0.667	-	0.916	0.500	0.722	0.970	0.688	-	0.974	0.000	0.911	0.750	0.750	-	0.901	0.000	0.741	0.650	0.893	-	0.843	0.988
Lights	14	16	2106	47	-	2183	6	52	2316	21	-	2395	0	113	11	48	-	172	0	80	13	25	-	118	4868
% Lights	100.0	100.0	98.7	97.9	-	98.7	100.0	100.0	99.0	95.5	-	99.0	-	100.0	91.7	100.0	-	99.4	-	100.0	100.0	100.0	-	100.0	98.9
Other Vehicles	0	0	28	1	-	29	0	0	23	1	-	24	0	0	1	0	-	1	0	0	0	0	-	0	54
% Other Vehicles	0.0	0.0	1.3	2.1	-	1.3	0.0	0.0	1.0	4.5	-	1.0	-	0.0	8.3	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	1.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	71.4	-	-	-	-	-	72.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	28.6	-	-	-	-	-	27.3	-	-



Turning Movement Peak Hour Data (19:00)

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Blvd Northbound						Regatta Bay Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	3	12	446	12	0	473	1	8	403	3	0	415	0	23	2	11	0	36	0	6	1	4	0	11	935
19:15	2	3	421	16	0	442	2	11	379	1	0	393	1	18	1	17	0	37	0	6	1	1	0	8	880
19:30	4	2	405	13	0	424	0	9	373	3	1	385	0	21	1	13	2	35	0	4	1	1	0	6	850
19:45	3	4	413	5	0	425	0	6	394	0	0	400	0	20	1	8	0	29	0	7	1	3	0	11	865
Total	12	21	1685	46	0	1764	3	34	1549	7	1	1593	1	82	5	49	2	137	0	23	4	9	0	36	3530
Approach %	0.7	1.2	95.5	2.6	-	-	0.2	2.1	97.2	0.4	-	-	0.7	59.9	3.6	35.8	-	-	0.0	63.9	11.1	25.0	-	-	-
Total %	0.3	0.6	47.7	1.3	-	50.0	0.1	1.0	43.9	0.2	-	45.1	0.0	2.3	0.1	1.4	-	3.9	0.0	0.7	0.1	0.3	-	1.0	-
PHF	0.750	0.438	0.945	0.719	-	0.932	0.375	0.773	0.961	0.583	-	0.960	0.250	0.891	0.625	0.721	-	0.926	0.000	0.821	1.000	0.563	-	0.818	0.944
Lights	12	21	1677	46	-	1756	3	34	1532	7	-	1576	1	79	5	49	-	134	0	23	4	9	-	36	3502
% Lights	100.0	100.0	99.5	100.0	-	99.5	100.0	100.0	98.9	100.0	-	98.9	100.0	96.3	100.0	100.0	-	97.8	-	100.0	100.0	100.0	-	100.0	99.2
Other Vehicles	0	0	8	0	-	8	0	0	17	0	-	17	0	3	0	0	-	3	0	0	0	0	-	0	28
% Other Vehicles	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	1.1	0.0	-	1.1	0.0	3.7	0.0	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-

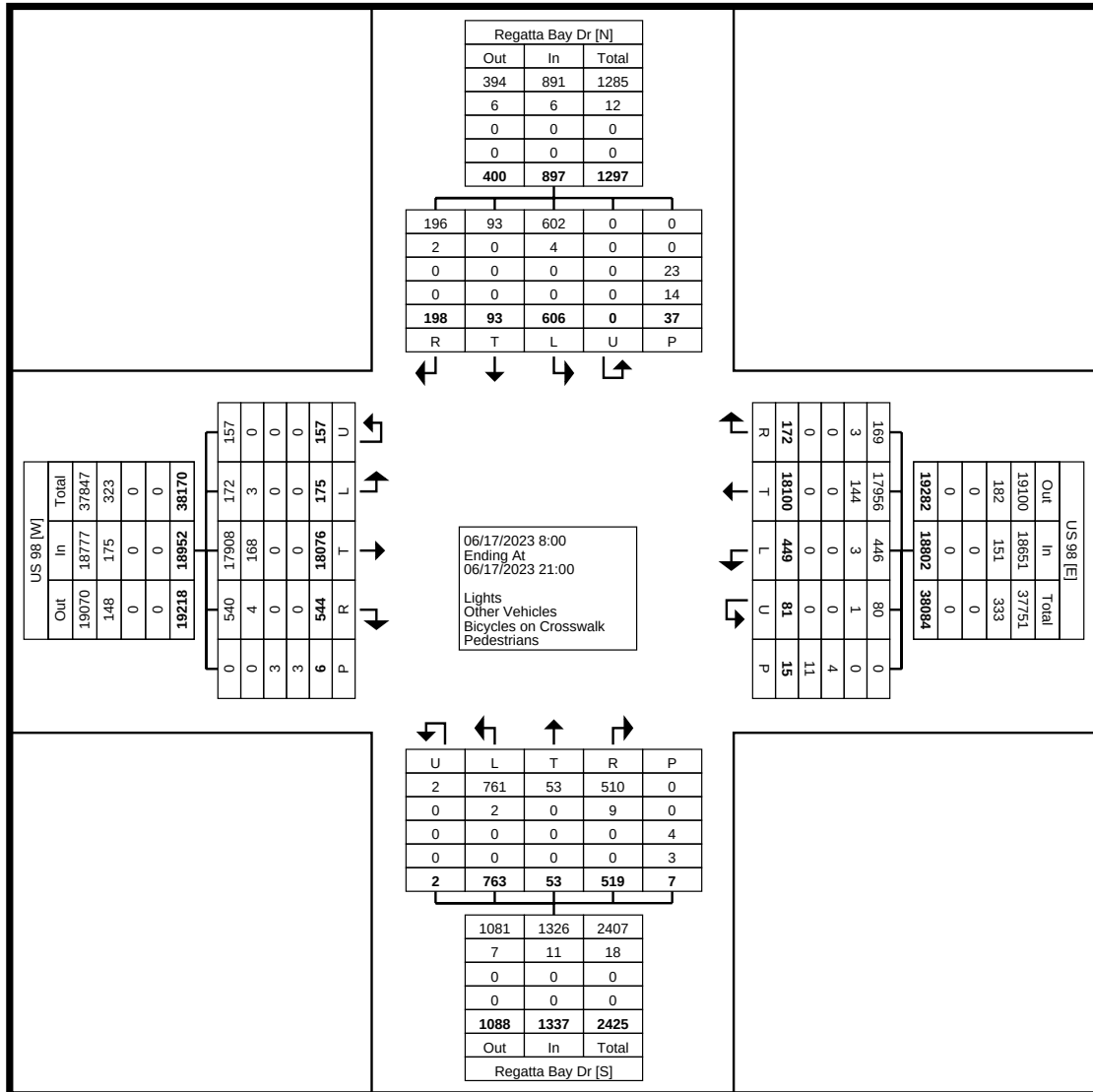


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Dr Northbound						Regatta Bay Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	3	1	335	14	0	353	0	6	320	3	0	329	0	11	1	9	0	21	0	3	1	6	2	10	713
8:15	1	1	326	20	0	348	2	5	418	0	2	425	0	28	1	8	1	37	0	3	3	3	0	9	819
8:30	1	7	414	17	0	439	1	15	430	5	0	451	0	15	0	18	0	33	0	9	2	6	0	17	940
8:45	2	3	403	14	0	422	2	7	488	2	0	499	0	14	3	23	0	40	0	6	0	8	2	14	975
Hourly Total	7	12	1478	65	0	1562	5	33	1656	10	2	1704	0	68	5	58	1	131	0	21	6	23	4	50	3447
9:00	4	4	376	16	0	400	3	16	515	4	1	538	0	31	1	10	0	42	0	6	1	2	3	9	989
9:15	14	5	400	22	0	441	2	6	527	11	2	546	0	24	1	11	1	36	0	13	2	8	1	23	1046
9:30	8	2	422	18	0	450	0	15	502	6	3	523	0	19	0	11	0	30	0	15	4	2	1	21	1024
9:45	8	5	430	18	0	461	4	17	512	6	1	539	0	23	2	8	0	33	0	16	4	6	2	26	1059
Hourly Total	34	16	1628	74	0	1752	9	54	2056	27	7	2146	0	97	4	40	1	141	0	50	11	18	7	79	4118
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	5	6	491	9	0	511	0	9	481	8	1	498	0	14	3	15	0	32	0	14	5	11	0	30	1071
11:15	7	3	426	13	0	449	3	7	495	13	1	518	0	11	1	15	0	27	0	16	5	7	2	28	1022
11:30	3	12	462	9	0	486	1	10	515	9	1	535	0	22	3	9	0	34	0	23	1	9	0	33	1088
11:45	2	4	558	12	0	576	2	9	453	7	0	471	0	16	4	16	0	36	0	17	2	8	2	27	1110
Hourly Total	17	25	1937	43	0	2022	6	35	1944	37	3	2022	0	63	11	55	0	129	0	70	13	35	4	118	4291
12:00	4	4	501	10	0	519	3	12	465	4	0	484	0	21	0	11	0	32	0	16	0	9	0	25	1060
12:15	3	9	479	24	0	515	1	13	435	3	0	452	0	16	1	22	0	39	0	18	1	7	4	26	1032
12:30	0	7	482	17	0	506	1	14	480	2	0	497	0	29	1	16	0	46	0	20	2	9	0	31	1080
12:45	8	4	441	15	0	468	2	11	476	3	0	492	0	18	2	25	0	45	0	18	6	2	1	26	1031
Hourly Total	15	24	1903	66	0	2008	7	50	1856	12	0	1925	0	84	4	74	0	162	0	72	9	27	5	108	4203
13:00	5	10	486	11	1	512	4	11	510	3	0	528	0	27	3	10	0	40	0	18	5	8	3	31	1111
13:15	6	4	371	8	3	389	1	13	480	5	0	499	0	24	0	14	1	38	0	21	5	6	2	32	958
13:30	2	1	307	7	0	317	0	21	483	5	0	509	0	20	1	27	0	48	0	18	2	4	3	24	898
13:45	3	6	399	12	0	420	0	9	512	9	0	530	0	27	2	16	0	45	0	32	2	8	1	42	1037
Hourly Total	16	21	1563	38	4	1638	5	54	1985	22	0	2066	0	98	6	67	1	171	0	89	14	26	9	129	4004
14:00	3	5	470	18	0	496	2	16	454	9	2	481	0	10	1	20	0	31	0	37	7	1	1	45	1053
14:15	3	6	598	18	0	625	6	9	409	4	0	428	0	16	3	12	2	31	0	33	0	7	0	40	1124
14:30	3	7	610	14	0	634	3	16	534	6	0	559	0	16	2	10	0	28	0	26	0	0	0	26	1247
14:45	6	4	538	15	0	563	6	17	484	2	1	509	0	20	3	10	2	33	0	22	5	4	0	31	1136
Hourly Total	15	22	2216	65	0	2318	17	58	1881	21	3	1977	0	62	9	52	4	123	0	118	12	12	1	142	4560
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	2	2	548	16	0	568	1	8	523	0	0	532	0	40	2	18	0	60	0	29	3	3	0	35	1195
16:15	2	3	556	13	0	574	6	14	547	4	0	571	0	23	0	14	0	37	0	21	5	2	0	28	1210
16:30	3	3	511	15	0	532	3	12	439	2	0	456	0	17	0	10	0	27	0	20	2	4	0	26	1041
16:45	1	1	480	16	0	498	3	17	440	5	0	465	0	25	1	6	0	32	0	14	2	5	0	21	1016
Hourly Total	8	9	2095	60	0	2172	13	51	1949	11	0	2024	0	105	3	48	0	156	0	84	12	14	0	110	4462
17:00	3	1	504	9	0	517	1	12	495	8	0	516	0	31	0	6	0	37	0	15	2	1	0	18	1088
17:15	9	5	485	10	0	509	2	11	468	4	0	485	0	19	0	11	0	30	0	17	1	5	2	23	1047
17:30	3	4	508	22	0	537	5	9	493	0	0	507	0	29	1	7	0	37	0	13	0	3	4	16	1097
17:45	1	10	445	6	0	462	1	15	463	3	0	482	0	16	3	13	0	32	0	11	3	5	0	19	995
Hourly Total	16	20	1942	47	0	2025	9	47	1919	15	0	1990	0	95	4	37	0	136	0	56	6	14	6	76	4227
18:00	5	3	498	4	0	510	1	10	409	3	0	423	0	16	0	12	0	28	0	6	4	6	0	16	977
18:15	4	8	478	11	0	501	0	10	417	0	0	427	2	12	3	14	0	31	0	8	2	5	0	15	974
18:30	7	5	433	13	0	458	0	10	416	3	0	429	0	15	1	10	0	26	0	6	1	4	0	11	924
18:45	3	3	449	16	0	471	1	6	374	1	0	382	0	13	1	16	0	30	0	11	1	3	0	15	898
Hourly Total	19	19	1858	44	0	1940	2	36	1616	7	0	1661	2	56	5	52	0	115	0	31	8	18	0	57	3773
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	3	3	372	13	0	391	0	13	319	1	0	333	0	8	0	7	0	15	0	3	0	5	0	8	747
20:15	3	1	362	13	1	379	1	5	340	4	0	350	0	6	2	9	0	17	0	9	1	4	1	14	760
20:30	4	2	366	9	0	381	5	7	316	1	0	329	0	10	0	13	0	23	0	2	0	1	0	3	736
20:45	0	1	356	7	1	364	2	6	263	4	0	275	0	11	0	7	0	18	0	1	1	1	0	3	660
Hourly Total	10	7	1456	42	2	1515	8	31	1238	10	0	1287	0	35	2	36	0	73	0	15	2	11	1	28	2903
Grand Total	157	175	18076	544	6	18952	81	449	18100	172	15	18802	2	763	53	519	7	1337	0	606	93	198	37	897	39988
Approach %	0.8	0.9	95.4	2.9	-	-	0.4	2.4	96.3	0.9	-	-	0.1	57.1	4.0	38.8	-	-	0.0	67.6	10.4	22.1	-	-	-
Total %	0.4	0.4	45.2	1.4	-	47.4	0.2	1.1	45.3	0.4	-	47.0	0.0	1.9	0.1	1.3	-	3.3	0.0	1.5	0.2	0.5	-	2.2	-
Lights	157	172	17908	540	-	18777	80	446	17956	169	-	18651	2	761	53	510	-	1326	0	602	93	196	-	891	39645
% Lights	100.0	98.3	99.1	99.3	-	99.1	98.8	99.3	99.2	98.3	-	99.2	100.0	99.7	100.0	98.3	-	99.2	-	99.3	100.0	99.0	-	99.3	99.1
Other Vehicles	0	3	168	4	-	175	1	3	144	3	-	151	0	2	0	9	-	11	0	4	0	2	-	6	343

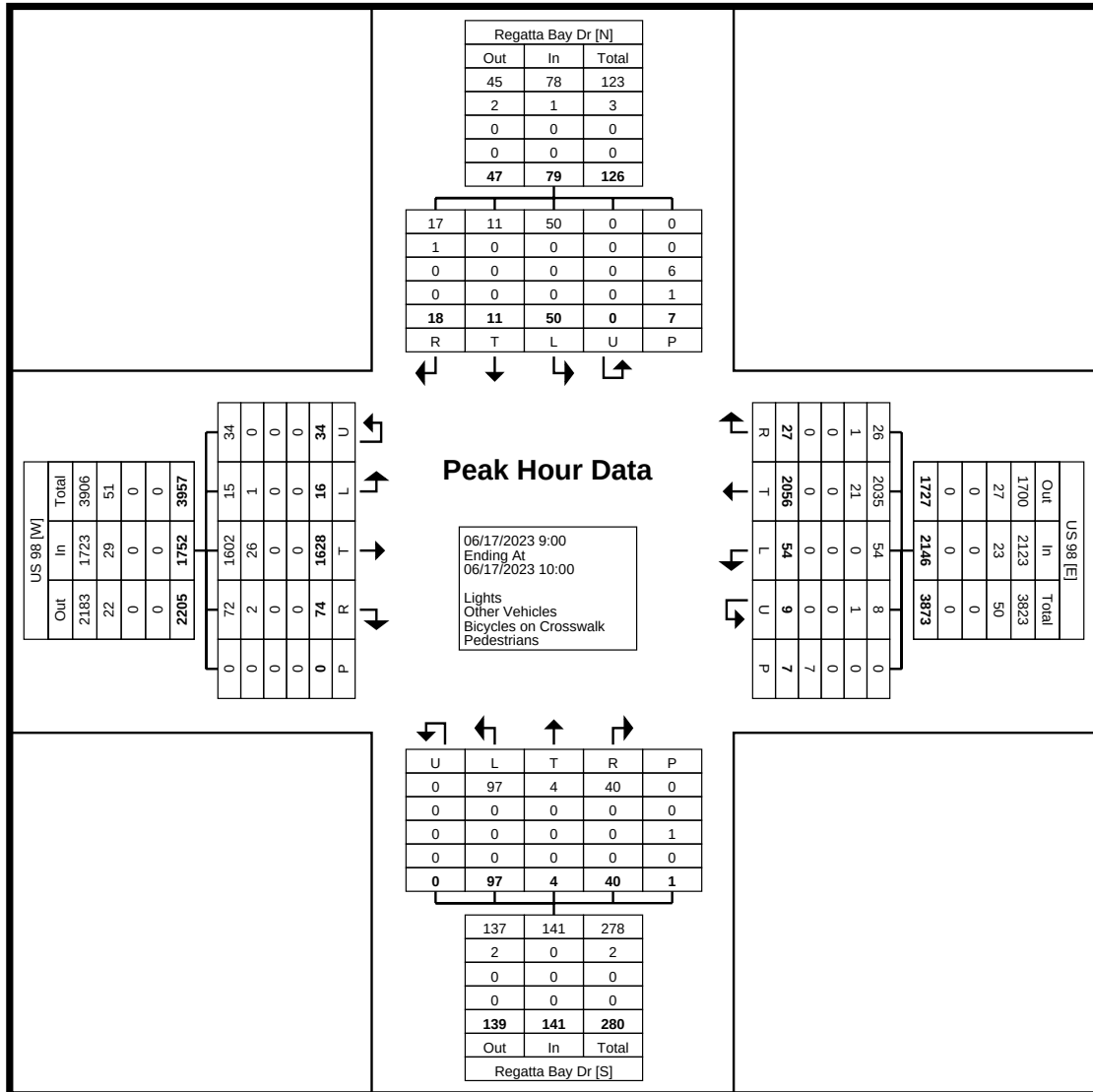
% Other Vehicles	0.0	1.7	0.9	0.7	-	0.9	1.2	0.7	0.8	1.7	-	0.8	0.0	0.3	0.0	1.7	-	0.8	-	0.7	0.0	1.0	-	0.7	0.9
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	23	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	26.7	-	-	-	-	-	57.1	-	-	-	-	-	62.2	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	73.3	-	-	-	-	-	42.9	-	-	-	-	-	37.8	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00)

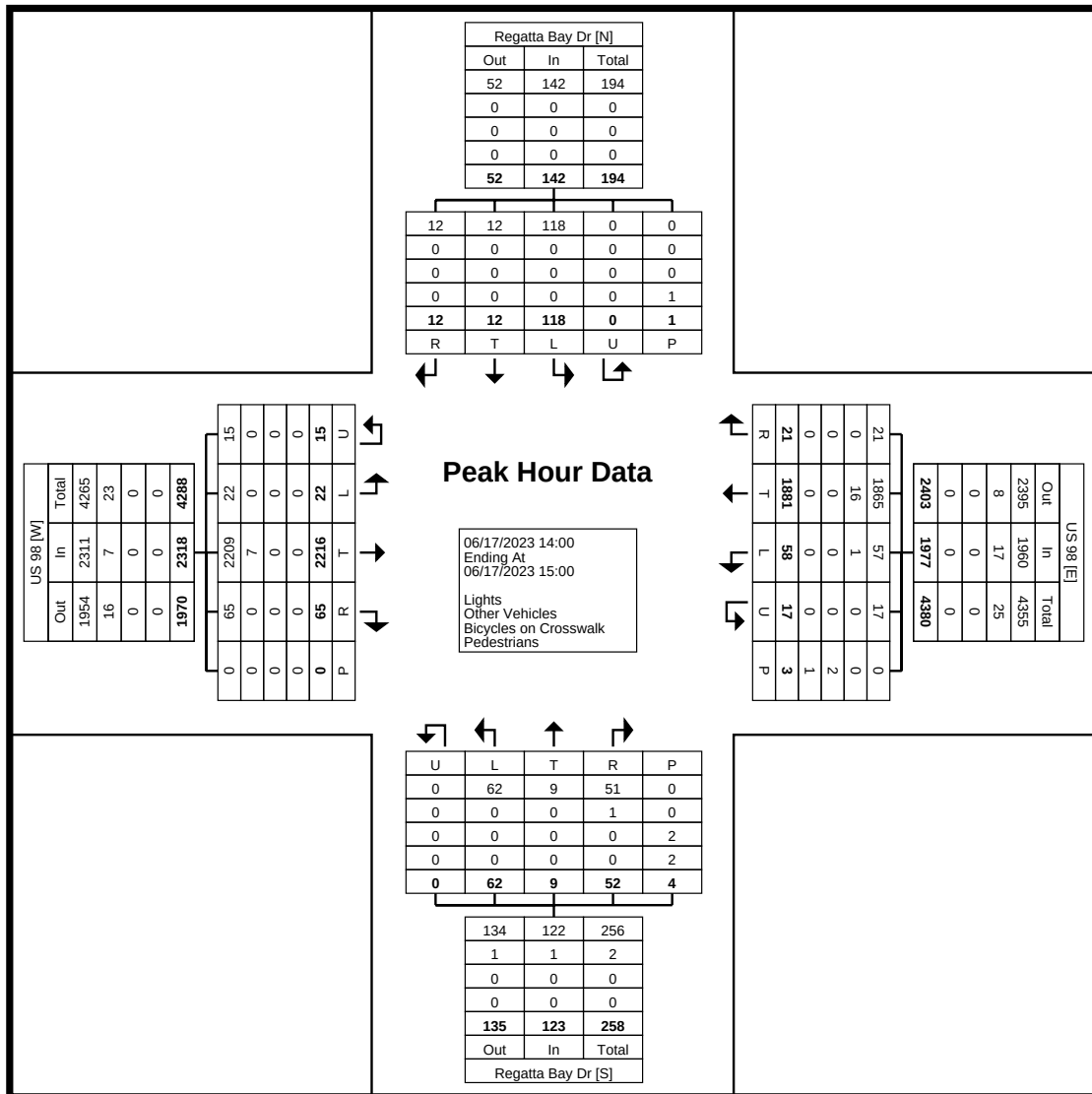
Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Dr Northbound						Regatta Bay Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	4	4	376	16	0	400	3	16	515	4	1	538	0	31	1	10	0	42	0	6	1	2	3	9	989
9:15	14	5	400	22	0	441	2	6	527	11	2	546	0	24	1	11	1	36	0	13	2	8	1	23	1046
9:30	8	2	422	18	0	450	0	15	502	6	3	523	0	19	0	11	0	30	0	15	4	2	1	21	1024
9:45	8	5	430	18	0	461	4	17	512	6	1	539	0	23	2	8	0	33	0	16	4	6	2	26	1059
Total	34	16	1628	74	0	1752	9	54	2056	27	7	2146	0	97	4	40	1	141	0	50	11	18	7	79	4118
Approach %	1.9	0.9	92.9	4.2	-	-	0.4	2.5	95.8	1.3	-	-	0.0	68.8	2.8	28.4	-	-	0.0	63.3	13.9	22.8	-	-	-
Total %	0.8	0.4	39.5	1.8	-	42.5	0.2	1.3	49.9	0.7	-	52.1	0.0	2.4	0.1	1.0	-	3.4	0.0	1.2	0.3	0.4	-	1.9	-
PHF	0.607	0.800	0.947	0.841	-	0.950	0.563	0.794	0.975	0.614	-	0.983	0.000	0.782	0.500	0.909	-	0.839	0.000	0.781	0.688	0.563	-	0.760	0.972
Lights	34	15	1602	72	-	1723	8	54	2035	26	-	2123	0	97	4	40	-	141	0	50	11	17	-	78	4065
% Lights	100.0	93.8	98.4	97.3	-	98.3	88.9	100.0	99.0	96.3	-	98.9	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	94.4	-	98.7	98.7
Other Vehicles	0	1	26	2	-	29	1	0	21	1	-	23	0	0	0	0	-	0	0	0	0	1	-	1	53
% Other Vehicles	0.0	6.3	1.6	2.7	-	1.7	11.1	0.0	1.0	3.7	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	5.6	-	1.3	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	85.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	14.3	-	-



Turning Movement Peak Hour Data Plot (9:00)

Turning Movement Peak Hour Data (14:00)

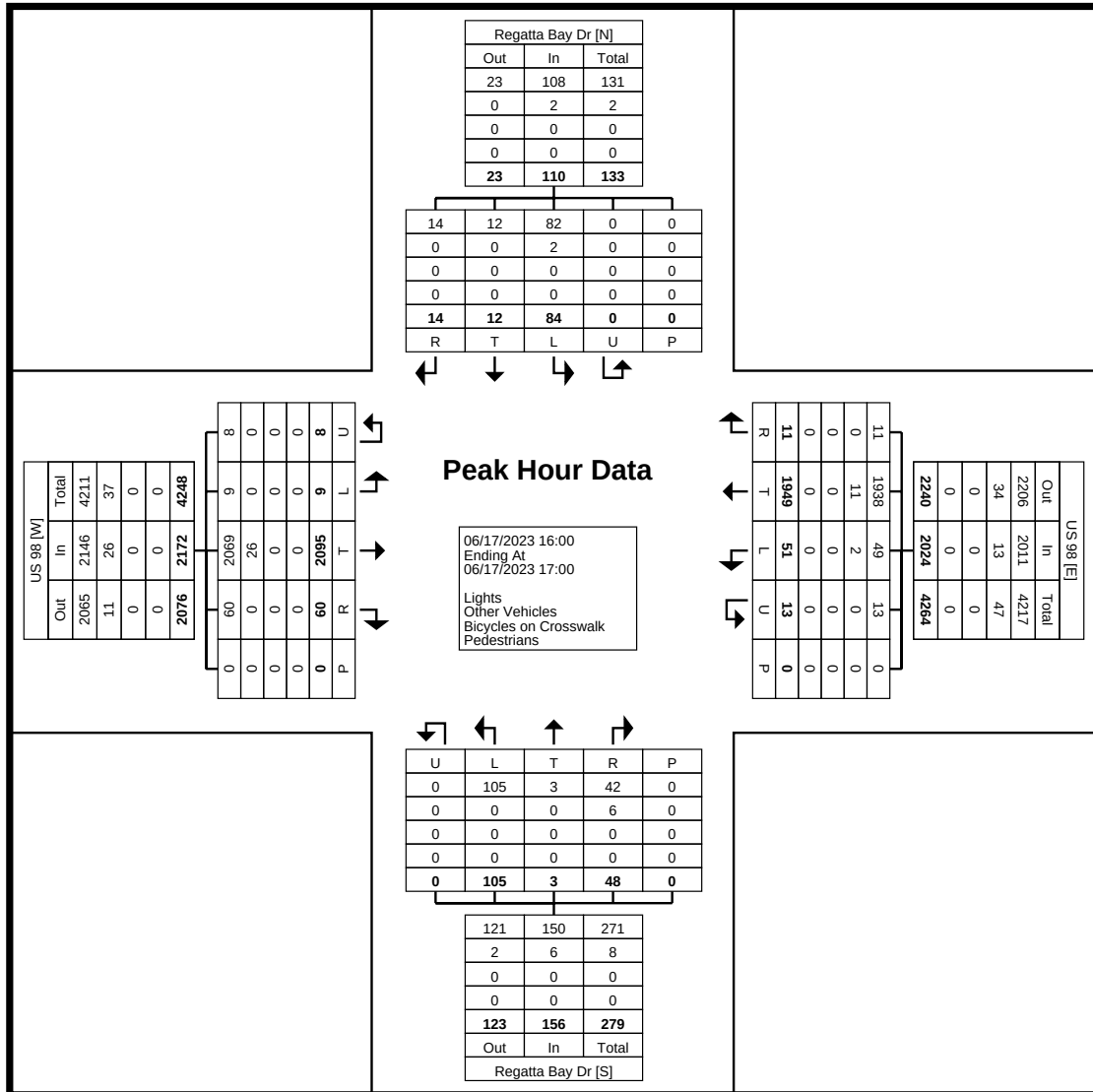
Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Dr Northbound						Regatta Bay Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	3	5	470	18	0	496	2	16	454	9	2	481	0	10	1	20	0	31	0	37	7	1	1	45	1053
14:15	3	6	598	18	0	625	6	9	409	4	0	428	0	16	3	12	2	31	0	33	0	7	0	40	1124
14:30	3	7	610	14	0	634	3	16	534	6	0	559	0	16	2	10	0	28	0	26	0	0	0	26	1247
14:45	6	4	538	15	0	563	6	17	484	2	1	509	0	20	3	10	2	33	0	22	5	4	0	31	1136
Total	15	22	2216	65	0	2318	17	58	1881	21	3	1977	0	62	9	52	4	123	0	118	12	12	1	142	4560
Approach %	0.6	0.9	95.6	2.8	-	-	0.9	2.9	95.1	1.1	-	-	0.0	50.4	7.3	42.3	-	-	0.0	83.1	8.5	8.5	-	-	-
Total %	0.3	0.5	48.6	1.4	-	50.8	0.4	1.3	41.3	0.5	-	43.4	0.0	1.4	0.2	1.1	-	2.7	0.0	2.6	0.3	0.3	-	3.1	-
PHF	0.625	0.786	0.908	0.903	-	0.914	0.708	0.853	0.881	0.583	-	0.884	0.000	0.775	0.750	0.650	-	0.932	0.000	0.797	0.429	0.429	-	0.789	0.914
Lights	15	22	2209	65	-	2311	17	57	1865	21	-	1960	0	62	9	51	-	122	0	118	12	12	-	142	4535
% Lights	100.0	100.0	99.7	100.0	-	99.7	100.0	98.3	99.1	100.0	-	99.1	-	100.0	100.0	98.1	-	99.2	-	100.0	100.0	100.0	-	100.0	99.5
Other Vehicles	0	0	7	0	-	7	0	1	16	0	-	17	0	0	0	1	-	1	0	0	0	0	-	0	25
% Other Vehicles	0.0	0.0	0.3	0.0	-	0.3	0.0	1.7	0.9	0.0	-	0.9	-	0.0	0.0	1.9	-	0.8	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (14:00)

Count Name: US 98 at Regatta
Bay Dr - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

[illegible]



Turning Movement Peak Hour Data Plot (16:00)

Turning Movement Peak Hour Data (20:00)

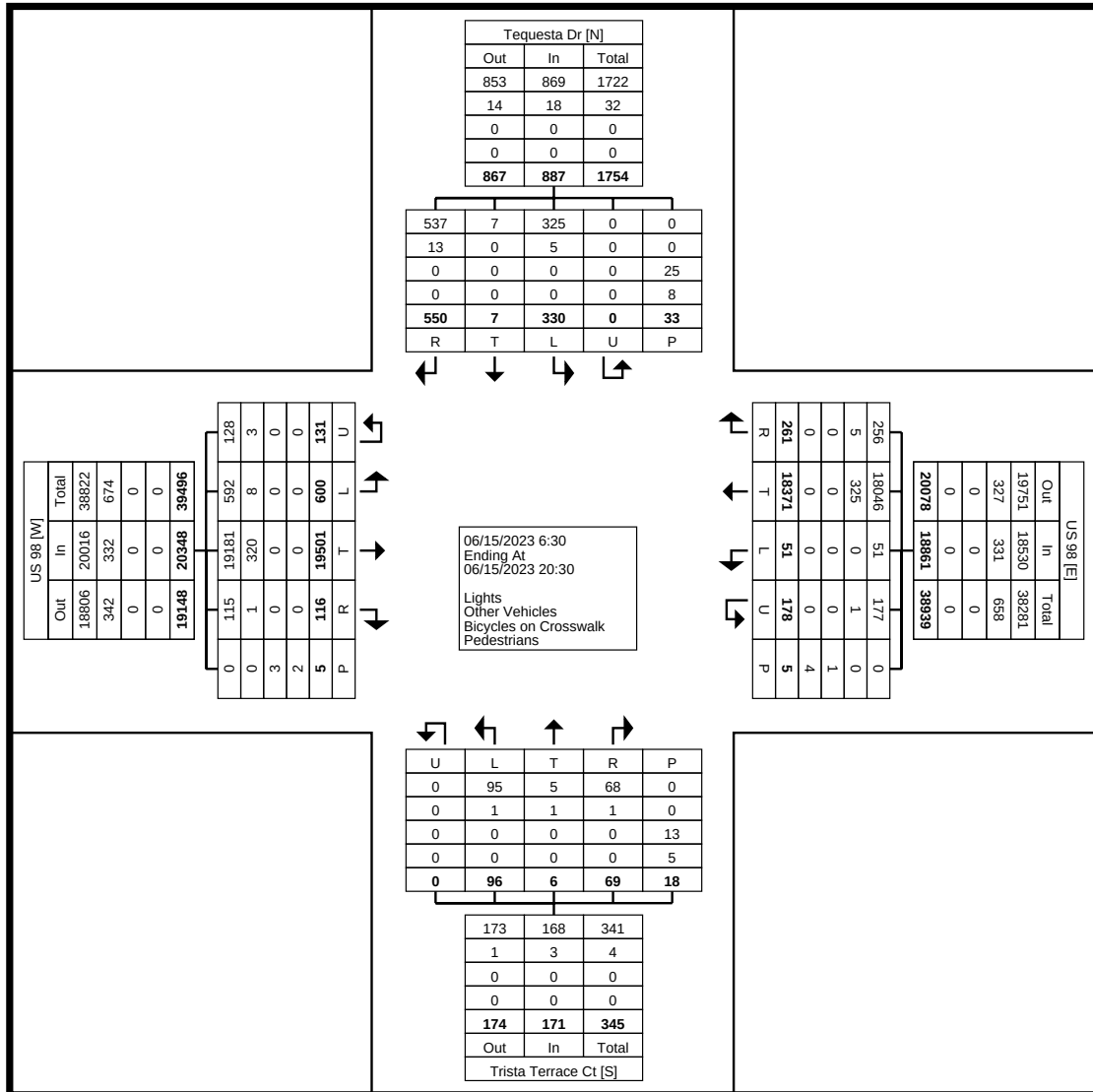
Start Time	US 98 Eastbound						US 98 Westbound						Regatta Bay Dr Northbound						Regatta Bay Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	3	3	372	13	0	391	0	13	319	1	0	333	0	8	0	7	0	15	0	3	0	5	0	8	747
20:15	3	1	362	13	1	379	1	5	340	4	0	350	0	6	2	9	0	17	0	9	1	4	1	14	760
20:30	4	2	366	9	0	381	5	7	316	1	0	329	0	10	0	13	0	23	0	2	0	1	0	3	736
20:45	0	1	356	7	1	364	2	6	263	4	0	275	0	11	0	7	0	18	0	1	1	1	0	3	660
Total	10	7	1456	42	2	1515	8	31	1238	10	0	1287	0	35	2	36	0	73	0	15	2	11	1	28	2903
Approach %	0.7	0.5	96.1	2.8	-	-	0.6	2.4	96.2	0.8	-	-	0.0	47.9	2.7	49.3	-	-	0.0	53.6	7.1	39.3	-	-	-
Total %	0.3	0.2	50.2	1.4	-	52.2	0.3	1.1	42.6	0.3	-	44.3	0.0	1.2	0.1	1.2	-	2.5	0.0	0.5	0.1	0.4	-	1.0	-
PHF	0.625	0.583	0.978	0.808	-	0.969	0.400	0.596	0.910	0.625	-	0.919	0.000	0.795	0.250	0.692	-	0.793	0.000	0.417	0.500	0.550	-	0.500	0.955
Lights	10	6	1450	42	-	1508	8	31	1229	9	-	1277	0	35	2	36	-	73	0	15	2	11	-	28	2886
% Lights	100.0	85.7	99.6	100.0	-	99.5	100.0	100.0	99.3	90.0	-	99.2	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.4
Other Vehicles	0	1	6	0	-	7	0	0	9	1	-	10	0	0	0	0	-	0	0	0	0	0	-	0	17
% Other Vehicles	0.0	14.3	0.4	0.0	-	0.5	0.0	0.0	0.7	10.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	7	364	0	0	371	5	0	199	1	0	205	0	0	0	0	0	0	0	4	0	9	1	13	589
6:45	0	8	388	2	0	398	11	0	248	0	0	259	0	0	0	2	1	2	0	9	0	5	1	14	673
Hourly Total	0	15	752	2	0	769	16	0	447	1	0	464	0	0	0	2	1	2	0	13	0	14	2	27	1262
7:00	1	10	316	1	0	328	6	2	257	3	0	268	0	2	0	1	0	3	0	5	2	8	0	15	614
7:15	0	12	403	2	0	417	3	1	296	2	0	302	0	1	0	2	0	3	0	8	0	10	0	18	740
7:30	0	8	418	4	1	430	5	0	297	3	0	305	0	2	0	3	1	5	0	6	0	17	2	23	763
7:45	1	6	427	2	0	436	7	1	342	4	0	354	0	5	0	2	2	7	0	12	0	14	1	26	823
Hourly Total	2	36	1564	9	1	1611	21	4	1192	12	0	1229	0	10	0	8	3	18	0	31	2	49	3	82	2940
8:00	0	6	402	4	0	412	5	2	413	4	0	424	0	2	0	2	0	4	0	4	0	19	2	23	863
8:15	0	15	398	3	0	416	4	1	436	1	0	442	0	4	0	3	0	7	0	12	0	10	1	22	887
8:30	2	6	517	4	0	529	1	1	467	4	1	473	0	1	2	0	0	3	0	9	0	13	0	22	1027
8:45	1	12	468	4	0	485	2	3	480	8	1	493	0	4	0	3	0	7	0	8	0	9	1	17	1002
Hourly Total	3	39	1785	15	0	1842	12	7	1796	17	2	1832	0	11	2	8	0	21	0	33	0	51	4	84	3779
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	2	16	482	4	0	504	1	1	520	3	0	525	0	3	0	1	0	4	0	10	0	13	0	23	1056
11:15	4	15	452	6	0	477	5	4	556	8	0	573	0	6	0	6	0	12	0	7	0	32	0	39	1101
11:30	6	18	461	4	0	489	8	2	547	7	1	564	0	0	0	2	0	2	0	10	0	25	0	35	1090
11:45	3	16	553	4	1	576	7	3	507	6	0	523	0	5	0	4	0	9	0	11	0	14	0	25	1133
Hourly Total	15	65	1948	18	1	2046	21	10	2130	24	1	2185	0	14	0	13	0	27	0	38	0	84	0	122	4380
12:00	11	22	462	5	0	500	8	1	519	9	0	537	0	4	1	2	2	7	0	18	0	13	0	31	1075
12:15	4	16	485	5	0	510	7	2	515	11	0	535	0	2	0	1	0	3	0	6	1	20	1	27	1075
12:30	5	16	564	2	0	587	5	1	541	8	0	555	0	4	0	5	0	9	0	11	0	15	0	26	1177
12:45	5	20	550	3	2	578	14	2	515	17	0	548	0	2	0	0	0	2	0	7	0	20	2	27	1155
Hourly Total	25	74	2061	15	2	2175	34	6	2090	45	0	2175	0	12	1	8	2	21	0	42	1	68	3	111	4482
13:00	6	16	553	4	0	579	1	2	530	8	0	541	0	2	0	3	0	5	0	13	0	16	2	29	1154
13:15	5	15	545	1	1	566	1	1	518	8	1	528	0	0	1	7	3	8	0	14	0	16	2	30	1132
13:30	4	19	551	7	0	581	1	2	546	14	0	563	0	2	0	0	0	2	0	4	0	17	2	21	1167
13:45	9	16	624	4	0	653	4	1	534	12	0	551	0	1	0	3	0	4	0	17	0	17	0	34	1242
Hourly Total	24	66	2273	16	1	2379	7	6	2128	42	1	2183	0	5	1	13	3	19	0	48	0	66	6	114	4695
14:00	8	20	584	4	0	616	1	1	583	10	0	595	0	4	0	0	0	4	0	7	2	18	0	27	1242
14:15	7	17	568	5	0	597	5	5	503	14	0	527	0	2	1	6	0	9	0	8	1	16	2	25	1158
14:30	7	16	592	6	0	621	4	0	558	13	0	575	0	4	1	2	2	7	0	8	0	17	3	25	1228
14:45	2	21	585	1	0	609	3	1	557	5	0	566	0	3	0	0	5	3	0	14	1	16	1	31	1209
Hourly Total	24	74	2329	16	0	2443	13	7	2201	42	0	2263	0	13	2	8	7	23	0	37	4	67	6	108	4837
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	5	19	559	2	0	585	6	1	624	7	0	638	0	0	0	2	0	2	0	6	0	18	2	24	1249
16:15	1	30	592	4	0	627	5	0	569	9	0	583	0	8	0	1	0	9	0	8	0	13	0	21	1240
16:30	4	19	582	2	0	607	5	0	549	7	0	561	0	1	0	0	0	1	0	6	0	20	0	26	1195
16:45	1	22	539	3	0	565	8	2	572	6	0	588	0	3	0	1	0	4	0	5	0	19	0	24	1181
Hourly Total	11	90	2272	11	0	2384	24	3	2314	29	0	2370	0	12	0	4	0	16	0	25	0	70	2	95	4865
17:00	8	15	525	3	0	551	4	1	676	8	1	689	0	5	0	0	2	5	0	12	0	12	1	24	1269
17:15	2	9	527	2	0	540	2	1	666	5	0	674	0	2	0	1	0	3	0	6	0	16	1	22	1239
17:30	7	28	534	1	0	570	3	3	620	12	0	638	0	3	0	0	0	3	0	15	0	11	2	26	1237
17:45	6	29	526	0	0	561	5	1	581	5	0	592	0	3	0	1	0	4	0	11	0	11	3	22	1179
Hourly Total	23	81	2112	6	0	2222	14	6	2543	30	1	2593	0	13	0	2	2	15	0	44	0	50	7	94	4924
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	2	8	461	1	0	472	6	0	400	3	0	409	0	1	0	1	0	2	0	7	0	5	0	12	895
19:15	1	11	445	2	0	459	4	1	338	5	0	348	0	3	0	0	0	3	0	3	0	6	0	9	819
19:30	1	15	470	0	0	486	3	0	270	2	0	275	0	1	0	0	0	1	0	3	0	7	0	10	772
19:45	0	14	354	2	0	370	1	0	179	3	0	183	0	1	0	0	0	1	0	3	0	4	0	7	561
Hourly Total	4	48	1730	5	0	1787	14	1	1187	13	0	1215	0	6	0	1	0	7	0	16	0	22	0	38	3047
20:00	0	9	354	3	0	366	0	0	167	2	0	169	0	0	0	1	0	1	0	1	0	3	0	4	540
20:15	0	3	321	0	0	324	2	1	176	4	0	183	0	0	0	1	0	1	0	2	0	6	0	8	516
Grand Total	131	600	19501	116	5	20348	178	51	18371	261	5	18861	0	96	6	69	18	171	0	330	7	550	33	887	40267
Approach %	0.6	2.9	95.8	0.6	-	-	0.9	0.3	97.4	1.4	-	-	0.0	56.1	3.5	40.4	-	-	0.0	37.2	0.8	62.0	-	-	-
Total %	0.3	1.5	48.4	0.3	-	50.5	0.4	0.1	45.6	0.6	-	46.8	0.0	0.2	0.0	0.2	-	0.4	0.0	0.8	0.0	1.4	-	2.2	-
Lights	128	592	19181	115	-	20016	177	51	18046	256	-	18530	0	95	5	68	-	168	0	325	7	537	-	869	39583
% Lights	97.7	98.7	98.4	99.1	-	98.4	99.4	100.0	98.2	98.1	-	98.2	-	99.0	83.3	98.6	-	98.2	-	98.5	100.0	97.6	-	98.0	98.3
Other Vehicles	3	8	320	1	-	332	1	0	325	5	-	331	0	1	1	1	-	3	0	5	0	13	-	18	684

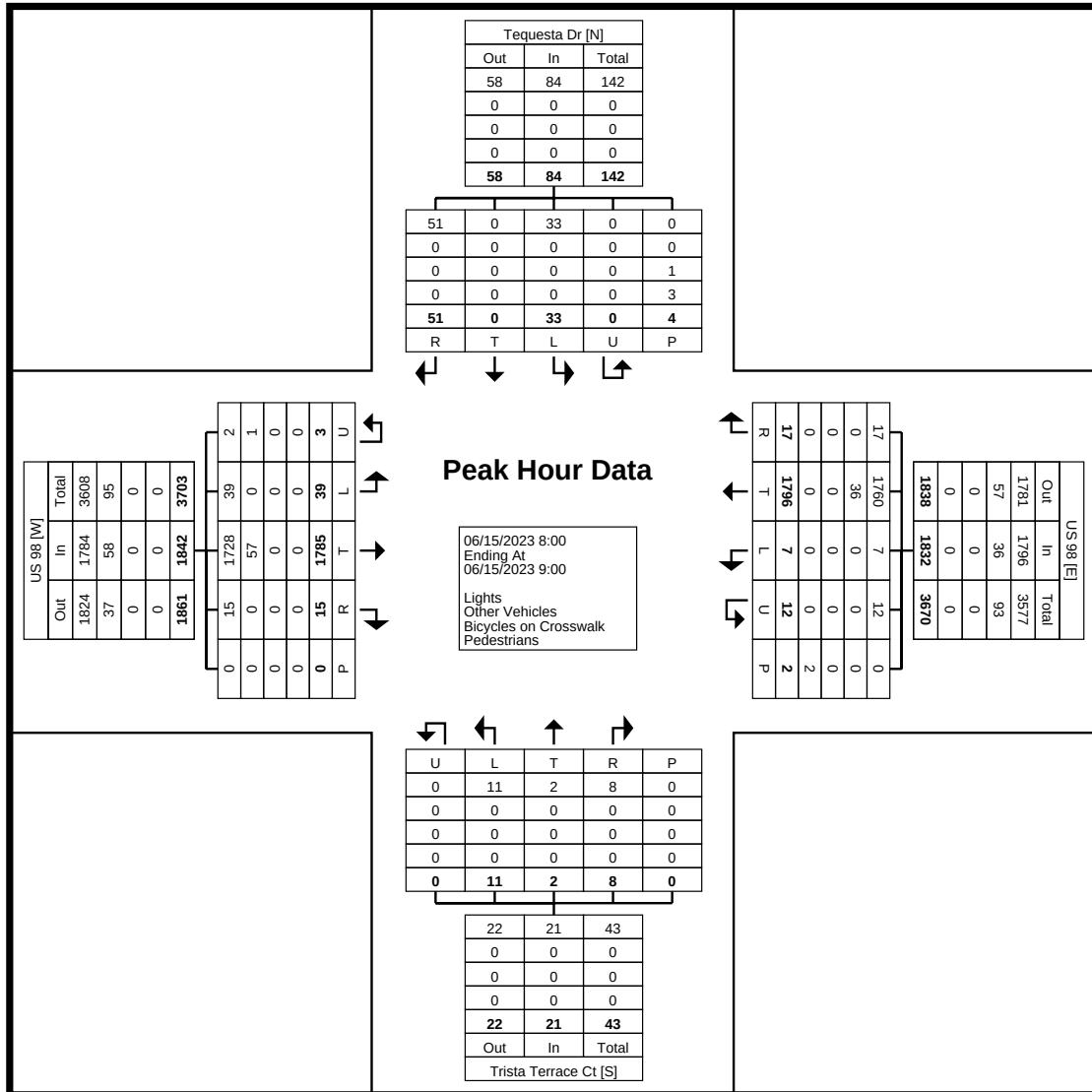
% Other Vehicles	2.3	1.3	1.6	0.9	-	1.6	0.6	0.0	1.8	1.9	-	1.8	-	1.0	16.7	1.4	-	1.8	-	1.5	0.0	2.4	-	2.0	1.7
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	13	-	-	-	-	-	25	-	-
% Bicycles on Crosswalk	-	-	-	-	60.0	-	-	-	-	-	20.0	-	-	-	-	-	72.2	-	-	-	-	-	75.8	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	40.0	-	-	-	-	-	80.0	-	-	-	-	-	27.8	-	-	-	-	-	24.2	-	-



Turning Movement Data Plot

Count Name: US 98 at Tequesta
Dr - Thur
Site Code:
Start Date: 06/15/2023
Page No: 4

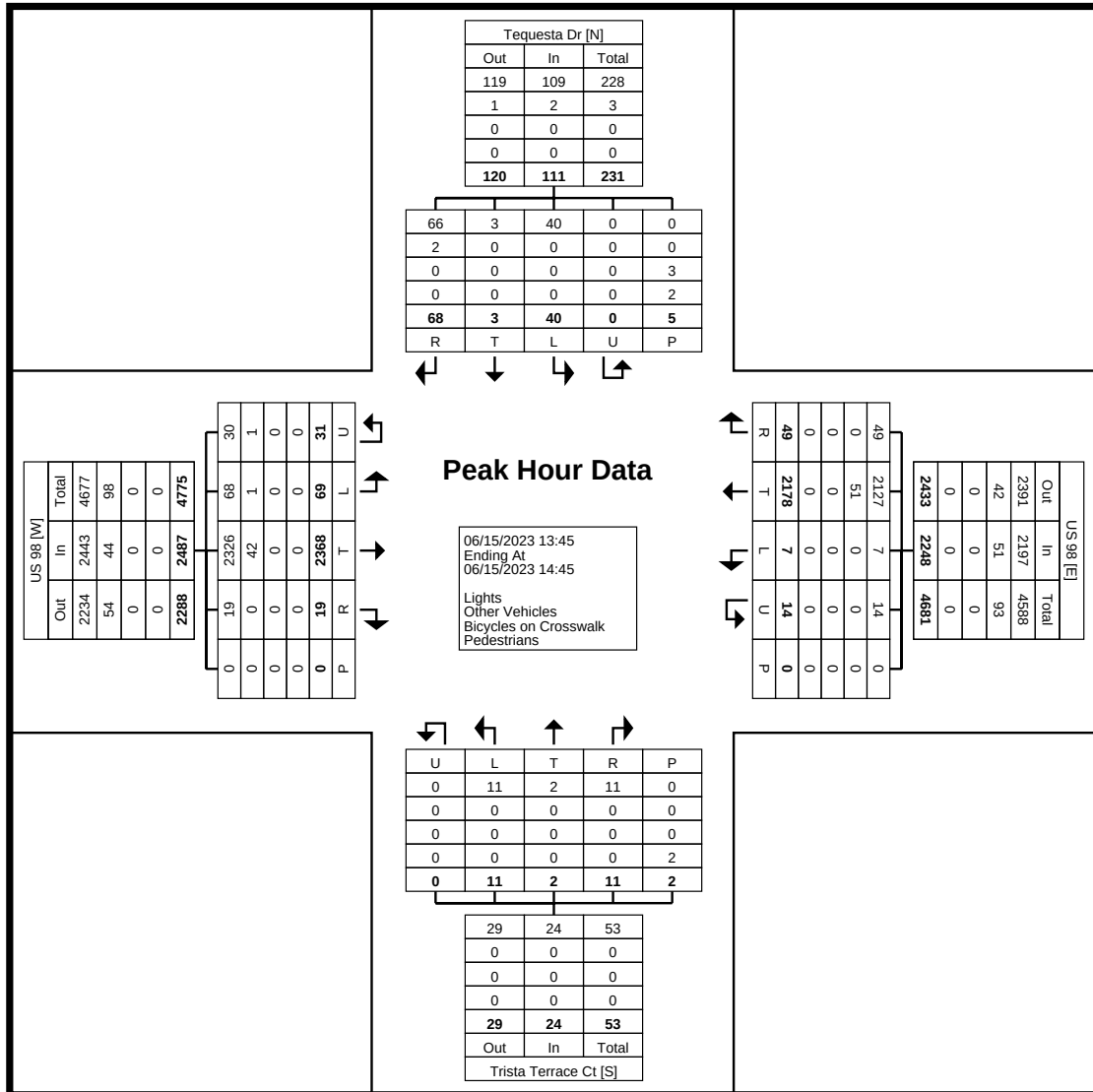
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Turning Movement Peak Hour Data Plot (8:00)

Turning Movement Peak Hour Data (13:45)

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
13:45	9	16	624	4	0	653	4	1	534	12	0	551	0	1	0	3	0	4	0	17	0	17	0	34	1242
14:00	8	20	584	4	0	616	1	1	583	10	0	595	0	4	0	0	0	4	0	7	2	18	0	27	1242
14:15	7	17	568	5	0	597	5	5	503	14	0	527	0	2	1	6	0	9	0	8	1	16	2	25	1158
14:30	7	16	592	6	0	621	4	0	558	13	0	575	0	4	1	2	2	7	0	8	0	17	3	25	1228
Total	31	69	2368	19	0	2487	14	7	2178	49	0	2248	0	11	2	11	2	24	0	40	3	68	5	111	4870
Approach %	1.2	2.8	95.2	0.8	-	-	0.6	0.3	96.9	2.2	-	-	0.0	45.8	8.3	45.8	-	-	0.0	36.0	2.7	61.3	-	-	-
Total %	0.6	1.4	48.6	0.4	-	51.1	0.3	0.1	44.7	1.0	-	46.2	0.0	0.2	0.0	0.2	-	0.5	0.0	0.8	0.1	1.4	-	2.3	-
PHF	0.861	0.863	0.949	0.792	-	0.952	0.700	0.350	0.934	0.875	-	0.945	0.000	0.688	0.500	0.458	-	0.667	0.000	0.588	0.375	0.944	-	0.816	0.980
Lights	30	68	2326	19	-	2443	14	7	2127	49	-	2197	0	11	2	11	-	24	0	40	3	66	-	109	4773
% Lights	96.8	98.6	98.2	100.0	-	98.2	100.0	100.0	97.7	100.0	-	97.7	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	97.1	-	98.2	98.0
Other Vehicles	1	1	42	0	-	44	0	0	51	0	-	51	0	0	0	0	-	0	0	0	0	2	-	2	97
% Other Vehicles	3.2	1.4	1.8	0.0	-	1.8	0.0	0.0	2.3	0.0	-	2.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.9	-	1.8	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	60.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	40.0	-	-



Turning Movement Peak Hour Data Plot (13:45)

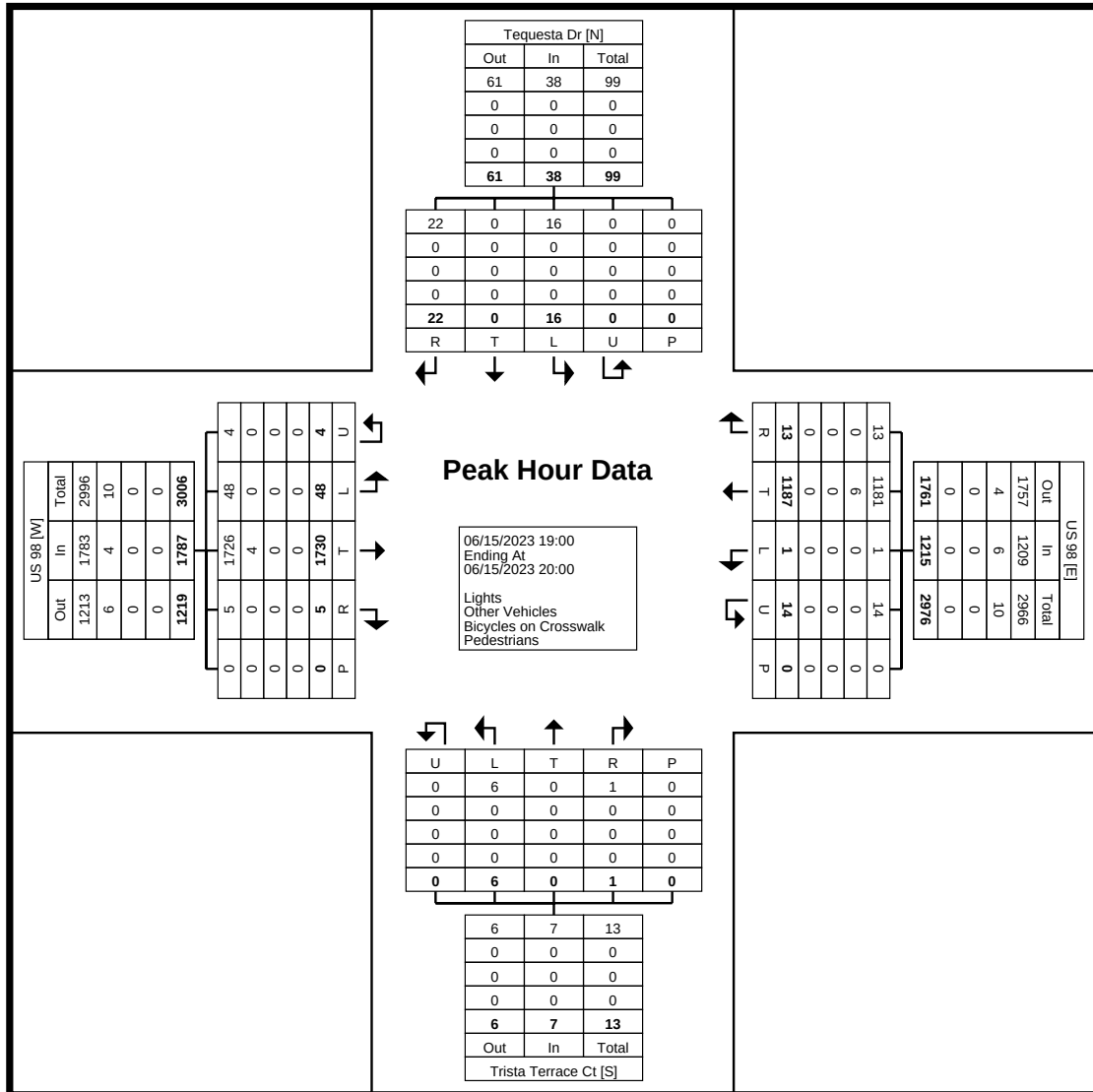
Turning Movement Peak Hour Data (16:45)

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	1	22	539	3	0	565	8	2	572	6	0	588	0	3	0	1	0	4	0	5	0	19	0	24	1181
17:00	8	15	525	3	0	551	4	1	676	8	1	689	0	5	0	0	2	5	0	12	0	12	1	24	1269
17:15	2	9	527	2	0	540	2	1	666	5	0	674	0	2	0	1	0	3	0	6	0	16	1	22	1239
17:30	7	28	534	1	0	570	3	3	620	12	0	638	0	3	0	0	0	3	0	15	0	11	2	26	1237
Total	18	74	2125	9	0	2226	17	7	2534	31	1	2589	0	13	0	2	2	15	0	38	0	58	4	96	4926
Approach %	0.8	3.3	95.5	0.4	-	-	0.7	0.3	97.9	1.2	-	-	0.0	86.7	0.0	13.3	-	-	0.0	39.6	0.0	60.4	-	-	-
Total %	0.4	1.5	43.1	0.2	-	45.2	0.3	0.1	51.4	0.6	-	52.6	0.0	0.3	0.0	0.0	-	0.3	0.0	0.8	0.0	1.2	-	1.9	-
PHF	0.563	0.661	0.986	0.750	-	0.976	0.531	0.583	0.937	0.646	-	0.939	0.000	0.650	0.000	0.500	-	0.750	0.000	0.633	0.000	0.763	-	0.923	0.970
Lights	18	73	2109	9	-	2209	17	7	2499	30	-	2553	0	13	0	2	-	15	0	38	0	57	-	95	4872
% Lights	100.0	98.6	99.2	100.0	-	99.2	100.0	100.0	98.6	96.8	-	98.6	-	100.0	-	100.0	-	100.0	-	100.0	-	98.3	-	99.0	98.9
Other Vehicles	0	1	16	0	-	17	0	0	35	1	-	36	0	0	0	0	-	0	0	0	0	1	-	1	54
% Other Vehicles	0.0	1.4	0.8	0.0	-	0.8	0.0	0.0	1.4	3.2	-	1.4	-	0.0	-	0.0	-	0.0	-	0.0	-	1.7	-	1.0	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-



Count Name: US 98 at Tequesta
Dr - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

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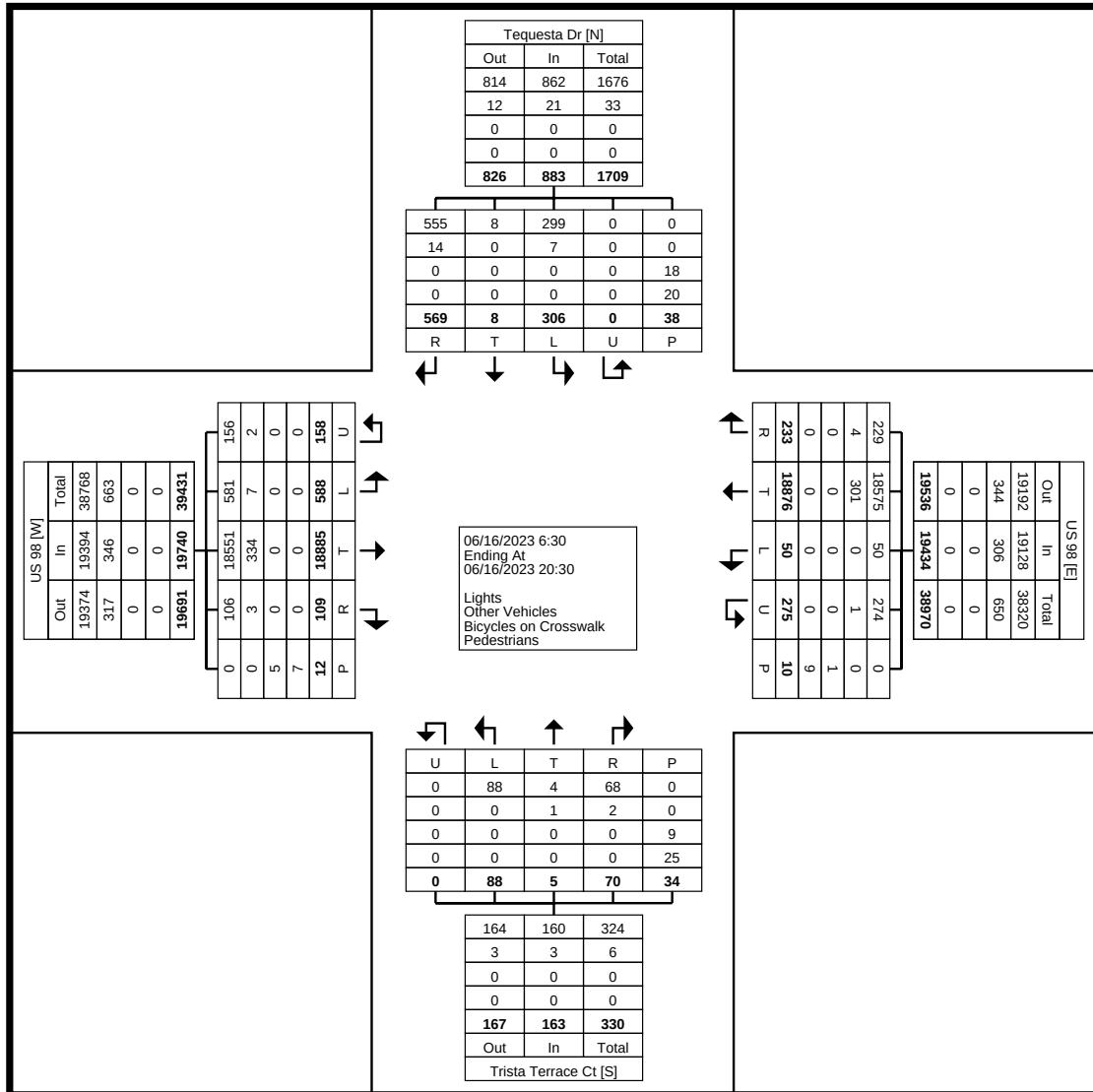


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	9	385	1	0	395	5	0	183	1	0	189	0	0	0	0	0	0	0	6	0	6	0	12	596
6:45	0	5	340	4	0	349	4	0	254	1	0	259	0	1	0	0	1	1	0	4	0	9	1	13	622
Hourly Total	0	14	725	5	0	744	9	0	437	2	0	448	0	1	0	0	1	1	0	10	0	15	1	25	1218
7:00	0	6	327	1	0	334	5	1	274	5	0	285	0	0	0	2	0	2	0	7	0	9	0	16	637
7:15	1	11	306	2	0	320	6	0	292	1	0	299	0	0	0	4	0	4	0	5	0	12	2	17	640
7:30	1	13	453	3	0	470	7	1	314	4	1	326	0	2	0	4	2	6	0	9	0	14	1	23	825
7:45	0	12	446	2	0	460	10	1	356	3	0	370	0	2	0	1	1	3	0	5	1	14	0	20	853
Hourly Total	2	42	1532	8	0	1584	28	3	1236	13	1	1280	0	4	0	11	3	15	0	26	1	49	3	76	2955
8:00	1	7	424	3	2	435	13	1	378	3	0	395	0	1	0	1	0	2	0	11	0	12	2	23	855
8:15	3	13	461	3	0	478	9	2	395	1	0	407	0	1	0	0	2	1	0	6	0	13	1	19	905
8:30	1	15	497	5	0	518	4	0	443	4	0	451	0	5	0	2	1	7	0	9	0	11	1	20	996
8:45	0	13	446	2	0	461	14	2	473	3	0	492	0	2	0	4	1	6	0	7	0	10	0	17	976
Hourly Total	5	46	1828	13	2	1892	40	5	1689	11	0	1745	0	9	0	7	4	16	0	33	0	46	4	79	3732
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	6	13	485	2	0	506	6	2	504	4	0	516	0	5	0	2	0	7	0	6	0	18	0	24	1053
11:15	3	13	439	3	0	458	12	0	519	9	0	540	0	4	0	0	0	4	0	5	0	17	0	22	1024
11:30	4	10	456	2	0	472	6	1	562	11	0	580	0	0	0	4	0	4	0	9	0	21	0	30	1086
11:45	4	15	491	3	0	513	7	3	567	10	0	587	0	1	0	0	0	1	0	10	0	19	0	29	1130
Hourly Total	17	51	1871	10	0	1949	31	6	2152	34	0	2223	0	10	0	6	0	16	0	30	0	75	0	105	4293
12:00	8	18	480	1	0	507	7	0	552	6	0	565	0	2	0	1	0	3	0	15	0	25	1	40	1115
12:15	11	17	490	2	0	520	6	2	537	8	0	553	0	3	0	1	0	4	0	8	0	16	0	24	1101
12:30	10	26	503	2	1	541	8	2	607	6	0	623	0	1	0	2	0	3	0	9	0	22	2	31	1198
12:45	15	15	520	1	0	551	7	3	562	13	0	585	0	3	0	1	0	4	0	14	0	19	3	33	1173
Hourly Total	44	76	1993	6	1	2119	28	7	2258	33	0	2326	0	9	0	5	0	14	0	46	0	82	6	128	4587
13:00	4	14	539	2	0	559	8	0	548	9	0	565	0	1	1	2	2	4	0	14	1	17	1	32	1160
13:15	4	22	561	2	1	589	13	2	563	3	1	581	0	1	0	2	3	3	0	5	2	19	1	26	1199
13:30	8	21	489	4	1	522	2	3	591	7	0	603	0	5	0	2	2	7	0	7	0	15	1	22	1154
13:45	11	23	538	3	1	575	8	1	570	5	0	584	0	1	1	4	0	6	0	9	0	12	0	21	1186
Hourly Total	27	80	2127	11	3	2245	31	6	2272	24	1	2333	0	8	2	10	7	20	0	35	3	63	3	101	4699
14:00	5	16	516	2	3	539	7	3	583	4	0	597	0	2	0	4	1	6	0	7	0	17	4	24	1166
14:15	4	17	535	5	0	561	7	2	541	13	0	563	0	5	0	1	0	6	0	5	1	17	0	23	1153
14:30	5	16	528	5	0	554	6	0	545	4	0	555	0	3	0	3	2	6	0	7	0	23	3	30	1145
14:45	3	18	519	5	0	545	9	2	560	5	1	576	0	3	1	1	0	5	0	8	0	11	0	19	1145
Hourly Total	17	67	2098	17	3	2199	29	7	2229	26	1	2291	0	13	1	9	3	23	0	27	1	68	7	96	4609
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	4	25	568	7	0	604	7	4	552	6	1	569	0	4	0	5	0	9	0	7	1	10	0	18	1200
16:15	3	22	539	2	1	566	7	1	558	13	1	579	0	3	0	3	0	6	0	14	1	18	2	33	1184
16:30	1	13	509	6	0	529	7	2	558	6	0	573	0	8	0	3	4	11	0	10	1	21	0	32	1145
16:45	3	13	517	4	1	537	3	1	518	3	0	525	0	1	0	3	0	4	0	8	0	13	2	21	1087
Hourly Total	11	73	2133	19	2	2236	24	8	2186	28	2	2246	0	16	0	14	4	30	0	39	3	62	4	104	4616
17:00	4	22	518	3	0	547	6	1	586	6	2	599	0	5	1	1	3	7	0	8	0	12	1	20	1173
17:15	4	18	520	0	0	542	9	0	579	6	0	594	0	0	0	1	6	1	0	11	0	25	2	36	1173
17:30	6	14	507	3	0	530	5	1	585	10	1	601	0	1	1	1	2	3	0	11	0	18	1	29	1163
17:45	3	13	562	3	0	581	0	2	505	5	0	512	0	4	0	1	0	5	0	3	0	12	1	15	1113
Hourly Total	17	67	2107	9	0	2200	20	4	2255	27	3	2306	0	10	2	4	11	16	0	33	0	67	5	100	4622
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	3	13	418	2	0	436	3	0	380	7	0	390	0	2	0	0	0	2	0	2	0	9	1	11	839
19:15	3	12	424	1	1	440	10	0	368	3	0	381	0	2	0	0	1	2	0	8	0	7	0	15	838
19:30	5	10	385	1	0	401	4	2	391	10	1	407	0	0	0	1	0	1	0	2	0	6	1	8	817
19:45	4	8	393	2	0	407	6	0	351	5	0	362	0	3	0	1	0	4	0	7	0	10	0	17	790
Hourly Total	15	43	1620	6	1	1684	23	2	1490	25	1	1540	0	7	0	2	1	9	0	19	0	32	2	51	3284
20:00	1	9	433	2	0	445	7	1	382	8	1	398	0	0	0	1	0	1	0	4	0	7	1	11	855
20:15	2	20	418	3	0	443	5	1	290	2	0	298	0	1	0	1	0	2	0	4	0	3	2	7	750
Grand Total	158	588	18885	109	12	19740	275	50	18876	233	10	19434	0	88	5	70	34	163	0	306	8	569	38	883	40220
Approach %	0.8	3.0	95.7	0.6	-	-	1.4	0.3	97.1	1.2	-	-	0.0	54.0	3.1	42.9	-	-	0.0	34.7	0.9	64.4	-	-	-
Total %	0.4	1.5	47.0	0.3	-	49.1	0.7	0.1	46.9	0.6	-	48.3	0.0	0.2	0.0	0.2	-	0.4	0.0	0.8	0.0	1.4	-	2.2	-
Lights	156	581	18551	106	-	19394	274	50	18575	229	-	19128	0	88	4	68	-	160	0	299	8	555	-	862	39544
% Lights	98.7	98.8	98.2	97.2	-	98.2	99.6	100.0	98.4	98.3	-	98.4	-	100.0	80.0	97.1	-	98.2	-	97.7	100.0	97.5	-	97.6	98.3
Other Vehicles	2	7	334	3	-	346	1	0	301	4	-	306	0	0	1	2	-	3	0	7	0	14	-	21	676

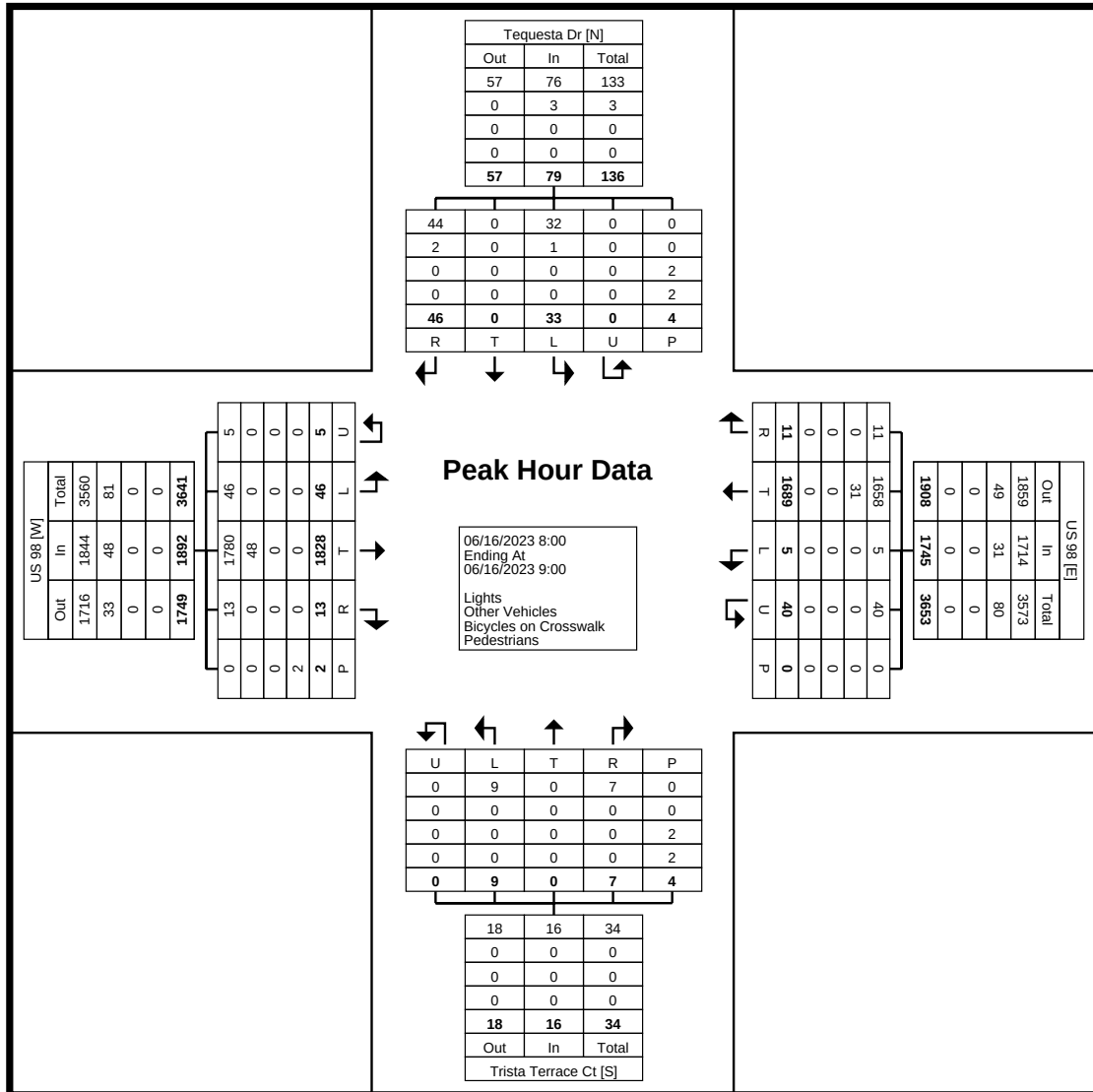
% Other Vehicles	1.3	1.2	1.8	2.8	-	1.8	0.4	0.0	1.6	1.7	-	1.6	-	0.0	20.0	2.9	-	1.8	-	2.3	0.0	2.5	-	2.4	1.7
Bicycles on Crosswalk	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	18	-	-
% Bicycles on Crosswalk	-	-	-	-	41.7	-	-	-	-	-	10.0	-	-	-	-	-	26.5	-	-	-	-	-	47.4	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	9	-	-	-	-	-	25	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	58.3	-	-	-	-	-	90.0	-	-	-	-	-	73.5	-	-	-	-	-	52.6	-	-



Turning Movement Data Plot

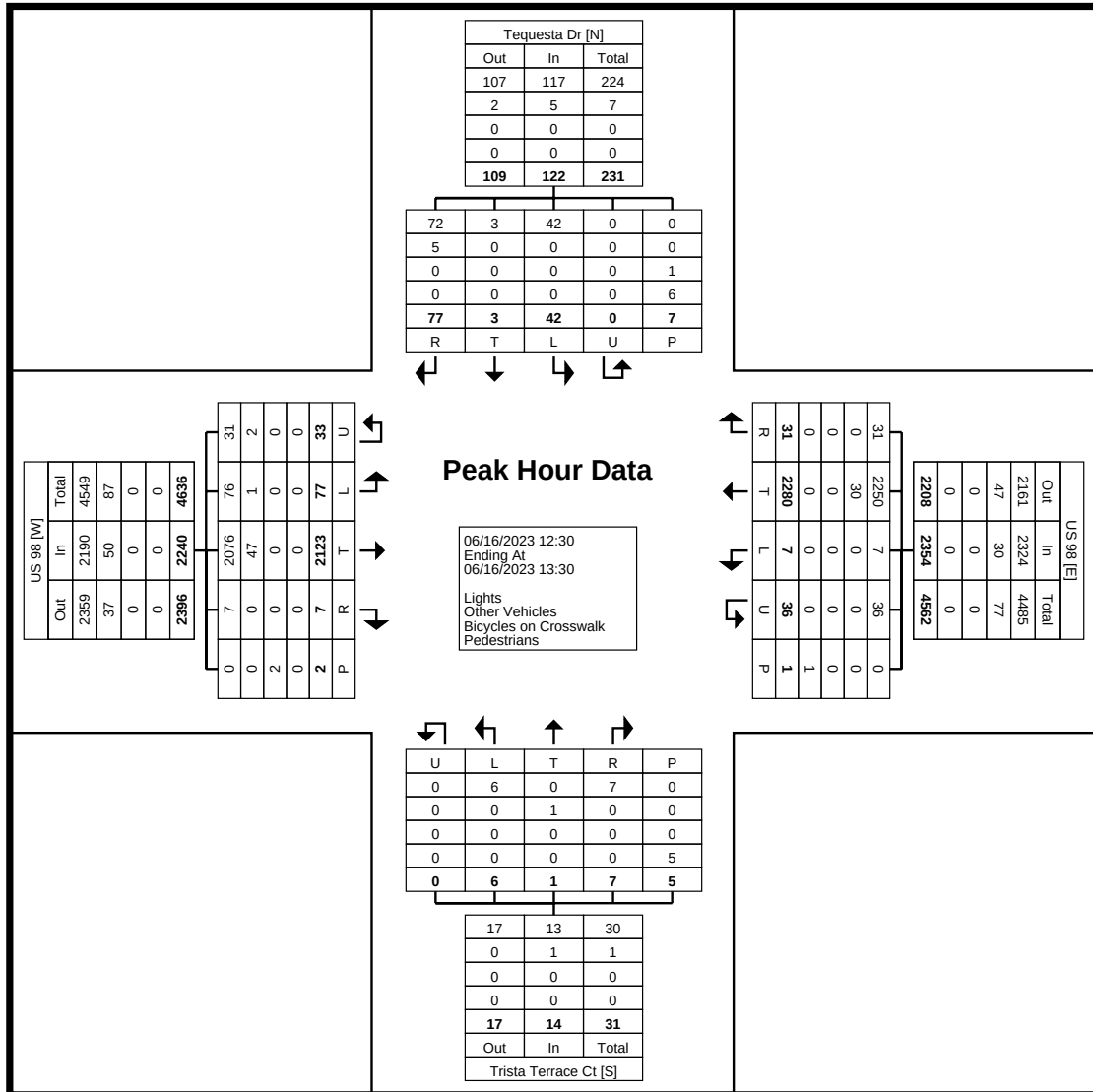
Turning Movement Peak Hour Data (8:00)

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	1	7	424	3	2	435	13	1	378	3	0	395	0	1	0	1	0	2	0	11	0	12	2	23	855
8:15	3	11	461	3	0	478	9	2	395	1	0	407	0	1	0	0	2	1	0	6	0	13	1	19	905
8:30	1	15	497	5	0	518	4	0	443	4	0	451	0	5	0	2	1	7	0	9	0	11	1	20	996
8:45	0	13	446	2	0	461	14	2	473	3	0	492	0	2	0	4	1	6	0	7	0	10	0	17	976
Total	5	46	1828	13	2	1892	40	5	1689	11	0	1745	0	9	0	7	4	16	0	33	0	46	4	79	3732
Approach %	0.3	2.4	96.6	0.7	-	-	2.3	0.3	96.8	0.6	-	-	0.0	56.3	0.0	43.8	-	-	0.0	41.8	0.0	58.2	-	-	-
Total %	0.1	1.2	49.0	0.3	-	50.7	1.1	0.1	45.3	0.3	-	46.8	0.0	0.2	0.0	0.2	-	0.4	0.0	0.9	0.0	1.2	-	2.1	-
PHF	0.417	0.767	0.920	0.650	-	0.913	0.714	0.625	0.893	0.688	-	0.887	0.000	0.450	0.000	0.438	-	0.571	0.000	0.750	0.000	0.885	-	0.859	0.937
Lights	5	46	1780	13	-	1844	40	5	1658	11	-	1714	0	9	0	7	-	16	0	32	0	44	-	76	3650
% Lights	100.0	100.0	97.4	100.0	-	97.5	100.0	100.0	98.2	100.0	-	98.2	-	100.0	-	100.0	-	100.0	-	97.0	-	95.7	-	96.2	97.8
Other Vehicles	0	0	48	0	-	48	0	0	31	0	-	31	0	0	0	0	-	0	0	1	0	2	-	3	82
% Other Vehicles	0.0	0.0	2.6	0.0	-	2.5	0.0	0.0	1.8	0.0	-	1.8	-	0.0	-	0.0	-	0.0	-	3.0	-	4.3	-	3.8	2.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-



Turning Movement Peak Hour Data (12:30)

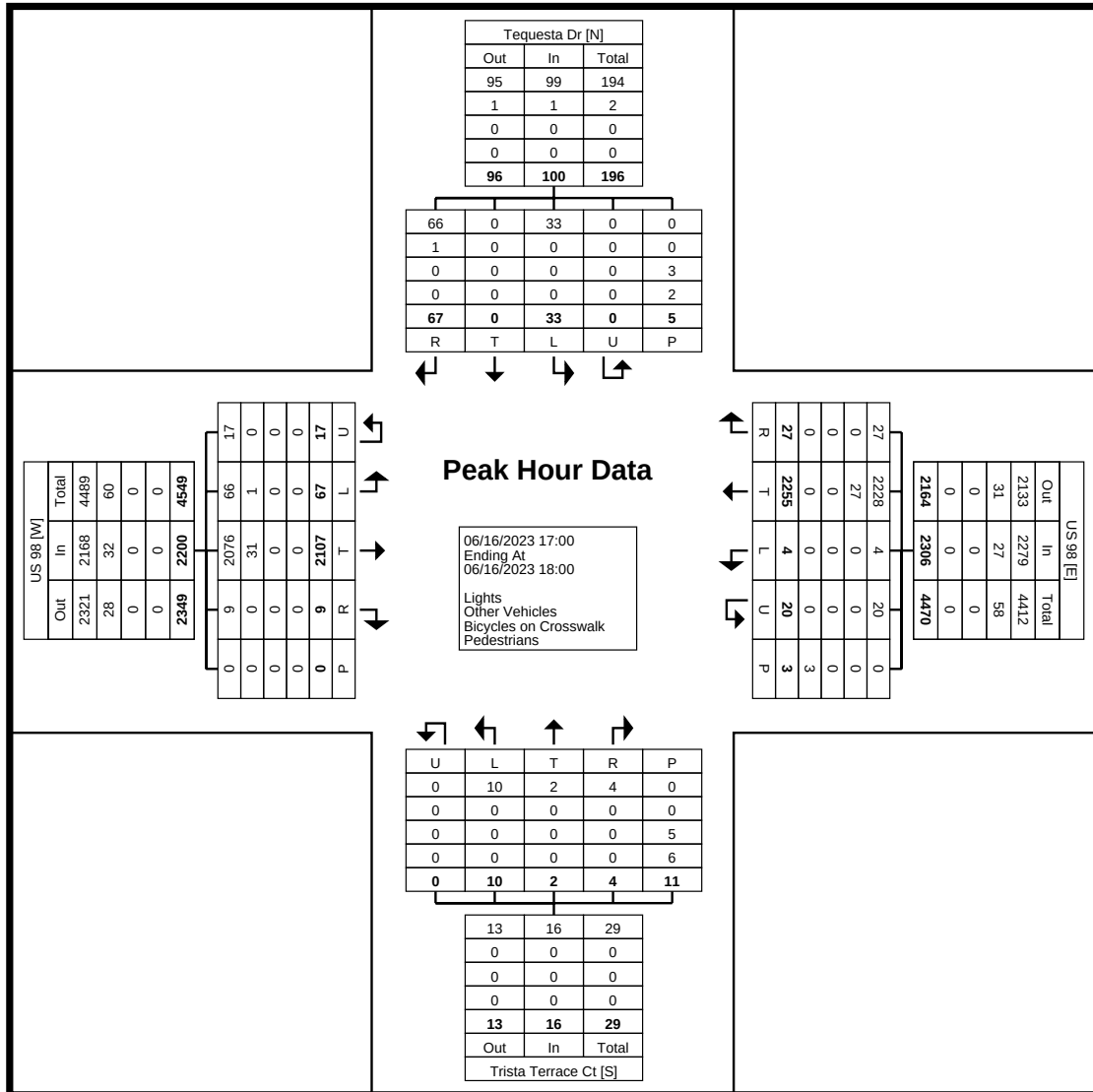
Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:30	10	26	503	2	1	541	8	2	607	6	0	623	0	1	0	2	0	3	0	9	0	22	2	31	1198
12:45	15	15	520	1	0	551	7	3	562	13	0	585	0	3	0	1	0	4	0	14	0	19	3	33	1173
13:00	4	14	539	2	0	559	8	0	548	9	0	565	0	1	1	2	2	4	0	14	1	17	1	32	1160
13:15	4	22	561	2	1	589	13	2	563	3	1	581	0	1	0	2	3	3	0	5	2	19	1	26	1199
Total	33	77	2123	7	2	2240	36	7	2280	31	1	2354	0	6	1	7	5	14	0	42	3	77	7	122	4730
Approach %	1.5	3.4	94.8	0.3	-	-	1.5	0.3	96.9	1.3	-	-	0.0	42.9	7.1	50.0	-	-	0.0	34.4	2.5	63.1	-	-	-
Total %	0.7	1.6	44.9	0.1	-	47.4	0.8	0.1	48.2	0.7	-	49.8	0.0	0.1	0.0	0.1	-	0.3	0.0	0.9	0.1	1.6	-	2.6	-
PHF	0.550	0.740	0.946	0.875	-	0.951	0.692	0.583	0.939	0.596	-	0.945	0.000	0.500	0.250	0.875	-	0.875	0.000	0.750	0.375	0.875	-	0.924	0.986
Lights	31	76	2076	7	-	2190	36	7	2250	31	-	2324	0	6	0	7	-	13	0	42	3	72	-	117	4644
% Lights	93.9	98.7	97.8	100.0	-	97.8	100.0	100.0	98.7	100.0	-	98.7	-	100.0	0.0	100.0	-	92.9	-	100.0	100.0	93.5	-	95.9	98.2
Other Vehicles	2	1	47	0	-	50	0	0	30	0	-	30	0	0	1	0	-	1	0	0	0	5	-	5	86
% Other Vehicles	6.1	1.3	2.2	0.0	-	2.2	0.0	0.0	1.3	0.0	-	1.3	-	0.0	100.0	0.0	-	7.1	-	0.0	0.0	6.5	-	4.1	1.8
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	85.7	-	-



Turning Movement Peak Hour Data Plot (12:30)

Turning Movement Peak Hour Data (17:00)

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	4	22	518	3	0	547	6	1	586	6	2	599	0	5	1	1	3	7	0	8	0	12	1	20	1173
17:15	4	18	520	0	0	542	9	0	579	6	0	594	0	0	0	1	6	1	0	11	0	25	2	36	1173
17:30	6	14	507	3	0	530	5	1	585	10	1	601	0	1	1	1	2	3	0	11	0	18	1	29	1163
17:45	3	13	562	3	0	581	0	2	505	5	0	512	0	4	0	1	0	5	0	3	0	12	1	15	1113
Total	17	67	2107	9	0	2200	20	4	2255	27	3	2306	0	10	2	4	11	16	0	33	0	67	5	100	4622
Approach %	0.8	3.0	95.8	0.4	-	-	0.9	0.2	97.8	1.2	-	-	0.0	62.5	12.5	25.0	-	-	0.0	33.0	0.0	67.0	-	-	-
Total %	0.4	1.4	45.6	0.2	-	47.6	0.4	0.1	48.8	0.6	-	49.9	0.0	0.2	0.0	0.1	-	0.3	0.0	0.7	0.0	1.4	-	2.2	-
PHF	0.708	0.761	0.937	0.750	-	0.947	0.556	0.500	0.962	0.675	-	0.959	0.000	0.500	0.500	1.000	-	0.571	0.000	0.750	0.000	0.670	-	0.694	0.985
Lights	17	66	2076	9	-	2168	20	4	2228	27	-	2279	0	10	2	4	-	16	0	33	0	66	-	99	4562
% Lights	100.0	98.5	98.5	100.0	-	98.5	100.0	100.0	98.8	100.0	-	98.8	-	100.0	100.0	100.0	-	100.0	-	100.0	-	98.5	-	99.0	98.7
Other Vehicles	0	1	31	0	-	32	0	0	27	0	-	27	0	0	0	0	-	0	0	0	0	1	-	1	60
% Other Vehicles	0.0	1.5	1.5	0.0	-	1.5	0.0	0.0	1.2	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	-	1.5	-	1.0	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	45.5	-	-	-	-	-	60.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	54.5	-	-	-	-	-	40.0	-	-



Turning Movement Peak Hour Data Plot (17:00)

Turning Movement Peak Hour Data (19:15)

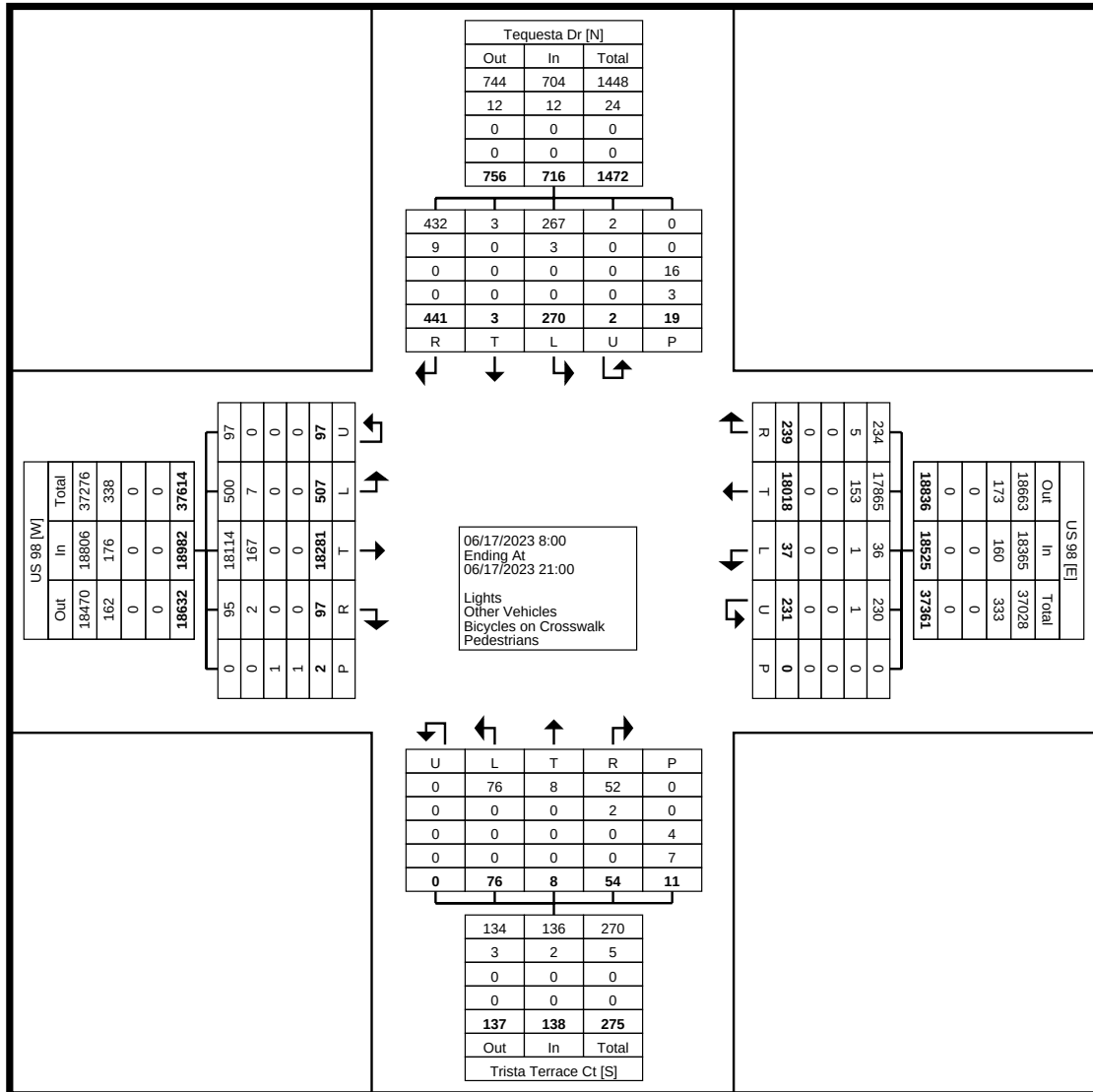
Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:15	3	12	424	1	1	440	10	0	368	3	0	381	0	2	0	0	1	2	0	8	0	7	0	15	838
19:30	5	10	385	1	0	401	4	2	391	10	1	407	0	0	0	1	0	1	0	2	0	6	1	8	817
19:45	4	8	393	2	0	407	6	0	351	5	0	362	0	3	0	1	0	4	0	7	0	10	0	17	790
20:00	1	9	433	2	0	445	7	1	382	8	1	398	0	0	0	1	0	1	0	4	0	7	1	11	855
Total	13	39	1635	6	1	1693	27	3	1492	26	2	1548	0	5	0	3	1	8	0	21	0	30	2	51	3300
Approach %	0.8	2.3	96.6	0.4	-	-	1.7	0.2	96.4	1.7	-	-	0.0	62.5	0.0	37.5	-	-	0.0	41.2	0.0	58.8	-	-	-
Total %	0.4	1.2	49.5	0.2	-	51.3	0.8	0.1	45.2	0.8	-	46.9	0.0	0.2	0.0	0.1	-	0.2	0.0	0.6	0.0	0.9	-	1.5	-
PHF	0.650	0.813	0.944	0.750	-	0.951	0.675	0.375	0.954	0.650	-	0.951	0.000	0.417	0.000	0.750	-	0.500	0.000	0.656	0.000	0.750	-	0.750	0.965
Lights	13	38	1629	6	-	1686	27	3	1485	26	-	1541	0	5	0	3	-	8	0	21	0	30	-	51	3286
% Lights	100.0	97.4	99.6	100.0	-	99.6	100.0	100.0	99.5	100.0	-	99.5	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	99.6
Other Vehicles	0	1	6	0	-	7	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	14
% Other Vehicles	0.0	2.6	0.4	0.0	-	0.4	0.0	0.0	0.5	0.0	-	0.5	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-



Turning Movement Data

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	6	328	0	0	334	4	1	319	3	0	327	0	1	0	3	0	4	0	6	0	4	2	10	675
8:15	0	6	327	0	0	333	8	0	408	3	0	419	0	4	0	1	0	5	0	2	0	7	0	9	766
8:30	2	11	422	2	1	437	4	1	433	5	0	443	0	2	0	2	2	4	0	5	0	10	0	15	899
8:45	0	8	428	2	0	438	7	0	513	5	0	525	0	0	0	2	0	2	0	5	1	10	0	16	981
Hourly Total	2	31	1505	4	1	1542	23	2	1673	16	0	1714	0	7	0	8	2	15	0	18	1	31	2	50	3321
9:00	2	13	387	1	0	403	5	1	495	2	0	503	0	2	0	1	0	3	0	8	0	12	2	20	929
9:15	0	10	396	3	0	409	11	0	491	4	0	506	0	0	0	1	1	1	1	10	0	10	0	21	937
9:30	0	5	452	2	0	459	11	4	488	6	0	509	0	2	0	4	0	6	0	6	0	18	4	24	998
9:45	1	6	446	2	0	455	8	1	495	6	0	510	0	1	1	1	0	3	0	11	0	10	1	21	989
Hourly Total	3	34	1681	8	0	1726	35	6	1969	18	0	2028	0	5	1	7	1	13	1	35	0	50	7	86	3853
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	3	17	467	2	0	489	0	3	461	10	0	474	0	1	0	0	0	1	0	9	0	13	0	22	986
11:15	7	13	448	10	0	478	4	0	476	8	0	488	0	6	1	2	0	9	0	10	0	15	2	25	1000
11:30	2	6	452	8	0	468	6	2	510	6	0	524	0	4	0	5	0	9	0	9	0	15	1	24	1025
11:45	3	16	545	1	0	565	6	1	452	7	0	466	0	2	0	2	0	4	0	7	0	14	0	21	1056
Hourly Total	15	52	1912	21	0	2000	16	6	1899	31	0	1952	0	13	1	9	0	23	0	35	0	57	3	92	4067
12:00	5	19	487	1	0	512	3	1	463	8	0	475	0	1	1	3	0	5	0	7	1	17	0	25	1017
12:15	2	21	501	1	0	525	3	0	472	7	0	482	0	0	0	1	3	1	0	9	0	14	1	23	1031
12:30	2	11	493	3	0	509	6	3	551	11	0	571	0	0	0	2	1	2	0	10	0	13	1	23	1105
12:45	4	10	474	2	0	490	5	0	492	7	0	504	0	1	0	1	0	2	1	7	0	15	0	23	1019
Hourly Total	13	61	1955	7	0	2036	17	4	1978	33	0	2032	0	2	1	7	4	10	1	33	1	59	2	94	4172
13:00	3	18	462	1	0	484	8	1	500	7	0	516	0	3	0	0	1	3	0	4	0	13	0	17	1020
13:15	0	13	371	1	1	385	4	1	472	10	0	487	0	1	0	3	1	4	0	11	0	13	0	24	900
13:30	4	8	332	3	0	347	7	0	494	4	0	505	0	3	0	1	0	4	0	6	0	11	0	17	873
13:45	3	14	448	3	0	468	9	1	460	6	0	476	0	1	1	0	0	2	0	6	0	13	0	19	965
Hourly Total	10	53	1613	8	1	1684	28	3	1926	27	0	1984	0	8	1	4	2	13	0	27	0	50	0	77	3758
14:00	4	15	530	3	0	552	6	0	477	8	0	491	0	3	0	1	2	4	0	7	0	10	1	17	1064
14:15	2	18	620	3	0	643	5	0	420	4	0	429	0	4	1	1	0	6	0	9	1	11	1	21	1099
14:30	3	20	629	4	0	656	4	0	532	6	0	542	0	1	0	1	0	2	0	6	0	9	0	15	1215
14:45	2	13	556	5	0	576	4	0	486	6	0	496	0	5	0	3	0	8	0	11	0	7	1	18	1098
Hourly Total	11	66	2335	15	0	2427	19	0	1915	24	0	1958	0	13	1	6	2	20	0	33	1	37	3	71	4476
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	1	23	570	2	0	596	5	3	533	6	0	547	0	5	0	0	0	5	0	5	0	14	0	19	1167
16:15	4	19	551	6	0	580	12	4	526	6	0	548	0	5	0	2	0	7	0	7	0	12	0	19	1154
16:30	1	16	548	2	0	567	4	0	429	4	0	437	0	3	0	2	0	5	0	8	0	9	0	17	1026
16:45	3	13	495	2	0	513	3	1	471	5	0	480	0	1	1	0	0	2	0	9	0	9	0	18	1013
Hourly Total	9	71	2164	12	0	2256	24	8	1959	21	0	2012	0	14	1	4	0	19	0	29	0	44	0	73	4360
17:00	2	10	519	2	0	533	5	0	470	5	0	480	0	2	0	1	0	3	0	7	0	9	1	16	1032
17:15	2	14	492	2	0	510	2	1	491	8	0	502	0	0	0	1	0	1	0	9	0	10	1	19	1032
17:30	3	8	490	2	0	503	5	1	474	6	0	486	0	3	0	1	0	4	0	5	0	7	0	12	1005
17:45	6	10	437	3	0	456	8	0	470	7	0	485	0	2	0	1	0	3	0	9	0	17	0	26	970
Hourly Total	13	42	1938	9	0	2002	20	2	1905	26	0	1953	0	7	0	4	0	11	0	30	0	43	2	73	4039
18:00	3	12	419	1	0	435	8	0	417	10	0	435	0	0	0	0	0	0	0	2	0	14	0	16	886
18:15	1	18	442	0	0	461	9	1	404	4	0	418	0	0	0	0	0	0	0	6	0	10	0	16	895
18:30	6	17	426	2	0	451	4	0	425	6	0	435	0	1	0	0	0	1	0	5	0	7	0	12	899
18:45	1	7	441	3	0	452	7	0	364	2	0	373	0	2	1	1	0	4	0	3	0	8	0	11	840
Hourly Total	11	54	1728	6	0	1799	28	1	1610	22	0	1661	0	3	1	1	0	5	0	16	0	39	0	55	3520
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	0	12	373	1	0	386	5	0	326	5	0	336	0	0	0	1	0	1	0	4	0	8	0	12	735
20:15	4	8	347	0	0	359	3	3	333	8	0	347	0	1	0	1	0	2	0	4	0	7	0	11	719
20:30	2	12	373	4	0	391	6	1	282	4	0	293	0	2	0	1	0	3	0	4	0	7	0	11	698
20:45	4	11	357	2	0	374	7	1	243	4	0	255	0	1	1	1	0	3	0	2	0	9	0	11	643
Hourly Total	10	43	1450	7	0	1510	21	5	1184	21	0	1231	0	4	1	4	0	9	0	14	0	31	0	45	2795
Grand Total	97	507	18281	97	2	18982	231	37	18018	239	0	18525	0	76	8	54	11	138	2	270	3	441	19	716	38361
Approach %	0.5	2.7	96.3	0.5	-	-	1.2	0.2	97.3	1.3	-	-	0.0	55.1	5.8	39.1	-	-	0.3	37.7	0.4	61.6	-	-	-
Total %	0.3	1.3	47.7	0.3	-	49.5	0.6	0.1	47.0	0.6	-	48.3	0.0	0.2	0.0	0.1	-	0.4	0.0	0.7	0.0	1.1	-	1.9	-
Lights	97	500	18114	95	-	18806	230	36	17865	234	-	18365	0	76	8	52	-	136	2	267	3	432	-	704	38011
% Lights	100.0	98.6	99.1	97.9	-	99.1	99.6	97.3	99.2	97.9	-	99.1	-	100.0	100.0	96.3	-	98.6	100.0	98.9	100.0	98.0	-	98.3	99.1
Other Vehicles	0	7	167	2	-	176	1	1	153	5	-	160	0	0	0	2	-	2	0	3	0	9	-	12	350

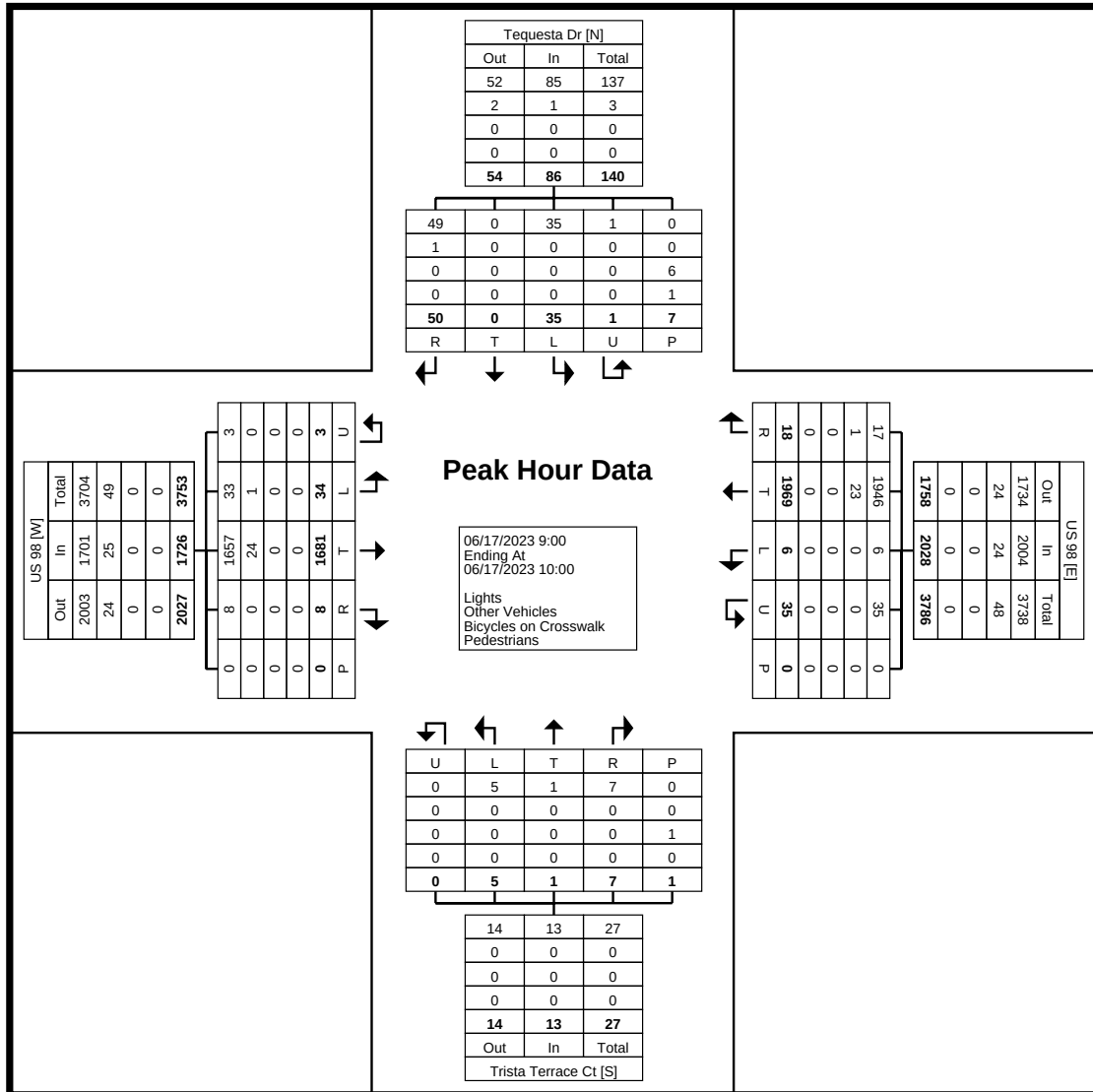
% Other Vehicles	0.0	1.4	0.9	2.1	-	0.9	0.4	2.7	0.8	2.1	-	0.9	-	0.0	0.0	3.7	-	1.4	0.0	1.1	0.0	2.0	-	1.7	0.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	16	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	36.4	-	-	-	-	-	84.2	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	63.6	-	-	-	-	-	15.8	-	-



Turning Movement Data Plot

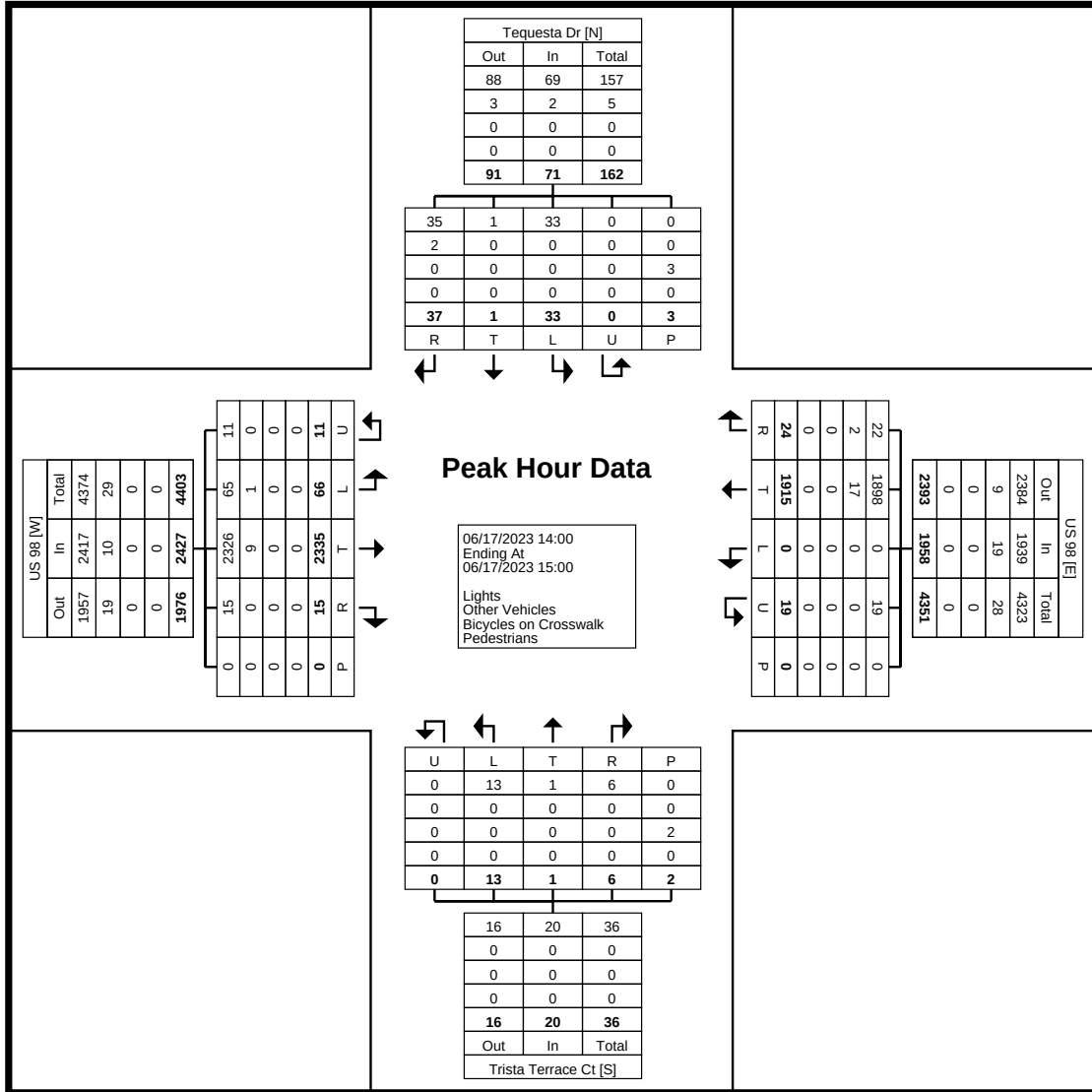
Turning Movement Peak Hour Data (9:00)

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	2	13	387	1	0	403	5	1	495	2	0	503	0	2	0	1	0	3	0	8	0	12	2	20	929
9:15	0	10	396	3	0	409	11	0	491	4	0	506	0	0	0	1	1	1	1	10	0	10	0	21	937
9:30	0	5	452	2	0	459	11	4	488	6	0	509	0	2	0	4	0	6	0	6	0	18	4	24	998
9:45	1	6	446	2	0	455	8	1	495	6	0	510	0	1	1	1	0	3	0	11	0	10	1	21	989
Total	3	34	1681	8	0	1726	35	6	1969	18	0	2028	0	5	1	7	1	13	1	35	0	50	7	86	3853
Approach %	0.2	2.0	97.4	0.5	-	-	1.7	0.3	97.1	0.9	-	-	0.0	38.5	7.7	53.8	-	-	1.2	40.7	0.0	58.1	-	-	-
Total %	0.1	0.9	43.6	0.2	-	44.8	0.9	0.2	51.1	0.5	-	52.6	0.0	0.1	0.0	0.2	-	0.3	0.0	0.9	0.0	1.3	-	2.2	-
PHF	0.375	0.654	0.930	0.667	-	0.940	0.795	0.375	0.994	0.750	-	0.994	0.000	0.625	0.250	0.438	-	0.542	0.250	0.795	0.000	0.694	-	0.896	0.965
Lights	3	33	1657	8	-	1701	35	6	1946	17	-	2004	0	5	1	7	-	13	1	35	0	49	-	85	3803
% Lights	100.0	97.1	98.6	100.0	-	98.6	100.0	100.0	98.8	94.4	-	98.8	-	100.0	100.0	100.0	-	100.0	100.0	100.0	-	98.0	-	98.8	98.7
Other Vehicles	0	1	24	0	-	25	0	0	23	1	-	24	0	0	0	0	-	0	0	0	0	1	-	1	50
% Other Vehicles	0.0	2.9	1.4	0.0	-	1.4	0.0	0.0	1.2	5.6	-	1.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	2.0	-	1.2	1.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	85.7	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	14.3	-	-



Turning Movement Peak Hour Data (14:00)

Start Time	US 98 Eastbound						US 98 Westbound						Trista Terrace Ct Northbound						Tequesta Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	4	15	530	3	0	552	6	0	477	8	0	491	0	3	0	1	2	4	0	7	0	10	1	17	1064
14:15	2	18	620	3	0	643	5	0	420	4	0	429	0	4	1	1	0	6	0	9	1	11	1	21	1099
14:30	3	20	629	4	0	656	4	0	532	6	0	542	0	1	0	1	0	2	0	6	0	9	0	15	1215
14:45	2	13	556	5	0	576	4	0	486	6	0	496	0	5	0	3	0	8	0	11	0	7	1	18	1098
Total	11	66	2335	15	0	2427	19	0	1915	24	0	1958	0	13	1	6	2	20	0	33	1	37	3	71	4476
Approach %	0.5	2.7	96.2	0.6	-	-	1.0	0.0	97.8	1.2	-	-	0.0	65.0	5.0	30.0	-	-	0.0	46.5	1.4	52.1	-	-	-
Total %	0.2	1.5	52.2	0.3	-	54.2	0.4	0.0	42.8	0.5	-	43.7	0.0	0.3	0.0	0.1	-	0.4	0.0	0.7	0.0	0.8	-	1.6	-
PHF	0.688	0.825	0.928	0.750	-	0.925	0.792	0.000	0.900	0.750	-	0.903	0.000	0.650	0.250	0.500	-	0.625	0.000	0.750	0.250	0.841	-	0.845	0.921
Lights	11	65	2326	15	-	2417	19	0	1898	22	-	1939	0	13	1	6	-	20	0	33	1	35	-	69	4445
% Lights	100.0	98.5	99.6	100.0	-	99.6	100.0	-	99.1	91.7	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	94.6	-	97.2	99.3
Other Vehicles	0	1	9	0	-	10	0	0	17	2	-	19	0	0	0	0	-	0	0	0	0	2	-	2	31
% Other Vehicles	0.0	1.5	0.4	0.0	-	0.4	0.0	-	0.9	8.3	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	5.4	-	2.8	0.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (14:00)

Count Name: US 98 at Tequesta
Dr - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

[illegible]



Count Name: US 98 at Tequesta
Dr - Sat
Site Code:
Start Date: 06/17/2023
Page No: 10

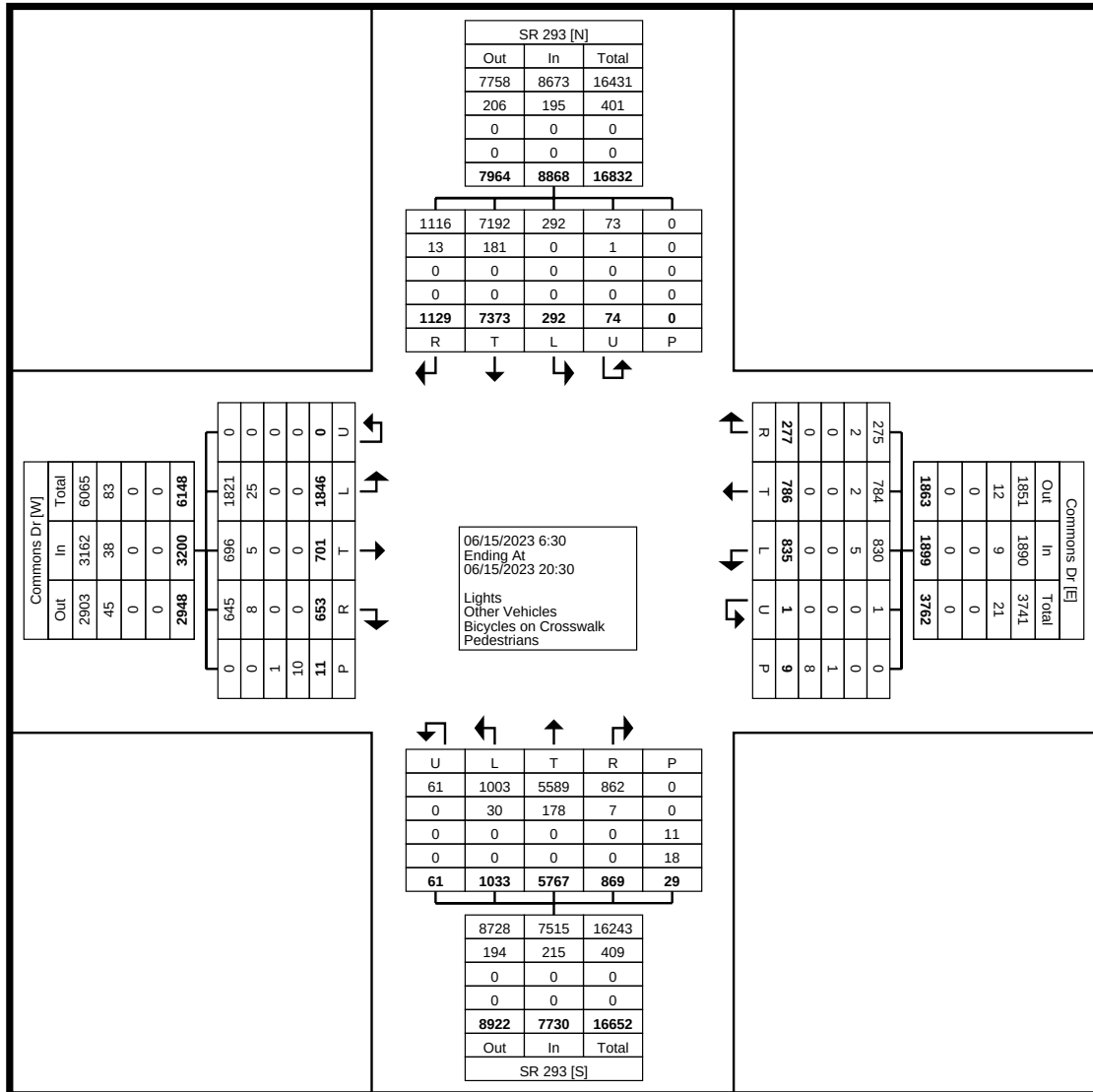
[illegible]



Turning Movement Data

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	14	2	7	0	23	0	0	0	0	1	0	0	6	106	0	1	112	0	0	209	13	0	222	357
6:45	0	34	4	4	0	42	0	2	1	0	0	3	0	4	96	6	1	106	0	1	184	18	0	203	354
Hourly Total	0	48	6	11	0	65	0	2	1	0	1	3	0	10	202	6	2	218	0	1	393	31	0	425	711
7:00	0	19	4	2	0	25	0	5	0	0	0	5	2	8	103	0	0	113	0	1	144	14	0	159	302
7:15	0	26	4	8	0	38	0	0	3	1	0	4	1	3	107	7	0	118	0	3	203	35	0	241	401
7:30	0	33	5	7	0	45	0	3	1	1	0	5	0	4	101	2	0	107	3	1	205	36	0	245	402
7:45	0	38	3	11	0	52	0	2	1	1	0	4	0	9	113	5	0	127	0	2	222	43	0	267	450
Hourly Total	0	116	16	28	0	160	0	10	5	3	0	18	3	24	424	14	0	465	3	7	774	128	0	912	1555
8:00	0	28	8	7	0	43	0	1	0	2	0	3	0	4	102	5	1	111	1	0	226	41	0	268	425
8:15	0	21	5	11	0	37	0	2	1	0	0	3	0	8	118	5	0	131	0	2	219	51	0	272	443
8:30	0	42	9	11	0	62	0	1	4	5	2	10	0	9	164	4	0	177	4	2	251	49	0	306	555
8:45	0	31	10	14	0	55	0	7	11	1	0	19	3	17	131	12	0	163	0	2	232	54	0	288	525
Hourly Total	0	122	32	43	0	197	0	11	16	8	2	35	3	38	515	26	1	582	5	6	928	195	0	1134	1948
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	53	21	18	0	92	0	14	12	8	1	34	3	34	162	30	0	229	0	15	180	29	0	224	579
11:15	0	40	23	19	0	82	0	25	18	5	0	48	5	39	150	33	0	227	3	11	190	32	0	236	593
11:30	0	39	21	17	0	77	0	25	35	7	0	67	2	36	129	41	0	208	1	13	193	34	0	241	593
11:45	0	35	27	20	0	82	0	26	21	8	0	55	4	43	126	23	1	196	1	6	172	28	0	207	540
Hourly Total	0	167	92	74	0	333	0	90	86	28	1	204	14	152	567	127	1	860	5	45	735	123	0	908	2305
12:00	0	44	36	17	0	97	0	29	28	7	0	64	2	47	134	21	0	204	4	12	172	23	0	211	576
12:15	0	36	15	20	2	71	0	21	23	7	0	51	4	23	151	21	0	199	0	11	232	27	0	270	591
12:30	0	54	16	19	0	89	0	29	32	6	0	67	1	39	142	31	2	213	1	9	226	34	0	270	639
12:45	0	47	21	21	0	89	0	24	32	7	0	63	2	36	145	31	0	214	2	11	205	23	0	241	607
Hourly Total	0	181	88	77	2	346	0	103	115	27	0	245	9	145	572	104	2	830	7	43	835	107	0	992	2413
13:00	0	48	15	14	1	77	0	18	21	13	0	52	5	38	138	34	0	215	2	18	207	36	0	263	607
13:15	0	45	33	9	2	87	0	22	30	8	0	60	0	32	160	27	3	219	5	16	191	22	0	234	600
13:30	0	45	32	7	0	84	0	37	27	9	1	73	1	37	144	36	1	218	4	9	207	27	0	247	622
13:45	0	60	25	24	1	109	0	29	18	10	0	57	4	39	150	33	3	226	3	15	159	18	0	195	587
Hourly Total	0	198	105	54	4	357	0	106	96	40	1	242	10	146	592	130	7	878	14	58	764	103	0	939	2416
14:00	0	61	30	17	0	108	0	41	21	6	2	68	2	30	171	29	3	232	1	10	185	31	0	227	635
14:15	0	61	24	26	2	111	0	33	27	7	0	67	1	29	143	35	2	208	4	11	197	32	0	244	630
14:30	0	46	25	20	0	91	1	27	30	3	0	61	1	34	134	40	2	209	2	12	204	22	0	240	601
14:45	0	52	30	20	0	102	0	26	32	11	0	69	4	20	162	36	1	222	2	4	208	22	0	236	629
Hourly Total	0	220	109	83	2	412	1	127	110	27	2	265	8	113	610	140	8	871	9	37	794	107	0	947	2495
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	85	25	8	0	118	0	32	26	7	0	65	2	24	221	43	0	290	3	9	205	28	0	245	718
16:15	0	68	34	29	2	131	0	31	28	7	0	66	3	32	217	25	2	277	3	7	183	28	0	221	695
16:30	0	67	30	22	0	119	0	37	38	11	0	86	0	35	215	26	0	276	2	13	191	27	0	233	714
16:45	0	73	25	28	0	126	0	27	25	11	0	63	1	39	226	31	0	297	3	11	199	25	0	238	724
Hourly Total	0	293	114	87	2	494	0	127	117	36	0	280	6	130	879	125	2	1140	11	40	778	108	0	937	2851
17:00	0	75	24	12	1	111	0	34	35	10	0	79	0	40	264	26	2	330	2	5	174	35	0	216	736
17:15	0	78	21	12	0	111	0	39	32	17	2	88	0	33	237	25	2	295	0	11	201	43	0	255	749
17:30	0	86	19	27	0	132	0	36	31	17	0	84	2	40	215	33	0	290	3	9	178	41	0	231	737
17:45	0	69	31	30	0	130	0	24	39	12	0	75	3	42	194	28	2	267	3	13	183	38	0	237	709
Hourly Total	0	308	95	81	1	484	0	133	137	56	2	326	5	155	910	112	6	1182	8	38	736	157	0	939	2931
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	45	12	22	0	79	0	25	20	7	0	52	0	32	104	22	0	158	0	3	134	18	0	155	444
19:15	0	39	11	23	0	73	0	32	28	7	0	67	1	29	86	22	0	138	2	2	111	7	0	122	400
19:30	0	21	6	22	0	49	0	23	19	12	0	54	1	12	91	12	0	116	3	2	129	15	0	149	368
19:45	0	28	8	19	0	55	0	10	14	9	0	33	0	16	80	10	0	106	3	4	84	13	0	104	298
Hourly Total	0	133	37	86	0	256	0	90	81	35	0	206	2	89	361	66	0	518	8	11	458	53	0	530	1510
20:00	0	29	6	13	0	48	0	15	8	8	0	31	1	16	69	11	0	97	4	1	77	11	0	93	269
20:15	0	31	1	16	0	48	0	21	14	9	0	44	0	15	66	8	0	89	0	5	101	6	0	112	293
Grand Total	0	1846	701	653	11	3200	1	835	786	277	9	1899	61	1033	5767	869	29	7730	74	292	7373	1129	0	8868	21697
Approach %	0.0	57.7	21.9	20.4	-	-	0.1	44.0	41.4	14.6	-	-	0.8	13.4	74.6	11.2	-	-	0.8	3.3	83.1	12.7	-	-	-
Total %	0.0	8.5	3.2	3.0	-	14.7	0.0	3.8	3.6	1.3	-	8.8	0.3	4.8	26.6	4.0	-	35.6	0.3	1.3	34.0	5.2	-	40.9	-
Lights	0	1821	696	645	-	3162	1	830	784	275	-	1890	61	1003	5589	862	-	7515	73	292	7192	1116	-	8673	21240
% Lights	-	98.6	99.3	98.8	-	98.8	100.0	99.4	99.7	99.3	-	99.5	100.0	97.1	96.9	99.2	-	97.2	98.6	100.0	97.5	98.8	-	97.8	97.9
Other Vehicles	0	25	5	8	-	38	0	5	2	2	-	9	0	30	178	7	-	215	1	0	181	13	-	195	457

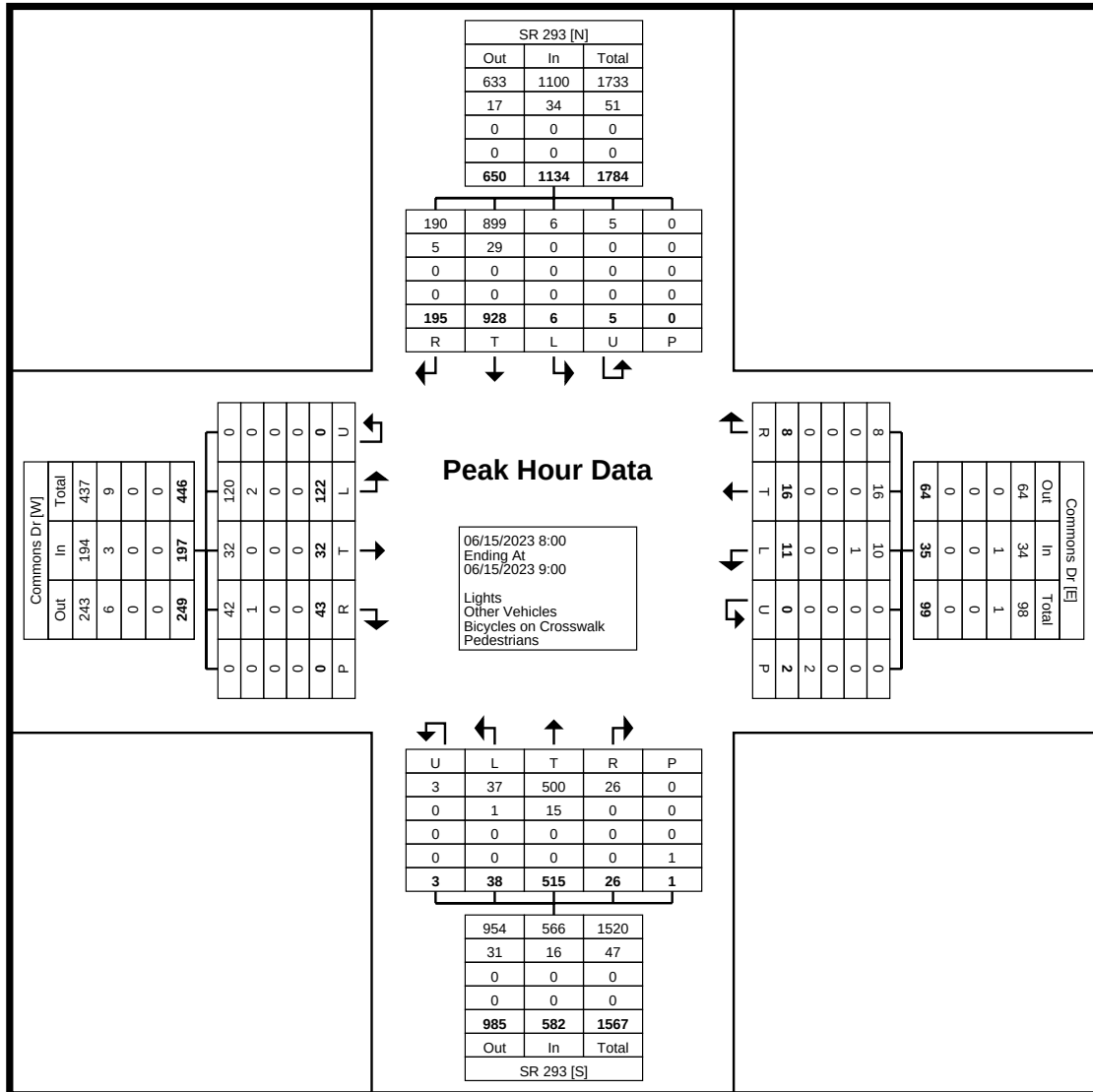
% Other Vehicles	-	1.4	0.7	1.2	-	1.2	0.0	0.6	0.3	0.7	-	0.5	0.0	2.9	3.1	0.8	-	2.8	1.4	0.0	2.5	1.2	-	2.2	2.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	9.1	-	-	-	-	-	11.1	-	-	-	-	-	37.9	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	8	-	-	-	-	-	18	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	90.9	-	-	-	-	-	88.9	-	-	-	-	-	62.1	-	-	-	-	-	-	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	28	8	7	0	43	0	1	0	2	0	3	0	4	102	5	1	111	1	0	226	41	0	268	425
8:15	0	21	5	11	0	37	0	2	1	0	0	3	0	8	118	5	0	131	0	2	219	51	0	272	443
8:30	0	42	9	11	0	62	0	1	4	5	2	10	0	9	164	4	0	177	4	2	251	49	0	306	555
8:45	0	31	10	14	0	55	0	7	11	1	0	19	3	17	131	12	0	163	0	2	232	54	0	288	525
Total	0	122	32	43	0	197	0	11	16	8	2	35	3	38	515	26	1	582	5	6	928	195	0	1134	1948
Approach %	0.0	61.9	16.2	21.8	-	-	0.0	31.4	45.7	22.9	-	-	0.5	6.5	88.5	4.5	-	-	0.4	0.5	81.8	17.2	-	-	-
Total %	0.0	6.3	1.6	2.2	-	10.1	0.0	0.6	0.8	0.4	-	1.8	0.2	2.0	26.4	1.3	-	29.9	0.3	0.3	47.6	10.0	-	58.2	-
PHF	0.000	0.726	0.800	0.768	-	0.794	0.000	0.393	0.364	0.400	-	0.461	0.250	0.559	0.785	0.542	-	0.822	0.313	0.750	0.924	0.903	-	0.926	0.877
Lights	0	120	32	42	-	194	0	10	16	8	-	34	3	37	500	26	-	566	5	6	899	190	-	1100	1894
% Lights	-	98.4	100.0	97.7	-	98.5	-	90.9	100.0	100.0	-	97.1	100.0	97.4	97.1	100.0	-	97.3	100.0	100.0	96.9	97.4	-	97.0	97.2
Other Vehicles	0	2	0	1	-	3	0	1	0	0	-	1	0	1	15	0	-	16	0	0	29	5	-	34	54
% Other Vehicles	-	1.6	0.0	2.3	-	1.5	-	9.1	0.0	0.0	-	2.9	0.0	2.6	2.9	0.0	-	2.7	0.0	0.0	3.1	2.6	-	3.0	2.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (8:00)

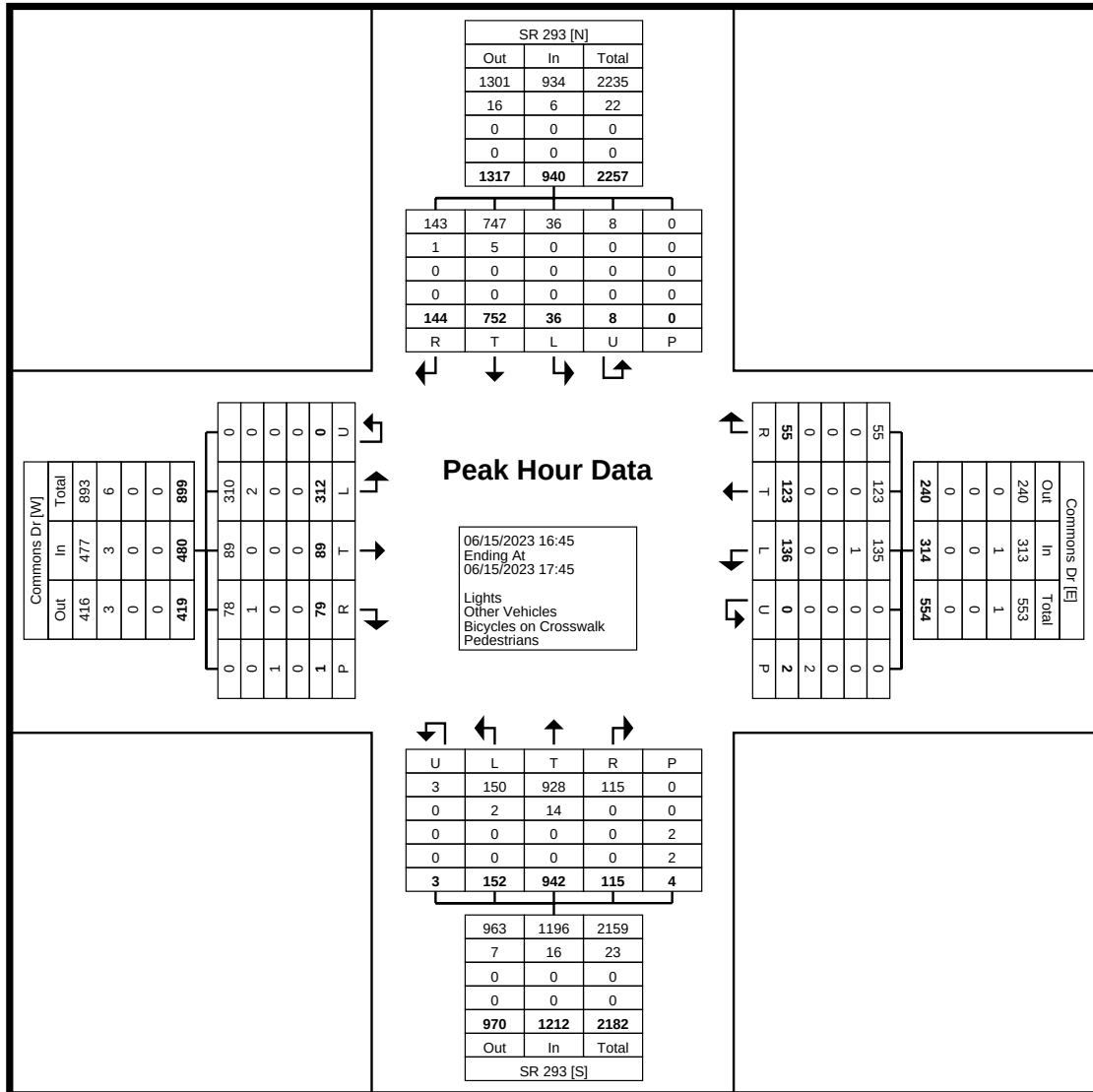
Turning Movement Peak Hour Data (14:00)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	61	30	17	0	108	0	41	21	6	2	68	2	30	171	29	3	232	1	10	185	31	0	227	635
14:15	0	61	24	26	2	111	0	33	27	7	0	67	1	29	143	35	2	208	4	11	197	32	0	244	630
14:30	0	46	25	20	0	91	1	27	30	3	0	61	1	34	134	40	2	209	2	12	204	22	0	240	601
14:45	0	52	30	20	0	102	0	26	32	11	0	69	4	20	162	36	1	222	2	4	208	22	0	236	629
Total	0	220	109	83	2	412	1	127	110	27	2	265	8	113	610	140	8	871	9	37	794	107	0	947	2495
Approach %	0.0	53.4	26.5	20.1	-	-	0.4	47.9	41.5	10.2	-	-	0.9	13.0	70.0	16.1	-	-	1.0	3.9	83.8	11.3	-	-	-
Total %	0.0	8.8	4.4	3.3	-	16.5	0.0	5.1	4.4	1.1	-	10.6	0.3	4.5	24.4	5.6	-	34.9	0.4	1.5	31.8	4.3	-	38.0	-
PHF	0.000	0.902	0.908	0.798	-	0.928	0.250	0.774	0.859	0.614	-	0.960	0.500	0.831	0.892	0.875	-	0.939	0.563	0.771	0.954	0.836	-	0.970	0.982
Lights	0	216	107	82	-	405	1	127	110	27	-	265	8	108	587	139	-	842	8	37	782	107	-	934	2446
% Lights	-	98.2	98.2	98.8	-	98.3	100.0	100.0	100.0	100.0	-	100.0	100.0	95.6	96.2	99.3	-	96.7	88.9	100.0	98.5	100.0	-	98.6	98.0
Other Vehicles	0	4	2	1	-	7	0	0	0	0	-	0	0	5	23	1	-	29	1	0	12	0	-	13	49
% Other Vehicles	-	1.8	1.8	1.2	-	1.7	0.0	0.0	0.0	0.0	-	0.0	0.0	4.4	3.8	0.7	-	3.3	11.1	0.0	1.5	0.0	-	1.4	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data (16:45)

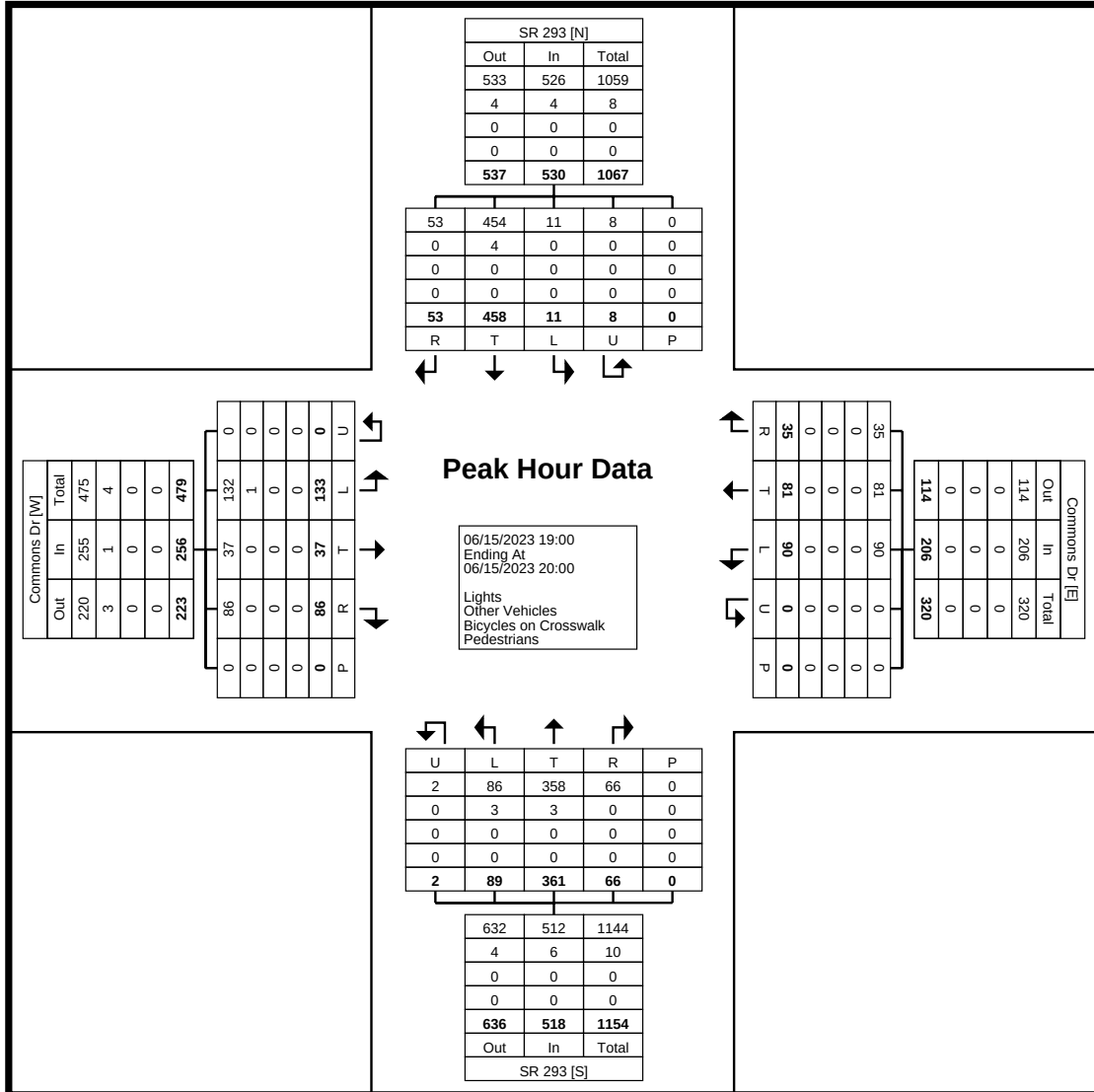
Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	73	25	28	0	126	0	27	25	11	0	63	1	39	226	31	0	297	3	11	199	25	0	238	724
17:00	0	75	24	12	1	111	0	34	35	10	0	79	0	40	264	26	2	330	2	5	174	35	0	216	736
17:15	0	78	21	12	0	111	0	39	32	17	2	88	0	33	237	25	2	295	0	11	201	43	0	255	749
17:30	0	86	19	27	0	132	0	36	31	17	0	84	2	40	215	33	0	290	3	9	178	41	0	231	737
Total	0	312	89	79	1	480	0	136	123	55	2	314	3	152	942	115	4	1212	8	36	752	144	0	940	2946
Approach %	0.0	65.0	18.5	16.5	-	-	0.0	43.3	39.2	17.5	-	-	0.2	12.5	77.7	9.5	-	-	0.9	3.8	80.0	15.3	-	-	-
Total %	0.0	10.6	3.0	2.7	-	16.3	0.0	4.6	4.2	1.9	-	10.7	0.1	5.2	32.0	3.9	-	41.1	0.3	1.2	25.5	4.9	-	31.9	-
PHF	0.000	0.907	0.890	0.705	-	0.909	0.000	0.872	0.879	0.809	-	0.892	0.375	0.950	0.892	0.871	-	0.918	0.667	0.818	0.935	0.837	-	0.922	0.983
Lights	0	310	89	78	-	477	0	135	123	55	-	313	3	150	928	115	-	1196	8	36	747	143	-	934	2920
% Lights	-	99.4	100.0	98.7	-	99.4	-	99.3	100.0	100.0	-	99.7	100.0	98.7	98.5	100.0	-	98.7	100.0	100.0	99.3	99.3	-	99.4	99.1
Other Vehicles	0	2	0	1	-	3	0	1	0	0	-	1	0	2	14	0	-	16	0	0	5	1	-	6	26
% Other Vehicles	-	0.6	0.0	1.3	-	0.6	-	0.7	0.0	0.0	-	0.3	0.0	1.3	1.5	0.0	-	1.3	0.0	0.0	0.7	0.7	-	0.6	0.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (16:45)

Count Name: SR 293 at
Commons Dr - Thur
Site Code:
Start Date: 06/15/2023
Page No: 10

[illegible]

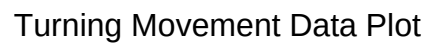


Turning Movement Peak Hour Data Plot (19:00)

Turning Movement Data

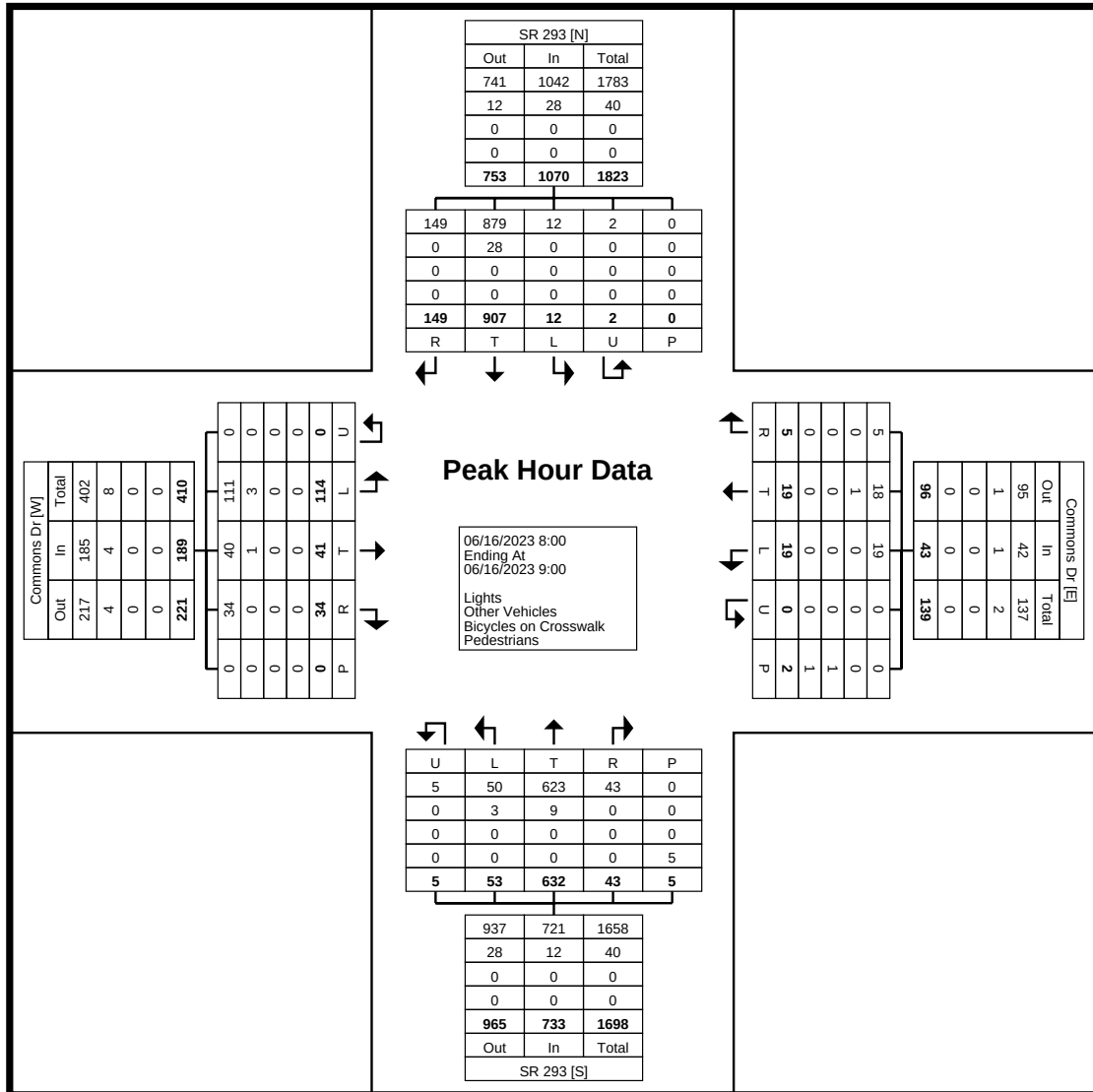
Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	14	1	0	1	15	0	1	2	0	0	3	0	1	92	2	0	95	0	2	156	13	0	171	284
6:45	0	17	4	3	0	24	0	2	1	0	0	3	0	3	117	3	0	123	1	1	155	30	0	187	337
Hourly Total	0	31	5	3	1	39	0	3	3	0	0	6	0	4	209	5	0	218	1	3	311	43	0	358	621
7:00	0	22	1	5	0	28	0	1	1	0	0	2	0	9	110	4	0	123	0	2	130	20	0	152	305
7:15	0	23	6	8	0	37	0	0	3	0	0	3	0	7	141	3	0	151	1	0	189	19	0	209	400
7:30	0	26	11	8	0	45	0	3	2	0	0	5	1	10	132	4	0	147	1	3	232	38	0	274	471
7:45	0	24	9	6	0	39	0	1	5	2	0	8	0	7	132	4	0	143	1	1	241	49	0	292	482
Hourly Total	0	95	27	27	0	149	0	5	11	2	0	18	1	33	515	15	0	564	3	6	792	126	0	927	1658
8:00	0	23	7	7	0	37	0	1	4	1	0	6	1	12	155	6	3	174	2	3	212	39	0	256	473
8:15	0	27	11	9	0	47	0	5	7	0	1	12	1	11	172	8	0	192	0	1	224	36	0	261	512
8:30	0	28	15	9	0	52	0	6	3	2	1	11	0	15	173	11	0	199	0	3	231	41	0	275	537
8:45	0	36	8	9	0	53	0	7	5	2	0	14	3	15	132	18	2	168	0	5	240	33	0	278	513
Hourly Total	0	114	41	34	0	189	0	19	19	5	2	43	5	53	632	43	5	733	2	12	907	149	0	1070	2035
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	36	21	23	0	80	0	19	10	6	0	35	5	25	169	34	0	233	1	7	138	34	0	180	528
11:15	0	35	28	20	0	83	0	27	15	3	0	45	1	28	127	40	0	196	3	10	166	18	0	197	521
11:30	0	39	24	17	0	80	0	15	17	3	0	35	2	38	146	42	0	228	3	5	203	24	0	235	578
11:45	0	40	35	19	0	94	0	19	19	5	0	43	1	33	128	43	6	205	2	13	179	35	0	229	571
Hourly Total	0	150	108	79	0	337	0	80	61	17	0	158	9	124	570	159	6	862	9	35	686	111	0	841	2198
12:00	0	32	27	21	0	80	0	30	16	6	0	52	4	24	154	49	1	231	0	21	163	24	0	208	571
12:15	0	43	31	22	0	96	0	31	20	10	1	61	2	42	140	39	0	223	0	11	187	33	0	231	611
12:30	0	50	34	31	1	115	0	45	27	11	0	83	2	34	163	42	0	241	3	7	203	23	0	236	675
12:45	0	48	25	23	0	96	0	42	36	14	0	92	4	37	138	32	0	211	0	4	192	31	0	227	626
Hourly Total	0	173	117	97	1	387	0	148	99	41	1	288	12	137	595	162	1	906	3	43	745	111	0	902	2483
13:00	0	44	31	24	0	99	0	40	37	10	1	87	4	36	151	48	0	239	1	14	191	32	0	238	663
13:15	0	55	22	24	0	101	0	44	30	10	0	84	4	56	145	60	0	265	3	13	182	32	0	230	680
13:30	0	56	31	28	0	115	0	43	35	8	1	86	1	44	149	41	4	235	2	10	202	28	0	242	678
13:45	0	57	23	28	0	108	0	39	41	12	1	92	5	37	154	37	3	233	1	7	219	21	0	248	681
Hourly Total	0	212	107	104	0	423	0	166	143	40	3	349	14	173	599	186	7	972	7	44	794	113	0	958	2702
14:00	1	67	23	21	3	112	0	40	41	8	3	89	3	44	128	45	3	220	0	7	214	23	0	244	665
14:15	0	56	25	26	0	107	0	46	37	8	0	91	6	38	175	39	5	258	2	15	205	21	0	243	699
14:30	0	58	35	28	6	121	0	38	37	21	0	96	1	38	141	30	5	210	2	8	217	24	0	251	678
14:45	0	70	33	22	1	125	0	50	42	9	0	101	2	55	183	35	2	275	1	7	210	21	0	239	740
Hourly Total	1	251	116	97	10	465	0	174	157	46	3	377	12	175	627	149	15	963	5	37	846	89	0	977	2782
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	70	29	19	0	118	0	29	32	11	3	72	0	30	192	16	0	238	2	9	227	42	0	280	708
16:15	0	71	32	19	4	122	0	34	39	8	0	81	3	32	191	30	2	256	1	7	208	27	0	243	702
16:30	0	81	25	18	3	124	0	46	25	7	0	78	0	35	211	29	1	275	1	4	193	32	0	230	707
16:45	0	76	30	21	2	127	0	41	29	16	0	86	0	24	186	21	2	231	0	12	219	26	0	257	701
Hourly Total	0	298	116	77	9	491	0	150	125	42	3	317	3	121	780	96	5	1000	4	32	847	127	0	1010	2818
17:00	0	72	25	9	0	106	0	31	40	6	0	77	2	30	246	31	0	309	5	13	210	35	0	263	755
17:15	0	75	36	14	0	125	0	46	32	8	0	86	0	29	258	23	0	310	1	8	210	28	0	247	768
17:30	0	79	32	16	0	127	0	24	31	12	0	67	1	34	232	29	0	296	2	8	201	26	0	237	727
17:45	0	78	20	30	0	128	0	31	22	9	0	62	1	39	188	26	0	254	2	10	197	12	0	221	665
Hourly Total	0	304	113	69	0	486	0	132	125	35	0	292	4	132	924	109	0	1169	10	39	818	101	0	968	2915
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	42	16	23	0	81	0	23	22	7	0	52	3	22	137	32	0	194	0	8	161	28	0	197	524
19:15	0	31	18	22	0	71	0	38	25	6	0	69	1	35	115	23	0	174	3	6	188	28	0	225	539
19:30	0	35	13	14	0	62	0	31	18	17	0	66	2	31	114	28	1	175	2	11	136	20	0	169	472
19:45	0	29	21	19	0	69	0	26	24	5	0	55	1	27	110	33	0	171	1	7	154	17	0	179	474
Hourly Total	0	137	68	78	0	283	0	118	89	35	0	242	7	115	476	116	1	714	6	32	639	93	0	770	2009
20:00	0	34	16	28	6	78	0	31	17	8	0	56	3	32	75	21	5	131	3	4	145	15	0	167	432
20:15	0	40	15	28	2	83	0	39	20	6	0	65	2	14	118	12	2	146	0	6	133	23	0	162	456
Grand Total	1	1839	849	721	29	3410	0	1065	869	277	12	2211	72	1113	6120	1073	47	8378	53	293	7663	1101	0	9110	23109
Approach %	0.0	53.9	24.9	21.1	-	-	0.0	48.2	39.3	12.5	-	-	0.9	13.3	73.0	12.8	-	-	0.6	3.2	84.1	12.1	-	-	-
Total %	0.0	8.0	3.7	3.1	-	14.8	0.0	4.6	3.8	1.2	-	9.6	0.3	4.8	26.5	4.6	-	36.3	0.2	1.3	33.2	4.8	-	39.4	-
Lights	0	1816	845	716	-	3377	0	1059	863	273	-	2195	72	1088	5987	1069	-	8216	51	287	7542	1093	-	8973	22761
% Lights	0.0	98.7	99.5	99.3	-	99.0	-	99.4	99.3	98.6	-	99.3	100.0	97.8	97.8	99.6	-	98.1	96.2	98.0	98.4	99.3	-	98.5	98.5
Other Vehicles	1	23	4	5	-	33	0	6	6	4	-	16	0	25	133	4	-	162	2	6	121	8	-	137	348

% Other Vehicles	100.0	1.3	0.5	0.7	-	1.0	-	0.6	0.7	1.4	-	0.7	0.0	2.2	2.2	0.4	-	1.9	3.8	2.0	1.6	0.7	-	1.5	1.5
Bicycles on Crosswalk	-	-	-	-	9	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	31.0	-	-	-	-	-	58.3	-	-	-	-	-	25.5	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	20	-	-	-	-	-	5	-	-	-	-	-	35	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	69.0	-	-	-	-	-	41.7	-	-	-	-	-	74.5	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data (8:00)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	23	7	7	0	37	0	1	4	1	0	6	1	12	155	6	3	174	2	3	212	39	0	256	473
8:15	0	27	11	9	0	47	0	5	7	0	1	12	1	11	172	8	0	192	0	1	224	36	0	261	512
8:30	0	28	15	9	0	52	0	6	3	2	1	11	0	15	173	11	0	199	0	3	231	41	0	275	537
8:45	0	36	8	9	0	53	0	7	5	2	0	14	3	15	132	18	2	168	0	5	240	33	0	278	513
Total	0	114	41	34	0	189	0	19	19	5	2	43	5	53	632	43	5	733	2	12	907	149	0	1070	2035
Approach %	0.0	60.3	21.7	18.0	-	-	0.0	44.2	44.2	11.6	-	-	0.7	7.2	86.2	5.9	-	-	0.2	1.1	84.8	13.9	-	-	-
Total %	0.0	5.6	2.0	1.7	-	9.3	0.0	0.9	0.9	0.2	-	2.1	0.2	2.6	31.1	2.1	-	36.0	0.1	0.6	44.6	7.3	-	52.6	-
PHF	0.000	0.792	0.683	0.944	-	0.892	0.000	0.679	0.679	0.625	-	0.768	0.417	0.883	0.913	0.597	-	0.921	0.250	0.600	0.945	0.909	-	0.962	0.947
Lights	0	111	40	34	-	185	0	19	18	5	-	42	5	50	623	43	-	721	2	12	879	149	-	1042	1990
% Lights	-	97.4	97.6	100.0	-	97.9	-	100.0	94.7	100.0	-	97.7	100.0	94.3	98.6	100.0	-	98.4	100.0	100.0	96.9	100.0	-	97.4	97.8
Other Vehicles	0	3	1	0	-	4	0	0	1	0	-	1	0	3	9	0	-	12	0	0	28	0	-	28	45
% Other Vehicles	-	2.6	2.4	0.0	-	2.1	-	0.0	5.3	0.0	-	2.3	0.0	5.7	1.4	0.0	-	1.6	0.0	0.0	3.1	0.0	-	2.6	2.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (8:00)

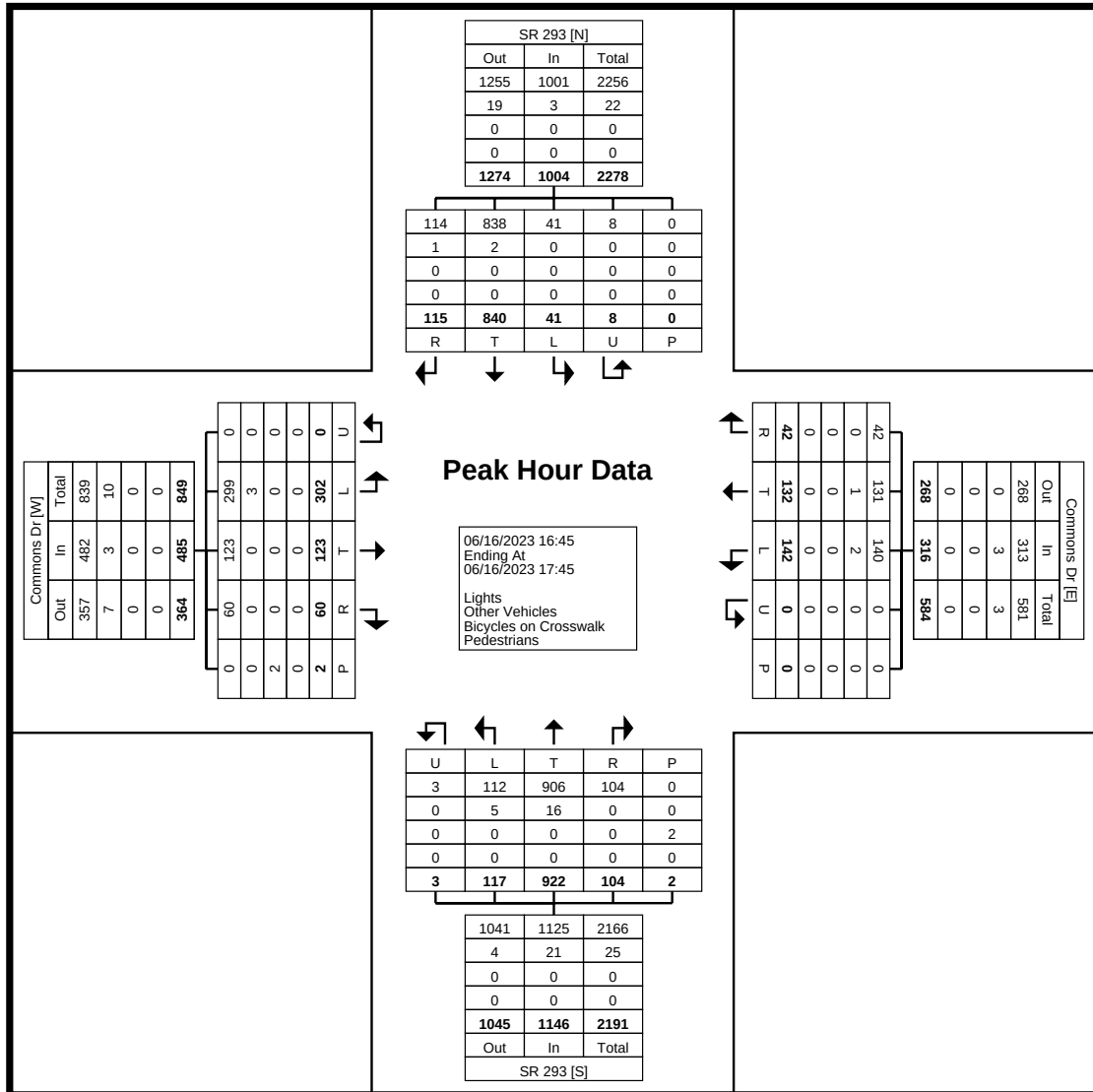
Turning Movement Peak Hour Data (14:00)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	1	67	23	21	3	112	0	40	41	8	3	89	3	44	128	45	3	220	0	7	214	23	0	244	665
14:15	0	56	25	26	0	107	0	46	37	8	0	91	6	38	175	39	5	258	2	15	205	21	0	243	699
14:30	0	58	35	28	6	121	0	38	37	21	0	96	1	38	141	30	5	210	2	8	217	24	0	251	678
14:45	0	70	33	22	1	125	0	50	42	9	0	101	2	55	183	35	2	275	1	7	210	21	0	239	740
Total	1	251	116	97	10	465	0	174	157	46	3	377	12	175	627	149	15	963	5	37	846	89	0	977	2782
Approach %	0.2	54.0	24.9	20.9	-	-	0.0	46.2	41.6	12.2	-	-	1.2	18.2	65.1	15.5	-	-	0.5	3.8	86.6	9.1	-	-	-
Total %	0.0	9.0	4.2	3.5	-	16.7	0.0	6.3	5.6	1.7	-	13.6	0.4	6.3	22.5	5.4	-	34.6	0.2	1.3	30.4	3.2	-	35.1	-
PHF	0.250	0.896	0.829	0.866	-	0.930	0.000	0.870	0.935	0.548	-	0.933	0.500	0.795	0.857	0.828	-	0.875	0.625	0.617	0.975	0.927	-	0.973	0.940
Lights	0	246	114	96	-	456	0	171	156	46	-	373	12	169	615	146	-	942	5	33	837	89	-	964	2735
% Lights	0.0	98.0	98.3	99.0	-	98.1	-	98.3	99.4	100.0	-	98.9	100.0	96.6	98.1	98.0	-	97.8	100.0	89.2	98.9	100.0	-	98.7	98.3
Other Vehicles	1	5	2	1	-	9	0	3	1	0	-	4	0	6	12	3	-	21	0	4	9	0	-	13	47
% Other Vehicles	100.0	2.0	1.7	1.0	-	1.9	-	1.7	0.6	0.0	-	1.1	0.0	3.4	1.9	2.0	-	2.2	0.0	10.8	1.1	0.0	-	1.3	1.7
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	20.0	-	-	-	-	-	100.0	-	-	-	-	-	26.7	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	80.0	-	-	-	-	-	0.0	-	-	-	-	-	73.3	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data (16:45)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	76	30	21	2	127	0	41	29	16	0	86	0	24	186	21	2	231	0	12	219	26	0	257	701
17:00	0	72	25	9	0	106	0	31	40	6	0	77	2	30	246	31	0	309	5	13	210	35	0	263	755
17:15	0	75	36	14	0	125	0	46	32	8	0	86	0	29	258	23	0	310	1	8	210	28	0	247	768
17:30	0	79	32	16	0	127	0	24	31	12	0	67	1	34	232	29	0	296	2	8	201	26	0	237	727
Total	0	302	123	60	2	485	0	142	132	42	0	316	3	117	922	104	2	1146	8	41	840	115	0	1004	2951
Approach %	0.0	62.3	25.4	12.4	-	-	0.0	44.9	41.8	13.3	-	-	0.3	10.2	80.5	9.1	-	-	0.8	4.1	83.7	11.5	-	-	-
Total %	0.0	10.2	4.2	2.0	-	16.4	0.0	4.8	4.5	1.4	-	10.7	0.1	4.0	31.2	3.5	-	38.8	0.3	1.4	28.5	3.9	-	34.0	-
PHF	0.000	0.956	0.854	0.714	-	0.955	0.000	0.772	0.825	0.656	-	0.919	0.375	0.860	0.893	0.839	-	0.924	0.400	0.788	0.959	0.821	-	0.954	0.961
Lights	0	299	123	60	-	482	0	140	131	42	-	313	3	112	906	104	-	1125	8	41	838	114	-	1001	2921
% Lights	-	99.0	100.0	100.0	-	99.4	-	98.6	99.2	100.0	-	99.1	100.0	95.7	98.3	100.0	-	98.2	100.0	100.0	99.8	99.1	-	99.7	99.0
Other Vehicles	0	3	0	0	-	3	0	2	1	0	-	3	0	5	16	0	-	21	0	0	2	1	-	3	30
% Other Vehicles	-	1.0	0.0	0.0	-	0.6	-	1.4	0.8	0.0	-	0.9	0.0	4.3	1.7	0.0	-	1.8	0.0	0.0	0.2	0.9	-	0.3	1.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (16:45)

Turning Movement Peak Hour Data (19:00)

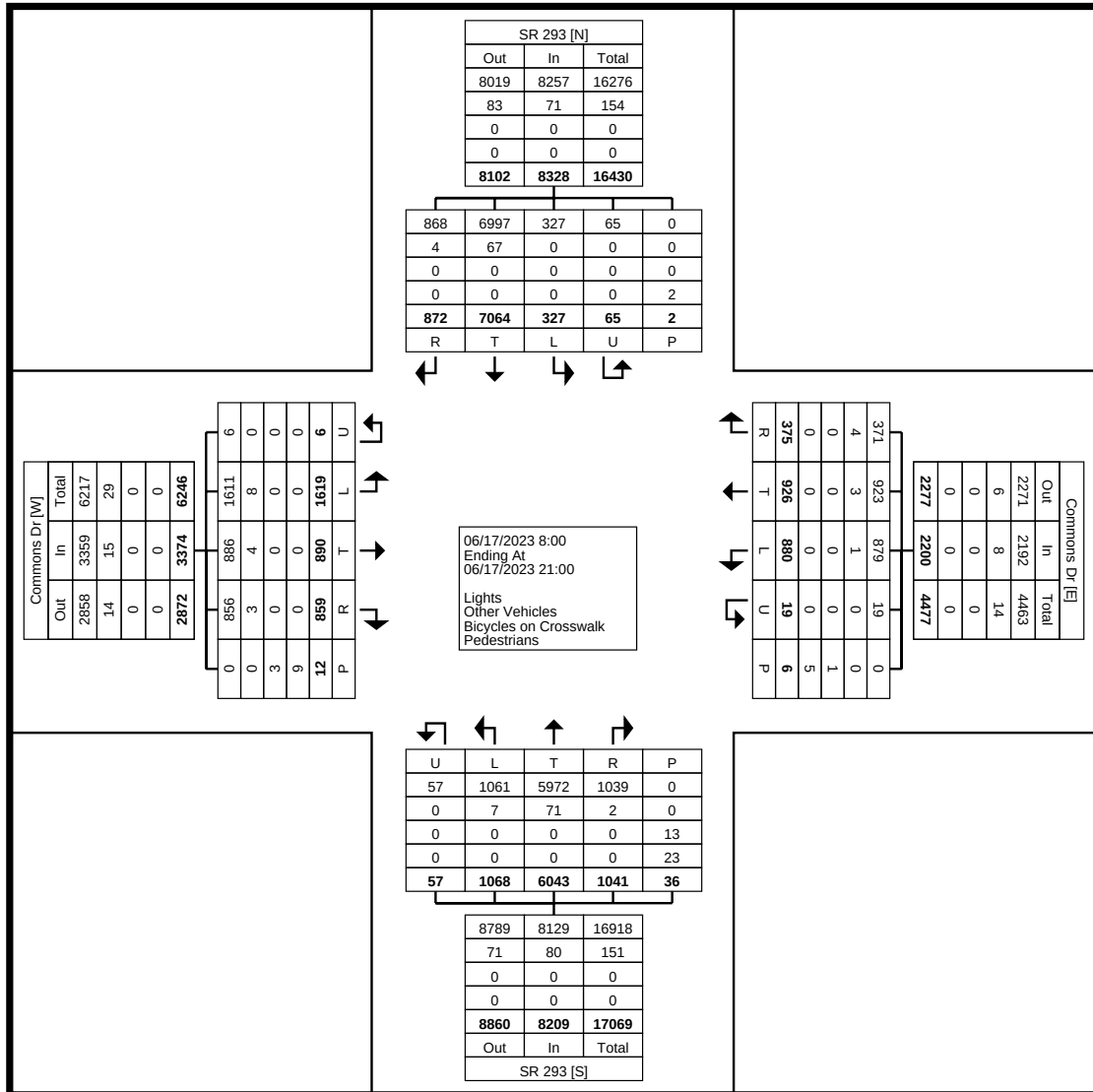
Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	42	16	23	0	81	0	23	22	7	0	52	3	22	137	32	0	194	0	8	161	28	0	197	524
19:15	0	31	18	22	0	71	0	38	25	6	0	69	1	35	115	23	0	174	3	6	188	28	0	225	539
19:30	0	35	13	14	0	62	0	31	18	17	0	66	2	31	114	28	1	175	2	11	136	20	0	169	472
19:45	0	29	21	19	0	69	0	26	24	5	0	55	1	27	110	33	0	171	1	7	154	17	0	179	474
Total	0	137	68	78	0	283	0	118	89	35	0	242	7	115	476	116	1	714	6	32	639	93	0	770	2009
Approach %	0.0	48.4	24.0	27.6	-	-	0.0	48.8	36.8	14.5	-	-	1.0	16.1	66.7	16.2	-	-	0.8	4.2	83.0	12.1	-	-	-
Total %	0.0	6.8	3.4	3.9	-	14.1	0.0	5.9	4.4	1.7	-	12.0	0.3	5.7	23.7	5.8	-	35.5	0.3	1.6	31.8	4.6	-	38.3	-
PHF	0.000	0.815	0.810	0.848	-	0.873	0.000	0.776	0.890	0.515	-	0.877	0.583	0.821	0.869	0.879	-	0.920	0.500	0.727	0.850	0.830	-	0.856	0.932
Lights	0	137	68	78	-	283	0	118	89	35	-	242	7	114	471	116	-	708	6	32	636	92	-	766	1999
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	99.1	98.9	100.0	-	99.2	100.0	100.0	99.5	98.9	-	99.5	99.5
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	1	5	0	-	6	0	0	3	1	-	4	10
% Other Vehicles	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.9	1.1	0.0	-	0.8	0.0	0.0	0.5	1.1	-	0.5	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Turning Movement Data

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00	0	10	0	5	0	15	0	3	1	1	0	5	0	5	235	8	0	248	2	1	121	21	0	145	413
8:15	0	29	5	3	0	37	0	2	4	2	0	8	0	8	198	2	0	208	0	5	164	21	0	190	443
8:30	0	17	9	12	0	38	0	4	4	3	0	11	2	12	263	2	0	279	1	5	205	26	0	237	565
8:45	0	26	10	10	0	46	0	5	8	0	0	13	0	21	225	10	0	256	0	5	204	22	0	231	546
Hourly Total	0	82	24	30	0	136	0	14	17	6	0	37	2	46	921	22	0	991	3	16	694	90	0	803	1967
9:00	0	21	18	15	0	54	0	4	11	2	0	17	0	15	218	13	1	246	0	5	169	25	0	199	516
9:15	0	31	19	16	1	66	0	5	9	5	0	19	4	9	250	14	0	277	1	6	186	32	0	225	587
9:30	0	36	18	13	0	67	0	5	10	5	0	20	2	23	200	18	0	243	0	11	260	17	0	288	618
9:45	0	28	28	17	1	73	0	11	8	12	0	31	1	26	235	24	3	286	2	9	240	35	0	286	676
Hourly Total	0	116	83	61	2	260	0	25	38	24	0	87	7	73	903	69	4	1052	3	31	855	109	0	998	2397
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	0	39	28	27	0	94	0	13	24	11	0	48	2	27	164	35	2	228	0	9	243	22	0	274	644
11:15	0	45	32	21	0	98	0	19	15	9	0	43	0	24	166	43	4	233	0	11	196	41	0	248	622
11:30	0	35	26	34	0	95	0	18	30	12	0	60	2	23	128	31	0	184	0	15	220	25	0	260	599
11:45	0	32	34	18	0	84	0	30	39	6	1	75	2	31	130	39	0	202	1	10	222	19	0	252	613
Hourly Total	0	151	120	100	0	371	0	80	108	38	1	226	6	105	588	148	6	847	1	45	881	107	0	1034	2478
12:00	0	49	29	28	0	106	0	32	26	10	0	68	1	24	140	35	0	200	1	6	200	29	0	236	610
12:15	0	37	23	33	0	93	0	22	30	11	0	63	0	25	129	31	0	185	1	12	237	26	0	276	617
12:30	0	45	33	28	0	106	0	29	35	4	0	68	2	29	115	18	8	164	2	15	194	28	0	239	577
12:45	0	49	23	23	0	95	0	28	24	8	0	60	0	24	131	45	0	200	3	12	205	22	0	242	597
Hourly Total	0	180	108	112	0	400	0	111	115	33	0	259	3	102	515	129	8	749	7	45	836	105	0	993	2401
13:00	0	51	33	30	0	114	0	36	34	7	1	77	1	35	129	35	1	200	1	9	211	17	0	238	629
13:15	0	53	34	32	1	119	0	33	24	15	1	72	0	30	108	36	1	174	0	9	210	16	0	235	600
13:30	0	54	25	27	0	106	0	37	46	4	0	87	0	58	108	24	0	190	5	8	152	14	0	179	562
13:45	0	48	30	39	1	117	0	33	54	6	0	93	1	56	105	26	2	188	2	18	170	12	0	202	600
Hourly Total	0	206	122	128	2	456	0	139	158	32	2	329	2	179	450	121	4	752	8	44	743	59	0	854	2391
14:00	0	53	41	29	0	123	0	37	49	5	0	91	3	41	142	35	1	221	0	7	197	18	0	222	657
14:15	0	50	41	15	0	106	0	28	31	11	2	70	0	19	142	35	0	196	1	9	211	30	0	251	623
14:30	0	69	32	27	0	128	0	27	34	10	0	71	2	26	132	48	0	208	2	9	180	20	0	211	618
14:45	0	58	41	25	3	124	0	24	31	12	0	67	1	35	144	41	4	221	2	10	178	25	0	215	627
Hourly Total	0	230	155	96	3	481	0	116	145	38	2	299	6	121	560	159	5	846	5	35	766	93	0	899	2525
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	62	24	19	0	105	0	60	43	18	0	121	2	35	156	23	0	216	1	9	165	18	0	193	635
16:15	0	69	29	18	0	116	0	29	38	18	0	85	4	28	202	23	0	257	0	6	177	24	0	207	665
16:30	0	57	23	21	0	101	2	20	25	23	0	70	3	31	164	18	0	216	1	8	181	31	0	221	608
16:45	0	46	14	10	0	70	3	12	21	18	1	54	0	24	173	13	0	210	2	9	201	17	0	229	563
Hourly Total	0	234	90	68	0	392	5	121	127	77	1	330	9	118	695	77	0	899	4	32	724	90	0	850	2471
17:00	0	51	20	10	0	81	5	15	20	7	0	47	1	21	191	10	0	223	6	7	210	20	0	243	594
17:15	0	50	12	3	0	65	3	12	16	21	0	52	2	20	189	10	0	221	6	9	239	29	0	283	621
17:30	0	57	27	3	0	87	1	14	5	14	0	34	0	20	204	25	5	249	9	17	148	27	0	201	571
17:45	2	49	18	18	0	87	1	30	18	11	0	60	3	34	151	27	0	215	4	3	121	24	0	152	514
Hourly Total	2	207	77	34	0	320	10	71	59	53	0	193	6	95	735	72	5	908	25	36	718	100	0	879	2300
18:00	0	30	18	26	0	74	1	30	37	11	0	79	0	41	87	42	0	170	2	1	96	17	0	116	439
18:15	3	25	24	31	0	83	2	24	23	12	0	61	4	34	83	60	0	181	0	12	104	8	0	124	449
18:30	1	16	12	31	0	60	0	20	16	7	0	43	5	38	64	37	1	144	1	4	122	15	0	142	389
18:45	0	34	23	38	0	95	1	16	12	10	0	39	1	28	89	30	0	148	1	12	163	17	2	193	475
Hourly Total	4	105	77	126	0	312	4	90	88	40	0	222	10	141	323	169	1	643	4	29	485	57	2	575	1752
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	0	26	9	27	2	62	0	28	27	10	0	65	0	23	90	25	2	138	1	8	103	23	0	135	400
20:15	0	33	8	20	3	61	0	32	14	11	0	57	4	21	96	25	1	146	2	2	84	13	0	101	365
20:30	0	23	12	27	0	62	0	19	22	10	0	51	1	24	101	16	0	142	2	2	79	16	0	99	354
20:45	0	26	5	30	0	61	0	34	8	3	0	45	1	20	66	9	0	96	0	2	96	10	0	108	310
Hourly Total	0	108	34	104	5	246	0	113	71	34	0	218	6	88	353	75	3	522	5	14	362	62	0	443	1429
Grand Total	6	1619	890	859	12	3374	19	880	926	375	6	2200	57	1068	6043	1041	36	8209	65	327	7064	872	2	8328	22111
Approach %	0.2	48.0	26.4	25.5	-	-	0.9	40.0	42.1	17.0	-	-	0.7	13.0	73.6	12.7	-	-	0.8	3.9	84.8	10.5	-	-	-
Total %	0.0	7.3	4.0	3.9	-	15.3	0.1	4.0	4.2	1.7	-	9.9	0.3	4.8	27.3	4.7	-	37.1	0.3	1.5	31.9	3.9	-	37.7	-
Lights	6	1611	886	856	-	3359	19	879	923	371	-	2192	57	1061	5972	1039	-	8129	65	327	6997	868	-	8257	21937
% Lights	100.0	99.5	99.6	99.7	-	99.6	100.0	99.9	99.7	98.9	-	99.6	100.0	99.3	98.8	99.8	-	99.0	100.0	100.0	99.1	99.5	-	99.1	99.2
Other Vehicles	0	8	4	3	-	15	0	1	3	4	-	8	0	7	71	2	-	80	0	0	67	4	-	71	174

% Other Vehicles	0.0	0.5	0.4	0.3	-	0.4	0.0	0.1	0.3	1.1	-	0.4	0.0	0.7	1.2	0.2	-	1.0	0.0	0.0	0.9	0.5	-	0.9	0.8
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	13	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	25.0	-	-	-	-	-	16.7	-	-	-	-	-	36.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	23	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	75.0	-	-	-	-	-	83.3	-	-	-	-	-	63.9	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (9:00)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
9:00	0	21	18	15	0	54	0	4	11	2	0	17	0	15	218	13	1	246	0	5	169	25	0	199	516
9:15	0	31	19	16	1	66	0	5	9	5	0	19	4	9	250	14	0	277	1	6	186	32	0	225	587
9:30	0	36	18	13	0	67	0	5	10	5	0	20	2	23	200	18	0	243	0	11	260	17	0	288	618
9:45	0	28	28	17	1	73	0	11	8	12	0	31	1	26	235	24	3	286	2	9	240	35	0	286	676
Total	0	116	83	61	2	260	0	25	38	24	0	87	7	73	903	69	4	1052	3	31	855	109	0	998	2397
Approach %	0.0	44.6	31.9	23.5	-	-	0.0	28.7	43.7	27.6	-	-	0.7	6.9	85.8	6.6	-	-	0.3	3.1	85.7	10.9	-	-	-
Total %	0.0	4.8	3.5	2.5	-	10.8	0.0	1.0	1.6	1.0	-	3.6	0.3	3.0	37.7	2.9	-	43.9	0.1	1.3	35.7	4.5	-	41.6	-
PHF	0.000	0.806	0.741	0.897	-	0.890	0.000	0.568	0.864	0.500	-	0.702	0.438	0.702	0.903	0.719	-	0.920	0.375	0.705	0.822	0.779	-	0.866	0.886
Lights	0	115	82	59	-	256	0	25	38	23	-	86	7	72	893	69	-	1041	3	31	837	108	-	979	2362
% Lights	-	99.1	98.8	96.7	-	98.5	-	100.0	100.0	95.8	-	98.9	100.0	98.6	98.9	100.0	-	99.0	100.0	100.0	97.9	99.1	-	98.1	98.5
Other Vehicles	0	1	1	2	-	4	0	0	0	1	-	1	0	1	10	0	-	11	0	0	18	1	-	19	35
% Other Vehicles	-	0.9	1.2	3.3	-	1.5	-	0.0	0.0	4.2	-	1.1	0.0	1.4	1.1	0.0	-	1.0	0.0	0.0	2.1	0.9	-	1.9	1.5
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-



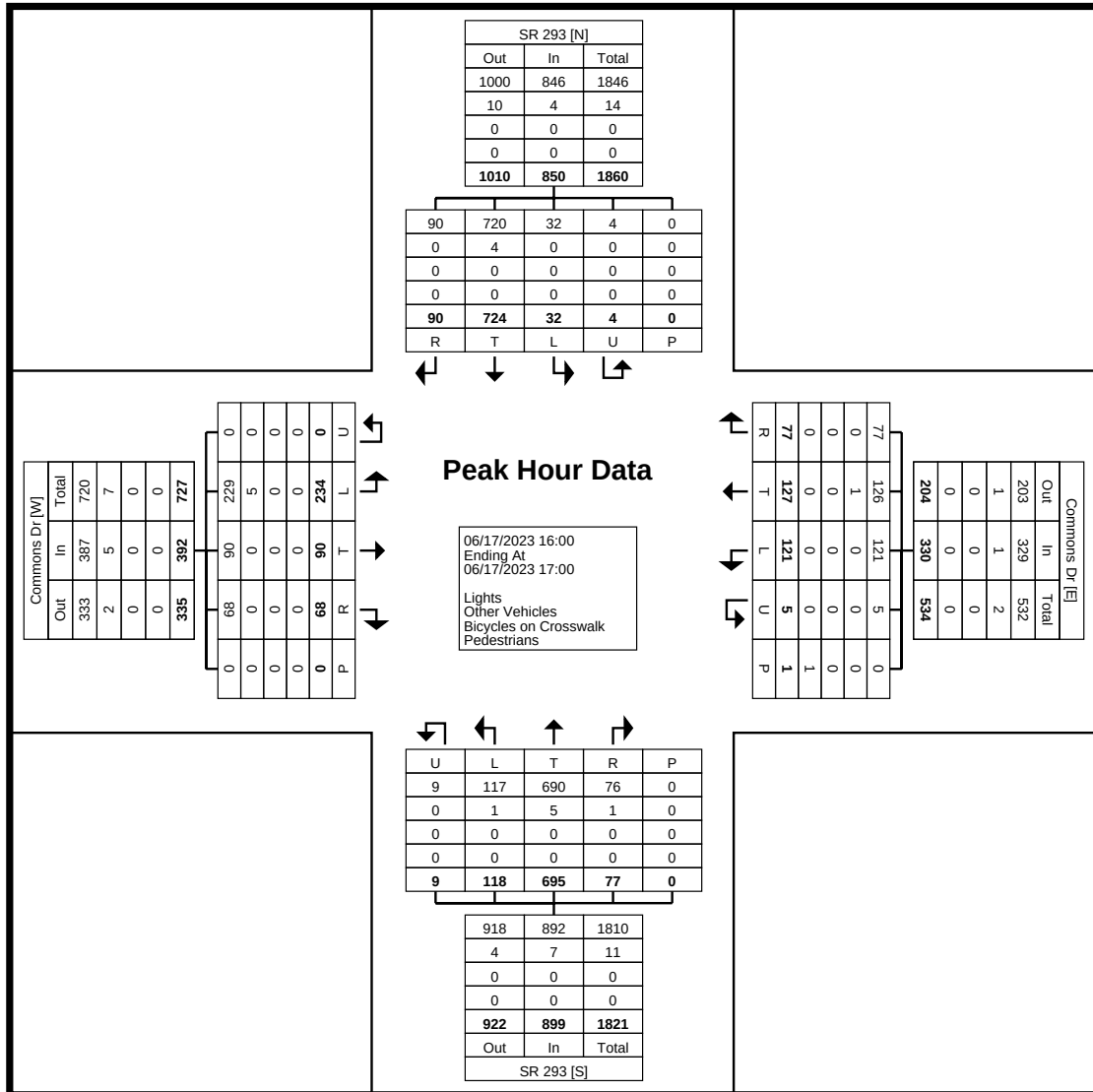
Turning Movement Peak Hour Data (14:00)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:00	0	53	41	29	0	123	0	37	49	5	0	91	3	41	142	35	1	221	0	7	197	18	0	222	657
14:15	0	50	41	15	0	106	0	28	31	11	2	70	0	19	142	35	0	196	1	9	211	30	0	251	623
14:30	0	69	32	27	0	128	0	27	34	10	0	71	2	26	132	48	0	208	2	9	180	20	0	211	618
14:45	0	58	41	25	3	124	0	24	31	12	0	67	1	35	144	41	4	221	2	10	178	25	0	215	627
Total	0	230	155	96	3	481	0	116	145	38	2	299	6	121	560	159	5	846	5	35	766	93	0	899	2525
Approach %	0.0	47.8	32.2	20.0	-	-	0.0	38.8	48.5	12.7	-	-	0.7	14.3	66.2	18.8	-	-	0.6	3.9	85.2	10.3	-	-	-
Total %	0.0	9.1	6.1	3.8	-	19.0	0.0	4.6	5.7	1.5	-	11.8	0.2	4.8	22.2	6.3	-	33.5	0.2	1.4	30.3	3.7	-	35.6	-
PHF	0.000	0.833	0.945	0.828	-	0.939	0.000	0.784	0.740	0.792	-	0.821	0.500	0.738	0.972	0.828	-	0.957	0.625	0.875	0.908	0.775	-	0.895	0.961
Lights	0	230	155	96	-	481	0	116	145	38	-	299	6	121	556	159	-	842	5	35	764	93	-	897	2519
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	99.3	100.0	-	99.5	100.0	100.0	99.7	100.0	-	99.8	99.8
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	2	0	-	2	6
% Other Vehicles	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	0.0	-	0.5	0.0	0.0	0.3	0.0	-	0.2	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	20.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	80.0	-	-	-	-	-	-	-	-



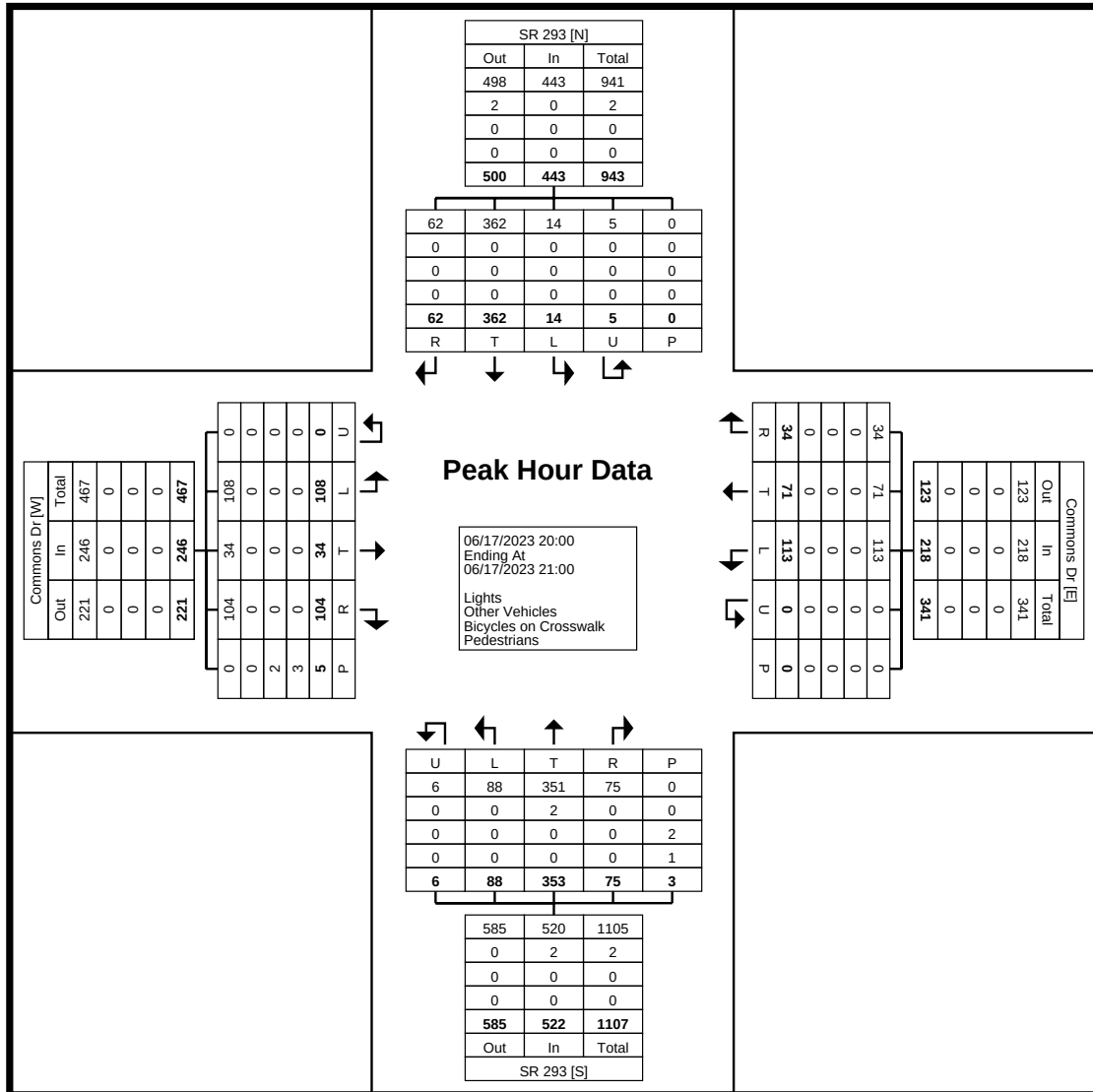
Count Name: SR 293 at
Commons Dr - Sat
Site Code:
Start Date: 06/17/2023
Page No: 8

[illegible]



Turning Movement Peak Hour Data (20:00)

Start Time	Commons Dr Eastbound						Commons Dr Westbound						SR 293 Northbound						SR 293 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
20:00	0	26	9	27	2	62	0	28	27	10	0	65	0	23	90	25	2	138	1	8	103	23	0	135	400
20:15	0	33	8	20	3	61	0	32	14	11	0	57	4	21	96	25	1	146	2	2	84	13	0	101	365
20:30	0	23	12	27	0	62	0	19	22	10	0	51	1	24	101	16	0	142	2	2	79	16	0	99	354
20:45	0	26	5	30	0	61	0	34	8	3	0	45	1	20	66	9	0	96	0	2	96	10	0	108	310
Total	0	108	34	104	5	246	0	113	71	34	0	218	6	88	353	75	3	522	5	14	362	62	0	443	1429
Approach %	0.0	43.9	13.8	42.3	-	-	0.0	51.8	32.6	15.6	-	-	1.1	16.9	67.6	14.4	-	-	1.1	3.2	81.7	14.0	-	-	-
Total %	0.0	7.6	2.4	7.3	-	17.2	0.0	7.9	5.0	2.4	-	15.3	0.4	6.2	24.7	5.2	-	36.5	0.3	1.0	25.3	4.3	-	31.0	-
PHF	0.000	0.818	0.708	0.867	-	0.992	0.000	0.831	0.657	0.773	-	0.838	0.375	0.917	0.874	0.750	-	0.894	0.625	0.438	0.879	0.674	-	0.820	0.893
Lights	0	108	34	104	-	246	0	113	71	34	-	218	6	88	351	75	-	520	5	14	362	62	-	443	1427
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	100.0	99.4	100.0	-	99.6	100.0	100.0	100.0	100.0	-	100.0	99.9
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Other Vehicles	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.4	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	40.0	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	60.0	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (20:00)

Seven Day Bi-Directional Volume Counts

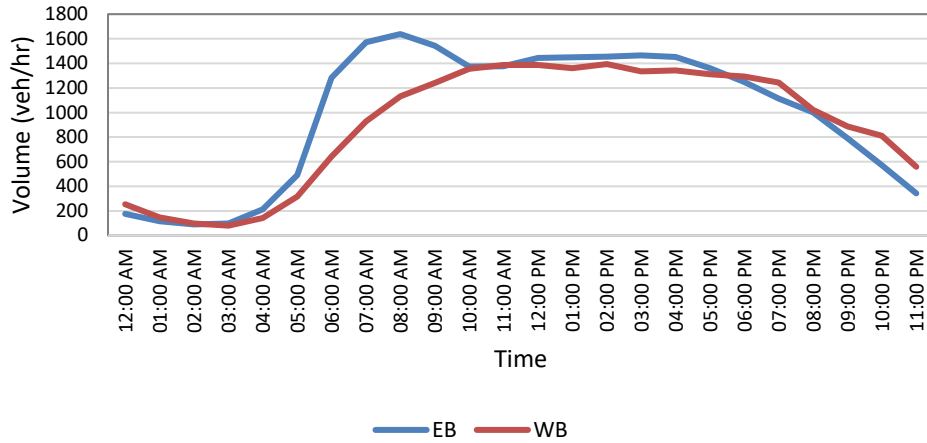
Florida Transportation Engineering, Inc. (FTE) collected traffic data for the District-Wide Traffic Operations Study/Retiming on State Road 30 (US 98) in Destin – Peak Season. The 7-Day Bi-Directional Volume Counts were collected June 16 through June 22, 2023. The 7-day volume count data has been broken down into direction of travel, days, and hours with 15 minute increments and hourly totals. As directed by the Department, FTE collected:

7-Day Bi-Directional Volume Counts at the following locations:

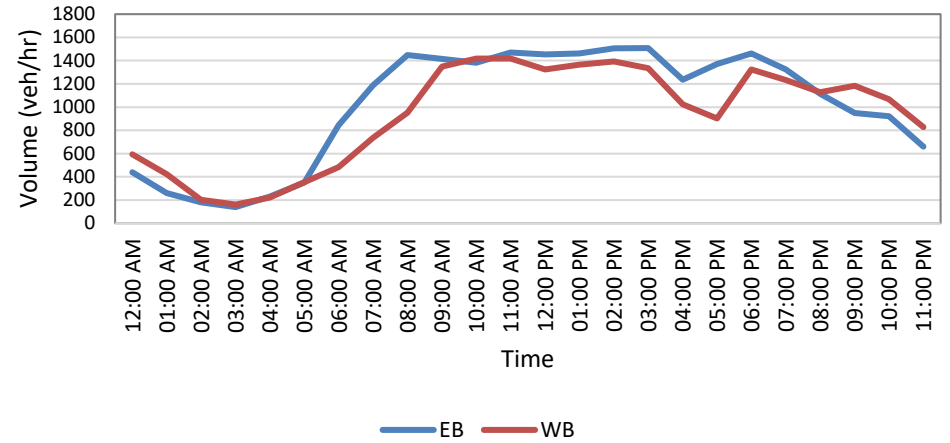
- SR 30 (US 98) between Stahlman Avenue and Palmetto Street
- SR 30 (US 98) between CR 2378 (Scenic Hwy. 98) and Indian Bayou Trail
- SR 30 (US 98) between Regatta Bay Drive and Tequesta Drive
- SR 293 between SR 30 (US 98) and Commons Drive

SR 30 (US 98) BETWEEN STAHLMAN AVENUE & PALMETTO STREET

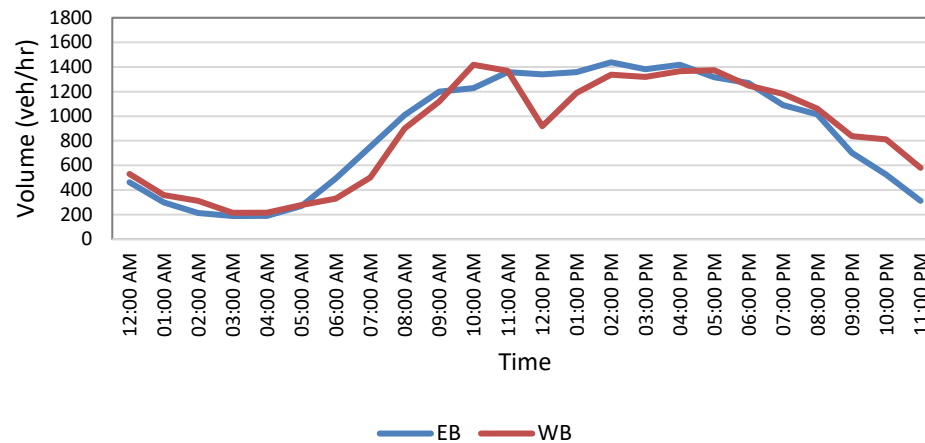
AVERAGE WEEKDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW Stahlman Ave and Palmetto St
JUNE 16 & 19-22, 2023



SATURDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW Stahlman Ave and Palmetto St
JUNE 17, 2023



SUNDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW Stahlman Ave and Palmetto St
JUNE 18, 2023



FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	16-Jun-23 Fri	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		54	377			80	335				
12:15		58	422			82	369				
12:30		42	362			88	352				
12:45		41	362	195	1523	53	364	303	1420	498	2943
01:00		34	364			42	350				
01:15		34	349			35	346				
01:30		32	382			38	373				
01:45		37	357	137	1452	25	324	140	1393	277	2845
02:00		46	361			46	359				
02:15		26	362			44	360				
02:30		21	404			30	370				
02:45		25	342	118	1469	26	345	146	1434	264	2903
03:00		20	368			20	330				
03:15		31	358			18	348				
03:30		22	330			21	319				
03:45		42	362	115	1418	26	334	85	1331	200	2749
04:00		38	373			32	330				
04:15		50	353			44	340				
04:30		66	357			36	304				
04:45		76	364	230	1447	44	348	156	1322	386	2769
05:00		86	366			66	336				
05:15		112	363			72	314				
05:30		125	374			80	338				
05:45		172	364	495	1467	86	326	304	1314	799	2781
06:00		201	349			122	311				
06:15		308	342			136	338				
06:30		316	316			163	338				
06:45		388	314	1213	1321	234	315	655	1302	1868	2623
07:00		338	325			227	328				
07:15		416	288			202	320				
07:30		404	300			244	350				
07:45		421	294	1579	1207	258	279	931	1277	2510	2484
08:00		385	292			283	329				
08:15		462	338			288	329				
08:30		458	304			292	312				
08:45		389	264	1694	1198	240	316	1103	1286	2797	2484
09:00		402	233			320	314				
09:15		362	244			274	292				
09:30		413	260			326	271				
09:45		375	235	1552	972	329	273	1249	1150	2801	2122
10:00		370	238			329	304				
10:15		363	202			361	276				
10:30		340	226			318	287				
10:45		359	183	1432	849	372	228	1380	1095	2812	1944
11:00		352	144			317	284				
11:15		319	121			384	236				
11:30		354	181			358	204				
11:45		358	148	1383	594	354	184	1413	908	2796	1502
Total		10143	14917			7865	15232			18008	30149
Percent		40.5%	59.5%			34.1%	65.9%			37.4%	62.6%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	17-Jun-23 Sat	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		141	370			196	289				
12:15		114	376			184	344				
12:30		96	368			114	353				
12:45		88	340	439	1454	99	337	593	1323	1032	2777
01:00		76	402			117	368				
01:15		70	341			114	332				
01:30		60	390			100	360				
01:45		54	330	260	1463	92	306	423	1366	683	2829
02:00		50	380			64	335				
02:15		53	370			66	343				
02:30		25	392			30	369				
02:45		52	363	180	1505	42	346	202	1393	382	2898
03:00		34	412			50	358				
03:15		39	348			40	330				
03:30		28	388			36	340				
03:45		38	360	139	1508	35	306	161	1334	300	2842
04:00		40	309			36	290				
04:15		52	310			56	279				
04:30		80	284			58	310				
04:45		59	332	231	1235	70	144	220	1023	451	2258
05:00		65	342			86	206				
05:15		81	353			101	129				
05:30		114	319			80	260				
05:45		92	358	352	1372	88	306	355	901	707	2273
06:00		141	342			95	274				
06:15		224	400			123	326				
06:30		229	377			123	356				
06:45		250	343	844	1462	142	369	483	1325	1327	2787
07:00		276	328			153	293				
07:15		278	351			164	290				
07:30		324	324			185	326				
07:45		311	322	1189	1325	234	323	736	1232	1925	2557
08:00		354	298			202	276				
08:15		340	282			246	292				
08:30		407	235			230	290				
08:45		346	300	1447	1115	273	270	951	1128	2398	2243
09:00		352	258			296	336				
09:15		372	222			338	289				
09:30		352	224			351	261				
09:45		340	244	1416	948	365	298	1350	1184	2766	2132
10:00		344	260			334	277				
10:15		357	226			348	261				
10:30		324	219			358	292				
10:45		356	217	1381	922	377	238	1417	1068	2798	1990
11:00		355	216			366	222				
11:15		362	159			369	279				
11:30		392	152			349	185				
11:45		361	133	1470	660	334	142	1418	828	2888	1488
Total		9348	14969			8309	14105			17657	29074
Percent		38.4%	61.6%			37.1%	62.9%			37.8%	62.2%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	18-Jun-23 Sun	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		140	330			168	306				
12:15		116	338			152	184				
12:30		110	344			108	208				
12:45		96	328	462	1340	102	220	530	918	992	2258
01:00		87	354			88	214				
01:15		68	326			101	267				
01:30		78	336			74	360				
01:45		64	342	297	1358	95	348	358	1189	655	2547
02:00		75	366			88	366				
02:15		44	334			96	308				
02:30		46	374			72	340				
02:45		48	364	213	1438	54	324	310	1338	523	2776
03:00		40	349			45	300				
03:15		44	336			47	319				
03:30		50	318			58	322				
03:45		54	378	188	1381	64	378	214	1319	402	2700
04:00		30	354			66	310				
04:15		42	338			50	328				
04:30		54	367			48	387				
04:45		64	359	190	1418	52	342	216	1367	406	2785
05:00		58	328			65	388				
05:15		48	308			66	326				
05:30		78	360			69	336				
05:45		86	320	270	1316	77	324	277	1374	547	2690
06:00		95	343			65	322				
06:15		118	342			85	322				
06:30		137	302			78	318				
06:45		144	282	494	1269	102	286	330	1248	824	2517
07:00		128	294			92	282				
07:15		150	237			128	325				
07:30		223	262			136	286				
07:45		251	296	752	1089	146	288	502	1181	1254	2270
08:00		206	256			170	300				
08:15		254	277			244	276				
08:30		276	253			240	251				
08:45		272	229	1008	1015	245	234	899	1061	1907	2076
09:00		277	182			256	216				
09:15		283	160			262	218				
09:30		300	184			288	218				
09:45		339	176	1199	702	312	184	1118	836	2317	1538
10:00		296	160			378	186				
10:15		329	159			354	204				
10:30		314	108			320	218				
10:45		288	99	1227	526	366	203	1418	811	2645	1337
11:00		332	104			346	178				
11:15		346	78			338	154				
11:30		340	77			364	124				
11:45		340	52	1358	311	320	123	1368	579	2726	890
Total		7658	13163			7540	13221			15198	26384
Percent		36.8%	63.2%			36.3%	63.7%			36.5%	63.5%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	19-Jun-23 Mon	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		50	354			84	313				
12:15		46	384			83	321				
12:30		49	327			59	370				
12:45		34	360	179	1425	68	356	294	1360	473	2785
01:00		32	381			56	376				
01:15		22	348			49	344				
01:30		44	356			40	330				
01:45		23	348	121	1433	28	330	173	1380	294	2813
02:00		21	334			23	320				
02:15		22	378			32	354				
02:30		27	324			23	338				
02:45		18	399	88	1435	19	344	97	1356	185	2791
03:00		20	398			20	322				
03:15		24	399			22	318				
03:30		34	380			22	316				
03:45		28	366	106	1543	31	333	95	1289	201	2832
04:00		36	348			24	322				
04:15		49	360			30	328				
04:30		62	338			34	286				
04:45		72	366	219	1412	42	325	130	1261	349	2673
05:00		78	327			66	349				
05:15		82	325			82	304				
05:30		120	365			68	349				
05:45		144	294	424	1311	82	344	298	1346	722	2657
06:00		184	283			83	351				
06:15		262	296			107	366				
06:30		336	262			148	355				
06:45		382	265	1164	1106	157	323	495	1395	1659	2501
07:00		336	254			128	280				
07:15		393	238			188	316				
07:30		424	228			214	304				
07:45		414	197	1567	917	176	304	706	1204	2273	2121
08:00		410	221			218	222				
08:15		390	202			254	226				
08:30		428	213			240	230				
08:45		395	161	1623	797	250	194	962	872	2585	1669
09:00		367	155			255	192				
09:15		390	131			296	202				
09:30		347	102			320	181				
09:45		380	122	1484	510	306	178	1177	753	2661	1263
10:00		339	121			306	184				
10:15		350	116			314	224				
10:30		354	98			302	166				
10:45		326	78	1369	413	384	140	1306	714	2675	1127
11:00		332	69			354	148				
11:15		326	68			354	136				
11:30		356	65			364	90				
11:45		354	44	1368	246	335	84	1407	458	2775	704
Total		9712	12548			7140	13388			16852	25936
Percent		43.6%	56.4%			34.8%	65.2%			39.4%	60.6%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	20-Jun-23 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		58	327			53	382				
12:15		39	335			52	354				
12:30		44	310			54	329				
12:45		31	328	172	1300	43	317	202	1382	374	2682
01:00		23	340			42	338				
01:15		19	364			28	332				
01:30		22	369			19	370				
01:45		12	373	76	1446	30	342	119	1382	195	2828
02:00		19	376			36	372				
02:15		12	363			19	335				
02:30		21	361			19	382				
02:45		15	367	67	1467	18	362	92	1451	159	2918
03:00		8	350			18	354				
03:15		17	406			30	365				
03:30		26	363			18	332				
03:45		22	382	73	1501	14	354	80	1405	153	2906
04:00		29	396			22	341				
04:15		43	372			27	356				
04:30		66	354			40	323				
04:45		76	346	214	1468	59	334	148	1354	362	2822
05:00		69	356			54	352				
05:15		100	364			90	316				
05:30		146	388			99	339				
05:45		186	362	501	1470	92	322	335	1329	836	2799
06:00		245	391			117	310				
06:15		323	344			152	338				
06:30		396	358			191	340				
06:45		394	322	1358	1415	194	322	654	1310	2012	2725
07:00		362	248			205	278				
07:15		424	288			240	335				
07:30		416	255			290	322				
07:45		417	244	1619	1035	293	294	1028	1229	2647	2264
08:00		386	290			280	289				
08:15		406	276			317	300				
08:30		398	256			314	291				
08:45		374	237	1564	1059	275	257	1186	1137	2750	2196
09:00		406	238			346	254				
09:15		372	186			301	230				
09:30		395	180			320	195				
09:45		384	158	1557	762	320	216	1287	895	2844	1657
10:00		330	154			303	199				
10:15		339	123			320	223				
10:30		322	122			360	174				
10:45		332	107	1323	506	306	178	1289	774	2612	1280
11:00		364	92			336	158				
11:15		316	97			340	148				
11:30		308	60			334	138				
11:45		340	49	1328	298	322	89	1332	533	2660	831
Total		9852	13727			7752	14181			17604	27908
Percent		41.8%	58.2%			35.3%	64.7%			38.7%	61.3%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	21-Jun-23 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		44	398			86	344				
12:15		47	378			62	362				
12:30		44	336			54	364				
12:45		38	356	173	1468	58	336	260	1406	433	2874
01:00		26	368			48	360				
01:15		36	342			56	309				
01:30		33	382			29	330				
01:45		26	336	121	1428	16	298	149	1297	270	2725
02:00		26	330			18	314				
02:15		20	350			19	346				
02:30		16	362			20	320				
02:45		25	348	87	1390	12	368	69	1348	156	2738
03:00		18	310			19	349				
03:15		16	311			7	314				
03:30		24	362			15	322				
03:45		32	388	90	1371	20	362	61	1347	151	2718
04:00		20	380			22	356				
04:15		32	374			22	371				
04:30		56	366			34	336				
04:45		74	348	182	1468	46	340	124	1403	306	2871
05:00		76	366			50	334				
05:15		113	368			82	313				
05:30		143	228			86	322				
05:45		181	195	513	1157	92	272	310	1241	823	2398
06:00		226	208			118	270				
06:15		314	215			139	312				
06:30		376	281			202	316				
06:45		392	335	1308	1039	198	293	657	1191	1965	2230
07:00		320	364			232	352				
07:15		395	246			266	329				
07:30		429	236			254	285				
07:45		412	242	1556	1088	232	294	984	1260	2540	2348
08:00		372	238			266	259				
08:15		478	226			308	255				
08:30		387	192			306	212				
08:45		400	184	1637	840	239	239	1119	965	2756	1805
09:00		417	179			325	208				
09:15		380	231			296	215				
09:30		370	216			324	189				
09:45		380	165	1547	791	304	211	1249	823	2796	1614
10:00		332	160			340	175				
10:15		332	108			344	188				
10:30		319	110			340	173				
10:45		363	80	1346	458	338	164	1362	700	2708	1158
11:00		324	69			356	141				
11:15		328	79			332	136				
11:30		335	60			285	93				
11:45		364	43	1351	251	386	74	1359	444	2710	695
Total		9911	12749			7703	13425			17614	26174
Percent		43.7%	56.3%			36.5%	63.5%			40.2%	59.8%

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000564000000
Station ID: 000001311100
US 98 BTW Stahlman Ave and Palmetto St

Start Time	22-Jun-23 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		46	384			60	328				
12:15		42	404			67	339				
12:30		28	343			45	352				
12:45		45	367	161	1498	44	342	216	1361	377	2859
01:00		37	368			52	333				
01:15		43	346			48	336				
01:30		30	370			26	350				
01:45		18	393	128	1477	26	329	152	1348	280	2825
02:00		22	352			25	370				
02:15		26	378			21	322				
02:30		20	382			28	358				
02:45		19	396	87	1508	15	330	89	1380	176	2888
03:00		20	390			16	331				
03:15		16	344			9	342				
03:30		40	376			26	304				
03:45		32	384	108	1494	24	318	75	1295	183	2789
04:00		34	390			30	324				
04:15		42	338			34	351				
04:30		56	371			44	349				
04:45		78	364	210	1463	46	342	154	1366	364	2829
05:00		89	354			64	321				
05:15		118	329			70	342				
05:30		141	354			100	339				
05:45		178	356	526	1393	100	324	334	1326	860	2719
06:00		246	352			121	310				
06:15		318	348			180	322				
06:30		373	326			218	300				
06:45		427	338	1364	1364	224	334	743	1266	2107	2630
07:00		312	317			228	282				
07:15		442	349			253	336				
07:30		369	336			252	352				
07:45		416	316	1539	1318	260	280	993	1250	2532	2568
08:00		415	278			301	214				
08:15		456	305			322	224				
08:30		397	294			296	195				
08:45		404	236	1672	1113	368	209	1287	842	2959	1955
09:00		421	181			350	229				
09:15		371	290			313	196				
09:30		387	230			272	200				
09:45		400	216	1579	917	310	186	1245	811	2824	1728
10:00		335	192			348	198				
10:15		353	170			383	197				
10:30		354	158			338	208				
10:45		358	107	1400	627	372	166	1441	769	2841	1396
11:00		376	104			360	154				
11:15		332	73			354	112				
11:30		408	83			337	94				
11:45		330	66	1446	326	376	88	1427	448	2873	774
Total		10220	14498			8156	13462			18376	27960
Percent		41.3%	58.7%			37.7%	62.3%			39.7%	60.3%
Grand Total		66844	96571			54465	97014			121309	193585
Percent		40.9%	59.1%			36.0%	64.0%			38.5%	61.5%
ADT	ADT 44,985			AADT 44,985							

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000564000000
Station ID: 000001311100
US 98 BTW Stahlman Ave and Palmetto St

Start Time	16-Jun-23 Fri	EB	WB	Combined Total	
12:00 AM		195	303	498	
01:00		137	140	277	
02:00		118	146	264	
03:00		115	85	200	
04:00		230	156	386	
05:00		495	304	799	
06:00		1213	655	1868	
07:00		1579	931	2510	
08:00		1694	1103	2797	
09:00		1552	1249	2801	
10:00		1432	1380	2812	
11:00		1383	1413	2796	
12:00 PM		1523	1420	2943	
01:00		1452	1393	2845	
02:00		1469	1434	2903	
03:00		1418	1331	2749	
04:00		1447	1322	2769	
05:00		1467	1314	2781	
06:00		1321	1302	2623	
07:00		1207	1277	2484	
08:00		1198	1286	2484	
09:00		972	1150	2122	
10:00		849	1095	1944	
11:00		594	908	1502	
Total		25060	23097		
Percent		52.0%	48.0%		

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000564000000
Station ID: 000001311100
US 98 BTW Stahlman Ave and Palmetto St

Start Time	17-Jun-23 Sat	EB	WB	Combined Total	
12:00 AM		439	593	1032	
01:00		260	423	683	
02:00		180	202	382	
03:00		139	161	300	
04:00		231	220	451	
05:00		352	355	707	
06:00		844	483	1327	
07:00		1189	736	1925	
08:00		1447	951	2398	
09:00		1416	1350	2766	
10:00		1381	1417	2798	
11:00		1470	1418	2888	
12:00 PM		1454	1323	2777	
01:00		1463	1366	2829	
02:00		1505	1393	2898	
03:00		1508	1334	2842	
04:00		1235	1023	2258	
05:00		1372	901	2273	
06:00		1462	1325	2787	
07:00		1325	1232	2557	
08:00		1115	1128	2243	
09:00		948	1184	2132	
10:00		922	1068	1990	
11:00		660	828	1488	
Total		24317	22414		
Percent		52.0%	48.0%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	18-Jun-23 Sun	EB	WB	Combined Total	
12:00 AM		462	530	992	
01:00		297	358	655	
02:00		213	310	523	
03:00		188	214	402	
04:00		190	216	406	
05:00		270	277	547	
06:00		494	330	824	
07:00		752	502	1254	
08:00		1008	899	1907	
09:00		1199	1118	2317	
10:00		1227	1418	2645	
11:00		1358	1368	2726	
12:00 PM		1340	918	2258	
01:00		1358	1189	2547	
02:00		1438	1338	2776	
03:00		1381	1319	2700	
04:00		1418	1367	2785	
05:00		1316	1374	2690	
06:00		1269	1248	2517	
07:00		1089	1181	2270	
08:00		1015	1061	2076	
09:00		702	836	1538	
10:00		526	811	1337	
11:00		311	579	890	
Total		20821	20761		
Percent		50.1%	49.9%		

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000564000000
Station ID: 000001311100
US 98 BTW Stahlman Ave and Palmetto St

Start Time	19-Jun-23 Mon	EB	WB	Combined Total	
12:00 AM		179	294	473	
01:00		121	173	294	
02:00		88	97	185	
03:00		106	95	201	
04:00		219	130	349	
05:00		424	298	722	
06:00		1164	495	1659	
07:00		1567	706	2273	
08:00		1623	962	2585	
09:00		1484	1177	2661	
10:00		1369	1306	2675	
11:00		1368	1407	2775	
12:00 PM		1425	1360	2785	
01:00		1433	1380	2813	
02:00		1435	1356	2791	
03:00		1543	1289	2832	
04:00		1412	1261	2673	
05:00		1311	1346	2657	
06:00		1106	1395	2501	
07:00		917	1204	2121	
08:00		797	872	1669	
09:00		510	753	1263	
10:00		413	714	1127	
11:00		246	458	704	
Total		22260	20528		
Percent		52.0%	48.0%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

Start Time	20-Jun-23 Tue	EB	WB	Combined Total	
12:00 AM		172	202	374	
01:00		76	119	195	
02:00		67	92	159	
03:00		73	80	153	
04:00		214	148	362	
05:00		501	335	836	
06:00		1358	654	2012	
07:00		1619	1028	2647	
08:00		1564	1186	2750	
09:00		1557	1287	2844	
10:00		1323	1289	2612	
11:00		1328	1332	2660	
12:00 PM		1300	1382	2682	
01:00		1446	1382	2828	
02:00		1467	1451	2918	
03:00		1501	1405	2906	
04:00		1468	1354	2822	
05:00		1470	1329	2799	
06:00		1415	1310	2725	
07:00		1035	1229	2264	
08:00		1059	1137	2196	
09:00		762	895	1657	
10:00		506	774	1280	
11:00		298	533	831	
Total		23579	21933		
Percent		51.8%	48.2%		

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000564000000
Station ID: 000001311100
US 98 BTW Stahlman Ave and Palmetto St

Start Time	21-Jun-23 Wed	EB	WB	Combined Total	
12:00 AM		173	260	433	
01:00		121	149	270	
02:00		87	69	156	
03:00		90	61	151	
04:00		182	124	306	
05:00		513	310	823	
06:00		1308	657	1965	
07:00		1556	984	2540	
08:00		1637	1119	2756	
09:00		1547	1249	2796	
10:00		1346	1362	2708	
11:00		1351	1359	2710	
12:00 PM		1468	1406	2874	
01:00		1428	1297	2725	
02:00		1390	1348	2738	
03:00		1371	1347	2718	
04:00		1468	1403	2871	
05:00		1157	1241	2398	
06:00		1039	1191	2230	
07:00		1088	1260	2348	
08:00		840	965	1805	
09:00		791	823	1614	
10:00		458	700	1158	
11:00		251	444	695	
Total		22660	21128		
Percent		51.7%	48.3%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000564000000

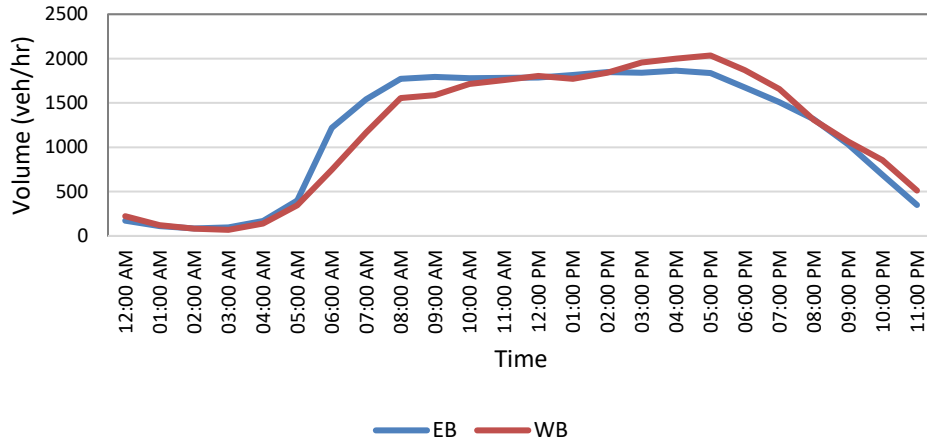
Station ID: 000001311100

US 98 BTW Stahlman Ave and Palmetto St

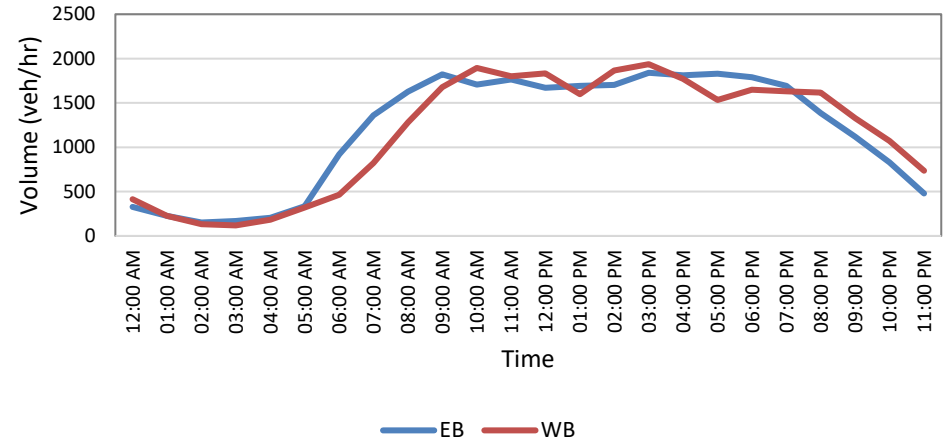
Start Time	22-Jun-23 Thu	EB	WB	Combined Total	
12:00 AM		161	216	377	
01:00		128	152	280	
02:00		87	89	176	
03:00		108	75	183	
04:00		210	154	364	
05:00		526	334	860	
06:00		1364	743	2107	
07:00		1539	993	2532	
08:00		1672	1287	2959	
09:00		1579	1245	2824	
10:00		1400	1441	2841	
11:00		1446	1427	2873	
12:00 PM		1498	1361	2859	
01:00		1477	1348	2825	
02:00		1508	1380	2888	
03:00		1494	1295	2789	
04:00		1463	1366	2829	
05:00		1393	1326	2719	
06:00		1364	1266	2630	
07:00		1318	1250	2568	
08:00		1113	842	1955	
09:00		917	811	1728	
10:00		627	769	1396	
11:00		326	448	774	
Total		24718	21618		
Percent		53.3%	46.7%		
Grand Total		163415	151479		
Percentage		51.9%	48.1%		
ADT		ADT 44,985		AADT 44,985	

SR 30 (US 98) BETWEEN CR 2378 & INDIAN BAYOU TRAIL

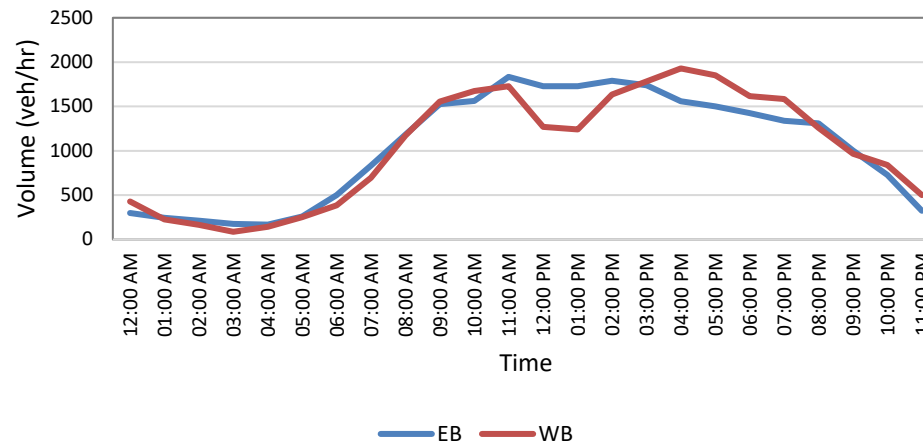
AVERAGE WEEKDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW CR 2378 and Indian Bayou Trail
JUNE 16 & 19-22, 2023



SATURDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW CR 2378 and Indian Bayou Trail
JUNE 17, 2023



SUNDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW CR 2378 and Indian Bayou Trail
JUNE 18, 2023



8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	16-Jun-23 Fri	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		46	474			66	446				
12:15		41	456			92	430				
12:30		40	460			72	482				
12:45		35	460	162	1850	39	471	269	1829	431	3679
01:00		37	488			38	462				
01:15		32	436			42	428				
01:30		29	454			26	427				
01:45		32	465	130	1843	32	409	138	1726	268	3569
02:00		36	452			32	474				
02:15		26	468			30	484				
02:30		21	440			20	442				
02:45		21	473	104	1833	20	463	102	1863	206	3696
03:00		19	452			22	441				
03:15		30	431			16	411				
03:30		22	426			18	518				
03:45		39	450	110	1759	32	583	88	1953	198	3712
04:00		32	453			28	520				
04:15		40	464			39	487				
04:30		50	448			23	478				
04:45		66	438	188	1803	56	531	146	2016	334	3819
05:00		67	475			58	468				
05:15		68	428			90	534				
05:30		112	482			80	493				
05:45		166	456	413	1841	92	482	320	1977	733	3818
06:00		198	428			142	480				
06:15		264	508			166	466				
06:30		368	413			198	434				
06:45		370	424	1200	1773	249	426	755	1806	1955	3579
07:00		313	396			267	496				
07:15		382	394			259	418				
07:30		401	387			314	394				
07:45		436	382	1532	1559	348	468	1188	1776	2720	3335
08:00		472	367			336	416				
08:15		452	400			364	434				
08:30		474	415			399	370				
08:45		458	378	1856	1560	388	390	1487	1610	3343	3170
09:00		422	312			369	390				
09:15		461	302			407	346				
09:30		462	290			376	317				
09:45		446	314	1791	1218	414	296	1566	1349	3357	2567
10:00		472	264			380	306				
10:15		460	267			398	285				
10:30		487	258			422	294				
10:45		492	221	1911	1010	416	242	1616	1127	3527	2137
11:00		494	160			422	285				
11:15		461	138			466	180				
11:30		450	134			424	176				
11:45		452	113	1857	545	440	124	1752	765	3609	1310
Total		11254	18594			9427	19797			20681	38391
Percent		37.7%	62.3%			32.3%	67.7%			35.0%	65.0%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	17-Jun-23 Sat	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		102	448			172	436				
12:15		101	404			95	424				
12:30		64	402			82	471				
12:45		62	417	329	1671	64	502	413	1833	742	3504
01:00		57	419			62	458				
01:15		64	430			69	395				
01:30		50	440			48	376				
01:45		56	404	227	1693	47	368	226	1597	453	3290
02:00		50	394			36	498				
02:15		46	409			34	452				
02:30		16	456			29	506				
02:45		40	446	152	1705	34	411	133	1867	285	3572
03:00		37	456			43	498				
03:15		48	468			19	502				
03:30		38	440			27	482				
03:45		46	476	169	1840	30	455	119	1937	288	3777
04:00		40	435			38	448				
04:15		38	474			39	466				
04:30		62	428			50	405				
04:45		64	476	204	1813	58	454	185	1773	389	3586
05:00		67	468			84	421				
05:15		71	480			77	369				
05:30		96	444			74	357				
05:45		102	437	336	1829	84	388	319	1535	655	3364
06:00		140	441			76	382				
06:15		264	454			108	444				
06:30		240	454			136	417				
06:45		276	442	920	1791	145	406	465	1649	1385	3440
07:00		282	434			175	402				
07:15		322	418			188	430				
07:30		355	456			226	396				
07:45		402	383	1361	1691	234	402	823	1630	2184	3321
08:00		384	382			252	428				
08:15		374	323			312	366				
08:30		416	374			362	446				
08:45		452	308	1626	1387	356	375	1282	1615	2908	3002
09:00		465	318			429	338				
09:15		446	246			430	328				
09:30		422	287			431	333				
09:45		488	266	1821	1117	388	330	1678	1329	3499	2446
10:00		453	230			511	296				
10:15		386	229			495	276				
10:30		450	208			444	282				
10:45		418	163	1707	830	446	219	1896	1073	3603	1903
11:00		466	129			482	259				
11:15		408	137			408	207				
11:30		428	116			448	164				
11:45		463	99	1765	481	462	105	1800	735	3565	1216
Total		10617	17848			9339	18573			19956	36421
Percent		37.3%	62.7%			33.5%	66.5%			35.4%	64.6%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	18-Jun-23 Sun	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		84	446			160	296				
12:15		64	444			117	358				
12:30		82	404			82	322				
12:45		68	435	298	1729	71	294	430	1270	728	2999
01:00		68	400			59	268				
01:15		54	420			66	299				
01:30		72	479			44	312				
01:45		52	431	246	1730	57	361	226	1240	472	2970
02:00		68	442			62	394				
02:15		47	439			36	378				
02:30		49	464			36	411				
02:45		48	446	212	1791	30	450	164	1633	376	3424
03:00		36	477			16	406				
03:15		40	404			23	452				
03:30		45	422			24	490				
03:45		56	437	177	1740	24	436	87	1784	264	3524
04:00		54	396			34	472				
04:15		35	434			25	485				
04:30		39	387			38	512				
04:45		40	340	168	1557	48	460	145	1929	313	3486
05:00		54	408			57	466				
05:15		56	368			62	502				
05:30		64	380			68	448				
05:45		85	346	259	1502	66	436	253	1852	512	3354
06:00		78	362			78	373				
06:15		116	334			85	434				
06:30		135	345			99	400				
06:45		173	386	502	1427	122	408	384	1615	886	3042
07:00		168	278			156	390				
07:15		168	431			159	410				
07:30		231	306			149	389				
07:45		266	325	833	1340	232	394	696	1583	1529	2923
08:00		254	343			202	358				
08:15		272	315			312	325				
08:30		308	339			291	282				
08:45		351	314	1185	1311	366	294	1171	1259	2356	2570
09:00		336	257			358	258				
09:15		354	270			410	252				
09:30		390	238			366	226				
09:45		446	238	1526	1003	421	232	1555	968	3081	1971
10:00		358	228			405	201				
10:15		422	210			436	225				
10:30		380	168			399	202				
10:45		404	122	1564	728	436	214	1676	842	3240	1570
11:00		452	110			462	167				
11:15		454	86			446	119				
11:30		415	72			422	136				
11:45		513	56	1834	324	397	80	1727	502	3561	826
Total		8804	16182			8514	16477			17318	32659
Percent		35.2%	64.8%			34.1%	65.9%			34.7%	65.3%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	19-Jun-23 Mon	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		49	484			71	382				
12:15		46	438			70	424				
12:30		51	518			60	472				
12:45		52	433	198	1873	42	438	243	1716	441	3589
01:00		32	462			44	421				
01:15		26	433			29	466				
01:30		24	406			24	419				
01:45		27	510	109	1811	28	459	125	1765	234	3576
02:00		27	482			24	406				
02:15		26	482			21	498				
02:30		14	426			16	478				
02:45		23	423	90	1813	16	462	77	1844	167	3657
03:00		26	452			19	516				
03:15		18	418			18	487				
03:30		32	449			12	454				
03:45		32	422	108	1741	26	486	75	1943	183	3684
04:00		16	460			24	531				
04:15		30	462			32	531				
04:30		50	439			23	462				
04:45		66	449	162	1810	44	464	123	1988	285	3798
05:00		58	454			70	512				
05:15		71	448			82	524				
05:30		112	440			64	504				
05:45		159	436	400	1778	96	469	312	2009	712	3787
06:00		195	388			116	496				
06:15		220	380			124	443				
06:30		316	372			172	434				
06:45		336	331	1067	1471	200	444	612	1817	1679	3288
07:00		244	340			178	446				
07:15		352	318			246	405				
07:30		415	302			220	424				
07:45		419	279	1430	1239	298	308	942	1583	2372	2822
08:00		381	274			300	338				
08:15		392	278			310	330				
08:30		432	294			376	284				
08:45		458	248	1663	1094	333	282	1319	1234	2982	2328
09:00		451	273			356	230				
09:15		464	244			404	258				
09:30		414	184			374	202				
09:45		464	180	1793	881	398	190	1532	880	3325	1761
10:00		498	174			400	220				
10:15		452	158			390	181				
10:30		485	106			452	166				
10:45		398	104	1833	542	428	178	1670	745	3503	1287
11:00		489	74			384	166				
11:15		476	68			452	118				
11:30		456	60			438	102				
11:45		470	70	1891	272	416	64	1690	450	3581	722
Total		10744	16325			8720	17974			19464	34299
Percent		39.7%	60.3%			32.7%	67.3%			36.2%	63.8%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	20-Jun-23 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		50	418			46	436				
12:15		52	400			48	444				
12:30		40	432			37	473				
12:45		28	394	170	1644	48	422	179	1775	349	3419
01:00		24	408			37	442				
01:15		22	462			27	466				
01:30		15	444			18	414				
01:45		19	462	80	1776	21	381	103	1703	183	3479
02:00		20	418			25	453				
02:15		10	466			16	466				
02:30		22	465			18	448				
02:45		22	453	74	1802	16	426	75	1793	149	3595
03:00		18	454			14	484				
03:15		8	481			19	484				
03:30		26	472			24	494				
03:45		26	454	78	1861	12	471	69	1933	147	3794
04:00		21	468			27	498				
04:15		34	464			30	486				
04:30		50	474			32	482				
04:45		65	474	170	1880	68	482	157	1948	327	3828
05:00		52	488			61	524				
05:15		74	444			100	510				
05:30		106	468			92	508				
05:45		172	446	404	1846	97	539	350	2081	754	3927
06:00		218	449			142	516				
06:15		282	448			182	474				
06:30		376	440			220	468				
06:45		441	454	1317	1791	257	458	801	1916	2118	3707
07:00		308	440			245	446				
07:15		395	400			322	415				
07:30		451	385			278	396				
07:45		441	341	1595	1566	368	422	1213	1679	2808	3245
08:00		423	354			368	420				
08:15		418	401			429	323				
08:30		428	366			450	345				
08:45		490	386	1759	1507	452	338	1699	1426	3458	2933
09:00		413	324			352	284				
09:15		489	270			426	272				
09:30		454	294			408	250				
09:45		418	234	1774	1122	467	228	1653	1034	3427	2156
10:00		474	242			412	233				
10:15		416	188			430	235				
10:30		366	158			445	186				
10:45		398	136	1654	724	402	174	1689	828	3343	1552
11:00		390	86			446	148				
11:15		412	98			514	146				
11:30		386	90			411	95				
11:45		419	64	1607	338	422	83	1793	472	3400	810
Total		10682	17857			9781	18588			20463	36445
Percent		37.4%	62.6%			34.5%	65.5%			36.0%	64.0%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	21-Jun-23 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		44	444			78	472				
12:15		41	402			46	404				
12:30		48	434			60	470				
12:45		38	446	171	1726	45	456	229	1802	400	3528
01:00		32	450			58	410				
01:15		27	474			28	490				
01:30		24	414			25	422				
01:45		18	466	101	1804	14	495	125	1817	226	3621
02:00		26	444			20	424				
02:15		26	480			17	479				
02:30		14	490			16	490				
02:45		12	495	78	1909	20	452	73	1845	151	3754
03:00		23	526			10	421				
03:15		18	499			7	491				
03:30		22	433			16	516				
03:45		21	474	84	1932	12	512	45	1940	129	3872
04:00		20	454			28	494				
04:15		23	471			15	480				
04:30		31	469			32	498				
04:45		70	440	144	1834	43	526	118	1998	262	3832
05:00		56	532			52	512				
05:15		66	452			90	543				
05:30		112	475			104	509				
05:45		148	406	382	1865	114	534	360	2098	742	3963
06:00		207	410			129	486				
06:15		277	370			170	442				
06:30		321	382			202	508				
06:45		423	368	1228	1530	250	472	751	1908	1979	3438
07:00		334	376			270	437				
07:15		395	438			326	432				
07:30		439	375			311	400				
07:45		444	332	1612	1521	347	428	1254	1697	2866	3218
08:00		419	322			334	365				
08:15		435	348			390	320				
08:30		488	305			392	334				
08:45		436	306	1778	1281	424	258	1540	1277	3318	2558
09:00		398	276			337	266				
09:15		473	268			405	292				
09:30		449	289			396	256				
09:45		490	272	1810	1105	386	225	1524	1039	3334	2144
10:00		438	213			436	243				
10:15		430	184			448	223				
10:30		436	140			399	177				
10:45		405	108	1709	645	430	195	1713	838	3422	1483
11:00		447	107			404	151				
11:15		438	95			472	115				
11:30		425	63			426	96				
11:45		422	57	1732	322	430	80	1732	442	3464	764
Total		10829	17474			9464	18701			20293	36175
Percent		38.3%	61.7%			33.6%	66.4%			35.9%	64.1%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	22-Jun-23 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		49	440			52	480				
12:15		46	462			72	472				
12:30		27	475			37	460				
12:45		32	468	154	1845	36	477	197	1889	351	3734
01:00		36	458			44	437				
01:15		44	480			28	483				
01:30		36	448			32	460				
01:45		20	447	136	1833	19	468	123	1848	259	3681
02:00		16	481			22	424				
02:15		24	468			26	471				
02:30		18	460			17	469				
02:45		17	472	75	1881	12	496	77	1860	152	3741
03:00		22	462			11	470				
03:15		20	475			11	545				
03:30		27	471			24	506				
03:45		36	501	105	1909	22	482	68	2003	173	3912
04:00		33	506			28	536				
04:15		32	472			28	491				
04:30		44	504			42	513				
04:45		73	508	182	1990	58	508	156	2048	338	4038
05:00		44	454			58	478				
05:15		85	451			98	504				
05:30		121	458			126	500				
05:45		149	478	399	1841	99	526	381	2008	780	3849
06:00		226	499			146	503				
06:15		276	448			208	478				
06:30		328	410			200	422				
06:45		445	454	1275	1811	264	498	818	1901	2093	3712
07:00		321	436			272	428				
07:15		402	418			325	454				
07:30		408	433			308	350				
07:45		400	372	1531	1659	328	304	1233	1536	2764	3195
08:00		468	342			410	250				
08:15		414	296			400	242				
08:30		460	258			492	246				
08:45		452	248	1794	1144	430	265	1732	1003	3526	2147
09:00		440	232			382	274				
09:15		452	206			417	256				
09:30		466	214			400	250				
09:45		442	186	1800	838	466	230	1665	1010	3465	1848
10:00		418	180			482	204				
10:15		470	136			426	207				
10:30		452	110			477	184				
10:45		451	93	1791	519	490	140	1875	735	3666	1254
11:00		438	92			422	154				
11:15		479	66			461	97				
11:30		448	70			460	82				
11:45		453	44	1818	272	475	92	1818	425	3636	697
Total		11060	17542			10143	18266			21203	35808
Percent		38.7%	61.3%			35.7%	64.3%			37.2%	62.8%
Grand Total		73990	121822			65388	128376			139378	250198
Percent		37.8%	62.2%			33.7%	66.3%			35.8%	64.2%
ADT		ADT 55,654		AADT 55,654							

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000723000000
Station ID: 000002311100
US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	16-Jun-23 Fri	EB	WB	Combined Total	
12:00 AM		162	269	431	
01:00		130	138	268	
02:00		104	102	206	
03:00		110	88	198	
04:00		188	146	334	
05:00		413	320	733	
06:00		1200	755	1955	
07:00		1532	1188	2720	
08:00		1856	1487	3343	
09:00		1791	1566	3357	
10:00		1911	1616	3527	
11:00		1857	1752	3609	
12:00 PM		1850	1829	3679	
01:00		1843	1726	3569	
02:00		1833	1863	3696	
03:00		1759	1953	3712	
04:00		1803	2016	3819	
05:00		1841	1977	3818	
06:00		1773	1806	3579	
07:00		1559	1776	3335	
08:00		1560	1610	3170	
09:00		1218	1349	2567	
10:00		1010	1127	2137	
11:00		545	765	1310	
Total		29848	29224		
Percent		50.5%	49.5%		

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000723000000
Station ID: 000002311100
US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	17-Jun-23 Sat	EB	WB	Combined Total	
12:00 AM		329	413	742	
01:00		227	226	453	
02:00		152	133	285	
03:00		169	119	288	
04:00		204	185	389	
05:00		336	319	655	
06:00		920	465	1385	
07:00		1361	823	2184	
08:00		1626	1282	2908	
09:00		1821	1678	3499	
10:00		1707	1896	3603	
11:00		1765	1800	3565	
12:00 PM		1671	1833	3504	
01:00		1693	1597	3290	
02:00		1705	1867	3572	
03:00		1840	1937	3777	
04:00		1813	1773	3586	
05:00		1829	1535	3364	
06:00		1791	1649	3440	
07:00		1691	1630	3321	
08:00		1387	1615	3002	
09:00		1117	1329	2446	
10:00		830	1073	1903	
11:00		481	735	1216	
Total		28465	27912		
Percent		50.5%	49.5%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	18-Jun-23 Sun	EB	WB	Combined Total	
12:00 AM		298	430	728	
01:00		246	226	472	
02:00		212	164	376	
03:00		177	87	264	
04:00		168	145	313	
05:00		259	253	512	
06:00		502	384	886	
07:00		833	696	1529	
08:00		1185	1171	2356	
09:00		1526	1555	3081	
10:00		1564	1676	3240	
11:00		1834	1727	3561	
12:00 PM		1729	1270	2999	
01:00		1730	1240	2970	
02:00		1791	1633	3424	
03:00		1740	1784	3524	
04:00		1557	1929	3486	
05:00		1502	1852	3354	
06:00		1427	1615	3042	
07:00		1340	1583	2923	
08:00		1311	1259	2570	
09:00		1003	968	1971	
10:00		728	842	1570	
11:00		324	502	826	
Total		24986	24991		
Percent		50.0%	50.0%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	19-Jun-23 Mon	EB	WB	Combined Total	
12:00 AM		198	243	441	
01:00		109	125	234	
02:00		90	77	167	
03:00		108	75	183	
04:00		162	123	285	
05:00		400	312	712	
06:00		1067	612	1679	
07:00		1430	942	2372	
08:00		1663	1319	2982	
09:00		1793	1532	3325	
10:00		1833	1670	3503	
11:00		1891	1690	3581	
12:00 PM		1873	1716	3589	
01:00		1811	1765	3576	
02:00		1813	1844	3657	
03:00		1741	1943	3684	
04:00		1810	1988	3798	
05:00		1778	2009	3787	
06:00		1471	1817	3288	
07:00		1239	1583	2822	
08:00		1094	1234	2328	
09:00		881	880	1761	
10:00		542	745	1287	
11:00		272	450	722	
Total		27069	26694		
Percent		50.3%	49.7%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	20-Jun-23 Tue	EB	WB	Combined Total	
12:00 AM		170	179	349	
01:00		80	103	183	
02:00		74	75	149	
03:00		78	69	147	
04:00		170	157	327	
05:00		404	350	754	
06:00		1317	801	2118	
07:00		1595	1213	2808	
08:00		1759	1699	3458	
09:00		1774	1653	3427	
10:00		1654	1689	3343	
11:00		1607	1793	3400	
12:00 PM		1644	1775	3419	
01:00		1776	1703	3479	
02:00		1802	1793	3595	
03:00		1861	1933	3794	
04:00		1880	1948	3828	
05:00		1846	2081	3927	
06:00		1791	1916	3707	
07:00		1566	1679	3245	
08:00		1507	1426	2933	
09:00		1122	1034	2156	
10:00		724	828	1552	
11:00		338	472	810	
Total		28539	28369		
Percent		50.1%	49.9%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

Start Time	21-Jun-23 Wed	EB	WB	Combined Total	
12:00 AM		171	229	400	
01:00		101	125	226	
02:00		78	73	151	
03:00		84	45	129	
04:00		144	118	262	
05:00		382	360	742	
06:00		1228	751	1979	
07:00		1612	1254	2866	
08:00		1778	1540	3318	
09:00		1810	1524	3334	
10:00		1709	1713	3422	
11:00		1732	1732	3464	
12:00 PM		1726	1802	3528	
01:00		1804	1817	3621	
02:00		1909	1845	3754	
03:00		1932	1940	3872	
04:00		1834	1998	3832	
05:00		1865	2098	3963	
06:00		1530	1908	3438	
07:00		1521	1697	3218	
08:00		1281	1277	2558	
09:00		1105	1039	2144	
10:00		645	838	1483	
11:00		322	442	764	
Total		28303	28165		
Percent		50.1%	49.9%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000723000000

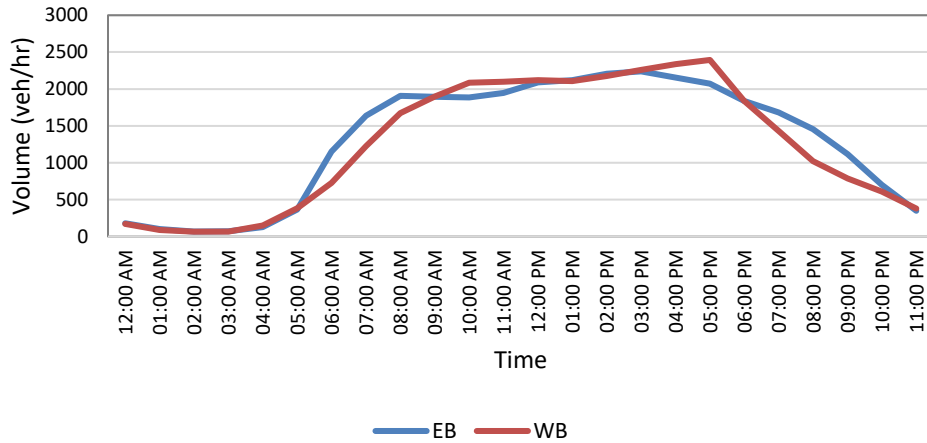
Station ID: 000002311100

US 98 BTW CR 2378 and Indian Bayou Trail

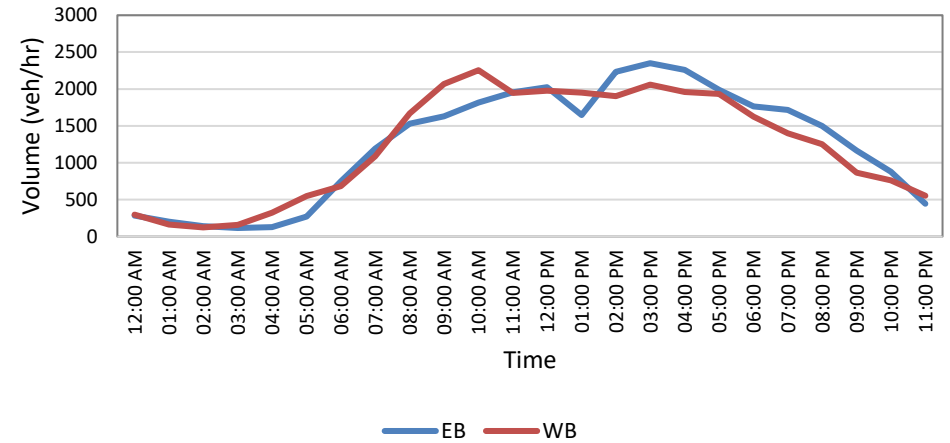
Start Time	22-Jun-23 Thu	EB	WB	Combined Total	
12:00 AM		154	197	351	
01:00		136	123	259	
02:00		75	77	152	
03:00		105	68	173	
04:00		182	156	338	
05:00		399	381	780	
06:00		1275	818	2093	
07:00		1531	1233	2764	
08:00		1794	1732	3526	
09:00		1800	1665	3465	
10:00		1791	1875	3666	
11:00		1818	1818	3636	
12:00 PM		1845	1889	3734	
01:00		1833	1848	3681	
02:00		1881	1860	3741	
03:00		1909	2003	3912	
04:00		1990	2048	4038	
05:00		1841	2008	3849	
06:00		1811	1901	3712	
07:00		1659	1536	3195	
08:00		1144	1003	2147	
09:00		838	1010	1848	
10:00		519	735	1254	
11:00		272	425	697	
Total		28602	28409		
Percent		50.2%	49.8%		
Grand Total		195812	193764		
Percentage		50.3%	49.7%		
ADT		ADT 55,654		AADT 55,654	

SR 30 (US 98) BETWEEN REGATTA BAY DRIVE & TEQUESTA DRIVE

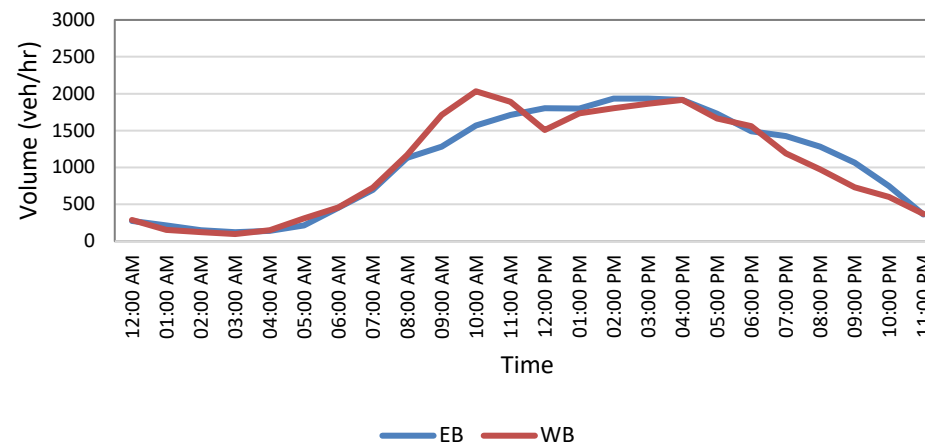
AVERAGE WEEKDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW Regatta Bay Dr and Tequesta Dr
JUNE 16 & 19-22, 2023



SATURDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW Regatta Bay Dr and Tequesta Dr
JUNE 17, 2023



SUNDAY TRAFFIC DISTRIBUTION
E/W traffic on US 98 BTW Regatta Bay Dr and Tequesta Dr
JUNE 18, 2023



FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	16-Jun-23 Fri	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		50	512			61	580				
12:15		56	509			56	549				
12:30		38	538			58	584				
12:45		44	518	188	2077	25	594	200	2307	388	4384
01:00		32	552			15	558				
01:15		22	548			34	542				
01:30		35	526			21	586				
01:45		31	556	120	2182	24	586	94	2272	214	4454
02:00		36	526			28	582				
02:15		24	556			24	580				
02:30		29	551			24	556				
02:45		13	522	102	2155	20	580	96	2298	198	4453
03:00		20	573			28	525				
03:15		30	542			18	553				
03:30		9	578			26	550				
03:45		24	564	83	2257	32	546	104	2174	187	4431
04:00		30	544			34	527				
04:15		38	531			26	566				
04:30		44	514			42	580				
04:45		40	526	152	2115	67	510	169	2183	321	4298
05:00		62	524			73	592				
05:15		86	517			102	583				
05:30		86	523			109	595				
05:45		125	545	359	2109	118	548	402	2318	761	4427
06:00		160	491			132	431				
06:15		246	484			169	459				
06:30		356	457			192	444				
06:45		334	390	1096	1822	246	378	739	1712	1835	3534
07:00		336	462			277	410				
07:15		340	402			280	364				
07:30		456	390			338	375				
07:45		479	399	1611	1653	352	367	1247	1516	2858	3169
08:00		476	442			406	372				
08:15		426	458			416	314				
08:30		518	413			437	328				
08:45		500	396	1920	1709	466	277	1725	1291	3645	3000
09:00		483	356			454	272				
09:15		515	296			482	264				
09:30		491	338			464	232				
09:45		510	340	1999	1330	463	226	1863	994	3862	2324
10:00		467	273			465	208				
10:15		454	244			484	198				
10:30		481	250			509	176				
10:45		468	198	1870	965	511	171	1969	753	3839	1718
11:00		467	160			534	160				
11:15		472	132			523	154				
11:30		461	120			575	136				
11:45		496	102	1896	514	550	118	2182	568	4078	1082
Total		11396	20888			10790	20386			22186	41274
Percent		35.3%	64.7%			34.6%	65.4%			35.0%	65.0%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	17-Jun-23 Sat	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		108	514			122	478				
12:15		90	520			73	478				
12:30		43	508			61	524				
12:45		43	484	284	2026	42	497	298	1977	582	4003
01:00		59	462			46	506				
01:15		61	415			40	492				
01:30		48	350			40	478				
01:45		36	420	204	1647	36	476	162	1952	366	3599
02:00		38	524			29	468				
02:15		36	562			26	419				
02:30		31	604			25	542				
02:45		34	541	139	2231	44	476	124	1905	263	4136
03:00		32	586			42	541				
03:15		22	576			28	511				
03:30		37	592			40	487				
03:45		25	596	116	2350	49	522	159	2061	275	4411
04:00		26	627			86	520				
04:15		24	570			66	556				
04:30		36	554			74	438				
04:45		42	506	128	2257	97	446	323	1960	451	4217
05:00		60	529			145	498				
05:15		43	482			132	468				
05:30		73	508			132	482				
05:45		94	473	270	1992	142	487	551	1935	821	3927
06:00		97	457			134	425				
06:15		179	434			170	416				
06:30		255	446			180	438				
06:45		218	428	749	1765	199	346	683	1625	1432	3390
07:00		240	470			240	334				
07:15		242	413			247	378				
07:30		320	413			274	361				
07:45		388	422	1190	1718	326	328	1087	1401	2277	3119
08:00		331	399			330	320				
08:15		320	370			386	346				
08:30		434	374			466	305				
08:45		443	357	1528	1500	488	281	1670	1252	3198	2752
09:00		355	318			561	215				
09:15		406	271			502	263				
09:30		448	300			498	198				
09:45		422	276	1631	1165	506	192	2067	868	3698	2033
10:00		458	250			562	204				
10:15		420	229			567	206				
10:30		435	207			588	176				
10:45		503	192	1816	878	538	174	2255	760	4071	1638
11:00		488	137			490	158				
11:15		451	138			489	159				
11:30		472	88			510	136				
11:45		545	84	1956	447	458	102	1947	555	3903	1002
Total		10011	19976			11326	18251			21337	38227
Percent		33.4%	66.6%			38.3%	61.7%			35.8%	64.2%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	18-Jun-23 Sun	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		88	507			90	344				
12:15		72	426			84	448				
12:30		63	436			61	348				
12:45		54	433	277	1802	54	370	289	1510	566	3312
01:00		58	430			46	437				
01:15		50	446			41	431				
01:30		60	470			42	410				
01:45		45	451	213	1797	27	454	156	1732	369	3529
02:00		43	494			43	423				
02:15		40	422			31	452				
02:30		26	506			26	460				
02:45		40	512	149	1934	24	470	124	1805	273	3739
03:00		25	506			21	472				
03:15		34	462			22	450				
03:30		35	490			26	500				
03:45		29	476	123	1934	29	441	98	1863	221	3797
04:00		30	493			22	469				
04:15		36	510			42	460				
04:30		32	466			42	476				
04:45		42	446	140	1915	44	511	150	1916	290	3831
05:00		43	470			68	464				
05:15		45	430			72	409				
05:30		53	423			93	408				
05:45		74	406	215	1729	78	382	311	1663	526	3392
06:00		62	390			89	432				
06:15		106	364			103	399				
06:30		148	353			116	402				
06:45		139	383	455	1490	150	326	458	1559	913	3049
07:00		108	364			157	304				
07:15		151	369			182	298				
07:30		212	352			180	318				
07:45		226	342	697	1427	206	270	725	1190	1422	2617
08:00		228	338			243	286				
08:15		246	337			315	260				
08:30		310	294			272	229				
08:45		348	314	1132	1283	339	200	1169	975	2301	2258
09:00		279	280			382	202				
09:15		302	300			452	208				
09:30		366	241			414	166				
09:45		337	246	1284	1067	465	156	1713	732	2997	1799
10:00		352	226			494	170				
10:15		372	181			524	156				
10:30		438	186			517	142				
10:45		406	156	1568	749	498	133	2033	601	3601	1350
11:00		345	111			540	109				
11:15		416	91			522	112				
11:30		448	84			397	92				
11:45		504	76	1713	362	432	60	1891	373	3604	735
Total		7966	17489			9117	15919			17083	33408
Percent		31.3%	68.7%			36.4%	63.6%			33.8%	66.2%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	19-Jun-23 Mon	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		51	569			66	511				
12:15		48	484			51	542				
12:30		62	480			39	493				
12:45		43	574	204	2107	28	556	184	2102	388	4209
01:00		35	536			28	541				
01:15		28	539			22	495				
01:30		16	534			28	542				
01:45		27	484	106	2093	16	496	94	2074	200	4167
02:00		21	526			20	581				
02:15		17	553			14	529				
02:30		18	565			17	536				
02:45		12	555	68	2199	11	493	62	2139	130	4338
03:00		12	525			8	537				
03:15		18	556			18	528				
03:30		12	515			16	587				
03:45		20	550	62	2146	18	574	60	2226	122	4372
04:00		23	514			23	586				
04:15		16	556			34	568				
04:30		32	529			34	550				
04:45		64	482	135	2081	62	630	153	2334	288	4415
05:00		58	476			78	639				
05:15		90	520			94	642				
05:30		92	470			86	612				
05:45		142	458	382	1924	120	512	378	2405	760	4329
06:00		177	440			84	454				
06:15		213	380			148	390				
06:30		316	432			139	446				
06:45		340	346	1046	1598	202	362	573	1652	1619	3250
07:00		267	442			211	364				
07:15		340	420			254	346				
07:30		404	374			280	312				
07:45		449	360	1460	1596	314	249	1059	1271	2519	2867
08:00		416	296			298	262				
08:15		404	354			332	236				
08:30		452	308			378	193				
08:45		496	300	1768	1258	412	184	1420	875	3188	2133
09:00		424	274			449	160				
09:15		455	266			416	180				
09:30		435	220			496	139				
09:45		472	217	1786	977	506	143	1867	622	3653	1599
10:00		451	161			472	151				
10:15		519	181			566	124				
10:30		520	120			536	132				
10:45		505	110	1995	572	553	112	2127	519	4122	1091
11:00		480	84			510	106				
11:15		557	58			498	86				
11:30		480	46			516	78				
11:45		453	57	1970	245	438	55	1962	325	3932	570
Total		10982	18796			9939	18544			20921	37340
Percent		36.9%	63.1%			34.9%	65.1%			35.9%	64.1%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	20-Jun-23 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		61	516			35	500				
12:15		44	520			36	492				
12:30		48	515			28	474				
12:45		32	536	185	2087	30	520	129	1986	314	4073
01:00		26	490			28	525				
01:15		14	462			19	464				
01:30		13	500			20	461				
01:45		20	526	73	1978	18	484	85	1934	158	3912
02:00		20	530			15	488				
02:15		16	502			14	525				
02:30		12	528			12	516				
02:45		10	512	58	2072	11	506	52	2035	110	4107
03:00		15	516			12	546				
03:15		5	558			18	598				
03:30		18	525			11	535				
03:45		22	556	60	2155	19	582	60	2261	120	4416
04:00		18	518			26	600				
04:15		26	490			25	562				
04:30		29	520			33	576				
04:45		52	527	125	2055	60	598	144	2336	269	4391
05:00		48	538			82	628				
05:15		78	536			86	617				
05:30		94	540			90	556				
05:45		158	511	378	2125	106	516	364	2317	742	4442
06:00		178	520			140	534				
06:15		280	475			182	532				
06:30		353	480			183	407				
06:45		372	484	1183	1959	238	384	743	1857	1926	3816
07:00		351	429			276	460				
07:15		412	420			322	374				
07:30		495	402			324	350				
07:45		472	368	1730	1619	346	357	1268	1541	2998	3160
08:00		439	378			389	298				
08:15		453	434			505	324				
08:30		504	390			450	274				
08:45		500	366	1896	1568	428	252	1772	1148	3668	2716
09:00		502	340			436	226				
09:15		448	309			441	196				
09:30		461	285			495	192				
09:45		490	272	1901	1206	512	190	1884	804	3785	2010
10:00		484	204			552	165				
10:15		469	169			512	174				
10:30		478	167			499	170				
10:45		411	158	1842	698	488	128	2051	637	3893	1335
11:00		460	131			518	121				
11:15		450	78			505	120				
11:30		501	90			556	77				
11:45		456	60	1867	359	524	69	2103	387	3970	746
Total		11298	19881			10655	19243			21953	39124
Percent		36.2%	63.8%			35.6%	64.4%			35.9%	64.1%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	21-Jun-23 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		36	504			52	524				
12:15		50	524			42	543				
12:30		44	502			57	511				
12:45		29	538	159	2068	30	555	181	2133	340	4201
01:00		30	530			36	497				
01:15		18	550			14	526				
01:30		24	546			18	556				
01:45		20	548	92	2174	16	520	84	2099	176	4273
02:00		20	574			14	531				
02:15		9	590			18	541				
02:30		16	538			17	544				
02:45		8	574	53	2276	10	547	59	2163	112	4439
03:00		19	559			4	584				
03:15		16	570			12	568				
03:30		14	571			8	533				
03:45		14	570	63	2270	18	575	42	2260	105	4530
04:00		16	548			14	609				
04:15		14	508			24	645				
04:30		32	566			31	578				
04:45		42	558	104	2180	46	650	115	2482	219	4662
05:00		40	517			56	587				
05:15		73	544			80	594				
05:30		87	510			122	604				
05:45		132	494	332	2065	118	599	376	2384	708	4449
06:00		186	482			144	599				
06:15		270	455			167	530				
06:30		348	480			184	462				
06:45		380	440	1184	1857	254	447	749	2038	1933	3895
07:00		349	470			284	454				
07:15		399	434			308	382				
07:30		472	464			298	382				
07:45		469	380	1689	1748	366	319	1256	1537	2945	3285
08:00		474	336			370	276				
08:15		479	388			427	265				
08:30		537	367			454	252				
08:45		508	347	1998	1438	446	225	1697	1018	3695	2456
09:00		486	292			427	230				
09:15		493	310			474	205				
09:30		472	268			493	186				
09:45		477	285	1928	1155	530	186	1924	807	3852	1962
10:00		458	210			552	170				
10:15		465	166			572	146				
10:30		478	157			517	146				
10:45		479	144	1880	677	520	118	2161	580	4041	1257
11:00		454	111			536	112				
11:15		527	95			518	86				
11:30		500	69			549	86				
11:45		478	50	1959	325	491	48	2094	332	4053	657
Total		11441	20233			10738	19833			22179	40066
Percent		36.1%	63.9%			35.1%	64.9%			35.6%	64.4%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	22-Jun-23 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		50	551			44	515				
12:15		51	496			43	562				
12:30		28	528			52	536				
12:45		39	531	168	2106	27	450	166	2063	334	4169
01:00		36	526			31	532				
01:15		29	568			16	520				
01:30		30	508			25	568				
01:45		26	569	121	2171	24	538	96	2158	217	4329
02:00		12	554			19	578				
02:15		20	588			18	530				
02:30		13	576			14	576				
02:45		12	608	57	2326	10	566	61	2250	118	4576
03:00		12	588			16	600				
03:15		20	610			16	590				
03:30		16	574			13	600				
03:45		30	594	78	2366	20	582	65	2372	143	4738
04:00		24	613			34	616				
04:15		25	600			29	598				
04:30		37	574			37	572				
04:45		46	556	132	2343	75	574	175	2360	307	4703
05:00		51	532			55	667				
05:15		88	541			114	640				
05:30		109	533			114	633				
05:45		144	539	392	2145	115	606	398	2546	790	4691
06:00		172	508			152	536				
06:15		307	496			192	530				
06:30		381	446			225	480				
06:45		384	495	1244	1945	250	391	819	1937	2063	3882
07:00		388	471			273	420				
07:15		366	456			334	347				
07:30		450	478			316	288				
07:45		506	380	1710	1785	374	220	1297	1275	3007	3060
08:00		490	374			380	182				
08:15		452	333			460	178				
08:30		466	310			462	206				
08:45		552	282	1960	1299	447	205	1749	771	3709	2070
09:00		486	263			448	204				
09:15		476	204			510	188				
09:30		439	229			434	173				
09:45		452	230	1853	926	552	158	1944	723	3797	1649
10:00		422	182			520	151				
10:15		483	169			522	172				
10:30		460	146			526	132				
10:45		480	92	1845	589	540	98	2108	553	3953	1142
11:00		454	104			562	91				
11:15		536	84			508	73				
11:30		554	70			566	70				
11:45		486	52	2030	310	506	64	2142	298	4172	608
Total		11590	20311			11020	19306			22610	39617
Percent		36.3%	63.7%			36.3%	63.7%			36.3%	63.7%
Grand Total		74684	137574			73585	131482			148269	269056
Percent		35.2%	64.8%			35.9%	64.1%			35.5%	64.5%
ADT		ADT 59,618		AADT 59,618							

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	16-Jun-23 Fri	EB	WB	Combined Total	
12:00 AM		188	200	388	
01:00		120	94	214	
02:00		102	96	198	
03:00		83	104	187	
04:00		152	169	321	
05:00		359	402	761	
06:00		1096	739	1835	
07:00		1611	1247	2858	
08:00		1920	1725	3645	
09:00		1999	1863	3862	
10:00		1870	1969	3839	
11:00		1896	2182	4078	
12:00 PM		2077	2307	4384	
01:00		2182	2272	4454	
02:00		2155	2298	4453	
03:00		2257	2174	4431	
04:00		2115	2183	4298	
05:00		2109	2318	4427	
06:00		1822	1712	3534	
07:00		1653	1516	3169	
08:00		1709	1291	3000	
09:00		1330	994	2324	
10:00		965	753	1718	
11:00		514	568	1082	
Total		32284	31176		
Percent		50.9%	49.1%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	17-Jun-23 Sat	EB	WB	Combined Total	
12:00 AM		284	298	582	
01:00		204	162	366	
02:00		139	124	263	
03:00		116	159	275	
04:00		128	323	451	
05:00		270	551	821	
06:00		749	683	1432	
07:00		1190	1087	2277	
08:00		1528	1670	3198	
09:00		1631	2067	3698	
10:00		1816	2255	4071	
11:00		1956	1947	3903	
12:00 PM		2026	1977	4003	
01:00		1647	1952	3599	
02:00		2231	1905	4136	
03:00		2350	2061	4411	
04:00		2257	1960	4217	
05:00		1992	1935	3927	
06:00		1765	1625	3390	
07:00		1718	1401	3119	
08:00		1500	1252	2752	
09:00		1165	868	2033	
10:00		878	760	1638	
11:00		447	555	1002	
Total		29987	29577		
Percent		50.3%	49.7%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	18-Jun-23 Sun	EB	WB	Combined Total	
12:00 AM		277	289	566	
01:00		213	156	369	
02:00		149	124	273	
03:00		123	98	221	
04:00		140	150	290	
05:00		215	311	526	
06:00		455	458	913	
07:00		697	725	1422	
08:00		1132	1169	2301	
09:00		1284	1713	2997	
10:00		1568	2033	3601	
11:00		1713	1891	3604	
12:00 PM		1802	1510	3312	
01:00		1797	1732	3529	
02:00		1934	1805	3739	
03:00		1934	1863	3797	
04:00		1915	1916	3831	
05:00		1729	1663	3392	
06:00		1490	1559	3049	
07:00		1427	1190	2617	
08:00		1283	975	2258	
09:00		1067	732	1799	
10:00		749	601	1350	
11:00		362	373	735	
Total		25455	25036		
Percent		50.4%	49.6%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	19-Jun-23 Mon	EB	WB	Combined Total	
12:00 AM		204	184	388	
01:00		106	94	200	
02:00		68	62	130	
03:00		62	60	122	
04:00		135	153	288	
05:00		382	378	760	
06:00		1046	573	1619	
07:00		1460	1059	2519	
08:00		1768	1420	3188	
09:00		1786	1867	3653	
10:00		1995	2127	4122	
11:00		1970	1962	3932	
12:00 PM		2107	2102	4209	
01:00		2093	2074	4167	
02:00		2199	2139	4338	
03:00		2146	2226	4372	
04:00		2081	2334	4415	
05:00		1924	2405	4329	
06:00		1598	1652	3250	
07:00		1596	1271	2867	
08:00		1258	875	2133	
09:00		977	622	1599	
10:00		572	519	1091	
11:00		245	325	570	
Total		29778	28483		
Percent		51.1%	48.9%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	20-Jun-23 Tue	EB	WB	Combined Total	
12:00 AM		185	129	314	■
01:00		73	85	158	■
02:00		58	52	110	■
03:00		60	60	120	■
04:00		125	144	269	■
05:00		378	364	742	■
06:00		1183	743	1926	■
07:00		1730	1268	2998	■
08:00		1896	1772	3668	■
09:00		1901	1884	3785	■
10:00		1842	2051	3893	■
11:00		1867	2103	3970	■
12:00 PM		2087	1986	4073	■
01:00		1978	1934	3912	■
02:00		2072	2035	4107	■
03:00		2155	2261	4416	■
04:00		2055	2336	4391	■
05:00		2125	2317	4442	■
06:00		1959	1857	3816	■
07:00		1619	1541	3160	■
08:00		1568	1148	2716	■
09:00		1206	804	2010	■
10:00		698	637	1335	■
11:00		359	387	746	■
Total		31179	29898		
Percent		51.0%	49.0%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

Start Time	21-Jun-23 Wed	EB	WB	Combined Total	
12:00 AM		159	181	340	■
01:00		92	84	176	■
02:00		53	59	112	■
03:00		63	42	105	■
04:00		104	115	219	■
05:00		332	376	708	■
06:00		1184	749	1933	■
07:00		1689	1256	2945	■
08:00		1998	1697	3695	■
09:00		1928	1924	3852	■
10:00		1880	2161	4041	■
11:00		1959	2094	4053	■
12:00 PM		2068	2133	4201	■
01:00		2174	2099	4273	■
02:00		2276	2163	4439	■
03:00		2270	2260	4530	■
04:00		2180	2482	4662	■
05:00		2065	2384	4449	■
06:00		1857	2038	3895	■
07:00		1748	1537	3285	■
08:00		1438	1018	2456	■
09:00		1155	807	1962	■
10:00		677	580	1257	■
11:00		325	332	657	■
Total		31674	30571		
Percent		50.9%	49.1%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**

Site Code: 000761000000

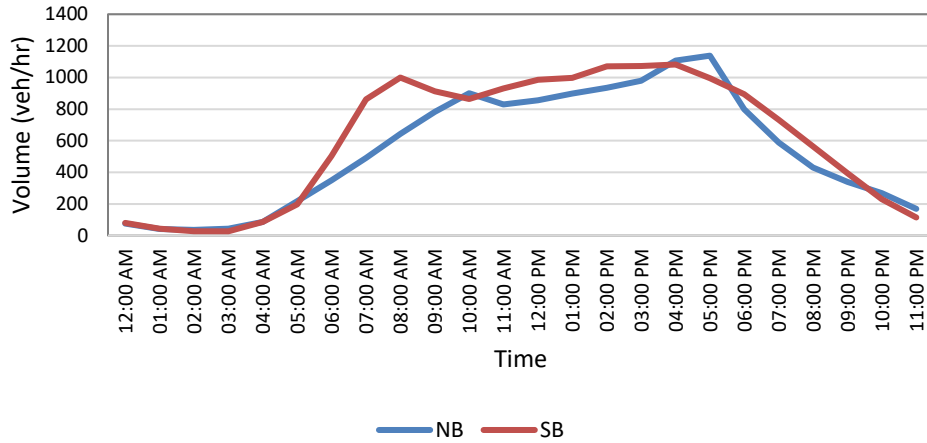
Station ID: 000003311100

US 98 BTW Regatta Bay Dr and Tequesta Dr

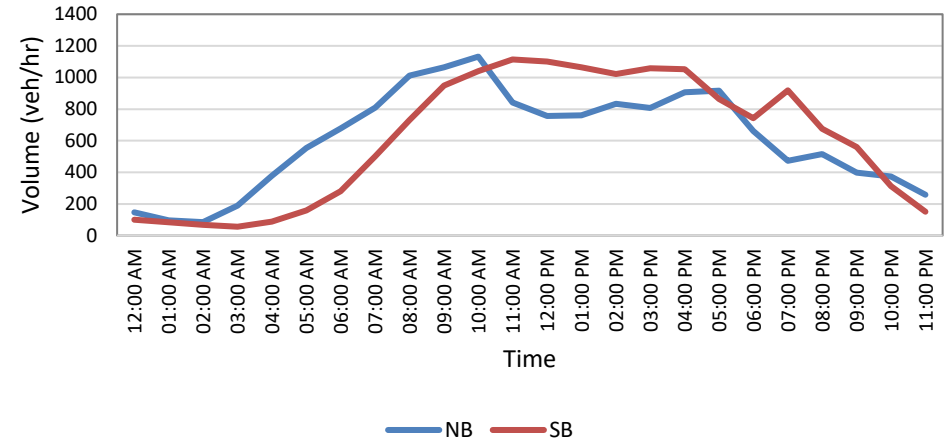
Start Time	22-Jun-23 Thu	EB	WB	Combined Total	
12:00 AM		168	166	334	■
01:00		121	96	217	■
02:00		57	61	118	■
03:00		78	65	143	■
04:00		132	175	307	■
05:00		392	398	790	■
06:00		1244	819	2063	■
07:00		1710	1297	3007	■
08:00		1960	1749	3709	■
09:00		1853	1944	3797	■
10:00		1845	2108	3953	■
11:00		2030	2142	4172	■
12:00 PM		2106	2063	4169	■
01:00		2171	2158	4329	■
02:00		2326	2250	4576	■
03:00		2366	2372	4738	■
04:00		2343	2360	4703	■
05:00		2145	2546	4691	■
06:00		1945	1937	3882	■
07:00		1785	1275	3060	■
08:00		1299	771	2070	■
09:00		926	723	1649	■
10:00		589	553	1142	■
11:00		310	298	608	■
Total		31901	30326		
Percent		51.3%	48.7%		
Grand Total		212258	205067		
Percentage		50.9%	49.1%		
ADT		ADT 59,618	AADT 59,618		

SR 293 BETWEEN US 98 & COMMONS DRIVE

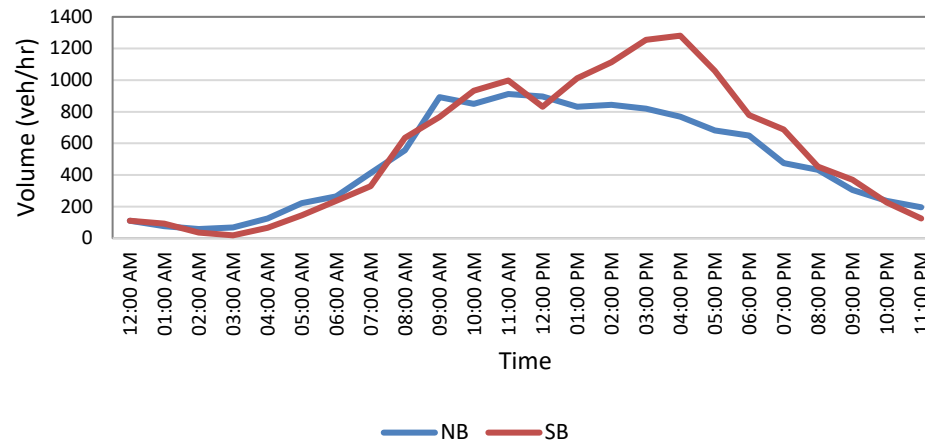
AVERAGE WEEKDAY TRAFFIC DISTRIBUTION
N/S traffic on SR 293 BTW US 98 and Commons Dr
JUNE 16 & 19-22, 2023



SATURDAY TRAFFIC DISTRIBUTION
N/S traffic on SR 293 BTW US 98 and Commons Dr
JUNE 17, 2023



SUNDAY TRAFFIC DISTRIBUTION
N/S traffic on SR 293 BTW US 98 and Commons Dr
JUNE 18, 2023



FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	16-Jun-23 Fri	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	226			26	214				
12:15		14	234			38	242				
12:30		22	232			26	302				
12:45		12	232	76	924	9	278	99	1036	175	1960
01:00		10	256			14	267				
01:15		13	249			9	272				
01:30		15	250			24	282				
01:45		9	240	47	995	20	298	67	1119	114	2114
02:00		18	236			23	280				
02:15		8	242			19	306				
02:30		10	250			5	264				
02:45		14	256	50	984	12	290	59	1140	109	2124
03:00		21	262			10	258				
03:15		19	238			8	308				
03:30		21	246			8	278				
03:45		15	246	76	992	11	275	37	1119	113	2111
04:00		24	243			18	280				
04:15		25	262			26	254				
04:30		32	273			24	276				
04:45		45	250	126	1028	38	280	106	1090	232	2118
05:00		70	288			28	270				
05:15		64	332			52	264				
05:30		60	278			52	252				
05:45		88	244	282	1142	81	258	213	1044	495	2186
06:00		102	240			76	231				
06:15		107	210			90	222				
06:30		93	208			158	210				
06:45		123	196	425	854	156	222	480	885	905	1739
07:00		134	198			160	188				
07:15		152	174			182	248				
07:30		160	184			246	193				
07:45		132	150	578	706	252	203	840	832	1418	1538
08:00		186	133			248	214				
08:15		196	164			214	204				
08:30		187	164			287	196				
08:45		168	126	737	587	250	162	999	776	1736	1363
09:00		228	134			216	142				
09:15		227	125			260	126				
09:30		235	84			186	146				
09:45		247	108	937	451	264	128	926	542	1863	993
10:00		207	90			171	116				
10:15		262	82			179	76				
10:30		250	94			194	79				
10:45		248	98	967	364	192	64	736	335	1703	699
11:00		231	80			186	53				
11:15		216	66			232	41				
11:30		232	50			241	48				
11:45		213	66	892	262	268	25	927	167	1819	429
Total		5193	9289			5489	10085			10682	19374
Percent		35.9%	64.1%			35.2%	64.8%			35.5%	64.5%

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	17-Jun-23 Sat	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		52	202			33	280				
12:15		40	179			38	288				
12:30		27	184			14	270				
12:45		28	192	147	757	16	262	101	1100	248	1857
01:00		27	206			32	289				
01:15		21	150			24	278				
01:30		24	186			17	249				
01:45		24	218	96	760	12	248	85	1064	181	1824
02:00		23	204			6	280				
02:15		24	201			20	269				
02:30		16	206			19	249				
02:45		22	222	85	833	23	224	68	1022	153	1855
03:00		40	209			10	240				
03:15		34	196			19	223				
03:30		70	200			18	282				
03:45		45	202	189	807	9	314	56	1059	245	1866
04:00		98	235			16	280				
04:15		86	258			20	274				
04:30		89	202			22	271				
04:45		105	212	378	907	30	228	88	1053	466	1960
05:00		130	234			36	242				
05:15		146	242			24	250				
05:30		142	232			42	208				
05:45		136	208	554	916	58	164	160	864	714	1780
06:00		134	197			37	162				
06:15		208	172			66	193				
06:30		162	148			87	143				
06:45		173	144	677	661	91	245	281	743	958	1404
07:00		186	127			84	262				
07:15		172	106			90	150				
07:30		228	102			136	246				
07:45		224	138	810	473	192	260	502	918	1312	1391
08:00		251	132			124	198				
08:15		220	151			164	142				
08:30		274	138			215	140				
08:45		266	94	1011	515	228	196	731	676	1742	1191
09:00		253	125			198	128				
09:15		273	104			196	136				
09:30		258	86			276	148				
09:45		280	84	1064	399	278	148	948	560	2012	959
10:00		302	93			252	102				
10:15		302	114			238	99				
10:30		262	76			255	50				
10:45		266	90	1132	373	295	62	1040	313	2172	686
11:00		220	79			280	50				
11:15		234	62			262	33				
11:30		192	51			280	30				
11:45		196	67	842	259	292	38	1114	151	1956	410
Total		6985	7660			5174	9523			12159	17183
Percent		47.7%	52.3%			35.2%	64.8%			41.4%	58.6%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	18-Jun-23 Sun	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	224			44	209				
12:15		31	248			36	158				
12:30		21	220			16	242				
12:45		30	205	110	897	14	223	110	832	220	1729
01:00		24	208			24	220				
01:15		17	206			17	244				
01:30		21	212			37	266				
01:45		14	206	76	832	14	281	92	1011	168	1843
02:00		14	206			13	248				
02:15		15	205			12	273				
02:30		9	197			1	300				
02:45		20	236	58	844	9	292	35	1113	93	1957
03:00		13	234			3	254				
03:15		11	216			2	316				
03:30		16	178			5	340				
03:45		27	191	67	819	8	345	18	1255	85	2074
04:00		23	209			8	318				
04:15		38	193			16	349				
04:30		30	172			23	319				
04:45		34	195	125	769	19	295	66	1281	191	2050
05:00		48	158			38	272				
05:15		52	196			31	278				
05:30		60	187			35	264				
05:45		62	141	222	682	40	244	144	1058	366	1740
06:00		69	174			39	237				
06:15		64	179			52	186				
06:30		71	161			67	166				
06:45		60	135	264	649	78	190	236	779	500	1428
07:00		94	109			57	193				
07:15		105	126			95	176				
07:30		108	122			61	160				
07:45		106	119	413	476	116	158	329	687	742	1163
08:00		119	126			113	140				
08:15		139	116			124	109				
08:30		140	112			186	98				
08:45		159	78	557	432	211	105	634	452	1191	884
09:00		193	84			178	98				
09:15		220	78			187	106				
09:30		243	67			191	78				
09:45		236	75	892	304	211	87	767	369	1659	673
10:00		207	58			199	90				
10:15		220	72			233	60				
10:30		212	54			242	34				
10:45		211	52	850	236	258	41	932	225	1782	461
11:00		211	68			240	38				
11:15		240	59			220	19				
11:30		212	41			272	38				
11:45		249	27	912	195	266	30	998	125	1910	320
Total		4546	7135			4361	9187			8907	16322
Percent		38.9%	61.1%			32.2%	67.8%			35.3%	64.7%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	19-Jun-23 Mon	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	248			16	310				
12:15		23	218			23	250				
12:30		19	260			34	285				
12:45		17	226	87	952	16	262	89	1107	176	2059
01:00		11	256			20	303				
01:15		11	256			9	265				
01:30		9	206			3	306				
01:45		4	236	35	954	17	281	49	1155	84	2109
02:00		10	227			6	293				
02:15		13	276			4	332				
02:30		6	234			7	336				
02:45		8	242	37	979	2	348	19	1309	56	2288
03:00		8	252			4	306				
03:15		8	265			8	331				
03:30		17	246			5	335				
03:45		12	242	45	1005	6	353	23	1325	68	2330
04:00		6	276			12	334				
04:15		18	261			15	339				
04:30		24	291			16	314				
04:45		33	311	81	1139	30	310	73	1297	154	2436
05:00		36	300			36	306				
05:15		36	320			40	274				
05:30		50	272			48	264				
05:45		74	224	196	1116	64	270	188	1114	384	2230
06:00		42	214			82	285				
06:15		66	170			94	228				
06:30		76	162			136	255				
06:45		79	134	263	680	160	220	472	988	735	1668
07:00		87	117			143	232				
07:15		103	136			186	230				
07:30		112	120			207	166				
07:45		114	104	416	477	222	180	758	808	1174	1285
08:00		124	109			234	153				
08:15		130	104			194	128				
08:30		134	84			244	122				
08:45		206	72	594	369	237	114	909	517	1503	886
09:00		178	91			219	102				
09:15		201	72			228	82				
09:30		213	48			206	84				
09:45		214	58	806	269	227	72	880	340	1686	609
10:00		241	54			268	70				
10:15		276	58			225	56				
10:30		281	58			248	48				
10:45		240	48	1038	218	219	48	960	222	1998	440
11:00		252	42			246	36				
11:15		206	42			230	20				
11:30		232	32			248	10				
11:45		226	25	916	141	257	14	981	80	1897	221
Total		4514	8299			5401	10262			9915	18561
Percent		35.2%	64.8%			34.5%	65.5%			34.8%	65.2%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	20-Jun-23 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	174			30	222				
12:15		12	185			17	240				
12:30		13	178			26	244				
12:45		12	186	59	723	13	222	86	928	145	1651
01:00		8	198			8	186				
01:15		13	194			6	224				
01:30		7	175			3	200				
01:45		12	192	40	759	11	224	28	834	68	1593
02:00		4	197			4	234				
02:15		1	218			4	224				
02:30		9	226			4	228				
02:45		12	221	26	862	6	241	18	927	44	1789
03:00		4	212			2	224				
03:15		3	222			12	230				
03:30		6	260			2	242				
03:45		6	226	19	920	5	241	21	937	40	1857
04:00		12	296			6	254				
04:15		8	293			12	242				
04:30		17	270			22	250				
04:45		26	253	63	1112	42	248	82	994	145	2106
05:00		39	320			26	191				
05:15		42	286			42	220				
05:30		54	311			59	262				
05:45		66	244	201	1161	80	239	207	912	408	2073
06:00		59	218			76	227				
06:15		72	221			102	238				
06:30		96	176			150	227				
06:45		113	188	340	803	201	186	529	878	869	1681
07:00		102	169			188	170				
07:15		114	179			261	198				
07:30		118	166			258	146				
07:45		121	126	455	640	282	174	989	688	1444	1328
08:00		130	115			242	177				
08:15		142	135			248	136				
08:30		144	103			321	118				
08:45		161	95	577	448	296	110	1107	541	1684	989
09:00		158	79			256	96				
09:15		146	80			252	86				
09:30		168	75			211	82				
09:45		194	92	666	326	272	97	991	361	1657	687
10:00		209	70			258	66				
10:15		186	82			192	42				
10:30		170	66			232	38				
10:45		187	68	752	286	198	42	880	188	1632	474
11:00		161	44			204	36				
11:15		194	48			276	22				
11:30		184	48			224	20				
11:45		206	32	745	172	268	18	972	96	1717	268
Total		3943	8212			5910	8284			9853	16496
Percent		32.4%	67.6%			41.6%	58.4%			37.4%	62.6%

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	21-Jun-23 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		21	193			14	222				
12:15		15	208			24	214				
12:30		17	208			12	215				
12:45		14	216	67	825	10	200	60	851	127	1676
01:00		16	202			16	224				
01:15		7	220			1	234				
01:30		9	220			14	228				
01:45		5	244	37	886	8	228	39	914	76	1800
02:00		10	220			3	228				
02:15		10	241			4	222				
02:30		13	254			8	226				
02:45		6	252	39	967	6	228	21	904	60	1871
03:00		2	243			11	216				
03:15		6	282			3	226				
03:30		8	199			7	224				
03:45		15	246	31	970	6	262	27	928	58	1898
04:00		6	274			13	241				
04:15		12	268			9	257				
04:30		15	262			22	258				
04:45		28	272	61	1076	32	234	76	990	137	2066
05:00		36	270			15	260				
05:15		28	294			30	231				
05:30		52	274			45	230				
05:45		74	240	190	1078	77	208	167	929	357	2007
06:00		68	234			88	248				
06:15		76	212			119	216				
06:30		112	176			150	214				
06:45		102	161	358	783	168	189	525	867	883	1650
07:00		114	158			182	206				
07:15		128	152			196	160				
07:30		132	144			224	148				
07:45		148	125	522	579	262	144	864	658	1386	1237
08:00		150	105			242	134				
08:15		178	112			229	126				
08:30		145	116			272	142				
08:45		176	84	649	417	248	111	991	513	1640	930
09:00		158	94			200	96				
09:15		202	100			240	81				
09:30		206	76			201	81				
09:45		226	82	792	352	230	86	871	344	1663	696
10:00		230	81			208	60				
10:15		241	66			194	56				
10:30		221	54			200	39				
10:45		210	46	902	247	206	40	808	195	1710	442
11:00		196	40			203	22				
11:15		203	48			196	22				
11:30		190	40			191	19				
11:45		204	16	793	144	254	19	844	82	1637	226
Total		4441	8324			5293	8175			9734	16499
Percent		34.8%	65.2%			39.3%	60.7%			37.1%	62.9%

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	22-Jun-23 Thu	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	208			11	212				
12:15		24	210			20	274				
12:30		19	209			16	289				
12:45		16	226	82	853	16	226	63	1001	145	1854
01:00		13	222			8	277				
01:15		9	210			8	243				
01:30		10	219			10	228				
01:45		11	248	43	899	5	220	31	968	74	1867
02:00		4	218			2	286				
02:15		7	230			5	267				
02:30		10	200			7	252				
02:45		6	228	27	876	9	266	23	1071	50	1947
03:00		10	261			5	252				
03:15		8	252			10	258				
03:30		12	250			5	275				
03:45		11	247	41	1010	5	263	25	1048	66	2058
04:00		22	285			6	257				
04:15		20	280			20	262				
04:30		26	303			28	255				
04:45		36	310	104	1178	38	264	92	1038	196	2216
05:00		42	336			36	234				
05:15		44	304			46	272				
05:30		64	281			63	230				
05:45		66	269	216	1190	70	240	215	976	431	2166
06:00		72	242			72	218				
06:15		88	226			130	231				
06:30		105	226			136	224				
06:45		96	184	361	878	174	178	512	851	873	1729
07:00		110	174			155	192				
07:15		128	140			218	170				
07:30		110	126			219	185				
07:45		136	102	484	542	265	124	857	671	1341	1213
08:00		158	96			248	104				
08:15		171	95			210	152				
08:30		190	67			286	100				
08:45		139	75	658	333	241	121	985	477	1643	810
09:00		168	82			224	112				
09:15		174	79			239	76				
09:30		168	74			200	92				
09:45		204	60	714	295	228	94	891	374	1605	669
10:00		230	65			239	58				
10:15		220	56			253	62				
10:30		200	55			226	37				
10:45		188	51	838	227	218	50	936	207	1774	434
11:00		193	44			226	58				
11:15		188	42			216	34				
11:30		202	23			218	24				
11:45		214	22	797	131	263	30	923	146	1720	277
Total		4365	8412			5553	8828			9918	17240
Percent		34.2%	65.8%			38.6%	61.4%			36.5%	63.5%
Grand Total		33987	57331			37181	64344			71168	121675
Percent		37.2%	62.8%			36.6%	63.4%			36.9%	63.1%
ADT	ADT 27,549			AADT 27,549							

FTE

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	16-Jun-23 Fri	NB	SB	Combined Total	
12:00 AM		76	99	175	■
01:00		47	67	114	■
02:00		50	59	109	■
03:00		76	37	113	■
04:00		126	106	232	■
05:00		282	213	495	■
06:00		425	480	905	■
07:00		578	840	1418	■
08:00		737	999	1736	■
09:00		937	926	1863	■
10:00		967	736	1703	■
11:00		892	927	1819	■
12:00 PM		924	1036	1960	■
01:00		995	1119	2114	■
02:00		984	1140	2124	■
03:00		992	1119	2111	■
04:00		1028	1090	2118	■
05:00		1142	1044	2186	■
06:00		854	885	1739	■
07:00		706	832	1538	■
08:00		587	776	1363	■
09:00		451	542	993	■
10:00		364	335	699	■
11:00		262	167	429	■
Total		14482	15574		
Percent		48.2%	51.8%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	17-Jun-23 Sat	NB	SB	Combined Total	
12:00 AM		147	101	248	
01:00		96	85	181	
02:00		85	68	153	
03:00		189	56	245	
04:00		378	88	466	
05:00		554	160	714	
06:00		677	281	958	
07:00		810	502	1312	
08:00		1011	731	1742	
09:00		1064	948	2012	
10:00		1132	1040	2172	
11:00		842	1114	1956	
12:00 PM		757	1100	1857	
01:00		760	1064	1824	
02:00		833	1022	1855	
03:00		807	1059	1866	
04:00		907	1053	1960	
05:00		916	864	1780	
06:00		661	743	1404	
07:00		473	918	1391	
08:00		515	676	1191	
09:00		399	560	959	
10:00		373	313	686	
11:00		259	151	410	
Total		14645	14697		
Percent		49.9%	50.1%		

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	18-Jun-23 Sun	NB	SB	Combined Total	
12:00 AM		110	110	220	■
01:00		76	92	168	■
02:00		58	35	93	■
03:00		67	18	85	■
04:00		125	66	191	■
05:00		222	144	366	■
06:00		264	236	500	■
07:00		413	329	742	■
08:00		557	634	1191	■
09:00		892	767	1659	■
10:00		850	932	1782	■
11:00		912	998	1910	■
12:00 PM		897	832	1729	■
01:00		832	1011	1843	■
02:00		844	1113	1957	■
03:00		819	1255	2074	■
04:00		769	1281	2050	■
05:00		682	1058	1740	■
06:00		649	779	1428	■
07:00		476	687	1163	■
08:00		432	452	884	■
09:00		304	369	673	■
10:00		236	225	461	■
11:00		195	125	320	■
Total		11681	13548		
Percent		46.3%	53.7%		

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	19-Jun-23 Mon	NB	SB	Combined Total	
12:00 AM		87	89	176	■
01:00		35	49	84	■
02:00		37	19	56	■
03:00		45	23	68	■
04:00		81	73	154	■
05:00		196	188	384	■
06:00		263	472	735	■
07:00		416	758	1174	■
08:00		594	909	1503	■
09:00		806	880	1686	■
10:00		1038	960	1998	■
11:00		916	981	1897	■
12:00 PM		952	1107	2059	■
01:00		954	1155	2109	■
02:00		979	1309	2288	■
03:00		1005	1325	2330	■
04:00		1139	1297	2436	■
05:00		1116	1114	2230	■
06:00		680	988	1668	■
07:00		477	808	1285	■
08:00		369	517	886	■
09:00		269	340	609	■
10:00		218	222	440	■
11:00		141	80	221	■
Total		12813	15663		
Percent		45.0%	55.0%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	20-Jun-23 Tue	NB	SB	Combined Total	
12:00 AM		59	86	145	■
01:00		40	28	68	■
02:00		26	18	44	■
03:00		19	21	40	■
04:00		63	82	145	■
05:00		201	207	408	■
06:00		340	529	869	■
07:00		455	989	1444	■
08:00		577	1107	1684	■
09:00		666	991	1657	■
10:00		752	880	1632	■
11:00		745	972	1717	■
12:00 PM		723	928	1651	■
01:00		759	834	1593	■
02:00		862	927	1789	■
03:00		920	937	1857	■
04:00		1112	994	2106	■
05:00		1161	912	2073	■
06:00		803	878	1681	■
07:00		640	688	1328	■
08:00		448	541	989	■
09:00		326	361	687	■
10:00		286	188	474	■
11:00		172	96	268	■
Total		12155	14194		
Percent		46.1%	53.9%		

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 209 5331

Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	21-Jun-23 Wed	NB	SB	Combined Total	
12:00 AM		67	60	127	■
01:00		37	39	76	■
02:00		39	21	60	■
03:00		31	27	58	■
04:00		61	76	137	■
05:00		190	167	357	■
06:00		358	525	883	■
07:00		522	864	1386	■
08:00		649	991	1640	■
09:00		792	871	1663	■
10:00		902	808	1710	■
11:00		793	844	1637	■
12:00 PM		825	851	1676	■
01:00		886	914	1800	■
02:00		967	904	1871	■
03:00		970	928	1898	■
04:00		1076	990	2066	■
05:00		1078	929	2007	■
06:00		783	867	1650	■
07:00		579	658	1237	■
08:00		417	513	930	■
09:00		352	344	696	■
10:00		247	195	442	■
11:00		144	82	226	■
Total		12765	13468		
Percent		48.7%	51.3%		

FTE8250, Pascal Dr
Punta Gorda, FL 33950**Ph# (941) 639 2818, Fax# (941) 209 5331**Site Code: 000816000000
Station ID: 000004111100
SR 293 BTW US 98 and Commons Dr

Start Time	22-Jun-23 Thu	NB	SB	Combined Total	
12:00 AM		82	63	145	■
01:00		43	31	74	■
02:00		27	23	50	■
03:00		41	25	66	■
04:00		104	92	196	■
05:00		216	215	431	■
06:00		361	512	873	■
07:00		484	857	1341	■
08:00		658	985	1643	■
09:00		714	891	1605	■
10:00		838	936	1774	■
11:00		797	923	1720	■
12:00 PM		853	1001	1854	■
01:00		899	968	1867	■
02:00		876	1071	1947	■
03:00		1010	1048	2058	■
04:00		1178	1038	2216	■
05:00		1190	976	2166	■
06:00		878	851	1729	■
07:00		542	671	1213	■
08:00		333	477	810	■
09:00		295	374	669	■
10:00		227	207	434	■
11:00		131	146	277	■
Total		12777	14381		
Percent		47.0%	53.0%		
Grand Total		91318	101525		
Percentage		47.4%	52.6%		
ADT		ADT 27,549		AADT 27,549	

Pre-Implementation Signal Timing Plans / Data

Intersection: US 98 @ Stahlman

ID: 1200

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot			Split	Prot			Split
Initial	4	10		4	4	10		4
Passage	3	5		2	3	5		2
Yellow	4	4		3.4	4	4		3.4
Red	2	2		3	2	2		3
Walk		7		7		7		7
Ped Clr		18		26		20		24
Max 1	20	60		40	19	60		40
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	130	1
Pattern 2	160	5	1
Pattern 3	180	120	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	14	60		33	14	60		33
S2	18	76		33	20	74		33
S3	22	92		33	26	88		33

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Crosswalk_Palmetto

ID: 1202

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB				EB		PED
Turn Type								
Initial		10				10		
Passage		5				5		
Yellow		4				4		3
Red		2				2		2
Walk								7
Ped Clr								24
Max 1		65				65		10
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	115	1
Pattern 2	160	10	1
Pattern 3	180	125	1

Sequence 1:

2	8
6	

Allocation Phase	1	2	3	4	5	6	7	8
S1		103				103		37
S2		123				123		37
S3		143				143		37

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Crosswalk_Marler

ID: 1204

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB				EB		PED
Turn Type								
Initial		10				10		
Passage		5				5		3
Yellow		4				4		4
Red		2				2		2
Walk								7
Ped Clr								24
Max 1		65				65		10
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	120	1
Pattern 2	160	15	1
Pattern 3	180	130	1

Sequence 1:

2	8
6	

Allocation Phase	1	2	3	4	5	6	7	8
S1		103				103		37
S2		123				123		37
S3		143				143		37

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Crosswalk_Melvin

ID: 1207

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB		PED		EB		
Turn Type								
Initial		12		0		12		
Passage		5		0		5		
Yellow		4		3		4		
Red		2		2		2		
Walk				7				
Ped Clr				24				
Max 1		17		10		17		
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	77	1
Pattern 2	160	85	1
Pattern 3	180	45	1

Sequence 1:

2	4
6	

Allocation Phase	1	2	3	4	5	6	7	8
S1		103		37		103		
S2		123		37		123		
S3		143		37		143		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Benning

ID: 1210

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB				EB		SB
Turn Type	Prot/Perm							
Initial	5	10				10		15
Passage	2	5				5		3.5
Yellow	4	4				4		4
Red	2	2				2		2
Walk		5						5
Ped Clr		15						24
Max 1	20	65				65		45
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	67	1
Pattern 2	160	110	1
Pattern 3	180	65	1

Sequence 1:

1	2	8
6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	16	90				106		34
S2	16	109				125		35
S3	18	127				145		35

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Beach

ID: 1220

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	5	10		5	5	10		5
Passage	1.1	5		2.2	1.1	5		2.2
Yellow	4	4		3.7	0	4		3.7
Red	2	2		2	0	2		2
Walk		5		5		5		5
Ped Clr		17		24		17		24
Max 1	20	55		15	20	55		18
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	45	1
Pattern 2	160	80	1
Pattern 3	180	30	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	16	74		14	14	76		36
S2	16	94		14	14	96		36
S3	18	112		14	16	114		36

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Main

ID: 1230

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		PED		EB		SB
Turn Type	Prot/Perm			Split				Split
Initial	8	20		0		20		8
Passage	1.5	4		0		4		3
Yellow	4	4		4		4		3.7
Red	2	2		0		2		2
Walk		5		4				5
Ped Clr		26		23				27
Max 1	21	50		0		50		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	40	1
Pattern 2	160	30	1
Pattern 3	180	163	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	22	67		27		89		24
S2	22	83		27		105		28
S3	28	97		27		125		28

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

- 4) WBR overlap

Date: 1/10/2023

Intersection: US 98 @ Gulf Shores

ID: 1260

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	6	30		8	4	30		12
Passage	3	4		4	3	4		2
Yellow	3.7	3.7		3.7	3.7	3.7		3.4
Red	2	2		2	2	2		2
Walk		5		5		5		5
Ped Clr		28		30		25		25
Max 1	21	55		32	22	55		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	135	1
Pattern 2	160	150	1
Pattern 3	180	125	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	14	80		26	18	70		20
S2	16	92		26	24	84		26
S3	16	110		28	24	102		26

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Crosswalk_Big Kahuna

ID: 1274

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB		PED		EB		
Turn Type								
Initial		10		0		10		
Passage		5		0		5		
Yellow		4		4		4		
Red		2		0		2		
Walk				7				
Ped Clr				23				
Max 1		65		10		65		
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	0	1
Pattern 2	160	5	1
Pattern 3	180	135	1

Sequence 1:

2	4
6	

Allocation Phase	1	2	3	4	5	6	7	8
S1		104		36		104		
S2		124		36		124		
S3		144		36		144		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Crosswalk_Gulf Terrace

ID: 1277

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB				EB		PED
Turn Type								
Initial		10				10		
Passage		5				5		0
Yellow		4				4		3
Red		2				2		2
Walk								7
Ped Clr								23
Max 1		65				65		10
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	42	1
Pattern 2	160	100	1
Pattern 3	180	60	1

Sequence 1:

2	8
6	

Allocation Phase	1	2	3	4	5	6	7	8
S1		104				104		36
S2		124				124		36
S3		144				144		36

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Airport

ID: 1280

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA			Split	FYA			Split
Initial	4	30		4	4	30		4
Passage	3	4		2	3	4		2
Yellow	4.8	4.8		3.4	4.8	4.8		4
Red	2	2		2	2	2		2
Walk		5		4		5		5
Ped Clr		24		28		21		29
Max 1	21	50		32	22	50		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	94	1
Pattern 2	160	80	1
Pattern 3	180	50	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	16	76		14	14	78		34
S2	18	92		16	16	94		34
S3	18	112		16	16	114		34

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Old US 98

ID: 1290

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB	NBL	SB
Turn Type	FYA				FYA		FYA	
Initial	3	30		9	7	30	6	9
Passage	2	5		2	2	5	2	2
Yellow	4.8	4.8		3.7	4.8	4.8	3.7	3.7
Red	2	2		2	2	2	2	2
Walk		4		4		4		
Ped Clr		11		31		17		
Max 1	20	66		30	20	66	30	30
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	0	1
Pattern 2	160	100	1
Pattern 3	180	50	1

Sequence 1:

1	2	4
5	6	7 8

Allocation Phase	1	2	3	4	5	6	7	8
S1	14	90		36	16	88	17	19
S2	14	110		36	18	106	15	21
S3	14	130		36	22	122	15	21

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Indian Bayou

ID: 1292

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA				FYA			
Initial	4	30		4	4	30		4
Passage	3	4		2	3	4		2
Yellow	4.8	4.8		3.4	4.8	4.8		4
Red	2	2		2	2	2		2
Walk		5		5		5		5
Ped Clr		24		29		21		29
Max 1	21	50		32	22	50		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	94	1
Pattern 2	160	121	1
Pattern 3	180	80	1

Sequence 1:

1	2	4
5	6	8

Allocation Phase	1	2	3	4	5	6	7	8
S1	16	90		34	14	92		34
S2	18	108		34	16	110		34
S3	18	128		34	16	130		34

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Henderson Beach

ID: 1300

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA			Split	FYA			Split
Initial	4	30		4	4	30		4
Passage	5	6		2	5	6		5
Yellow	4.8	4.8		3.7	4.8	4.8		3.7
Red	2	2		2	2	2		2
Walk		7		7		7		7
Ped Clr		21		32		16		36
Max 1	21	98		32	22	98		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	90	1
Pattern 2	160	155	1
Pattern 3	180	115	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	24	72		22	16	80		22
S2	30	78		26	18	90		26
S3	30	98		26	30	98		26

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Triumph

ID: 1310

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		Dummy		EB		SB
Turn Type	FYA							Split
Initial	4	30				30		4
Passage	2	5				5		3
Yellow	4.8	4.8				4.8		4
Red	2	2				2		2
Walk		5						5
Ped Clr		16						31
Max 1	24	60				60		35
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	72	1
Pattern 2	160	10	1
Pattern 3	180	117	1

Sequence 1:

1	2	8
6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	30	90		20		120		20
S2	30	108		22		138		22
S3	30	124		26		154		26

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Mathew

ID: 1330

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	4	20		10	4	20		4
Passage	3	5		5	3	5		3
Yellow	4.8	4.8		3.7	4.8	4.8		3.7
Red	2	2		2	2	2		2
Walk		5				5		5
Ped Clr		29				18		40
Max 1	21	70		32	19	70		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	15	1
Pattern 2	160	60	1
Pattern 3	180	35	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	16	76		24	16	76		24
S2	22	82		28	22	82		28
S3	24	94		32	24	94		30

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ SR 293

ID: 1340

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Turn Type	Prot		Prot		Prot		Prot	
Initial	5	12	5	4	5	12	5	5
Passage	4	5	3	3	3	5	3	3
Yellow	4.8	4.8	4.8	3.7	4.8	4.8	3.7	4.8
Red	2	2	2	2	2	2	2	2
Walk		5		5		5		5
Ped Clr		25		34		22		34
Max 1	30	60	30	25	22	60	22	25
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	5	1
Pattern 2	160	38	1
Pattern 3	180	20	1

Sequence 1:

1	2	4	3
5	6	7	8

Allocation Phase	1	2	3	4	5	6	7	8
S1	26	62	32	20	16	72	28	24
S2	30	72	34	24	20	82	32	26
S3	32	90	36	22	18	104	34	24

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Crystal Beach

ID: 1350

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot			Split	Prot			Split
Initial	6	10		4	4	10		4
Passage	2	4		3	2	4		3
Yellow	4.8	4.8		3.7	4.8	4.8		3.7
Red	2	2		2	2	2		2
Walk		5				5		5
Ped Clr		26				21		48
Max 1	21	80		32	19	80		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	20	1
Pattern 2	160	60	1
Pattern 3	180	46	1

Sequence 1:

1	2	4	8
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	22	80		22	20	82		16
S2	32	82		26	22	92		20
S3	28	92		30	24	96		30

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Regatta

ID: 1360

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Turn Type	FYA		FYA		FYA		FYA	
Initial	4	35	4	4	4	35	4	4
Passage	3	5	4	4	3	5	4	4
Yellow	4.8	4.8	3.4	3.4	4.8	4.8	3.4	3.4
Red	2	2	2	2	2	2	2	2
Walk		5		5		5		5
Ped Clr		29		27		27		28
Max 1	28	80	28	20	22	80	22	22
Max 2								
Det. Cross Switch.			YES				YES	
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	50	1
Pattern 2	160	69	1
Pattern 3	180	110	1

Sequence 1:

1	2	3	4
5	6	7	8

Allocation Phase	1	2	3	4	5	6	7	8
S1	16	96	16	12	16	96	16	12
S2	18	108	20	14	18	108	20	14
S3	18	126	20	16	18	126	20	16

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: US 98 @ Tequesta

ID: 1370

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA				FYA			
Initial	6	30		6	6	30		6
Passage	2	4		2	2	4		2
Yellow	4.8	4.8		3.4	4.8	4.8		3.4
Red	2	2		2	2	2		2
Walk		4		4		4		4
Ped Clr		25		32		13		32
Max 1	20	90		20	20	90		20
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	14	1
Pattern 2	160	25	1
Pattern 3	180	141	1

Sequence 1:

1	2	4
5	6	8

Allocation Phase	1	2	3	4	5	6	7	8
S1	18	92		30	18	92		30
S2	20	110		30	16	114		30
S3	24	126		30	16	134		30

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Intersection: SR 293 @ Commons

ID: 1400

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	SBL	NB		EB	NBL	SB		WB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	4	15		4	4	15		4
Passage	1.5	5		3	1.5	5		3
Yellow	4.8	4.8		3.7	4.8	4.8		3.7
Red	2	2		2	2	2		2
Walk		5		5		5		
Ped Clr		24		30		24		
Max 1	22	60		33	22	60		33
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

TOD	Plan 1 Mon - Thurs*	TOD	Plan 2 Friday
6:00	Pattern 1	6:00	Pattern 1
8:00	Pattern 2	8:00	Pattern 2
14:00	Pattern 3	10:00	Pattern 3
21:00	FREE	22:00	FREE

TOD	Plan 3 Saturday	TOD	Plan 4 Sunday
7:30	Pattern 1	8:00	Pattern 1
9:00	Pattern 3	10:00	Pattern 3
20:00	Pattern 2	19:00	Pattern 2
22:00	FREE	20:30	FREE

	Cycle (sec)	Offset (sec)	Sequence
Pattern 1	140	95	1
Pattern 2	160	140	1
Pattern 3	90	60	1

Sequence 1:

1	2	8	4
5	6		

Allocation Phase	1	2	3	4	5	6	7	8
S1	16	69		35	20	65		20
S2	18	86		30	22	82		26
S3	13	36		24	13	36		17

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

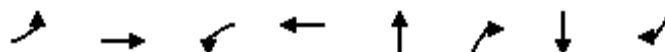
*Thursday begins FREE operation at 22:30 between July 1 & August 14

Date: 1/10/2023

Synchro Reports
Pre-Existing Condition

Existing - AM Plan
1: Stahlman Ave & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	73	1592	69	1048	7	37	12	89
Future Volume (vph)	73	1592	69	1048	7	37	12	89
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	33.0	10.0	31.0	39.4	39.4	37.4	
Total Split (s)	14.0	60.0	14.0	60.0	33.0	33.0	33.0	
Total Split (%)	10.0%	42.9%	10.0%	42.9%	23.6%	23.6%	23.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	
Act Effect Green (s)	9.1	67.6	7.8	66.3	18.1	18.1	23.8	38.9
Actuated g/C Ratio	0.06	0.48	0.06	0.47	0.13	0.13	0.17	0.28
v/c Ratio	0.77	1.02	0.50	0.70	0.18	0.24	0.39	0.23
Control Delay	101.6	65.4	86.6	21.9	51.5	3.0	54.6	7.3
Queue Delay	0.0	9.4	0.0	0.2	0.0	0.4	7.2	0.0
Total Delay	101.6	74.8	86.6	22.1	51.5	3.4	61.8	7.3
LOS	F	E	F	C	D	A	E	A
Approach Delay		76.1		27.1	20.9		34.2	
Approach LOS		E		C	C		C	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 130 (93%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 53.4

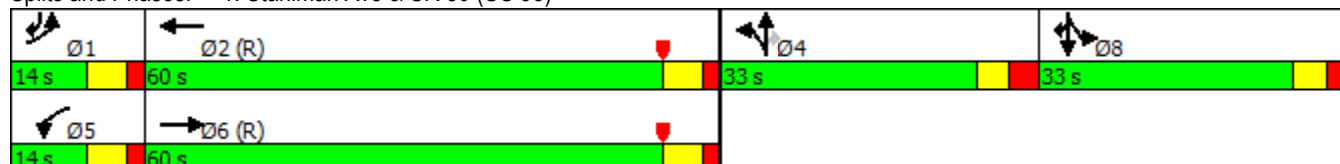
Intersection LOS: D

Intersection Capacity Utilization 73.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Existing - AM Plan
2: Palmetto Ped & SR 30 (US 98)

08/31/2023



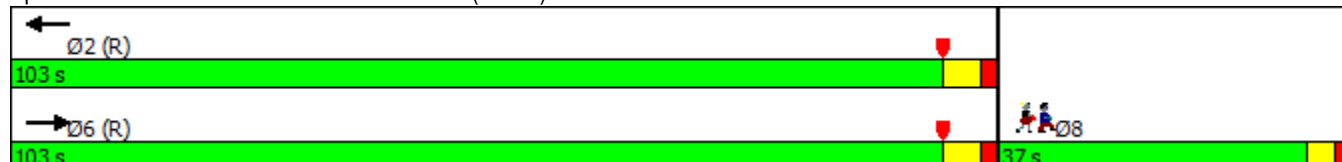
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1728	1170	
Future Volume (vph)	1728	1170	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	36.0
Total Split (s)	103.0	103.0	37.0
Total Split (%)	73.6%	73.6%	26%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	114.8	114.8	
Actuated g/C Ratio	0.82	0.82	
v/c Ratio	0.62	0.43	
Control Delay	21.8	5.5	
Queue Delay	0.8	0.0	
Total Delay	22.5	5.6	
LOS	C	A	
Approach Delay	22.5	5.6	
Approach LOS	C	A	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 115 (82%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 15.6
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Existing - AM Plan
3: Marler Ped & SR 30 (US 98)

08/31/2023

	→	←	
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1671	1200	
Future Volume (vph)	1671	1200	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	103.0	103.0	37.0
Total Split (%)	73.6%	73.6%	26%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	122.8	122.8	
Actuated g/C Ratio	0.88	0.88	
v/c Ratio	0.58	0.41	
Control Delay	3.4	1.8	
Queue Delay	0.0	0.0	
Total Delay	3.4	1.8	
LOS	A	A	
Approach Delay	3.4	1.8	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 120 (86%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 2.8
 Intersection Capacity Utilization 51.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Existing - AM Plan
4: Melvin Ped & SR 30 (US 98)

08/31/2023



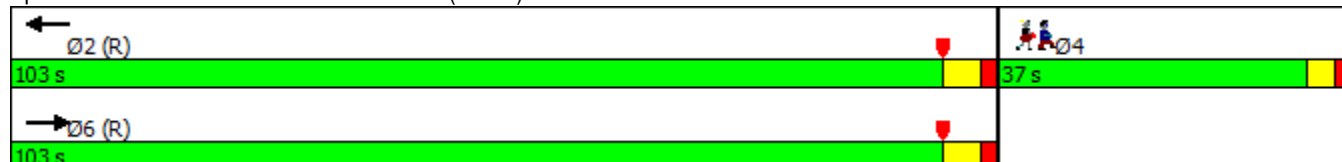
Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1671	1297	
Future Volume (vph)	1671	1297	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	12.0	12.0	5.0
Minimum Split (s)	18.0	18.0	39.0
Total Split (s)	103.0	103.0	37.0
Total Split (%)	73.6%	73.6%	26%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	131.6	131.6	
Actuated g/C Ratio	0.94	0.94	
v/c Ratio	0.54	0.43	
Control Delay	7.4	2.5	
Queue Delay	0.0	0.0	
Total Delay	7.4	2.5	
LOS	A	A	
Approach Delay	7.4	2.5	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 77 (55%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 5.2
 Intersection Capacity Utilization 51.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)



Existing - AM Plan
5: SR 30 (US 98) & Benning Drive

08/31/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations	←	↑↑	←	↑↑	←	↑
Traffic Volume (vph)	25	1644	9	1315	95	21
Future Volume (vph)	25	1644	9	1315	95	21
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	15.0	5.0
Minimum Split (s)	11.0	16.0	26.0	26.0	35.0	11.0
Total Split (s)	16.0	106.0	90.0	90.0	34.0	16.0
Total Split (%)	11.4%	75.7%	64.3%	64.3%	24.3%	11.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	110.1	110.1	101.0	101.0	17.9	29.2
Actuated g/C Ratio	0.79	0.79	0.72	0.72	0.13	0.21
v/c Ratio	0.16	0.64	0.12	0.61	0.48	0.09
Control Delay	3.6	5.2	7.8	6.0	63.1	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	5.2	7.8	6.0	63.1	12.5
LOS	A	A	A	A	E	B
Approach Delay		5.1		6.0	51.3	
Approach LOS		A		A	D	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 67 (48%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 7.4

Intersection LOS: A

Intersection Capacity Utilization 67.9%

ICU Level of Service C

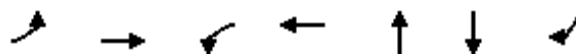
Analysis Period (min) 15

Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Existing - AM Plan
6: Grand Harbor/Beach Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	69	1689	4	1361	2	3	79
Future Volume (vph)	69	1689	4	1361	2	3	79
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	11.0	28.0	11.0	29.0	34.7	35.7	11.0
Total Split (s)	16.0	76.0	14.0	74.0	14.0	36.0	16.0
Total Split (%)	11.4%	54.3%	10.0%	52.9%	10.0%	25.7%	11.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	105.6	103.5	97.9	92.9	6.4	14.8	27.3
Actuated g/C Ratio	0.75	0.74	0.70	0.66	0.05	0.11	0.20
v/c Ratio	0.41	0.70	0.05	0.68	0.36	0.69	0.28
Control Delay	15.3	16.4	9.5	13.3	57.8	78.5	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	16.4	9.5	13.3	57.8	78.5	10.4
LOS	B	B	A	B	E	E	B
Approach Delay		16.3		13.2	57.8	47.4	
Approach LOS		B		B	E	D	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 45 (32%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.3

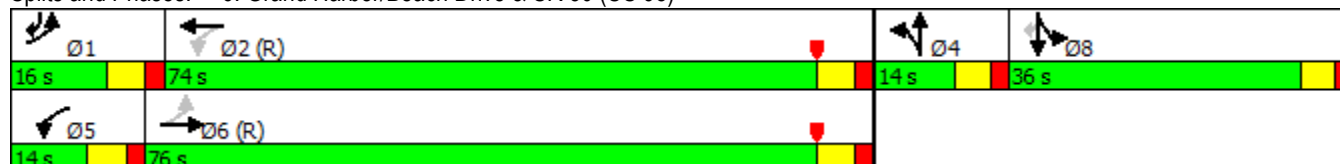
Intersection LOS: B

Intersection Capacity Utilization 77.0%

ICU Level of Service D

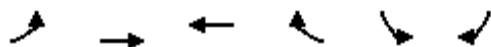
Analysis Period (min) 15

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)



Existing - AM Plan
7: SR 30 (US 98) & Main Street

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	135	1615	1424	76	131	82	
Future Volume (vph)	135	1615	1424	76	131	82	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	8.0	20.0	20.0	20.0	8.0	8.0	5.0
Minimum Split (s)	14.0	26.0	37.0	37.0	37.7	37.7	31.0
Total Split (s)	22.0	89.0	67.0	67.0	24.0	24.0	27.0
Total Split (%)	15.7%	63.6%	47.9%	47.9%	17.1%	17.1%	19%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	113.3	113.3	95.5	95.5	15.0	15.0	
Actuated g/C Ratio	0.81	0.81	0.68	0.68	0.11	0.11	
v/c Ratio	0.55	0.59	0.64	0.08	0.42	0.38	
Control Delay	18.3	12.0	9.0	2.2	59.9	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.3	12.0	9.0	2.2	59.9	13.3	
LOS	B	B	A	A	E	B	
Approach Delay		12.5	8.6		42.0		
Approach LOS		B	A		D		

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 40 (29%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 12.8

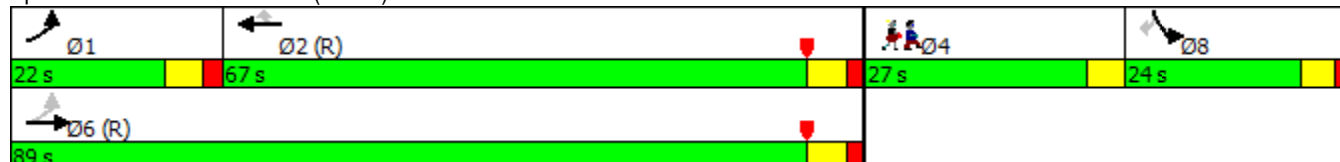
Intersection LOS: B

Intersection Capacity Utilization 68.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 30 (US 98) & Main Street



Existing - AM Plan
8: Gulf Shore Drive & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	28	1479	200	154	1286	59	184	70	177	87	49
Future Volume (vph)	28	1479	200	154	1286	59	184	70	177	87	49
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	6.0	30.0	30.0	4.0	30.0	30.0	8.0	8.0	8.0	12.0	12.0
Minimum Split (s)	12.0	36.0	36.0	10.0	38.7	38.7	40.7	40.7	40.7	35.4	35.4
Total Split (s)	14.0	70.0	70.0	18.0	80.0	80.0	26.0	26.0	26.0	20.0	20.0
Total Split (%)	10.0%	50.0%	50.0%	12.9%	57.1%	57.1%	18.6%	18.6%	18.6%	14.3%	14.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	80.3	73.6	73.6	91.3	81.6	81.6	18.2	18.2	18.2	13.3	13.3
Actuated g/C Ratio	0.57	0.53	0.53	0.65	0.58	0.58	0.13	0.13	0.13	0.10	0.10
v/c Ratio	0.20	0.84	0.26	0.87	0.71	0.07	0.71	0.72	0.67	0.69	0.29
Control Delay	12.6	32.3	5.2	72.1	27.1	4.6	76.0	75.9	29.7	83.0	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	32.3	5.2	72.1	27.1	4.6	76.0	75.9	29.7	83.0	38.0
LOS	B	C	A	E	C	A	E	E	C	F	D
Approach Delay		28.3			31.0			56.7			61.0
Approach LOS		C			C			E			E

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 135 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 34.6

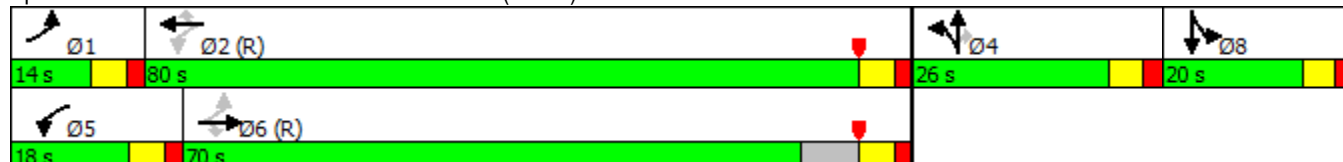
Intersection LOS: C

Intersection Capacity Utilization 77.3%

ICU Level of Service D

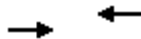
Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)



Existing - AM Plan
10: Big Kahuna Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1810	1521	
Future Volume (vph)	1810	1521	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	104.0	104.0	36.0
Total Split (%)	74.3%	74.3%	26%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	131.6	131.6	
Actuated g/C Ratio	0.94	0.94	
v/c Ratio	0.57	0.49	
Control Delay	4.9	6.0	
Queue Delay	0.0	0.0	
Total Delay	4.9	6.0	
LOS	A	A	
Approach Delay	4.9	6.0	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 5.4
 Intersection Capacity Utilization 55.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)

← Ø2 (R)	104 s	36 s	Ø4
→ Ø6 (R)	104 s		

Existing - AM Plan
11: Gulf Terrace Ped & SR 30 (US 98)

08/31/2023

	→	←	
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1798	1616	
Future Volume (vph)	1798	1616	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	104.0	104.0	36.0
Total Split (%)	74.3%	74.3%	26%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	123.6	123.6	
Actuated g/C Ratio	0.88	0.88	
v/c Ratio	0.59	0.55	
Control Delay	4.6	16.1	
Queue Delay	0.0	0.0	
Total Delay	4.6	16.1	
LOS	A	B	
Approach Delay	4.6	16.1	
Approach LOS	A	B	

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 42 (30%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 10.1
 Intersection Capacity Utilization 55.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Existing - AM Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	85	1661	16	15	1455	150	2	10	215	4	88
Future Volume (vph)	85	1661	16	15	1455	150	2	10	215	4	88
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4		8	8	
Permitted Phases	6		6	2		2		4			8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	37.4	37.4	40.0	40.0	40.0
Total Split (s)	16.0	78.0	78.0	14.0	76.0	76.0	14.0	14.0	34.0	34.0	34.0
Total Split (%)	11.4%	55.7%	55.7%	10.0%	54.3%	54.3%	10.0%	10.0%	24.3%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	97.3	91.0	91.0	89.3	83.1	83.1	7.4	7.4	17.4	17.4	17.4
Actuated g/C Ratio	0.70	0.65	0.65	0.64	0.59	0.59	0.05	0.05	0.12	0.12	0.12
v/c Ratio	0.54	0.75	0.02	0.16	0.74	0.20	0.52	0.09	0.69	0.67	0.33
Control Delay	24.7	24.2	0.1	14.0	23.3	7.8	83.2	0.8	74.6	73.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	24.2	0.1	14.0	23.3	7.8	83.2	0.8	74.6	73.1	6.7
LOS	C	C	A	B	C	A	F	A	E	E	A
Approach Delay		24.0			21.4		61.4			56.4	
Approach LOS		C			C		E			E	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 94 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 26.5

Intersection LOS: C

Intersection Capacity Utilization 78.3%

ICU Level of Service D

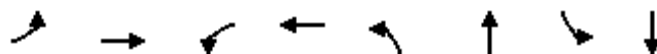
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

					
Ø1	Ø2 (R)			Ø4	Ø8
16 s	76 s			14 s	34 s
					
Ø5	Ø6 (R)				
14 s	78 s				

Existing - AM Plan
13: Old US 98 & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	1866	17	1492	27	0	2	0
Future Volume (vph)	6	1866	17	1492	27	0	2	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	30.0	3.0	30.0	6.0	9.0	9.0	9.0
Minimum Split (s)	13.8	36.8	11.8	36.8	23.7	40.7	35.7	35.7
Total Split (s)	16.0	90.0	14.0	88.0	17.0	36.0	19.0	19.0
Total Split (%)	11.4%	64.3%	10.0%	62.9%	12.1%	25.7%	13.6%	13.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	5.7		5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	113.8	111.0	115.3	115.5	13.0	13.6		9.9
Actuated g/C Ratio	0.81	0.79	0.82	0.82	0.09	0.10		0.07
v/c Ratio	0.03	0.50	0.16	0.38	0.36	0.10		0.06
Control Delay	2.5	5.3	5.4	4.6	63.0	0.8		60.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	2.5	5.3	5.4	4.6	63.0	0.8		60.5
LOS	A	A	A	A	E	A		E
Approach Delay		5.3		4.6		44.4		60.5
Approach LOS		A		A		D		E

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 6.0

Intersection LOS: A

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)



Existing - AM Plan
14: Indian Bayou Trl & US 98

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  		  			 			
Traffic Volume (vph)	73	1786	21	1503	144	28	12	81	7	72
Future Volume (vph)	73	1786	21	1503	144	28	12	81	7	72
Turn Type	pm+pt	NA	pm+pt	NA	custom	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		6	4		8		8
Detector Phase	1	6	5	2	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	10.8	36.8	36.8	39.4	39.4	40.0	40.0	40.0
Total Split (s)	16.0	92.0	14.0	90.0	92.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	11.4%	65.7%	10.0%	64.3%	65.7%	24.3%	24.3%	24.3%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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)	6.8	6.8	6.8	6.8	6.8		5.4		6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	104.6	99.8	99.8	93.7	99.8		20.0		19.4	19.4
Actuated g/C Ratio	0.75	0.71	0.71	0.67	0.71		0.14		0.14	0.14
v/c Ratio	0.34	0.52	0.15	0.46	0.17		0.59		0.84	0.33
Control Delay	12.9	22.1	11.5	31.3	11.2		53.2		97.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	12.9	22.1	11.5	31.3	11.2		53.2		97.6	15.6
LOS	B	C	B	C	B		D		F	B
Approach Delay		21.7		28.7			53.2		62.5	
Approach LOS		C		C			D		E	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 94 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 27.9

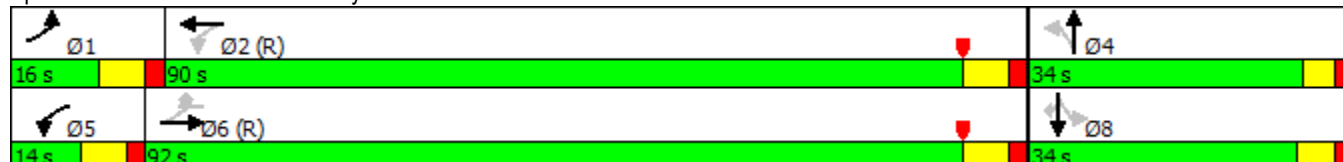
Intersection LOS: C

Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98



Existing - AM Plan
15: Henderson Beach & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	91	1668	19	29	1575	85	12	4	133	6	28
Future Volume (vph)	91	1668	19	29	1575	85	12	4	133	6	28
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	44.7	44.7	48.7	48.7	48.7
Total Split (s)	24.0	80.0	80.0	16.0	72.0	72.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	17.1%	57.1%	57.1%	11.4%	51.4%	51.4%	15.7%	15.7%	15.7%	15.7%	15.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	89.1	89.1	89.1	82.9	82.9	82.9	7.8	7.8	14.1	14.1	14.1
Actuated g/C Ratio	0.64	0.64	0.64	0.59	0.59	0.59	0.06	0.06	0.10	0.10	0.10
v/c Ratio	0.56	0.55	0.03	0.22	0.60	0.12	0.22	0.28	0.54	0.54	0.13
Control Delay	47.7	12.3	0.4	18.2	12.9	2.5	65.8	37.8	71.6	71.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	12.3	0.4	18.2	12.9	2.5	65.8	37.8	71.6	71.0	0.8
LOS	D	B	A	B	B	A	E	D	E	E	A
Approach Delay		14.3			12.4			49.2		58.7	
Approach LOS		B			B			D		E	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 90 (64%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 16.2

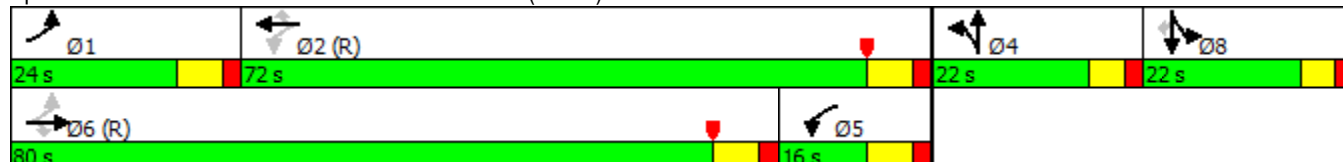
Intersection LOS: B

Intersection Capacity Utilization 62.2%

ICU Level of Service B

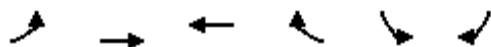
Analysis Period (min) 15

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)



Existing - AM Plan
16: SR 30 (US 98) & Triumph Road

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	59	1824	1563	66	79	55
Future Volume (vph)	59	1824	1563	66	79	55
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	35.0	35.0	35.0	4.0	4.0
Minimum Split (s)	10.8	41.8	41.8	41.8	42.0	42.0
Total Split (s)	30.0	120.0	90.0	90.0	20.0	20.0
Total Split (%)	21.4%	85.7%	64.3%	64.3%	14.3%	14.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	117.7	117.7	107.9	107.9	9.5	9.5
Actuated g/C Ratio	0.84	0.84	0.77	0.77	0.07	0.07
v/c Ratio	0.28	0.45	0.44	0.07	0.44	0.39
Control Delay	7.0	7.3	1.6	0.1	68.1	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.0	7.3	1.6	0.1	68.1	20.2
LOS	A	A	A	A	E	C
Approach Delay		7.3	1.6		49.6	
Approach LOS		A	A		D	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 72 (51%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 6.4

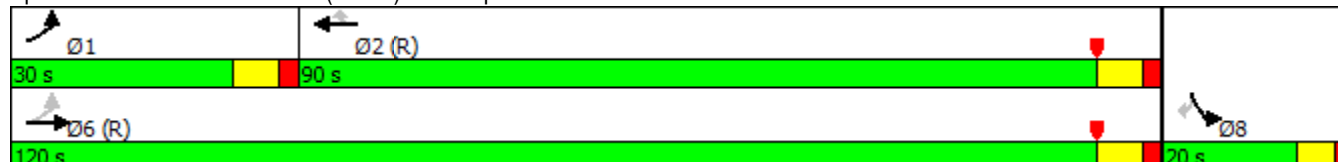
Intersection LOS: A

Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Existing - AM Plan
17: Mathew Blvd & SR 30 (US 98)

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	97	1673	66	1598	116	38	33	179	50	58
Future Volume (vph)	97	1673	66	1598	116	38	33	179	50	58
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	10.8	29.8	10.8	40.8	15.7	15.7	15.7	50.7	50.7	10.8
Total Split (s)	16.0	76.0	16.0	76.0	24.0	24.0	24.0	24.0	24.0	16.0
Total Split (%)	11.4%	54.3%	11.4%	54.3%	17.1%	17.1%	17.1%	17.1%	17.1%	11.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	87.3	77.7	85.1	76.6	15.1	15.1	15.1	13.7	13.7	29.0
Actuated g/C Ratio	0.62	0.56	0.61	0.55	0.11	0.11	0.11	0.10	0.10	0.21
v/c Ratio	0.66	0.72	0.63	0.71	0.56	0.56	0.14	0.59	0.34	0.18
Control Delay	44.0	28.8	50.0	20.4	71.0	70.2	1.1	67.5	63.3	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	28.8	50.0	20.4	71.0	70.2	1.1	67.5	63.3	9.2
LOS	D	C	D	C	E	E	A	E	E	A
Approach Delay		29.7		21.9		59.7			54.5	
Approach LOS		C		C		E			D	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 29.6

Intersection LOS: C

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
16 s	76 s	24 s	24 s
 Ø5	 Ø6 (R)		
16 s	76 s		

Existing - AM Plan
18: SR 293 & SR 30 (US 98)

08/31/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1548	96	43	1367	399	140	54	26	547	107	326
Future Volume (vph)	215	1548	96	43	1367	399	140	54	26	547	107	326
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	11.8	33.8	33.8	11.8	36.8	36.8	11.0	44.7	44.7	11.8	45.8	
Total Split (s)	26.0	72.0	72.0	16.0	62.0	62.0	28.0	20.0	20.0	32.0	24.0	
Total Split (%)	18.6%	51.4%	51.4%	11.4%	44.3%	44.3%	20.0%	14.3%	14.3%	22.9%	17.1%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	16.7	73.3	73.3	7.7	61.7	61.7	12.1	10.8	10.8	27.2	23.4	140.0
Actuated g/C Ratio	0.12	0.52	0.52	0.06	0.44	0.44	0.09	0.08	0.08	0.19	0.17	1.00
v/c Ratio	0.66	0.61	0.13	0.31	0.66	0.51	0.56	0.53	0.13	0.89	0.44	0.24
Control Delay	89.4	9.8	0.6	76.0	26.2	7.7	68.4	75.2	0.8	64.5	52.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	9.8	0.6	76.0	26.2	7.7	68.4	75.2	0.8	64.5	52.2	0.3
LOS	F	A	A	E	C	A	E	E	A	E	D	A
Approach Delay		19.9			23.4			59.9			41.1	
Approach LOS		B			C			E			D	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 5 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 27.6

Intersection LOS: C

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Existing - AM Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	69	1941	81	59	1669	96	13	32	39	11	25
Future Volume (vph)	69	1941	81	59	1669	96	13	32	39	11	25
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.8	32.8	32.8	10.8	37.8	10.0	10.0	10.0	58.7	58.7	58.7
Total Split (s)	22.0	82.0	82.0	20.0	80.0	22.0	22.0	22.0	16.0	16.0	16.0
Total Split (%)	15.7%	58.6%	58.6%	14.3%	57.1%	15.7%	15.7%	15.7%	11.4%	11.4%	11.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes				Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	15.2	87.8	87.8	10.7	83.3	11.0	11.0	11.0	7.7	7.7	7.7
Actuated g/C Ratio	0.11	0.63	0.63	0.08	0.60	0.08	0.08	0.08	0.06	0.06	0.06
v/c Ratio	0.46	0.68	0.10	0.65	0.50	0.52	0.52	0.18	0.25	0.19	0.14
Control Delay	64.9	17.9	2.0	72.3	25.9	74.7	74.9	1.3	65.7	66.3	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	17.9	2.0	72.3	25.9	74.7	74.9	1.3	65.7	66.3	1.2
LOS	E	B	A	E	C	E	E	A	E	E	A
Approach Delay		18.9			27.9		55.0			42.8	
Approach LOS		B			C		D			D	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 20 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 24.8

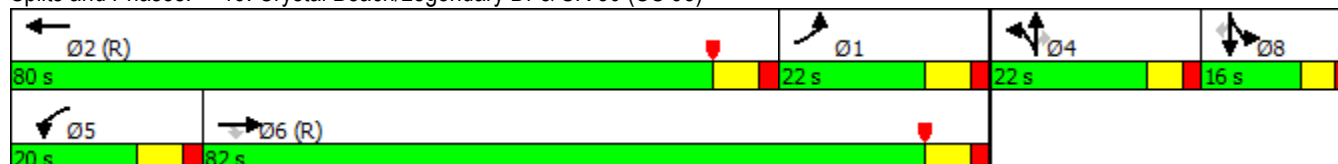
Intersection LOS: C

Intersection Capacity Utilization 66.6%

ICU Level of Service C

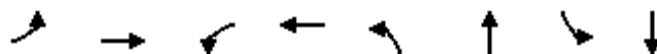
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)



Existing - AM Plan
20: Regatta Bay Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	1873	31	1743	63	7	55	7
Future Volume (vph)	63	1873	31	1743	63	7	55	7
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	35.0	4.0	35.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	41.8	10.8	41.8	16.0	37.4	10.0	38.4
Total Split (s)	16.0	96.0	16.0	96.0	16.0	12.0	16.0	12.0
Total Split (%)	11.4%	68.6%	11.4%	68.6%	11.4%	8.6%	11.4%	8.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	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)	6.8	6.8	6.8	6.8	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	103.5	97.4	100.4	94.1	15.6	7.1	15.0	6.6
Actuated g/C Ratio	0.74	0.70	0.72	0.67	0.11	0.05	0.11	0.05
v/c Ratio	0.45	0.61	0.28	0.59	0.49	0.51	0.39	0.39
Control Delay	28.6	7.9	15.6	8.0	62.7	36.3	58.8	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	7.9	15.6	8.0	62.7	36.3	58.8	42.4
LOS	C	A	B	A	E	D	E	D
Approach Delay		8.7		8.2		51.0		52.6
Approach LOS		A		A		D		D

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 67.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø3	Ø4
16 s	96 s	16 s	12 s
Ø5	Ø6 (R)	Ø7	Ø8
16 s	96 s	16 s	12 s

Existing - AM Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	←	↑↑↑	←	↑↑↑		↑		↑	←
Traffic Volume (vph)	47	1807	32	1743	10	1	33	0	49
Future Volume (vph)	47	1807	32	1743	10	1	33	0	49
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	6.0	20.0	6.0	30.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.8	26.8	22.8	36.8	41.4	41.4	41.4	41.4	41.4
Total Split (s)	18.0	92.0	18.0	92.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	12.9%	65.7%	12.9%	65.7%	21.4%	21.4%	21.4%	21.4%	21.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8		5.4		5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?									
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)	113.2	109.4	112.9	109.3		11.6		11.6	11.6
Actuated g/C Ratio	0.81	0.78	0.81	0.78		0.08		0.08	0.08
v/c Ratio	0.32	0.52	0.28	0.49		0.27		0.35	0.30
Control Delay	10.8	10.8	7.2	8.3		42.9		65.3	8.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	10.8	10.8	7.2	8.3		42.9		65.3	8.9
LOS	B	B	A	A		D		E	A
Approach Delay		10.8		8.3		42.9		32.7	
Approach LOS		B		A		D		C	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 14 (10%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)



Existing - AM Plan
22: SR 293 & Commons Drive

08/31/2023

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	118	37	15	18	7	50	574	13	918
Future Volume (vph)	118	37	15	18	7	50	574	13	918
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	15.0
Minimum Split (s)	40.7	40.7	21.7	21.7	21.7	10.8	35.8	10.8	35.8
Total Split (s)	35.0	35.0	20.0	20.0	20.0	20.0	69.0	16.0	65.0
Total Split (%)	25.0%	25.0%	14.3%	14.3%	14.3%	14.3%	49.3%	11.4%	46.4%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	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
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	5.7	5.7	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	17.6	17.6	8.1	8.1	8.1	95.4	91.4	91.6	87.8
Actuated g/C Ratio	0.13	0.13	0.06	0.06	0.06	0.68	0.65	0.65	0.63
v/c Ratio	0.70	0.39	0.14	0.33	0.07	0.25	0.22	0.04	0.54
Control Delay	74.7	42.2	63.1	70.8	0.6	8.2	8.9	9.2	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	42.2	63.1	70.8	0.6	8.2	8.9	9.2	18.3
LOS	E	D	E	E	A	A	A	A	B
Approach Delay		62.3		55.2			8.9		18.1
Approach LOS		E		E			A		B

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 95 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 20.9

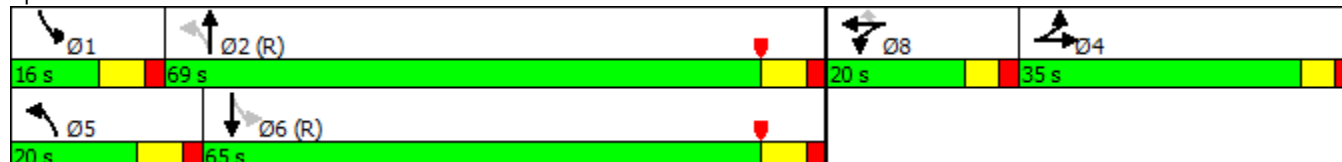
Intersection LOS: C

Intersection Capacity Utilization 63.5%

ICU Level of Service B

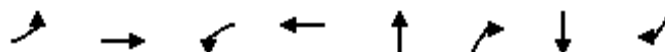
Analysis Period (min) 15

Splits and Phases: 22: SR 293 & Commons Drive



Existing - MID Plan
1: Stahlman Ave & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	74	1235	126	1188	20	104	47	252
Future Volume (vph)	74	1235	126	1188	20	104	47	252
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	33.0	10.0	31.0	39.4	39.4	37.4	
Total Split (s)	18.0	74.0	20.0	76.0	33.0	33.0	33.0	
Total Split (%)	11.3%	46.3%	12.5%	47.5%	20.6%	20.6%	20.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	
Act Effect Green (s)	11.4	72.2	12.8	73.6	22.7	22.7	27.5	44.9
Actuated g/C Ratio	0.07	0.45	0.08	0.46	0.14	0.14	0.17	0.28
v/c Ratio	0.74	0.88	0.66	0.83	0.35	0.38	0.66	0.49
Control Delay	103.9	48.7	106.6	24.3	64.2	12.1	73.6	15.7
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	103.9	48.7	106.6	24.6	64.2	12.1	73.6	15.7
LOS	F	D	F	C	E	B	E	B
Approach Delay		52.2		34.6	33.1		39.3	
Approach LOS		D		C	C		D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 5 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 42.2

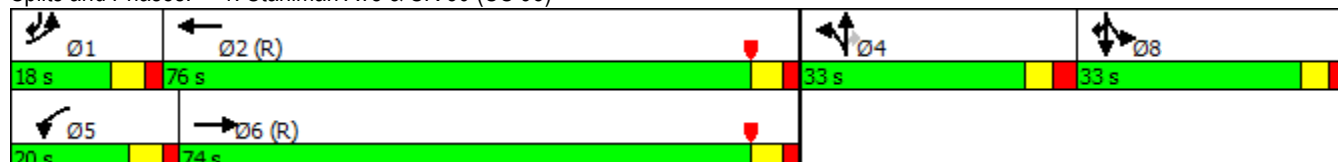
Intersection LOS: D

Intersection Capacity Utilization 69.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Existing - MID Plan
2: Palmetto Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1521	1405	
Future Volume (vph)	1521	1405	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	36.0
Total Split (s)	123.0	123.0	37.0
Total Split (%)	76.9%	76.9%	23%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	126.4	126.4	
Actuated g/C Ratio	0.79	0.79	
v/c Ratio	0.56	0.52	
Control Delay	3.8	4.5	
Queue Delay	0.2	0.1	
Total Delay	4.0	4.6	
LOS	A	A	
Approach Delay	4.0	4.6	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 47.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Existing - MID Plan
3: Marler Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1536	1412	
Future Volume (vph)	1536	1412	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	123.0	123.0	37.0
Total Split (%)	76.9%	76.9%	23%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	125.6	125.6	
Actuated g/C Ratio	0.78	0.78	
v/c Ratio	0.58	0.53	
Control Delay	5.2	11.2	
Queue Delay	0.0	0.0	
Total Delay	5.2	11.2	
LOS	A	B	
Approach Delay	5.2	11.2	
Approach LOS	A	B	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 15 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 8.1
 Intersection Capacity Utilization 48.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Existing - MID Plan
4: Melvin Ped & SR 30 (US 98)

08/31/2023



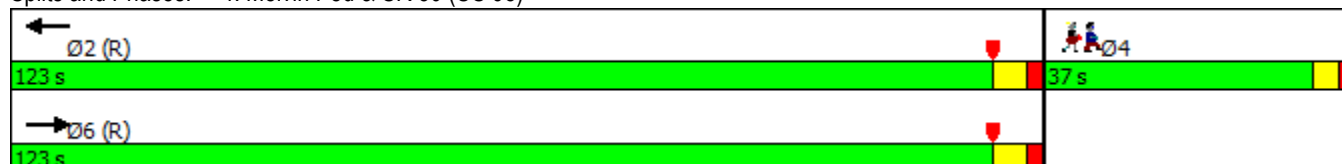
Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1566	1561	
Future Volume (vph)	1566	1561	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	12.0	12.0	5.0
Minimum Split (s)	18.0	18.0	39.0
Total Split (s)	123.0	123.0	37.0
Total Split (%)	76.9%	76.9%	23%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	134.8	134.8	
Actuated g/C Ratio	0.84	0.84	
v/c Ratio	0.56	0.54	
Control Delay	7.9	11.0	
Queue Delay	0.0	0.0	
Total Delay	7.9	11.0	
LOS	A	B	
Approach Delay	7.9	11.0	
Approach LOS	A	B	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 85 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 9.4
 Intersection Capacity Utilization 48.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)



Existing - MID Plan
5: SR 30 (US 98) & Benning Drive

08/31/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	1514	11	1582	104	52
Future Volume (vph)	54	1514	11	1582	104	52
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	15.0	5.0
Minimum Split (s)	11.0	16.0	26.0	26.0	35.0	11.0
Total Split (s)	16.0	125.0	109.0	109.0	35.0	16.0
Total Split (%)	10.0%	78.1%	68.1%	68.1%	21.9%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	129.0	129.0	116.6	116.6	19.0	31.4
Actuated g/C Ratio	0.81	0.81	0.73	0.73	0.12	0.20
v/c Ratio	0.42	0.56	0.13	0.70	0.58	0.19
Control Delay	19.5	1.4	2.5	2.4	77.0	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	1.4	2.5	2.4	77.0	29.0
LOS	B	A	A	A	E	C
Approach Delay		2.3		2.4	60.5	
Approach LOS		A		A	E	

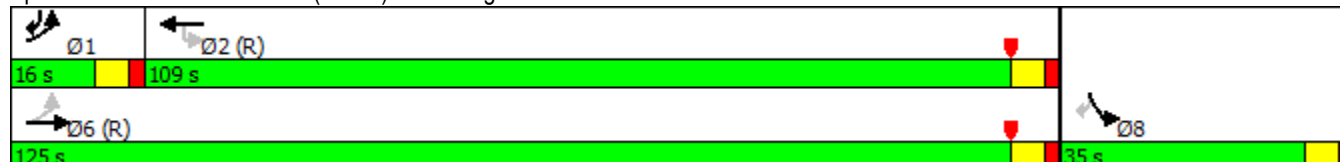
Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 110 (69%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 5.2
 Intersection Capacity Utilization 68.5%
 Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service C

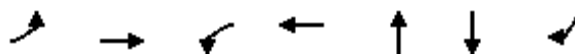
Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Existing - MID Plan

6: Grand Harbor/Beach Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	76	1561	7	1598	1	1	82
Future Volume (vph)	76	1561	7	1598	1	1	82
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	11.0	28.0	11.0	29.0	34.7	35.7	11.0
Total Split (s)	16.0	96.0	14.0	94.0	14.0	36.0	16.0
Total Split (%)	10.0%	60.0%	8.8%	58.8%	8.8%	22.5%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	126.5	120.6	117.6	112.6	5.9	13.8	28.0
Actuated g/C Ratio	0.79	0.75	0.74	0.70	0.04	0.09	0.18
v/c Ratio	0.52	0.63	0.12	0.73	0.27	0.67	0.26
Control Delay	30.8	13.6	2.6	9.4	51.5	91.2	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	13.6	2.6	9.4	51.5	91.2	10.5
LOS	C	B	A	A	D	F	B
Approach Delay		14.5		9.3	51.5	52.7	
Approach LOS		B		A	D	D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 14.1

Intersection LOS: B

Intersection Capacity Utilization 75.9%

ICU Level of Service D

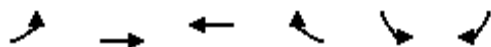
Analysis Period (min) 15

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)

	Ø1		Ø2 (R)		Ø4		Ø8
16 s		94 s		14 s		36 s	
	Ø5		Ø6 (R)				
14 s		96 s					

Existing - MID Plan
7: SR 30 (US 98) & Main Street

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	115	1594	1529	89	142	124	
Future Volume (vph)	115	1594	1529	89	142	124	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	8.0	20.0	20.0	20.0	8.0	8.0	5.0
Minimum Split (s)	14.0	26.0	37.0	37.0	37.7	37.7	31.0
Total Split (s)	22.0	105.0	83.0	83.0	28.0	28.0	27.0
Total Split (%)	13.8%	65.6%	51.9%	51.9%	17.5%	17.5%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	132.1	132.1	114.0	114.0	16.2	16.2	
Actuated g/C Ratio	0.83	0.83	0.71	0.71	0.10	0.10	
v/c Ratio	0.51	0.56	0.64	0.10	0.49	0.51	
Control Delay	16.8	8.7	6.2	1.7	71.1	14.2	
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	
Total Delay	16.8	8.7	6.5	1.7	71.1	14.2	
LOS	B	A	A	A	E	B	
Approach Delay		9.3	6.2		44.6		
Approach LOS		A	A		D		

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 30 (19%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 10.9

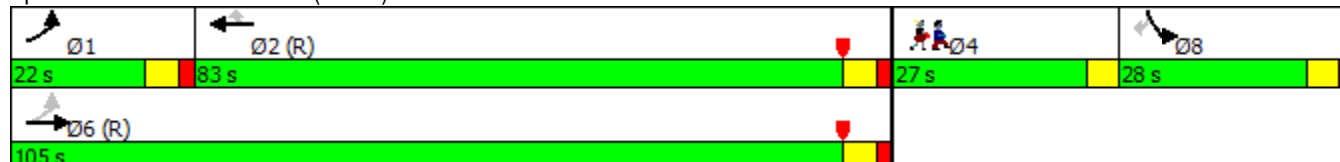
Intersection LOS: B

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 30 (US 98) & Main Street



Existing - MID Plan
8: Gulf Shore Drive & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	36	1388	249	187	1357	70	233	64	218	143	113
Future Volume (vph)	36	1388	249	187	1357	70	233	64	218	143	113
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	6.0	30.0	30.0	4.0	30.0	30.0	8.0	8.0	8.0	12.0	12.0
Minimum Split (s)	12.0	36.0	36.0	10.0	38.7	38.7	40.7	40.7	40.7	35.4	35.4
Total Split (s)	16.0	84.0	84.0	24.0	92.0	92.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	10.0%	52.5%	52.5%	15.0%	57.5%	57.5%	16.3%	16.3%	16.3%	16.3%	16.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	90.3	83.0	83.0	105.6	95.0	95.0	19.7	19.7	19.7	17.9	17.9
Actuated g/C Ratio	0.56	0.52	0.52	0.66	0.59	0.59	0.12	0.12	0.12	0.11	0.11
v/c Ratio	0.28	0.78	0.30	0.82	0.69	0.09	0.87	0.87	0.72	0.83	0.42
Control Delay	11.0	27.1	3.0	77.0	14.4	3.3	104.5	104.3	33.9	100.1	59.4
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	27.2	3.0	77.0	14.4	3.3	104.5	104.3	33.9	100.1	59.4
LOS	B	C	A	E	B	A	F	F	C	F	E
Approach Delay		22.8			21.5			75.5			79.3
Approach LOS		C			C			E			E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 150 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 33.8

Intersection LOS: C

Intersection Capacity Utilization 85.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)

			
Ø1	Ø2 (R)	Ø4	Ø8
16 s	92 s	26 s	26 s
			
Ø5	Ø6 (R)		
24 s	84 s		

Existing - MID Plan
10: Big Kahuna Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1841	1832	
Future Volume (vph)	1841	1832	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	124.0	124.0	36.0
Total Split (%)	77.5%	77.5%	23%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	143.2	143.2	
Actuated g/C Ratio	0.90	0.90	
v/c Ratio	0.59	0.59	
Control Delay	5.3	9.2	
Queue Delay	0.0	0.0	
Total Delay	5.3	9.2	
LOS	A	A	
Approach Delay	5.3	9.2	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 5 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 57.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)

← Ø2 (R)	124 s	→ Ø6 (R)	124 s	Ø4	36 s
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Existing - MID Plan
11: Gulf Terrace Ped & SR 30 (US 98)

08/31/2023

	→	←	
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1863	1906	
Future Volume (vph)	1863	1906	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	124.0	124.0	36.0
Total Split (%)	77.5%	77.5%	23%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	135.4	135.4	
Actuated g/C Ratio	0.85	0.85	
v/c Ratio	0.64	0.63	
Control Delay	9.1	3.5	
Queue Delay	0.0	0.0	
Total Delay	9.1	3.5	
LOS	A	A	
Approach Delay	9.1	3.5	
Approach LOS	A	A	
Intersection Summary			
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Existing - MID Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	98	1768	20	30	1663	258	2	8	204	5	182
Future Volume (vph)	98	1768	20	30	1663	258	2	8	204	5	182
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4		8	8	
Permitted Phases	6		6	2		2		4			8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	37.4	37.4	40.0	40.0	40.0
Total Split (s)	18.0	94.0	94.0	16.0	92.0	92.0	16.0	16.0	34.0	34.0	34.0
Total Split (%)	11.3%	58.8%	58.8%	10.0%	57.5%	57.5%	10.0%	10.0%	21.3%	21.3%	21.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	114.8	105.6	105.6	106.6	99.5	99.5	7.0	7.0	19.8	19.8	19.8
Actuated g/C Ratio	0.72	0.66	0.66	0.67	0.62	0.62	0.04	0.04	0.12	0.12	0.12
v/c Ratio	0.66	0.78	0.03	0.35	0.77	0.28	0.33	0.10	0.61	0.60	0.63
Control Delay	54.1	16.8	0.3	28.4	43.4	18.7	83.8	1.1	77.2	76.5	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	16.8	0.3	28.4	43.4	18.7	83.8	1.1	77.2	76.5	22.8
LOS	D	B	A	C	D	B	F	A	E	E	C
Approach Delay		18.9			39.5		51.1			51.4	
Approach LOS		B			D		D			D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 31.8

Intersection LOS: C

Intersection Capacity Utilization 81.0%

ICU Level of Service D

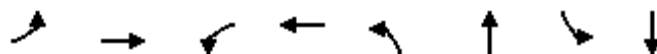
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

							
Ø1	Ø2 (R)					Ø4	Ø8
18 s	92 s					16 s	34 s
							
Ø5	Ø6 (R)						
16 s	94 s						

Existing - MID Plan
13: Old US 98 & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	1826	35	1832	50	0	13	6
Future Volume (vph)	31	1826	35	1832	50	0	13	6
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	30.0	3.0	30.0	6.0	9.0	9.0	9.0
Minimum Split (s)	13.8	36.8	11.8	36.8	23.7	40.7	35.7	35.7
Total Split (s)	18.0	110.0	14.0	106.0	15.0	36.0	21.0	21.0
Total Split (%)	11.3%	68.8%	8.8%	66.3%	9.4%	22.5%	13.1%	13.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	5.7		5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	123.7	119.5	121.8	118.5	21.6	22.2		10.5
Actuated g/C Ratio	0.77	0.75	0.76	0.74	0.14	0.14		0.07
v/c Ratio	0.22	0.52	0.30	0.53	0.32	0.15		0.46
Control Delay	3.5	3.4	14.9	5.5	63.5	1.1		64.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	3.5	3.4	14.9	5.5	63.5	1.1		64.4
LOS	A	A	B	A	E	A		E
Approach Delay		3.5		5.7		37.1		64.4
Approach LOS		A		A		D		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 100 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 6.1

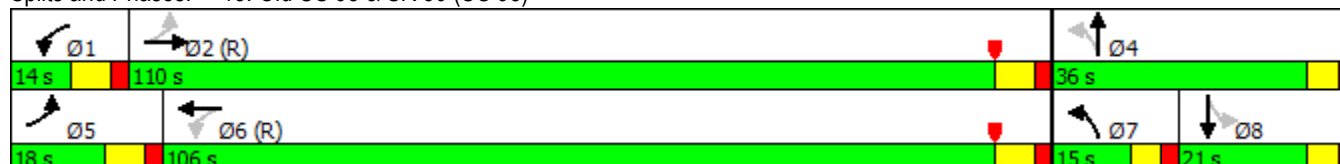
Intersection LOS: A

Intersection Capacity Utilization 56.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)



Existing - MID Plan
14: Indian Bayou Trl & US 98

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	67	1776	80	1862	318	37	26	101	20	63
Future Volume (vph)	67	1776	80	1862	318	37	26	101	20	63
Turn Type	pm+pt	NA	pm+pt	NA	custom	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		6	4		8		8
Detector Phase	1	6	5	2	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	10.8	36.8	36.8	39.4	39.4	40.0	40.0	40.0
Total Split (s)	18.0	110.0	16.0	108.0	110.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	11.3%	68.8%	10.0%	67.5%	68.8%	21.3%	21.3%	21.3%	21.3%	21.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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)	6.8	6.8	6.8	6.8	6.8		5.4		6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	111.8	104.2	113.0	104.8	104.2		28.6		28.0	28.0
Actuated g/C Ratio	0.70	0.65	0.71	0.66	0.65		0.18		0.18	0.18
v/c Ratio	0.46	0.58	0.63	0.59	0.33		0.83		1.02	0.24
Control Delay	22.9	10.2	47.1	18.7	3.8		84.4		136.5	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	22.9	10.2	47.1	18.7	3.8		84.4		136.5	15.8
LOS	C	B	D	B	A		F		F	B
Approach Delay		10.7		17.7			84.4		98.5	
Approach LOS		B		B			F		F	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 121 (76%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 21.5

Intersection LOS: C

Intersection Capacity Utilization 70.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98

 Ø1	 Ø2 (R)	 Ø4
18 s	108 s	34 s
 Ø5	 Ø6 (R)	 Ø8
16 s	110 s	34 s

Existing - MID Plan
15: Henderson Beach & SR 30 (US 98)

08/31/2023

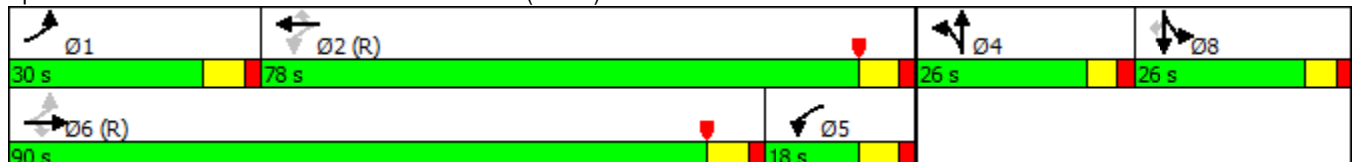
											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  						
Traffic Volume (vph)	121	1800	50	51	2063	158	34	6	222	13	56
Future Volume (vph)	121	1800	50	51	2063	158	34	6	222	13	56
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	44.7	44.7	48.7	48.7	48.7
Total Split (s)	30.0	90.0	90.0	18.0	78.0	78.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	18.8%	56.3%	56.3%	11.3%	48.8%	48.8%	16.3%	16.3%	16.3%	16.3%	16.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	96.8	96.8	96.8	91.9	91.9	91.9	10.4	10.4	18.7	18.7	18.7
Actuated g/C Ratio	0.60	0.60	0.60	0.57	0.57	0.57	0.06	0.06	0.12	0.12	0.12
v/c Ratio	0.72	0.65	0.06	0.33	0.73	0.20	0.44	0.34	0.67	0.68	0.21
Control Delay	65.3	12.7	0.3	29.0	16.5	2.5	81.3	30.6	84.5	84.6	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	12.7	0.3	29.0	16.5	2.5	81.3	30.6	84.5	84.6	1.4
LOS	E	B	A	C	B	A	F	C	F	F	A
Approach Delay		16.2			15.7			56.4		67.7	
Approach LOS		B			B			E		E	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 155 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 20.2
Intersection Capacity Utilization 75.8%
Analysis Period (min) 15

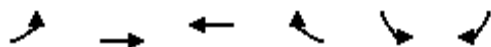
Intersection LOS: C
ICU Level of Service D

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)



Existing - MID Plan
16: SR 30 (US 98) & Triumph Road

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	84	1802	1991	109	122	75
Future Volume (vph)	84	1802	1991	109	122	75
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	35.0	35.0	35.0	4.0	4.0
Minimum Split (s)	10.8	41.8	41.8	41.8	42.0	42.0
Total Split (s)	30.0	138.0	108.0	108.0	22.0	22.0
Total Split (%)	18.8%	86.3%	67.5%	67.5%	13.8%	13.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	135.5	135.5	121.1	121.1	11.7	11.7
Actuated g/C Ratio	0.85	0.85	0.76	0.76	0.07	0.07
v/c Ratio	0.56	0.43	0.53	0.10	0.54	0.43
Control Delay	32.1	1.1	4.0	0.5	79.3	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	1.1	4.0	0.5	79.3	19.8
LOS	C	A	A	A	E	B
Approach Delay		2.8	3.8		56.7	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 10 (6%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 6.0

Intersection LOS: A

Intersection Capacity Utilization 62.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Existing - MID Plan
17: Mathew Blvd & SR 30 (US 98)

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	82	1881	89	2041	188	58	59	268	66	59
Future Volume (vph)	82	1881	89	2041	188	58	59	268	66	59
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	10.8	29.8	10.8	40.8	15.7	15.7	15.7	50.7	50.7	10.8
Total Split (s)	22.0	82.0	22.0	82.0	28.0	28.0	28.0	28.0	28.0	22.0
Total Split (%)	13.8%	51.3%	13.8%	51.3%	17.5%	17.5%	17.5%	17.5%	17.5%	13.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	93.5	83.3	96.8	85.0	19.9	19.9	19.9	20.0	20.0	35.9
Actuated g/C Ratio	0.58	0.52	0.60	0.53	0.12	0.12	0.12	0.12	0.12	0.22
v/c Ratio	0.60	0.80	0.73	0.84	0.71	0.70	0.29	0.73	0.41	0.18
Control Delay	58.9	21.3	76.3	15.8	85.7	84.7	6.6	77.4	69.5	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	21.3	76.3	15.8	85.7	84.7	6.6	77.4	69.5	13.1
LOS	E	C	E	B	F	F	A	E	E	B
Approach Delay		23.0		19.0		68.0			66.1	
Approach LOS		C		B		E			E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 60 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 28.3

Intersection LOS: C

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
22 s	82 s	28 s	28 s
 Ø5	 Ø6 (R)		
22 s	82 s		

Existing - MID Plan
18: SR 293 & SR 30 (US 98)

08/31/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	1666	175	104	1731	487	227	134	76	565	173	384
Future Volume (vph)	312	1666	175	104	1731	487	227	134	76	565	173	384
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	11.8	33.8	33.8	11.8	36.8	36.8	11.0	44.7	44.7	11.8	45.8	
Total Split (s)	30.0	82.0	82.0	20.0	72.0	72.0	32.0	24.0	24.0	34.0	26.0	
Total Split (%)	18.8%	51.3%	51.3%	12.5%	45.0%	45.0%	20.0%	15.0%	15.0%	21.3%	16.3%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effect Green (s)	21.3	76.9	76.9	11.5	67.1	67.1	17.5	16.8	16.8	28.7	28.0	160.0
Actuated g/C Ratio	0.13	0.48	0.48	0.07	0.42	0.42	0.11	0.10	0.10	0.18	0.18	1.00
v/c Ratio	0.77	0.70	0.25	0.57	0.85	0.65	0.70	0.80	0.28	0.96	0.59	0.27
Control Delay	78.7	31.6	8.4	78.9	44.1	20.1	78.5	98.2	2.0	87.1	69.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.7	31.6	8.4	78.9	44.1	20.1	78.5	98.2	2.0	87.1	69.3	0.4
LOS	E	C	A	E	D	C	E	F	A	F	E	A
Approach Delay		36.6			40.7			70.1			53.8	
Approach LOS		D			D			E			D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 38 (24%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 44.0

Intersection LOS: D

Intersection Capacity Utilization 87.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Existing - MID Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	136	2033	97	87	2102	135	44	82	163	58	111
Future Volume (vph)	136	2033	97	87	2102	135	44	82	163	58	111
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.8	32.8	32.8	10.8	37.8	10.0	10.0	10.0	58.7	58.7	58.7
Total Split (s)	32.0	92.0	92.0	22.0	82.0	26.0	26.0	26.0	20.0	20.0	20.0
Total Split (%)	20.0%	57.5%	57.5%	13.8%	51.3%	16.3%	16.3%	16.3%	12.5%	12.5%	12.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes				Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	25.2	93.4	93.4	12.9	81.1	15.3	15.3	15.3	13.4	13.4	13.4
Actuated g/C Ratio	0.16	0.58	0.58	0.08	0.51	0.10	0.10	0.10	0.08	0.08	0.08
v/c Ratio	0.58	0.70	0.12	0.75	0.79	0.67	0.67	0.30	0.64	0.43	0.47
Control Delay	77.7	31.2	5.4	115.6	25.4	88.9	88.5	2.6	81.3	78.1	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.7	31.2	5.4	115.6	25.4	88.9	88.5	2.6	81.3	78.1	10.3
LOS	E	C	A	F	C	F	F	A	F	E	B
Approach Delay		33.1			29.0		63.9			56.5	
Approach LOS		C			C		E			E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 60 (38%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 34.5

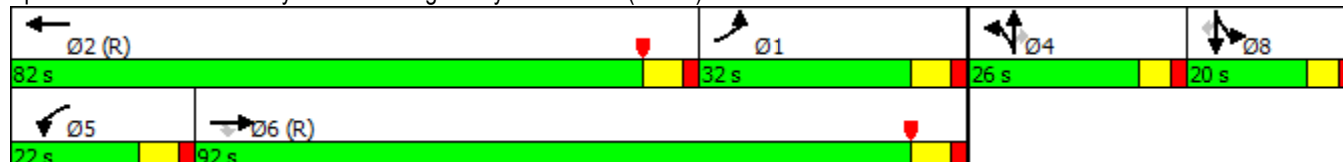
Intersection LOS: C

Intersection Capacity Utilization 71.7%

ICU Level of Service C

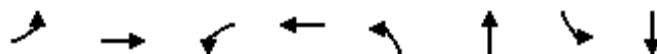
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)



Existing - MID Plan
20: Regatta Bay Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	54	2225	63	2203	108	10	98	10
Future Volume (vph)	54	2225	63	2203	108	10	98	10
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	35.0	4.0	35.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	41.8	10.8	41.8	16.0	37.4	10.0	38.4
Total Split (s)	18.0	108.0	18.0	108.0	20.0	14.0	20.0	14.0
Total Split (%)	11.3%	67.5%	11.3%	67.5%	12.5%	8.8%	12.5%	8.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	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)	6.8	6.8	6.8	6.8	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	114.1	105.5	113.9	105.5	22.0	8.0	21.2	7.6
Actuated g/C Ratio	0.71	0.66	0.71	0.66	0.14	0.05	0.13	0.05
v/c Ratio	0.57	0.72	0.57	0.72	0.64	0.54	0.58	0.55
Control Delay	35.7	27.3	58.3	8.2	74.1	35.4	70.7	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	27.3	58.3	8.2	74.1	35.4	70.7	39.4
LOS	D	C	E	A	E	D	E	D
Approach Delay		27.6		9.8		60.1		58.8
Approach LOS		C		A		E		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 21.7

Intersection LOS: C

Intersection Capacity Utilization 75.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø3	Ø4
18 s	108 s	20 s	14 s
Ø5	Ø6 (R)	Ø7	Ø8
18 s	108 s	20 s	14 s

Existing - MID Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	105	2246	32	2229	9	2	41	3	73
Future Volume (vph)	105	2246	32	2229	9	2	41	3	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	6.0	20.0	6.0	30.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.8	26.8	22.8	36.8	41.4	41.4	41.4	41.4	41.4
Total Split (s)	20.0	114.0	16.0	110.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	12.5%	71.3%	10.0%	68.8%	18.8%	18.8%	18.8%	18.8%	18.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8		5.4		5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?									
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)	131.6	120.6	123.3	116.4		13.5		13.5	13.5
Actuated g/C Ratio	0.82	0.75	0.77	0.73		0.08		0.08	0.08
v/c Ratio	0.73	0.62	0.47	0.66		0.25		0.54	0.39
Control Delay	47.1	23.1	25.2	13.6		48.9		84.0	17.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	47.1	23.1	25.2	13.6		48.9		84.0	17.4
LOS	D	C	C	B		D		F	B
Approach Delay		24.4		13.9		48.9		48.2	
Approach LOS		C		B		D		D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 20.2

Intersection LOS: C

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)



Existing - MID Plan
22: SR 293 & Commons Drive

08/31/2023

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	236	113	151	134	37	154	619	44	820
Future Volume (vph)	236	113	151	134	37	154	619	44	820
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	15.0
Minimum Split (s)	40.7	40.7	21.7	21.7	21.7	10.8	35.8	10.8	35.8
Total Split (s)	30.0	30.0	26.0	26.0	26.0	22.0	86.0	18.0	82.0
Total Split (%)	18.8%	18.8%	16.3%	16.3%	16.3%	13.8%	53.8%	11.3%	51.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	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
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	5.7	5.7	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	26.3	26.3	17.1	17.1	17.1	97.6	87.5	86.5	80.0
Actuated g/C Ratio	0.16	0.16	0.11	0.11	0.11	0.61	0.55	0.54	0.50
v/c Ratio	0.90	0.78	0.50	0.74	0.24	0.61	0.33	0.19	0.55
Control Delay	97.4	76.2	71.6	90.0	2.4	25.9	13.3	14.7	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.4	76.2	71.6	90.0	2.4	25.9	13.3	14.7	29.2
LOS	F	E	E	F	A	C	B	B	C
Approach Delay		87.3		67.3			15.5		28.3
Approach LOS		F		E			B		C

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 140 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 38.7
 Intersection Capacity Utilization 75.3%
 Analysis Period (min) 15

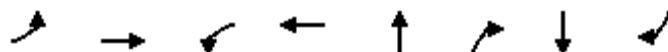
Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 22: SR 293 & Commons Drive

			
Ø1	Ø2 (R)	Ø8	Ø4
18 s	86 s	26 s	30 s
			
Ø5	Ø6 (R)		
22 s	82 s		

Existing - PM Plan
1: Stahlman Ave & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	106	1223	111	1207	13	97	69	358
Future Volume (vph)	106	1223	111	1207	13	97	69	358
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	33.0	10.0	31.0	39.4	39.4	37.4	
Total Split (s)	22.0	88.0	26.0	92.0	33.0	33.0	33.0	
Total Split (%)	12.2%	48.9%	14.4%	51.1%	18.3%	18.3%	18.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	
Act Effect Green (s)	16.2	92.1	12.3	88.1	23.3	23.3	27.5	49.7
Actuated g/C Ratio	0.09	0.51	0.07	0.49	0.13	0.13	0.15	0.28
v/c Ratio	0.94	0.73	0.57	0.75	0.54	0.41	0.76	0.81
Control Delay	134.4	38.2	122.9	19.8	81.6	23.8	91.0	53.9
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	134.4	38.2	122.9	19.9	81.6	23.8	91.0	53.9
LOS	F	D	F	B	F	C	F	D
Approach Delay		47.9		29.6	52.6		65.9	
Approach LOS		D		C	D		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 120 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 44.3

Intersection LOS: D

Intersection Capacity Utilization 75.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Existing - PM Plan
2: Palmetto Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1490	1362	
Future Volume (vph)	1490	1362	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	36.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	138.0	138.0	
Actuated g/C Ratio	0.77	0.77	
v/c Ratio	0.55	0.50	
Control Delay	2.9	3.2	
Queue Delay	0.1	0.1	
Total Delay	3.0	3.3	
LOS	A	A	
Approach Delay	3.0	3.3	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 125 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 46.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Existing - PM Plan
3: Marler Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1451	1393	
Future Volume (vph)	1451	1393	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	145.6	145.6	
Actuated g/C Ratio	0.81	0.81	
v/c Ratio	0.53	0.49	
Control Delay	2.5	8.7	
Queue Delay	0.0	0.0	
Total Delay	2.5	8.7	
LOS	A	A	
Approach Delay	2.5	8.7	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 130 (72%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 5.5
 Intersection Capacity Utilization 47.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Existing - PM Plan
4: Melvin Ped & SR 30 (US 98)

08/31/2023



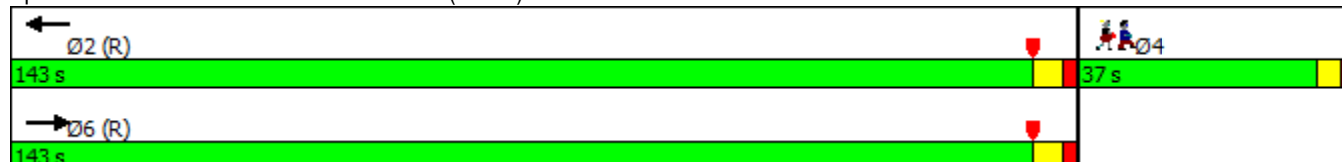
Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1523	1428	
Future Volume (vph)	1523	1428	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	12.0	12.0	5.0
Minimum Split (s)	18.0	18.0	39.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	146.4	146.4	
Actuated g/C Ratio	0.81	0.81	
v/c Ratio	0.53	0.50	
Control Delay	3.4	6.3	
Queue Delay	0.0	0.0	
Total Delay	3.4	6.3	
LOS	A	A	
Approach Delay	3.4	6.3	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 45 (25%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 4.8
 Intersection Capacity Utilization 47.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)



Existing - PM Plan
5: SR 30 (US 98) & Benning Drive

08/31/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	37	1505	4	1478	81	33
Future Volume (vph)	37	1505	4	1478	81	33
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	15.0	5.0
Minimum Split (s)	11.0	16.0	26.0	26.0	35.0	11.0
Total Split (s)	18.0	145.0	127.0	127.0	35.0	18.0
Total Split (%)	10.0%	80.6%	70.6%	70.6%	19.4%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	149.4	149.4	137.9	137.9	18.6	30.1
Actuated g/C Ratio	0.83	0.83	0.77	0.77	0.10	0.17
v/c Ratio	0.26	0.55	0.08	0.64	0.54	0.16
Control Delay	4.8	3.1	1.0	1.3	86.6	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	3.1	1.0	1.3	86.6	14.5
LOS	A	A	A	A	F	B
Approach Delay		3.2		1.3	63.2	
Approach LOS		A		A	E	

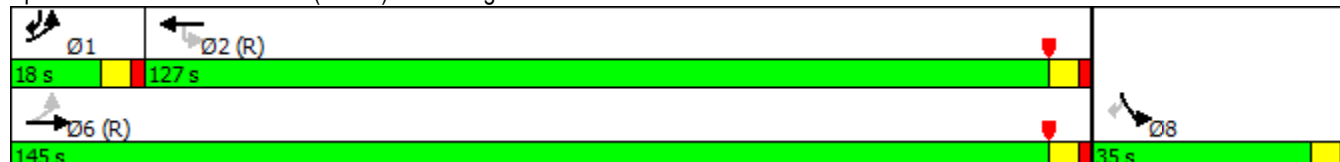
Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 65 (36%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 4.7
 Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service C

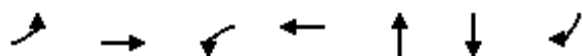
Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Existing - PM Plan

6: Grand Harbor/Beach Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	60	1525	8	1588	2	2	56
Future Volume (vph)	60	1525	8	1588	2	2	56
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	11.0	28.0	11.0	29.0	34.7	35.7	11.0
Total Split (s)	18.0	114.0	16.0	112.0	14.0	36.0	18.0
Total Split (%)	10.0%	63.3%	8.9%	62.2%	7.8%	20.0%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	147.2	143.6	140.2	135.2	5.9	13.0	25.5
Actuated g/C Ratio	0.82	0.80	0.78	0.75	0.03	0.07	0.14
v/c Ratio	0.36	0.57	0.05	0.66	0.23	0.65	0.24
Control Delay	13.7	6.1	1.1	4.0	64.9	102.9	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	6.1	1.1	4.0	64.9	102.9	14.0
LOS	B	A	A	A	E	F	B
Approach Delay		6.4		4.0	64.9	63.4	
Approach LOS		A		A	E	E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 30 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 7.9

Intersection LOS: A

Intersection Capacity Utilization 69.7%

ICU Level of Service C

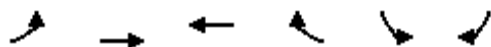
Analysis Period (min) 15

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø4	Ø8
18 s	112 s	14 s	36 s
Ø5	Ø6 (R)		
16 s	114 s		

Existing - PM Plan
7: SR 30 (US 98) & Main Street

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	96	1511	1602	83	121	84	
Future Volume (vph)	96	1511	1602	83	121	84	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	8.0	20.0	20.0	20.0	8.0	8.0	5.0
Minimum Split (s)	14.0	26.0	37.0	37.0	37.7	37.7	31.0
Total Split (s)	28.0	125.0	97.0	97.0	28.0	28.0	27.0
Total Split (%)	15.6%	69.4%	53.9%	53.9%	15.6%	15.6%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	152.6	152.6	136.3	136.3	15.7	15.7	
Actuated g/C Ratio	0.85	0.85	0.76	0.76	0.09	0.09	
v/c Ratio	0.40	0.55	0.62	0.08	0.45	0.46	
Control Delay	8.4	5.4	4.8	2.3	81.2	16.9	
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	
Total Delay	8.4	5.4	5.0	2.3	81.2	16.9	
LOS	A	A	A	A	F	B	
Approach Delay		5.6	4.8		53.0		
Approach LOS		A	A		D		

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 163 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 8.3

Intersection LOS: A

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 30 (US 98) & Main Street

Ø1	Ø2 (R)	Ø4	Ø8
28 s	97 s	27 s	28 s
Ø6 (R)			
125 s			

Existing - PM Plan
8: Gulf Shore Drive & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	54	1319	236	188	1398	51	268	67	236	122	77
Future Volume (vph)	54	1319	236	188	1398	51	268	67	236	122	77
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	6.0	30.0	30.0	4.0	30.0	30.0	8.0	8.0	8.0	12.0	12.0
Minimum Split (s)	12.0	36.0	36.0	10.0	38.7	38.7	40.7	40.7	40.7	35.4	35.4
Total Split (s)	16.0	102.0	102.0	24.0	110.0	110.0	28.0	28.0	28.0	26.0	26.0
Total Split (%)	8.9%	56.7%	56.7%	13.3%	61.1%	61.1%	15.6%	15.6%	15.6%	14.4%	14.4%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	110.8	103.0	103.0	123.3	110.2	110.2	22.3	22.3	22.3	17.2	17.2
Actuated g/C Ratio	0.62	0.57	0.57	0.68	0.61	0.61	0.12	0.12	0.12	0.10	0.10
v/c Ratio	0.36	0.67	0.27	0.78	0.67	0.06	0.91	0.92	0.79	0.79	0.35
Control Delay	14.8	31.1	6.2	63.9	8.7	0.3	119.5	119.3	45.4	109.4	56.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	31.3	6.2	63.9	8.7	0.3	119.5	119.3	45.4	109.4	56.2
LOS	B	C	A	E	A	A	F	F	D	F	E
Approach Delay		26.5			15.0			88.7			83.4
Approach LOS		C			B			F			F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 125 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 34.7

Intersection LOS: C

Intersection Capacity Utilization 77.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)

											
Ø1	Ø2 (R)					Ø4			Ø8		
16 s	110 s					28 s			26 s		
											
Ø5	Ø6 (R)										
24 s	102 s										

Existing - PM Plan
10: Big Kahuna Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1823	1706	
Future Volume (vph)	1823	1706	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	144.0	144.0	36.0
Total Split (%)	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	163.2	163.2	
Actuated g/C Ratio	0.91	0.91	
v/c Ratio	0.59	0.55	
Control Delay	4.4	6.5	
Queue Delay	0.0	0.0	
Total Delay	4.4	6.5	
LOS	A	A	
Approach Delay	4.4	6.5	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 135 (75%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 5.4
 Intersection Capacity Utilization 57.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)

← Ø2 (R)	144 s	36 s
→ Ø6 (R)	144 s	

Existing - PM Plan
11: Gulf Terrace Ped & SR 30 (US 98)

08/31/2023



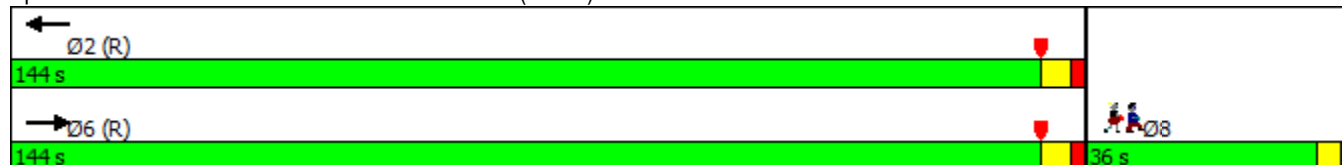
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1809	1882	
Future Volume (vph)	1809	1882	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	144.0	144.0	36.0
Total Split (%)	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	163.6	163.6	
Actuated g/C Ratio	0.91	0.91	
v/c Ratio	0.59	0.62	
Control Delay	5.1	4.3	
Queue Delay	0.0	0.0	
Total Delay	5.1	4.3	
LOS	A	A	
Approach Delay	5.1	4.3	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 60 (33%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 4.7
 Intersection Capacity Utilization 57.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Existing - PM Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	82	1683	16	24	1690	429	11	17	224	5	160
Future Volume (vph)	82	1683	16	24	1690	429	11	17	224	5	160
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4		8	8	
Permitted Phases	6		6	2		2		4			8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	37.4	37.4	40.0	40.0	40.0
Total Split (s)	18.0	114.0	114.0	16.0	112.0	112.0	16.0	16.0	34.0	34.0	34.0
Total Split (%)	10.0%	63.3%	63.3%	8.9%	62.2%	62.2%	8.9%	8.9%	18.9%	18.9%	18.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	129.4	121.0	121.0	122.1	115.4	115.4	9.5	9.5	20.4	20.4	20.4
Actuated g/C Ratio	0.72	0.67	0.67	0.68	0.64	0.64	0.05	0.05	0.11	0.11	0.11
v/c Ratio	0.60	0.75	0.02	0.26	0.77	0.43	0.69	0.12	0.70	0.69	0.65
Control Delay	49.9	22.1	0.0	16.1	25.9	7.3	116.3	1.4	94.6	94.0	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	22.2	0.0	16.1	25.9	7.3	116.3	1.4	94.6	94.0	35.2
LOS	D	C	A	B	C	A	F	A	F	F	D
Approach Delay		23.4			21.8		87.6			69.4	
Approach LOS		C			C		F			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 50 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 28.3

Intersection LOS: C

Intersection Capacity Utilization 80.6%

ICU Level of Service D

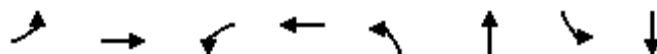
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

												
Ø1	Ø2 (R)						Ø4			Ø8		
18 s	112 s						16 s			34 s		
												
Ø5	Ø6 (R)											
16 s	114 s											

Existing - PM Plan
13: Old US 98 & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	1809	66	2011	68	1	27	3
Future Volume (vph)	16	1809	66	2011	68	1	27	3
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	30.0	3.0	30.0	6.0	9.0	9.0	9.0
Minimum Split (s)	13.8	36.8	11.8	36.8	23.7	40.7	35.7	35.7
Total Split (s)	22.0	130.0	14.0	122.0	15.0	36.0	21.0	21.0
Total Split (%)	12.2%	72.2%	7.8%	67.8%	8.3%	20.0%	11.7%	11.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	5.7		5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	133.9	126.9	135.8	131.7	27.6	27.6		12.9
Actuated g/C Ratio	0.74	0.70	0.75	0.73	0.15	0.15		0.07
v/c Ratio	0.15	0.56	0.50	0.58	0.43	0.22		0.65
Control Delay	4.4	5.5	33.9	5.0	73.9	16.4		88.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	4.4	5.5	33.9	5.0	73.9	16.4		88.6
LOS	A	A	C	A	E	B		F
Approach Delay		5.5		6.0		48.8		88.6
Approach LOS		A		A		D		F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 50 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 8.6

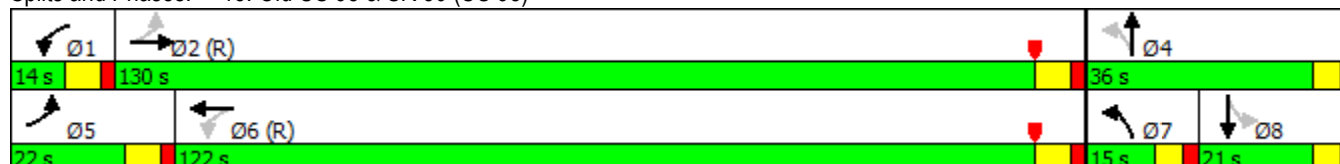
Intersection LOS: A

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)



Existing - PM Plan
14: Indian Bayou Trl & US 98

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	62	1824	73	1979	227	54	25	116	17	60
Future Volume (vph)	62	1824	73	1979	227	54	25	116	17	60
Turn Type	pm+pt	NA	pm+pt	NA	custom	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		6	4		8		8
Detector Phase	1	6	5	2	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	10.8	36.8	36.8	39.4	39.4	40.0	40.0	40.0
Total Split (s)	18.0	130.0	16.0	128.0	130.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	10.0%	72.2%	8.9%	71.1%	72.2%	18.9%	18.9%	18.9%	18.9%	18.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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)	6.8	6.8	6.8	6.8	6.8		5.4		6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	132.5	124.8	132.3	124.7	124.8		28.6		28.0	28.0
Actuated g/C Ratio	0.74	0.69	0.74	0.69	0.69		0.16		0.16	0.16
v/c Ratio	0.50	0.56	0.52	0.57	0.22		1.12		1.20	0.28
Control Delay	25.1	5.8	33.8	20.7	3.1		160.8		197.5	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	25.1	5.8	33.8	20.7	3.1		160.8		197.5	23.9
LOS	C	A	C	C	A		F		F	C
Approach Delay		6.5		19.3			160.8		139.9	
Approach LOS		A		B			F		F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 80 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20

Intersection Signal Delay: 25.6

Intersection LOS: C

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98

		
Ø1	Ø2 (R)	Ø4
18 s	128 s	34 s
		
Ø5	Ø6 (R)	Ø8
16 s	130 s	34 s

Existing - PM Plan
15: Henderson Beach & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  			 			
Traffic Volume (vph)	128	1765	26	49	2156	121	33	7	228	8	53
Future Volume (vph)	128	1765	26	49	2156	121	33	7	228	8	53
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	44.7	44.7	48.7	48.7	48.7
Total Split (s)	30.0	98.0	98.0	30.0	98.0	98.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	16.7%	54.4%	54.4%	16.7%	54.4%	54.4%	14.4%	14.4%	14.4%	14.4%	14.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	100.7	100.7	100.7	107.5	107.5	107.5	10.5	10.5	20.6	20.6	20.6
Actuated g/C Ratio	0.56	0.56	0.56	0.60	0.60	0.60	0.06	0.06	0.11	0.11	0.11
v/c Ratio	0.70	0.63	0.04	0.25	0.73	0.14	0.44	0.42	0.70	0.71	0.22
Control Delay	65.3	17.7	0.5	21.4	14.0	2.0	92.7	35.8	95.4	95.6	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	17.7	0.5	21.4	14.0	2.0	92.7	35.8	95.4	95.6	1.7
LOS	E	B	A	C	B	A	F	D	F	F	A
Approach Delay		20.8			13.5			61.0		76.8	
Approach LOS		C			B			E		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 115 (64%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 21.9

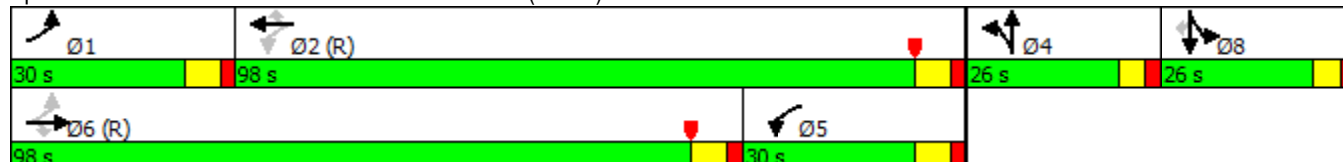
Intersection LOS: C

Intersection Capacity Utilization 78.0%

ICU Level of Service D

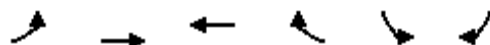
Analysis Period (min) 15

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)



Existing - PM Plan
16: SR 30 (US 98) & Triumph Road

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	1978	2260	116	118	63
Future Volume (vph)	68	1978	2260	116	118	63
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	35.0	35.0	35.0	4.0	4.0
Minimum Split (s)	10.8	41.8	41.8	41.8	42.0	42.0
Total Split (s)	30.0	154.0	124.0	124.0	26.0	26.0
Total Split (%)	16.7%	85.6%	68.9%	68.9%	14.4%	14.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	154.7	154.7	140.4	140.4	12.5	12.5
Actuated g/C Ratio	0.86	0.86	0.78	0.78	0.07	0.07
v/c Ratio	0.52	0.46	0.58	0.11	0.57	0.41
Control Delay	36.6	2.2	1.0	0.1	90.3	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	2.2	1.0	0.1	90.3	21.5
LOS	D	A	A	A	F	C
Approach Delay		3.5	1.0		66.6	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 117 (65%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 5.0

Intersection LOS: A

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Existing - PM Plan
17: Mathew Blvd & SR 30 (US 98)

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	89	1855	91	2157	184	60	59	245	56	58
Future Volume (vph)	89	1855	91	2157	184	60	59	245	56	58
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	10.8	29.8	10.8	40.8	15.7	15.7	15.7	50.7	50.7	10.8
Total Split (s)	24.0	94.0	24.0	94.0	32.0	32.0	32.0	30.0	30.0	24.0
Total Split (%)	13.3%	52.2%	13.3%	52.2%	17.8%	17.8%	17.8%	16.7%	16.7%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	113.6	101.1	112.4	100.5	21.7	21.7	21.7	20.3	20.3	38.5
Actuated g/C Ratio	0.63	0.56	0.62	0.56	0.12	0.12	0.12	0.11	0.11	0.21
v/c Ratio	0.70	0.74	0.70	0.83	0.68	0.66	0.26	0.71	0.35	0.17
Control Delay	77.8	24.2	81.1	19.6	92.1	90.4	6.4	87.0	77.4	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	24.2	81.1	19.6	92.1	90.4	6.4	87.0	77.4	14.2
LOS	E	C	F	B	F	F	A	F	E	B
Approach Delay		27.0		22.3		73.9			74.2	
Approach LOS		C		C		E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 35 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 31.5

Intersection LOS: C

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
24 s	94 s	32 s	30 s
 Ø5	 Ø6 (R)		
24 s	94 s		

Existing - PM Plan
18: SR 293 & SR 30 (US 98)

08/31/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	1713	164	79	1747	614	266	150	65	552	172	343
Future Volume (vph)	399	1713	164	79	1747	614	266	150	65	552	172	343
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	11.8	33.8	33.8	11.8	36.8	36.8	11.0	44.7	44.7	11.8	45.8	
Total Split (s)	32.0	104.0	104.0	18.0	90.0	90.0	34.0	22.0	22.0	36.0	24.0	
Total Split (%)	17.8%	57.8%	57.8%	10.0%	50.0%	50.0%	18.9%	12.2%	12.2%	20.0%	13.3%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effect Green (s)	25.2	98.5	98.5	9.9	83.2	83.2	20.6	16.3	16.3	29.2	24.9	180.0
Actuated g/C Ratio	0.14	0.55	0.55	0.06	0.46	0.46	0.11	0.09	0.09	0.16	0.14	1.00
v/c Ratio	0.93	0.66	0.20	0.50	0.77	0.72	0.75	1.07	0.24	1.04	0.76	0.22
Control Delay	108.6	19.6	3.8	84.1	37.2	20.2	88.7	162.6	1.9	106.0	79.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.6	19.6	3.8	84.1	37.2	20.2	88.7	162.6	1.9	106.0	79.0	0.2
LOS	F	B	A	F	D	C	F	F	A	F	E	A
Approach Delay		34.7			34.5			100.9			68.3	
Approach LOS		C			C			F			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 20 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 45.6

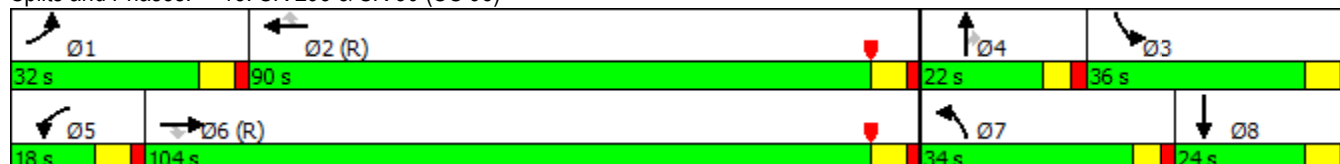
Intersection LOS: D

Intersection Capacity Utilization 90.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Existing - PM Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	124	2175	86	75	2257	162	42	74	176	40	81
Future Volume (vph)	124	2175	86	75	2257	162	42	74	176	40	81
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.8	32.8	32.8	10.8	37.8	10.0	10.0	10.0	58.7	58.7	58.7
Total Split (s)	28.0	96.0	96.0	24.0	92.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.6%	53.3%	53.3%	13.3%	51.1%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes				Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	21.2	105.3	105.3	13.1	97.2	17.8	17.8	17.8	18.9	18.9	18.9
Actuated g/C Ratio	0.12	0.58	0.58	0.07	0.54	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.77	0.77	0.12	0.69	0.76	0.70	0.69	0.31	0.56	0.25	0.32
Control Delay	103.5	39.4	8.4	87.7	41.9	99.7	98.2	2.8	81.8	75.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.5	39.4	8.4	87.7	41.9	99.7	98.2	2.8	81.8	75.0	4.0
LOS	F	D	A	F	D	F	F	A	F	E	A
Approach Delay		42.0			43.4		73.3			60.2	
Approach LOS		D			D		E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 46 (26%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 45.4

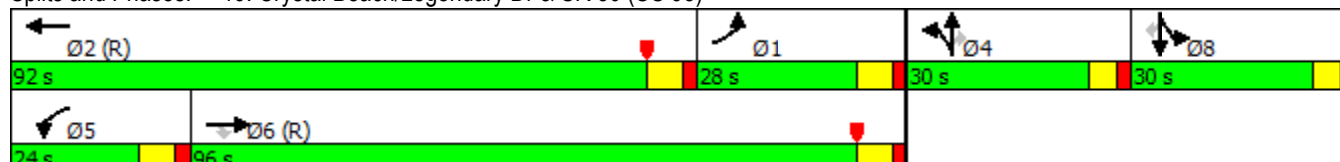
Intersection LOS: D

Intersection Capacity Utilization 74.5%

ICU Level of Service D

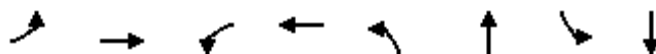
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)



Existing - PM Plan
20: Regatta Bay Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	2167	49	2387	122	11	99	11
Future Volume (vph)	43	2167	49	2387	122	11	99	11
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	35.0	4.0	35.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	41.8	10.8	41.8	16.0	37.4	10.0	38.4
Total Split (s)	18.0	126.0	18.0	126.0	20.0	16.0	20.0	16.0
Total Split (%)	10.0%	70.0%	10.0%	70.0%	11.1%	8.9%	11.1%	8.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	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)	6.8	6.8	6.8	6.8	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	131.8	124.1	134.9	127.5	23.1	8.7	22.7	8.5
Actuated g/C Ratio	0.73	0.69	0.75	0.71	0.13	0.05	0.13	0.05
v/c Ratio	0.48	0.69	0.56	0.70	0.73	0.58	0.73	0.52
Control Delay	51.3	4.0	36.2	21.0	90.9	39.5	91.6	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	4.0	36.2	21.0	90.9	39.5	91.6	46.9
LOS	D	A	D	C	F	D	F	D
Approach Delay		5.1		21.4		72.2		77.1
Approach LOS		A		C		E		E

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 110 (61%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 18.2
 Intersection Capacity Utilization 70.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø3	Ø4
18 s	126 s	20 s	16 s
Ø5	Ø6 (R)	Ø7	Ø8
18 s	126 s	20 s	16 s

Existing - PM Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	88	2116	24	2395	12	1	36	0	63
Future Volume (vph)	88	2116	24	2395	12	1	36	0	63
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	6.0	20.0	6.0	30.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.8	26.8	22.8	36.8	41.4	41.4	41.4	41.4	41.4
Total Split (s)	24.0	134.0	16.0	126.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	13.3%	74.4%	8.9%	70.0%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8		5.4		5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?									
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)	154.6	145.0	142.3	136.2		12.6		12.6	12.6
Actuated g/C Ratio	0.86	0.81	0.79	0.76		0.07		0.07	0.07
v/c Ratio	0.73	0.54	0.29	0.66		0.29		0.49	0.42
Control Delay	60.7	5.4	8.5	13.0		74.7		93.3	12.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	60.7	5.4	8.5	13.0		74.7		93.3	12.9
LOS	E	A	A	B		E		F	B
Approach Delay		8.3		13.0		74.7		42.8	
Approach LOS		A		B		E		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 141 (78%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 12.0

Intersection LOS: B

Intersection Capacity Utilization 75.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)



Existing - PM Plan
22: SR 293 & Commons Drive

08/31/2023

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations			 				  		 
Traffic Volume (vph)	307	106	139	128	49	138	932	47	796
Future Volume (vph)	307	106	139	128	49	138	932	47	796
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	15.0
Minimum Split (s)	40.7	40.7	21.7	21.7	21.7	10.8	35.8	10.8	35.8
Total Split (s)	24.0	24.0	17.0	17.0	17.0	13.0	36.0	13.0	36.0
Total Split (%)	26.7%	26.7%	18.9%	18.9%	18.9%	14.4%	40.0%	14.4%	40.0%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	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
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	5.7	5.7	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	18.2	18.2	10.5	10.5	10.5	38.1	33.1	35.5	30.2
Actuated g/C Ratio	0.20	0.20	0.12	0.12	0.12	0.42	0.37	0.39	0.34
v/c Ratio	0.91	0.57	0.42	0.68	0.19	0.76	0.63	0.29	0.84
Control Delay	66.8	32.6	40.1	54.5	1.1	27.9	19.9	17.3	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	32.6	40.1	54.5	1.1	27.9	19.9	17.3	35.2
LOS	E	C	D	D	A	C	B	B	D
Approach Delay		53.1		39.0			20.8		34.2
Approach LOS		D		D			C		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 60 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 32.5

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

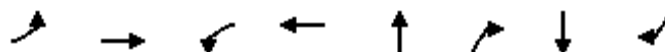
Analysis Period (min) 15

Splits and Phases: 22: SR 293 & Commons Drive

 Ø1	 Ø2 (R)	 Ø8	 Ø4
13 s	36 s	17 s	24 s
 Ø5	 Ø6 (R)		
13 s	36 s		

Existing - SAT Plan
1: Stahlman Ave & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	78	1216	88	1151	5	96	83	324
Future Volume (vph)	78	1216	88	1151	5	96	83	324
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	10.0	33.0	10.0	31.0	39.4	39.4	37.4	
Total Split (s)	22.0	88.0	26.0	92.0	33.0	33.0	33.0	
Total Split (%)	12.2%	48.9%	14.4%	51.1%	18.3%	18.3%	18.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.4	6.4	6.4	
Lead/Lag	Lead	Lag	Lead	Lag				
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	
Act Effect Green (s)	13.6	94.8	10.5	91.7	22.4	22.4	27.5	47.1
Actuated g/C Ratio	0.08	0.53	0.06	0.51	0.12	0.12	0.15	0.26
v/c Ratio	0.68	0.72	0.49	0.71	0.25	0.41	0.97	0.65
Control Delay	105.1	36.4	121.7	15.5	71.6	13.7	119.6	31.0
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	105.1	36.4	121.7	16.0	71.6	13.7	119.6	31.0
LOS	F	D	F	B	E	B	F	C
Approach Delay		40.8		23.4	31.6		68.7	
Approach LOS		D		C	C		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 120 (67%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 38.6

Intersection LOS: D

Intersection Capacity Utilization 71.5%

ICU Level of Service C

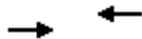
Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Existing - SAT Plan
2: Palmetto Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1510	1528	
Future Volume (vph)	1510	1528	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	36.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	138.0	138.0	
Actuated g/C Ratio	0.77	0.77	
v/c Ratio	0.59	0.59	
Control Delay	2.9	5.5	
Queue Delay	0.1	0.1	
Total Delay	3.0	5.6	
LOS	A	A	
Approach Delay	3.0	5.6	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 125 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 47.2%
 Analysis Period (min) 15

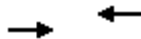
Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Existing - SAT Plan
3: Marler Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1510	1528	
Future Volume (vph)	1510	1528	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	154.2	154.2	
Actuated g/C Ratio	0.86	0.86	
v/c Ratio	0.50	0.50	
Control Delay	1.8	7.7	
Queue Delay	0.0	0.0	
Total Delay	1.8	7.7	
LOS	A	A	
Approach Delay	1.8	7.7	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 130 (72%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 4.8
 Intersection Capacity Utilization 48.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Existing - SAT Plan
4: Melvin Ped & SR 30 (US 98)

08/31/2023

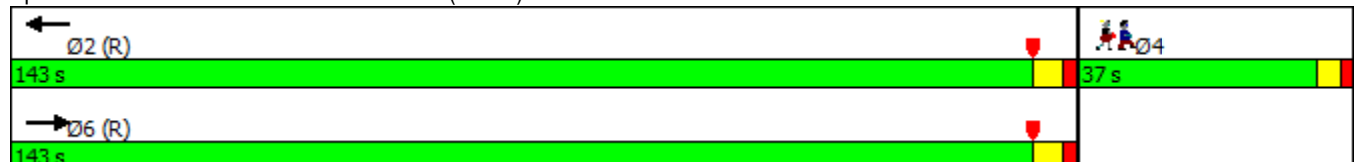


Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1545	1554	
Future Volume (vph)	1545	1554	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	12.0	12.0	5.0
Minimum Split (s)	18.0	18.0	39.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	138.0	138.0	
Actuated g/C Ratio	0.77	0.77	
v/c Ratio	0.59	0.61	
Control Delay	8.6	7.6	
Queue Delay	0.0	0.0	
Total Delay	8.6	7.6	
LOS	A	A	
Approach Delay	8.6	7.6	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 45 (25%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 8.1
Intersection Capacity Utilization 48.0%
Analysis Period (min) 15
Intersection LOS: A
ICU Level of Service A

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)



Existing - SAT Plan
5: SR 30 (US 98) & Benning Drive

08/31/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	1509	14	1534	84	35
Future Volume (vph)	26	1509	14	1534	84	35
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0	10.0	15.0	5.0
Minimum Split (s)	11.0	16.0	26.0	26.0	35.0	11.0
Total Split (s)	18.0	145.0	127.0	127.0	35.0	18.0
Total Split (%)	10.0%	80.6%	70.6%	70.6%	19.4%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	148.6	148.6	137.2	137.2	19.4	30.8
Actuated g/C Ratio	0.83	0.83	0.76	0.76	0.11	0.17
v/c Ratio	0.23	0.57	0.16	0.65	0.62	0.19
Control Delay	4.3	2.9	2.6	1.8	89.7	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	2.9	2.6	1.8	89.7	24.5
LOS	A	A	A	A	F	C
Approach Delay		2.9		1.8	68.9	
Approach LOS		A		A	E	

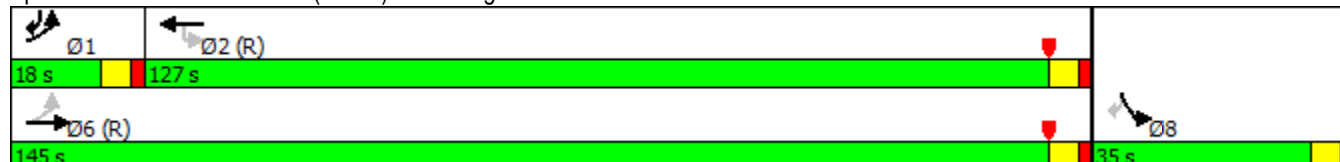
Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 65 (36%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 5.5
 Intersection Capacity Utilization 67.1%
 Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service C

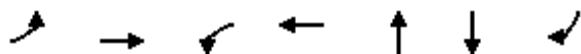
Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Existing - SAT Plan

6: Grand Harbor/Beach Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	42	1572	12	1569	2	2	66
Future Volume (vph)	42	1572	12	1569	2	2	66
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	11.0	28.0	11.0	29.0	34.7	35.7	11.0
Total Split (s)	18.0	114.0	16.0	112.0	14.0	36.0	18.0
Total Split (%)	10.0%	63.3%	8.9%	62.2%	7.8%	20.0%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	146.3	143.5	141.1	136.1	6.0	12.9	24.4
Actuated g/C Ratio	0.81	0.80	0.78	0.76	0.03	0.07	0.14
v/c Ratio	0.29	0.62	0.07	0.64	0.29	0.65	0.27
Control Delay	8.0	7.2	1.7	4.7	57.9	102.7	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	7.2	1.7	4.7	57.9	102.7	14.1
LOS	A	A	A	A	E	F	B
Approach Delay		7.3		4.7	57.9	60.6	
Approach LOS		A		A	E	E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 30 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 8.6

Intersection LOS: A

Intersection Capacity Utilization 68.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø4	Ø8
18 s	112 s	14 s	36 s
Ø5	Ø6 (R)		
16 s	114 s		

Existing - SAT Plan
7: SR 30 (US 98) & Main Street

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	64	1628	1452	64	104	92	
Future Volume (vph)	64	1628	1452	64	104	92	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	8.0	20.0	20.0	20.0	8.0	8.0	5.0
Minimum Split (s)	14.0	26.0	37.0	37.0	37.7	37.7	31.0
Total Split (s)	28.0	125.0	97.0	97.0	28.0	28.0	27.0
Total Split (%)	15.6%	69.4%	53.9%	53.9%	15.6%	15.6%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	153.5	153.5	138.4	138.4	14.8	14.8	
Actuated g/C Ratio	0.85	0.85	0.77	0.77	0.08	0.08	
v/c Ratio	0.29	0.54	0.56	0.07	0.40	0.45	
Control Delay	3.7	4.2	5.0	2.8	80.5	17.2	
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	
Total Delay	3.7	4.2	5.1	2.8	80.5	17.2	
LOS	A	A	A	A	F	B	
Approach Delay		4.2	5.0		50.8		
Approach LOS		A	A		D		

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 163 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 7.4

Intersection LOS: A

Intersection Capacity Utilization 68.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 30 (US 98) & Main Street

Ø1	Ø2 (R)		Ø4	Ø8
28 s	97 s		27 s	28 s
Ø6 (R)				
125 s				

Existing - SAT Plan

8: Gulf Shore Drive & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	47	1358	271	169	1259	57	231	91	223	114	128
Future Volume (vph)	47	1358	271	169	1259	57	231	91	223	114	128
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	6.0	30.0	30.0	4.0	30.0	30.0	8.0	8.0	8.0	12.0	12.0
Minimum Split (s)	12.0	36.0	36.0	10.0	38.7	38.7	40.7	40.7	40.7	35.4	35.4
Total Split (s)	16.0	102.0	102.0	24.0	110.0	110.0	28.0	28.0	28.0	26.0	26.0
Total Split (%)	8.9%	56.7%	56.7%	13.3%	61.1%	61.1%	15.6%	15.6%	15.6%	14.4%	14.4%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	111.4	103.0	103.0	122.5	109.2	109.2	22.3	22.3	22.3	17.5	17.5
Actuated g/C Ratio	0.62	0.57	0.57	0.68	0.61	0.61	0.12	0.12	0.12	0.10	0.10
v/c Ratio	0.35	0.72	0.29	0.76	0.59	0.08	1.00	1.00	0.86	0.81	0.55
Control Delay	13.5	32.4	5.7	65.8	8.7	0.6	138.6	136.8	57.4	111.5	74.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	32.5	5.7	65.8	8.7	0.6	138.6	136.8	57.4	111.5	74.8
LOS	B	C	A	E	A	A	F	F	E	F	E
Approach Delay		27.3			15.1			105.4			90.2
Approach LOS		C			B			F			F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 125 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 40.5

Intersection LOS: D

Intersection Capacity Utilization 84.4%

ICU Level of Service E

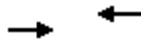
Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)

								
Ø1	Ø2 (R)		Ø4	Ø6 (R)		Ø5	Ø8	
16 s	110 s		28 s	102 s		24 s	26 s	

Existing - SAT Plan
10: Big Kahuna Ped & SR 30 (US 98)

08/31/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1835	1832	
Future Volume (vph)	1835	1832	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	144.0	144.0	36.0
Total Split (%)	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	163.2	163.2	
Actuated g/C Ratio	0.91	0.91	
v/c Ratio	0.58	0.58	
Control Delay	3.7	8.2	
Queue Delay	0.0	0.0	
Total Delay	3.7	8.2	
LOS	A	A	
Approach Delay	3.7	8.2	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 135 (75%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 56.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)

← Ø2 (R)	144 s	36 s
→ Ø6 (R)	144 s	

Existing - SAT Plan
11: Gulf Terrace Ped & SR 30 (US 98)

08/31/2023



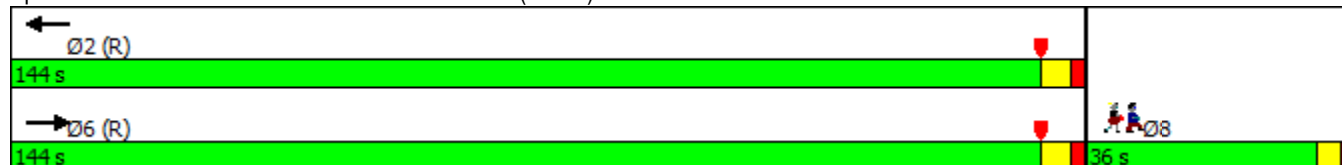
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1796	1870	
Future Volume (vph)	1796	1870	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	10.0	10.0	5.0
Minimum Split (s)	16.0	16.0	39.0
Total Split (s)	144.0	144.0	36.0
Total Split (%)	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	155.4	155.4	
Actuated g/C Ratio	0.86	0.86	
v/c Ratio	0.60	0.66	
Control Delay	7.3	9.4	
Queue Delay	0.0	0.0	
Total Delay	7.3	9.4	
LOS	A	A	
Approach Delay	7.3	9.4	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 60 (33%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 8.4
 Intersection Capacity Utilization 56.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Existing - SAT Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	72	1560	19	41	1398	426	10	18	265	4	135
Future Volume (vph)	72	1560	19	41	1398	426	10	18	265	4	135
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4		8	8	
Permitted Phases	6		6	2		2		4			8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	37.4	37.4	40.0	40.0	40.0
Total Split (s)	18.0	114.0	114.0	16.0	112.0	112.0	16.0	16.0	34.0	34.0	34.0
Total Split (%)	10.0%	63.3%	63.3%	8.9%	62.2%	62.2%	8.9%	8.9%	18.9%	18.9%	18.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	125.9	117.7	117.7	124.2	116.8	116.8	7.8	7.8	24.2	24.2	24.2
Actuated g/C Ratio	0.70	0.65	0.65	0.69	0.65	0.65	0.04	0.04	0.13	0.13	0.13
v/c Ratio	0.42	0.72	0.02	0.36	0.66	0.41	0.45	0.17	0.72	0.72	0.47
Control Delay	15.2	19.8	0.1	23.7	15.8	3.2	100.8	2.2	92.1	92.1	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	19.8	0.1	23.7	15.8	3.2	100.8	2.2	92.1	92.1	13.6
LOS	B	B	A	C	B	A	F	A	F	F	B
Approach Delay		19.3			13.1		57.6			65.4	
Approach LOS		B			B		E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 50 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 22.2

Intersection LOS: C

Intersection Capacity Utilization 76.9%

ICU Level of Service D

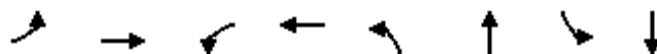
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

			
Ø1	Ø2 (R)	Ø4	Ø8
18 s	112 s	16 s	34 s
			
Ø5	Ø6 (R)		
16 s	114 s		

Existing - SAT Plan
13: Old US 98 & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	↑↑↑	←	↑↑↑	←	↑		↑↓
Traffic Volume (vph)	9	1675	62	1890	37	1	18	2
Future Volume (vph)	9	1675	62	1890	37	1	18	2
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	30.0	3.0	30.0	6.0	9.0	9.0	9.0
Minimum Split (s)	13.8	36.8	11.8	36.8	23.7	40.7	35.7	35.7
Total Split (s)	22.0	130.0	14.0	122.0	15.0	36.0	21.0	21.0
Total Split (%)	12.2%	72.2%	7.8%	67.8%	8.3%	20.0%	11.7%	11.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	5.7		5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes				Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	139.3	132.3	140.9	136.9	22.3	22.3		10.6
Actuated g/C Ratio	0.77	0.74	0.78	0.76	0.12	0.12		0.06
v/c Ratio	0.10	0.52	0.44	0.51	0.32	0.26		0.46
Control Delay	2.9	4.7	25.6	3.5	73.8	17.5		76.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	2.9	4.7	25.6	3.5	73.8	17.5		76.6
LOS	A	A	C	A	E	B		E
Approach Delay		4.7		4.3		42.9		76.6
Approach LOS		A		A		D		E

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 50 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 6.4

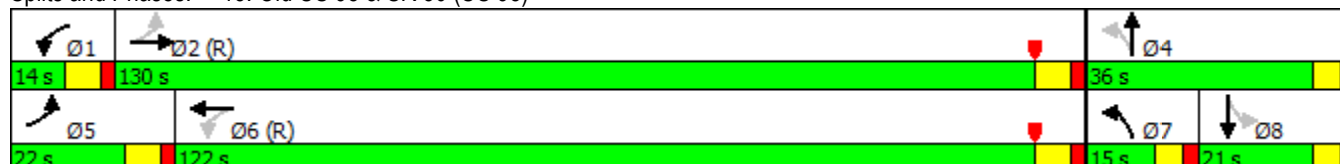
Intersection LOS: A

Intersection Capacity Utilization 67.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)



Existing - SAT Plan
14: Indian Bayou Trl & US 98

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	46	1731	78	1781	249	35	32	114	6	46
Future Volume (vph)	46	1731	78	1781	249	35	32	114	6	46
Turn Type	pm+pt	NA	pm+pt	NA	custom	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		6	4		8		8
Detector Phase	1	6	5	2	6	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	10.8	36.8	36.8	39.4	39.4	40.0	40.0	40.0
Total Split (s)	18.0	130.0	16.0	128.0	130.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	10.0%	72.2%	8.9%	71.1%	72.2%	18.9%	18.9%	18.9%	18.9%	18.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.4	3.4	4.0	4.0	4.0
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)	6.8	6.8	6.8	6.8	6.8		5.4		6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	131.6	124.7	134.5	128.1	124.7		28.6		28.0	28.0
Actuated g/C Ratio	0.73	0.69	0.75	0.71	0.69		0.16		0.16	0.16
v/c Ratio	0.31	0.52	0.48	0.50	0.23		1.47		1.87	0.16
Control Delay	6.9	5.4	25.8	13.5	3.1		284.7		466.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	6.9	5.4	25.8	13.5	3.1		284.7		466.7	7.6
LOS	A	A	C	B	A		F		F	A
Approach Delay		5.4		12.6			284.7		368.3	
Approach LOS		A		B			F		F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 80 (44%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.87

Intersection Signal Delay: 41.9

Intersection LOS: D

Intersection Capacity Utilization 75.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98

		
Ø1	Ø2 (R)	Ø4
18 s	128 s	34 s
		
Ø5	Ø6 (R)	Ø8
16 s	130 s	34 s

Existing - SAT Plan
15: Henderson Beach & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	116	1853	8	24	1784	113	105	13	208	6	49
Future Volume (vph)	116	1853	8	24	1784	113	105	13	208	6	49
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	36.8	36.8	10.8	36.8	36.8	44.7	44.7	48.7	48.7	48.7
Total Split (s)	30.0	98.0	98.0	30.0	98.0	98.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	16.7%	54.4%	54.4%	16.7%	54.4%	54.4%	14.4%	14.4%	14.4%	14.4%	14.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	100.6	100.6	100.6	102.2	102.2	102.2	17.6	17.6	19.6	19.6	19.6
Actuated g/C Ratio	0.56	0.56	0.56	0.57	0.57	0.57	0.10	0.10	0.11	0.11	0.11
v/c Ratio	0.67	0.70	0.01	0.17	0.66	0.13	0.82	0.59	0.78	0.78	0.28
Control Delay	62.1	23.6	0.0	25.5	15.6	3.0	112.2	22.2	104.6	104.4	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	23.6	0.0	25.5	15.6	3.0	112.2	22.2	104.6	104.4	2.3
LOS	E	C	A	C	B	A	F	C	F	F	A
Approach Delay		25.8			15.0			62.3		81.5	
Approach LOS		C			B			E		F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 115 (64%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 27.8

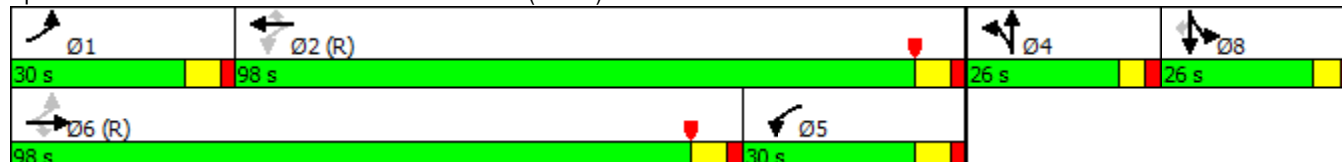
Intersection LOS: C

Intersection Capacity Utilization 75.1%

ICU Level of Service D

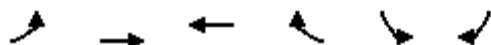
Analysis Period (min) 15

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)



Existing - SAT Plan
16: SR 30 (US 98) & Triumph Road

08/31/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	76	2063	1904	101	93	43
Future Volume (vph)	76	2063	1904	101	93	43
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	35.0	35.0	35.0	4.0	4.0
Minimum Split (s)	10.8	41.8	41.8	41.8	42.0	42.0
Total Split (s)	30.0	154.0	124.0	124.0	26.0	26.0
Total Split (%)	16.7%	85.6%	68.9%	68.9%	14.4%	14.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	155.3	155.3	140.0	140.0	11.9	11.9
Actuated g/C Ratio	0.86	0.86	0.78	0.78	0.07	0.07
v/c Ratio	0.62	0.50	0.50	0.12	0.55	0.35
Control Delay	33.5	2.4	1.1	0.1	90.4	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	2.4	1.1	0.1	90.4	23.0
LOS	C	A	A	A	F	C
Approach Delay		4.1	1.1		69.4	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 117 (65%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 5.3

Intersection LOS: A

Intersection Capacity Utilization 60.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Existing - SAT Plan
17: Mathew Blvd & SR 30 (US 98)

08/31/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	76	1739	90	1795	189	40	50	283	77	65
Future Volume (vph)	76	1739	90	1795	189	40	50	283	77	65
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	10.8	29.8	10.8	40.8	15.7	15.7	15.7	50.7	50.7	10.8
Total Split (s)	24.0	94.0	24.0	94.0	32.0	32.0	32.0	30.0	30.0	24.0
Total Split (%)	13.3%	52.2%	13.3%	52.2%	17.8%	17.8%	17.8%	16.7%	16.7%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	112.6	101.3	114.8	102.4	20.6	20.6	20.6	20.7	20.7	37.7
Actuated g/C Ratio	0.63	0.56	0.64	0.57	0.11	0.11	0.11	0.12	0.12	0.21
v/c Ratio	0.57	0.77	0.74	0.67	0.64	0.66	0.29	0.77	0.40	0.20
Control Delay	52.6	20.9	89.7	14.9	90.5	91.5	8.1	90.1	78.9	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	20.9	89.7	14.9	90.5	91.5	8.1	90.1	78.9	18.6
LOS	D	C	F	B	F	F	A	F	E	B
Approach Delay		22.3		19.2		71.4			76.5	
Approach LOS		C		B		E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 35 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 29.2

Intersection LOS: C

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
24 s	94 s	32 s	30 s
 Ø5	 Ø6 (R)		
24 s	94 s		

Existing - SAT Plan
18: SR 293 & SR 30 (US 98)

08/31/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1632	157	103	1577	531	225	136	80	469	209	267
Future Volume (vph)	236	1632	157	103	1577	531	225	136	80	469	209	267
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	11.8	33.8	33.8	11.8	36.8	36.8	11.0	44.7	44.7	11.8	45.8	
Total Split (s)	32.0	104.0	104.0	18.0	90.0	90.0	34.0	22.0	22.0	36.0	24.0	
Total Split (%)	17.8%	57.8%	57.8%	10.0%	50.0%	50.0%	18.9%	12.2%	12.2%	20.0%	13.3%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes				Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	22.6	97.6	97.6	10.8	85.8	85.8	18.9	15.7	15.7	29.8	26.6	180.0
Actuated g/C Ratio	0.13	0.54	0.54	0.06	0.48	0.48	0.10	0.09	0.09	0.17	0.15	1.00
v/c Ratio	0.76	0.62	0.18	0.69	0.67	0.58	0.72	0.85	0.38	0.93	0.81	0.19
Control Delay	92.0	19.8	4.3	98.6	30.0	12.0	89.2	118.3	3.6	81.7	80.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.0	19.8	4.3	98.6	30.0	12.0	89.2	118.3	3.6	81.7	80.0	0.2
LOS	F	B	A	F	C	B	F	F	A	F	F	A
Approach Delay		29.4			30.0			78.0			58.1	
Approach LOS		C			C			E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 20 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 38.7

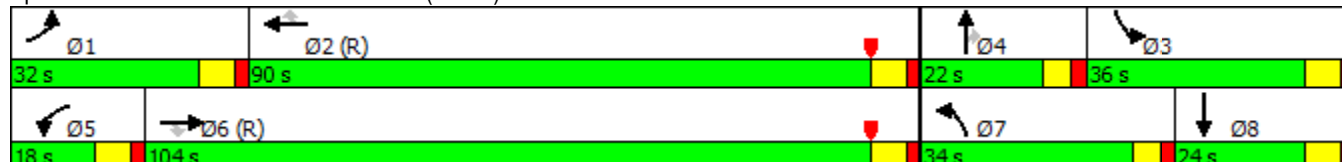
Intersection LOS: D

Intersection Capacity Utilization 79.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Existing - SAT Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

08/31/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	123	2021	93	75	1739	107	42	89	221	65	104
Future Volume (vph)	123	2021	93	75	1739	107	42	89	221	65	104
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	6.0	10.0	10.0	4.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	12.8	32.8	32.8	10.8	37.8	10.0	10.0	10.0	58.7	58.7	58.7
Total Split (s)	28.0	96.0	96.0	24.0	92.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	15.6%	53.3%	53.3%	13.3%	51.1%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	3.7
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	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	5.7
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes				Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	21.2	104.4	104.4	13.8	97.0	16.2	16.2	16.2	20.6	20.6	20.6
Actuated g/C Ratio	0.12	0.58	0.58	0.08	0.54	0.09	0.09	0.09	0.11	0.11	0.11
v/c Ratio	0.80	0.75	0.11	0.72	0.58	0.66	0.66	0.40	0.60	0.34	0.40
Control Delay	106.3	37.4	7.1	92.1	34.5	98.8	97.9	8.1	81.3	76.0	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.3	37.4	7.1	92.1	34.5	98.8	97.9	8.1	81.3	76.0	10.2
LOS	F	D	A	F	C	F	F	A	F	E	B
Approach Delay		40.8			37.2		67.0			60.2	
Approach LOS		D			D		E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 46 (26%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 42.5

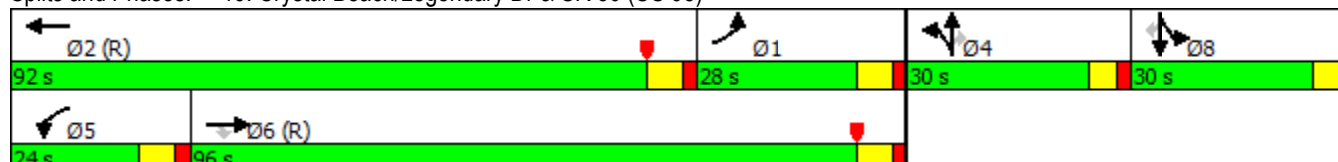
Intersection LOS: D

Intersection Capacity Utilization 72.3%

ICU Level of Service C

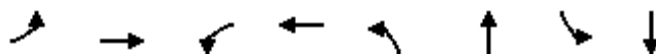
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)



Existing - SAT Plan
20: Regatta Bay Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	2216	75	1881	62	9	118	12
Future Volume (vph)	37	2216	75	1881	62	9	118	12
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	35.0	4.0	35.0	4.0	4.0	4.0	4.0
Minimum Split (s)	10.8	41.8	10.8	41.8	16.0	37.4	10.0	38.4
Total Split (s)	18.0	126.0	18.0	126.0	20.0	16.0	20.0	16.0
Total Split (%)	10.0%	70.0%	10.0%	70.0%	11.1%	8.9%	11.1%	8.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	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)	6.8	6.8	6.8	6.8	5.4	5.4	5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	129.8	123.2	136.3	128.3	23.4	8.6	22.8	9.5
Actuated g/C Ratio	0.72	0.68	0.76	0.71	0.13	0.05	0.13	0.05
v/c Ratio	0.33	0.71	0.67	0.59	0.38	0.60	0.78	0.50
Control Delay	15.4	5.0	52.0	15.9	71.8	36.8	97.8	69.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	5.0	52.0	15.9	71.8	36.8	97.8	69.1
LOS	B	A	D	B	E	D	F	E
Approach Delay		5.2		17.4		52.9		89.9
Approach LOS		A		B		D		F

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 110 (61%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 15.4
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)

Ø1	Ø2 (R)			Ø3	Ø4
18 s	126 s			20 s	16 s
Ø5	Ø6 (R)			Ø7	Ø8
18 s	126 s			20 s	16 s

Existing - SAT Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

08/31/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	77	2335	19	1915	13	1	33	1	37
Future Volume (vph)	77	2335	19	1915	13	1	33	1	37
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	6.0	20.0	6.0	30.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.8	26.8	22.8	36.8	41.4	41.4	41.4	41.4	41.4
Total Split (s)	24.0	134.0	16.0	126.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	13.3%	74.4%	8.9%	70.0%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8		5.4		5.4	5.4
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?									
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)	156.0	151.4	148.6	142.6		12.3		12.3	12.3
Actuated g/C Ratio	0.87	0.84	0.83	0.79		0.07		0.07	0.07
v/c Ratio	0.52	0.59	0.19	0.53		0.33		0.48	0.22
Control Delay	25.2	5.3	6.6	8.6		62.5		94.0	2.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	25.2	5.3	6.6	8.6		62.5		94.0	2.5
LOS	C	A	A	A		E		F	A
Approach Delay		6.0		8.6		62.5		50.2	
Approach LOS		A		A		E		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 141 (78%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 8.4

Intersection LOS: A

Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)



Existing - SAT Plan
22: SR 293 & Commons Drive

08/31/2023

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	230	155	116	145	38	127	560	40	766
Future Volume (vph)	230	155	116	145	38	127	560	40	766
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	15.0	4.0	15.0
Minimum Split (s)	40.7	40.7	21.7	21.7	21.7	10.8	35.8	10.8	35.8
Total Split (s)	24.0	24.0	17.0	17.0	17.0	13.0	36.0	13.0	36.0
Total Split (%)	26.7%	26.7%	18.9%	18.9%	18.9%	14.4%	40.0%	14.4%	40.0%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	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
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	5.7	5.7	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	16.9	16.9	11.1	11.1	11.1	40.0	36.3	35.5	30.3
Actuated g/C Ratio	0.19	0.19	0.12	0.12	0.12	0.44	0.40	0.39	0.34
v/c Ratio	0.82	0.77	0.34	0.84	0.13	0.79	0.37	0.14	0.80
Control Delay	55.0	44.8	38.5	68.6	0.7	37.8	13.9	14.4	33.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	44.8	38.5	68.6	0.7	37.8	13.9	14.4	33.0
LOS	E	D	D	E	A	D	B	B	C
Approach Delay		49.9		48.9			18.3		32.2
Approach LOS		D		D			B		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 60 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 33.3

Intersection LOS: C

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 22: SR 293 & Commons Drive

 Ø1	 Ø2 (R)	 Ø8	 Ø4
13 s	36 s	17 s	24 s
 Ø5	 Ø6 (R)		
13 s	36 s		

Coordinated TOD Plans and Basic Timings
Post-Implementation

Intersection: US 98 @ Stahlman

ID: 1200

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot			Split	Prot			Split
Initial	4	10		4	4	10		4
Passage	3	5		2	3	5		2
Yellow	4	4		3.4	4	4		3.4
Red	2.2	2.0		2.5	2.3	2.0		2.5
Walk		7		7		7		7
Ped Clr		18		25		22		26
Max 1	20	60		40	19	60		40
Max 2	12	60		40	19	60		40
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) No short on Phases 1 & 5 all patterns
- 5) Green Ped Delay Time of 4 seconds on Phases 4 & 8
- 6) Rest in Walk Phase 2&6

Date: 9/4/2023

Sequence 1:

1	2	4	8
5	6		

Sequence 2:

1	2	4	8
6	5		

Intersection: US 98 @ Stahlman
ID: 1200

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
20:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
20:30	FREE

TOD	Plan 13 Saturday
7:00	FREE
8:00	Pattern 14
19:00	Pattern 15
21:00	FREE

TOD	Plan 14 Sunday
7:30	FREE
10:00	Pattern 14
19:00	FREE
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
10:00	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 17 Thrus - Fri
0:00	FREE
6:00	Pattern 16
10:00	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
19:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
19:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	81	1	2
Pattern 12	160	53	2	2
Pattern 13	180	75	1	2
Pattern 14	160	53	2	2
Pattern 15	150	16	1	2
Pattern 16	160	53	2	2
Pattern 17	180	85	2	2
Pattern 18	180	85	2	2
Pattern 19	180	85	2	2
Pattern 20				
Pattern 21				
Pattern 22	160	53	2	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	98		16	16	98		20
S12	16	74		36	16	74		34
S13	19	101		26	19	101		34
S14	19	71		36	22	68		34
S15	16	64		36	20	60		34
S16	18	83		29	14	87		30
S17	18	83		39	17	84		40
S18	21	80		39	17	84		40
S19	19	82		39	16	85		40
S20								
S21								
S22	18	83		29	14	87		30

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Palmetto

ID: 1202

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB				EB		PED
Turn Type								
Initial		10				10		
Passage		5				5		
Yellow		4				4		4
Red		2				2		2
Walk								7
Ped Clr								25
Max 1		65				65		10
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) No short Phase 8 on all patterns

Sequence 1:

2	8
6	

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Palmetto

ID: 1202

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 13 Saturday
7:00	FREE
8:00	Pattern 14
19:00	FREE

TOD	Plan 14 Sunday
7:30	FREE
10:00	Pattern 14
19:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 17 Thrus - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
19:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
19:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	86	1	2
Pattern 12	160	84	1	2
Pattern 13	180	90	1	2
Pattern 14	160	84	1	2
Pattern 15				
Pattern 16	160	84	1	2
Pattern 17	180	106	1	2
Pattern 18	180	106	1	2
Pattern 19	180	106	1	2
Pattern 20				
Pattern 21				
Pattern 22	160	84	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11		115				115		35
S12		125				125		35
S13		145				145		35
S14		125				125		35
S15								
S16		125				125		35
S17		145				145		35
S18		145				145		35
S19		145				145		35
S20								
S21								
S22		125				125		35

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Marler

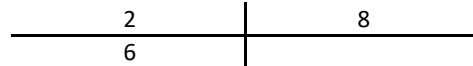
ID: 1204

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB				EB		PED
Turn Type								
Initial		10				10		
Passage		5				5		3
Yellow		4				4		4
Red		2				2		2
Walk								7
Ped Clr								25
Max 1		65				65		10
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) No short Phase 8 on all patterns

Sequence 1:



Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Marler

ID: 1204

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 13 Saturday
7:00	FREE
8:00	Pattern 14
19:00	FREE

TOD	Plan 14 Sunday
7:30	FREE
10:00	Pattern 14
19:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 17 Thrus - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 16
19:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 16
19:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	75	1	2
Pattern 12	160	88	1	2
Pattern 13	180	108	1	2
Pattern 14	160	88	1	2
Pattern 15				
Pattern 16	160	88	1	2
Pattern 17	180	111	1	2
Pattern 18	180	111	1	2
Pattern 19	180	111	1	2
Pattern 20				
Pattern 21				
Pattern 22	160	88	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11		115				115		35
S12		125				125		35
S13		145				145		35
S14		125				125		35
S15								
S16		125				125		35
S17		145				145		35
S18		145				145		35
S19		145				145		35
S20								
S21								
S22		125				125		35

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Melvin

ID: 1207

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB		PED		EB		
Turn Type								
Initial		12		0		12		
Passage		5		0		5		
Yellow		4		4		4		
Red		2		2		2		
Walk				7				
Ped Clr				25				
Max 1		17		10		17		
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) No short Phase 4 on all patterns

Sequence 1:



Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Melvin

ID: 1207

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 13 Saturday
7:00	FREE
8:00	Pattern 14
19:00	FREE

TOD	Plan 14 Sunday
7:30	FREE
10:00	Pattern 14
19:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
19:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
19:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	0	1	2
Pattern 12	160	67	1	2
Pattern 13	180	0	1	2
Pattern 14	160	67	1	2
Pattern 15				
Pattern 16	160	67	1	2
Pattern 17	180	21	1	2
Pattern 18	180	21	1	2
Pattern 19	180	21	1	2
Pattern 20				
Pattern 21				
Pattern 22	160	67	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11		115		35		115		
S12		125		35		125		
S13		145		35		145		
S14		125		35		125		
S15								
S16		125		35		125		
S17		145		35		145		
S18		145		35		145		
S19		145		35		145		
S20								
S21								
S22		125		35		125		

Date: 9/4/2023

Intersection: US 98 @ Benning

ID: 1210

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB				EB		SB
Turn Type	Prot/Perm							
Initial	5	15				15		8
Passage	2	5				5		3.5
Yellow	4	4				4		3.7
Red	2	2				2		2
Walk		5						5
Ped Clr		17						23
Max 1	20	65				65		45
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) SBR detector delay of 4 seconds
- 5) Green Ped Delay Time of 7 seconds on Phase 8
- 6) No short Phase 8 on Pattern 15

Sequence 1:



Date: 9/4/2023

Intersection: US 98 @ Benning

ID: 1210

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	Pattern 20
23:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	11	1	2
Pattern 12	160	5	1	2
Pattern 13	180	17	1	2
Pattern 14	160	5	1	2
Pattern 15	100	8	1	2
Pattern 16	160	0	1	2
Pattern 17	180	23	1	2
Pattern 18	180	23	1	2
Pattern 19	180	23	1	2
Pattern 20	120	32	1	2
Pattern 21	100	8	1	2
Pattern 22	160	5	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	105				121		29
S12	16	119				135		25
S13	16	138				154		26
S14	16	119				135		25
S15	16	62				78		22
S16	16	116				132		28
S17	16	138				154		26
S18	16	138				154		26
S19	16	130				146		34
S20	16	83				99		21
S21	16	62				78		22
S22	16	116				132		28

Date: 9/4/2023

Intersection: US 98 @ Beach

ID: 1220

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	5	10		5	5	10		5
Passage	1.1	5		2.2	1.1	5		2.2
Yellow	4	4		3.4	4	4		3.7
Red	2	2		2	2	2		2
Walk		5		5		5		5
Ped Clr		19		23		16		22
Max 1	20	55		15	20	55		18
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Sequence 1:

1	2	4	8
5	6		

Date: 9/4/2023

Intersection: US 98 @ Beach

ID: 1220

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	Pattern 20
23:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 16
21:00	Pattern 20
22:00	Pattern 21
23:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 16
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	5	1	2
Pattern 12	160	138	1	2
Pattern 13	180	5	1	2
Pattern 14	160	138	1	2
Pattern 15	100	44	1	2
Pattern 16	160	138	1	2
Pattern 17	180	12	1	2
Pattern 18	180	12	1	2
Pattern 19	180	12	1	2
Pattern 20	120	54	1	2
Pattern 21	100	44	1	2
Pattern 22	160	138	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	17	87		16	16	88		30
S12	18	103		16	16	105		23
S13	19	122		16	16	125		23
S14	18	103		16	16	105		23
S15	16	52		16	16	52		16
S16	16	103		16	16	103		25
S17	19	122		16	16	125		23
S18	19	122		16	16	125		23
S19	19	122		16	16	125		23
S20	16	72		16	16	72		16
S21	16	52		16	16	52		16
S22	16	103		16	16	103		25

Date: 9/4/2023

Intersection: US 98 @ Main

ID: 1230

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		PED		EB		SB
Turn Type	Prot/Perm			Split				Split
Initial	8	20		0		20		8
Passage	1.5	4		0		4		3
Yellow	4	4		4		4		3.7
Red	2	2		2		2		2
Walk		5		4				5
Ped Clr		26		26				22
Max 1	21	50		0		50		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) WBR overlap
- 5) No short Phase 4 for all patterns; Phase 1 for Pattern 21

Sequence 1:

1	2	4	8
5	6		

Date: 9/4/2023

Intersection: US 98 @ Main

ID: 1230

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
10:00	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	Pattern 20
23:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	85	1	2
Pattern 12	160	88	1	2
Pattern 13	180	102	1	2
Pattern 14	160	88	1	2
Pattern 15	100	6	1	2
Pattern 16	160	88	1	2
Pattern 17	180	115	1	2
Pattern 18	180	120	1	2
Pattern 19	180	107	1	2
Pattern 20	120	8	1	2
Pattern 21	100	6	1	2
Pattern 22	160	88	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	22	94		10		116		24
S12	19	109		10		128		22
S13	21	125		10		146		24
S14	19	109		10		128		22
S15	16	58		10		74		16
S16	23	76		40		99		21
S17	23	93		40		116		24
S18	23	93		40		116		24
S19	23	93		40		116		24
S20	18	44		40		62		18
S21	16	38		30		54		16
S22	23	76		40		99		21

Date: 9/4/2023

Intersection: US 98 @ Gulf Shores

ID: 1260

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	6	30		6	4	30		8
Passage	3	4		4	3	4		2
Yellow	4.4	4.4		3.7	4.4	4.4		3.4
Red	2	2		2	2	2		2
Walk		5		5		5		5
Ped Clr		28		27		26		23
Max 1	21	55		32	22	55		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) NBR detector delay of 10 seconds
- 5) No short Phase 1 on Patterns 12-13

Sequence 1:

1	2	4	8
5	6		

Date: 9/4/2023

Intersection: US 98 @ Gulf Shores

ID: 1260

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
10:00	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	Pattern 20
23:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	76	1	2
Pattern 12	160	60	1	2
Pattern 13	180	76	1	2
Pattern 14	160	62	1	2
Pattern 15	100	96	1	2
Pattern 16	160	60	1	2
Pattern 17	180	70	1	2
Pattern 18	180	70	1	2
Pattern 19	180	70	1	2
Pattern 20	120	109	1	2
Pattern 21	100	96	1	2
Pattern 22	160	60	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	95		20	20	91		19
S12	16	96		23	23	89		25
S13	16	115		25	27	104		24
S14	17	94		22	25	86		27
S15	16	50		16	20	46		18
S16	16	99		28	23	92		17
S17	16	115		25	28	103		24
S18	16	117		26	28	105		21
S19	16	118		25	27	107		21
S20	16	66		19	25	57		19
S21	16	50		16	20	46		18
S22	16	95		26	23	88		23

Date: 9/4/2023

Intersection: US 98 @ Palm Street/Sandprint Drive - PROPOSED SIGNAL

ID: 12XX

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA				FYA			
Initial	4	20		5	4	20		5
Passage	3	5		3	3	5		3
Yellow	4.4	4.4		3.7	4.4	4.4		3.7
Red	2	2		2	2	2		2
Walk		5		5		5		5
Ped Clr		21		24		20		25
Max 1	10	40		20	10	40		20
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Sequence 1:

1	2	4
5	6	8

Date: 9/4/2023

Intersection: US 98 @ Palm Street/Sandprint Drive - PROPOSED SIGNAL

ID: 12XX

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 21 Mon - Thurs
6:00	Pattern 21
10:00	Pattern 22
16:00	Pattern 23
18:30	Pattern 21
19:30	Pattern 25
21:00	Pattern 15
22:30	FREE

TOD	Plan 22 Friday
6:00	Pattern 21
10:00	Pattern 22
16:00	Pattern 23
18:30	Pattern 21
19:30	Pattern 25
21:00	Pattern 15
23:30	FREE

TOD	Plan 23 Saturday
6:15	Pattern 15
7:15	Pattern 25
8:30	Pattern 21
9:30	Pattern 24
17:30	Pattern 21
21:00	Pattern 25
22:00	Pattern 15
23:30	FREE

TOD	Plan 24 Sunday
7:30	Pattern 15
8:30	Pattern 25
9:30	Pattern 21
11:00	Pattern 24
17:00	Pattern 21
20:00	Pattern 25
21:00	Pattern 15
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	95	1	2
Pattern 12	160	79	1	2
Pattern 13	180	95	1	2
Pattern 14	160	79	1	2
Pattern 15	100	52	1	2
Pattern 21	160	79	1	2
Pattern 22	180	106	1	2
Pattern 23	180	106	1	2
Pattern 24	180	106	1	2
Pattern 25	120	13	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	104		30	16	104		30
S12	16	114		30	16	114		30
S13	16	134		30	16	134		30
S14	16	114		30	16	114		30
S15	16	60		24	16	60		24
S21	16	114		30	16	114		30
S22	16	134		30	16	134		30
S23	16	134		30	16	134		30
S24	16	134		30	16	134		30
S25	16	80		24	16	80		24

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Big Kahuna

ID: 1274

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB		PED		EB		
Turn Type								
Initial		10		0		10		
Passage		5		0		5		
Yellow		4.4		4		4.4		
Red		2		2		2		
Walk				7				
Ped Clr				24				
Max 1		65		10		65		
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Sequence 1:

2	4
6	

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Big Kahuna

ID: 1274

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 13 Saturday
7:00	FREE
8:00	Pattern 14
19:00	FREE

TOD	Plan 14 Sunday
7:30	FREE
10:00	Pattern 14
19:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
19:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
19:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	97	1	2
Pattern 12	160	97	1	2
Pattern 13	180	101	1	2
Pattern 14	160	97	1	2
Pattern 15				
Pattern 16	160	92	1	2
Pattern 17	180	115	1	2
Pattern 18	180	110	1	2
Pattern 19	180	110	1	2
Pattern 20				
Pattern 21				
Pattern 22	160	92	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11		108		42		108		
S12		118		42		118		
S13		138		42		138		
S14		118		42		118		
S15								
S16		118		42		118		
S17		138		42		138		
S18		138		42		138		
S19		138		42		138		
S20								
S21								
S22		118		42		118		

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Gulf Terrace

ID: 1277

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement		WB				EB		PED
Turn Type								
Initial		15				15		
Passage		5				5		0
Yellow		4.4				4.4		4
Red		2				2		2
Walk								7
Ped Clr								24
Max 1		65				65		10
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Sequence 1:

2	8
6	

Date: 9/4/2023

Intersection: US 98 @ Crosswalk_Gulf Terrace

ID: 1277

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 13 Saturday
7:00	FREE
8:00	Pattern 14
19:00	FREE

TOD	Plan 14 Sunday
7:30	FREE
10:00	Pattern 14
19:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
19:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
19:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	14	1	2
Pattern 12	160	15	1	2
Pattern 13	180	9	1	2
Pattern 14	160	15	1	2
Pattern 15				
Pattern 16	160	7	1	2
Pattern 17	180	15	1	2
Pattern 18	180	20	1	2
Pattern 19	180	20	1	2
Pattern 20				
Pattern 21				
Pattern 22	160	7	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11		108				108		42
S12		118				118		42
S13		138				138		42
S14		118				118		42
S15								
S16		118				118		42
S17		138				138		42
S18		138				138		42
S19		138				138		42
S20								
S21								
S22		118				118		42

Date: 9/4/2023

Intersection: US 98 @ Airport

ID: 1280

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA			Split	FYA			Split
Initial	4	30		4	4	30		4
Passage	3	4		2	3	4		2
Yellow	4.8	4.8		3.4	4.8	4.8		3.7
Red	2	2		3	2	2		3
Walk		5		4		5		5
Ped Clr		26		28		20		26
Max 1	21	50		32	22	50		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Sequence 1:

1	2	4	8
5	6		

Date: 9/4/2023

Intersection: US 98 @ Airport

ID: 1280

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	Pattern 20
23:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	142	1	2
Pattern 12	160	156	1	2
Pattern 13	180	174	1	2
Pattern 14	160	156	1	2
Pattern 15	100	90	1	2
Pattern 16	160	156	1	2
Pattern 17	180	160	1	2
Pattern 18	180	170	1	2
Pattern 19	180	170	1	2
Pattern 20	120	64	1	2
Pattern 21	100	90	1	2
Pattern 22	160	156	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	92		16	14	94		26
S12	16	89		28	14	91		27
S13	18	122		16	16	124		24
S14	16	89		28	14	91		27
S15	16	52		16	16	52		16
S16	16	90		16	14	92		38
S17	18	101		39	16	103		22
S18	18	103		39	16	105		20
S19	18	101		39	16	103		22
S20	16	67		16	16	67		21
S21	16	52		16	16	52		16
S22	16	90		16	14	92		38

Date: 9/4/2023

Intersection: US 98 @ Old US 98

ID: 1290

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB	NBL	SB
Turn Type	FYA				FYA		FYA	
Initial	3	30		9	7	30	6	9
Passage	2	5		2	2	5	2	2
Yellow	4.8	4.8		3.4	4.8	4.8	3.4	3.4
Red	2	2		3	2	2	2	3
Walk		4		4		4		
Ped Clr		14		28		15		
Max 1	20	66		30	20	66	30	30
Max 2								
Det. Cross Switch.							YES	
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) Redirect Phases 1 & 5 to side street when Phase 2 is green
- 5) No short Phase 5 for Patterns 12-14 & Phase 8 for Patterns 11 & 21
- 6) Rest in Walk Phase 2&6

Sequence 1:

1	2	4
5	6	7
		8

Date: 9/4/2023

Intersection: US 98 @ Old US 98

ID: 1290

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
10:00	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	Pattern 20
23:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	147	1	2
Pattern 12	160	4	1	2
Pattern 13	180	6	1	2
Pattern 14	160	4	1	2
Pattern 15	100	91	1	2
Pattern 16	160	4	1	2
Pattern 17	180	11	1	2
Pattern 18	180	11	1	2
Pattern 19	180	11	1	2
Pattern 20	120	56	1	2
Pattern 21	100	91	1	2
Pattern 22	160	4	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	102		32	16	102	16	16
S12	16	106		38	16	106	16	22
S13	16	128		36	16	128	16	20
S14	16	106		38	16	106	16	22
S15	16	50		34	16	50	16	18
S16	16	112		32	16	112	16	16
S17	16	128		36	16	128	16	20
S18	16	128		36	16	128	16	20
S19	16	125		39	16	125	16	23
S20	16	70		34	16	70	16	18
S21	16	50		34	16	50	16	18
S22	16	112		32	16	112	16	16

Date: 9/4/2023

Intersection: US 98 @ Indian Bayou

ID: 1292

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA				FYA			
Initial	4	30		4	4	30		4
Passage	3	4		2	3	4		2
Yellow	4.8	4.8		3.7	4.8	4.8		3.7
Red	2	2		3	2	2		3
Walk		5		5		5		5
Ped Clr		17		31		12		29
Max 1	21	50		32	22	50		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Date: 9/4/2023

Sequence 1:

1	2	4
5	6	8

Sequence 2:

1	2	4
6	5	8

Sequence 3:

2	1	4
5	6	8

Intersection: US 98 @ Indian Bayou

ID: 1292

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
10:00	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	Pattern 20
23:30	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:30	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	19	3	6
Pattern 12	160	0	1	2
Pattern 13	180	160	3	6
Pattern 14	160	0	1	2
Pattern 15	100	44	1	2
Pattern 16	160	0	3	6
Pattern 17	180	16	3	6
Pattern 18	180	16	3	6
Pattern 19	180	16	3	6
Pattern 20	120	0	2	2
Pattern 21	100	44	1	2
Pattern 22	160	0	3	6

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	100		34	16	100		34
S12	19	105		36	16	108		36
S13	16	117		47	18	115		47
S14	19	105		36	16	108		36
S15	16	60		24	16	60		24
S16	18	95		47	16	97		47
S17	18	119		43	18	119		43
S18	18	119		43	18	119		43
S19	18	119		43	18	119		43
S20	18	59		43	18	59		43
S21	16	60		24	16	60		24
S22	18	95		47	16	97		47

Date: 9/4/2023

Intersection: US 98 @ Henderson Beach

ID: 1300

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA			Split	FYA			Split
Initial	4	30		4	4	30		4
Passage	5	6		2	5	6		5
Yellow	4.8	4.8		3.4	4.8	4.8		3.7
Red	2	2		3	2	2		3
Walk		5		5		5		5
Ped Clr		24		32		23		30
Max 1	21	98		32	22	98		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) SBR detector delay of 10 seconds

Sequence 1:

1	2	4	8
5	6		

Sequence 2:

1	2	4	8
6	5		

Date: 9/4/2023

Intersection: US 98 @ Henderson Beach

ID: 1300

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	73	1	2
Pattern 12	160	75	1	2
Pattern 13	180	80	1	2
Pattern 14	160	75	1	2
Pattern 15	100	0	2	2
Pattern 16	160	75	1	2
Pattern 17	180	84	1	2
Pattern 18	180	84	1	2
Pattern 19	180	84	1	2
Pattern 20	120	2	3	6
Pattern 21	100	0	2	2
Pattern 22	160	75	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	18	92		16	16	94		24
S12	25	91		16	16	100		28
S13	21	114		18	16	119		27
S14	25	91		16	16	100		28
S15	17	49		16	16	50		18
S16	21	94		18	16	99		27
S17	24	109		20	16	117		27
S18	24	109		20	16	117		27
S19	24	101		28	16	109		27
S20	20	62		16	16	66		22
S21	17	49		16	16	50		18
S22	21	94		18	16	99		27

Date: 9/4/2023

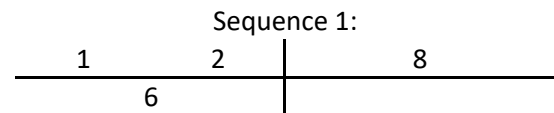
Intersection: US 98 @ Triumph

ID: 1310

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		Dummy		EB		SB
Turn Type	FYA							Split
Initial	4	35				35		4
Passage	2	4				4		3
Yellow	4.8	4.8				4.8		3.4
Red	2	2				2		2
Walk		5						5
Ped Clr		32						28
Max 1	24	60				60		35
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off



Date: 9/4/2023

Intersection: US 98 @ Triumph

ID: 1310

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	92	1	2
Pattern 12	160	84	1	2
Pattern 13	180	70	1	2
Pattern 14	160	84	1	2
Pattern 15	100	9	1	2
Pattern 16	160	84	1	2
Pattern 17	180	100	1	2
Pattern 18	180	100	1	2
Pattern 19	180	100	1	2
Pattern 20	120	69	1	2
Pattern 21	100	9	1	2
Pattern 22	160	84	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	17	113		20		130		20
S12	21	116		23		137		23
S13	18	140		22		158		22
S14	21	116		23		137		23
S15	16	68		16		84		16
S16	20	116		24		136		24
S17	20	136		24		156		24
S18	20	136		24		156		24
S19	20	136		24		156		24
S20	16	86		18		102		18
S21	16	68		16		84		16
S22	20	116		24		136		24

Date: 9/4/2023

Intersection: US 98 @ Mathew

ID: 1330

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	4	20		7	4	20		4
Passage	3	5		5	3	5		3
Yellow	4.8	4.8		3.7	4.8	4.8		3.4
Red	2	2		3	2	2		3
Walk		5				5		5
Ped Clr		30				18		34
Max 1	21	70		32	19	70		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Sequence 1:

1	2	4	8
5	6		

Date:

9/4/2023

Intersection: US 98 @ Mathew

ID: 1330

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	144	1	2
Pattern 12	160	147	1	2
Pattern 13	180	156	1	2
Pattern 14	160	147	1	2
Pattern 15	100	48	1	2
Pattern 16	160	147	1	2
Pattern 17	180	174	1	2
Pattern 18	180	174	1	2
Pattern 19	180	174	1	2
Pattern 20	120	110	1	2
Pattern 21	100	48	1	2
Pattern 22	160	147	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	19	77		18	17	79		36
S12	16	83		24	16	83		37
S13	17	94		28	17	94		41
S14	16	83		24	16	83		37
S15	16	47		16	16	47		21
S16	20	89		21	18	91		30
S17	17	94		27	17	94		42
S18	17	114		27	17	114		22
S19	17	91		27	17	91		45
S20	18	58		20	18	58		24
S21	16	47		16	16	47		21
S22	20	89		21	18	91		30

Date: 9/4/2023

Intersection: US 98 @ SR 293

ID: 1340

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Turn Type	Prot		Prot		Prot		Prot	
Initial	5	12	5	4	5	12	5	5
Passage	4	5	3	3	3	5	3	3
Yellow	4.8	4.8	4.8	3.4	4.8	4.8	3.4	4.8
Red	2	2	2	2	2	2	2	2
Walk		5		5		5		5
Ped Clr		21		32		18		31
Max 1	30	60	30	25	22	60	22	25
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Fixed Force Off
- 4) No short on Phase 1,3 for Pattern 18

Date: 9/4/2023

Sequence 1:

1	2	4	3
5	6	7	8

Sequence 10:

1	2	4	3
6	5	7	8

Sequence 11:

2	1	4	3
5	6	7	8

Intersection: US 98 @ SR 293

ID: 1340

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	0	11	6
Pattern 12	160	0	11	6
Pattern 13	180	175	11	6
Pattern 14	160	0	11	6
Pattern 15	100	0	10	2
Pattern 16	160	0	11	6
Pattern 17	180	175	9	2
Pattern 18	180	175	9	2
Pattern 19	180	175	9	2
Pattern 20	120	0	11	6
Pattern 21	100	0	10	2
Pattern 22	160	0	11	6

Allocation Phase	1	2	3	4	5	6	7	8
S11	25	68	40	17	16	77	16	41
S12	25	76	36	23	16	85	21	38
S13	30	86	40	24	16	100	32	32
S14	25	76	36	23	16	85	21	38
S15	18	41	25	16	16	43	16	25
S16	23	79	40	18	16	86	18	40
S17	27	90	40	23	18	99	30	33
S18	28	92	38	22	16	104	30	30
S19	27	92	38	23	16	103	24	37
S20	18	59	25	18	16	61	17	26
S21	18	41	25	16	16	43	16	25
S22	27	71	40	22	16	82	22	40

Date: 9/4/2023

Intersection: US 98 @ Crystal Beach

ID: 1350

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	Prot			Split	Prot			Split
Initial	6	10		4	4	10		4
Passage	2	4		3	2	4		3
Yellow	4.8	4.8		3.7	4.8	4.8		3.4
Red	2	2		3	2	2		3
Walk		5				5		5
Ped Clr		26				21		47
Max 1	21	80		32	19	80		31
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) No short on Phases 1 & 5 all patterns

Sequence 1:

1	2	4	8
5	6		

Sequence 3:

2	1	4	8
5	6		

Date: 9/4/2023

Intersection: US 98 @ Crystal Beach

ID: 1350

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 22
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	0	3	6
Pattern 12	160	157	3	6
Pattern 13	180	0	3	6
Pattern 14	160	157	3	6
Pattern 15	100	0	3	6
Pattern 16	160	157	3	6
Pattern 17	180	12	3	6
Pattern 18	180	12	3	6
Pattern 19	180	12	3	6
Pattern 20	120	117	3	6
Pattern 21	100	0	3	6
Pattern 22	160	157	3	6

Allocation Phase	1	2	3	4	5	6	7	8
S11	20	94		20	19	95		16
S12	25	88		25	24	89		22
S13	28	110		25	21	117		17
S14	25	88		25	24	89		22
S15	18	50		16	16	52		16
S16	22	100		22	22	100		16
S17	28	104		25	21	111		23
S18	28	104		25	21	111		23
S19	30	96		27	21	105		27
S20	23	55		19	18	60		23
S21	18	50		16	16	52		16
S22	30	82		22	22	90		26

Date: 9/4/2023

Intersection: US 98 @ Regatta

ID: 1360

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Turn Type	FYA		FYA		FYA		FYA	
Initial	4	35	4	4	4	35	4	4
Passage	3	5	4	4	3	5	4	4
Yellow	4.8	4.8	3.4	3.7	4.8	4.8	3.7	3.7
Red	2	2	2	3	2	2	2	3
Walk		5		5		5		5
Ped Clr		28		29		26		29
Max 1	28	80	28	20	22	80	22	22
Max 2								
Det. Cross Switch.			YES				YES	
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off

Sequence 1:

1	2	3	4
5	6	7	8

Sequence 2:

1	2	3	4
6	5	7	8

Date: 9/4/2023

Intersection: US 98 @ Regatta

ID: 1360

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	60	1	2
Pattern 12	160	80	1	2
Pattern 13	180	85	2	2
Pattern 14	160	80	1	2
Pattern 15	100	49	1	2
Pattern 16	160	80	1	2
Pattern 17	180	75	1	2
Pattern 18	180	75	1	2
Pattern 19	180	75	1	2
Pattern 20	120	49	1	2
Pattern 21	100	49	1	2
Pattern 22	160	80	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	18	92	16	24	16	94	16	24
S12	17	101	19	23	16	102	19	23
S13	18	119	18	25	16	121	24	19
S14	17	101	19	23	16	102	19	23
S15	16	52	16	16	16	52	16	16
S16	20	103	16	21	18	105	16	21
S17	18	119	20	23	18	119	24	19
S18	18	119	20	23	18	119	24	19
S19	18	119	20	23	18	119	24	19
S20	16	68	16	20	16	68	16	20
S21	16	52	16	16	16	52	16	16
S22	20	103	16	21	18	105	16	21

Date: 9/4/2023

Intersection: US 98 @ Tequesta

ID: 1370

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	EBL	WB		NB	WBL	EB		SB
Turn Type	FYA				FYA			
Initial	6	30		6	6	30		6
Passage	2	4		2	2	4		2
Yellow	4.8	4.8		3.7	4.8	4.8		3.7
Red	2	2		3	2	2		3
Walk		4		4		4		4
Ped Clr		24		29		12		29
Max 1	20	90		20	20	90		20
Max 2								
Det. Cross Switch.								
Dual Entry		ON		ON		ON		ON
Vehicle Recall		MIN				MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Floating Force Off
- 4) SBR detector delay of 10 seconds

Sequence 1:

1	2	4
5	6	8

Date: 9/4/2023

Intersection: US 98 @ Tequesta

ID: 1370

School Season Plan

TOD	Plan 11 Mon - Thurs
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
21:30	FREE

TOD	Plan 12 Friday
6:00	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	Pattern 15
22:30	FREE

TOD	Plan 13 Saturday
7:00	Pattern 15
8:00	Pattern 14
19:00	Pattern 15
23:00	FREE

TOD	Plan 14 Sunday
7:30	Pattern 15
10:00	Pattern 14
19:00	Pattern 15
21:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	Pattern 21
22:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
22:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	Pattern 20
22:00	Pattern 21
23:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
20:00	Pattern 20
21:00	Pattern 21
22:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	78	1	2
Pattern 12	160	87	1	2
Pattern 13	180	80	1	2
Pattern 14	160	87	1	2
Pattern 15	100	0	1	2
Pattern 16	160	87	1	2
Pattern 17	180	97	1	2
Pattern 18	180	97	1	2
Pattern 19	180	97	1	2
Pattern 20	120	31	1	2
Pattern 21	100	0	1	2
Pattern 22	160	87	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	20	103		27	20	103		27
S12	21	112		27	16	117		27
S13	20	134		26	16	138		26
S14	21	112		27	16	117		27
S15	16	64		20	16	64		20
S16	16	119		25	16	119		25
S17	24	126		30	16	134		30
S18	24	126		30	16	134		30
S19	24	126		30	16	134		30
S20	16	84		20	16	84		20
S21	16	64		20	16	64		20
S22	16	119		25	16	119		25

Date: 9/4/2023

Intersection: SR 293 @ Commons

ID: 1400

Programmed Basic Timings								
Phase	1	2	3	4	5	6	7	8
Movement	SBL	NB		EB	NBL	SB		WB
Turn Type	Prot/Perm			Split	Prot/Perm			Split
Initial	4	22		8	4	22		4
Passage	1.5	5		6	1.5	5		5
Yellow	4.8	4.8		3.7	4.8	4.8		3.4
Red	2	2		2	2	2		2
Walk		5		5		5		
Ped Clr		22		27		22		
Max 1	22	60		33	22	60		33
Max 2								
Det. Cross Switch.								
Dual Entry		ON				ON		
Vehicle Recall		MIN		MIN		MIN		

Notes:

- 1) Naztec Controller
- 2) Max Inhibit during coordination
- 3) Fixed Force Off
- 4) Min recall on Phase 4 due to no detection on outside lane

Sequence 1:

1	2	8	4
5	6		

Date: 9/4/2023

Intersection: SR 293 @ Commons

ID: 1400

School Season Plan

TOD	Plan 11 Mon - Thurs
6:30	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 12 Friday
6:30	Pattern 11
9:30	Pattern 12
15:00	Pattern 13
18:00	Pattern 12
19:30	FREE

TOD	Plan 13 Saturday
8:30	Pattern 14
19:00	Pattern 15
21:00	FREE

TOD	Plan 14 Sunday
10:00	Pattern 14
19:00	Pattern 15
20:00	FREE

Summer Season Plan

TOD	Plan 16 Mon - Wed
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	FREE

TOD	Plan 17 Thurs - Fri
0:00	FREE
6:00	Pattern 16
9:30	Pattern 17
16:00	Pattern 18
18:30	Pattern 22
19:30	Pattern 20
21:00	FREE

TOD	Plan 18 Saturday
0:00	FREE
6:15	Pattern 21
7:15	Pattern 20
8:30	Pattern 16
9:30	Pattern 19
17:30	Pattern 22
21:00	FREE

TOD	Plan 19 Sunday
0:00	FREE
7:30	Pattern 21
8:30	Pattern 20
9:30	Pattern 16
11:00	Pattern 19
17:00	Pattern 22
19:30	FREE

	Cycle (sec)	Offset (sec)	Sequence	Ref Phase
Pattern 11	150	91	1	2
Pattern 12	160	73	1	2
Pattern 13	90	48	1	2
Pattern 14	160	71	1	2
Pattern 15	100	41	1	2
Pattern 16	120	0	1	2
Pattern 17	120	55	1	2
Pattern 18	120	55	1	2
Pattern 19	120	55	1	2
Pattern 20	120	0	1	2
Pattern 21	100	41	1	2
Pattern 22	120	0	1	2

Allocation Phase	1	2	3	4	5	6	7	8
S11	16	78		40	16	78		16
S12	16	75		44	21	70		25
S13	13	35		26	14	34		16
S14	16	68		44	21	63		32
S15	16	44		22	16	44		18
S16	16	64		24	16	64		16
S17	16	50		34	21	45		20
S18	16	52		33	18	50		19
S19	16	54		30	21	49		20
S20	16	53		28	18	51		23
S21	16	44		22	16	44		18
S22	16	52		32	16	52		20

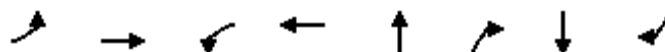
Date: 9/4/2023

Synchro Reports

Post-Implementation

Pattern 16 - AM Peak Plan
1: Stahlman Ave & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	73	1592	69	1048	7	37	12	89
Future Volume (vph)	73	1592	69	1048	7	37	12	89
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	35.0	16.0	31.0	39.0	39.0	40.0	
Total Split (s)	18.0	87.0	14.0	83.0	29.0	29.0	30.0	
Total Split (%)	11.3%	54.4%	8.8%	51.9%	18.1%	18.1%	18.8%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.2	2.0	2.3	2.0	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.2	6.0	6.3	6.0	5.9	5.9	5.9	
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	C-Max	None	None	None	
Act Effect Green (s)	11.1	89.2	7.7	85.9	16.2	16.2	22.8	40.1
Actuated g/C Ratio	0.07	0.56	0.05	0.54	0.10	0.10	0.14	0.25
v/c Ratio	0.72	0.89	0.58	0.62	0.24	0.25	0.47	0.24
Control Delay	102.9	39.8	78.3	22.3	65.8	2.1	68.9	8.4
Queue Delay	0.0	0.9	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	102.9	40.6	78.3	22.3	65.8	2.1	68.9	8.4
LOS	F	D	E	C	E	A	E	A
Approach Delay		43.7		26.7	25.4		38.3	
Approach LOS		D		C	C		D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 53 (33%), Referenced to phase 2:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 36.4

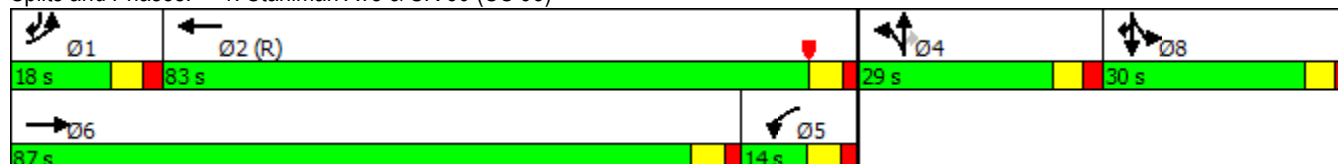
Intersection LOS: D

Intersection Capacity Utilization 73.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Pattern 16 - AM Peak Plan
2: Palmetto Ped & SR 30 (US 98)

09/01/2023



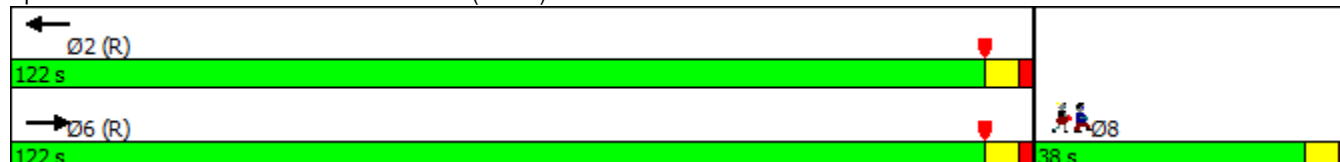
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1728	1170	
Future Volume (vph)	1728	1170	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	122.0	122.0	38.0
Total Split (%)	76.3%	76.3%	24%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	124.8	124.8	
Actuated g/C Ratio	0.78	0.78	
v/c Ratio	0.65	0.45	
Control Delay	5.4	1.2	
Queue Delay	1.5	0.1	
Total Delay	7.0	1.2	
LOS	A	A	
Approach Delay	7.0	1.2	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 84 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 4.6
 Intersection Capacity Utilization 52.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Pattern 16 - AM Peak Plan
3: Marler Ped & SR 30 (US 98)

09/01/2023

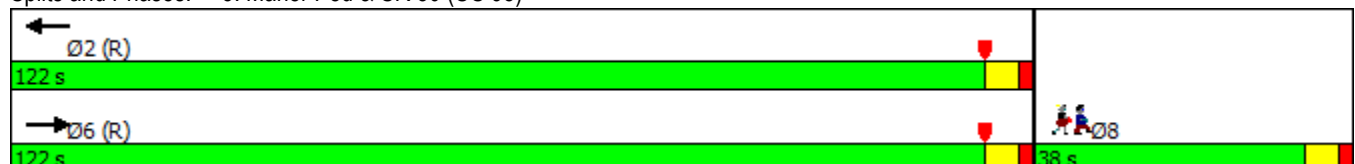
	→	←	
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1671	1200	
Future Volume (vph)	1671	1200	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	122.0	122.0	38.0
Total Split (%)	76.3%	76.3%	24%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	142.4	142.4	
Actuated g/C Ratio	0.89	0.89	
v/c Ratio	0.57	0.40	
Control Delay	0.6	0.9	
Queue Delay	0.0	0.0	
Total Delay	0.6	0.9	
LOS	A	A	
Approach Delay	0.6	0.9	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 88 (55%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 0.7
 Intersection Capacity Utilization 51.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Pattern 16 - AM Peak Plan
4: Melvin Ped & SR 30 (US 98)

09/01/2023

	→	←	
Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1671	1297	
Future Volume (vph)	1671	1297	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	122.0	122.0	38.0
Total Split (%)	76.3%	76.3%	24%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	151.2	151.2	
Actuated g/C Ratio	0.94	0.94	
v/c Ratio	0.54	0.43	
Control Delay	5.4	2.4	
Queue Delay	0.0	0.0	
Total Delay	5.4	2.4	
LOS	A	A	
Approach Delay	5.4	2.4	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 67 (42%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 4.1	Intersection LOS: A
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)



Pattern 16 - AM Peak Plan
5: SR 30 (US 98) & Benning Drive

09/01/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	1644	9	1315	95	21
Future Volume (vph)	25	1644	9	1315	95	21
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	4.0
Minimum Split (s)	16.0	21.0	28.0	28.0	16.0	16.0
Total Split (s)	16.0	132.0	116.0	116.0	28.0	16.0
Total Split (%)	10.0%	82.5%	72.5%	72.5%	17.5%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	132.5	132.5	123.5	123.5	15.8	26.6
Actuated g/C Ratio	0.83	0.83	0.77	0.77	0.10	0.17
v/c Ratio	0.15	0.61	0.10	0.57	0.62	0.11
Control Delay	3.6	5.0	2.1	1.8	84.1	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	5.0	2.1	1.8	84.1	16.0
LOS	A	A	A	A	F	B
Approach Delay		5.0		1.8	68.2	
Approach LOS		A		A	E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 6.1

Intersection LOS: A

Intersection Capacity Utilization 60.5%

ICU Level of Service B

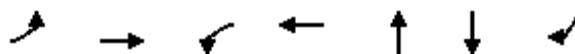
Analysis Period (min) 15

Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Pattern 16 - AM Peak Plan
6: Grand Harbor/Beach Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	69	1689	4	1361	2	3	79
Future Volume (vph)	69	1689	4	1361	2	3	79
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	5.0	5.0	5.0
Minimum Split (s)	16.0	27.0	16.0	30.0	16.0	16.0	16.0
Total Split (s)	16.0	103.0	16.0	103.0	16.0	25.0	16.0
Total Split (%)	10.0%	64.4%	10.0%	64.4%	10.0%	15.6%	10.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	121.6	120.0	115.2	110.2	6.9	15.7	27.4
Actuated g/C Ratio	0.76	0.75	0.72	0.69	0.04	0.10	0.17
v/c Ratio	0.42	0.69	0.05	0.66	0.38	0.74	0.30
Control Delay	13.1	8.5	1.5	8.8	66.1	94.2	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	8.5	1.5	8.8	66.1	94.2	10.7
LOS	B	A	A	A	E	F	B
Approach Delay		8.7		8.8	66.1	56.1	
Approach LOS		A		A	E	E	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 12.3
Intersection Capacity Utilization 77.0%
Analysis Period (min) 15

Intersection LOS: B

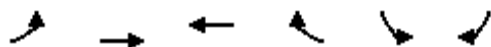
ICU Level of Service D

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)

Ø1	Ø2 (R)		Ø4	Ø8	
16 s	103 s		16 s	25 s	
Ø5	Ø6 (R)				
16 s	103 s				

Pattern 16 - AM Peak Plan
7: SR 30 (US 98) & Main Street

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	135	1615	1424	76	131	82	
Future Volume (vph)	135	1615	1424	76	131	82	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	5.0	1.0
Minimum Split (s)	16.0	21.0	37.0	37.0	16.0	16.0	10.0
Total Split (s)	23.0	99.0	76.0	76.0	21.0	21.0	40.0
Total Split (%)	14.4%	61.9%	47.5%	47.5%	13.1%	13.1%	25%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	133.7	133.7	114.6	114.6	14.6	14.6	
Actuated g/C Ratio	0.84	0.84	0.72	0.72	0.09	0.09	
v/c Ratio	0.52	0.57	0.61	0.08	0.49	0.42	
Control Delay	12.6	8.5	7.7	3.8	73.0	16.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.6	8.5	7.7	3.8	73.0	16.2	
LOS	B	A	A	A	E	B	
Approach Delay		8.9	7.4		51.2		
Approach LOS		A	A		D		

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 88 (55%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 11.1

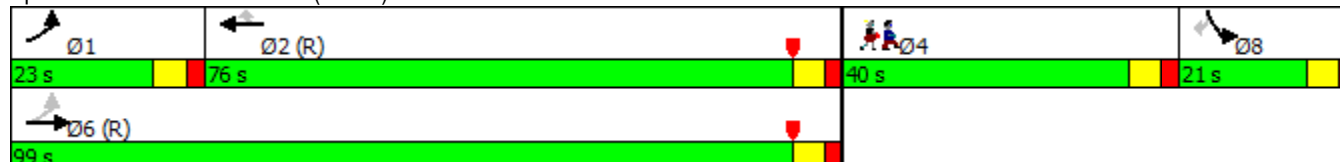
Intersection LOS: B

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 30 (US 98) & Main Street



Pattern 16 - AM Peak Plan
8: Gulf Shore Drive & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	28	1479	200	154	1286	59	184	70	177	87	49
Future Volume (vph)	28	1479	200	154	1286	59	184	70	177	87	49
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	37.4	37.4	16.0	39.4	39.4	38.0	38.0	38.0	16.0	16.0
Total Split (s)	16.0	92.0	92.0	23.0	99.0	99.0	28.0	28.0	28.0	17.0	17.0
Total Split (%)	10.0%	57.5%	57.5%	14.4%	61.9%	61.9%	17.5%	17.5%	17.5%	10.6%	10.6%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	96.1	89.5	89.5	110.3	99.8	99.8	20.0	20.0	20.0	12.2	12.2
Actuated g/C Ratio	0.60	0.56	0.56	0.69	0.62	0.62	0.12	0.12	0.12	0.08	0.08
v/c Ratio	0.18	0.79	0.24	0.79	0.66	0.07	0.74	0.75	0.70	0.86	0.36
Control Delay	7.6	31.0	3.0	74.3	9.9	1.3	88.2	88.1	35.4	119.4	46.3
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.6	31.1	3.0	74.3	9.9	1.3	88.2	88.1	35.4	119.4	46.3
LOS	A	C	A	E	A	A	F	F	D	F	D
Approach Delay		27.0			16.4			66.2			83.7
Approach LOS		C			B			E			F

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 60 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 30.6

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)

				
Ø1	Ø2 (R)		Ø4	Ø8
16 s	99 s		28 s	17 s
				
Ø5	Ø6 (R)			
23 s	92 s			

Pattern 16 - AM Peak Plan
9: Palm St/Sandprint Dr & US 98

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	1735	17	1581	18	16	4	29	1
Future Volume (vph)	24	1735	17	1581	18	16	4	29	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			4		8
Permitted Phases	2		6		6	4		8	
Detector Phase	5	2	1	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	32.4	16.0	31.4	31.4	16.0	16.0	16.0	16.0
Total Split (s)	16.0	114.0	16.0	114.0	114.0	30.0	30.0	30.0	30.0
Total Split (%)	10.0%	71.3%	10.0%	71.3%	71.3%	18.8%	18.8%	18.8%	18.8%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	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)	6.4	6.4	6.4	6.4	6.4		5.7	5.7	5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	133.5	129.8	132.0	127.2	127.2		10.7	10.7	10.7
Actuated g/C Ratio	0.83	0.81	0.82	0.80	0.80		0.07	0.07	0.07
v/c Ratio	0.15	0.64	0.11	0.61	0.02		0.65	0.58	0.47
Control Delay	1.9	2.8	2.6	4.9	0.4		68.7	100.8	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	1.9	2.8	2.6	5.0	0.4		68.7	100.8	23.0
LOS	A	A	A	A	A		E	F	C
Approach Delay		2.8		4.9			68.7		48.3
Approach LOS		A		A			E		D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 79 (49%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 6.5

Intersection LOS: A

Intersection Capacity Utilization 68.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: Palm St/Sandprint Dr & US 98

Ø1	Ø2 (R)	Ø4	
16 s	114 s	30 s	
Ø5	Ø6 (R)	Ø8	
16 s	114 s	30 s	

Pattern 16 - AM Peak Plan
10: Big Kahuna Ped & SR 30 (US 98)

09/01/2023



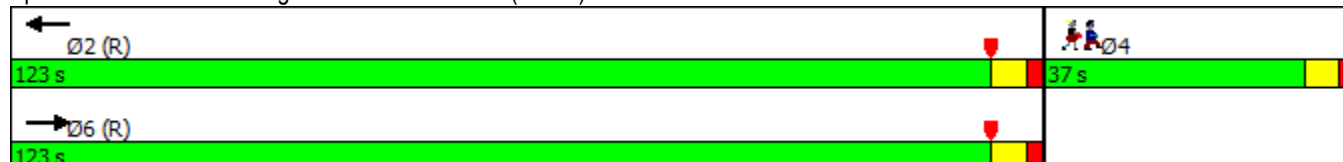
Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1810	1521	
Future Volume (vph)	1810	1521	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	123.0	123.0	37.0
Total Split (%)	76.9%	76.9%	23%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	151.3	151.3	
Actuated g/C Ratio	0.95	0.95	
v/c Ratio	0.56	0.48	
Control Delay	1.2	3.1	
Queue Delay	0.0	0.0	
Total Delay	1.2	3.1	
LOS	A	A	
Approach Delay	1.2	3.1	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 92 (58%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 2.1
 Intersection Capacity Utilization 55.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)



Pattern 16 - AM Peak Plan
11: Gulf Terrace Ped & SR 30 (US 98)

09/01/2023



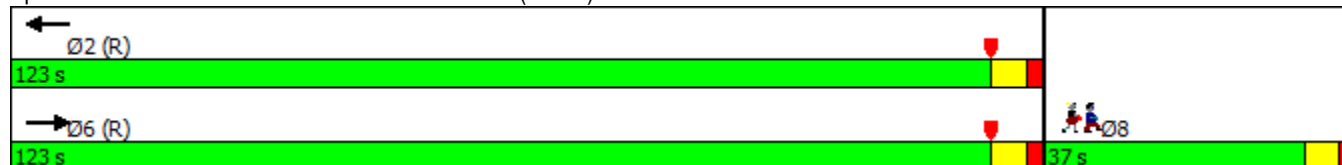
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1798	1616	
Future Volume (vph)	1798	1616	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	123.0	123.0	37.0
Total Split (%)	76.9%	76.9%	23%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	134.0	134.0	
Actuated g/C Ratio	0.84	0.84	
v/c Ratio	0.63	0.58	
Control Delay	12.0	4.3	
Queue Delay	0.0	0.0	
Total Delay	12.0	4.3	
LOS	B	A	
Approach Delay	12.0	4.3	
Approach LOS	B	A	

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 7 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 55.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Pattern 16 - AM Peak Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	85	1661	16	15	1455	150	2	10	215	4	88
Future Volume (vph)	85	1661	16	15	1455	150	2	10	215	4	88
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4		8	8	
Permitted Phases	6		6	2		2		4			8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	39.0	39.0	38.0	38.0	38.0
Total Split (s)	16.0	92.0	92.0	14.0	90.0	90.0	16.0	16.0	38.0	38.0	38.0
Total Split (%)	10.0%	57.5%	57.5%	8.8%	56.3%	56.3%	10.0%	10.0%	23.8%	23.8%	23.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	113.8	107.0	107.0	104.5	98.3	98.3	8.1	8.1	19.3	19.3	19.3
Actuated g/C Ratio	0.71	0.67	0.67	0.65	0.61	0.61	0.05	0.05	0.12	0.12	0.12
v/c Ratio	0.53	0.73	0.02	0.16	0.71	0.19	0.54	0.09	0.71	0.69	0.34
Control Delay	35.7	8.7	0.0	5.8	11.5	0.6	95.3	1.0	85.5	83.7	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	8.7	0.0	5.8	11.5	0.6	95.3	1.0	85.5	83.7	9.1
LOS	D	A	A	A	B	A	F	A	F	F	A
Approach Delay		10.3			10.2		70.4			65.0	
Approach LOS		B			B		E			E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 156 (98%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.4

Intersection LOS: B

Intersection Capacity Utilization 78.9%

ICU Level of Service D

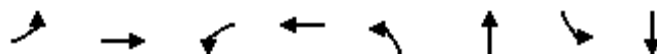
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

											
Ø1	Ø2 (R)		Ø3	Ø4	Ø5	Ø6 (R)	Ø7	Ø8	Ø9	Ø10	Ø11
16 s	90 s		16 s	38 s		16 s	38 s		16 s	38 s	
Ø1	Ø2 (R)		Ø3	Ø4	Ø5	Ø6 (R)	Ø7	Ø8	Ø9	Ø10	Ø11
14 s	92 s		14 s	38 s		14 s	38 s		14 s	38 s	

Pattern 16 - AM Peak Plan
13: Old US 98 & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	6	1866	17	1492	27	0	2	0
Future Volume (vph)	6	1866	17	1492	27	0	2	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	5.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	16.0	16.0	16.0	16.0
Total Split (s)	16.0	112.0	16.0	112.0	16.0	32.0	16.0	16.0
Total Split (%)	10.0%	70.0%	10.0%	70.0%	10.0%	20.0%	10.0%	10.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	6.4		6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	133.5	132.1	136.7	136.9	12.0	11.2		6.0
Actuated g/C Ratio	0.83	0.83	0.85	0.86	0.08	0.07		0.04
v/c Ratio	0.03	0.48	0.16	0.37	0.44	0.12		0.11
Control Delay	2.3	2.3	2.5	0.5	79.1	1.2		76.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	2.3	2.3	2.5	0.5	79.1	1.2		76.5
LOS	A	A	A	A	E	A		E
Approach Delay		2.3		0.5		55.8		76.5
Approach LOS		A		A		E		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 4 (3%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 2.8

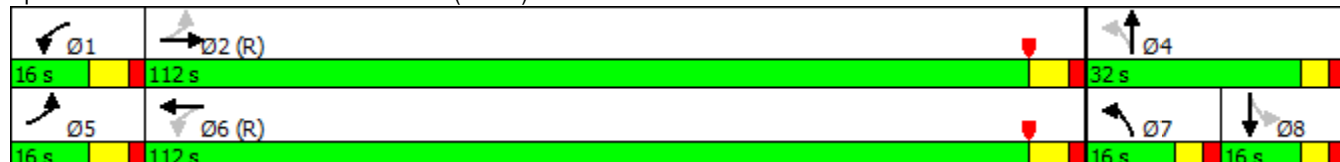
Intersection LOS: A

Intersection Capacity Utilization 52.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)



Pattern 16 - AM Peak Plan
14: Indian Bayou Trl & US 98

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	73	1786	21	1503	144	28	12	81	7	72
Future Volume (vph)	73	1786	21	1503	144	28	12	81	7	72
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	36.8	43.0	43.0	16.0	16.0	16.0
Total Split (s)	18.0	97.0	16.0	95.0	95.0	47.0	47.0	47.0	47.0	47.0
Total Split (%)	11.3%	60.6%	10.0%	59.4%	59.4%	29.4%	29.4%	29.4%	29.4%	29.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	116.3	116.3	106.6	106.6	106.6		21.9		21.9	21.9
Actuated g/C Ratio	0.73	0.73	0.67	0.67	0.67		0.14		0.14	0.14
v/c Ratio	0.29	0.51	0.18	0.46	0.18		0.66		0.84	0.30
Control Delay	14.0	9.4	4.6	7.0	2.0		66.5		106.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	14.0	9.4	4.6	7.0	2.0		66.5		106.5	6.1
LOS	B	A	A	A	A		E		F	A
Approach Delay		9.6		6.4			66.5		63.6	
Approach LOS		A		A			E		E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 12.8

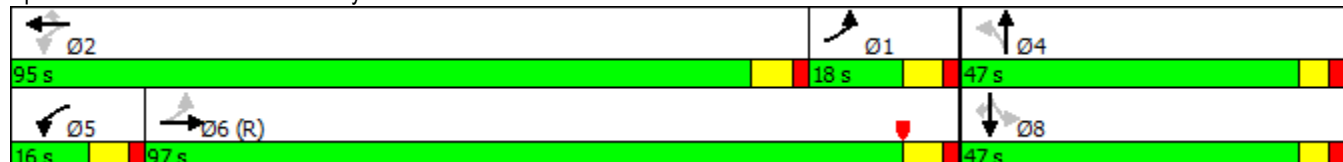
Intersection LOS: B

Intersection Capacity Utilization 66.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98



Pattern 16 - AM Peak Plan
15: Henderson Beach & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  						
Traffic Volume (vph)	91	1668	19	29	1575	85	12	4	133	6	28
Future Volume (vph)	91	1668	19	29	1575	85	12	4	133	6	28
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	21.0	99.0	99.0	16.0	94.0	94.0	18.0	18.0	27.0	27.0	27.0
Total Split (%)	13.1%	61.9%	61.9%	10.0%	58.8%	58.8%	11.3%	11.3%	16.9%	16.9%	16.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	117.0	107.0	107.0	109.6	101.1	101.1	7.0	7.0	15.7	15.7	15.7
Actuated g/C Ratio	0.73	0.67	0.67	0.68	0.63	0.63	0.04	0.04	0.10	0.10	0.10
v/c Ratio	0.54	0.53	0.03	0.24	0.56	0.11	0.28	0.34	0.56	0.55	0.16
Control Delay	21.9	16.3	0.8	6.3	7.2	0.3	81.5	46.9	81.0	80.6	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	16.3	0.8	6.3	7.2	0.3	81.5	46.9	81.0	80.6	1.3
LOS	C	B	A	A	A	A	F	D	F	F	A
Approach Delay		16.4			6.8			61.0		66.6	
Approach LOS		B			A			E		E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 75 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 15.1

Intersection LOS: B

Intersection Capacity Utilization 63.0%

ICU Level of Service B

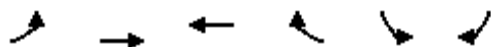
Analysis Period (min) 15

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
21 s	94 s	18 s	27 s
 Ø5	 Ø6 (R)		
16 s	99 s		

Pattern 16 - AM Peak Plan
16: SR 30 (US 98) & Triumph Road

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	59	1824	1563	66	79	55
Future Volume (vph)	59	1824	1563	66	79	55
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	30.0	30.0	30.0	4.0	4.0
Minimum Split (s)	16.0	36.8	43.8	43.8	16.0	16.0
Total Split (s)	20.0	136.0	116.0	116.0	24.0	24.0
Total Split (%)	12.5%	85.0%	72.5%	72.5%	15.0%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	137.7	137.7	127.9	127.9	10.1	10.1
Actuated g/C Ratio	0.86	0.86	0.80	0.80	0.06	0.06
v/c Ratio	0.27	0.44	0.43	0.07	0.47	0.40
Control Delay	5.2	1.1	0.7	0.1	79.1	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	1.1	0.7	0.1	79.1	22.3
LOS	A	A	A	A	E	C
Approach Delay		1.2	0.7		57.1	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 84 (53%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 3.3

Intersection LOS: A

Intersection Capacity Utilization 52.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Pattern 16 - AM Peak Plan
17: Mathew Blvd & SR 30 (US 98)

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	97	1673	66	1598	116	38	33	179	50	58
Future Volume (vph)	97	1673	66	1598	116	38	33	179	50	58
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	16.0	29.8	16.0	41.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	20.0	91.0	18.0	89.0	21.0	21.0	21.0	30.0	30.0	20.0
Total Split (%)	12.5%	56.9%	11.3%	55.6%	13.1%	13.1%	13.1%	18.8%	18.8%	12.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	106.5	95.6	103.3	94.0	14.4	14.4	14.4	15.8	15.8	32.4
Actuated g/C Ratio	0.67	0.60	0.65	0.59	0.09	0.09	0.09	0.10	0.10	0.20
v/c Ratio	0.63	0.67	0.60	0.66	0.68	0.67	0.16	0.59	0.34	0.19
Control Delay	61.1	15.0	53.0	9.7	92.8	91.6	1.5	75.5	70.9	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	15.0	53.0	9.7	92.8	91.6	1.5	75.5	70.9	12.6
LOS	E	B	D	A	F	F	A	E	E	B
Approach Delay		17.6		11.8		78.0			61.4	
Approach LOS		B		B		E			E	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 147 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
20 s	89 s	21 s	30 s
 Ø5	 Ø6 (R)		
18 s	91 s		

Pattern 16 - AM Peak Plan
18: SR 293 & SR 30 (US 98)

09/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1548	96	43	1367	399	140	54	26	547	107	326
Future Volume (vph)	215	1548	96	43	1367	399	140	54	26	547	107	326
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	16.0	29.8	29.8	16.0	32.8	32.8	16.0	16.0	16.0	16.0	16.0	
Total Split (s)	23.0	86.0	86.0	16.0	79.0	79.0	18.0	18.0	18.0	40.0	40.0	
Total Split (%)	14.4%	53.8%	53.8%	10.0%	49.4%	49.4%	11.3%	11.3%	11.3%	25.0%	25.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	5.4	6.8	6.8	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	
Act Effect Green (s)	16.2	86.8	86.8	7.9	76.0	76.0	11.8	10.8	10.8	31.2	30.3	160.0
Actuated g/C Ratio	0.10	0.54	0.54	0.05	0.48	0.48	0.07	0.07	0.07	0.20	0.19	1.00
v/c Ratio	0.78	0.59	0.13	0.35	0.62	0.49	0.65	0.60	0.17	0.89	0.39	0.24
Control Delay	64.7	8.5	0.7	94.3	12.3	3.0	84.7	92.7	1.5	78.7	59.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.7	8.5	0.7	94.3	12.3	3.0	84.7	92.7	1.5	78.7	59.5	0.4
LOS	E	A	A	F	B	A	F	F	A	E	E	A
Approach Delay		15.6			12.5			74.0			49.6	
Approach LOS		B			B			E			D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 24.4

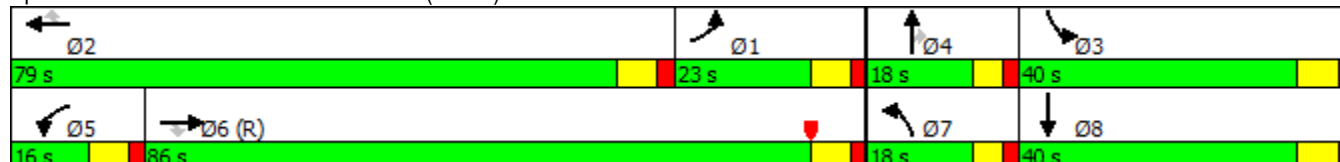
Intersection LOS: C

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Pattern 16 - AM Peak Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	69	1941	81	59	1669	96	13	32	39	11	25
Future Volume (vph)	69	1941	81	59	1669	96	13	32	39	11	25
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	32.8	32.8	16.0	37.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	22.0	100.0	100.0	22.0	100.0	22.0	22.0	22.0	16.0	16.0	16.0
Total Split (%)	13.8%	62.5%	62.5%	13.8%	62.5%	13.8%	13.8%	13.8%	10.0%	10.0%	10.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.7	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	Max	None	None	None	None	None	None
Act Effect Green (s)	15.2	104.7	104.7	11.8	101.3	11.6	11.6	11.6	7.6	7.6	7.6
Actuated g/C Ratio	0.10	0.65	0.65	0.07	0.63	0.07	0.07	0.07	0.05	0.05	0.05
v/c Ratio	0.53	0.65	0.09	0.67	0.47	0.56	0.57	0.19	0.29	0.22	0.16
Control Delay	63.6	9.8	0.8	95.4	8.5	88.4	88.7	1.6	77.6	78.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.6	9.8	0.8	95.4	8.5	88.4	88.7	1.6	77.6	78.5	1.4
LOS	E	A	A	F	A	F	F	A	E	E	A
Approach Delay		11.4			12.2		65.1			50.6	
Approach LOS		B			B		E			D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 157 (98%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 67.4%

ICU Level of Service C

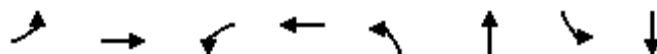
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)



Pattern 16 - AM Peak Plan
20: Regatta Bay Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	63	1873	31	1743	63	7	55	7
Future Volume (vph)	63	1873	31	1743	63	7	55	7
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	37.8	16.0	39.8	16.0	16.0	16.0	16.0
Total Split (s)	20.0	105.0	18.0	103.0	16.0	21.0	16.0	21.0
Total Split (%)	12.5%	65.6%	11.3%	64.4%	10.0%	13.1%	10.0%	13.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.4	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	6.4	5.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Max	None	None	None	None
Act Effect Green (s)	118.2	111.3	113.7	107.2	20.9	9.2	18.2	8.9
Actuated g/C Ratio	0.74	0.70	0.71	0.67	0.13	0.06	0.11	0.06
v/c Ratio	0.47	0.61	0.30	0.59	0.43	0.47	0.38	0.34
Control Delay	20.1	22.6	15.8	14.4	65.7	34.3	64.8	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	22.6	15.8	14.4	65.7	34.3	64.8	40.7
LOS	C	C	B	B	E	C	E	D
Approach Delay		22.5		14.4		51.8		55.8
Approach LOS		C		B		D		E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 80 (50%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø3	Ø4
20 s	103 s	16 s	21 s
Ø5	Ø6	Ø7	Ø8
18 s	105 s	16 s	21 s

Pattern 16 - AM Peak Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	47	1807	32	1743	10	1	33	0	49
Future Volume (vph)	47	1807	32	1743	10	1	33	0	49
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	26.8	16.0	36.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	16.0	119.0	16.0	119.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	10.0%	74.4%	10.0%	74.4%	15.6%	15.6%	15.6%	15.6%	15.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Max	None	None	None	None	None
Act Effect Green (s)	130.7	126.1	129.0	123.7		10.5		10.5	10.5
Actuated g/C Ratio	0.82	0.79	0.81	0.77		0.07		0.07	0.07
v/c Ratio	0.35	0.52	0.31	0.49		0.33		0.43	0.37
Control Delay	12.7	5.8	7.3	7.6		54.1		82.3	16.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	12.7	5.8	7.3	7.6		54.1		82.3	16.4
LOS	B	A	A	A		D		F	B
Approach Delay		6.0		7.6		54.1		44.2	
Approach LOS		A		A		D		D	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 87 (54%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 8.1

Intersection LOS: A

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø4	
16 s	119 s	25 s	
Ø5	Ø6	Ø8	
16 s	119 s	25 s	

Pattern 16 - AM Peak Plan
22: SR 293 & Commons Drive

09/01/2023

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	118	37	15	18	7	50	574	13	918
Future Volume (vph)	118	37	15	18	7	50	574	13	918
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	8.0	8.0	4.0	4.0	4.0	4.0	22.0	4.0	22.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	38.8	16.0	38.8
Total Split (s)	24.0	24.0	16.0	16.0	16.0	16.0	64.0	16.0	64.0
Total Split (%)	20.0%	20.0%	13.3%	13.3%	13.3%	13.3%	53.3%	13.3%	53.3%
Yellow Time (s)	3.7	3.7	3.4	3.4	3.4	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
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	5.4	5.4	5.4	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	16.8	16.8	9.4	9.4	9.4	76.6	73.8	71.8	68.1
Actuated g/C Ratio	0.14	0.14	0.08	0.08	0.08	0.64	0.62	0.60	0.57
v/c Ratio	0.63	0.35	0.11	0.24	0.05	0.28	0.24	0.04	0.60
Control Delay	60.2	34.4	51.7	55.8	0.4	12.0	12.1	9.7	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.2	34.4	51.7	55.8	0.4	12.0	12.1	9.7	20.7
LOS	E	C	D	E	A	B	B	A	C
Approach Delay		50.4		44.2			12.1		20.5
Approach LOS		D		D			B		C

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 21.6
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15

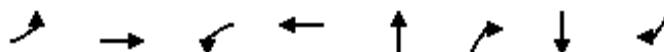
Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 22: SR 293 & Commons Drive

 Ø1	 Ø2 (R)	 Ø8	 Ø4
16 s	64 s	16 s	24 s
 Ø5	 Ø6 (R)		
16 s	64 s		

Pattern 17 - MID Peak Plan
1: Stahlman Ave & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	74	1235	126	1188	20	104	47	252
Future Volume (vph)	74	1235	126	1188	20	104	47	252
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	35.0	16.0	31.0	39.0	39.0	40.0	
Total Split (s)	18.0	84.0	17.0	83.0	39.0	39.0	40.0	
Total Split (%)	10.0%	46.7%	9.4%	46.1%	21.7%	21.7%	22.2%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.2	2.0	2.3	2.0	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.2	6.0	6.3	6.0	5.9	5.9	5.9	
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	C-Max	None	None	None	
Act Effect Green (s)	13.1	84.9	10.7	82.7	27.2	27.2	33.1	52.4
Actuated g/C Ratio	0.07	0.47	0.06	0.46	0.15	0.15	0.18	0.29
v/c Ratio	0.73	0.85	0.89	0.83	0.33	0.36	0.62	0.46
Control Delay	110.8	48.8	89.8	20.3	69.6	11.3	76.6	11.2
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	110.8	48.8	89.8	20.7	69.6	11.3	76.6	11.2
LOS	F	D	F	C	E	B	E	B
Approach Delay		52.7		29.1	34.9		37.9	
Approach LOS		D		C	C		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 85 (47%), Referenced to phase 2:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 40.1

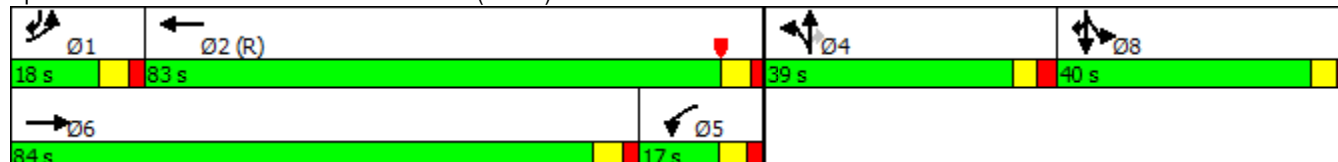
Intersection LOS: D

Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Pattern 17 - MID Peak Plan
2: Palmetto Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1521	1405	
Future Volume (vph)	1521	1405	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	144.8	144.8	
Actuated g/C Ratio	0.80	0.80	
v/c Ratio	0.55	0.51	
Control Delay	1.3	2.9	
Queue Delay	0.3	0.1	
Total Delay	1.6	2.9	
LOS	A	A	
Approach Delay	1.6	2.9	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 2.2
 Intersection Capacity Utilization 47.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Pattern 17 - MID Peak Plan
3: Marler Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1536	1412	
Future Volume (vph)	1536	1412	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	144.8	144.8	
Actuated g/C Ratio	0.80	0.80	
v/c Ratio	0.56	0.52	
Control Delay	1.1	7.5	
Queue Delay	0.0	0.0	
Total Delay	1.1	7.5	
LOS	A	A	
Approach Delay	1.1	7.5	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 111 (62%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 48.3%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Pattern 17 - MID Peak Plan
4: Melvin Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1566	1561	
Future Volume (vph)	1566	1561	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	153.6	153.6	
Actuated g/C Ratio	0.85	0.85	
v/c Ratio	0.55	0.53	
Control Delay	16.7	6.9	
Queue Delay	0.0	0.0	
Total Delay	16.7	6.9	
LOS	B	A	
Approach Delay	16.7	6.9	
Approach LOS	B	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 21 (12%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 48.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)

← Ø2 (R)	142 s	38 s	Ø4
→ Ø6 (R)	142 s		

Pattern 17 - MID Peak Plan
5: SR 30 (US 98) & Benning Drive

09/01/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	1514	11	1582	104	52
Future Volume (vph)	54	1514	11	1582	104	52
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	4.0
Minimum Split (s)	16.0	21.0	28.0	28.0	16.0	16.0
Total Split (s)	16.0	154.0	138.0	138.0	26.0	16.0
Total Split (%)	8.9%	85.6%	76.7%	76.7%	14.4%	8.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	151.2	151.2	139.3	139.3	17.1	28.7
Actuated g/C Ratio	0.84	0.84	0.77	0.77	0.10	0.16
v/c Ratio	0.41	0.54	0.12	0.66	0.72	0.22
Control Delay	15.9	1.0	3.4	2.7	101.9	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	1.0	3.4	2.7	101.9	23.6
LOS	B	A	A	A	F	C
Approach Delay		1.7		2.7	75.1	
Approach LOS		A		A	E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 23 (13%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 5.9

Intersection LOS: A

Intersection Capacity Utilization 61.5%

ICU Level of Service B

Analysis Period (min) 15

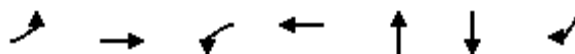
Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Pattern 17 - MID Peak Plan

6: Grand Harbor/Beach Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	76	1561	7	1598	1	1	82
Future Volume (vph)	76	1561	7	1598	1	1	82
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	5.0	5.0	5.0
Minimum Split (s)	16.0	27.0	16.0	30.0	16.0	16.0	16.0
Total Split (s)	19.0	125.0	16.0	122.0	16.0	23.0	19.0
Total Split (%)	10.6%	69.4%	8.9%	67.8%	8.9%	12.8%	10.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	144.9	139.6	137.7	132.7	6.0	14.6	27.8
Actuated g/C Ratio	0.80	0.78	0.76	0.74	0.03	0.08	0.15
v/c Ratio	0.53	0.61	0.12	0.69	0.29	0.71	0.28
Control Delay	29.5	9.6	4.7	25.8	57.8	105.7	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	9.6	4.7	25.8	57.8	105.7	12.3
LOS	C	A	A	C	E	F	B
Approach Delay		10.6		25.6	57.8	61.2	
Approach LOS		B		C	E	E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 75.9%

ICU Level of Service D

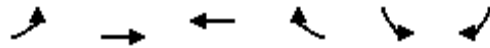
Analysis Period (min) 15

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)

Ø1	Ø2 (R)		Ø4	Ø8	
19 s	122 s		16 s	23 s	
Ø5	Ø6 (R)				
16 s	125 s				

Pattern 17 - MID Peak Plan
7: SR 30 (US 98) & Main Street

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	115	1594	1529	89	142	124	
Future Volume (vph)	115	1594	1529	89	142	124	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	5.0	1.0
Minimum Split (s)	16.0	21.0	37.0	37.0	16.0	16.0	10.0
Total Split (s)	23.0	116.0	93.0	93.0	24.0	24.0	40.0
Total Split (%)	12.8%	64.4%	51.7%	51.7%	13.3%	13.3%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	152.3	152.3	133.2	133.2	16.0	16.0	
Actuated g/C Ratio	0.85	0.85	0.74	0.74	0.09	0.09	
v/c Ratio	0.49	0.55	0.61	0.09	0.56	0.54	
Control Delay	16.5	7.8	4.1	1.0	84.5	16.8	
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	
Total Delay	16.5	7.8	4.3	1.0	84.5	16.8	
LOS	B	A	A	A	F	B	
Approach Delay		8.5	4.1		53.0		
Approach LOS		A	A		D		

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 115 (64%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 10.2

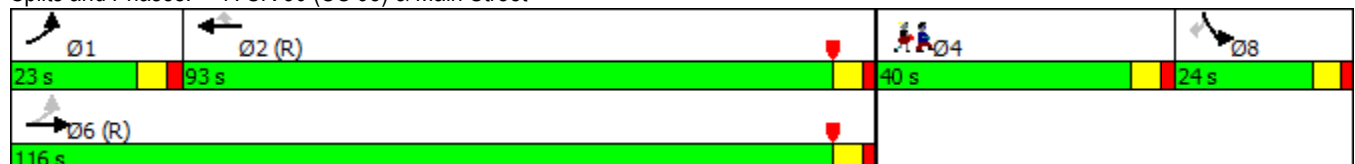
Intersection LOS: B

Intersection Capacity Utilization 67.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 30 (US 98) & Main Street



Pattern 17 - MID Peak Plan
8: Gulf Shore Drive & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	36	1388	249	187	1357	70	233	64	218	143	113
Future Volume (vph)	36	1388	249	187	1357	70	233	64	218	143	113
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	37.4	37.4	16.0	39.4	39.4	38.0	38.0	38.0	16.0	16.0
Total Split (s)	16.0	103.0	103.0	28.0	115.0	115.0	25.0	25.0	25.0	24.0	24.0
Total Split (%)	8.9%	57.2%	57.2%	15.6%	63.9%	63.9%	13.9%	13.9%	13.9%	13.3%	13.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	108.9	101.8	101.8	125.1	114.0	114.0	19.3	19.3	19.3	18.1	18.1
Actuated g/C Ratio	0.60	0.57	0.57	0.70	0.63	0.63	0.11	0.11	0.11	0.10	0.10
v/c Ratio	0.26	0.72	0.28	0.80	0.65	0.08	1.00	1.01	0.79	0.92	0.47
Control Delay	7.5	17.2	1.5	66.0	15.3	5.6	144.2	144.5	44.4	127.9	71.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	17.4	1.5	66.0	15.3	5.6	144.2	144.5	44.4	127.9	71.8
LOS	A	B	A	E	B	A	F	F	D	F	E
Approach Delay		14.6			21.0			103.4			99.2
Approach LOS		B			C			F			F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 70 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 35.7

Intersection LOS: D

Intersection Capacity Utilization 84.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)

											
Ø1	Ø2 (R)								Ø4	Ø8	
16 s	115 s								25 s	24 s	
											
Ø5	Ø6 (R)										
28 s	103 s										

Pattern 17 - MID Peak Plan
9: Palm St/Sandprint Dr & US 98

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	1703	31	1748	42	10	3	26	4
Future Volume (vph)	23	1703	31	1748	42	10	3	26	4
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			4		8
Permitted Phases	2		6		6	4		8	
Detector Phase	5	2	1	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	32.4	16.0	31.4	31.4	16.0	16.0	16.0	16.0
Total Split (s)	16.0	134.0	16.0	134.0	134.0	30.0	30.0	30.0	30.0
Total Split (%)	8.9%	74.4%	8.9%	74.4%	74.4%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	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)	6.4	6.4	6.4	6.4	6.4		5.7	5.7	5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	151.5	146.6	152.0	146.9	146.9		11.0	11.0	11.0
Actuated g/C Ratio	0.84	0.81	0.84	0.82	0.82		0.06	0.06	0.06
v/c Ratio	0.18	0.64	0.28	0.62	0.05		0.73	0.79	0.51
Control Delay	2.4	4.1	3.8	10.6	0.9		55.3	167.2	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.4	4.1	3.8	10.7	0.9		55.3	167.2	31.5
LOS	A	A	A	B	A		E	F	C
Approach Delay		4.0		10.2			55.3		69.5
Approach LOS		A		B			E		E

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 106 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 10.2

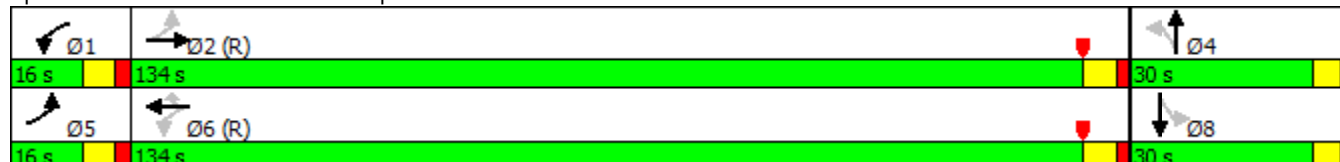
Intersection LOS: B

Intersection Capacity Utilization 69.1%

ICU Level of Service C

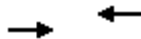
Analysis Period (min) 15

Splits and Phases: 9: Palm St/Sandprint Dr & US 98



Pattern 17 - MID Peak Plan
10: Big Kahuna Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1841	1832	
Future Volume (vph)	1841	1832	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	162.6	162.6	
Actuated g/C Ratio	0.90	0.90	
v/c Ratio	0.58	0.58	
Control Delay	1.5	16.8	
Queue Delay	0.0	0.1	
Total Delay	1.5	17.0	
LOS	A	B	
Approach Delay	1.5	17.0	
Approach LOS	A	B	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 9.3
 Intersection Capacity Utilization 58.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)

← Ø2 (R)	143 s	→ Ø4	37 s
→ Ø6 (R)	143 s		

Pattern 17 - MID Peak Plan
11: Gulf Terrace Ped & SR 30 (US 98)

09/01/2023

	→	←	
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1863	1906	
Future Volume (vph)	1863	1906	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	154.0	154.0	
Actuated g/C Ratio	0.86	0.86	
v/c Ratio	0.64	0.62	
Control Delay	15.9	2.2	
Queue Delay	0.0	0.1	
Total Delay	15.9	2.3	
LOS	B	A	
Approach Delay	15.9	2.3	
Approach LOS	B	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 15 (8%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 58.0%
 Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service B

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Pattern 17 - MID Peak Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	98	1768	20	30	1663	258	2	8	204	5	182
Future Volume (vph)	98	1768	20	30	1663	258	2	8	204	5	182
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4		8	8	
Permitted Phases	6		6	2		2		4			8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	38.4	38.4	37.7	37.7	37.7
Total Split (s)	18.0	103.0	103.0	16.0	101.0	101.0	39.0	39.0	22.0	22.0	22.0
Total Split (%)	10.0%	57.2%	57.2%	8.9%	56.1%	56.1%	21.7%	21.7%	12.2%	12.2%	12.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	130.2	119.8	119.8	118.5	111.3	111.3	11.5	11.5	19.5	19.5	19.5
Actuated g/C Ratio	0.72	0.67	0.67	0.66	0.62	0.62	0.06	0.06	0.11	0.11	0.11
v/c Ratio	0.64	0.77	0.03	0.36	0.78	0.28	0.22	0.09	0.70	0.68	0.60
Control Delay	56.8	12.6	0.1	32.5	29.2	10.3	79.7	0.9	94.8	93.7	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	12.6	0.1	32.5	29.2	10.3	79.7	0.9	94.8	93.7	15.1
LOS	E	B	A	C	C	B	E	A	F	F	B
Approach Delay		15.1			26.6		48.5			57.1	
Approach LOS		B			C		D			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 160 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 25.0

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

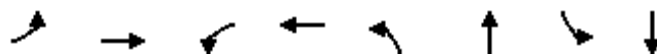
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

											
Ø1	Ø2 (R)		Ø3	Ø4	Ø5	Ø6 (R)	Ø7	Ø8	Ø9	Ø10	Ø11
18 s	101 s			39 s				22 s			
Ø1	Ø2 (R)		Ø3	Ø4	Ø5	Ø6 (R)	Ø7	Ø8	Ø9	Ø10	Ø11
16 s	103 s										

Pattern 17 - MID Peak Plan
13: Old US 98 & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	1826	35	1832	50	0	13	6
Future Volume (vph)	31	1826	35	1832	50	0	13	6
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	5.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	16.0	16.0	16.0	16.0
Total Split (s)	16.0	128.0	16.0	128.0	16.0	36.0	20.0	20.0
Total Split (%)	8.9%	71.1%	8.9%	71.1%	8.9%	20.0%	11.1%	11.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	6.4		6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	139.6	135.2	140.1	135.4	22.5	21.5		9.0
Actuated g/C Ratio	0.78	0.75	0.78	0.75	0.12	0.12		0.05
v/c Ratio	0.24	0.52	0.31	0.52	0.35	0.16		0.59
Control Delay	4.2	4.6	10.8	1.1	73.8	1.3		86.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	4.2	4.6	10.8	1.1	73.8	1.3		86.8
LOS	A	A	B	A	E	A		F
Approach Delay		4.6		1.3		43.1		86.8
Approach LOS		A		A		D		F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 11 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 5.0

Intersection LOS: A

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)

Ø1	Ø2 (R)	Ø4	
16 s	128 s	36 s	
Ø5	Ø6 (R)	Ø7	Ø8
16 s	128 s	16 s	20 s

Pattern 17 - MID Peak Plan
14: Indian Bayou Trl & US 98

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  		  			 			
Traffic Volume (vph)	67	1776	80	1862	318	37	26	101	20	63
Future Volume (vph)	67	1776	80	1862	318	37	26	101	20	63
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	36.8	42.7	42.7	40.7	40.7	40.7
Total Split (s)	18.0	119.0	18.0	119.0	119.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	10.0%	66.1%	10.0%	66.1%	66.1%	23.9%	23.9%	23.9%	23.9%	23.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	117.0	117.0	115.7	115.7	115.7		32.8		32.8	32.8
Actuated g/C Ratio	0.65	0.65	0.64	0.64	0.64		0.18		0.18	0.18
v/c Ratio	0.40	0.58	0.69	0.60	0.33		0.86		0.95	0.22
Control Delay	17.0	6.6	37.8	29.7	8.1		94.2		126.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	17.0	6.6	37.8	29.7	8.1		94.2		126.2	5.1
LOS	B	A	D	C	A		F		F	A
Approach Delay		7.0		26.8			94.2		88.1	
Approach LOS		A		C			F		F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 16 (9%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 24.4

Intersection LOS: C

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98



Pattern 17 - MID Peak Plan
15: Henderson Beach & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  			  			 			
Traffic Volume (vph)	121	1800	50	51	2063	158	34	6	222	13	56
Future Volume (vph)	121	1800	50	51	2063	158	34	6	222	13	56
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	24.0	117.0	117.0	16.0	109.0	109.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	13.3%	65.0%	65.0%	8.9%	60.6%	60.6%	11.1%	11.1%	15.0%	15.0%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	130.5	115.3	115.3	116.5	107.6	107.6	9.5	9.5	19.6	19.6	19.6
Actuated g/C Ratio	0.72	0.64	0.64	0.65	0.60	0.60	0.05	0.05	0.11	0.11	0.11
v/c Ratio	0.76	0.61	0.06	0.40	0.70	0.19	0.54	0.39	0.72	0.73	0.23
Control Delay	67.4	16.3	1.1	22.5	10.5	0.7	102.4	37.1	99.1	99.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	16.3	1.1	22.5	10.5	0.7	102.4	37.1	99.1	99.2	1.7
LOS	E	B	A	C	B	A	F	D	F	F	A
Approach Delay		19.5			10.0			70.4		79.4	
Approach LOS		B			B			E		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 84 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 20.0

Intersection LOS: C

Intersection Capacity Utilization 76.6%

ICU Level of Service D

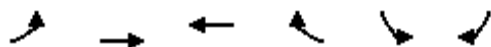
Analysis Period (min) 15

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
24 s	109 s	20 s	27 s
 Ø5	 Ø6 (R)		
16 s	117 s		

Pattern 17 - MID Peak Plan
16: SR 30 (US 98) & Triumph Road

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	84	1802	1991	109	122	75
Future Volume (vph)	84	1802	1991	109	122	75
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	30.0	30.0	30.0	4.0	4.0
Minimum Split (s)	16.0	36.8	43.8	43.8	16.0	16.0
Total Split (s)	20.0	156.0	136.0	136.0	24.0	24.0
Total Split (%)	11.1%	86.7%	75.6%	75.6%	13.3%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	155.3	155.3	141.6	141.6	12.5	12.5
Actuated g/C Ratio	0.86	0.86	0.79	0.79	0.07	0.07
v/c Ratio	0.58	0.42	0.51	0.10	0.57	0.45
Control Delay	37.3	0.7	1.0	0.1	90.3	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	0.7	1.0	0.1	90.3	21.3
LOS	D	A	A	A	F	C
Approach Delay		2.6	0.9		64.1	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 100 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 4.9

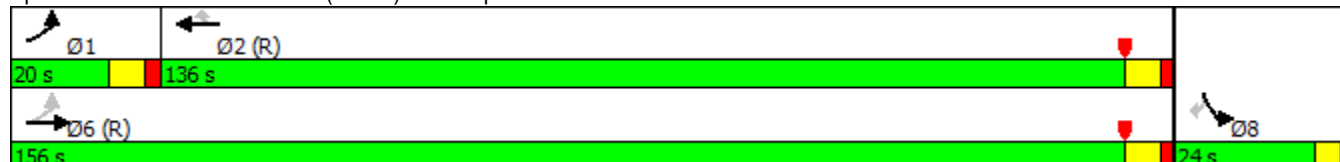
Intersection LOS: A

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Pattern 17 - MID Peak Plan
17: Mathew Blvd & SR 30 (US 98)

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	82	1881	89	2041	188	58	59	268	66	59
Future Volume (vph)	82	1881	89	2041	188	58	59	268	66	59
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	16.0	29.8	16.0	41.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	17.0	94.0	17.0	94.0	27.0	27.0	27.0	42.0	42.0	17.0
Total Split (%)	9.4%	52.2%	9.4%	52.2%	15.0%	15.0%	15.0%	23.3%	23.3%	9.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	104.4	95.1	107.5	96.7	20.1	20.1	20.1	29.0	29.0	43.9
Actuated g/C Ratio	0.58	0.53	0.60	0.54	0.11	0.11	0.11	0.16	0.16	0.24
v/c Ratio	0.73	0.79	0.88	0.83	0.79	0.78	0.32	0.57	0.32	0.17
Control Delay	73.3	36.3	103.9	18.6	105.6	103.8	10.9	72.6	67.5	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	36.3	103.9	18.6	105.6	103.8	10.9	72.6	67.5	15.6
LOS	E	D	F	B	F	F	B	E	E	B
Approach Delay		37.9		23.2		84.2			62.9	
Approach LOS		D		C		F			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 174 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 36.9

Intersection LOS: D

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

			
Ø1	Ø2 (R)	Ø4	Ø8
17 s	94 s	27 s	42 s
			
Ø5	Ø6 (R)		
17 s	94 s		

Pattern 17 - MID Peak Plan
18: SR 293 & SR 30 (US 98)

09/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	1666	175	104	1731	487	227	134	76	565	173	384
Future Volume (vph)	312	1666	175	104	1731	487	227	134	76	565	173	384
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	16.0	29.8	29.8	16.0	32.8	32.8	16.0	16.0	16.0	16.0	16.0	
Total Split (s)	27.0	99.0	99.0	18.0	90.0	90.0	30.0	23.0	23.0	40.0	33.0	
Total Split (%)	15.0%	55.0%	55.0%	10.0%	50.0%	50.0%	16.7%	12.8%	12.8%	22.2%	18.3%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	5.4	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	
Act Effect Green (s)	20.2	93.6	93.6	10.8	84.2	84.2	19.0	17.1	17.1	32.7	30.8	180.0
Actuated g/C Ratio	0.11	0.52	0.52	0.06	0.47	0.47	0.11	0.10	0.10	0.18	0.17	1.00
v/c Ratio	0.91	0.65	0.23	0.68	0.76	0.61	0.72	0.89	0.31	0.95	0.60	0.27
Control Delay	117.8	15.3	1.7	129.5	11.9	3.3	89.4	123.1	2.6	96.7	78.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.8	15.3	1.7	129.5	11.9	3.3	89.4	123.1	2.6	96.7	78.2	0.4
LOS	F	B	A	F	B	A	F	F	A	F	E	A
Approach Delay		29.6			16.6			83.3			59.9	
Approach LOS		C			B			F			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 175 (97%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 34.5

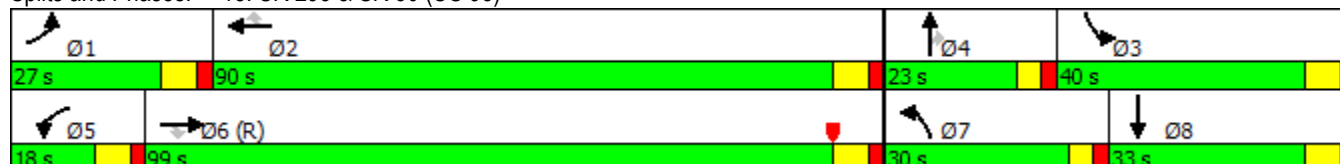
Intersection LOS: C

Intersection Capacity Utilization 87.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Pattern 17 - MID Peak Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	136	2033	97	87	2102	135	44	82	163	58	111
Future Volume (vph)	136	2033	97	87	2102	135	44	82	163	58	111
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	32.8	32.8	16.0	37.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	28.0	111.0	111.0	21.0	104.0	25.0	25.0	25.0	23.0	23.0	23.0
Total Split (%)	15.6%	61.7%	61.7%	11.7%	57.8%	13.9%	13.9%	13.9%	12.8%	12.8%	12.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.7	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	Max	None	None	None	None	None	None
Act Effect Green (s)	21.2	109.7	109.7	13.5	102.0	15.7	15.7	15.7	14.5	14.5	14.5
Actuated g/C Ratio	0.12	0.61	0.61	0.08	0.57	0.09	0.09	0.09	0.08	0.08	0.08
v/c Ratio	0.78	0.67	0.12	0.80	0.71	0.74	0.74	0.33	0.67	0.45	0.50
Control Delay	79.8	12.4	2.9	109.3	42.9	107.7	107.3	3.3	92.2	88.2	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	12.4	2.9	109.3	42.9	107.7	107.3	3.3	92.2	88.2	14.0
LOS	E	B	A	F	D	F	F	A	F	F	B
Approach Delay		16.7			45.6		77.4			64.8	
Approach LOS		B			D		E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 36.7

Intersection LOS: D

Intersection Capacity Utilization 72.6%

ICU Level of Service C

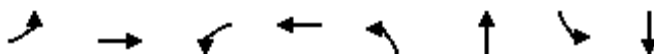
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)



Pattern 17 - MID Peak Plan
20: Regatta Bay Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	54	2225	63	2203	108	10	98	10
Future Volume (vph)	54	2225	63	2203	108	10	98	10
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	37.8	16.0	39.8	16.0	16.0	16.0	16.0
Total Split (s)	18.0	119.0	18.0	119.0	24.0	23.0	20.0	19.0
Total Split (%)	10.0%	66.1%	10.0%	66.1%	13.3%	12.8%	11.1%	10.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.4	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	6.4	5.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Max	None	None	None	None
Act Effect Green (s)	128.6	119.6	128.4	119.5	29.5	12.1	23.5	8.8
Actuated g/C Ratio	0.71	0.66	0.71	0.66	0.16	0.07	0.13	0.05
v/c Ratio	0.62	0.71	0.61	0.72	0.58	0.46	0.57	0.55
Control Delay	72.8	19.9	47.1	22.5	75.1	30.1	76.0	40.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	19.9	47.1	22.5	75.1	30.1	76.0	40.3
LOS	E	B	D	C	E	C	E	D
Approach Delay		21.6		23.3		58.8		62.5
Approach LOS		C		C		E		E

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 75 (42%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 25.3

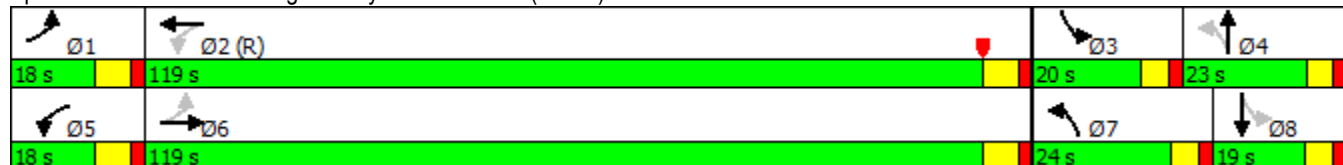
Intersection LOS: C

Intersection Capacity Utilization 76.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)



Pattern 17 - MID Peak Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

09/01/2023

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	105	2246	32	2229	9	2	41	3	73
Future Volume (vph)	105	2246	32	2229	9	2	41	3	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	26.8	16.0	36.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	24.0	134.0	16.0	126.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	13.3%	74.4%	8.9%	70.0%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)	151.1	139.2	139.1	132.8		14.1		14.1	14.1
Actuated g/C Ratio	0.84	0.77	0.77	0.74		0.08		0.08	0.08
v/c Ratio	0.72	0.61	0.51	0.65		0.28		0.64	0.37
Control Delay	63.7	5.0	26.1	14.0		56.6		104.5	9.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	63.7	5.0	26.1	14.0		56.6		104.5	9.3
LOS	E	A	C	B		E		F	A
Approach Delay		8.1		14.3		56.6		53.4	
Approach LOS		A		B		E		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 97 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 12.7

Intersection LOS: B

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

		
Ø1	Ø2 (R)	Ø4
24 s	126 s	30 s
		
Ø5	Ø6 (R)	Ø8
16 s	134 s	30 s

Pattern 17 - MID Peak Plan
22: SR 293 & Commons Drive

09/01/2023

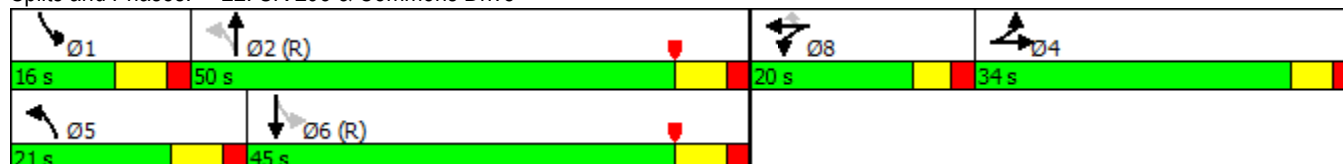
									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations			 				  		 
Traffic Volume (vph)	236	113	151	134	37	154	619	44	820
Future Volume (vph)	236	113	151	134	37	154	619	44	820
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	8.0	8.0	4.0	4.0	4.0	4.0	22.0	4.0	22.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	38.8	16.0	38.8
Total Split (s)	34.0	34.0	20.0	20.0	20.0	21.0	50.0	16.0	45.0
Total Split (%)	28.3%	28.3%	16.7%	16.7%	16.7%	17.5%	41.7%	13.3%	37.5%
Yellow Time (s)	3.7	3.7	3.4	3.4	3.4	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
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	5.4	5.4	5.4	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	25.3	25.3	13.9	13.9	13.9	62.1	51.9	50.8	44.5
Actuated g/C Ratio	0.21	0.21	0.12	0.12	0.12	0.52	0.43	0.42	0.37
v/c Ratio	0.70	0.60	0.46	0.68	0.20	0.72	0.41	0.22	0.74
Control Delay	54.1	43.0	53.3	66.8	1.4	34.4	24.3	18.4	37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	43.0	53.3	66.8	1.4	34.4	24.3	18.4	37.9
LOS	D	D	D	E	A	C	C	B	D
Approach Delay		48.8		50.0			26.1		36.7
Approach LOS		D		D			C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 36.7
 Intersection Capacity Utilization 75.0%
 Analysis Period (min) 15

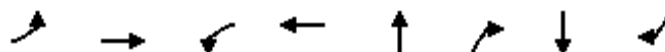
Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 22: SR 293 & Commons Drive



Pattern 18 - PM Peak Plan
1: Stahlman Ave & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	106	1223	111	1207	13	97	69	358
Future Volume (vph)	106	1223	111	1207	13	97	69	358
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	35.0	16.0	31.0	39.0	39.0	40.0	
Total Split (s)	21.0	84.0	17.0	80.0	39.0	39.0	40.0	
Total Split (%)	11.7%	46.7%	9.4%	44.4%	21.7%	21.7%	22.2%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.2	2.0	2.3	2.0	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.2	6.0	6.3	6.0	5.9	5.9	5.9	
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	C-Max	None	None	None	
Act Effect Green (s)	17.1	83.7	10.7	77.3	27.7	27.7	33.9	57.2
Actuated g/C Ratio	0.10	0.46	0.06	0.43	0.15	0.15	0.19	0.32
v/c Ratio	0.89	0.81	0.65	0.85	0.46	0.34	0.61	0.69
Control Delay	121.8	47.2	64.4	22.8	73.6	9.7	75.6	34.8
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	121.8	47.2	64.4	23.3	73.6	9.7	75.6	34.8
LOS	F	D	E	C	E	A	E	C
Approach Delay		54.7		27.1	41.5		48.0	
Approach LOS		D		C	D		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 85 (47%), Referenced to phase 2:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 42.3

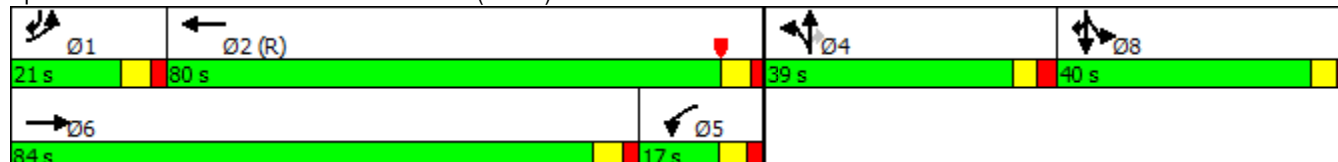
Intersection LOS: D

Intersection Capacity Utilization 75.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Pattern 18 - PM Peak Plan
2: Palmetto Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1490	1362	
Future Volume (vph)	1490	1362	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	136.0	136.0	
Actuated g/C Ratio	0.76	0.76	
v/c Ratio	0.56	0.51	
Control Delay	1.6	4.4	
Queue Delay	0.3	0.1	
Total Delay	2.0	4.5	
LOS	A	A	
Approach Delay	2.0	4.5	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 46.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Pattern 18 - PM Peak Plan
3: Marler Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1451	1393	
Future Volume (vph)	1451	1393	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	144.8	144.8	
Actuated g/C Ratio	0.80	0.80	
v/c Ratio	0.53	0.49	
Control Delay	0.9	5.3	
Queue Delay	0.0	0.0	
Total Delay	0.9	5.3	
LOS	A	A	
Approach Delay	0.9	5.3	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 111 (62%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 3.0
 Intersection Capacity Utilization 47.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Pattern 18 - PM Peak Plan
4: Melvin Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1523	1428	
Future Volume (vph)	1523	1428	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	144.8	144.8	
Actuated g/C Ratio	0.80	0.80	
v/c Ratio	0.54	0.51	
Control Delay	19.2	7.4	
Queue Delay	0.0	0.0	
Total Delay	19.2	7.4	
LOS	B	A	
Approach Delay	19.2	7.4	
Approach LOS	B	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 21 (12%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 13.5
 Intersection Capacity Utilization 47.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)

← Ø2 (R)	142 s	38 s	Ø4
→ Ø6 (R)	142 s		

Pattern 18 - PM Peak Plan
5: SR 30 (US 98) & Benning Drive

09/01/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	37	1505	4	1478	81	33
Future Volume (vph)	37	1505	4	1478	81	33
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	4.0
Minimum Split (s)	16.0	21.0	28.0	28.0	16.0	16.0
Total Split (s)	16.0	154.0	138.0	138.0	26.0	16.0
Total Split (%)	8.9%	85.6%	76.7%	76.7%	14.4%	8.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	152.8	152.8	141.5	141.5	15.5	26.5
Actuated g/C Ratio	0.85	0.85	0.79	0.79	0.09	0.15
v/c Ratio	0.25	0.53	0.07	0.63	0.64	0.17
Control Delay	2.8	1.1	1.5	1.5	98.2	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.8	1.1	1.5	1.5	98.2	16.0
LOS	A	A	A	A	F	B
Approach Delay		1.2		1.5	71.6	
Approach LOS		A		A	E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 23 (13%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 4.2

Intersection LOS: A

Intersection Capacity Utilization 60.3%

ICU Level of Service B

Analysis Period (min) 15

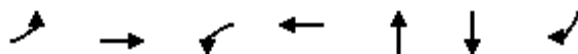
Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Pattern 18 - PM Peak Plan

6: Grand Harbor/Beach Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	60	1525	8	1588	2	2	56
Future Volume (vph)	60	1525	8	1588	2	2	56
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	5.0	5.0	5.0
Minimum Split (s)	16.0	27.0	16.0	30.0	16.0	16.0	16.0
Total Split (s)	19.0	125.0	16.0	122.0	16.0	23.0	19.0
Total Split (%)	10.6%	69.4%	8.9%	67.8%	8.9%	12.8%	10.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	146.2	143.6	141.4	136.4	5.9	13.0	24.3
Actuated g/C Ratio	0.81	0.80	0.79	0.76	0.03	0.07	0.14
v/c Ratio	0.38	0.57	0.05	0.66	0.23	0.65	0.25
Control Delay	14.1	6.9	3.1	21.5	64.9	103.1	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	6.9	3.1	21.5	64.9	103.1	14.6
LOS	B	A	A	C	E	F	B
Approach Delay		7.2		21.4	64.9	63.8	
Approach LOS		A		C	E	E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 16.7

Intersection LOS: B

Intersection Capacity Utilization 69.7%

ICU Level of Service C

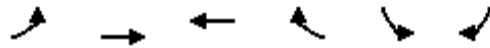
Analysis Period (min) 15

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø4	Ø8		
19 s	122 s	16 s	23 s		
Ø5	Ø6 (R)				
16 s	125 s				

Pattern 18 - PM Peak Plan
7: SR 30 (US 98) & Main Street

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	96	1511	1602	83	121	84	
Future Volume (vph)	96	1511	1602	83	121	84	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	5.0	1.0
Minimum Split (s)	16.0	21.0	37.0	37.0	16.0	16.0	10.0
Total Split (s)	23.0	116.0	93.0	93.0	24.0	24.0	40.0
Total Split (%)	12.8%	64.4%	51.7%	51.7%	13.3%	13.3%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	153.6	153.6	138.2	138.2	14.7	14.7	
Actuated g/C Ratio	0.85	0.85	0.77	0.77	0.08	0.08	
v/c Ratio	0.41	0.55	0.61	0.08	0.48	0.48	
Control Delay	10.8	5.3	3.5	1.0	83.5	18.0	
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	
Total Delay	10.8	5.3	3.8	1.0	83.5	18.0	
LOS	B	A	A	A	F	B	
Approach Delay		5.6	3.6		54.7		
Approach LOS		A	A		D		

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 120 (67%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 68.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 7: SR 30 (US 98) & Main Street



Pattern 18 - PM Peak Plan
8: Gulf Shore Drive & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	54	1319	236	188	1398	51	268	67	236	122	77
Future Volume (vph)	54	1319	236	188	1398	51	268	67	236	122	77
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	37.4	37.4	16.0	39.4	39.4	38.0	38.0	38.0	16.0	16.0
Total Split (s)	16.0	105.0	105.0	28.0	117.0	117.0	26.0	26.0	26.0	21.0	21.0
Total Split (%)	8.9%	58.3%	58.3%	15.6%	65.0%	65.0%	14.4%	14.4%	14.4%	11.7%	11.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	113.3	105.6	105.6	126.1	113.1	113.1	20.3	20.3	20.3	15.1	15.1
Actuated g/C Ratio	0.63	0.59	0.59	0.70	0.63	0.63	0.11	0.11	0.11	0.08	0.08
v/c Ratio	0.35	0.66	0.27	0.75	0.66	0.06	1.01	1.01	0.82	0.90	0.40
Control Delay	8.9	15.5	2.1	53.0	13.9	2.8	142.8	142.1	47.2	130.9	60.1
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.9	15.7	2.1	53.0	13.9	2.8	142.8	142.1	47.2	130.9	60.1
LOS	A	B	A	D	B	A	F	F	D	F	E
Approach Delay		13.2			18.2			103.0			96.3
Approach LOS		B			B			F			F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 70 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 33.7

Intersection LOS: C

Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)

											
Ø1	Ø2 (R)		Ø4	Ø8							
16 s	117 s		26 s	21 s							
											
Ø5	Ø6 (R)										
28 s	105 s										

Pattern 18 - PM Peak Plan
9: Palm St/Sandprint Dr & US 98

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	23	1685	31	1735	55	14	4	24	2
Future Volume (vph)	23	1685	31	1735	55	14	4	24	2
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			4		8
Permitted Phases	2		6		6	4		8	
Detector Phase	5	2	1	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	32.4	16.0	31.4	31.4	16.0	16.0	16.0	16.0
Total Split (s)	16.0	134.0	16.0	134.0	134.0	30.0	30.0	30.0	30.0
Total Split (%)	8.9%	74.4%	8.9%	74.4%	74.4%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	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)	6.4	6.4	6.4	6.4	6.4		5.7	5.7	5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	151.4	146.4	151.5	146.5	146.5		11.3	11.3	11.3
Actuated g/C Ratio	0.84	0.81	0.84	0.81	0.81		0.06	0.06	0.06
v/c Ratio	0.19	0.64	0.22	0.62	0.06		0.77	0.68	0.46
Control Delay	2.8	4.3	2.9	5.9	0.4		81.2	134.8	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.8	4.3	2.9	6.0	0.4		81.2	134.8	25.4
LOS	A	A	A	A	A		F	F	C
Approach Delay		4.3		5.7			81.2		59.3
Approach LOS		A		A			F		E

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 106 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 8.3

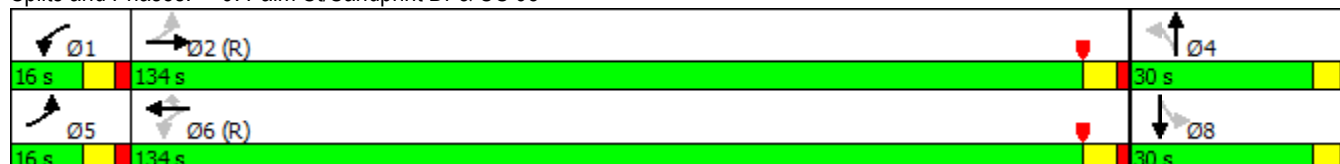
Intersection LOS: A

Intersection Capacity Utilization 68.3%

ICU Level of Service C

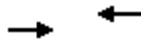
Analysis Period (min) 15

Splits and Phases: 9: Palm St/Sandprint Dr & US 98



Pattern 18 - PM Peak Plan
10: Big Kahuna Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1823	1706	
Future Volume (vph)	1823	1706	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	162.6	162.6	
Actuated g/C Ratio	0.90	0.90	
v/c Ratio	0.59	0.56	
Control Delay	1.6	11.6	
Queue Delay	0.0	0.0	
Total Delay	1.6	11.6	
LOS	A	B	
Approach Delay	1.6	11.6	
Approach LOS	A	B	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 6.5
 Intersection Capacity Utilization 57.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)

← Ø2 (R)	143 s	→ Ø4	37 s
→ Ø6 (R)	143 s		

Pattern 18 - PM Peak Plan
11: Gulf Terrace Ped & SR 30 (US 98)

09/01/2023

	→	←	
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1809	1882	
Future Volume (vph)	1809	1882	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	162.6	162.6	
Actuated g/C Ratio	0.90	0.90	
v/c Ratio	0.59	0.62	
Control Delay	12.0	2.9	
Queue Delay	0.0	0.0	
Total Delay	12.0	2.9	
LOS	B	A	
Approach Delay	12.0	2.9	
Approach LOS	B	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 20 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 57.4%
 Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service B

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Pattern 18 - PM Peak Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

09/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	82	1683	16	24	1690	429	11	17	224	5	160	
Future Volume (vph)	82	1683	16	24	1690	429	11	17	224	5	160	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm	
Protected Phases	1	6		5	2		4		8	8		
Permitted Phases	6		6	2		2		4			8	
Detector Phase	1	6	6	5	2	2	4	4	8	8	8	
Switch Phase												
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	38.4	38.4	37.7	37.7	37.7	
Total Split (s)	18.0	105.0	105.0	16.0	103.0	103.0	39.0	39.0	20.0	20.0	20.0	
Total Split (%)	10.0%	58.3%	58.3%	8.9%	57.2%	57.2%	21.7%	21.7%	11.1%	11.1%	11.1%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	117.9	109.4	109.4	110.8	103.9	103.9	22.3	22.3	17.2	17.2	17.2	
Actuated g/C Ratio	0.66	0.61	0.61	0.62	0.58	0.58	0.12	0.12	0.10	0.10	0.10	
v/c Ratio	0.74	0.82	0.02	0.33	0.85	0.47	0.29	0.08	0.83	0.82	0.59	
Control Delay	79.1	22.6	0.1	33.3	24.9	6.5	71.2	0.5	113.0	112.1	17.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	79.1	22.6	0.1	33.3	24.9	6.5	71.2	0.5	113.0	112.1	17.0	
LOS	E	C	A	C	C	A	E	A	F	F	B	
Approach Delay		25.3			21.1		53.5			72.3		
Approach LOS		C			C		D			E		

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 170 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 28.4

Intersection LOS: C

Intersection Capacity Utilization 81.2%

ICU Level of Service D

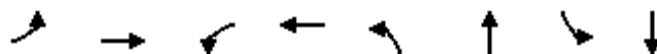
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

											
Ø1	Ø2 (R)					Ø4			Ø8		
18 s	103 s					39 s			20 s		
											
Ø5	Ø6 (R)										
16 s	105 s										

Pattern 18 - PM Peak Plan
13: Old US 98 & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	1809	66	2011	68	1	27	3
Future Volume (vph)	16	1809	66	2011	68	1	27	3
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	5.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	16.0	16.0	16.0	16.0
Total Split (s)	16.0	128.0	16.0	128.0	16.0	36.0	20.0	20.0
Total Split (%)	8.9%	71.1%	8.9%	71.1%	8.9%	20.0%	11.1%	11.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	6.4		6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	131.8	126.7	137.3	132.8	27.7	26.7		11.2
Actuated g/C Ratio	0.73	0.70	0.76	0.74	0.15	0.15		0.06
v/c Ratio	0.17	0.56	0.49	0.57	0.42	0.23		0.73
Control Delay	2.2	2.9	35.0	1.2	73.2	16.6		101.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	2.2	2.9	35.0	1.2	73.2	16.6		101.3
LOS	A	A	D	A	E	B		F
Approach Delay		2.9		2.4		48.5		101.3
Approach LOS		A		A		D		F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 11 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 5.9

Intersection LOS: A

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)

Ø1	Ø2 (R)	Ø4	
16 s	128 s	36 s	
Ø5	Ø6 (R)	Ø7	Ø8
16 s	128 s	16 s	20 s

Pattern 18 - PM Peak Plan
14: Indian Bayou Trl & US 98

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations		  		  			 			
Traffic Volume (vph)	62	1824	73	1979	227	54	25	116	17	60
Future Volume (vph)	62	1824	73	1979	227	54	25	116	17	60
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	36.8	42.7	42.7	40.7	40.7	40.7
Total Split (s)	18.0	119.0	18.0	119.0	119.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	10.0%	66.1%	10.0%	66.1%	66.1%	23.9%	23.9%	23.9%	23.9%	23.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	118.0	118.0	115.8	115.8	115.8		32.7		32.7	32.7
Actuated g/C Ratio	0.66	0.66	0.64	0.64	0.64		0.18		0.18	0.18
v/c Ratio	0.43	0.59	0.57	0.62	0.24		0.90		0.95	0.23
Control Delay	25.2	8.6	29.5	23.1	4.8		101.0		126.1	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	25.2	8.6	29.5	23.1	4.8		101.0		126.1	6.2
LOS	C	A	C	C	A		F		F	A
Approach Delay		9.2		21.4			101.0		86.3	
Approach LOS		A		C			F		F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 16 (9%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 22.7

Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98



Pattern 18 - PM Peak Plan
15: Henderson Beach & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	1765	26	49	2156	121	33	7	228	8	53
Future Volume (vph)	128	1765	26	49	2156	121	33	7	228	8	53
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	24.0	117.0	117.0	16.0	109.0	109.0	20.0	20.0	27.0	27.0	27.0
Total Split (%)	13.3%	65.0%	65.0%	8.9%	60.6%	60.6%	11.1%	11.1%	15.0%	15.0%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	129.6	115.0	115.0	117.8	108.8	108.8	9.1	9.1	20.1	20.1	20.1
Actuated g/C Ratio	0.72	0.64	0.64	0.65	0.60	0.60	0.05	0.05	0.11	0.11	0.11
v/c Ratio	0.74	0.55	0.03	0.41	0.72	0.14	0.51	0.46	0.72	0.72	0.22
Control Delay	72.5	16.5	0.8	20.5	7.5	0.5	100.7	39.5	97.7	97.9	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	16.5	0.8	20.5	7.5	0.5	100.7	39.5	97.7	97.9	1.7
LOS	E	B	A	C	A	A	F	D	F	F	A
Approach Delay		20.2			7.5			66.6		78.6	
Approach LOS		C			A			E		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 94 (52%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 78.9%

ICU Level of Service D

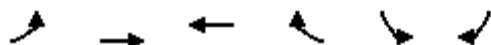
Analysis Period (min) 15

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)

			
Ø1	Ø2 (R)	Ø4	Ø8
24 s	109 s	20 s	27 s
			
Ø5	Ø6 (R)		
16 s	117 s		

Pattern 18 - PM Peak Plan
16: SR 30 (US 98) & Triumph Road

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	1978	2260	116	118	63
Future Volume (vph)	68	1978	2260	116	118	63
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	30.0	30.0	30.0	4.0	4.0
Minimum Split (s)	16.0	36.8	43.8	43.8	16.0	16.0
Total Split (s)	20.0	156.0	136.0	136.0	24.0	24.0
Total Split (%)	11.1%	86.7%	75.6%	75.6%	13.3%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	155.3	155.3	141.8	141.8	12.5	12.5
Actuated g/C Ratio	0.86	0.86	0.79	0.79	0.07	0.07
v/c Ratio	0.53	0.46	0.58	0.11	0.57	0.41
Control Delay	41.9	1.1	3.4	0.6	90.3	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	1.1	3.4	0.6	90.3	21.5
LOS	D	A	A	A	F	C
Approach Delay		2.5	3.2		66.6	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 100 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 5.7

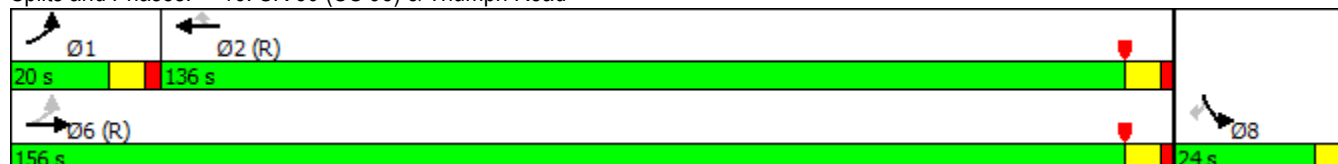
Intersection LOS: A

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Pattern 18 - PM Peak Plan
17: Mathew Blvd & SR 30 (US 98)

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	89	1855	91	2157	184	60	59	245	56	58
Future Volume (vph)	89	1855	91	2157	184	60	59	245	56	58
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	16.0	29.8	16.0	41.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	17.0	114.0	17.0	114.0	27.0	27.0	27.0	22.0	22.0	17.0
Total Split (%)	9.4%	63.3%	9.4%	63.3%	15.0%	15.0%	15.0%	12.2%	12.2%	9.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	119.1	109.3	118.4	108.9	19.6	19.6	19.6	16.7	16.7	32.2
Actuated g/C Ratio	0.66	0.61	0.66	0.60	0.11	0.11	0.11	0.09	0.09	0.18
v/c Ratio	0.84	0.68	0.76	0.77	0.76	0.73	0.28	0.87	0.43	0.19
Control Delay	107.6	19.5	71.6	15.5	102.2	99.8	7.0	105.3	85.5	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.6	19.5	71.6	15.5	102.2	99.8	7.0	105.3	85.5	17.4
LOS	F	B	E	B	F	F	A	F	F	B
Approach Delay		24.1		18.0		81.7			88.5	
Approach LOS		C		B		F			F	

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 174 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 30.0
Intersection Capacity Utilization 78.3%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

 Ø1	 Ø2 (R)	 Ø4	 Ø8
17 s	114 s	27 s	22 s
 Ø5	 Ø6 (R)		
17 s	114 s		

Pattern 18 - PM Peak Plan
18: SR 293 & SR 30 (US 98)

09/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	1713	164	79	1747	614	266	150	65	552	172	343
Future Volume (vph)	399	1713	164	79	1747	614	266	150	65	552	172	343
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	16.0	29.8	29.8	16.0	32.8	32.8	16.0	16.0	16.0	16.0	16.0	
Total Split (s)	28.0	104.0	104.0	16.0	92.0	92.0	30.0	22.0	22.0	38.0	30.0	
Total Split (%)	15.6%	57.8%	57.8%	8.9%	51.1%	51.1%	16.7%	12.2%	12.2%	21.1%	16.7%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	5.4	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	
Act Effect Green (s)	21.2	97.6	97.6	8.8	85.2	85.2	20.4	16.6	16.6	31.2	27.4	180.0
Actuated g/C Ratio	0.12	0.54	0.54	0.05	0.47	0.47	0.11	0.09	0.09	0.17	0.15	1.00
v/c Ratio	1.11	0.66	0.20	0.56	0.76	0.71	0.76	1.05	0.24	0.98	0.69	0.22
Control Delay	163.6	12.2	1.0	120.9	11.9	5.5	89.6	157.7	1.9	104.4	85.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	163.6	12.2	1.0	120.9	11.9	5.5	89.6	157.7	1.9	104.4	85.7	0.3
LOS	F	B	A	F	B	A	F	F	A	F	F	A
Approach Delay		39.0			14.2			99.7			68.6	
Approach LOS		D			B			F			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 175 (97%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 39.4

Intersection LOS: D

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Pattern 18 - PM Peak Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  				 		
Traffic Volume (vph)	124	2175	86	75	2257	162	42	74	176	40	81
Future Volume (vph)	124	2175	86	75	2257	162	42	74	176	40	81
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	32.8	32.8	16.0	37.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	28.0	111.0	111.0	21.0	104.0	25.0	25.0	25.0	23.0	23.0	23.0
Total Split (%)	15.6%	61.7%	61.7%	11.7%	57.8%	13.9%	13.9%	13.9%	12.8%	12.8%	12.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.7	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	Max	None	None	None	None	None	None
Act Effect Green (s)	21.2	109.8	109.8	12.3	100.8	16.2	16.2	16.2	15.0	15.0	15.0
Actuated g/C Ratio	0.12	0.61	0.61	0.07	0.56	0.09	0.09	0.09	0.08	0.08	0.08
v/c Ratio	0.77	0.74	0.12	0.74	0.74	0.77	0.76	0.32	0.71	0.32	0.35
Control Delay	81.7	13.8	2.7	103.5	43.5	110.0	108.1	3.0	93.9	82.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	13.8	2.7	103.5	43.5	110.0	108.1	3.0	93.9	82.6	3.9
LOS	F	B	A	F	D	F	F	A	F	F	A
Approach Delay		17.5			45.5		80.7			68.4	
Approach LOS		B			D		F			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 36.7

Intersection LOS: D

Intersection Capacity Utilization 75.4%

ICU Level of Service D

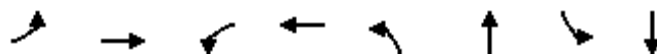
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)

			
Ø2	Ø1	Ø4	Ø8
104 s	28 s	25 s	23 s
			
Ø5	Ø6 (R)		
21 s	111 s		

Pattern 18 - PM Peak Plan
20: Regatta Bay Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	43	2167	49	2387	122	11	99	11
Future Volume (vph)	43	2167	49	2387	122	11	99	11
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	37.8	16.0	39.8	16.0	16.0	16.0	16.0
Total Split (s)	18.0	119.0	18.0	119.0	24.0	23.0	20.0	19.0
Total Split (%)	10.0%	66.1%	10.0%	66.1%	13.3%	12.8%	11.1%	10.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.4	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	6.4	5.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Max	None	None	None	None
Act Effect Green (s)	127.3	119.5	130.1	122.8	30.1	12.3	23.8	8.9
Actuated g/C Ratio	0.71	0.66	0.72	0.68	0.17	0.07	0.13	0.05
v/c Ratio	0.48	0.71	0.59	0.73	0.60	0.48	0.63	0.51
Control Delay	60.0	21.0	44.7	21.5	75.8	31.2	78.8	45.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	21.0	44.7	21.5	75.8	31.2	78.8	45.6
LOS	E	C	D	C	E	C	E	D
Approach Delay		21.9		22.1		59.6		68.1
Approach LOS		C		C		E		E

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 75 (42%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 25.2

Intersection LOS: C

Intersection Capacity Utilization 71.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)

Ø1	Ø2 (R)	Ø3	Ø4
18 s	119 s	20 s	23 s
Ø5	Ø6	Ø7	Ø8
18 s	119 s	24 s	19 s

Pattern 18 - PM Peak Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	88	2116	24	2395	12	1	36	0	63
Future Volume (vph)	88	2116	24	2395	12	1	36	0	63
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	26.8	16.0	36.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	24.0	134.0	16.0	126.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	13.3%	74.4%	8.9%	70.0%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)	153.7	144.3	140.2	135.0		12.5		12.5	12.5
Actuated g/C Ratio	0.85	0.80	0.78	0.75		0.07		0.07	0.07
v/c Ratio	0.73	0.54	0.30	0.67		0.29		0.54	0.43
Control Delay	67.2	3.9	9.5	13.6		75.1		98.8	13.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	67.2	3.9	9.5	13.6		75.1		98.8	13.0
LOS	E	A	A	B		E		F	B
Approach Delay		7.2		13.5		75.1		44.9	
Approach LOS		A		B		E		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 97 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)



Pattern 18 - PM Peak Plan
22: SR 293 & Commons Drive

09/01/2023

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	307	106	139	128	49	138	932	47	796
Future Volume (vph)	307	106	139	128	49	138	932	47	796
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	8.0	8.0	4.0	4.0	4.0	4.0	22.0	4.0	22.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	38.8	16.0	38.8
Total Split (s)	33.0	33.0	21.0	21.0	21.0	19.0	50.0	16.0	47.0
Total Split (%)	27.5%	27.5%	17.5%	17.5%	17.5%	15.8%	41.7%	13.3%	39.2%
Yellow Time (s)	3.7	3.7	3.4	3.4	3.4	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
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	5.4	5.4	5.4	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	26.7	26.7	14.5	14.5	14.5	58.7	50.2	50.4	44.4
Actuated g/C Ratio	0.22	0.22	0.12	0.12	0.12	0.49	0.42	0.42	0.37
v/c Ratio	0.83	0.53	0.41	0.66	0.21	0.66	0.56	0.28	0.76
Control Delay	63.0	39.9	51.5	64.2	1.4	32.3	28.5	20.1	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	39.9	51.5	64.2	1.4	32.3	28.5	20.1	38.2
LOS	E	D	D	E	A	C	C	C	D
Approach Delay		53.7		47.8			28.9		37.2
Approach LOS		D		D			C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 37.9
 Intersection Capacity Utilization 78.1%
 Analysis Period (min) 15

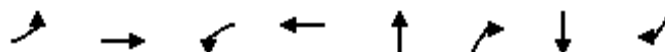
Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 22: SR 293 & Commons Drive

 Ø1	 Ø2 (R)	 Ø8	 Ø4
16 s	50 s	21 s	33 s
 Ø5	 Ø6 (R)		
19 s	47 s		

Pattern 19 - SAT Peak Plan
1: Stahlman Ave & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	78	1216	88	1151	5	96	83	324
Future Volume (vph)	78	1216	88	1151	5	96	83	324
Turn Type	Prot	NA	Prot	NA	NA	Perm	NA	pt+ov
Protected Phases	1	6	5	2	4		8	8 1
Permitted Phases						4		
Detector Phase	1	6	5	2	4	4	8	8 1
Switch Phase								
Minimum Initial (s)	4.0	10.0	4.0	10.0	4.0	4.0	4.0	
Minimum Split (s)	16.0	35.0	16.0	31.0	39.0	39.0	40.0	
Total Split (s)	19.0	85.0	16.0	82.0	39.0	39.0	40.0	
Total Split (%)	10.6%	47.2%	8.9%	45.6%	21.7%	21.7%	22.2%	
Yellow Time (s)	4.0	4.0	4.0	4.0	3.4	3.4	3.4	
All-Red Time (s)	2.2	2.0	2.3	2.0	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.2	6.0	6.3	6.0	5.9	5.9	5.9	
Lead/Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	C-Max	None	None	None	
Act Effect Green (s)	12.6	85.6	9.7	82.7	26.8	26.8	33.9	52.7
Actuated g/C Ratio	0.07	0.48	0.05	0.46	0.15	0.15	0.19	0.29
v/c Ratio	0.74	0.80	0.53	0.79	0.21	0.37	0.79	0.56
Control Delay	112.6	46.1	56.1	13.4	66.3	11.6	86.3	17.0
Queue Delay	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay	112.6	46.1	56.1	14.3	66.3	11.6	86.3	17.0
LOS	F	D	E	B	E	B	F	B
Approach Delay		50.4		17.2	28.5		46.5	
Approach LOS		D		B	C		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 85 (47%), Referenced to phase 2:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 36.0

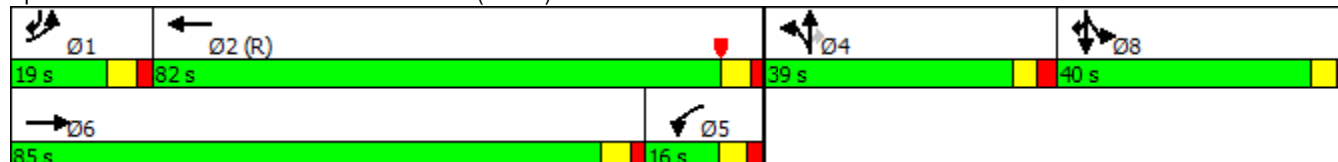
Intersection LOS: D

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Stahlman Ave & SR 30 (US 98)



Pattern 19 - SAT Peak Plan
2: Palmetto Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1510	1528	
Future Volume (vph)	1510	1528	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	136.0	136.0	
Actuated g/C Ratio	0.76	0.76	
v/c Ratio	0.59	0.60	
Control Delay	2.5	8.1	
Queue Delay	0.4	0.1	
Total Delay	2.8	8.2	
LOS	A	A	
Approach Delay	2.8	8.2	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 5.5
 Intersection Capacity Utilization 47.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: Palmetto Ped & SR 30 (US 98)



Pattern 19 - SAT Peak Plan
3: Marler Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1510	1528	
Future Volume (vph)	1510	1528	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effct Green (s)	153.6	153.6	
Actuated g/C Ratio	0.85	0.85	
v/c Ratio	0.50	0.51	
Control Delay	0.8	4.9	
Queue Delay	0.0	0.0	
Total Delay	0.8	4.9	
LOS	A	A	
Approach Delay	0.8	4.9	
Approach LOS	A	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 111 (62%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 2.8
 Intersection Capacity Utilization 48.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Marler Ped & SR 30 (US 98)



Pattern 19 - SAT Peak Plan
4: Melvin Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1545	1554	
Future Volume (vph)	1545	1554	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.0	36.0	38.0
Total Split (s)	142.0	142.0	38.0
Total Split (%)	78.9%	78.9%	21%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	136.0	136.0	
Actuated g/C Ratio	0.76	0.76	
v/c Ratio	0.60	0.62	
Control Delay	26.5	7.9	
Queue Delay	0.0	0.0	
Total Delay	26.5	7.9	
LOS	C	A	
Approach Delay	26.5	7.9	
Approach LOS	C	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 21 (12%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 48.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 4: Melvin Ped & SR 30 (US 98)

← Ø2 (R)	142 s	→ Ø6 (R)	142 s	Ø4	38 s
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Pattern 19 - SAT Peak Plan
5: SR 30 (US 98) & Benning Drive

09/01/2023



Lane Group	EBL	EBT	WBU	WBT	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	1509	14	1534	84	35
Future Volume (vph)	26	1509	14	1534	84	35
Turn Type	pm+pt	NA	Perm	NA	Prot	pm+ov
Protected Phases	1	6		2	8	1
Permitted Phases	6		2			8
Detector Phase	1	6	2	2	8	1
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	4.0
Minimum Split (s)	16.0	21.0	28.0	28.0	33.7	16.0
Total Split (s)	16.0	146.0	130.0	130.0	34.0	16.0
Total Split (%)	8.9%	81.1%	72.2%	72.2%	18.9%	8.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	149.8	149.8	138.5	138.5	18.5	29.5
Actuated g/C Ratio	0.83	0.83	0.77	0.77	0.10	0.16
v/c Ratio	0.22	0.56	0.16	0.64	0.64	0.19
Control Delay	2.7	1.2	3.2	2.7	92.6	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.7	1.2	3.2	2.7	92.6	22.9
LOS	A	A	A	A	F	C
Approach Delay		1.2		2.7	70.3	
Approach LOS		A		A	E	

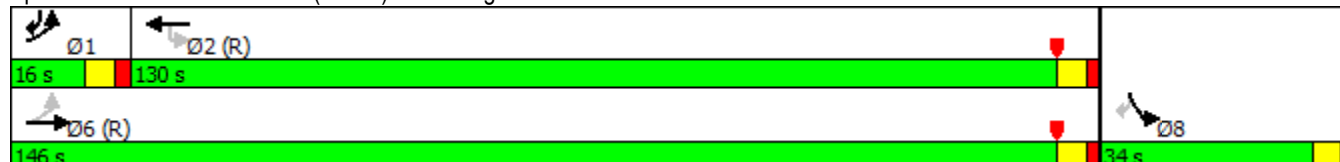
Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 23 (13%), Referenced to phase 2:WBTU and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 5.2
 Intersection Capacity Utilization 59.0%
 Analysis Period (min) 15

Intersection LOS: A

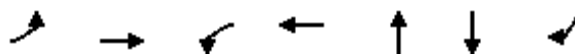
ICU Level of Service B

Splits and Phases: 5: SR 30 (US 98) & Benning Drive



Pattern 19 - SAT Peak Plan
6: Grand Harbor/Beach Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	42	1572	12	1569	2	2	66
Future Volume (vph)	42	1572	12	1569	2	2	66
Turn Type	pm+pt	NA	pm+pt	NA	NA	NA	pm+ov
Protected Phases	1	6	5	2	4	8	1
Permitted Phases	6		2				8
Detector Phase	1	6	5	2	4	8	1
Switch Phase							
Minimum Initial (s)	5.0	15.0	5.0	15.0	5.0	5.0	5.0
Minimum Split (s)	16.0	27.0	16.0	30.0	16.0	16.0	16.0
Total Split (s)	19.0	125.0	16.0	122.0	16.0	23.0	19.0
Total Split (%)	10.6%	69.4%	8.9%	67.8%	8.9%	12.8%	10.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lag	Lead	Lag			Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	None	C-Max	None	None	None
Act Effect Green (s)	145.8	143.5	141.6	136.6	6.0	12.9	23.9
Actuated g/C Ratio	0.81	0.80	0.79	0.76	0.03	0.07	0.13
v/c Ratio	0.30	0.62	0.07	0.64	0.29	0.65	0.28
Control Delay	8.7	8.0	6.7	23.6	57.9	103.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.7	8.0	6.7	23.6	57.9	103.0	14.5
LOS	A	A	A	C	E	F	B
Approach Delay		8.0		23.4	57.9	60.9	
Approach LOS		A		C	E	E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 17.7

Intersection LOS: B

Intersection Capacity Utilization 68.0%

ICU Level of Service C

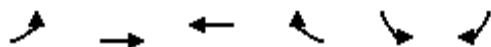
Analysis Period (min) 15

Splits and Phases: 6: Grand Harbor/Beach Drive & SR 30 (US 98)

	Ø1		Ø2 (R)		Ø4		Ø8
19 s		122 s		16 s		23 s	
	Ø5		Ø6 (R)				
16 s		125 s					

Pattern 19 - SAT Peak Plan
7: SR 30 (US 98) & Main Street

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	64	1628	1452	64	104	92	
Future Volume (vph)	64	1628	1452	64	104	92	
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm	
Protected Phases	1	6	2		8		4
Permitted Phases	6			2		8	
Detector Phase	1	6	2	2	8	8	
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	5.0	5.0	1.0
Minimum Split (s)	16.0	21.0	37.0	37.0	16.0	16.0	10.0
Total Split (s)	23.0	116.0	93.0	93.0	24.0	24.0	40.0
Total Split (%)	12.8%	64.4%	51.7%	51.7%	13.3%	13.3%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	3.7	4.0
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0	6.0	6.0	5.7	5.7	
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?					Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None
Act Effect Green (s)	154.5	154.5	140.9	140.9	13.8	13.8	
Actuated g/C Ratio	0.86	0.86	0.78	0.78	0.08	0.08	
v/c Ratio	0.30	0.54	0.55	0.06	0.43	0.47	
Control Delay	5.6	6.1	5.1	2.9	82.7	18.4	
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	
Total Delay	5.6	6.1	5.2	2.9	82.7	18.4	
LOS	A	A	A	A	F	B	
Approach Delay		6.1	5.1		52.5		
Approach LOS		A	A		D		

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 107 (59%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 8.5

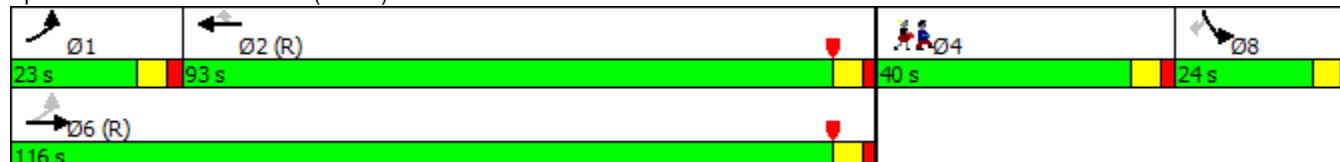
Intersection LOS: A

Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: SR 30 (US 98) & Main Street



Pattern 19 - SAT Peak Plan
8: Gulf Shore Drive & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	47	1358	271	169	1259	57	231	91	223	114	128
Future Volume (vph)	47	1358	271	169	1259	57	231	91	223	114	128
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	6		5	2		4	4		8	8
Permitted Phases	6		6	2		2			4		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	37.4	37.4	16.0	39.4	39.4	38.0	38.0	38.0	16.0	16.0
Total Split (s)	16.0	107.0	107.0	27.0	118.0	118.0	25.0	25.0	25.0	21.0	21.0
Total Split (%)	8.9%	59.4%	59.4%	15.0%	65.6%	65.6%	13.9%	13.9%	13.9%	11.7%	11.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.4	3.4
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	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	5.7	5.7	5.7	5.4	5.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	115.2	107.1	107.1	126.3	113.3	113.3	19.3	19.3	19.3	15.4	15.4
Actuated g/C Ratio	0.64	0.60	0.60	0.70	0.63	0.63	0.11	0.11	0.11	0.09	0.09
v/c Ratio	0.33	0.69	0.28	0.73	0.57	0.08	1.16	1.16	0.93	0.93	0.62
Control Delay	7.2	13.9	1.4	52.9	12.9	4.1	182.8	180.3	71.3	135.1	80.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	14.1	1.4	52.9	12.9	4.1	182.8	180.3	71.3	135.1	80.8
LOS	A	B	A	D	B	A	F	F	E	F	F
Approach Delay		11.7			17.2			137.3			103.6
Approach LOS		B			B			F			F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 70 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 40.9

Intersection LOS: D

Intersection Capacity Utilization 81.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Gulf Shore Drive & SR 30 (US 98)

											
Ø1	Ø2 (R)								Ø4	Ø8	
16 s	118 s								25 s	21 s	
											
Ø5	Ø6 (R)										
27 s	107 s										

Pattern 19 - SAT Peak Plan
9: Palm St/Sandprint Dr & US 98

09/01/2023

									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	18	1715	36	1743	40	6	1	23	0
Future Volume (vph)	18	1715	36	1743	40	6	1	23	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	5	2	1	6			4		8
Permitted Phases	2		6		6	4		8	
Detector Phase	5	2	1	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	20.0	20.0	5.0	5.0	5.0	5.0
Minimum Split (s)	16.0	32.4	16.0	31.4	31.4	16.0	16.0	16.0	16.0
Total Split (s)	16.0	134.0	16.0	134.0	134.0	30.0	30.0	30.0	30.0
Total Split (%)	8.9%	74.4%	8.9%	74.4%	74.4%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.7	3.7
All-Red Time (s)	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)	6.4	6.4	6.4	6.4	6.4		5.7	5.7	5.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	147.0	141.1	157.5	148.7	148.7		9.3	9.3	9.3
Actuated g/C Ratio	0.82	0.78	0.88	0.83	0.83		0.05	0.05	0.05
v/c Ratio	0.15	0.65	0.59	0.61	0.03		0.53	0.50	0.37
Control Delay	2.4	4.7	36.8	7.5	0.2		46.5	110.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.4	4.7	36.8	7.5	0.2		46.5	110.6	6.8
LOS	A	A	D	A	A		D	F	A
Approach Delay		4.6		9.5			46.5		37.1
Approach LOS		A		A			D		D

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 106 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 8.4

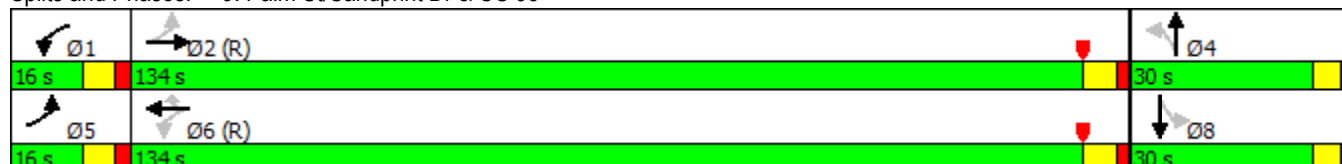
Intersection LOS: A

Intersection Capacity Utilization 66.3%

ICU Level of Service C

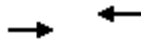
Analysis Period (min) 15

Splits and Phases: 9: Palm St/Sandprint Dr & US 98



Pattern 19 - SAT Peak Plan
10: Big Kahuna Ped & SR 30 (US 98)

09/01/2023



Lane Group	EBT	WBT	Ø4
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1835	1832	
Future Volume (vph)	1835	1832	
Turn Type	NA	NA	
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	162.6	162.6	
Actuated g/C Ratio	0.90	0.90	
v/c Ratio	0.58	0.58	
Control Delay	1.4	12.0	
Queue Delay	0.0	0.0	
Total Delay	1.4	12.0	
LOS	A	B	
Approach Delay	1.4	12.0	
Approach LOS	A	B	

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Big Kahuna Ped & SR 30 (US 98)

← Ø2 (R)	143 s	→ Ø4	37 s
→ Ø6 (R)	143 s		

Pattern 19 - SAT Peak Plan
11: Gulf Terrace Ped & SR 30 (US 98)

09/01/2023

	→	←	
Lane Group	EBT	WBT	Ø8
Lane Configurations	↑↑	↑↑	
Traffic Volume (vph)	1796	1870	
Future Volume (vph)	1796	1870	
Turn Type	NA	NA	
Protected Phases	6	2	8
Permitted Phases			
Detector Phase	6	2	
Switch Phase			
Minimum Initial (s)	30.0	30.0	5.0
Minimum Split (s)	36.4	36.4	37.0
Total Split (s)	143.0	143.0	37.0
Total Split (%)	79.4%	79.4%	21%
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.4	6.4	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None
Act Effect Green (s)	154.0	154.0	
Actuated g/C Ratio	0.86	0.86	
v/c Ratio	0.61	0.67	
Control Delay	19.4	5.4	
Queue Delay	0.0	0.1	
Total Delay	19.4	5.4	
LOS	B	A	
Approach Delay	19.4	5.4	
Approach LOS	B	A	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 20 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 12.1
 Intersection Capacity Utilization 57.0%
 Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 11: Gulf Terrace Ped & SR 30 (US 98)



Pattern 19 - SAT Peak Plan

12: Silver Beach Towers/Airport Road & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	72	1560	19	41	1398	426	10	18	265	4	135
Future Volume (vph)	72	1560	19	41	1398	426	10	18	265	4	135
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4		8	8	
Permitted Phases	6		6	2		2		4			8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	38.4	38.4	37.7	37.7	37.7
Total Split (s)	18.0	103.0	103.0	16.0	101.0	101.0	39.0	39.0	22.0	22.0	22.0
Total Split (%)	10.0%	57.2%	57.2%	8.9%	56.1%	56.1%	21.7%	21.7%	12.2%	12.2%	12.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)	117.5	108.7	108.7	114.9	107.4	107.4	12.1	12.1	27.2	27.2	27.2
Actuated g/C Ratio	0.65	0.60	0.60	0.64	0.60	0.60	0.07	0.07	0.15	0.15	0.15
v/c Ratio	0.48	0.78	0.02	0.43	0.71	0.44	0.29	0.14	0.64	0.64	0.44
Control Delay	26.2	15.0	0.1	40.4	14.7	2.7	81.6	1.4	82.0	82.0	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	15.0	0.1	40.4	14.7	2.7	81.6	1.4	82.0	82.0	12.8
LOS	C	B	A	D	B	A	F	A	F	F	B
Approach Delay		15.4			12.7		46.5			58.4	
Approach LOS		B			B		D			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 170 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 19.5

Intersection LOS: B

Intersection Capacity Utilization 77.5%

ICU Level of Service D

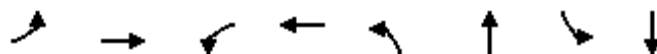
Analysis Period (min) 15

Splits and Phases: 12: Silver Beach Towers/Airport Road & SR 30 (US 98)

											
Ø1	Ø2 (R)		Ø3	Ø4	Ø5	Ø6 (R)	Ø7	Ø8	Ø9	Ø10	Ø11
18 s	101 s			39 s				22 s			
Ø1	Ø2 (R)		Ø3	Ø4	Ø5	Ø6 (R)	Ø7	Ø8	Ø9	Ø10	Ø11
16 s	103 s										

Pattern 19 - SAT Peak Plan
13: Old US 98 & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	9	1675	62	1890	37	1	18	2
Future Volume (vph)	9	1675	62	1890	37	1	18	2
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	5	2	1	6	7	4		8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	1	6	7	4	8	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	5.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	16.0	38.4	16.0	16.0
Total Split (s)	16.0	125.0	16.0	125.0	16.0	39.0	23.0	23.0
Total Split (%)	8.9%	69.4%	8.9%	69.4%	8.9%	21.7%	12.8%	12.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	6.4		6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effect Green (s)	137.3	132.4	142.3	138.2	22.5	21.5		9.2
Actuated g/C Ratio	0.76	0.74	0.79	0.77	0.12	0.12		0.05
v/c Ratio	0.11	0.52	0.43	0.51	0.32	0.27		0.52
Control Delay	2.2	4.3	25.3	1.2	72.5	17.4		80.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	2.2	4.3	25.3	1.2	72.5	17.4		80.5
LOS	A	A	C	A	E	B		F
Approach Delay		4.3		2.1		42.3		80.5
Approach LOS		A		A		D		F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 11 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 5.1

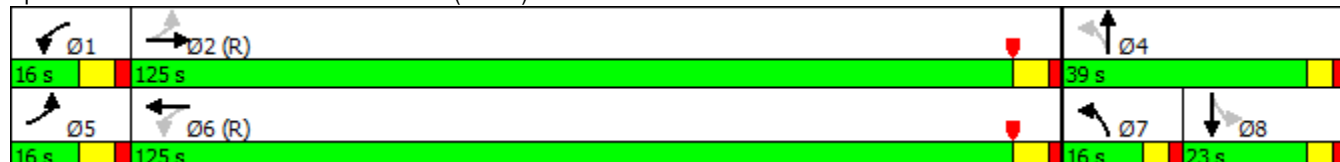
Intersection LOS: A

Intersection Capacity Utilization 65.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: Old US 98 & SR 30 (US 98)



Pattern 19 - SAT Peak Plan
14: Indian Bayou Trl & US 98

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	46	1731	78	1781	249	35	32	114	6	46
Future Volume (vph)	46	1731	78	1781	249	35	32	114	6	46
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2			4		8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	4.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	16.0	36.8	36.8	42.7	42.7	40.7	40.7	40.7
Total Split (s)	18.0	119.0	18.0	119.0	119.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	10.0%	66.1%	10.0%	66.1%	66.1%	23.9%	23.9%	23.9%	23.9%	23.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	Max	Max	None	None	None	None	None
Act Effect Green (s)	114.4	114.4	115.8	115.8	115.8		36.3		36.3	36.3
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64		0.20		0.20	0.20
v/c Ratio	0.28	0.56	0.55	0.56	0.25		1.02		1.16	0.12
Control Delay	11.7	8.3	23.7	26.4	6.4		122.3		181.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	11.7	8.3	23.7	26.4	6.4		122.3		181.0	0.6
LOS	B	A	C	C	A		F		F	A
Approach Delay		8.4		23.7			122.3		142.3	
Approach LOS		A		C			F		F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 16 (9%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 28.5

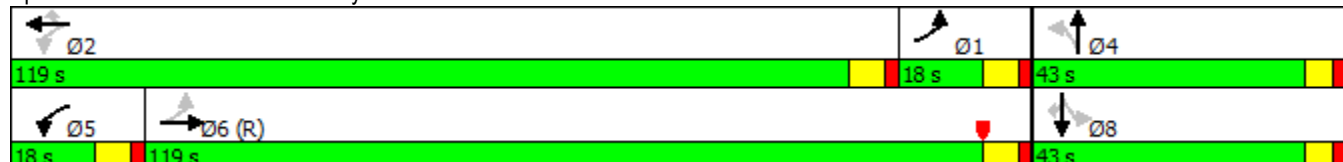
Intersection LOS: C

Intersection Capacity Utilization 77.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 14: Indian Bayou Trl & US 98



Pattern 19 - SAT Peak Plan
15: Henderson Beach & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	116	1853	8	24	1784	113	105	13	208	6	49
Future Volume (vph)	116	1853	8	24	1784	113	105	13	208	6	49
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Split	NA	Perm
Protected Phases	1	6		5	2		4	4	8	8	
Permitted Phases	6		6	2		2					8
Detector Phase	1	6	6	5	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	36.8	36.8	16.0	37.8	37.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	24.0	109.0	109.0	16.0	101.0	101.0	28.0	28.0	27.0	27.0	27.0
Total Split (%)	13.3%	60.6%	60.6%	8.9%	56.1%	56.1%	15.6%	15.6%	15.0%	15.0%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.4	6.4	6.7	6.7	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	121.7	109.7	109.7	109.8	101.1	101.1	17.9	17.9	19.9	19.9	19.9
Actuated g/C Ratio	0.68	0.61	0.61	0.61	0.56	0.56	0.10	0.10	0.11	0.11	0.11
v/c Ratio	0.65	0.64	0.01	0.30	0.67	0.13	0.80	0.72	0.77	0.77	0.27
Control Delay	46.9	21.3	0.0	21.5	12.5	0.5	109.3	53.7	102.8	102.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	21.3	0.0	21.5	12.5	0.5	109.3	53.7	102.8	102.6	2.2
LOS	D	C	A	C	B	A	F	D	F	F	A
Approach Delay		22.7			11.9			78.5		80.1	
Approach LOS		C			B			E		F	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 84 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 26.1

Intersection LOS: C

Intersection Capacity Utilization 76.5%

ICU Level of Service D

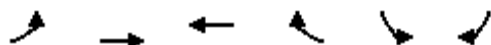
Analysis Period (min) 15

Splits and Phases: 15: Henderson Beach & SR 30 (US 98)

			
Ø1	Ø2 (R)	Ø4	Ø8
24 s	101 s	28 s	27 s
			
Ø5	Ø6 (R)		
16 s	109 s		

Pattern 19 - SAT Peak Plan
16: SR 30 (US 98) & Triumph Road

09/01/2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	76	2063	1904	101	93	43
Future Volume (vph)	76	2063	1904	101	93	43
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	4.0	30.0	30.0	30.0	4.0	4.0
Minimum Split (s)	16.0	36.8	43.8	43.8	16.0	16.0
Total Split (s)	20.0	156.0	136.0	136.0	24.0	24.0
Total Split (%)	11.1%	86.7%	75.6%	75.6%	13.3%	13.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.4	5.4
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effect Green (s)	155.9	155.9	141.4	141.4	11.9	11.9
Actuated g/C Ratio	0.87	0.87	0.79	0.79	0.07	0.07
v/c Ratio	0.64	0.50	0.49	0.12	0.55	0.35
Control Delay	37.9	1.1	1.5	0.2	90.4	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	1.1	1.5	0.2	90.4	23.0
LOS	D	A	A	A	F	C
Approach Delay		3.1	1.4		69.4	
Approach LOS		A	A		E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 100 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 4.9

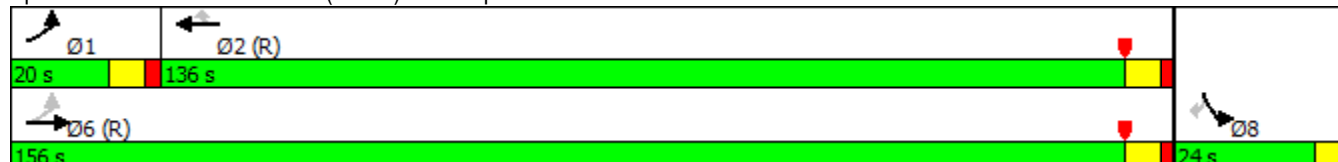
Intersection LOS: A

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 16: SR 30 (US 98) & Triumph Road



Pattern 19 - SAT Peak Plan
17: Mathew Blvd & SR 30 (US 98)

09/01/2023

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	76	1739	90	1795	189	40	50	283	77	65
Future Volume (vph)	76	1739	90	1795	189	40	50	283	77	65
Turn Type	pm+pt	NA	pm+pt	NA	Split	NA	Perm	Split	NA	pm+ov
Protected Phases	1	6	5	2	4	4		8	8	1
Permitted Phases	6		2				4			8
Detector Phase	1	6	5	2	4	4	4	8	8	1
Switch Phase										
Minimum Initial (s)	4.0	20.0	4.0	20.0	10.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	16.0	29.8	16.0	41.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	17.0	91.0	17.0	91.0	27.0	27.0	27.0	45.0	45.0	17.0
Total Split (%)	9.4%	50.6%	9.4%	50.6%	15.0%	15.0%	15.0%	25.0%	25.0%	9.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7	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)	6.8	6.8	6.8	6.8	5.7	5.7	5.7	5.7	5.7	6.8
Lead/Lag	Lead	Lag	Lead	Lag						Lead
Lead-Lag Optimize?										
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effect Green (s)	110.6	100.3	114.0	102.0	19.0	19.0	19.0	23.7	23.7	39.7
Actuated g/C Ratio	0.61	0.56	0.63	0.57	0.11	0.11	0.11	0.13	0.13	0.22
v/c Ratio	0.61	0.78	0.75	0.67	0.70	0.71	0.31	0.67	0.35	0.19
Control Delay	58.3	30.8	86.4	12.2	97.6	98.9	8.8	80.8	73.0	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	30.8	86.4	12.2	97.6	98.9	8.8	80.8	73.0	17.2
LOS	E	C	F	B	F	F	A	F	E	B
Approach Delay		32.0		16.5		77.1			69.1	
Approach LOS		C		B		E			E	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 174 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 32.1
 Intersection Capacity Utilization 73.2%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 17: Mathew Blvd & SR 30 (US 98)

			
Ø1	Ø2 (R)	Ø4	Ø8
17 s	91 s	27 s	45 s
			
Ø5	Ø6 (R)		
17 s	91 s		

Pattern 19 - SAT Peak Plan
18: SR 293 & SR 30 (US 98)

09/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1632	157	103	1577	531	225	136	80	469	209	267
Future Volume (vph)	236	1632	157	103	1577	531	225	136	80	469	209	267
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			Free
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	4.0	4.0	5.0	5.0	
Minimum Split (s)	16.0	29.8	29.8	16.0	32.8	32.8	16.0	16.0	16.0	16.0	16.0	
Total Split (s)	27.0	103.0	103.0	16.0	92.0	92.0	24.0	23.0	23.0	38.0	37.0	
Total Split (%)	15.0%	57.2%	57.2%	8.9%	51.1%	51.1%	13.3%	12.8%	12.8%	21.1%	20.6%	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.4	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	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	5.4	5.4	5.4	6.8	6.8	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	
Act Effect Green (s)	20.2	97.9	97.9	9.6	87.4	87.4	17.4	16.4	16.4	30.3	29.3	180.0
Actuated g/C Ratio	0.11	0.54	0.54	0.05	0.49	0.49	0.10	0.09	0.09	0.17	0.16	1.00
v/c Ratio	0.86	0.62	0.18	0.78	0.66	0.57	0.79	0.81	0.41	0.92	0.74	0.19
Control Delay	113.5	13.1	1.8	133.9	14.2	3.1	96.1	112.0	8.5	94.4	86.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.5	13.1	1.8	133.9	14.2	3.1	96.1	112.0	8.5	94.4	86.6	0.3
LOS	F	B	A	F	B	A	F	F	A	F	F	A
Approach Delay		27.3			19.0			80.9			65.9	
Approach LOS		C			B			F			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 175 (97%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 35.3

Intersection LOS: D

Intersection Capacity Utilization 79.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 18: SR 293 & SR 30 (US 98)



Pattern 19 - SAT Peak Plan

19: Crystal Beach/Legendary Dr & SR 30 (US 98)

09/01/2023

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	123	2021	93	75	1739	107	42	89	221	65	104
Future Volume (vph)	123	2021	93	75	1739	107	42	89	221	65	104
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases			6					4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	32.8	32.8	16.0	37.8	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	30.0	105.0	105.0	21.0	96.0	27.0	27.0	27.0	27.0	27.0	27.0
Total Split (%)	16.7%	58.3%	58.3%	11.7%	53.3%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.7	6.4	6.4	6.4
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	Max	None	None	None	None	None	None
Act Effct Green (s)	23.2	106.6	106.6	12.9	96.3	15.7	15.7	15.7	18.1	18.1	18.1
Actuated g/C Ratio	0.13	0.59	0.59	0.07	0.54	0.09	0.09	0.09	0.10	0.10	0.10
v/c Ratio	0.73	0.73	0.10	0.78	0.58	0.69	0.68	0.40	0.68	0.39	0.42
Control Delay	76.6	15.8	2.4	99.3	43.9	102.0	100.9	7.7	88.1	81.0	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	15.8	2.4	99.3	43.9	102.0	100.9	7.7	88.1	81.0	9.8
LOS	E	B	A	F	D	F	F	A	F	F	A
Approach Delay		19.3			46.5		68.9			64.7	
Approach LOS		B			D		E			E	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 12 (7%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 36.5

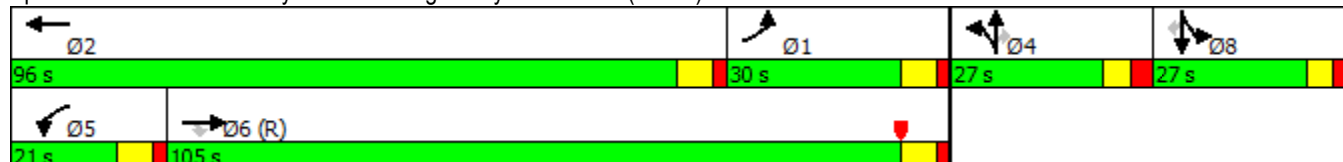
Intersection LOS: D

Intersection Capacity Utilization 72.8%

ICU Level of Service C

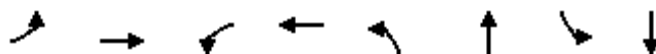
Analysis Period (min) 15

Splits and Phases: 19: Crystal Beach/Legendary Dr & SR 30 (US 98)



Pattern 19 - SAT Peak Plan
20: Regatta Bay Drive & SR 30 (US 98)

09/01/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	37	2216	75	1881	62	9	118	12
Future Volume (vph)	37	2216	75	1881	62	9	118	12
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	30.0	4.0	30.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	37.8	16.0	39.8	16.0	16.0	16.0	16.0
Total Split (s)	18.0	119.0	18.0	119.0	24.0	23.0	20.0	19.0
Total Split (%)	10.0%	66.1%	10.0%	66.1%	13.3%	12.8%	11.1%	10.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.4	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	2.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	5.7	6.4	5.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Max	None	None	None	None
Act Effect Green (s)	127.3	120.5	133.3	125.4	26.5	10.4	23.9	10.1
Actuated g/C Ratio	0.71	0.67	0.74	0.70	0.15	0.06	0.13	0.06
v/c Ratio	0.34	0.72	0.67	0.61	0.35	0.55	0.70	0.47
Control Delay	23.6	19.4	55.9	16.0	67.8	31.6	86.4	66.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	19.4	55.9	16.0	67.8	31.6	86.4	66.1
LOS	C	B	E	B	E	C	F	E
Approach Delay		19.5		17.6		48.2		80.8
Approach LOS		B		B		D		F

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 75 (42%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 22.0

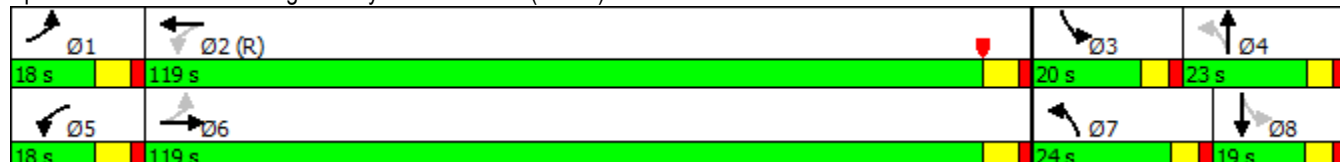
Intersection LOS: C

Intersection Capacity Utilization 78.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 20: Regatta Bay Drive & SR 30 (US 98)



Pattern 19 - SAT Peak Plan

21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

09/01/2023

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	77	2335	19	1915	13	1	33	1	37
Future Volume (vph)	77	2335	19	1915	13	1	33	1	37
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	4.0	20.0	4.0	30.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	16.0	26.8	16.0	36.8	16.0	16.0	16.0	16.0	16.0
Total Split (s)	24.0	134.0	16.0	126.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	13.3%	74.4%	8.9%	70.0%	16.7%	16.7%	16.7%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.7		6.7	6.7
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effect Green (s)	155.5	151.0	146.9	142.0		12.0		12.2	12.2
Actuated g/C Ratio	0.86	0.84	0.82	0.79		0.07		0.07	0.07
v/c Ratio	0.53	0.59	0.21	0.53		0.34		0.47	0.22
Control Delay	31.5	4.1	7.8	8.9		65.2		93.1	2.5
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	31.5	4.1	7.8	8.9		65.2		93.1	2.5
LOS	C	A	A	A		E		F	A
Approach Delay		5.1		8.9		65.3		49.8	
Approach LOS		A		A		E		D	

Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 97 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 8.0

Intersection LOS: A

Intersection Capacity Utilization 73.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 21: Trista Terrace/Tequesta Drive & SR 30 (US 98)

		
Ø1	Ø2 (R)	Ø4
24 s	126 s	30 s
		
Ø5	Ø6 (R)	Ø8
16 s	134 s	30 s

Pattern 19 - SAT Peak Plan
22: SR 293 & Commons Drive

09/01/2023

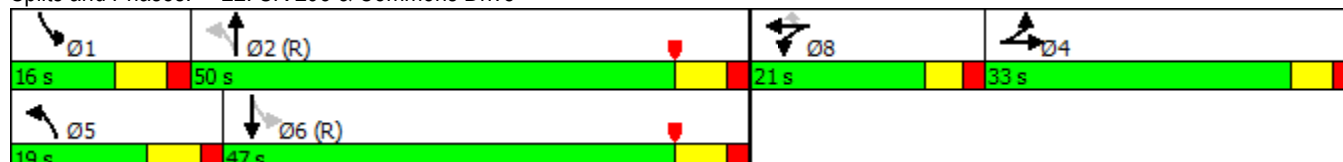
									
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	230	155	116	145	38	127	560	40	766
Future Volume (vph)	230	155	116	145	38	127	560	40	766
Turn Type	Split	NA	Split	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	4	8	8		5	2	1	6
Permitted Phases					8	2		6	
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	8.0	8.0	4.0	4.0	4.0	4.0	22.0	4.0	22.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	38.8	16.0	38.8
Total Split (s)	33.0	33.0	21.0	21.0	21.0	19.0	50.0	16.0	47.0
Total Split (%)	27.5%	27.5%	17.5%	17.5%	17.5%	15.8%	41.7%	13.3%	39.2%
Yellow Time (s)	3.7	3.7	3.4	3.4	3.4	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
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	5.4	5.4	5.4	6.8	6.8	6.8	6.8
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	25.2	25.2	15.3	15.3	15.3	60.1	51.4	50.3	44.8
Actuated g/C Ratio	0.21	0.21	0.13	0.13	0.13	0.50	0.43	0.42	0.37
v/c Ratio	0.73	0.70	0.33	0.81	0.14	0.67	0.35	0.14	0.72
Control Delay	56.0	49.3	49.9	76.0	0.9	31.1	22.3	17.4	36.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	49.3	49.9	76.0	0.9	31.1	22.3	17.4	36.6
LOS	E	D	D	E	A	C	C	B	D
Approach Delay		52.7		56.9			24.0		35.8
Approach LOS		D		E			C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 38.0
 Intersection Capacity Utilization 72.1%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 22: SR 293 & Commons Drive



Fuel Savings - Synchro

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	1647
Fuel Economy (mpg)	15.2
Performance Index	678.5

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	2115
Fuel Economy (mpg)	13.7
Performance Index	1033.9

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	1952
Fuel Economy (mpg)	15.0
Performance Index	828.6

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	1787
Fuel Economy (mpg)	15.5
Performance Index	710.0

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	1369
Fuel Economy (mpg)	18.3
Performance Index	349.3

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	1761
Fuel Economy (mpg)	16.4
Performance Index	582.1

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	1794
Fuel Economy (mpg)	16.3
Performance Index	585.3

Network Totals

Number of Intersections	22
Fuel Consumed (gal)	1670
Fuel Economy (mpg)	16.6
Performance Index	541.2

SR 30 (US 98) Harbor Boulevard
Feasibility Study
From CR 30A (Calhoun Avenue) to Airport Road

Feasibility Report

Financial Project ID: 414132-7-22-01

ETDM No. 14458

Okaloosa County, Florida



March 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

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APPENDICES

Appendix A	Four-Lane Access Management Alternative Concept Plan Sheets
Appendix B	Six-Lane Access Management Alternative Concept Plan Sheets

1.0 Introduction

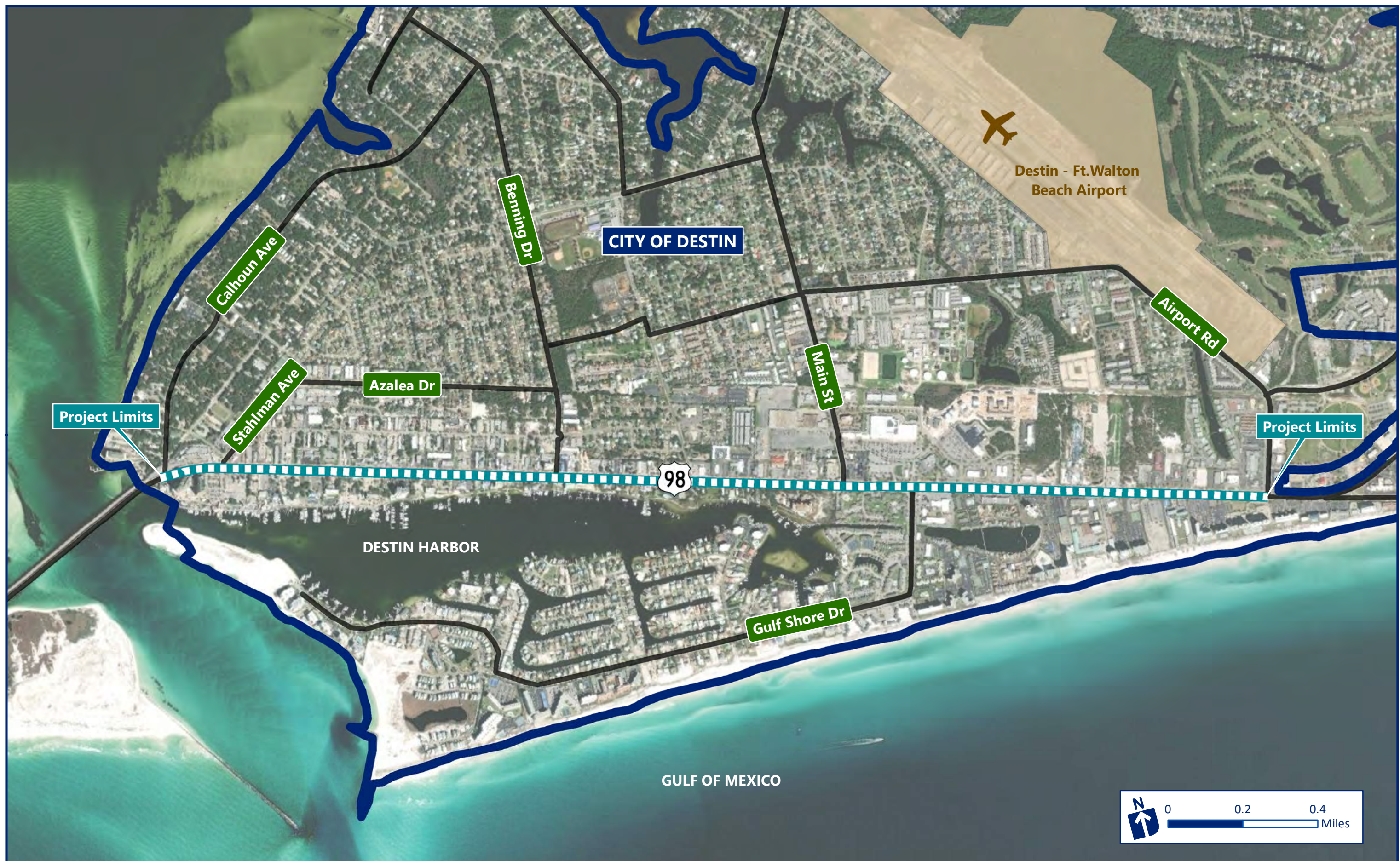
1.1 Project Description

This study involves a 3.0-mile segment of SR 30 (US 98) extending from CR 30A (Calhoun Avenue) to Airport Road in the City of Destin and Okaloosa County, Florida, as shown in Figure 1.1.1. US 98 within the project limits is currently a four-lane divided facility functionally classified as an urban principal arterial-other and has a posted speed limit of 35 miles per hour (mph). The existing US 98 typical section is comprised of a 30-foot median, four 10-foot travel lanes, four-foot paved outside shoulders designated as bicycle lanes, inside and outside curb and gutter, and five-foot sidewalks within 100 to 150 feet of right-of-way. US 98 is a Strategic Intermodal System (SIS) corridor and is also a primary evacuation route within the area. The proposed project will consider improvements to US 98 including widening, intersection improvements, operational improvements in the form of closing and modifying median openings, and adding a shared use path to enhance pedestrian and bicycle accommodations and safety.

1.2 Purpose & Need

The purpose of this project is to improve traffic mobility on US 98, and provide intersection and operational improvements to facilitate the movement of residents and tourists traveling through the City of Destin and along Florida's coastal region. This project will also address existing safety issues along the corridor.

The need for this project is based on the deficient level of service (LOS). Currently, US 98 within the project limits operates at LOS F, and is forecasted to continue to operate at a deficient LOS if no capacity or operational improvements are constructed. US 98 serves as a primary evacuation route within this area and the project is needed to enhance emergency evacuation and response times.



1.3 Purpose of Feasibility Report

The purpose of this Feasibility Report is to briefly document the existing conditions along US 98 within the project limits, and assess two potential Build Alternatives and the No-Build Alternative. One of the Build Alternatives is a Four-Lane Access Management Alternative that improves the existing access management conditions along US 98 but does not include any additional capacity. This alternative does not require any additional right-of-way and therefore has minimal impacts. The second Build Alternative is a Six-Lane Access Management Alternative that also improves the access management conditions along US 98 and adds a third lane in each direction to improve the LOS and reduce delay. This alternative does require additional right-of-way and has some substantial right-of-way impacts, including relocations.

Capacity improvements along this section of US 98 are not included in the Okaloosa-Walton Transportation Planning Organization's (TPO) FY 2023-2027 Transportation Improvement Program (TIP). The Okaloosa-Walton TPO 2045 Long Range Transportation Plan (LRTP) lists a PD&E Study to evaluate adding capacity from Calhoun Avenue to Airport Road as part of the 2045 Needs Plan Capacity Projects. The project is also included in the 2045 LRTP Cost Feasible Plan under Scenario 2 (FY 2026 to 2045). The Okaloosa-Walton LRTP and TIP include intersection improvements at US 98 and Stahlman Avenue.

No recommendations regarding which alternative to advance will be made in this Feasibility Report. Both Build Alternatives are considered viable alternatives. The Four-Lane Access Management Alternative results in operational and safety improvements over the No-Build condition. However, the Six-Lane Access Management Alternative provides the most improvements in traffic operations.

2.0 Existing Conditions

The project involves a 3.0-mile segment of US 98 and extends from Calhoun Avenue to Airport Road in the City of Destin and Okaloosa County, Florida. Within the project limits, US 98 is a four-lane divided, urban principal arterial-other and is on Florida's SIS.

2.1 Typical Section

The US 98 existing typical section is shown in Figure 2.1.1. The existing typical section features:

- Two 10-foot travel lanes in each direction;
- Thirty-foot grass median;
- Curb and gutter;
- Four-foot bicycle lanes; and
- Five-foot sidewalk.

Figure 2.1.1: Existing Typical Section



2.2 Right-of-Way

The existing US 98 right-of-way information is based on survey data from the 2020 resurfacing project (Financial Project ID: 220236-2-52-01). The existing right-of-way width varies from 100 to 150 feet as described below and shown in Figure 2.2.1:

- Calhoun Avenue to Gulf Shore Drive (~ 2.0 miles) – 100 feet;
- Gulf Shore Drive to the Charles Apartments (~0.6 miles) – 125 feet; and
- The Charles Apartments to Airport Road (~0.4 miles) – 150 feet.

Figure 2.2.1: Existing Right-of-Way

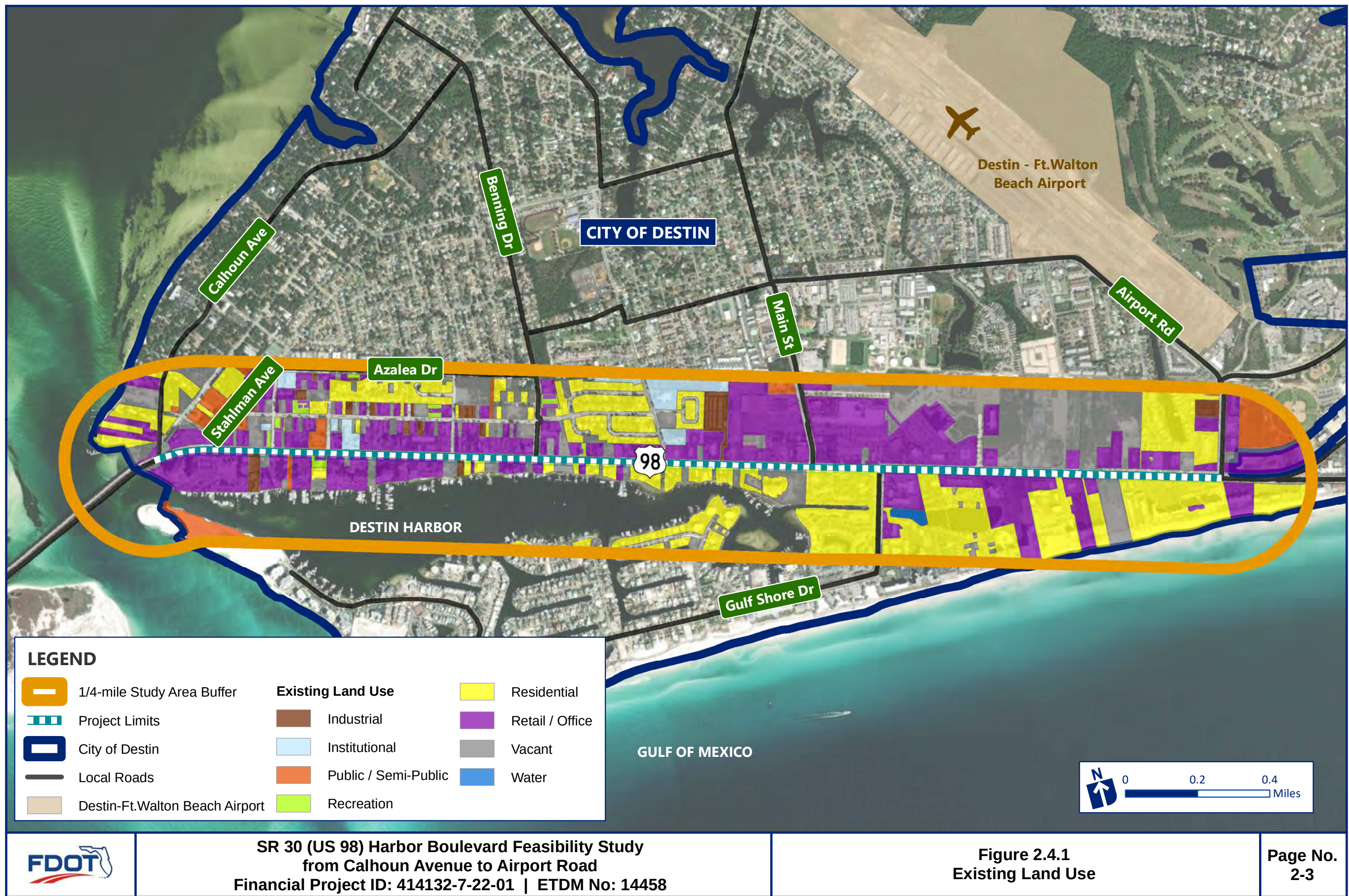
2.3 Roadway Classification and Context Classification

The FDOT assigns each roadway on the State Highway System (SHS) a functional classification based on the character of service it provides in relation to the total roadway network. The FDOT also assigns a context classification, which broadly identifies the various built environments existing within the area and future development policies to ensure criteria for roadway design elements are consistent with the national best practices.

US 98 has a functional classification of Urban Principal Arterial–Other and a context classification of C4 (Urban General) throughout the project limits. The C4 – Urban General context classification was selected by FDOT for this segment of US 98 because it is located in a Multimodal Transportation District and the City of Destin Land Development Code for future development aligns with a C4 classification.

2.4 Adjacent Land Use

The project is located in an urban area within the City of Destin. Consequently, the primary land uses are high density residential (35.1%) and retail/office (34%). At the west end of the project corridor, the land use is primarily retail/office mixed with some recreational, industrial, public, institutional, and vacant properties. The east end of the project corridor is a mix of retail/office and residential land use with some vacant properties. Of note, Big Kahuna’s Water and Adventure Park is shown on the existing land use map as “vacant.” This property was under construction in 2020 and 2021 but is currently in operation. Figure 2.4.1 shows the existing land use map for the project corridor.



2.5 Community Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to local residents and communities. Community focal points include schools, community centers, parks, worship centers, fire stations, law enforcement facilities, government buildings, healthcare facilities, cultural centers, civic centers, intermodal facilities, business districts, theme parks, cemeteries, and historic resources. The following sections describe the community focal points located within a ¼-mile of the project limits (study area).

2.5.1 Schools

No public or private schools are located within the study area. However, there are two daycare facilities within the study area, Destin United Methodist Children's Program and First Baptist Child Development Center. Both are located at the northern boundary of the study area and are not adjacent to US 98, as shown in Figure 2.5.1. Destin United Methodist Children's Program offers pre-kindergarten (ages one to five years) and childcare (ages six weeks to pre-kindergarten) and First Baptist Child Development Center offers pre-school (ages six weeks to four years).

2.5.2 Community Centers

Three community centers are located within the study area:

- Elks Lodge #2688;
- Destin Community Center; and
- Amvets Post 29 – Destin.

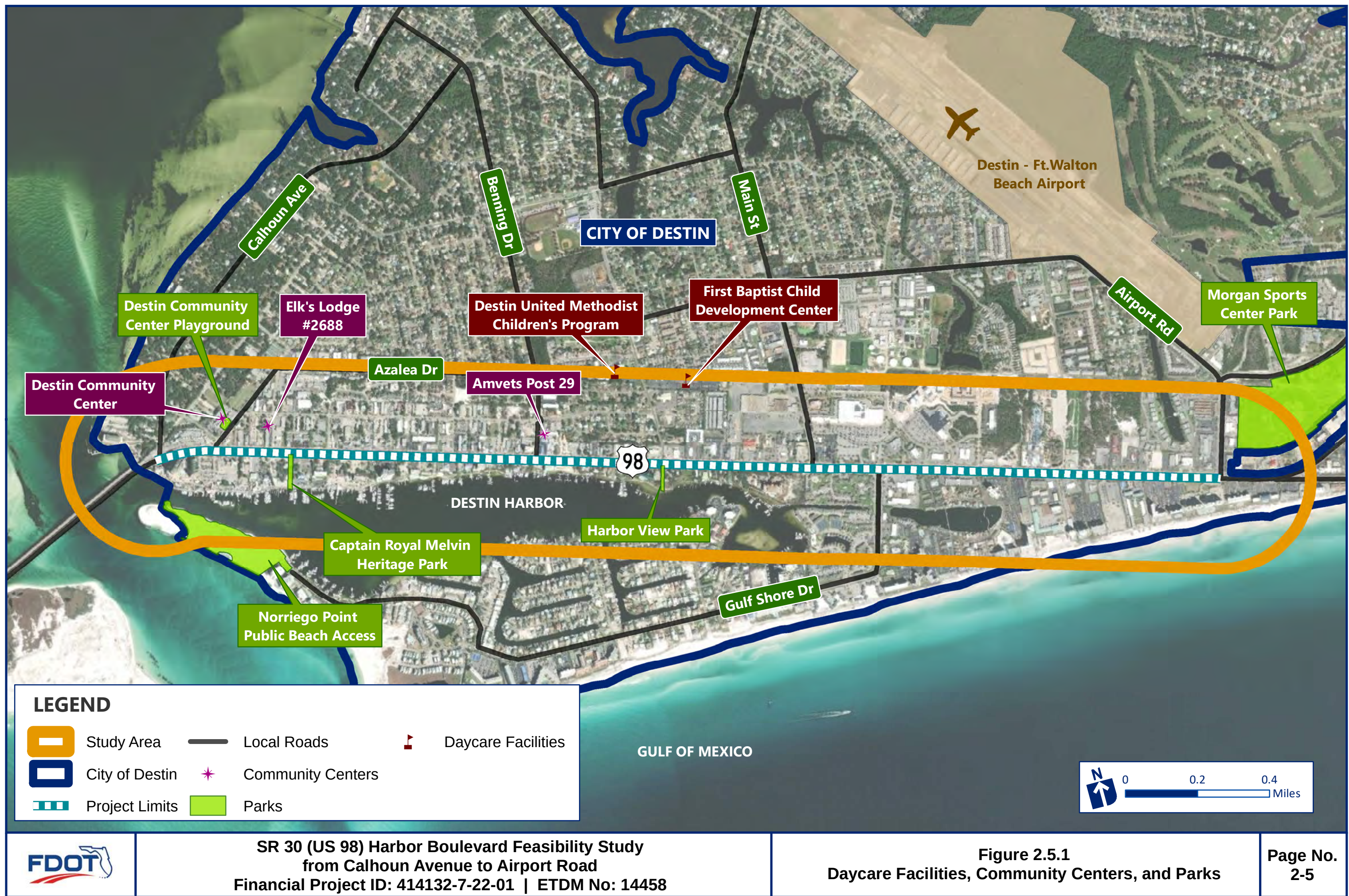
None of the community centers are located directly adjacent to US 98. Figure 2.5.1 shows the location of the community centers in the study area.

2.5.3 Parks

Five parks are located within the study area as shown in Figure 2.5.1:

- Norriego Point Public Beach Access;
- Morgan Sports Center Park;
- Captain Royal Melvin Heritage Park;
- Harbor View Park; and
- Destin Community Center Playground.

Each of these parks is owned/managed by the City of Destin.



Two parks, Captain Royal Melvin Heritage Park and Harbor View Park, are located adjacent to US 98 within the project limits.

Captain Royal Melvin Heritage Park is located at 206 Harbor Boulevard, adjacent to and south of US 98. The 0.77 acre park has approximately 74 feet of waterfront access to Destin Harbor. Captain Royal Melvin Heritage Park is currently under construction and, when construction is completed, is anticipated to have the following features: wildlife observation platform, resource center, educational signage, kayak/canoe lift, terraced walkway, picnic/sitting area, drinking fountain, restrooms, trash bins, and bike racks. The property was acquired using funds from Florida Communities Trust. The construction of the amenities listed above was paid for with federal funding from the Department of Treasury under the Resources and Ecosystems Sustainability, Tourists Opportunities, and Revived Economies of the Gulf Coast States Act of 2021 (RESTORE Act) and Okaloosa County. The proposed park is anticipated to serve as the gateway to the Destin Harbor District. Access to Captain Royal Melvin Heritage Park will be via US 98, the sidewalk along US 98, or via the Destin Harbor (kayak/canoe access). Six parking spaces are planned to serve the park, including one for disabled individuals.

Harbor View Park is located south of the US 98 and Beach Drive intersection. The park is 0.42 acres in size. Harbor View Park is a passive recreation site with the following amenities: waterfront deck, benches, picnic tables, and bike racks. The park does not have direct access to Destin Harbor but does have water views. Access to Harbor View park is via US 98 or the sidewalk along US 98. The only parking for visitors to the park is one handicap parking space.

2.5.4 Religious Facilities

Five religious facilities are located within the study area:

- Saint Andrew's Episcopal Church;
- First Baptist Church of Destin;
- Church of Christ – Destin;
- Destin United Methodist Church; and
- Cornerstone Presbyterian Church.

Figure 2.5.2 shows the location of the five religious facilities located within the study area. Saint Andrew's Episcopal Church is the only religious facility located adjacent to US 98 within the project limits. St. Andrew's Episcopal Church is located north of US 98 between Marler Street and Melvin Street. Figure 2.5.3 shows the church and front parking lot.

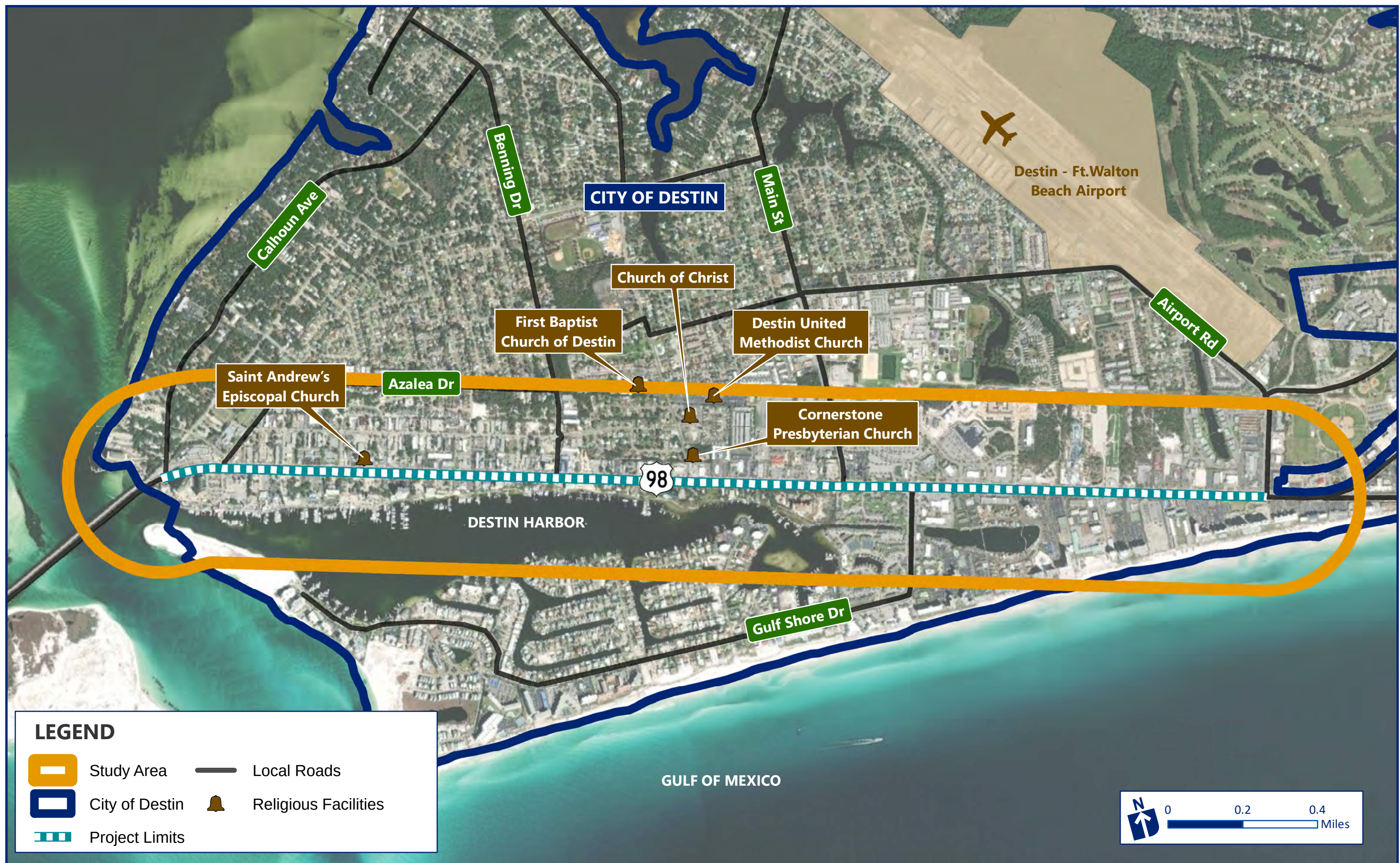


Figure 2.5.3: Saint Andrew's Episcopal Church



2.5.5 Fire Stations

No fire stations are located within the study area.

2.5.6 Law Enforcement Facilities and Government Buildings

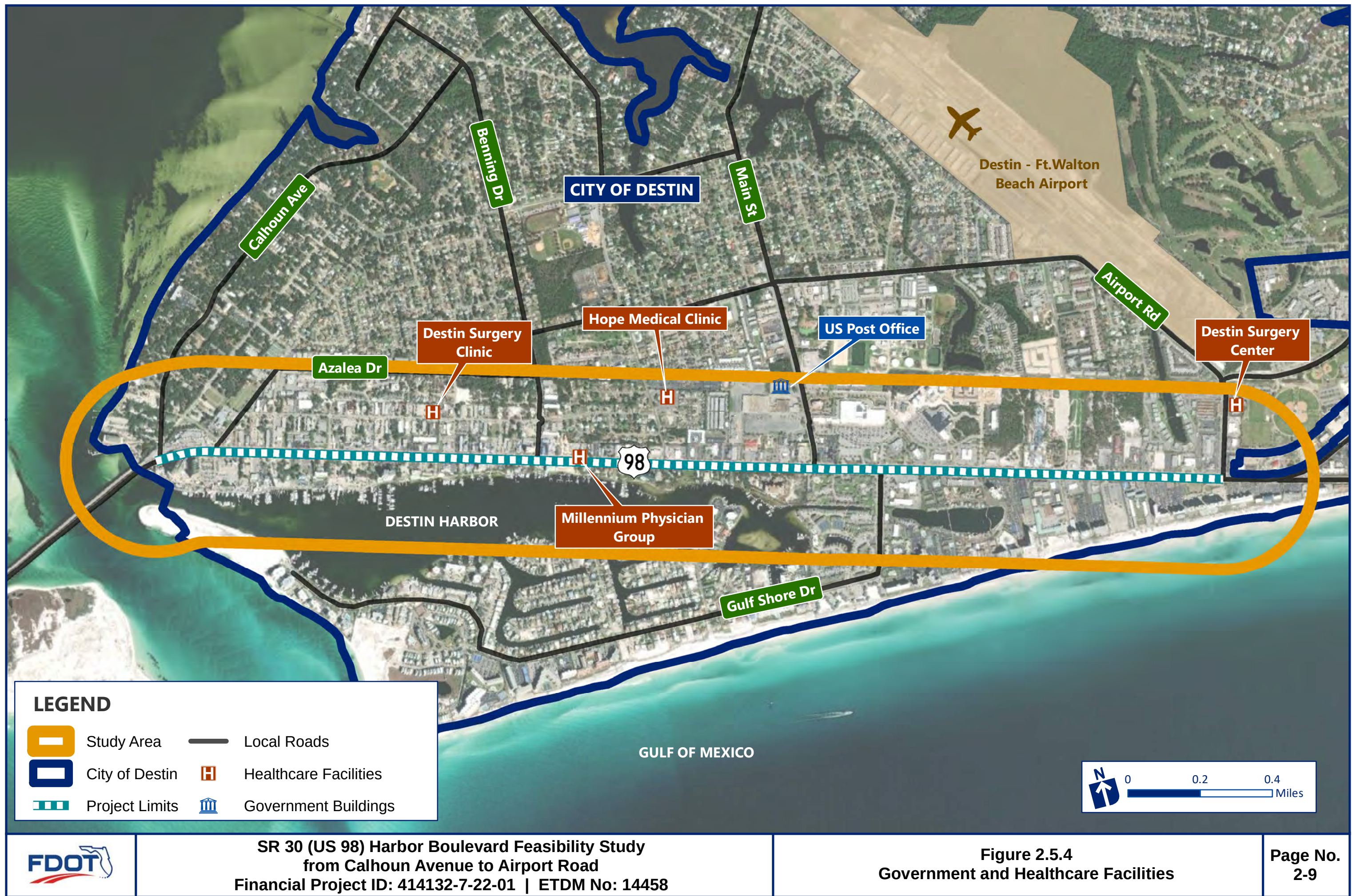
No law enforcement facilities are located within the study area. One government building, a US Post Office is located in the study area just west of Main Street, as shown in Figure 2.5.4.

2.5.7 Healthcare Facilities

No hospitals are located within the study area. However, there are four healthcare facilities in the study area including:

- Millennium Physician Group – Charles Barniv;
- Destin Surgery Clinic;
- Hope Medical Clinic; and
- Destin Surgery Center.

The location of the four healthcare facilities are shown in Figure 2.5.4. One healthcare facility is located adjacent to US 98, Millennium Physician Group which is a family practice and emergency medicine office located north of US 98 between Benning Drive and Beach Drive.



2.5.8 Civic Centers

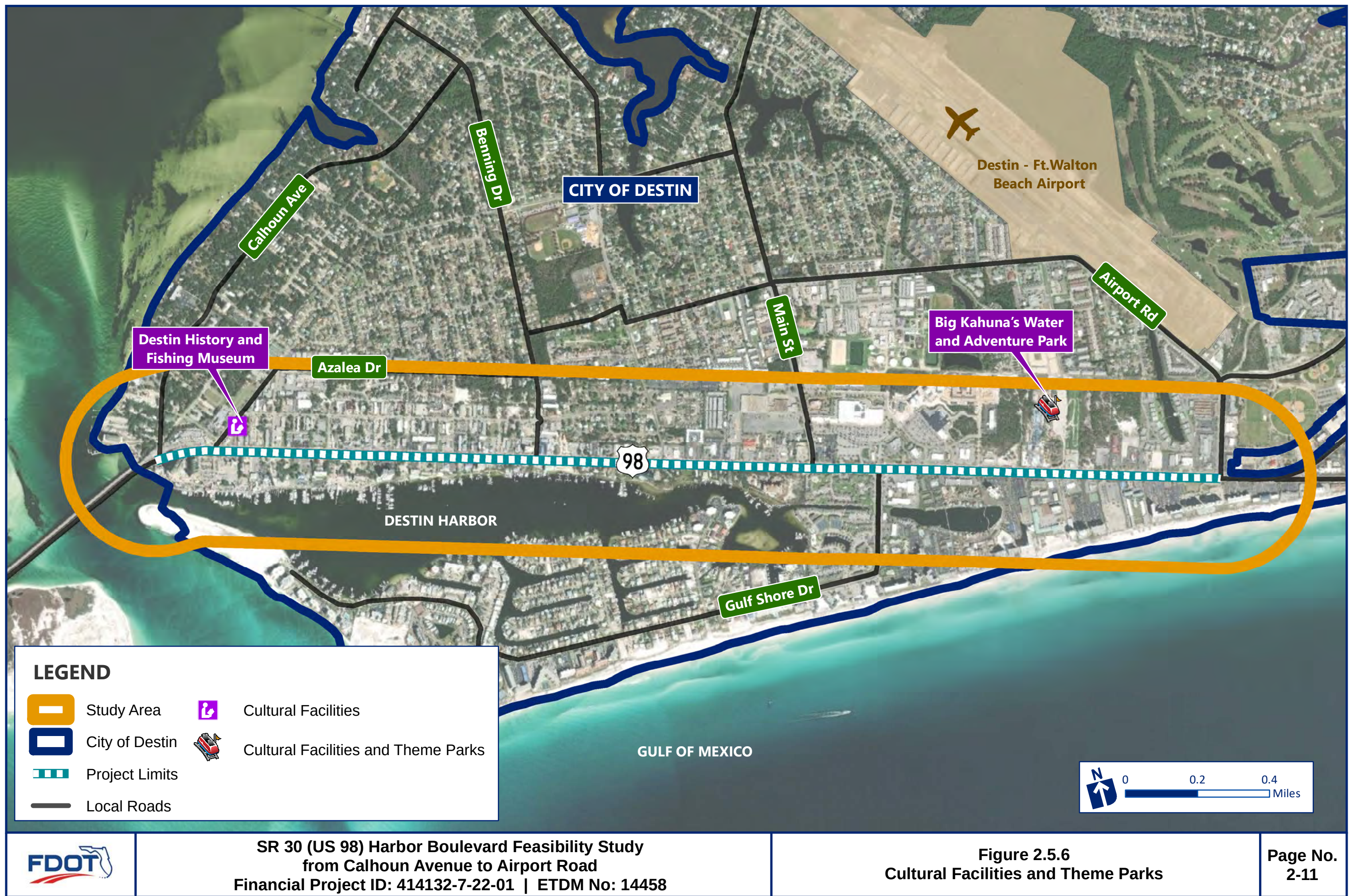
No civic centers are located within the study area.

2.5.9 Cultural Facilities and Theme Parks

Two cultural facilities are located within the study area: Destin History and Fishing Museum and Big Kahuna's Water and Adventure Park. The Destin History and Fishing Museum is considered a tourist destination and key historical repository for the Destin area. The museum is located north of US 98, south of Mountain Drive, and adjacent to and east of Stahlman Avenue. Big Kahuna's Water and Adventure Park offers various pools, rides and slides, mini golf, and food options. Big Kahuna's is located adjacent to US 98 on the north side of the roadway with approximately 600 feet of frontage on US 98, as shown in Figure 2.5.5. Big Kahuna's is considered both a cultural facility and a theme park and is only open during the summer, typically March to September. The location of these resources are shown in Figure 2.5.6.

Figure 2.5.5: Big Kahuna's Water and Adventure Park





2.5.10 Business Districts

The City of Destin does not have any business districts, however, there are two community redevelopment areas (CRAs) within the study area. The two CRAs are identified as follows:

- Town Center CRA; and
- Harbor CRA.

The purpose of the CRAs is to alleviate conditions of blight and to promote rehabilitation, conservation, or redevelopment in those areas, which is considered in the best interest of the public health, safety, or welfare of the residents of the City of Destin. The CRA areas are also a way to attract new business, invest in infrastructure improvements, and rebuild blighted areas.

The Town Center CRA encompasses approximately 517 acres and was established on March 3, 1998 with a 30-year term that expires on March 2, 2028. The area is located north of US 98 and bound primarily by Airport Road to the east and north, and Beach Drive to the west, as shown in Figure 2.5.7. Approximately \$18 million worth of investments were constructed in the Town Center District between 2006 and 2009. The completed projects include: reconstruction of Main Street from US 98 to Airport Road, reconstruction of Legion Drive from Main Street to Beach Drive, and reconstruction of Airport Road from Main Street to US 98. The reconstruction projects also included stormwater improvements, traffic signalization, multimodal improvements, landscaping enhancements, and conversion of overhead utilities to underground utilities. No other improvements have been planned, constructed, or completed in the Town Center CRA since 2009.

The Harbor CRA encompasses approximately 397 acres and was established on June 3, 2003 with a 40-year term that expires on June 2, 2043. The area is located north of Destin Harbor and is bound primarily by Azalea Drive to the north and Beach Drive to the east, as shown in Figure 2.5.8. The Harbor Redevelopment Plan identified approximately \$70 million worth of capital improvements for the following projects:

- Mountain Drive reconstruction from Stahlman Avenue to Benning Drive, including stormwater improvements, multimodal improvements, and limited conversion of overhead utilities to underground utilities.
- Marler Street parking lot site acquisition and construction.
- Harbor Boardwalk Phase I design and construction.
- Captain Royal Melvin Heritage Park and Plaza site acquisition and design.

The Mountain Drive reconstruction project and Marler Street parking lot project are complete. The Harbor Boardwalk is in design and Captain Royal Melvin Heritage Park is under construction.

Figure 2.5.7: Town Center CRA

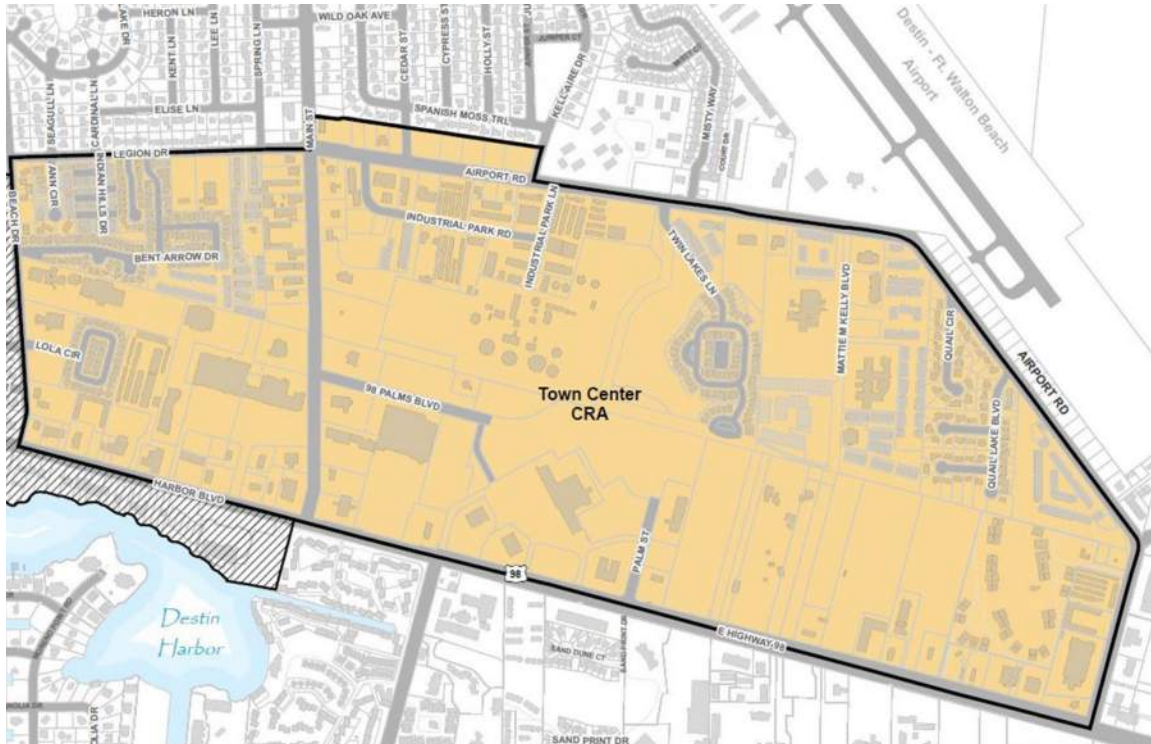


Figure 2.5.8: Harbor CRA



2.5.11 Multimodal Facilities

Within the project limits, there are four-foot bicycle lanes and five foot sidewalks along both sides of US 98. The project limits are located entirely within the Old Destin Multimodal Transportation District (MMTD). The MMTD was established to encourage a mix of land uses, support transportation options, and promote pedestrian-oriented site and building design. All developments located within the MMTD are required to contribute to the bicycle, pedestrian, and transit network in order to minimize vehicle trips and provide options for travel. Roadways within the Old Destin MMTD are required to have 10-foot sidewalks with a buffer of six feet between the roadway and the sidewalk per the Destin Land Development Code, Table 8-1.

Public transit within the City of Destin is provided by Okaloosa County Transit, recently renamed, Emerald Coast Rider or "EC Rider." Three transit routes service the City of Destin: Route 30, 32, and 33 as shown in Figure 2.5.9. Buses arrive at designated stops every 45 minutes. Route 30 – Destin Connector utilizes US 98 within the project limits from Calhoun Avenue to Gulf Shore Drive. There are numerous bus stops along the project corridor at "destinations" but one stop is located on US 98, Stop 14, at the intersection of US 98 and Benning Drive. This route runs from 8:00 am to 7:00 pm. Route 32 – Destin East utilizes US 98 within the project limits from Gulf Shore Drive to Airport Road. While there are stops at major attractions along the corridor, no bus stops are located directly on US 98 with this route. Route 32 runs from 8:00 am to 6:30 pm. Route 33 – Crystal Beach utilizes US 98 throughout the project limits however, no bus stops serve the major attractions within the study area. This route is primarily a connector from Fort Walton Beach to Crystal Beach and runs from 7:30 am to 6:30 pm. No intermodal facilities are located within the study area.

Figure 2.5.9: Transit Routes



2.5.12 Cemeteries

One cemetery is located within the study area, Destin Memorial Cemetery, as shown in Figure 2.5.10. There are two phases of this cemetery, Phase I faces Stahlman Avenue and is located at 111 Stahlman Avenue and Phase II faces Sibert Avenue and is located at 122 Sibert Avenue. Neither phase of the cemetery is located adjacent to US 98. The location of the cemetery is shown on Figure 2.5.11.

Figure 2.5.10: Destin Memorial Cemetery



For more information on the community focal points or demographics of the study area, refer to the Sociocultural Effects Evaluation (SCE) Report, available under separate cover.



2.6 Access Management

The US 98 designated Access Management Classification is Class 5 and the posted speed is 35 mph. Access Management Class 5 is a restrictive access classification that allows for directional median openings every 660 feet and full median openings and signals every 1,320 feet for roadways with posted speeds less than or equal to 45 mph.

Within the project limits there are 44 median openings which includes: six signals, 34 full median openings, and four directional median openings. The average median opening spacing is approximately 360 feet and the average signal spacing is approximately 2,900 feet. None of the existing median openings meet the Class 5 access management criteria. Only one set of signals does not meet the required signal spacing of 1,320 feet, the distance between the Main Street and Gulf Shore Drive signals is 1,000 feet (24% variance). Table 2.6.1 lists the existing median openings, median type, spacing, and deviation. The cells highlighted in red do not meet FDOT Class 5 spacing requirements.

Table 2.6.1: Existing Median Openings

Side Road / Description	Median Type	Median Spacing (feet)	Signal Spacing (feet)	Median Spacing Deviation (%)
Calhoun Avenue	Directional		-	
		316		52%
McGuire's Irish Pub driveway	Full			
		506		62%
Stahlman Avenue	Full (Signal)		4,682	
		424		68%
Marler Charter Cruises median opening	Full			
		414		69%
Palmetto Street	Full			
		424		68%
Destin Charter Services median opening	Full			
		429		68%
Marler Street	Full			
		244		82%
St. Andrew's Episcopal Church median opening	Full			
		298		77%
Heron Harbor median opening	Full			
		355		73%
Destin Yacht Club median opening	Full			
		278		79%
Motel 6 median opening	Full			
		591		55%
Melvin Street	Full			
		351		73%

Side Road / Description	Median Type	Median Spacing (feet)	Signal Spacing (feet)	Median Spacing Deviation (%)
Taco Bell median opening	Full			
		292		78%
Gilligan's Seafood median opening	Full			
		292		78%
Hog's Breath saloon median opening	Full			
		290		78%
Benning Drive	Full (Signal)		1,855	
		516		61%
Half Hitch Tackle median opening	Full			
		487		63%
Donut Hole Café median opening	Full			
		284		78%
Destin Glass median opening	Full			
		568		57%
Beach Drive	Full (Signal)			
		419		37%
Shrimp Basket median opening	Directional		2,177	
		202		69%
Re/max median opening	Full			
		330		75%
King's Furniture median opening	Full			
		345		74%
Goodwill median opening	Full			
		316		76%
Marbella median opening	Full			
		337		49%
CVS median opening	Directional			
		228		65%
Main Street	Full (Signal)		1,000	
		413		69%
Target shopping center median opening	Full			
		587		56%
Gulf Shore Drive	Full (Signal)		4,948	
		327		75%
West Marine median opening	Full			
		322		76%
Southbay Apartments median opening	Full			
		395		70%
Palms Station Plaza median opening	Full			
		385		71%
Palms Street/Sandprint Drive	Full			
		457		65%
Pelican Beach Resorts median opening	Full			
		334		75%
Alvin's Island Shopping Center median opening	Full			
		329		75%
Big Kahuna's Water Park median opening	Full			
		299		77%

Side Road / Description	Median Type	Median Spacing (feet)	Signal Spacing (feet)	Median Spacing Deviation (%)
Destin Shoppes Shopping Center median opening	Full			
		408		69%
Gulf View Plaza median opening	Full			
		271		59%
Day's Inn median opening	Directional			
		259		61%
Gulf Terrace Drive	Full			
		325		75%
Sun Destin Beach Resort median opening	Full			
		250		81%
Surf Style Plaza median opening	Full			
		273		79%
Club Destin Resort median opening	Full			
		314		76%
Airport Road	Full (Signal)			

In addition to the 44 median openings within the project limits, there are also five pedestrian crossings with actuated signals located at the following locations:

- Between Stahlman Avenue and Palmetto Street;
- Between Palmetto Street and Marler Street;
- East of Melvin Street;
- Big Kahuan's Water Park; and
- Silver Dunes Condominiums

2.7 Historical Crash Analysis

Historical crash data for the project limits was obtained from FDOT's State Safety Office. Crash data collected along US 98 from 2014 to 2018 included the number of crashes by milepost for each year, number of vehicles involved, type of crashes, number of injuries and/or fatalities, contributing cause, economic loss, and average daily traffic. Further details on the historical crash analysis results are provided in the Project Traffic Analysis Report (PTAR), available under separate cover.

The crash analysis results indicated that there was a total of 813 crashes on US 98 in the study area during the analysis period (2014 to 2018). Rear end crashes were the predominant crash type accounting for 488 (60%) of the total crashes followed by angle crashes (11%) and sideswipe crashes (7%). There were eight fatal crashes and 382 injury crashes during the analysis period. In addition, 27 crashes involved pedestrians and 32 crashes involved bicyclists during the analysis

period resulting in eight pedestrian fatalities, four serious pedestrian injury crashes, and one serious bicycle injury crash. Table 2.7.1 summarizes the number of crashes by crash type for the analysis period. Figure 2.7.1 illustrates the density of the historical crashes occurring within the study area.

Table 2.7.1: Historical Crash Types on US 98

Crash Type	2014	2015	2016	2017	2018
Rear-End	87	110	110	98	83
Head-On	5	2	3	6	6
Angle	11	23	21	14	18
Sideswipe - Same Direction	10	10	4	14	21
Sideswipe - Opposite Direction	1	2	0	2	2
Rear to Side	1	0	0	0	0
Pedestrian	1	5	6	10	5
Bicycle	2	9	6	6	9
Other	21	38	27	27	29
Unknown	0	3	1	3	0
Total	136	188	166	164	159

The Average Crash Rate Method of crash analysis, based on segment length, average daily traffic, and number of crashes, was used for calculating the actual crash rate for US 98 within the study area. The actual crash rate for US 98 from year 2014 to year 2018 was compared with the statewide average crash rate for similar facilities to determine whether the study area was considered a high crash segment during the analysis period. The crash analysis results, as shown in Table 2.7.2, indicates that US 98 within the study area was considered a high crash segment in the 2018 analysis year.

Table 2.7.2: Historical Crash Rate Summary on US 98

Year	Total Crashes	Actual Crash Rate	Statewide Average Crash Rate	High Crash Segment
2014	136	2.76	3.50	No
2015	188	3.68	3.75	No
2016	166	3.34	3.80	No
2017	164	3.28	3.91	No
2018	159	3.21	2.64	Yes



2.8 Traffic Conditions

Traffic data collection was conducted in July 2021. Two-day, 12-hour turning movement counts (TMCs) were collected at the 11 primary study intersections and at all median openings along US 98 within the project limits. In addition, 72-hour bi-directional vehicle classification counts were collected at two locations and 48-hour bi-directional counts were collected at 20 additional locations along US 98 and the major intersecting side streets. In addition to vehicle counts, two-day, 12-hour pedestrian counts were collected at all study intersections as well as at the five existing signalized pedestrian crossing locations within the study area. Lastly, peak period travel time runs were conducted along US 98 from west of Calhoun Avenue to east of Airport Road to help capture existing operating conditions.

2.8.1 Daily Traffic

The Existing Year (2021) Annual Average Daily Traffic (AADT) summarized in Table 2.8.1 were developed using the 48- and 72-hour bi-directional counts on US 98 and the major intersecting side streets. The daily traffic counts were averaged, and the appropriate seasonal and axle correction factors were applied to convert the existing count to an AADT.

Table 2.8.1: Existing Year (2021) - AADTs

US 98 Location	AADT
West of Calhoun Avenue	45,400
East of Stahlman Avenue	39,500
East of Palmetto Street	38,600
West of Marler Street	38,400
East of Marler Street	38,600
West of Melvin Street	40,000
East of Melvin Street	40,300
East of Main Street	43,300
East of Gulf Shore Drive	44,800
East of Palms Street/Sandprint Drive	49,200
East of Airport Road	57,100

Bicycle and pedestrian demands were captured at the existing pedestrian crossings and signalized intersections for a 12-hour period from 7AM to 7PM. In general, the highest pedestrian/bicycle demand exists on the west side of the project area near the highest density of tourist activity. The

highest pedestrian count occurred at Stahlman Avenue which experienced 2,286 pedestrian crossings and 47 bicycle crossings during the 12-hour period. The next highest pedestrian crossing locations were the signalized pedestrian crossings west of Palmetto Street and west of Marler Street; each crossing had 850 to 900 pedestrian crossings and between 14 to 36 bicycles. While observed pedestrian demand diminished further east, each of the remaining signalized mid-block crossings experienced demands ranging from 146 to 205 pedestrians and between 14 to 34 bicycles during the 12-hour period while the signalized intersections experienced slightly lower pedestrian activity.

In addition to the signalized crossing locations, a series of cameras were used to surveil a 3,000-foot section of US 98 from west of Palmetto Street to east of Melvin Street to assess the level of mid-block pedestrian crossings that were not occurring at existing marked crosswalks. Over a 12-hour period from 7 AM to 7 PM, there were approximately 400 crossings at unmarked, mid-block locations. The highest level of illegal mid-block crossings occurred between Palmetto and Marler Streets where approximately 140 mid-block crossings occurred. The remaining locations had comparatively low levels of crossings with each camera location observing fewer than 50 crossings each over the 12-hour period. While this is a high level of pedestrian activity it is small compared to the crossings occurring at the existing crosswalks within the study area, this could be due to the high level of congestion within the study area which provides little opportunity for a uncontrolled, mid-block crossing. The results of the survey indicated that while there are significant mid-block crossings occurring along the project, they are relatively spread out except for the hot spot between Palmetto and Marler Streets where there is an existing signalized crosswalk.

2.8.2 Intersection Operations

Synchro 11 was used to assess the existing signalized and unsignalized intersections within the project study area including the numerous median openings which exist along US 98. Of the 11 primary study intersections, six are signalized and five are unsignalized under existing conditions; additionally, all of the median openings within the study area operate under two-way stop control. Existing signal timings were obtained from Okaloosa County and were incorporated into the Synchro models to replicate the existing field signal timings. The existing signal timings were reviewed, and all signalized intersections provide adequate time for pedestrians to cross. Overall intersection delay (seconds per vehicle) and Level of Service (LOS) were reported for each signalized intersection. For the unsignalized intersections, the stop-controlled movement with the highest delay was reported. Table 2.8.2 summarizes the delay and LOS for the study intersections

along US 98. The results of the analysis indicate that many of the unsignalized intersections operate at LOS E or LOS F in the existing peak periods (highlighted in red in Table 2.8.2); this is primarily due to the heavy eastbound and westbound traffic flow along US 98 which provides little opportunity for stop-controlled vehicles on the side streets to enter the traffic stream (limited gaps). Additional information on the delay and LOS for the median openings is available in the PTAR.

Table 2.8.2: Existing Year (2021) – Intersection Analysis

Intersection	Movement	Midday		PM	
		Delay	LOS	Delay	LOS
Calhoun Avenue	EBL	33.8	D	90.6	F
	WBL	23.5	C	25.9	D
	NB/SB	29.9	D	68.4	F
Stahlman Avenue	EBL	61.7	E	77.2	E
	WBL	69.8	E	74.1	E
	Overall	106.3	F	118.1	F
Palmetto Street	EBL	22.4	C	39.8	E
	WBL	30.9	D	37.2	E
	NB/SB	37.9	E	69.5	F
Marler Street	EBL	24.3	C	26.9	D
	WBL	25.6	D	15.8	C
	NB/SB	33.5	D	40.4	E
Melvin Street	EBL	43.8	E	27.4	D
	WBL	38.5	E	22.3	C
	NB/SB	79.0	F	36.3	E
Benning Drive	EBL	8.3	A	5.1	A
	WBL	3.4	A	0.7	A
	Overall	25.4	C	16.1	B
Beach Drive	EBL	11.5	B	16.4	B
	WBL	6.4	A	7.2	A
	Overall	44.9	D	38.1	D
Main Street	EBL	9.5	A	22.7	C
	WBL	23.7	C	31.2	C
	Overall	19.8	B	22.2	C
Gulf Shore Drive	EBL	18.4	B	16.4	B

Intersection	Movement	Midday		PM	
		Delay	LOS	Delay	LOS
	WBL	68.7	E	120.6	F
	Overall	73.2	E	67.7	E
Palms Street/Sandprint Drive	EBL	32.7	D	29.6	D
	WBL	26.1	D	40.9	E
	NB/SB	153.9	F	122.6	F
Airport Road	EBL	47.6	D	30.2	C
	WBL	11.9	B	13.4	B
	Overall	71.4	E	47.8	D

2.8.3 Travel Time Analysis

The Existing Year (2021) Vissim model was developed and calibrated to replicate the existing operating conditions within the project study area at the major intersections to establish the existing conditions and to evaluate the system-wide operational performance within the study area.

During both the midday and PM peak periods, high levels of congestion exist in both directions along US 98 within the study area. Table 2.8.3 compares the field-collected travel time data with the simulated travel times in the existing calibrated Vissim models. As shown in the table, average travel speeds on US 98 fall well below the posted speed limit of 35 mph indicating a high level of congestion. The comparison shown in the table indicates that the existing calibrated models produce reasonable travel time results when compared to the field data.

Table 2.8.3: Existing Year (2021) Travel Time Summary

Direction	Total Distance (miles)	Field Data		Simulated Data	
		Average Travel Time (mm:ss)	Average Travel Speed (mph)	Average Travel Time ¹ (mm:ss)	Average Travel Speed ¹ (mph)
Midday Peak					
US 98 Eastbound (West of Calhoun Ave to East of Airport Rd)	3.68	15:16	14.5	14:33 (-4.7%)	15.2 (4.8%)
US 98 Westbound (East of Airport Rd to west of Calhoun Ave)	3.69	11:22	19.5	12:41 (11.6%)	17.5 (-10.2%)
PM Peak					
US 98 Eastbound (West of Calhoun Ave to East of Airport Rd)	3.68	14:33	15.2	14:26 (-0.8%)	15.3 (0.7%)
US 98 Westbound (East of Airport Rd to west of Calhoun Ave)	3.69	14:17	15.5	12:50 (-10.2%)	17.3 (11.6%)

¹ Percentage shown is the calculated percentage difference from the field data.

2.9 Cultural Resources

A Phase I Cultural Resources Assessment Survey (CRAS) was conducted for this project. The project area of potential effects (APE) was developed to consider any visual, audible, and atmospheric effects the project may have on historic properties. The APE is defined to include the existing and proposed right-of-way with a buffer that extended to the back or side property lines of parcels adjacent to the right-of-way, or a distance of no more than 328 feet from the maximum right-of-way line. The archaeological APE was defined as the existing and proposed US 98 right-of-way. The architectural survey included the entire APE.

As extensive disturbance from various utilities, drainage infrastructure, roads, sidewalks, and other related development precluded the excavation of subsurface tests, the archaeological survey was restricted to pedestrian reconnaissance within the project right-of-way. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE.

The architectural survey resulted in the identification and evaluation of 35 historic resources within the APE: two previously recorded resources (626 US 98 and 704 US 98), 29 newly recorded

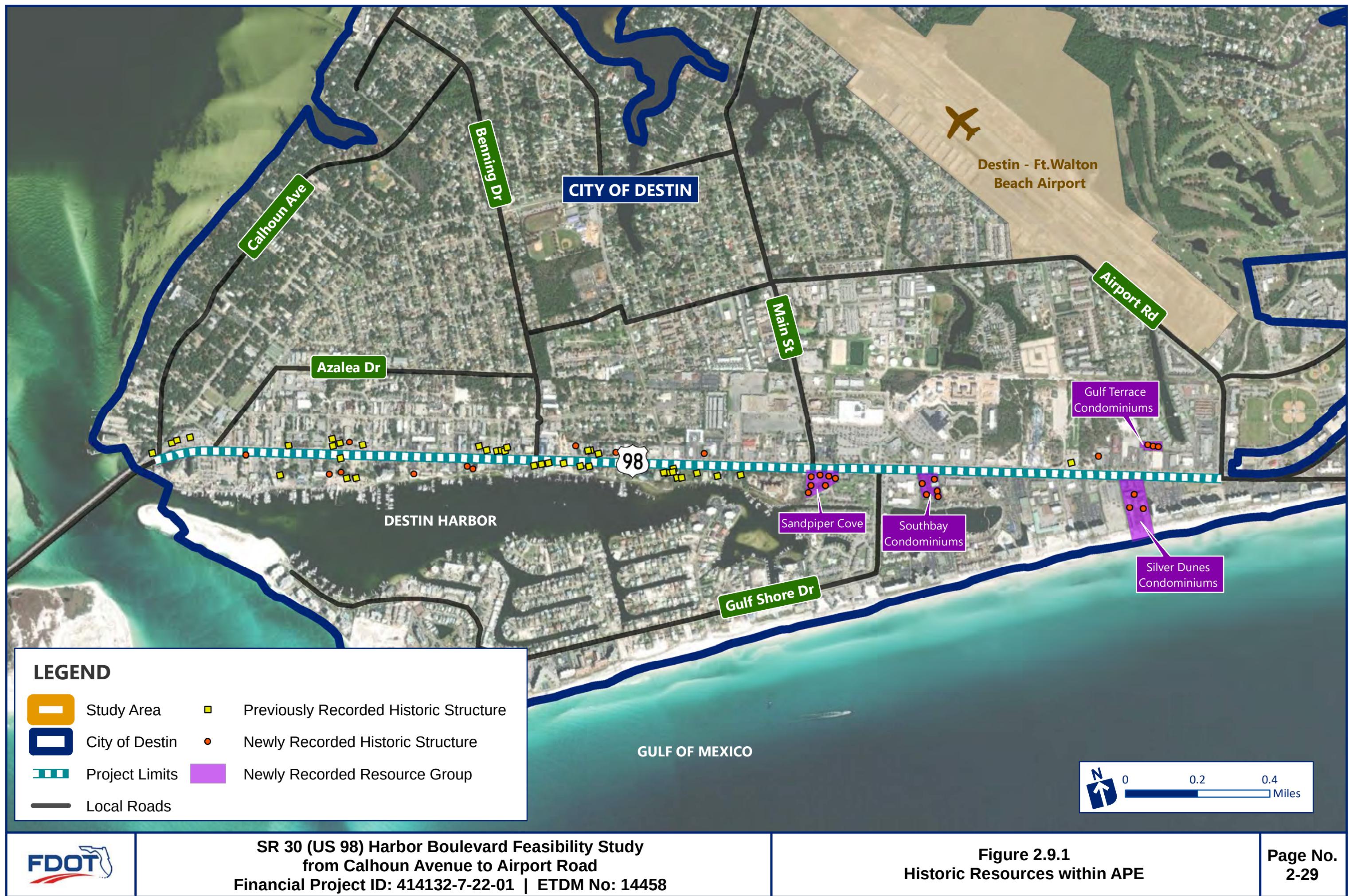
buildings, and four newly recorded resource groups (Sandpiper Cove, Southbay Condominiums, Silver Dunes Condominiums, and Gulf Terrace Condominiums). These resources are shown on Figure 2.9.1. The field review confirmed that six previously recorded resources were demolished. All resources documented for the project are considered ineligible for the National Register of Historic Places (NRHP). The CRAS has not been submitted to the State Historic Preservation Officer (SHPO) for concurrence and is available for review under separate cover for more information on the potential cultural resources in the study area.

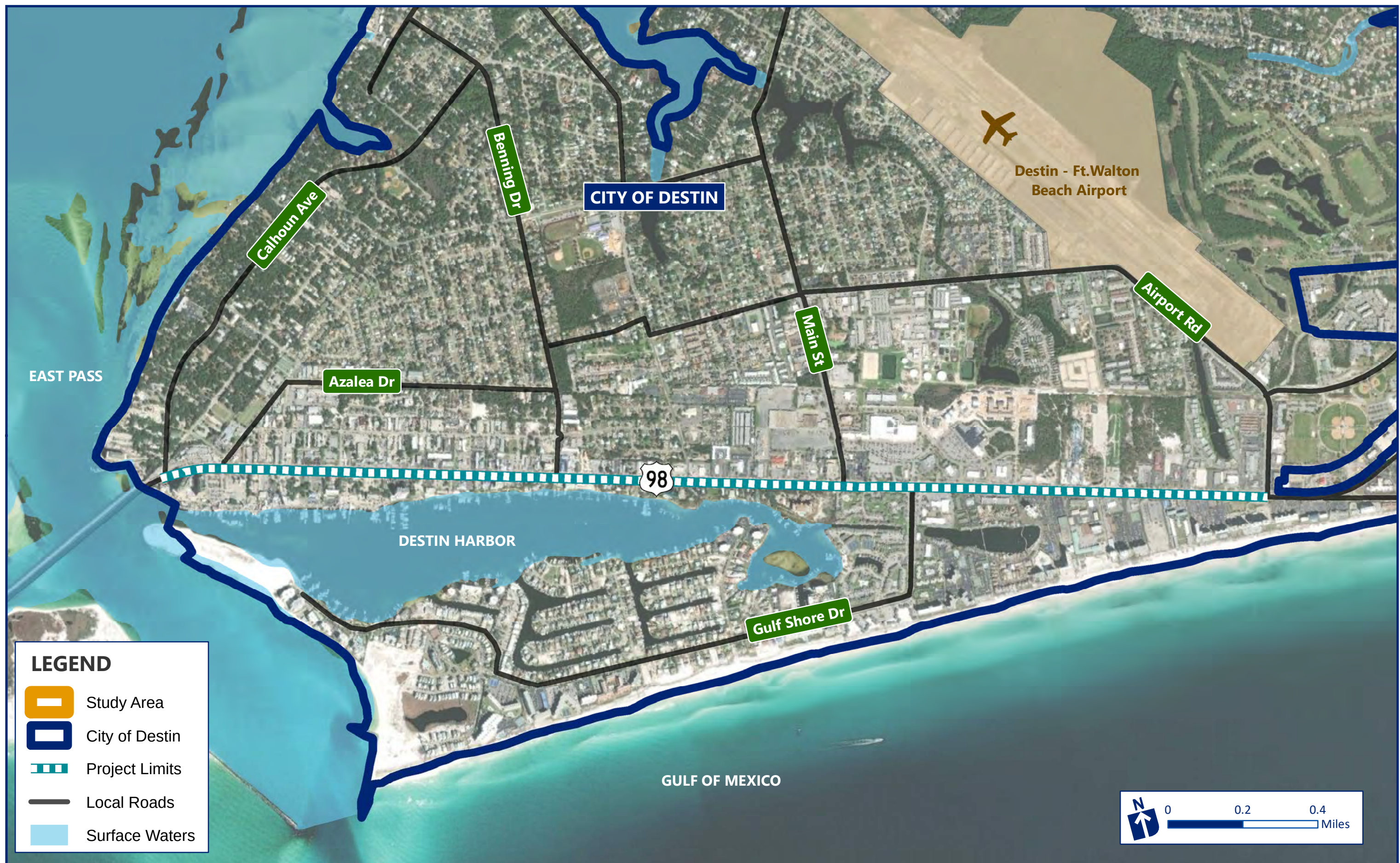
2.10 Wetlands

A Natural Resources Evaluation (NRE) was conducted for this project. Boundaries of wetlands and surface waters were determined by Geographic Information System (GIS) analysis of aerial photography. Formal wetland boundaries were not determined as part of this study. No wetlands are located adjacent to US 98 or within the proposed right-of-way footprint. There are two surface waters located within the project study area. Destin Harbor is located south of US 98 and is outside of the proposed right-of-way footprint. East Pass is located west of the project limits and is also located outside of the proposed right-of-way footprint. The adjacent surface waters are shown in Figure 2.10.1.

2.11 Protected Species and Habitat

This project was evaluated for potential impacts to wildlife and habitat resources, including federally and state protected species. Based on desktop research and field reviews, tables of potentially occurring protected fauna and flora were developed. Further research for protected flora was conducted to determine the flowering season and form, in order to effectively schedule field efforts. Field reviews consisted of vehicular surveys and detailed pedestrian surveys through natural areas and altered habitats with the potential to support protected species. In the absence of physical evidence of a protected species, evaluation of the appropriate habitat was conducted to determine the likelihood of a species being present. Appropriate habitat within 300 feet of the project limits was visually scanned for evidence of listed species as well as general wildlife. The primary land use along the corridor is medium/high density residential, with commercial land uses areas dominating the project study area. Due to the developed nature of the project study area, wildlife movement through the corridor is very limited.





The project study area is within U.S. Fish and Wildlife Service (USFWS) designated critical habitat for the Gulf Sturgeon (*Acipenser oxyrinchus desotoi*). State and federally protected species with the potential to occur within or adjacent to the study area include 18 protected animals and 33 protected plants. Species status in Tables 2.12.1 and 2.12.2 below include the following USFWS and Florida Fish and Wildlife Conservation Commission (FWC) abbreviations: "E" for endangered, "T" for threatened, or "N" for species that are not listed as endangered, threatened, or species of special concern, but are protected by various regulations. To summarize the results of desktop and field data collection efforts, each potentially occurring species was assigned a likelihood for occurrence of "none", "low", "moderate", or "high" within habitats found on or immediately adjacent to the project corridor and an indicator of suitable habitat proximity to the project study area of "distant", "near R/W (right-of-way)", or "within R/W".

Table 2.12.1: Federally Listed Species

Species	Common Name	USFWS Status	Habitat Proximity	Potential for Occurrence	Comments
Mammals					
<i>Trichechus manatus manatus</i>	West Indian Manatee	T	Near R/W	None	Project alternatives do not include impacts to tidal waters
<i>Peromyscus polionotus allophtys</i>	Choctawhatchee beach mouse	E	Distant	None	No suitable dune habitat within project area
Birds					
<i>Mycteria americana</i>	Wood stork	T	Distant	Low	No suitable foraging habitat within planned improvements
<i>Picoides borealis</i>	Red-Cockaded Woodpecker	T	Distant	None	No suitable habitat within project area
Reptiles					
<i>Drymarchon couperi</i>	Eastern indigo snake	T	Within R/W	Low	Could occur in undeveloped areas; correlation with gopher tortoise burrows
<i>Caretta carreta</i>	Loggerhead sea turtle	T	Near R/W	None	Project does not affect tidal waters
<i>Chelonia mydas</i>	Green sea turtle	T	Near R/W	None	Project does not affect tidal waters
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	Near R/W	None	Project does not affect tidal waters
<i>Eretmochelys imbricata</i>	Hawksbill sea turtle	E	Near R/W	None	Project does not affect tidal waters
<i>Eretmochelys imbricata</i>	Kemp's ridley sea turtle	E	Near R/W	None	Project does not affect tidal waters
Fish					
<i>Acipenser oxyrinchus desotoi</i>	Gulf sturgeon	T	Near R/W	None	Project does not affect tidal waters
Plants					
<i>Cladonia perforate</i>	Florida perforate cladonia	E	Near R/W	Low	Study area dominated by urban land uses.

Table 2.12.2: State-Listed Species

Species	Common Name	State Status	Habitat Proximity	Potential for Occurrence	Comments
Birds					
<i>Egretta caerulea</i>	Little blue heron	T	Near R/W	Low	Prefers wetlands/ surface waters
<i>Egretta tricolor</i>	Tricolored heron	T	Near R/W	Low	Prefers wetlands/ surface waters
<i>Cistothorus palustris marianae</i>	Marian's marsh wren	T	Near R/W	Low	Prefers wetlands/ surface waters
<i>Egretta rufescens</i>	Reddish egret	T	Near R/W	Low	Prefers wetlands/ surface waters
<i>Rynchops niger</i>	Black skimmer	T	Distant	Low	Prefers coastal habitat
<i>Haematopus palliatus</i>	American oystercatcher	T	Distant	Low	Prefers coastal habitat
<i>Charadrius melodus</i>	Piping plover	T	Distant	Low	Prefers coastal habitat
<i>Charadrius nivosus</i>	Snowy plover	T	Distant	Low	Prefers coastal habitat
<i>Sternula antillarum</i>	Least tern	T	Distant	Low	Prefers coastal habitat
<i>Falco sparverius paulus</i>	Southeastern American Kestrel	T	Distant	Low	Not documented in study area
Reptiles					
<i>Gopherus polyphemus</i>	Gopher tortoise	T	Near R/W	Moderate	No burrows observed adjacent to R/W
Plants					
<i>Polygonella macrophylla</i>	Large-leaved jointweed	T	Distant	Low	Coastal scrub habitat
<i>Chrysopsis godfreyi</i>	Godfrey's goldenaster	E	Distant	Low	Dune and coastal scrub
<i>Chrysopsis gossypina</i>	Cruise's golden aster	E	Distant	Low	Dune and coastal scrub
<i>Lupinus westianus</i>	Gulf coast lupine	T	Distant	Low	Dune and coastal scrub
<i>Cladonia perforata</i>	Perforate reindeer lichen	E	Distant	Low	Coastal scrub habitat

Table 2.12.3 lists the managed and protected species known to occur within Okaloosa County that could potentially occur near the project study area based on potential availability of suitable habitat and known ranges.

For more information on protected species and habitat, refer to the NRE, available under separate cover.

Table 2.12.3: Managed and Protected Species

Species	Common Name	USFWS Status	Habitat Proximity	Potential for Occurrence	Comments
Birds					
<i>Haliaeetus leucocephalus</i>	Bald eagle	N	Distant	Medium	Two nests within two miles of project study area.
<i>Pandion haliaetus</i>	Osprey	N	Within R/W	High	Foraging observed within project study area.
Mammals					
<i>Ursus americanus floridanus*</i>	Florida black bear	N	Distant	Low	Known to occur east of the project footprint.
<i>Multiple bat species.</i>	Bat species	N	Within R/W	Low	No evidence

2.12 Essential Fish Habitat

Essential Fish Habitat (EFH) is defined in the Magnuson-Stevens Act as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” Destin Harbor and East Pass are both EFH located within 300 feet of the project limits.

2.13 Floodplains

The Federal Emergency Management Agency’s (FEMA) effective Flood Insurance Rate Maps (FIRMs), dated March 9, 2021, depict Zone AE, AO, VE, and X floodplain limits within the project proximity. The Zone AE floodplains, which are areas that have a 1% chance of annual flooding, are located within Destin Harbor with a Base Flood Elevation (BFE) of 9.0 feet and 10.0 feet. These floodplains are not proposed to be impacted by the project. The Zone AO floodplains, which are areas that have a 1% annual chance of shallow flooding, are also located within Destin Harbor and are not proposed to be impacted by the project. The Zone VE floodplains, coastal areas that have a 1% or greater chance of annual flooding and are also subject to additional storm wave hazards, are also located within Destin Harbor and under the East Pass Bridge. The BFE for this zone ranges from 10 feet to 12 feet. The project limits only cross the Zone VE floodplain at the East Pass Bridge, and no proposed improvements are anticipated to impact this floodplain. The majority of the project is located in Zone X, which means the area has minimal risk of flooding during the 100-year flood event. More information on the floodplains in the study area is available in the Conceptual Drainage Report, available under separate cover.

2.14 Drainage

The project is comprised of all open basins and is located within the Destin Harbor watershed. This waterbody is not listed as impaired for nutrients and is not an Outstanding Florida Water (OFW). Generally, runoff flows from north to south through the project limits from off-site basins

on the north side of US 98, discharging to East Pass and the Destin Harbor south of US 98; both of which are tidally influenced. There are four existing outfalls within the project limits, which correspond to four existing roadway basins. Roadway runoff is conveyed via closed storm systems via curb and gutter into these existing outfalls. The project is within the Northwest Florida Water Management District (NFWMD).

2.15 Contamination

A Contamination Screening Evaluation Report (CSER) was prepared for this study. The objectives of this Level I Assessment were to identify and evaluate potential contamination sources that could impact the proposed project.

The preliminary evaluation included reviewing environmental databases and aerial imagery, performing visual reconnaissance of the project corridor and surrounding areas, obtaining pertinent environmental records from state and local agencies, and assigning potential contamination ratings for each source within, and adjacent to, the project corridor.

There are four contamination risk rating categories (No, Low, Medium or High) that are assigned to each property or site evaluated for potential contamination impacts to the project.

The regulatory database review and field review identified a total of 37 potential contamination sources. Of the 37 sites, two sites were rated HIGH and 10 sites were rated as having a MEDIUM potential for contamination impact, as shown in Table 2.15.1. The remaining 25 sites were rated as having a LOW potential for contamination impact. Figure 2.15.1 shows the potential contamination sites. For more information on the potential contamination sites, refer to the CSER, available under separate cover.



Table 2.15.1: Medium and High Ranked Contamination Sites

Site No.	Name	Address	Likely Contaminant	Risk Rating
3	Chevron Food Mart	53 US Highway 98 E Destin, FL 32541	Petroleum	Medium
7	Texaco Food Mart	201 US Highway 98 E Destin, FL 32541	Petroleum	Medium
14	Destin Yacht Club	320 US Highway 98 E Destin, FL 32541	Diesel / Gasoline	High
15	First City Bank	363 US Highway 98 E Destin, FL 32541	Gasoline	High
21	Harbor Docks	538 US Highway 98 E Destin, FL 32541	Diesel	Medium
25	The Ships Chandler Destin	646 US Highway 98 E Destin, FL 32541	Gasoline	Medium
27	Big Boss II LLC	671 US Highway 98 E Destin, FL 32541	Gasoline / Diesel	Medium
28	Circle K #2708347	701 US Highway 98 E Destin, FL 32541	Gasoline	Medium
29	AutoZone	707 US Highway 98 E Destin, FL 32541	Dry Cleaning Fluids	Medium
31	Texaco Food Store #4082	902 US Highway 98 E Destin, FL 32541	Gasoline	Medium
34	Raceway #6876	995 US Highway 98 E Destin, FL 32541	Gasoline	Medium
36	Big Boss I LLC	1009 US Highway 98 E Destin, FL 32541	Gasoline	Medium

2.16 Utilities

As part of the study, utility coordination was initiated with assistance from the District Utility Coordinator (DUC). A Sunshine 811 call was placed on September 30, 2021, to identify and request information from utility owners within 200 feet of the existing centerline along US 98 from Calhoun Avenue to Restaurant Road; located approximately 0.5 mile east of the project limits at Airport Road, in Okaloosa County, Florida. The utilities located within the corridor are described in Table 2.16.1. Additional information on the utilities in the corridor can be found in the Utility Impact Assessment Report, available under separate cover.

Table 2.16.1: Utilities in the Corridor

Utility Owner	Utility Type
AT&T Corporation	Cable & Fiber Transmission
AT&T Florida	Cable & Fiber
Cox Communications	Fiber
Destin Water Users	Water/Wastewater
Florida Power & Light formerly known as (FKA) Gulf Power Company	Electric
Lumen FKA CenturyLink (Local)	Fiber & Telephone
Lumen FKA CenturyLink / Level 3 (National)	Fiber
Okaloosa County Information Technology	Fiber
Okaloosa County Signal System	Traffic/Fiber Optic
Okaloosa Gas District	Gas
Uniti	Fiber

3.0 Alternatives Considered

3.1 No-Build Alternative

The No-Build Alternative retains the existing roadway and intersections. Under this scenario, the existing US 98 corridor would not be improved but would be maintained in its current configuration. This alternative demonstrates conditions in the project's design year (2050) if the project is not implemented but other transportation improvements that are planned and programmed are completed. There are two planned improvements within the study area, the first is the addition of an eastbound right turn lane from US 98 to Calhoun Avenue. The second planned improvement is a second westbound left-turn lane from US 98 to Stahlman Avenue.

The No-Build Alternative has certain advantages and disadvantages. The advantages of the No-Build Alternative include:

- No new expenditure for roadway design, utility relocations, right-of-way acquisition, or construction costs;
- No disruption or temporary impacts (air, noise, vibration, travel patterns) due to construction activities;
- No right-of-way acquisition or business relocations; and
- No impacts to the natural environment.

The disadvantages of the No-Build Alternative include:

- Does not meet the purpose and need for the project;
- No traffic relief for US 98;
- Increased vehicular congestion and delay;
- Increased crashes related to congestion and access management;
- Increased emergency response and evacuation time;
- Increasing air pollution from vehicular emissions; and
- No enhancements to bicycle and pedestrian features.

3.2 Build Alternatives

Two Build Alternatives were evaluated to enhance operations and safety within the corridor:

1. Four-Lane Access Management Alternative; and
2. Six Lane-Access Management Alternative.

3.2.1 Four-Lane Access Management Alternative

The Four-Lane Access Management Alternative includes modifications to the existing median openings along US 98 as well as signalization of three additional intersections to provide safety and operational benefits within the study area. No capacity improvements are proposed with this alternative. Under the existing conditions, there are 44 median openings (40 full openings (includes six signals), and four directional openings) with an average spacing of 360 feet. The proposed access management changes reduce the number of median openings to 23 with nine signalized intersections (three additional) and 14 directional median openings; these changes improve the average spacing to 705 feet. Pedestrian crossings are located at the nine signalized intersections and at the following mid-block crossing locations: between Stahlman Avenue and Palmetto Street, at Big Kahuan's Water Park, and at the Silver Dunes Condominiums. The mid-block crossing locations have actuated signals to facilitate pedestrian crossings. The Four-Lane Access Management Alternative represents the base level of improvements that can be provided without impacts to right-of-way. Table 3.2.1 summarizes the proposed changes to each of the median openings within the study area. Plan sheets showing the Four-Lane Access Management Alternative are contained in Appendix A.

Table 3.2.1: Proposed Median Opening Changes

Description	Median Opening Configuration	
	Existing	Proposed
Calhoun Avenue	Directional	Directional
McGuire's Irish Pub Driveway	Full	Closed
Stahlman Avenue	Full (Signal)	Full (Signal)
Marler Charter Cruises Driveway	Full	Closed
Palmetto Street	Full	Directional
Destin Charter Services Median Opening	Full	Closed
Marler Street	Full	Full (Signal)
St. Andrews Episcopal Church Median Opening	Full	Closed
Heron Harbor Median Opening	Full	Closed
Destin Yacht Club Median Opening	Full	Directional
Motel 6 Median Opening	Full	Closed
Melvin Street	Full	Full (Signal)
Taco Bell Median Opening	Full	Closed
Gilligan's Seafood Median Opening	Full	Directional
Hog's Breath Saloon Median Opening	Full	Closed
Benning Drive	Full (Signal)	Full (Signal)
Half Hitch Tackle Median Opening	Full	Closed
Donut Hole Café Median Opening	Full	Directional
Destin Glass Median Opening	Full	Closed
Beach Drive	Full (Signal)	Full (Signal)

Description	Median Opening Configuration	
	Existing	Proposed
Shrimp Basket Median Opening	Directional	Closed
Re/max Median Opening	Full	Closed
King's Furniture Median Opening	Full	Directional
Goodwill Median Opening	Full	Closed
Marbella Median Opening	Full	Directional
CVS Median Opening	Directional	Closed
Main Street	Full (Signal)	Full (Signal)
Target Shopping Center Entrance	Full	Closed
Gulf Shore Drive	Full (Signal)	Full (Signal)
West Marine Median Opening	Full	Closed
South Bay Apartments Median Opening	Full	Directional
Palms Station Plaza Median Opening	Full	Closed
Palms Street/Sandprint Drive	Full	Full (Signal)
Pelican Beach Resorts Median Opening	Full	Directional
Alvin's Island Shopping Center Median Opening	Full	Closed
Big Kahuna's Water Park Median Opening	Full	Directional
Destin Shoppes Shopping Center Median Opening	Full	Directional
Gulf View Plaza Median Opening	Full	Closed
Day's Inn Median Opening	Directional	Directional
Gulf Terrace Drive	Full	Directional
Sun Destin Beach Resort Median Opening	Full	Directional
Surf Style Plaza Median Opening	Full	Closed
Club Destin Resort Median Opening	Full	Closed
Airport Road	Full (Signal)	Full (Signal)

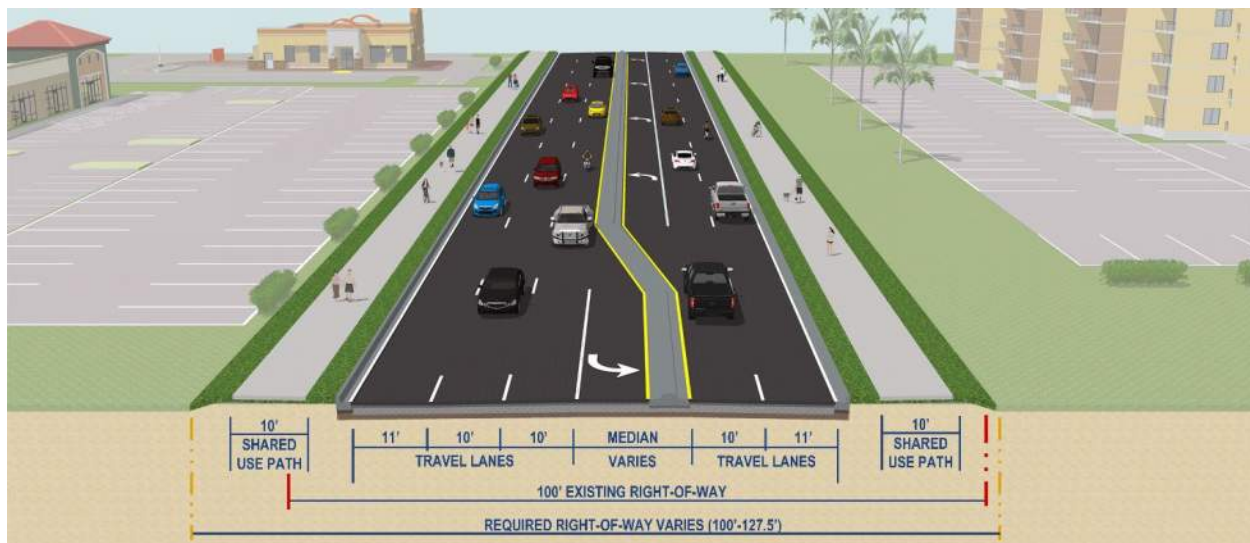
Note: "Closed" median openings still allow right-in/right-out driveway operations.

3.2.2 Six-Lane Access Management Alternative

The Six-Lane Access Management Alternative includes all of the improvements proposed in the Four-Lane Access Management Alternative. In addition to the modifications to the median openings and signalization of three additional intersections, the Six-Lane Access Management Alternative includes widening US 98 from four lanes to six lanes from east of Calhoun Avenue to Airport Road. In the eastbound direction, an additional travel lane is added to US 98 approximately 250 feet west of the Stahlman Avenue intersection. This travel lane continues throughout the project limits and ties into the improvements east of Airport Road. In the westbound direction, the three westbound lanes east of Airport Road continue through the project area until Calhoun Avenue. At Calhoun Avenue, the rightmost travel lane drops as a westbound right turn lane. Plan sheets showing the Four-Lane Access Management Alternative are contained in Appendix B.

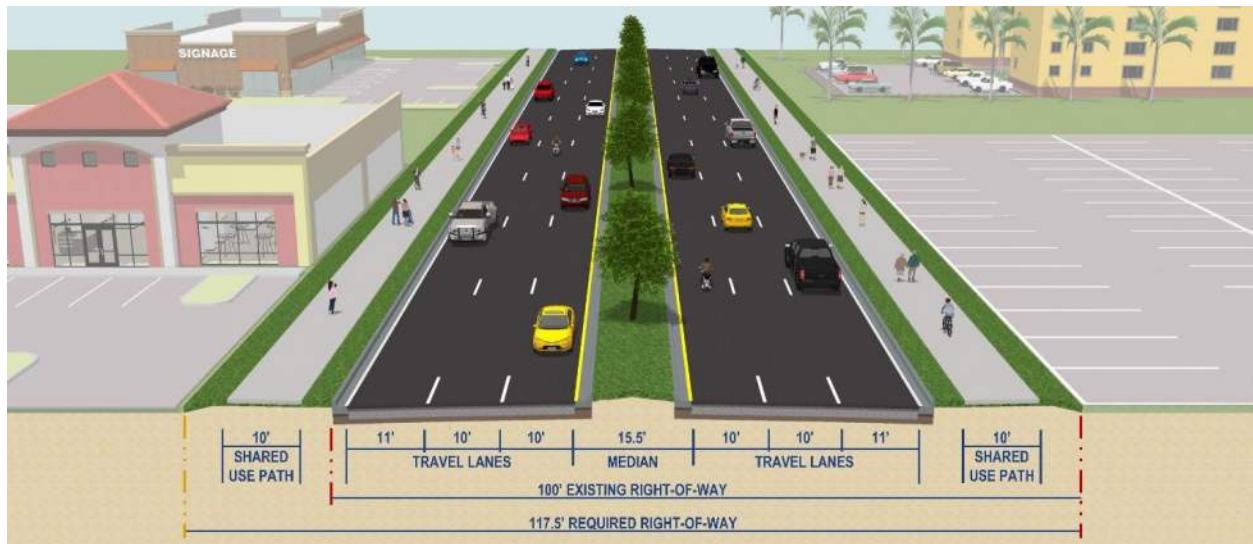
The proposed improvements for the Six-Lane Access Management Alternative varies by segment. From Calhoun Avenue to Stahlman Avenue, a distance of approximately 0.2 miles, the proposed improvements include adding a shared use path in the eastbound direction and adding a third lane and a shared use path in the westbound direction. The addition of the shared use path is consistent with the requirements of the City of Destin MMTD. Figure 3.2.1 shows the proposed typical section for this segment. The right-of-way required in this segment varies from 0 to 27.5 feet. The right-of-way to be acquired is proposed from the north side of US 98, as shown in Appendix B. The preferred alignment was selected to minimize residential impacts and relocations.

Figure 3.2.1: Calhoun Avenue to Stahlman Avenue Typical Section



The proposed third lane will be added in the eastbound direction at Stahlman Avenue. From Stahlman Avenue to Gulf Shore Drive, a distance of approximately 1.8 miles, the existing right-of-way is 100 feet wide. A six-lane typical section with a total right-of-way width of 117.5 feet is proposed for this segment, as shown in Figure 3.2.2.

The 117.5-foot typical section consists of three travel lanes in each direction. Of these three lanes, the two inside travel lanes are 10 feet wide, while the outside travel lane is 11 feet wide. The opposing travel lanes are separated by a 15.5-foot raised median that includes curb and gutter. Ten-foot wide shared use paths are proposed on both sides of the road and are separated from the outside lane by curb and gutter and a four-foot wide grass strip. The overall width required for this typical section is 117.5 feet, which includes a four-foot grass strip behind the shared use path. The right-of-way required in this segment is approximately 17.5 feet and will be acquired from the north side of US 98, as shown in Appendix B.

Figure 3.2.2: Stahlman Avenue to Gulf Shore Drive Typical Section

The segment of US 98 from Gulf Shore Drive to Airport Road is approximately one-mile-long and has an existing right-of-way width that varies from 125 to 150 feet. The proposed typical section for this segment is 124 feet wide, as shown in Figure 3.2.3.

Figure 3.2.3: Gulf Shore Drive to Airport Road Typical Section

The 124-foot typical section is identical to the 117.5-foot typical section except for two elements: the median width and border width. The median width for the 124-foot typical section is 22 feet wide, and the border width ranges from 20 feet to 33 feet as a result of the larger existing right-

of-way footprint on the eastern portion of the project. No additional right-of-way is required in this segment.

The proposed design speed for the Six-Lane Access Management Alternative is 45 mph because US 98 is an SIS corridor. Two design variations will be needed to accommodate the proposed typical section and minimize potential impacts and include:

- Lane width – 10-foot proposed (11-foot required for SIS); and
- Median width – 15.5-foot proposed (22-foot required for 45 mph).

4.0 Future Traffic Conditions

The alternatives were evaluated under Design Year (2050) conditions to determine their ability to accommodate future year traffic demand and to assess whether the future year traffic operations under each of the different geometric and operational scenarios met the LOS target of "D". The future year analysis included midday and PM peak hour intersection capacity analysis using Synchro 11. Additionally, the alternatives were assessed using Vissim 2021. The Vissim analysis focused primarily on the travel times along US 98, as well as the network-wide comparison of the No-Build and Build Alternatives. Comparisons were performed for the Design Year (2050) midday and PM peaks. Detailed information on the future traffic conditions is contained in the PTAR, available under separate cover.

4.1 No-Build

The 2050 No-Build roadway network includes minor improvements at two of the study intersections. An eastbound right turn lane is provided at the Calhoun Avenue intersection. The intersection with US 98 at Stahlman Avenue was modified to provide an additional westbound left-turn lane from US 98. To accommodate the additional turn lane, the westbound left-turn phase was changed to protected-only. The remaining intersections maintain the existing geometry. The signal timings were reviewed, and splits and offsets were adjusted as necessary to provide optimized operations under the No-Build condition.

Table 4.1.1 summarizes the delay and LOS for primary study intersections. Additional information on the other intersections and median openings are available in the PTAR. Overall intersection delay (seconds per vehicle) and LOS was reported for each signalized intersection. For the unsignalized intersections, the stop-controlled movement with the highest delay was reported. The results of the analysis indicate that a majority of the study intersections are expected to operate at LOS E or F (highlighted in red in Table 4.1.1) during one or both of the study periods. This is primarily due to the high volume of eastbound/westbound through traffic that does not allow for many gaps to serve turning movements at the unsignalized intersections. Additionally, high levels of delay are expected at the signalized intersections due to the limited capacity of the four-lane typical section.

Table 4.1.1: No-Build Intersection Analysis

Intersection	Movement	Midday		PM	
		Delay	LOS	Delay	LOS
Calhoun Avenue	EBL	>300	F	>300	F
	WBL	279.1	F	96.3	F
	NB/SB	72.7	F	>300	F
Stahlman Avenue	EBL	>300	F	>300	F
	WBL	288.5	F	88.7	F
	Overall	448.6	F	299.3	F
Palmetto Street	EBL	58.7	F	185.1	F
	WBL	122.3	F	102.4	F
	NB/SB	>300	F	>300	F
Marler Street	EBL	47.8	E	62.1	F
	WBL	53.9	F	29.1	D
	NB/SB	119.5	F	181.2	F
Melvin Street	EBL	200.8	F	104.2	F
	WBL	147.3	F	34.3	D
	NB/SB	>300	F	26.9	D
Benning Drive	EBL	31.4	C	27.1	C
	WBL	2.1	A	0.9	A
	Overall	139.8	F	89.4	F
Beach Drive	EBL	27.1	C	60.7	E
	WBL	25.5	C	9.1	A
	Overall	190.5	F	132.4	F
Main Street	EBL	91.5	F	113.4	F
	WBL	207.1	F	202.7	F
	Overall	138.6	F	111.5	F
Gulf Shore Drive	EBL	50.9	D	68.8	E
	WBL	216.2	F	428.2	F
	Overall	247.8	F	242.8	F
Palms Street/Sandprint Drive	EBL	175.8	F	105.3	F
	WBL	61	F	95.6	F
	NB/SB	>300	F	>300	F
Airport Road	EBL	95.5	F	62.1	E
	WBL	20.2	C	23.5	C
	Overall	171.8	F	156.5	F

4.2 Four-Lane Access Management

Nearly half of the existing median openings along US 98 are closed and many of the remaining median openings are restricted to directional traffic with the Four-Lane Access Management Alternative, as summarized in Table 3.2.1. To account for the operational improvements provided by the significant median closures, the saturation flow rate for the Four-Lane Access Management Alternative was improved from the 1,300 vehicles per hour (vph) used in the Existing and No-Build analysis to 1,600 vph which represents a moderate improvement towards the typical base saturation flow rate of 1,900 vph. The No-Build traffic forecast was utilized for this alternative. Where existing traffic movements are restricted in the Four-Lane Access Management Alternative, traffic was manually reassigned to the adjacent downstream median opening. In addition to the changes to the median openings, three of the existing unsignalized intersections were modified to signalized operation. The new signalized intersections are located at Melvin Street, Marler Street, and Palms Street/Sandprint Drive. At both Melvin Street and Marler Street, the nearby signalized pedestrian crossings are shifted to be co-located at the signalized intersection to improve vehicle operations while still providing adequate pedestrian accommodations. Additional operational improvements were provided at the Stahlman Avenue, Benning Drive, Beach Drive, and Golf Shore Drive intersections through changes in signal timing and phasing.

Table 4.2.1 summarizes the delay and LOS for primary intersections. Overall intersection delay (seconds per vehicle) and LOS were reported for each signalized intersection. For the unsignalized intersections, the stop-controlled movement with the highest delay was reported. The results of the analysis indicate that the proposed median closures would have a significant benefit over the No-Build conditions. The majority of the intersections experience an improvement in delay over the No-Build conditions with many of the stop-controlled movements operating at LOS D or better. The signalized intersections at Stahlman Avenue, Benning Drive, Beach Drive, Main Street, Gulf Shore Boulevard, Palms Street/Sandprint Drive, and Airport Road continue to operate at LOS E or F (highlighted in red in Table 4.2.1) during one or both peak hours primarily due to limited east/west capacity and high turning volumes at these locations. The high level of east/west traffic on US 98 also results in high delays for left-turning and U-turning movements at the remaining median openings. Additional information on the delay and LOS for the other intersections and median openings is available in the PTAR.

Table 4.2.1: Design Year (2050) – Intersection Analysis

Intersection	Movement	Midday		PM	
		Delay	LOS	Delay	LOS
Calhoun Avenue	EBL	>300	F	>300	F
	WBL	>300	F	232.2	F
	NB/SB	72.7	F	>300	F
Stahlman Avenue	EBL	290.2	F	293.3	F
	WBL	253.0	F	>300	F
	Overall	163.8	F	165.2	F
Palmetto Street	EBL	140.1	F	>300	F
	WBL	>300	F	>300	F
	NB/SB	22.5	C	30.1	D
Marler Street	EBL	43.4	D	58.3	E
	WBL	62.6	E	26.4	C
	Overall	53.6	D	29.9	C
Melvin Street	EBL	25.9	C	33.3	C
	WBL	23.3	C	27.5	C
	Overall	20.8	C	29.0	C
Benning Drive	EBL	52.2	D	66.3	E
	WBL	60.2	E	3.2	A
	Overall	80.6	F	35.2	D
Beach Drive	EBL	68.1	E	50.1	D
	WBL	54.2	D	13.1	B
	Overall	94.7	F	59.1	E
Main Street	EBL	141.1	F	114.3	F
	WBL	-	-	-	-
	Overall	63.0	E	48.5	D
Gulf Shore Drive	EBL	83.7	F	91.2	F
	WBL	>300	F	222.7	F
	Overall	163.7	F	189.1	F
Palms Street/Sandprint Drive	EBL	48.1	D	86.7	F
	WBL	7.4	A	3.1	A
	Overall	69.4	E	38	D
Airport Road	EBL	178.6	F	180.2	F
	WBL	16.8	B	32.9	C
	Overall	119.9	F	141.6	F

4.3 Six-Lane Access Management

All of the operational improvements included in the Four-Lane Access Management Alternative were included in the Six-Lane Access Management Alternative. In addition, a third travel lane is provided in each direction on US 98 to improve the roadway capacity from four lanes to six lanes. Due to the widening, all signalized left turns were modified to protected-only phasing under this alternative. The Six-Lane Access Management Alternative resulted in a traffic forecast that was approximately 35% higher than the No-Build and Four-Lane Access Management Alternative traffic forecasts. Restricted movements were manually reassigned to the adjacent downstream median opening using the same methodology as in the Four-Lane Access Management Alternative.

Table 4.3.1 summarizes the delay and LOS for intersections within the study area. Overall intersection delay (seconds per vehicle) and LOS were reported for each signalized intersection. For the unsignalized intersections, the stop-controlled movement with the highest delay was reported. The results of the analysis indicate that the proposed median closures would continue to have a significant benefit over the No-Build conditions even when considering the increased traffic demand. Additionally, the signalized intersections at Stahlman Avenue, Marler Street, Melvin Street, Benning Drive, Beach Drive, Main Street, Gulf Shore Drive, and Palms Street/Sandprint Drive show improvements in overall intersection delay for both peak hours over the Four-Lane Access Management Alternative. Additional information on the delay and LOS for the other intersections and median openings is available in the PTAR.

Table 4.3.1: Design Year (2050) – Intersection Analysis

Description	Movement	Midday		PM	
		Delay	LOS	Delay	LOS
Calhoun Avenue	EBL	215.5	F	>300	F
	WBL	>300	F	>300	F
	NB/SB	52.2	F	>300	F
Stahlman Avenue	EBL	351.7	F	132.8	F
	WBL	96.2	F	105.2	F
	Overall	68.8	E	73.1	E
Palmetto Street	EBL	67.4	F	114.4	F
	WBL	78.2	F	98.5	F
	NB/SB	31	D	49.1	E
Marler Street	EBL	94.4	F	99	F
	WBL	107.1	F	117	F
	Overall	15.3	B	18.8	B
Melvin Street	EBL	69	E	77.4	E
	WBL	95.8	F	92.5	F
	Overall	19.3	B	24.1	C
Benning Drive	EBL	77.3	E	112	F
	WBL	97	F	116.5	F
	Overall	26.2	C	11.3	B
Beach Drive	EBL	74	E	99.4	F
	WBL	103.5	F	114.4	F
	Overall	43.2	D	30.4	C
Main Street	EBL	114.3	F	126.9	F
	WBL	-	-	-	-
	Overall	24.8	C	17.9	B
Gulf Shore Drive	EBL	99.9	F	111.8	F
	WBL	298	F	451.7	F
	Overall	204.3	F	167.1	F
Palms Street/Sandprint Drive	EBL	81	F	78.6	E
	WBL	85.6	F	100	F
	Overall	16.8	B	14	B
Airport Road	EBL	320.4	F	300.2	F
	WBL	87.4	F	103.5	F
	Overall	173.7	F	176.5	F

4.4 Alternatives Comparison

To simplify the comparison, the 11 primary study intersections were compared across the No-Build and Build alternatives to determine which Build alternative provided the best operating conditions in terms of the Synchro analysis. These 11 intersections, summarized in Tables 4.4.1 and 4.4.2, include all the signalized intersections within the study area as well as the unsignalized intersections at Calhoun Avenue and Palmetto Street. As summarized in the table, nearly all of the intersections experience an improvement in operations under both Build Alternatives. When comparing the Four-Lane and Six-Lane Access Management Alternatives, the Six-Lane Alternative provides additional benefits over the Four-Lane by providing similar or better operations under higher traffic demand.

Table 4.4.1: Design Year (2050) – Alternatives Intersection Comparison (Midday Peak)

Intersection	No-Build	Four Lane Access Management	Six Lane Access Management
Calhoun Avenue	72.7 (F)	72.7 (F)	52.2 (F)
Stahlman Avenue	448.6 (F)	168.3 (F)	68.8 (E)
Palmetto Street	> 300 (F)	22.5 (C)	31.0 (D)
Marler Street	119.5 (F)	53.6 (D)	15.3 (B)
Melvin Street	>300 (F)	20.8 (C)	19.3 (B)
Benning Drive	139.8 (F)	80.6 (F)	26.2 (C)
Beach Drive	190.5 (F)	94.7 (F)	43.2 (D)
Main Street	138.6 (F)	63.0 (E)	24.8 (C)
Gulf Shore Drive	247.8 (F)	163.7 (F)	204.3 (F)
Palms Street/Sandprint Drive	>300 (F)	69.4 (E)	16.8 (B)
Airport Road	171.8 (F)	119.9 (F)	173.7 (F)

Notes:

Yellow cell shading indicates an improvement over the No-Build conditions

Green cell shading indicates an improvement over the No-Build which satisfies the LOS D target.

Table 4.4.2: Design Year (2050) – Alternatives Intersection Comparison (PM Peak)

Intersection	No-Build	Four Lane Access Management	Six Lane Access Management
Calhoun Avenue	> 300 (F)	>300 (F)	>300 (F)
Stahlman Avenue	299.3 (F)	165.2 (F)	73.1 (E)
Palmetto Street	> 300 (F)	30.1 (D)	49.1 (E)
Marler Street	181.2 (F)	29.9 (C)	18.8 (B)
Melvin Street	26.9 (D)	29.0 (C)	24.1 (C)
Benning Drive	89.4 (F)	35.2 (D)	11.3 (B)
Beach Drive	132.4 (F)	59.1 (E)	30.4 (C)
Main Street	111.5 (F)	48.5 (D)	17.9 (B)
Gulf Shore Drive	242.8 (F)	189.1 (F)	167.1 (F)
Palms Street/Sandprint Drive	> 300 (F)	38.0 (D)	14.0 (B)
Airport Road	156.5 (F)	141.6 (F)	176.5 (F)

Notes:

Yellow cell shading indicates an improvement over the No-Build conditions

Green cell shading indicates an improvement over the No-Build which satisfies the LOS D target.

The No-Build and Build alternatives were also assessed using Vissim 2021 to estimate the US 98 travel time and network-wide benefits of the proposed improvements. Peak-hour travel times were measured in Vissim using travel time segments. The Vissim travel time segments were extended beyond the project limits to capture the delay caused by extensive queueing outside of the study area. Table 4.4.3 summarizes the peak-hour travel times along US 98 through the study area.

As shown in the table, the Four-Lane Access Management Alternative is expected to provide travel time savings over the No-Build in both directions during the midday peak and in the westbound direction during the PM peak. During the midday peak, the travel times are expected to improve by 11 minutes in the eastbound direction and 16 minutes in the westbound direction. During the PM peak, westbound travel times are expected to decrease by 10 minutes. During the PM peak, in the eastbound direction, travel times are expected to increase by approximately six minutes when compared to the No-Build conditions. The reduction in travel time in the Four-Lane Access Management Alternative is primarily attributed to improvements in traffic throughput due to the proposed improvements reducing the number of access points along the facility.

Table 4.4.3: Design Year (2050) – Travel Time Summary

Peak	US 98 Extents	Travel Time (hh:mm:ss)		
		No-Build	4-Lane Access Management ¹	6-Lane Access Management ¹
Midday	Eastbound: 5 miles west of Stahlman Ave to Airport Rd	1:26:45	1:15:34 (0:11:11)	0:49:36 (0:37:09)
	Westbound: 5 miles east of Airport Rd to Calhoun Ave	1:20:25	1:03:49 (0:16:36)	0:36:04 (0:44:21)
PM	Eastbound: 5 miles west of Stahlman Ave to Airport Rd	0:47:44	0:53:25 (-0:05:41)	0:32:44 (0:15:00)
	Westbound: 5 miles east of Airport Rd to Calhoun Ave	0:55:16	0:44:57 (0:10:20)	0:43:45 (0:11:32)

¹ Values in parenthesis indicate travel time savings when compared to the No-Build Alternative

The Six-Lane Access Management Alternative is expected to provide travel time savings over the No-Build in both directions during the midday peak and PM peak. During the midday peak, the travel times are expected to improve by 37 minutes in the eastbound direction and 44 minutes in the westbound direction. During the PM peak, the Six-Lane Access Management Alternative provides a 15-minute reduction in travel time in the eastbound direction and an 11-minute reduction in travel time in the westbound direction. Similar to the Four-lane Access Management Alternative, the reduction in travel time can be attributed to improvements in traffic throughput due to median opening changes as well as the increased capacity.

The high travel times along US 98 in the Design Year (2050) are primarily due to several signalized intersections which create bottlenecks within the study area. The intersection of US 98 with Stahlman Avenue is a significant bottleneck in the study area primarily for the eastbound traffic. This bottleneck occurs in the existing condition and worsens under the additional traffic demand of the future conditions. Because of this, a significant queue forms in the eastbound direction upstream of the Stahlman Avenue intersection which extends across the East Pass bridge and onto Okaloosa Island. In the future conditions, a similar bottleneck occurs in the westbound direction at the Airport Road intersection. These signalized intersections on the western and eastern ends of the project area have limited proposed improvements under the Build condition due to right-of-way constraints; as such, delays are high at these locations in both the No-Build and Build conditions.

Table 4.4.4 summarizes the network-wide performance results for the No-Build and Build Alternatives during the 2050 midday and PM peak periods. Comparison of the alternatives indicates that both Build Alternatives consistently exhibited better performance than the No-Build in terms of delay, average speed, number of stops, latent delay, latent demand, and vehicle throughput. In terms of average speed, the Four-Lane Access Management alternative shows better performance than the No-Build during the midday peak period with average speeds increasing 13%. Total delay was reduced by 10% in the midday peak and 8% in the PM. Latent delay and demand were reduced by 33% and 25% in the midday peak and 21% and 22% during the PM peak, respectively. Total travel time was improved under the Four-Lane Access Management Alternative by 5% during the midday and 4% during the PM peak. In addition, total stops were reduced 2% during the midday and 8% during the PM peak. Finally, vehicle throughput was improved over the No-Build by 4% during the midday and 1% during the PM peak in the 4-Lane Access Management alternative.

The Six-Lane Access Management alternative also exhibited better performance than the No-Build in terms of delay, average speed, number of stops, latent delay, latent demand, and vehicle throughput. In terms of average speed, the Six-Lane Access Management alternative shows better performance than the No-Build during both peak periods with average speeds increasing 63% during the midday peak and 18% in the PM peak. Total delay was reduced by 43% in the midday peak and 19% in the PM. Latent delay and demand were reduced by 70% and 71% in the midday peak and 52% and 53% during the PM peak, respectively. Total travel time was improved under the Six-Lane Access Management Alternative by 19% during the midday and 3% during the PM peak. Finally, vehicle throughput was improved over the No-Build by 23% during the midday and 11% during the PM peak.

Table 4.4.4: Design Year (2050) – Network-Wide Performance

Midday Peak	No-Build	4-Lane Access Management		6-Lane Access Management	
Average Speed (mph)	8	9	13%	13	63%
Total Delay (hr)	11,803	10,661	-10%	6,713	-43%
Latent Delay (hr)	6,315	4,204	-33%	1,910	-70%
Latent Demand	5,882	4,386	-25%	1,714	-71%
Total Travel Time (hr)	16,662	15,907	-5%	13,527	-19%
Total Stops	1,277,701	1,257,010	-2%	501,168	-61%
Vehicles Arrived	22,219	23,096	4%	27,286	23%
PM Peak	No-Build	4-Lane Access Management		6-Lane Access Management	
Average Speed (mph)	11	11	0%	13	18%
Total Delay (hr)	8,172	7,482	-8%	6,629	-19%
Latent Delay (hr)	8,449	6,689	-21%	4,047	-52%
Latent Demand	6,003	4,669	-22%	2,842	-53%
Total Travel Time (hr)	13,946	13,446	-4%	13,564	-3%
Total Stops	1,108,099	1,014,497	-8%	623,013	-44%
Vehicles Arrived	24,789	25,047	1%	27,412	11%

Note: Percentages indicate the difference from the No-Build condition.

5.0 Future Safety Analysis

The future conditions safety analysis was conducted for the No-Build, Four-Lane Access Management Alternative, and the Six-Lane Access Management Alternative to determine the safety benefits of the proposed improvements. The Interactive Highway Safety Design Model (IHSDM) was used to assess the safety of each alternative utilizing the HSM procedures. The IHSDM is a suite of analysis tools supported by the Federal Highway Administration (FHWA) which assists in the inputs and calculations used in the HSM to determine the predicted number of crashes based on the roadway's geometric and traffic characteristics.

Using the IHSDM, models were built for the No-Build and Build Alternatives. The primary difference between the No-Build and Four-Lane Access Management Alternative was the incorporation of the proposed signalization at Melvin Street, Marler Street, and Palms Street/Sandprint Drive. The Six-Lane Access Management Alternative incorporated the improvements from the Four-Lane Alternative and also included widening US 98 from four to six lanes. Inputs such as the number of pedestrians, number of alcohol sales establishments, and average offset to roadside fixed objects were kept consistent between analysis alternatives.

The Build Alternatives safety analysis also incorporates the crash modification factor (CMF) which accounts for the change in number of median openings along US 98. Table 5.1.1 summarizes the CMF calculations for the segments within the study area. These CMFs were applied using IHSDM to obtain the expected crashes for the Build alternatives.

Table 5.1.1: Median Opening Density Crash Modification Factors

Description	Length (mi)	# Openings		Opening Density		CMF
		No-Build	Build	No-Build	Build	
West of Calhoun Avenue	0.129	0	0	0.00	0.00	1.0
Calhoun Avenue to Stahlman Avenue	0.16	1	0	6.25	0.00	0.74
Stahlman Avenue to Palmetto Street	0.16	1	0	6.25	0.00	0.74
Palmetto Street to Marler Street	0.15	1	0	6.67	0.00	0.726
Marler Street to Melvin Street	0.35	4	1	11.43	2.86	0.662
Melvin Street to Benning Drive	0.23	3	1	13.04	4.35	0.658
Benning Drive to Beach Drive	0.35	3	1	8.57	2.86	0.76
Beach Drive to Main Street	0.41	6	2	14.63	4.88	0.625
Main Street to Gulf Shore Drive	0.19	1	0	5.26	0.00	0.776
Gulf Shore Drive to Palms Street	0.27	3	1	11.11	3.70	0.70

Description	Length (mi)	# Openings		Opening Density		CMF
		No-Build	Build	No-Build	Build	
Palms Drive to Airport Road	0.67	10	6	14.93	8.96	0.75
East of Airport Rd	0.26	0	0	0.00	0.00	1.0

Table 5.1.2 summarizes the expected crash rates (in terms of crashes per year) for the No-Build and Build Alternatives. As shown in the table, the Four-Lane Access Management Alternative is expected to provide an 8% reduction in crashes over the future No-Build condition with a similar reduction in the expected fatal/injury crash rate and property damage only crash rate. The Six-Lane Access Management Alternative is expected to provide a 13.7% reduction in total crashes over the future No-Build condition. The Six-Lane Access Management Alternative is expected to experience a slightly higher fatal/injury crash rate than the No-Build Alternative; this is primarily due to the increased traffic; however, the Six-Lane Alternative also provides a significant reduction (29%) in property damage only crashes over the lifetime of the project.

Table 5.1.2: Future Conditions Safety Analysis (Expected Crash Rate)

Crash Type	No-Build	Four-Lane Access Management	Six-Lane Access Management
Total	170.7	157.3 (-8%)	147.3 (-13.7%)
Fatal/Injury	63.1	57.8 (-8%)	70.9 (12.4%)
Property Damage Only	107.6	99.4 (-8%)	76.4 (-29.0%)

Note: Crash Rate is expressed as crashes per year. Percentages indicate the difference from the No-Build condition.

6.0 Comparative Alternatives Evaluation

The subsequent sections compare the three alternatives described in Chapter 4 in terms of social and economic impacts, cultural resource impacts, natural resource impacts, physical resource impacts, and cost. A summary and relative comparison of the pertinent impacts, where feasible to do so, of the alternatives are displayed in Table 6.1.1. A more detailed assessment will be completed during the PD&E Study.

Table 6.1.1: Evaluation Matrix

Evaluation Criteria	Alternatives Considered		
	No-Build	Four-Lane Access Management	Six-Lane Access Management
Social and Economic Resources			
Number of Parcels Impacted	0	0	83
Number of Community Focal Points Impacted	0	0	2
Acreage Impacted	0	0	4.2
Estimated Business Relocations	0	0	14
Recreation Areas Impacted	0	0	0
Cultural Resources			
NRHP Eligible Buildings Potentially Impacted	0	0	0
NRHP Eligible Resource Groups Potentially Impacted	0	0	0
NRHP Eligible Archaeological Sites Potentially Impacted	0	0	0
Natural Resources			
Wetlands Impacted (acres)	0	0	0
EFH Impacted (acres)	0	0	0
100-year Floodplains Impacted (acres)	0	0	0
Potential Species Impact	None	None	Low
Physical Resources			
Number of Potential Contamination Sites Impacted	0	0	12
Air Quality Impacts	None	None	None
Utility Impacts	None	Low	Moderate
Noise Impacts	None	None	Low
Preliminary Project Costs (\$ millions)			
Estimated Design Cost	\$0	\$1.5	\$7.3
Estimated Right-of-Way Cost	\$0	\$0	\$125.9
Estimated Construction Cost	\$0	\$9.8	\$48.4
Total Project Cost	\$0	\$11.3	\$181.6

6.1 Social and Economic Impacts

The No-Build and Four-Lane Access Management Alternatives do not require any additional right-of-way. The Six-Lane Access Management Alternative impacts 83 parcels (73 commercial and 10 unimproved) and requires approximately 4.2 acres of additional right-of-way. Two community focal points will be directly impacted: Saint Andrew's Episcopal Church and Millennium Physician Group. Saint Andrew's Episcopal Church is located adjacent to and north of US 98 within the project limits. Approximately 17.5 feet of right-of-way is required from this property to construct the proposed improvements, resulting in the elimination of 11 parking spaces. The majority of the parking for this church is located in the rear of the property, adjacent to Mountain Drive, and will not be impacted. Millennium Physician Group is a family practice and emergency medicine office located north of US 98 between Benning Drive and Beach Drive in the Harbour Square plaza. Approximately 17.5 feet of right-of-way is required from this property to construct the proposed improvements. The proposed improvements are not anticipated to impact the building or any of the parking. A total of 14 business relocations are anticipated with the Six-Lane Access Management Alternative. Although the business relocations will temporarily reduce the economic income and jobs available within the City of Destin, there are suitable relocation options within the City of Destin to accommodate the relocation of these businesses. Therefore, temporary adverse, but not significant economic impacts could be expected as a result of the business relocations. The impact to 73 commercial parcels along US 98 provides an opportunity for the CRAs to redevelop and rehabilitate the businesses located along US 98 to create positive, long-term economic impacts for the City of Destin. The project could potentially attract new development and create additional employment opportunities in the long-term.

Although US 98 is adjacent to two parks, Captain Royal Melvin Heritage Park and Harbor View Park, there are no direct impacts to either park with the Build Alternatives.

6.2 Cultural Resource Impacts

As discussed in Section 2.9, no cultural resources are considered eligible for the NRHP within the study area APE, therefore, the Build Alternatives will have no impact on NRHP eligible resources.

6.3 Natural Environment Impacts

The Build Alternatives will not impact any wetlands or 100-year floodplains. The No-Build and Four-Lane Access Management Alternative will also have no impact on protected species or habitat. The Six-Lane Access Management Alternative will have a minimal or low impact on protected species and habitat due to the additional right-of-way required along the corridor.

However, the existing corridor is urban and mostly built out and therefore, impacts to protected species is expected to be low.

6.4 Physical Resource Impacts

As discussed in Section 2.14, there are 37 potential contamination sites near the US 98 corridor. The Build Alternative directly impacts 12 potential contamination sites (six Low rated sites, five Medium rated sites, and one High rated site). The No-Build and Four-Lane Access Management Alternatives do not directly impact any contamination sites, as no additional right-of-way is required. The No-Build and Four-Lane Access Management Alternatives also do not impact air quality or noise. The Four-Lane Access Management Alternative has low utility impacts due to potential conflicts with utilities located in the median. The Six-Lane Access Management Alternative has moderate utility impacts due to conflicts in the median and aboveground and underground utilities located behind the existing sidewalk. The Six-Lane Access Management Alternative is anticipated to result in no impacts to air quality and low impacts to noise as a result of additional travel lanes and traffic with this alternative. A detailed air and traffic noise analysis will be completed during the PD&E Study.

6.5 Preliminary Project Costs

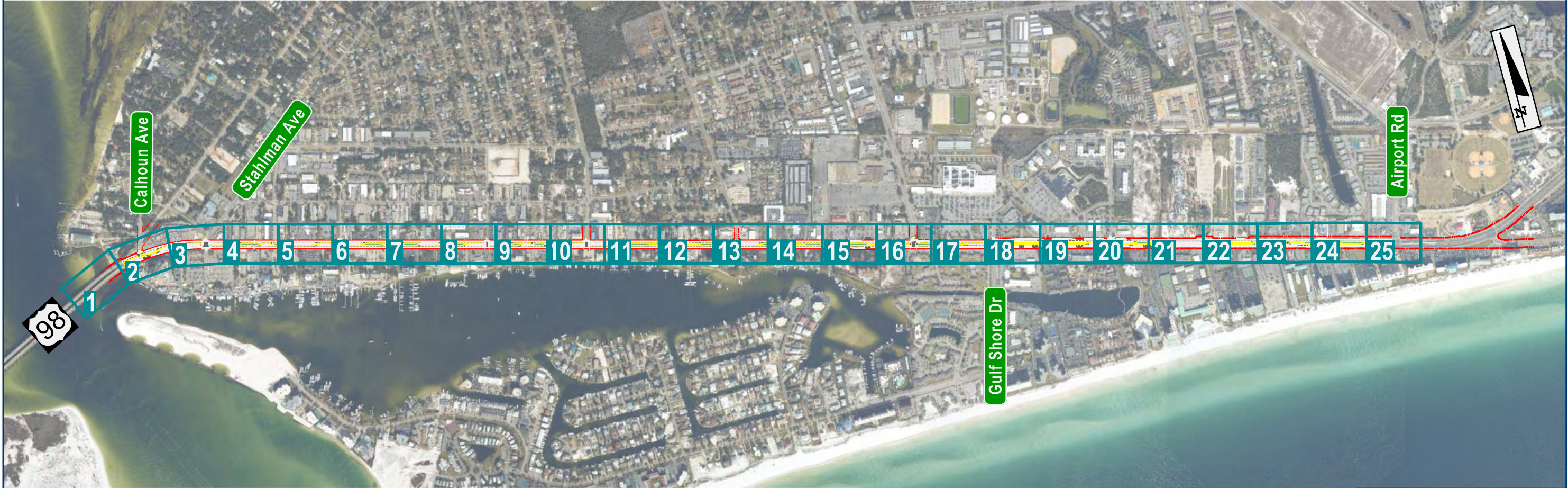
The FDOT Long Range Estimates (LRE) was used to determine construction costs. The design costs are estimated based on 15% of construction costs. The costs do not include the cost to relocate utilities. Determination of which utilities will require relocation will be determined with detailed survey information during the preliminary design phase of this project.

The Six-Lane Access Management Alternative has a total project cost of approximately \$181.6 million. The right-of-way cost accounts for the majority of the project cost at \$125.9 million. The Four-Lane Access Management Alternative has a total project cost of approximately \$11.3 million. The No-Build Alternative has no project cost.

Appendix A: Four-Lane Access Management Alternative Concept Plan Sheets

Four-Lane Access Management Alternative

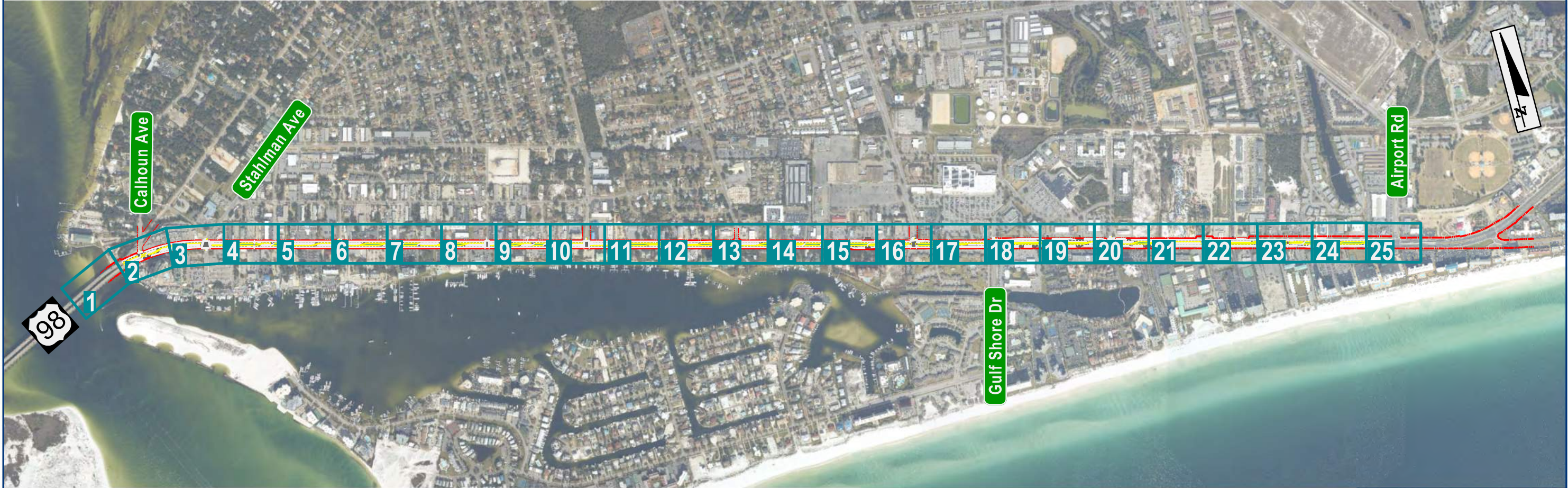
Plan Sheets (50 Scale)



SR 30 (US 98) Harbor Boulevard Feasibility Study
from Calhoun Avenue to Airport Road

Four-Lane Access Management Alternative

Plan Sheets (50 Scale)



Sheet Number
1-25

Index of Drawings
Sheet Description
Plan Sheets

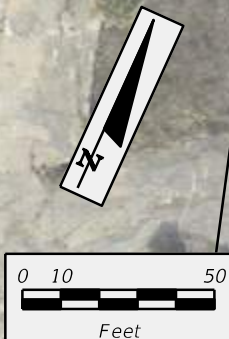


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Financial Project ID: 414132-7-22-01, ETDM No: 14458

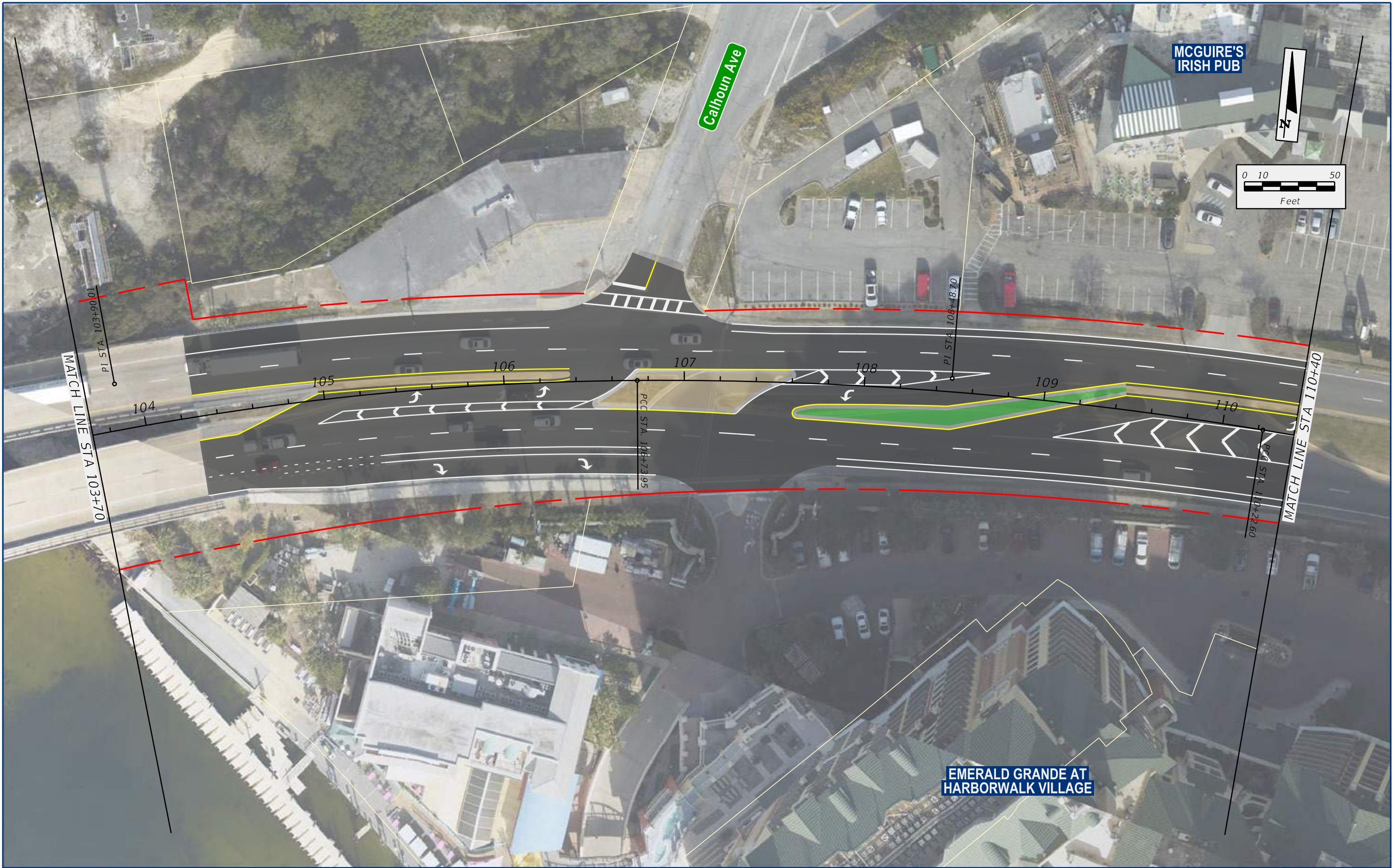
Four-Lane Access
Management Alternative
Plan Sheets

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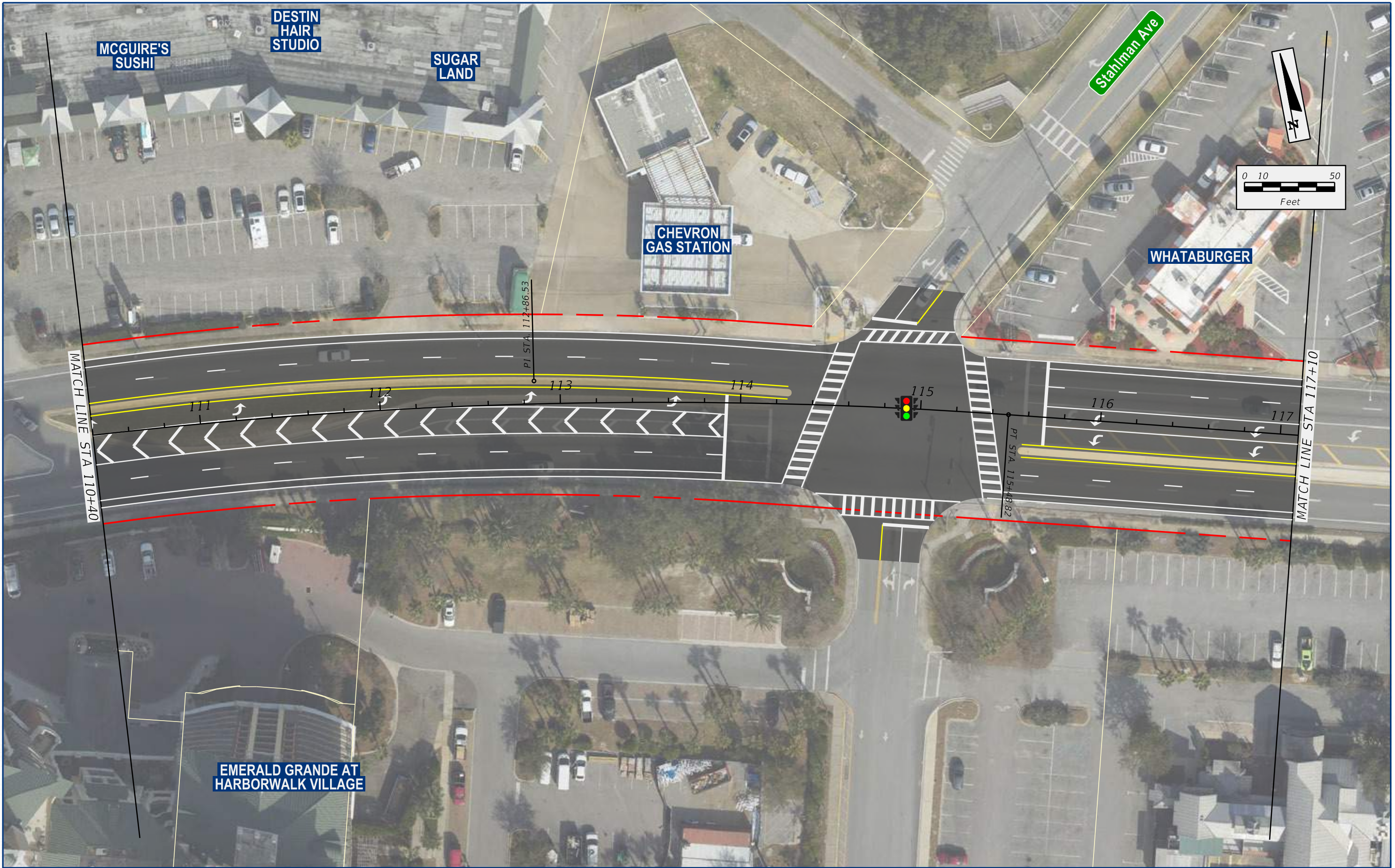


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 SR 30 (US 98) Harbor Boulevard Feasibility Study from Calhoun Avenue to Airport Road Financial Project ID: 414132-7-22-01, ETDM No: 14458	Property Line Existing Right-of-Way Proposed Right-of-Way	Proposed Roadway Proposed Shared Use Path Proposed Grass	Proposed Concrete Median Traffic Signal	Four-Lane Access Management Alternative Plan Sheets	SHEET NO.
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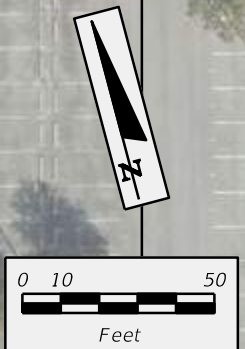
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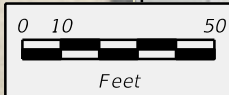
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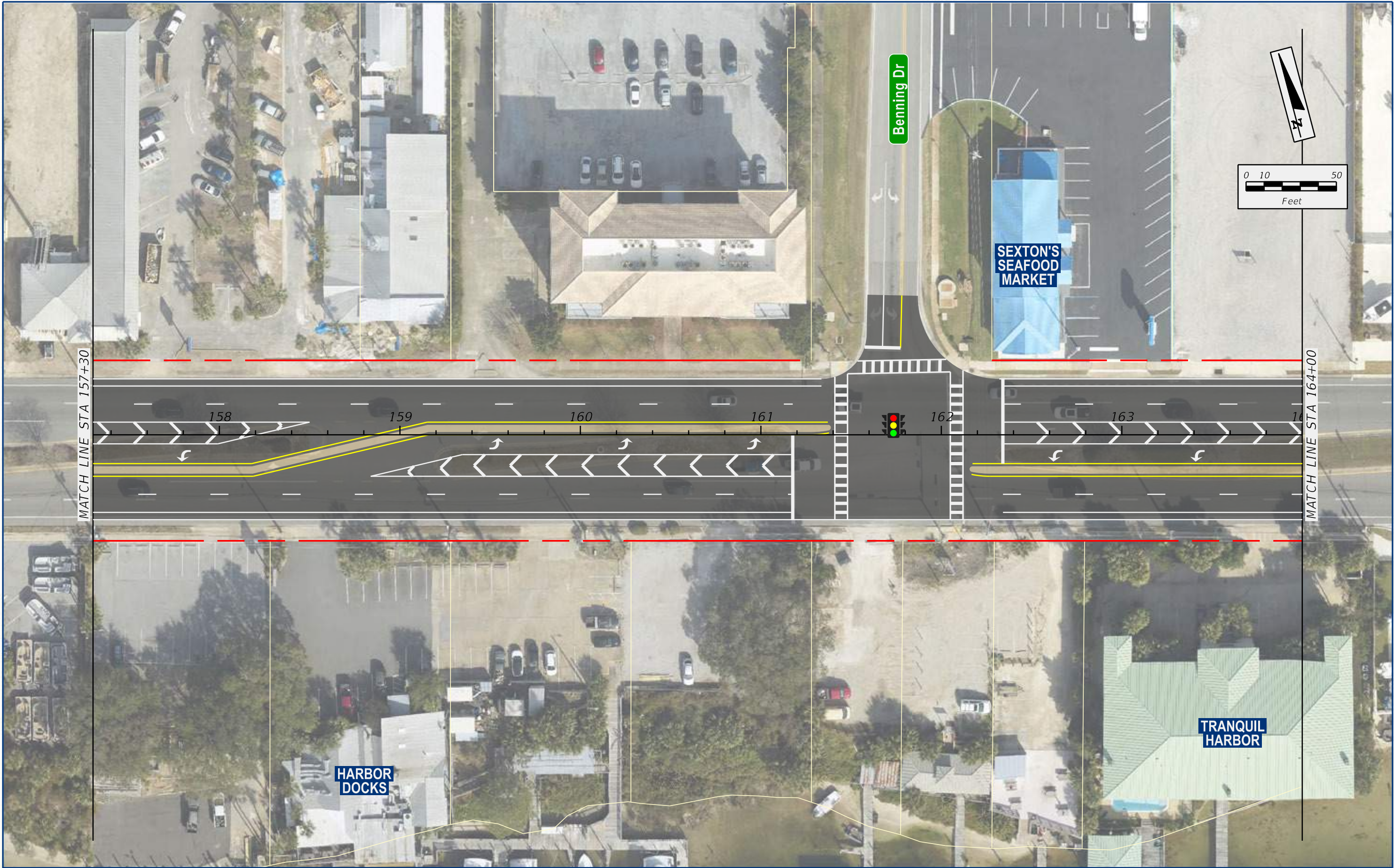
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SR 30 (US 98) Harbor Boulevard Feasibility Study
from Calhoun Avenue to Airport Road
Financial Project ID: 414132-7-22-01, ETDM No: 14458

- Property Line
- Existing Right-of-Way
- Proposed Right-of-Way

- Proposed Roadway
- Proposed Shared Use Path
- Proposed Grass

- Proposed Concrete Median
- Traffic Signal

Four-Lane Access
Management Alternative
Plan Sheets

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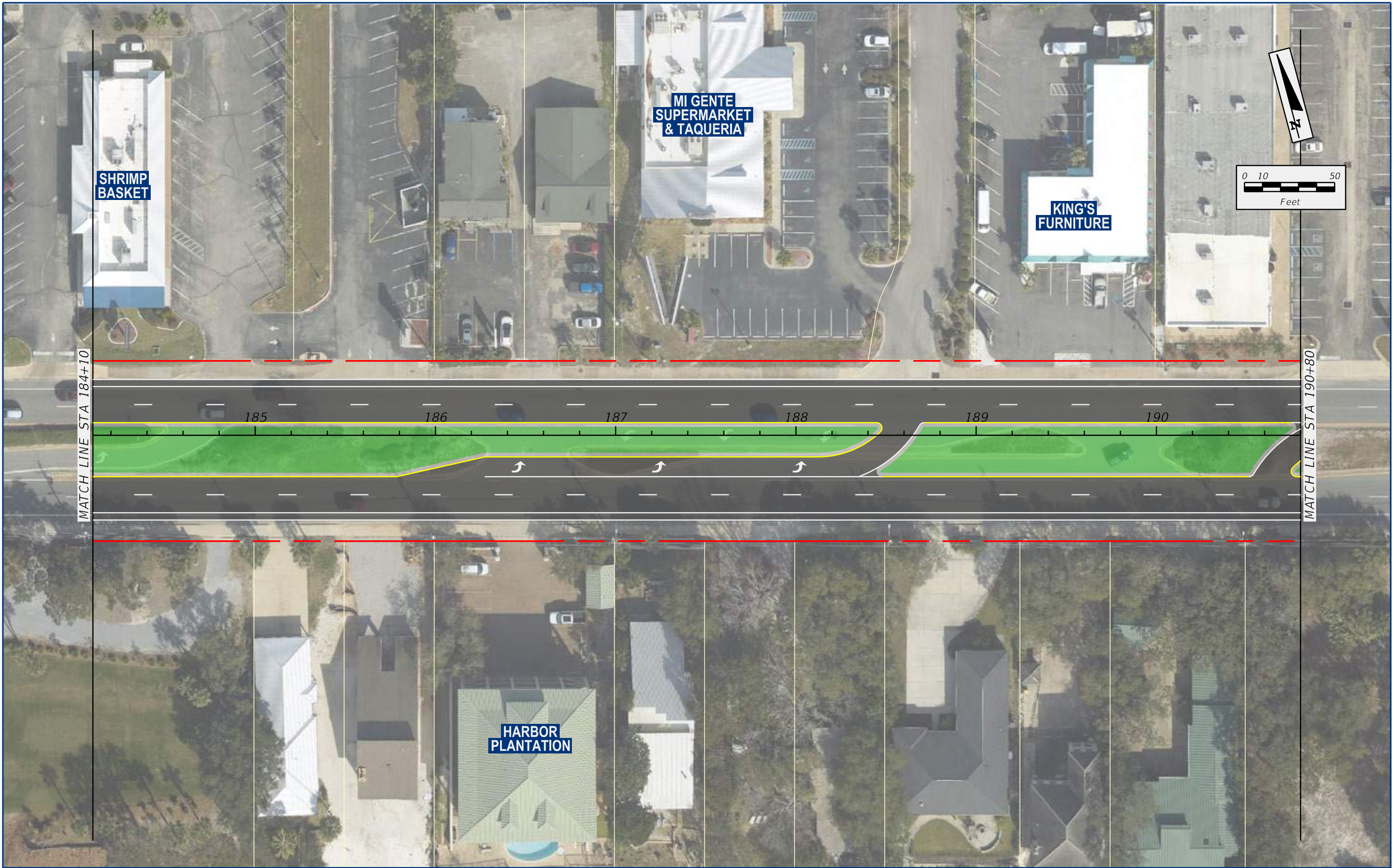
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 SR 30 (US 98) Harbor Boulevard Feasibility Study from Calhoun Avenue to Airport Road Financial Project ID: 414132-7-22-01, ETDM No: 14458	Property Line Existing Right-of-Way Proposed Right-of-Way	Proposed Roadway Proposed Shared Use Path Proposed Grass	Proposed Concrete Median Traffic Signal	Four-Lane Access Management Alternative Plan Sheets	SHEET NO.
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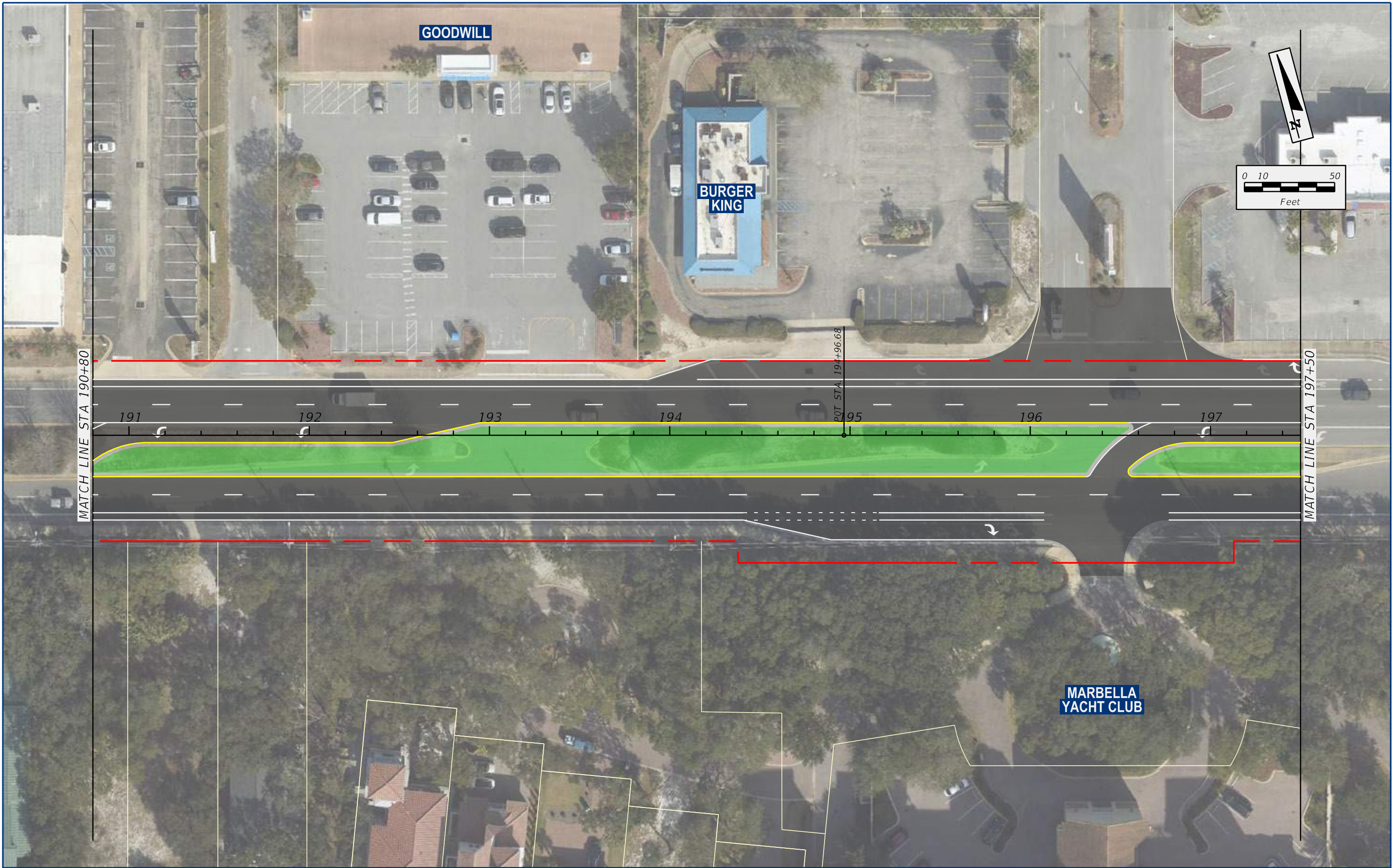


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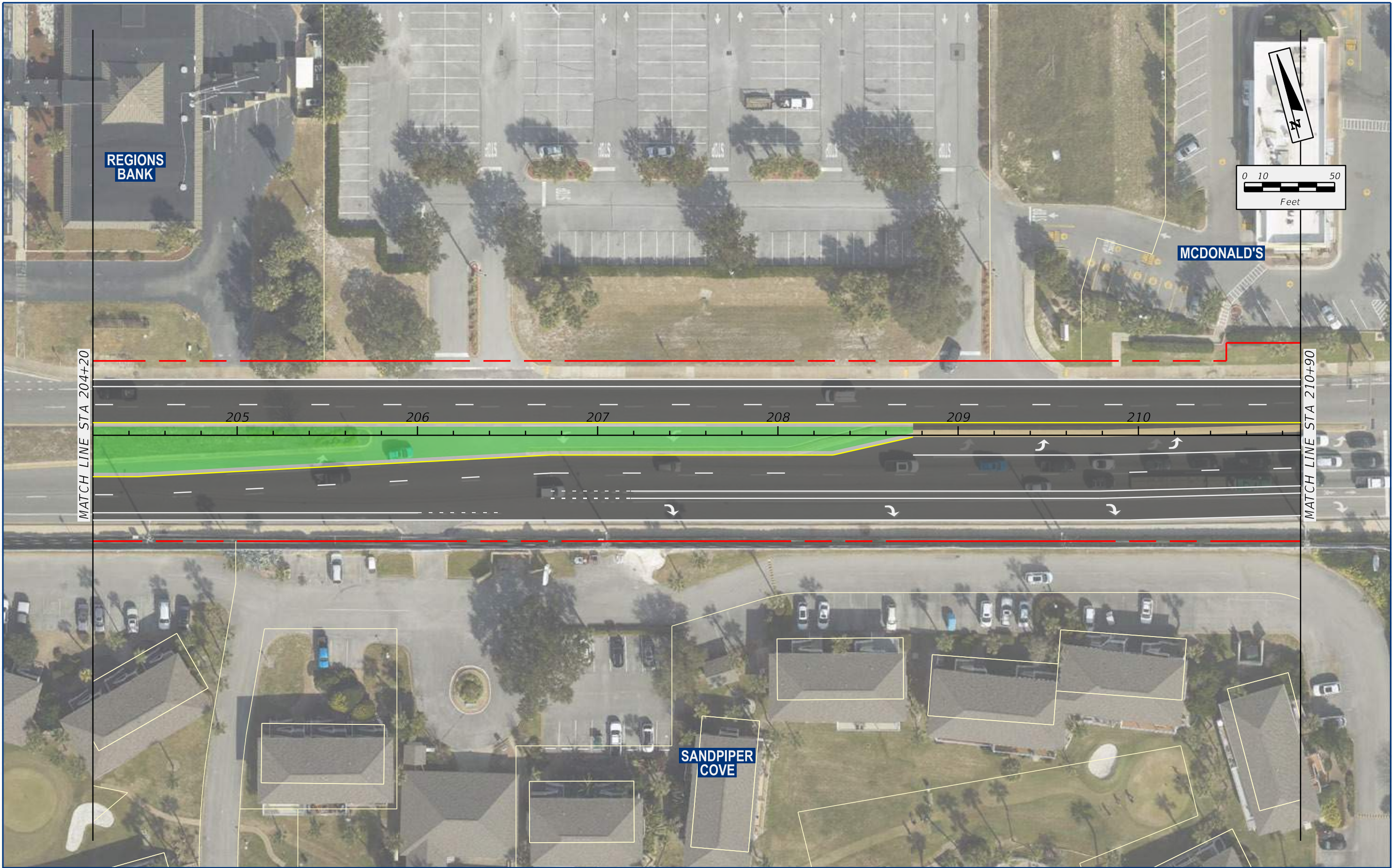
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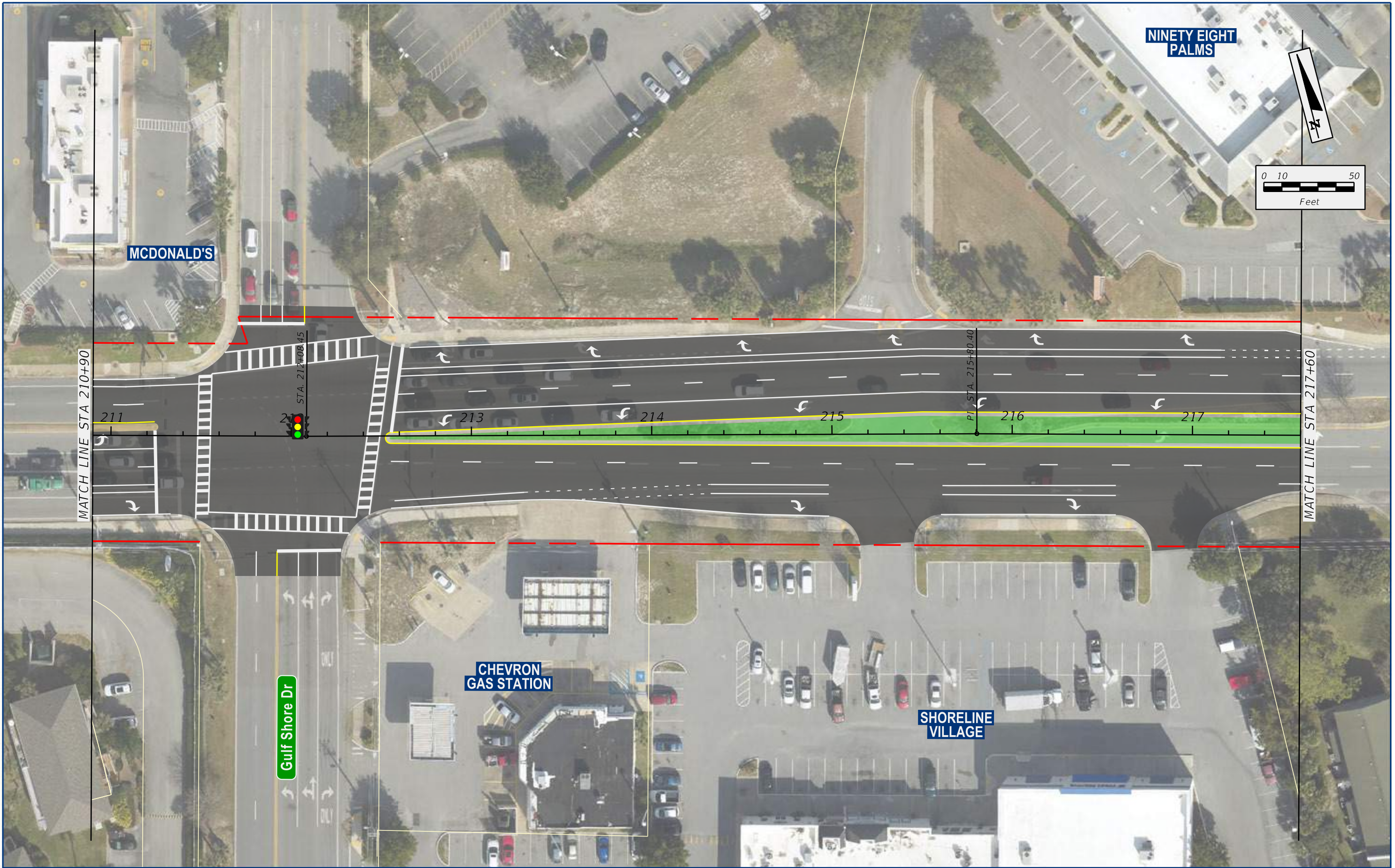


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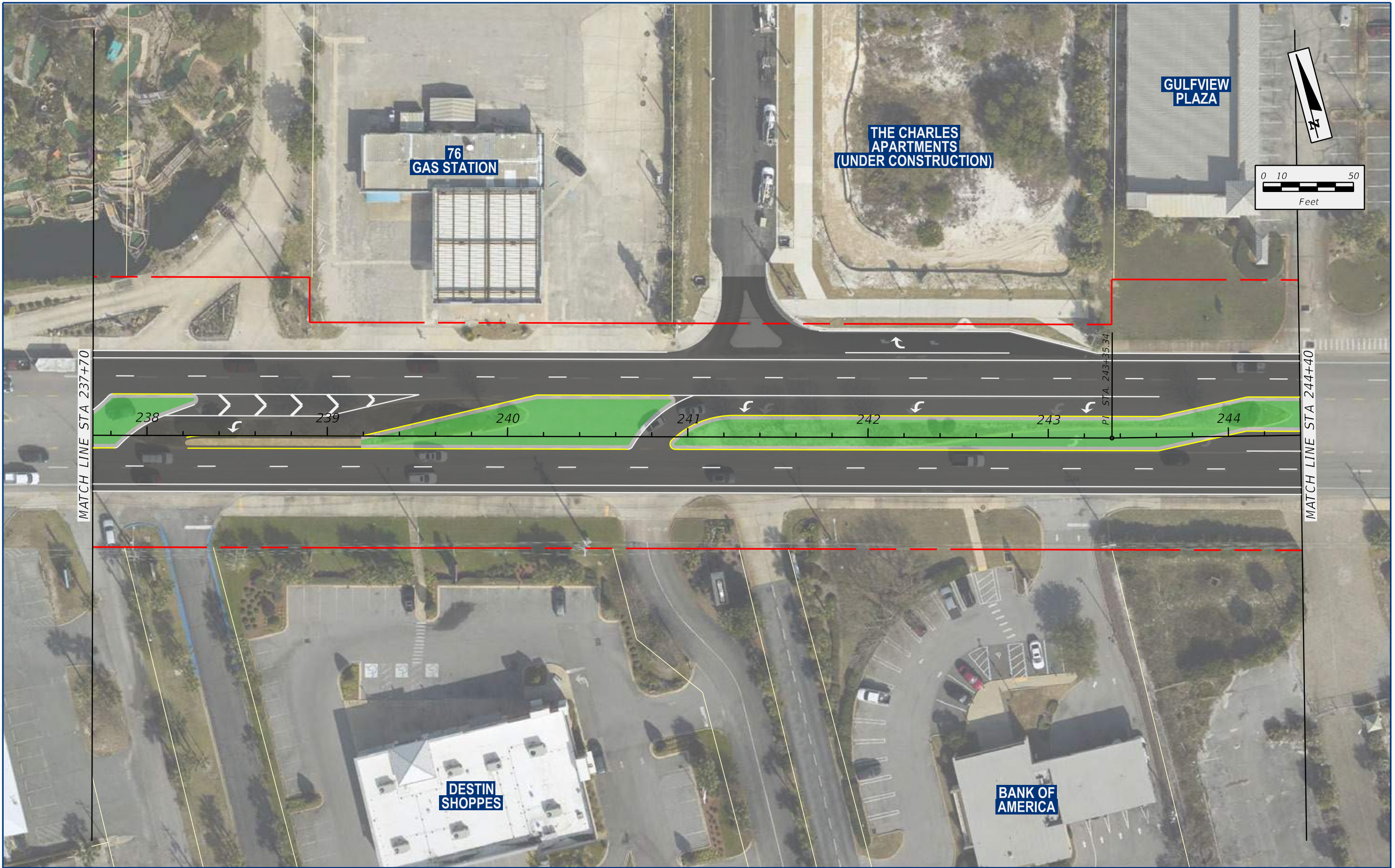
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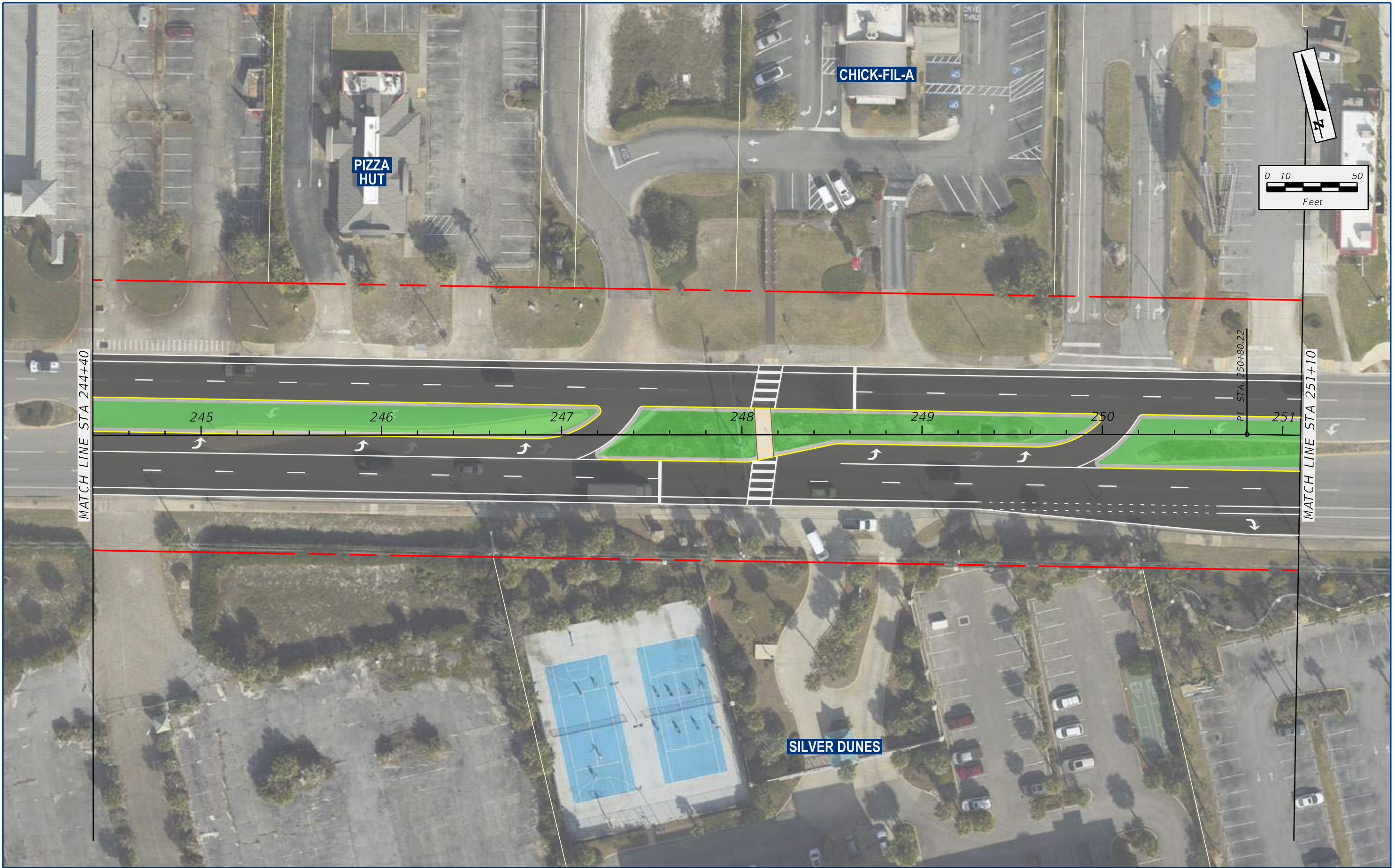


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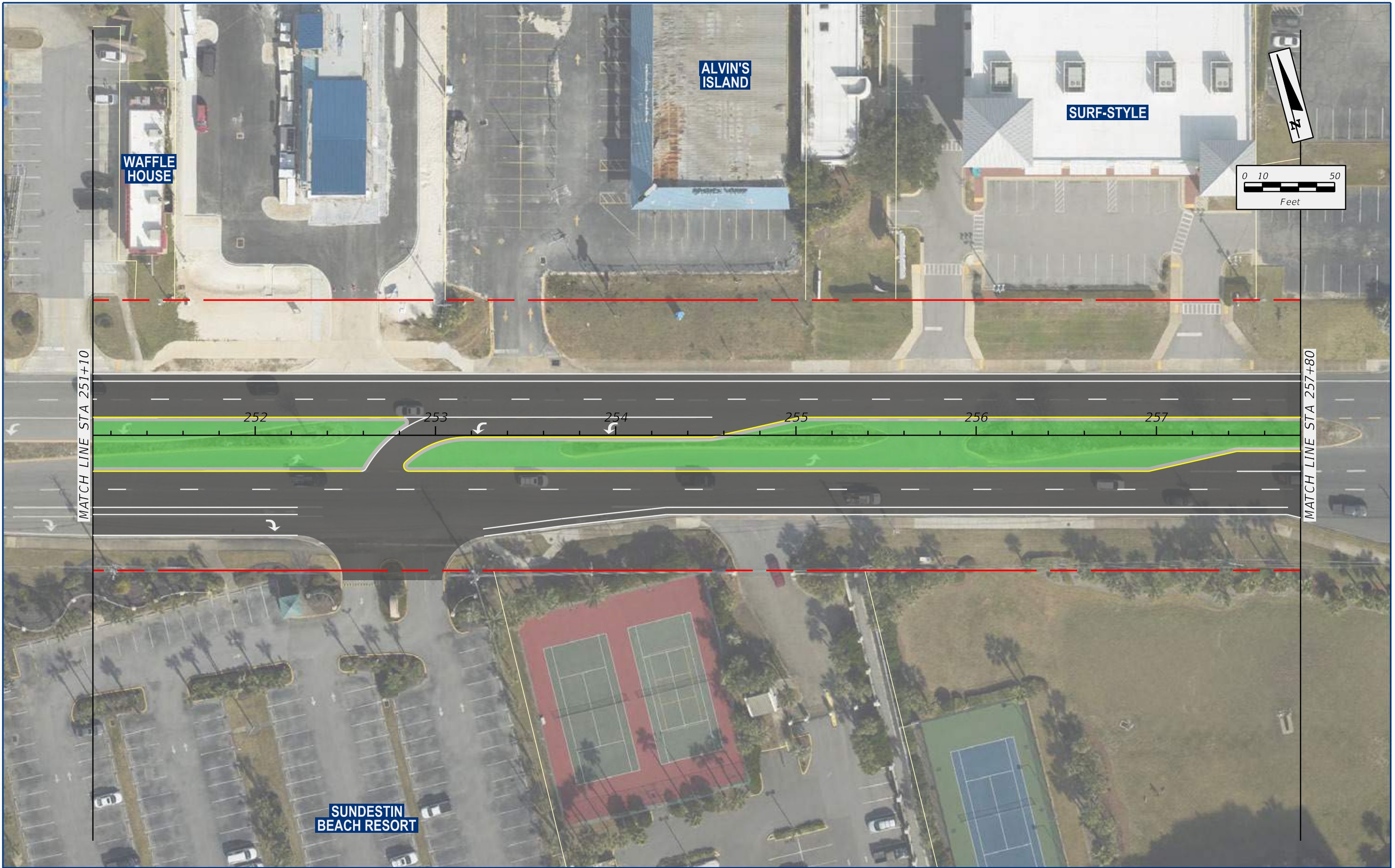
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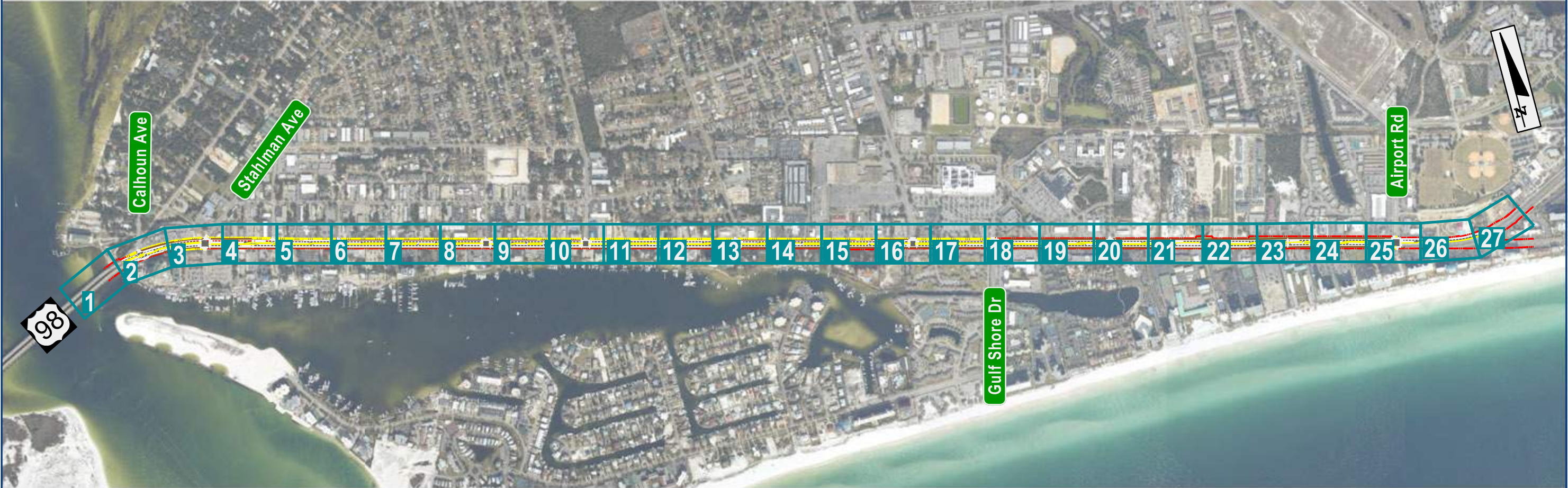
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Appendix B: Six-Lane Access Management Alternative Concept Plan Sheets

Six-Lane Access Management Alternative Plan Sheets (50 Scale)



SR 30 (US 98) Harbor Boulevard Feasibility Study
from Calhoun Avenue to Airport Road

Six-Lane Access Management Alternative

Plan Sheets (50 Scale)



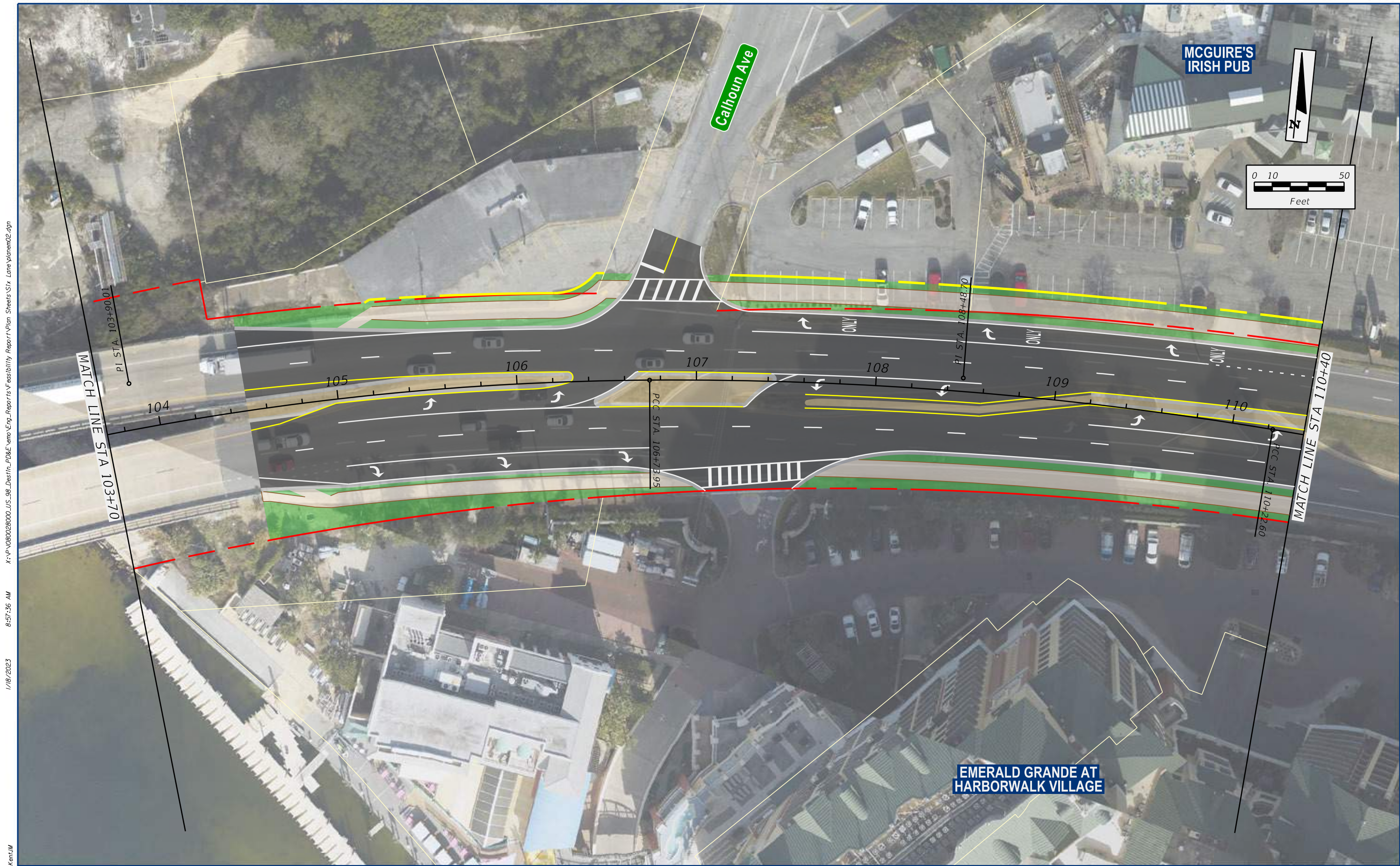
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Index of Drawings
Sheet Description
Plan Sheets

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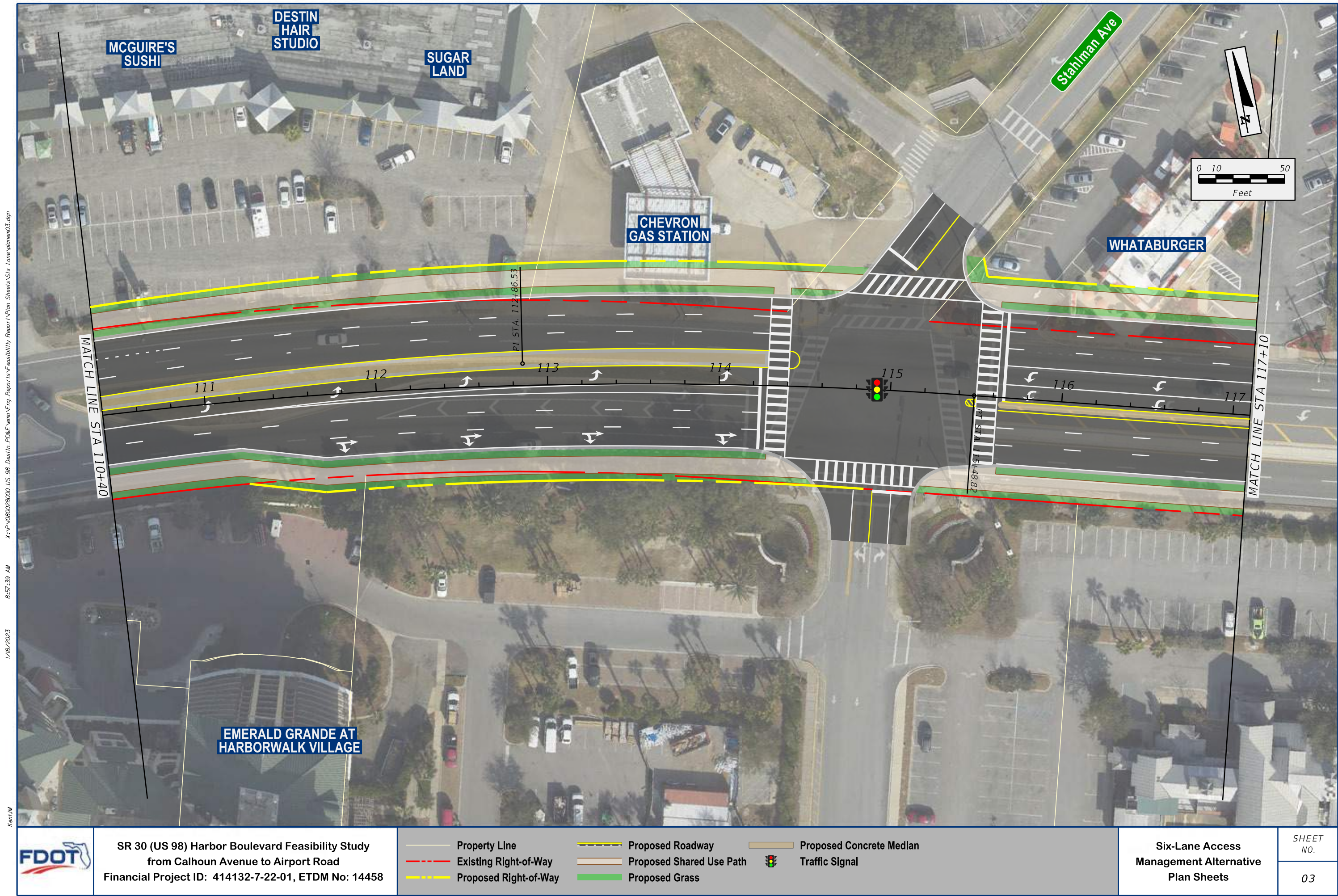


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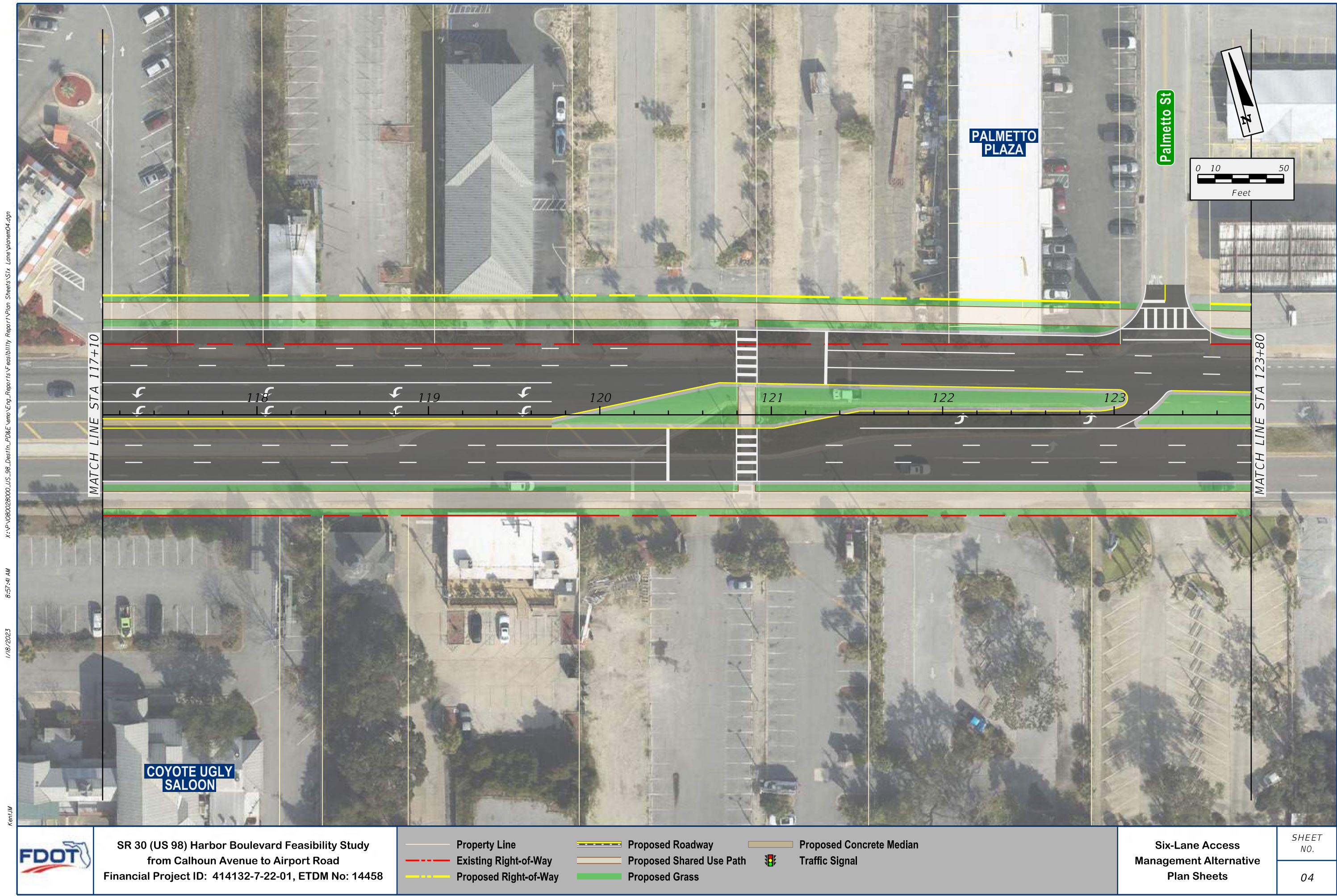


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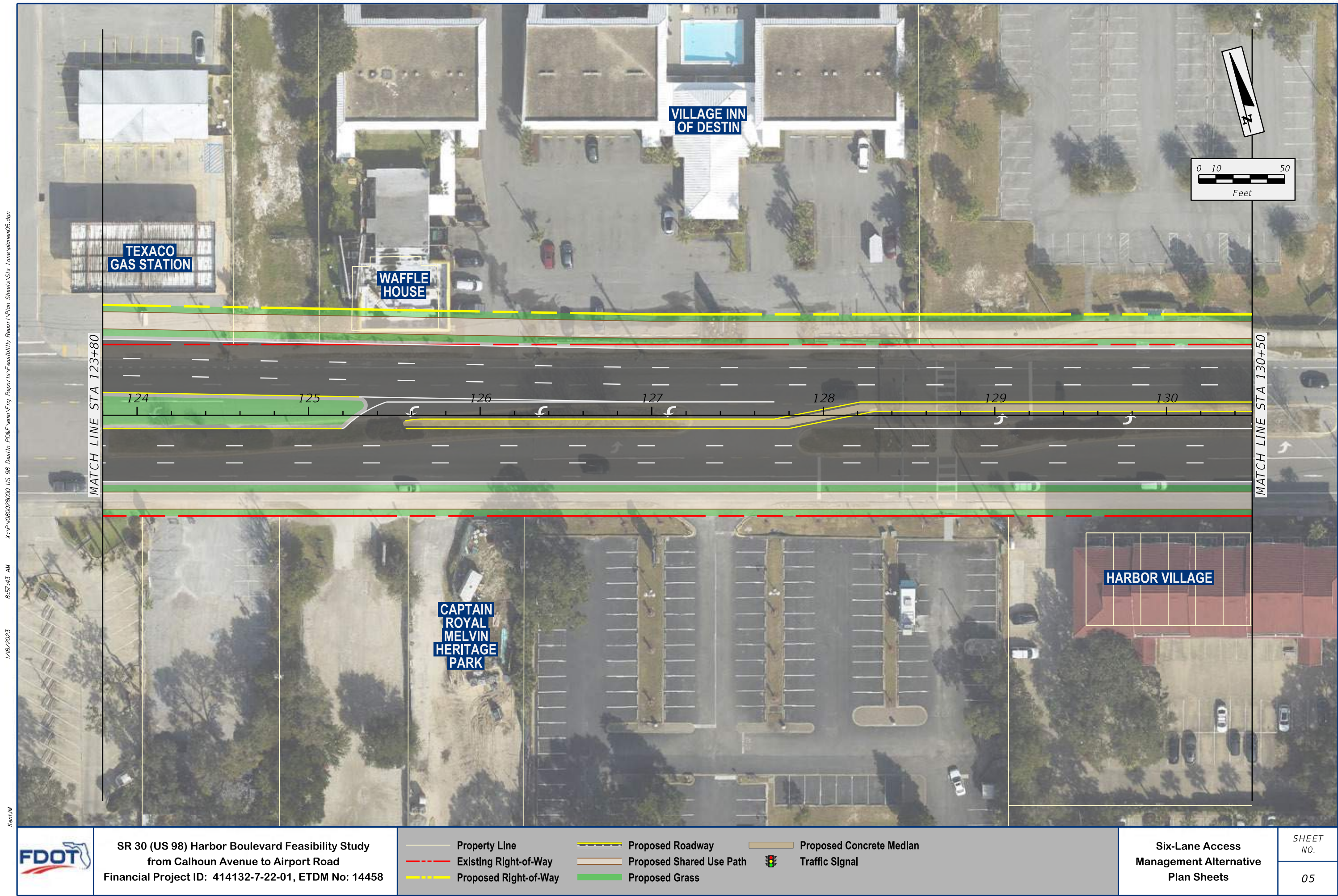
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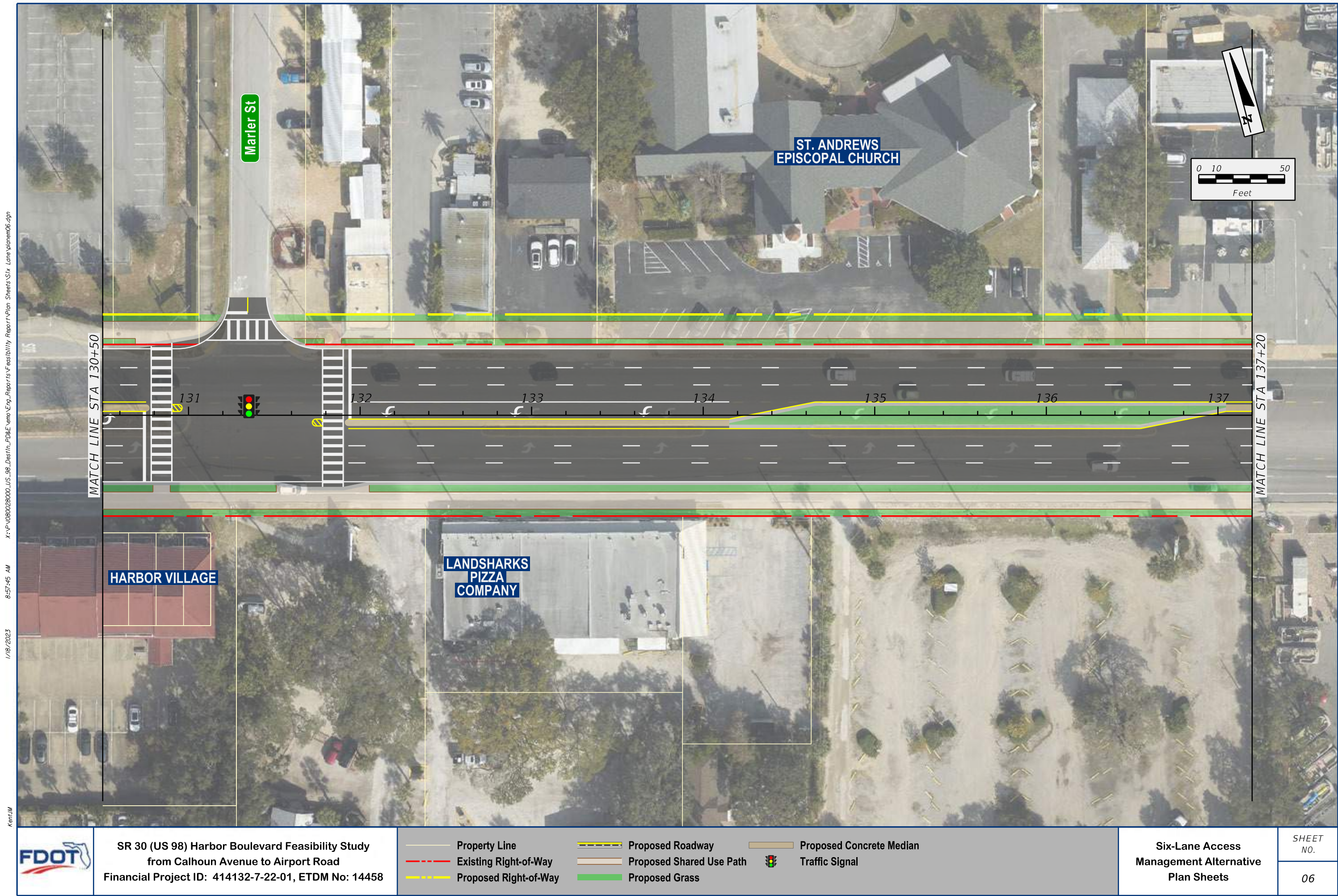
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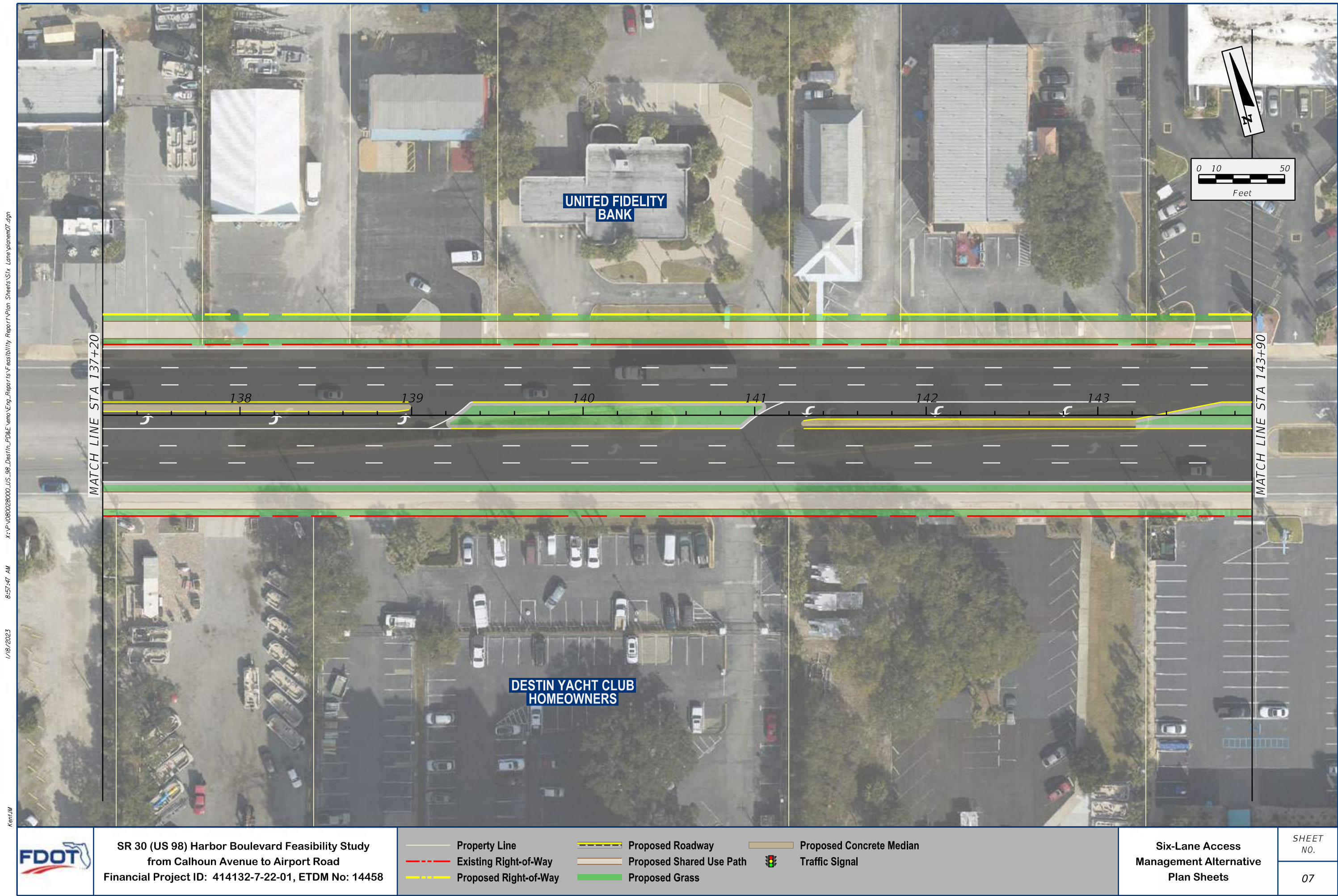
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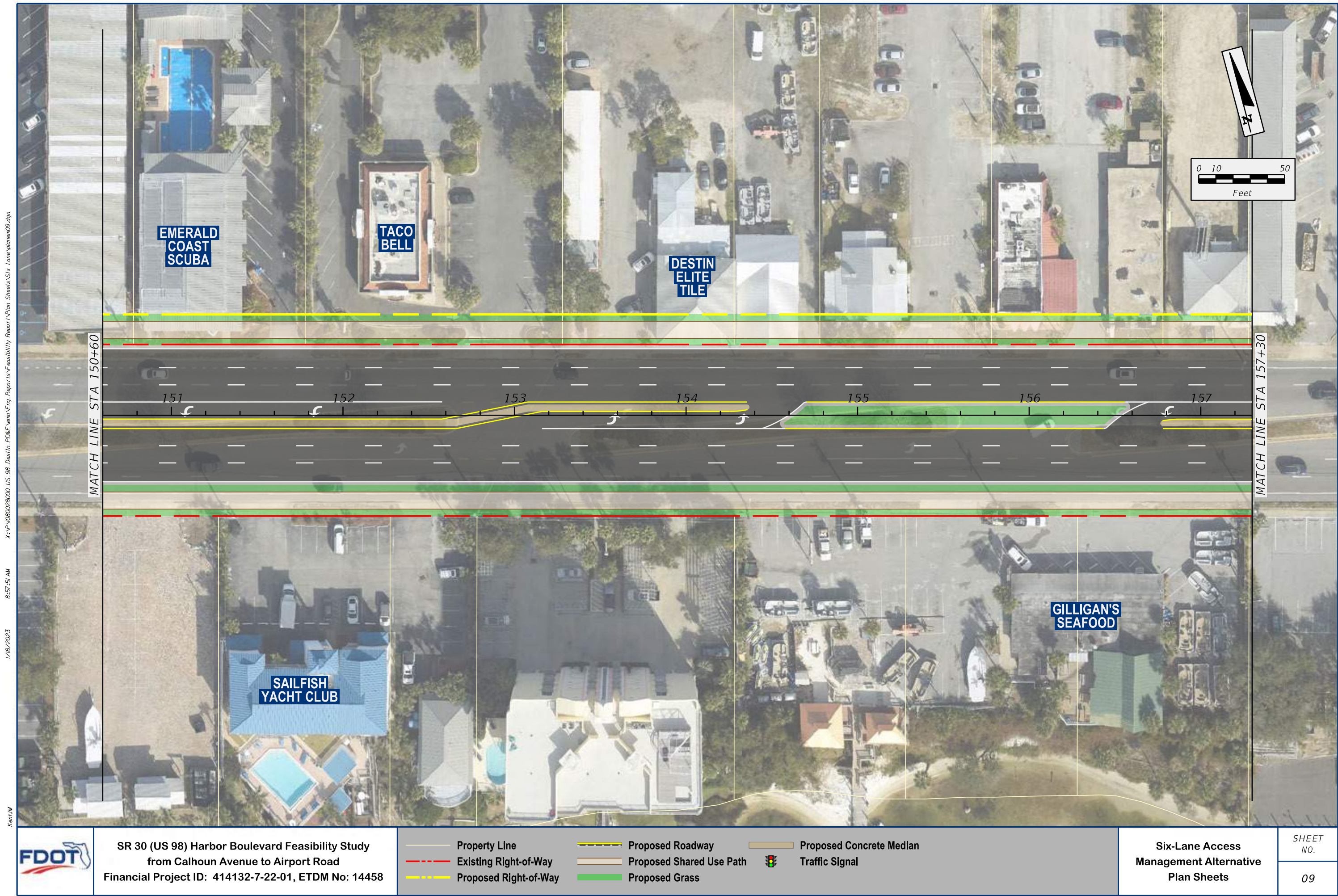
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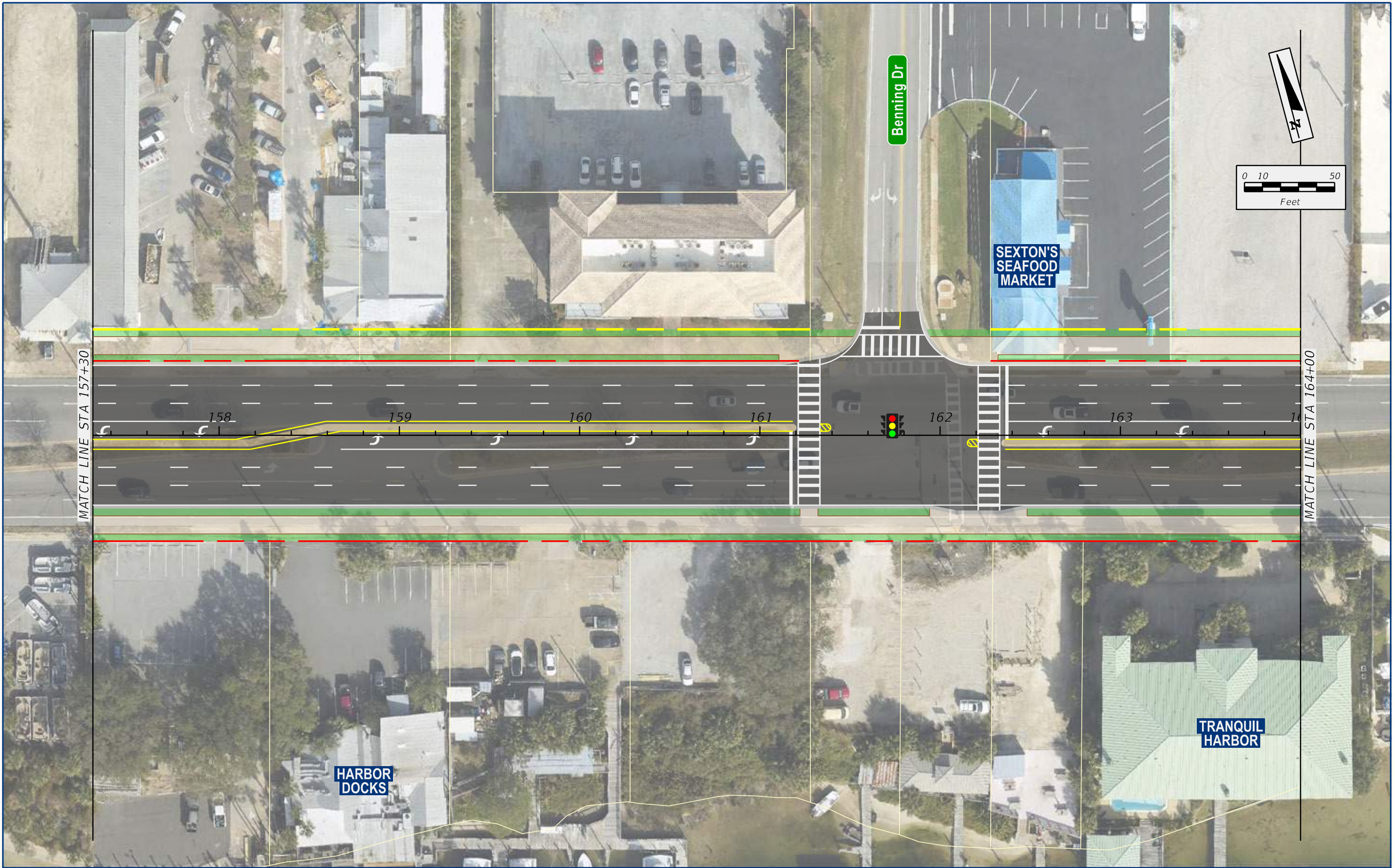
SR 30 (US 98) Harbor Boulevard Feasibility Study
from Calhoun Avenue to Airport Road
Financial Project ID: 414132-7-22-01, ETDM No: 14458

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| Property Line | Proposed Roadway | Proposed Concrete Median |
| Existing Right-of-Way | Proposed Shared Use Path | Traffic Signal |
| Proposed Right-of-Way | Proposed Grass | |

Six-Lane Access
Management Alternative
Plan Sheets

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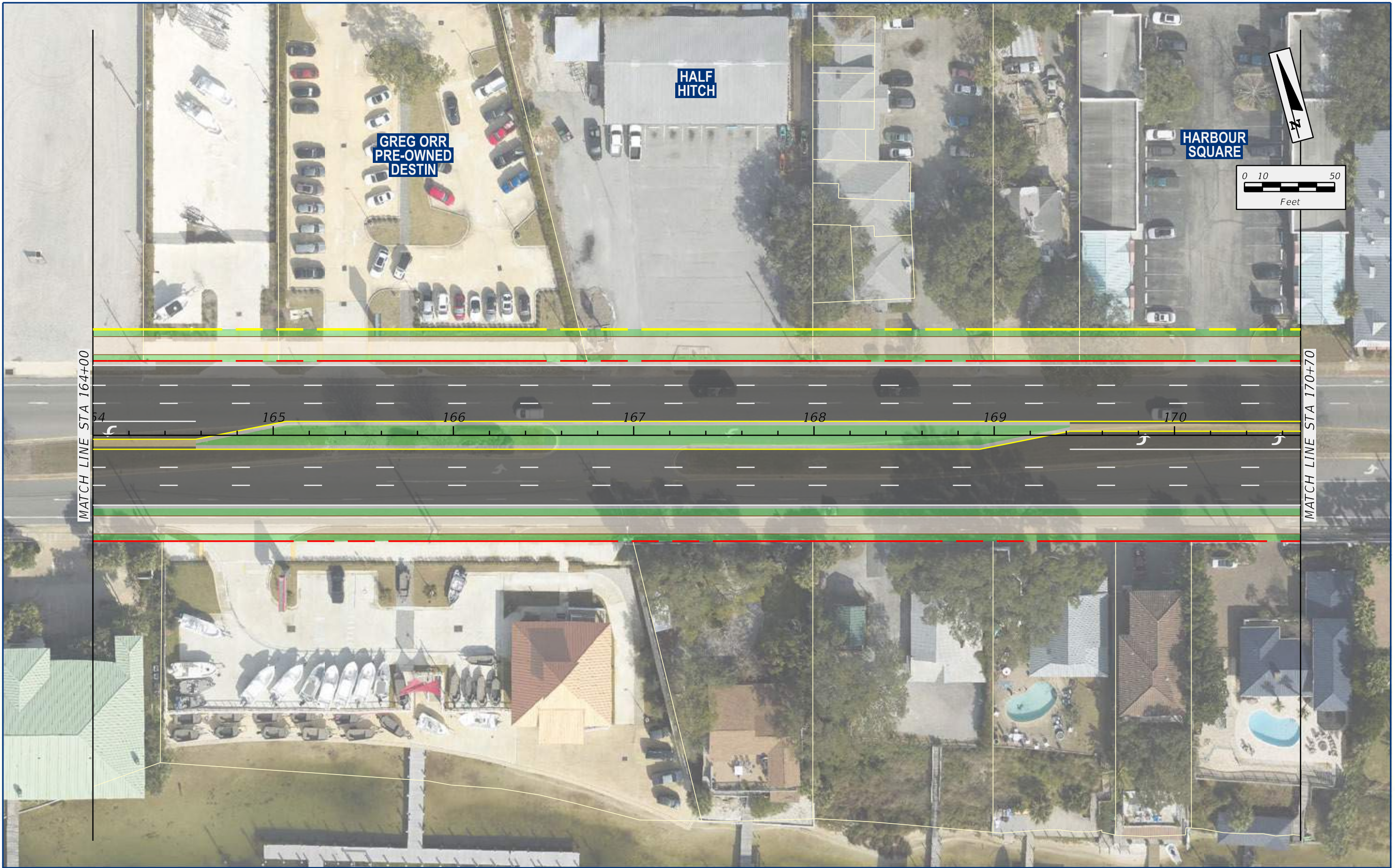


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Proposed Concrete Median

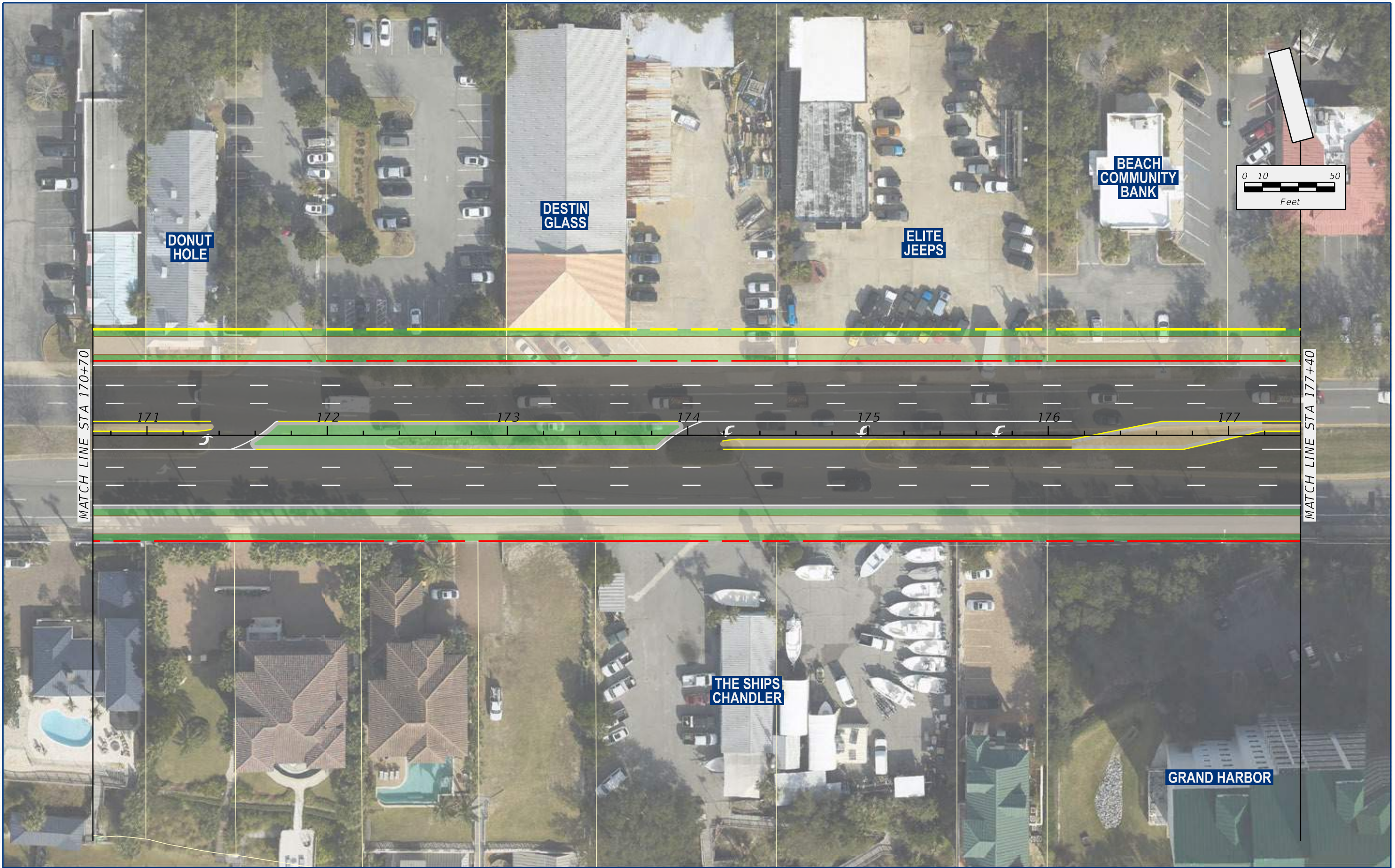
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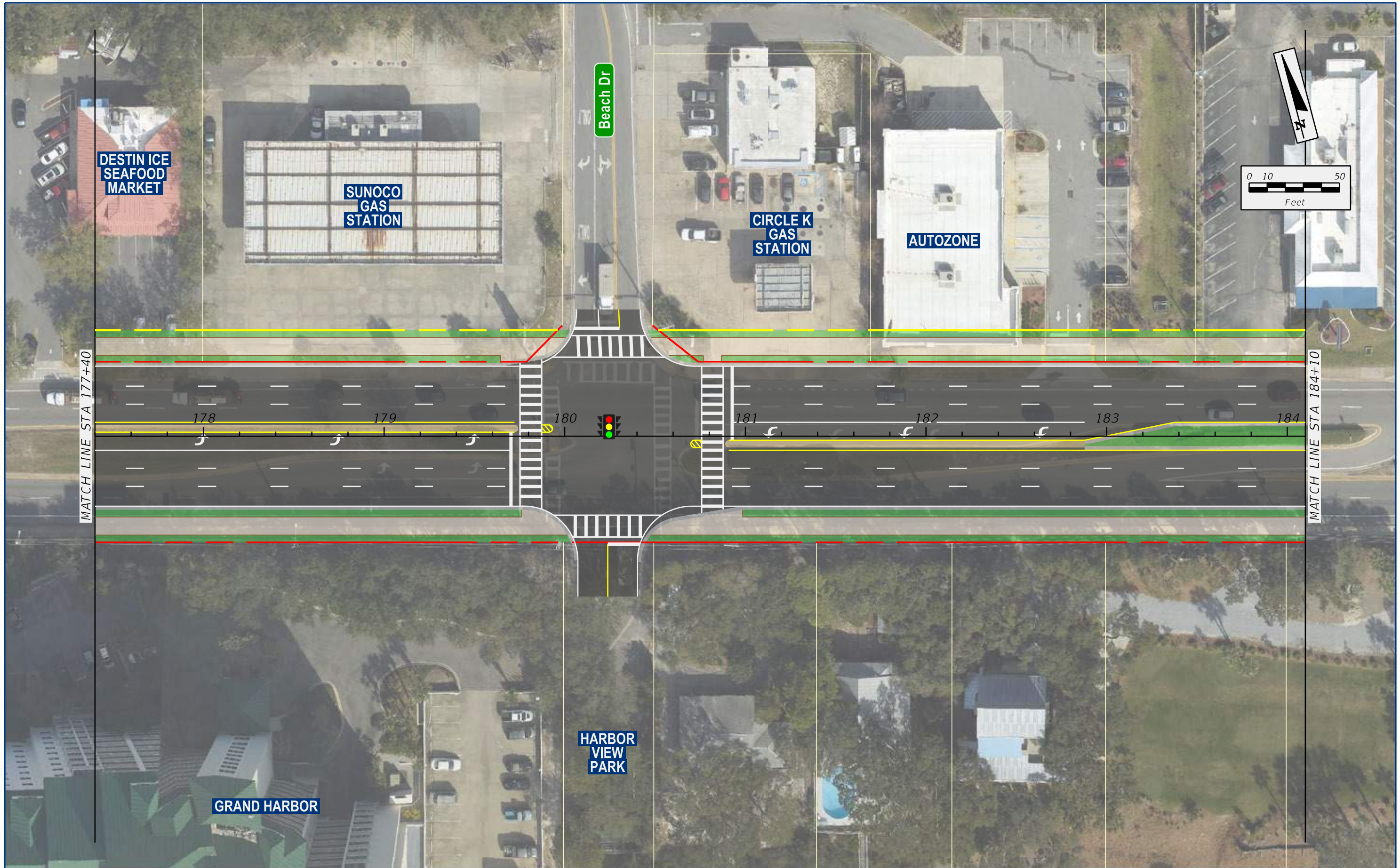
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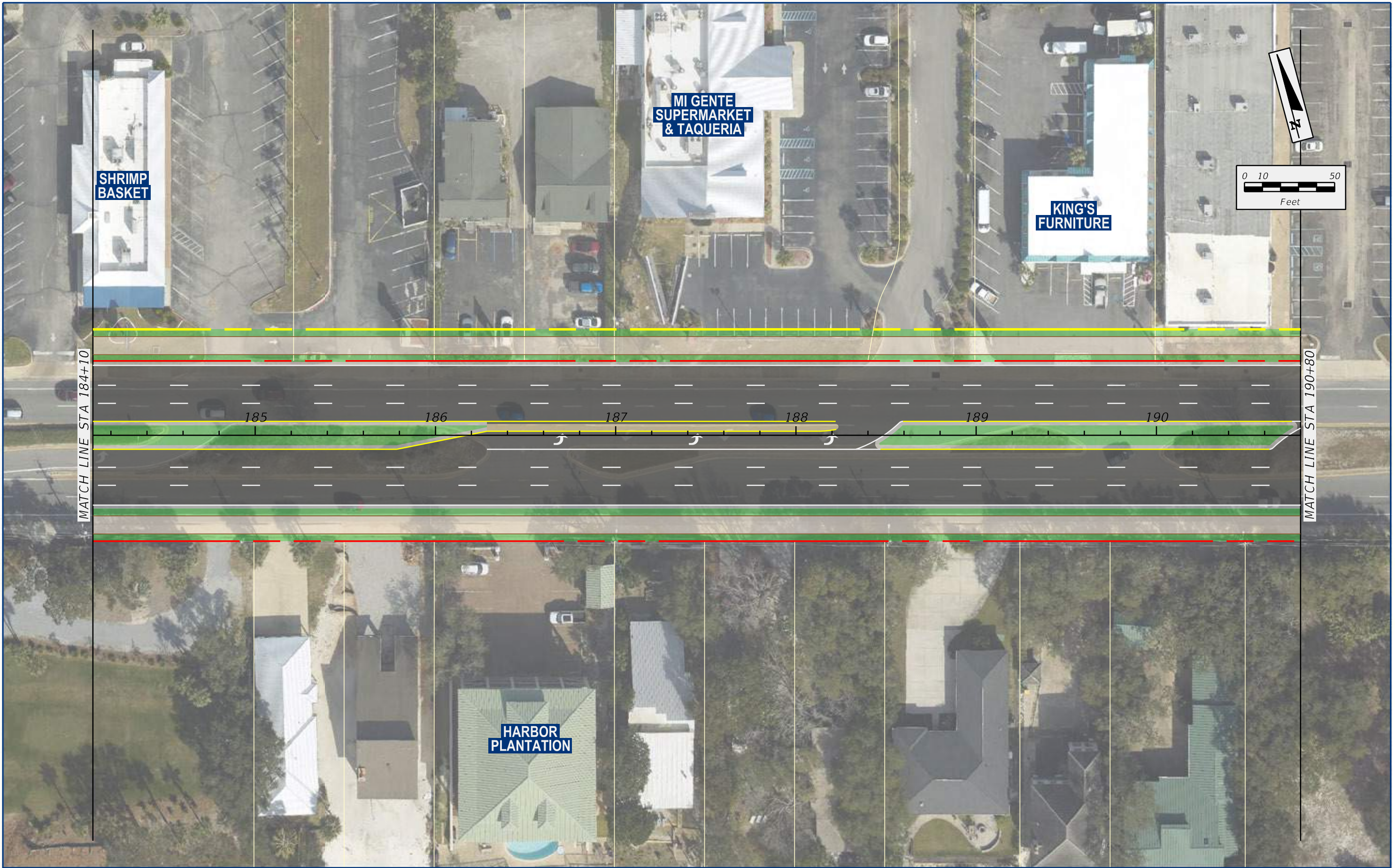
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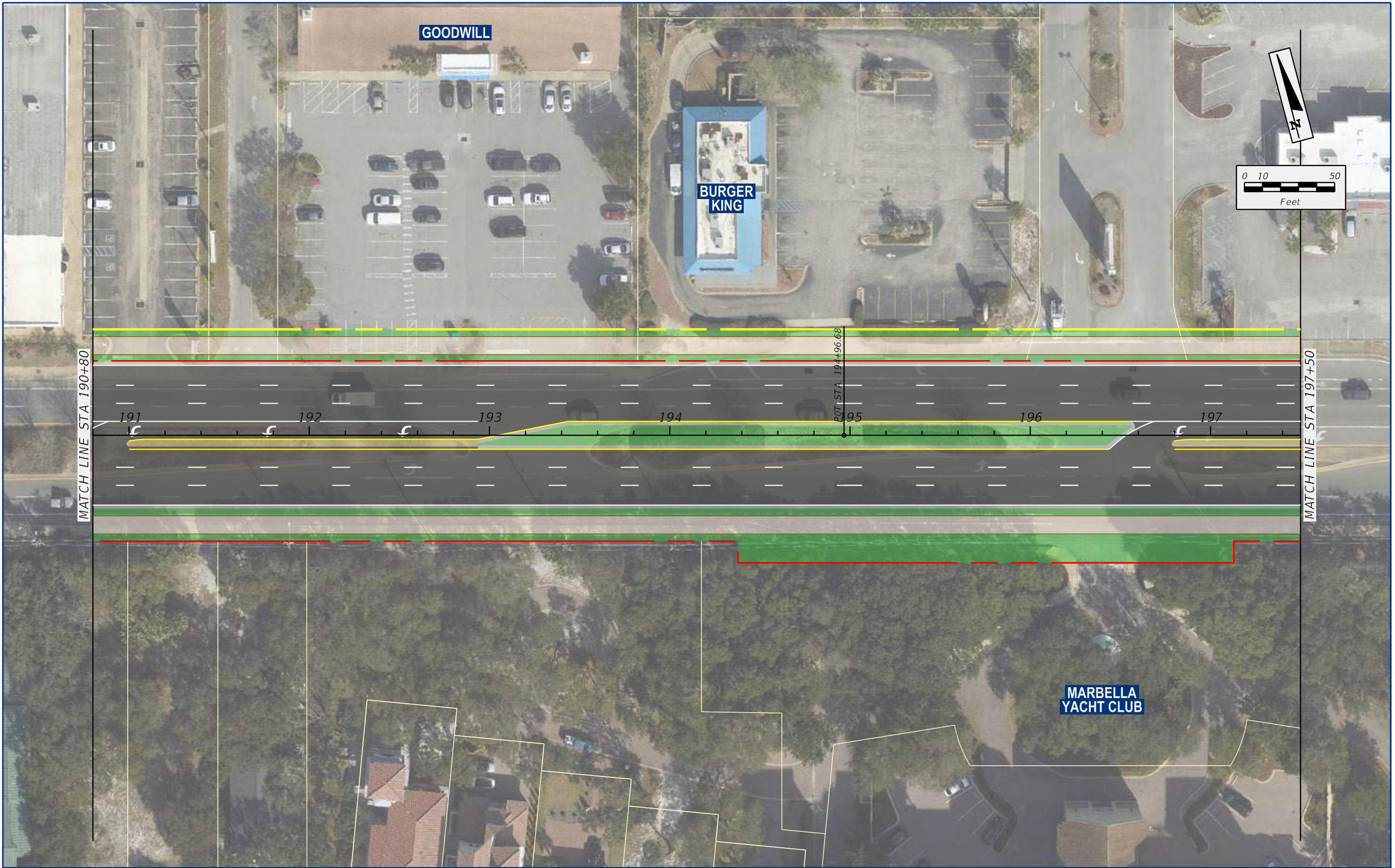
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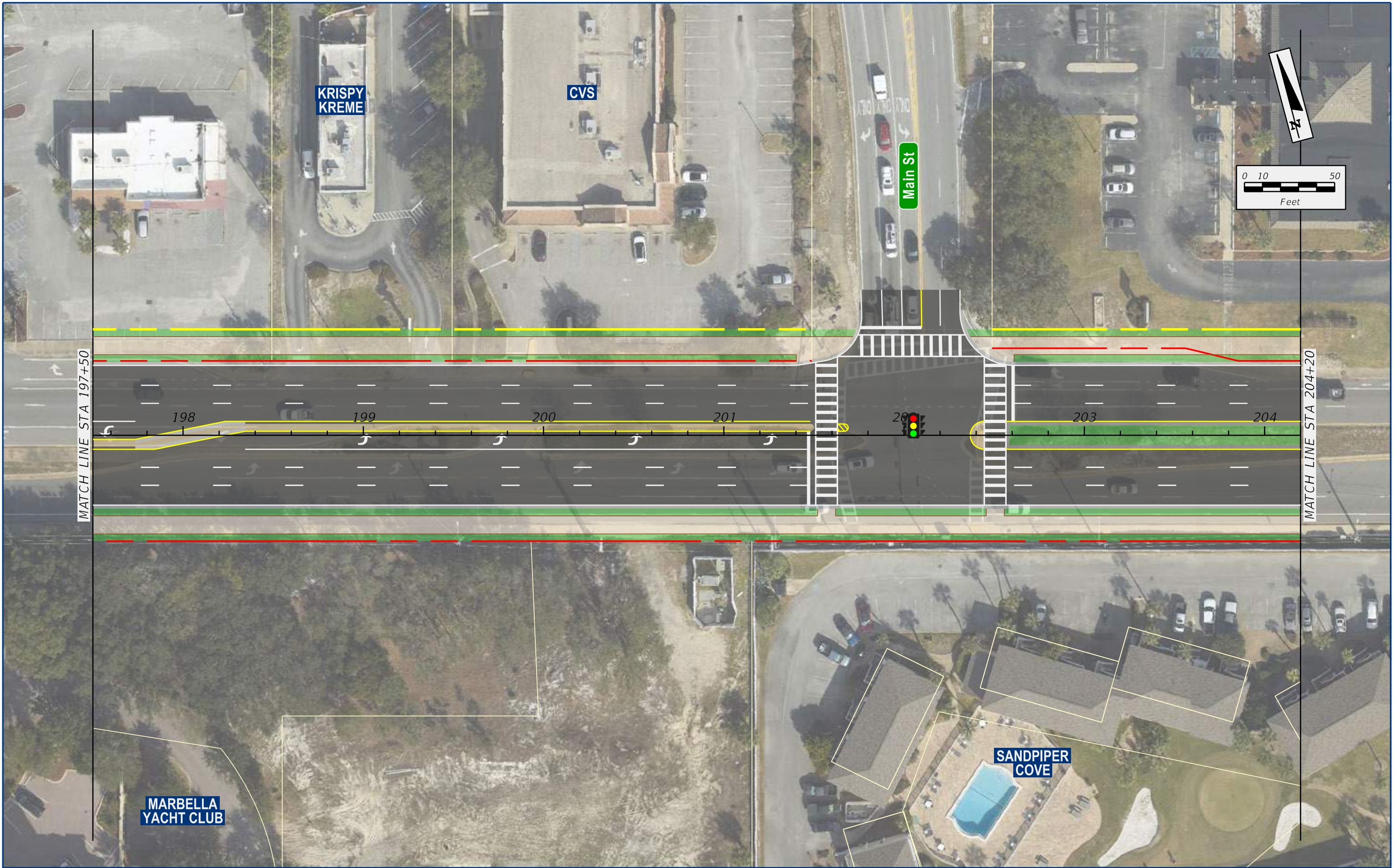
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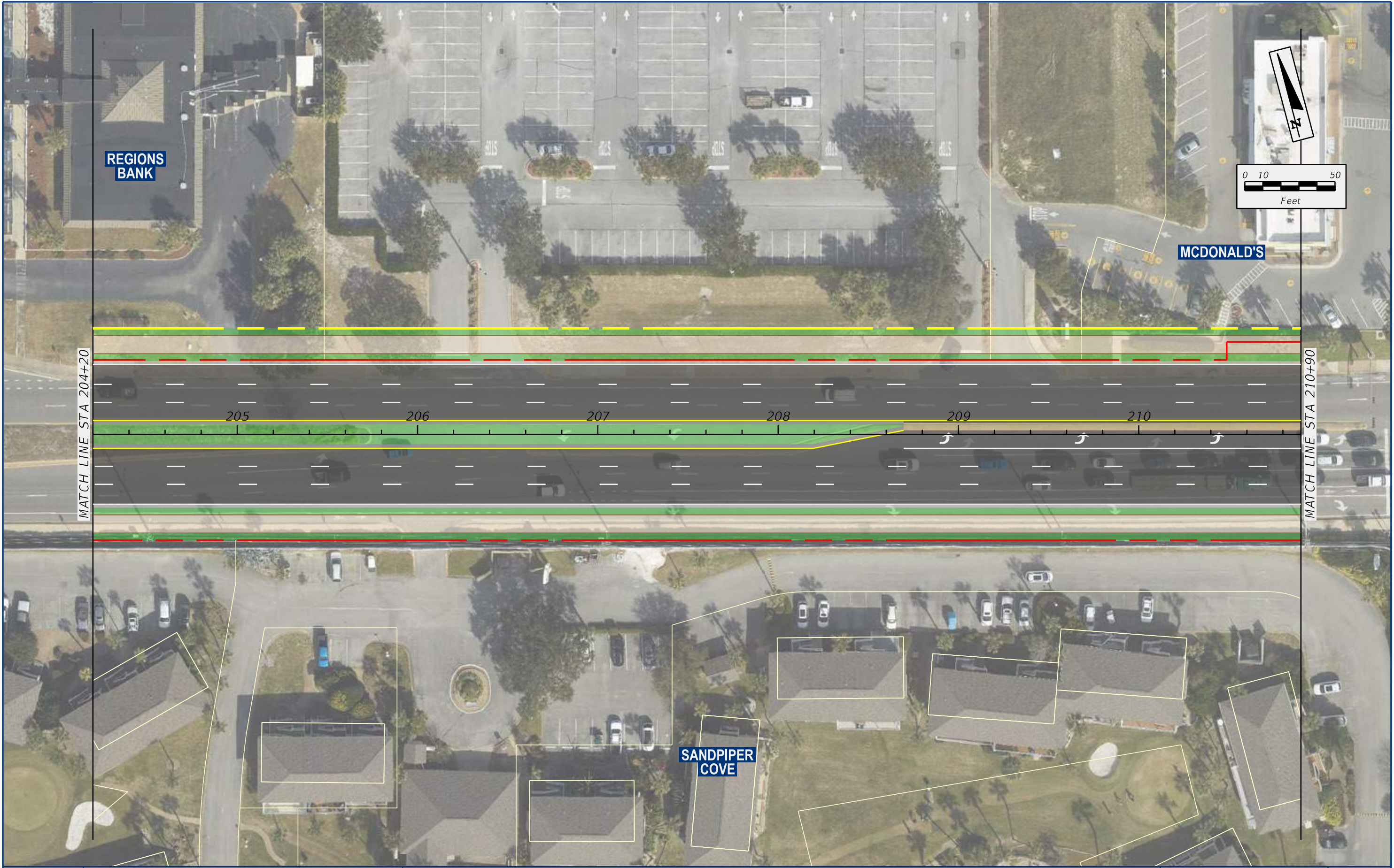
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from Calhoun Avenue to Airport Road
Financial Project ID: 414132-7-22-01, ETDM No: 14458

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Six-Lane Access
Management Alternative
Plan Sheets

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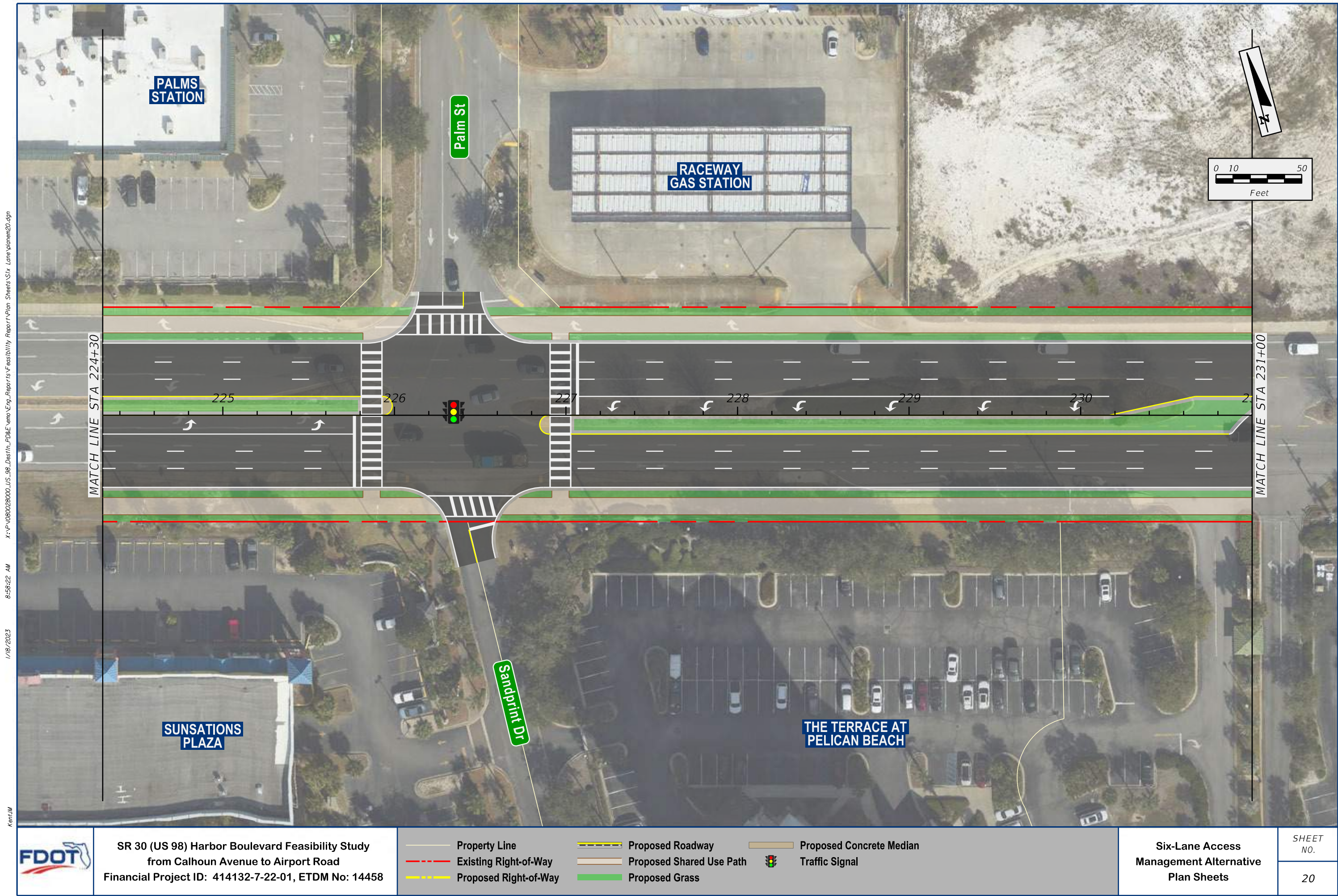


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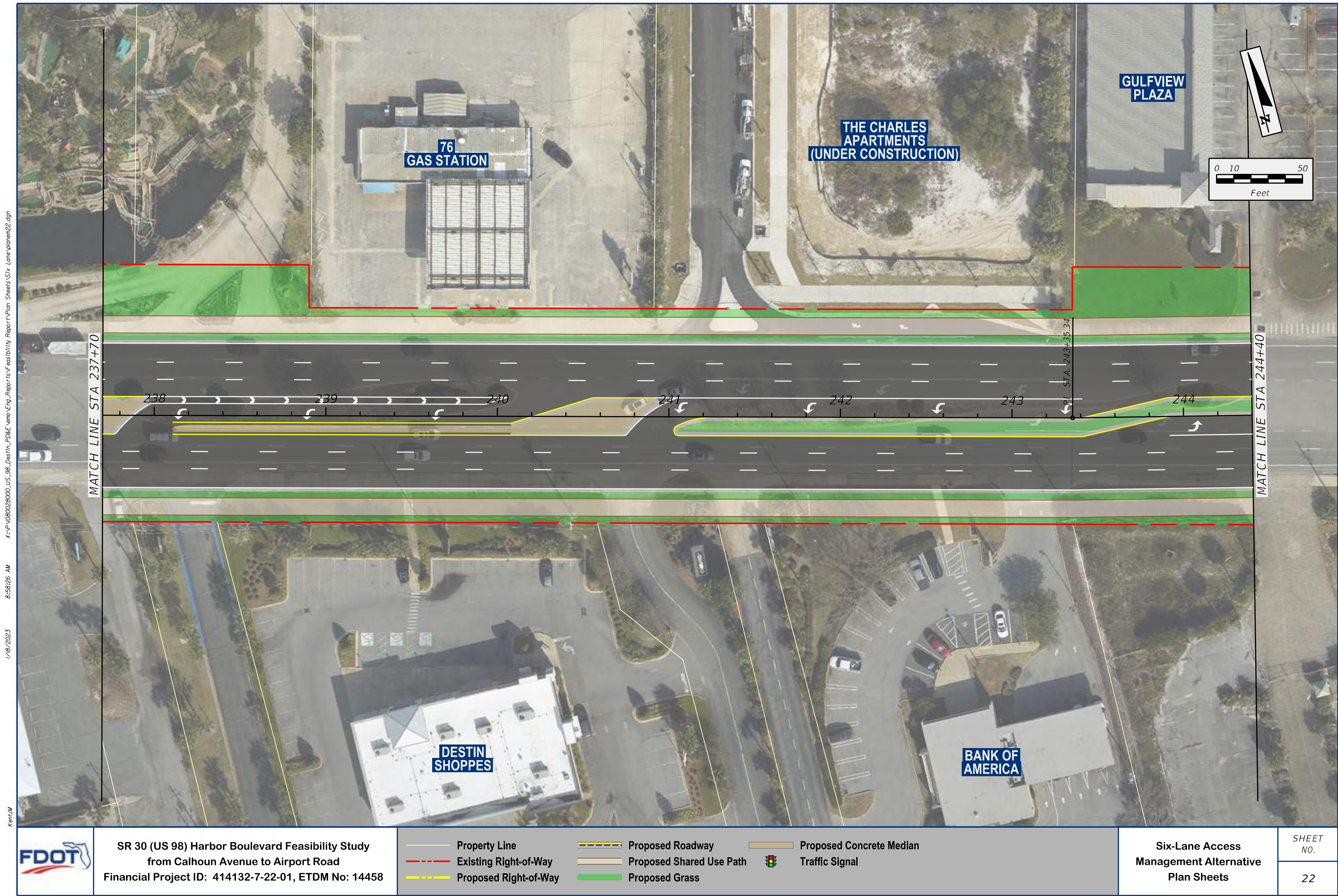


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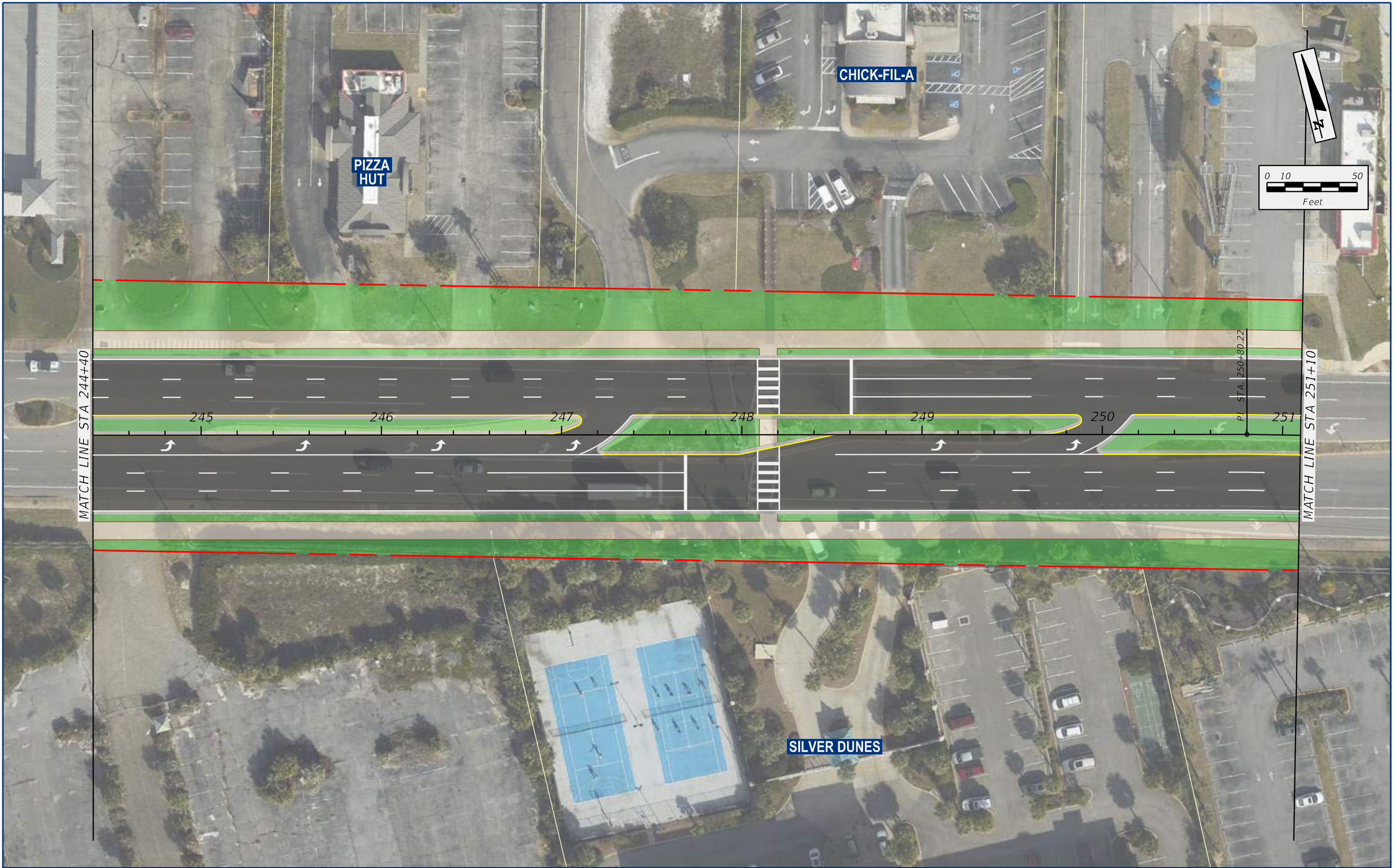
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- Proposed Shared Use Path
- Proposed Grass

- Proposed Concrete Median
- Traffic Signal

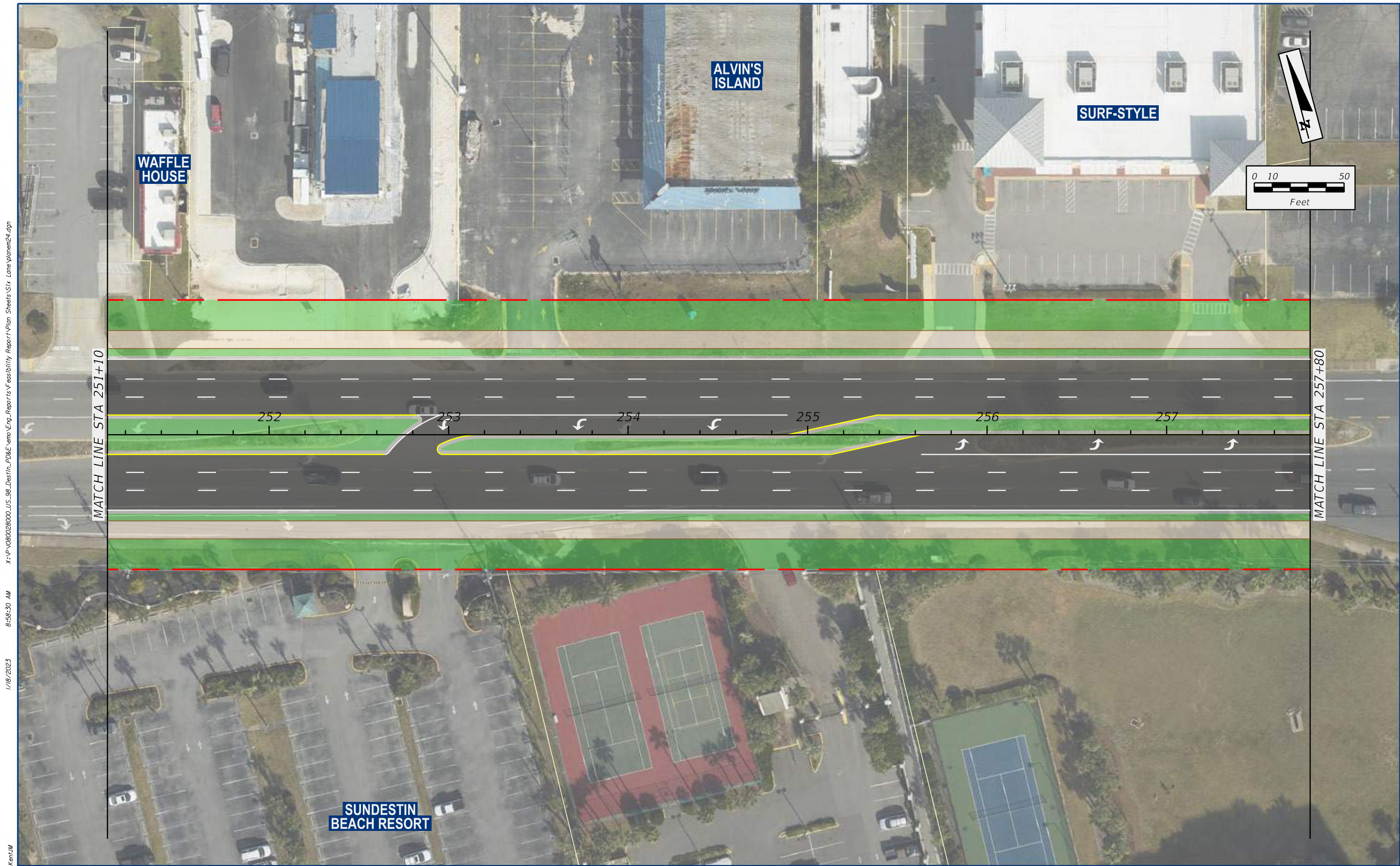
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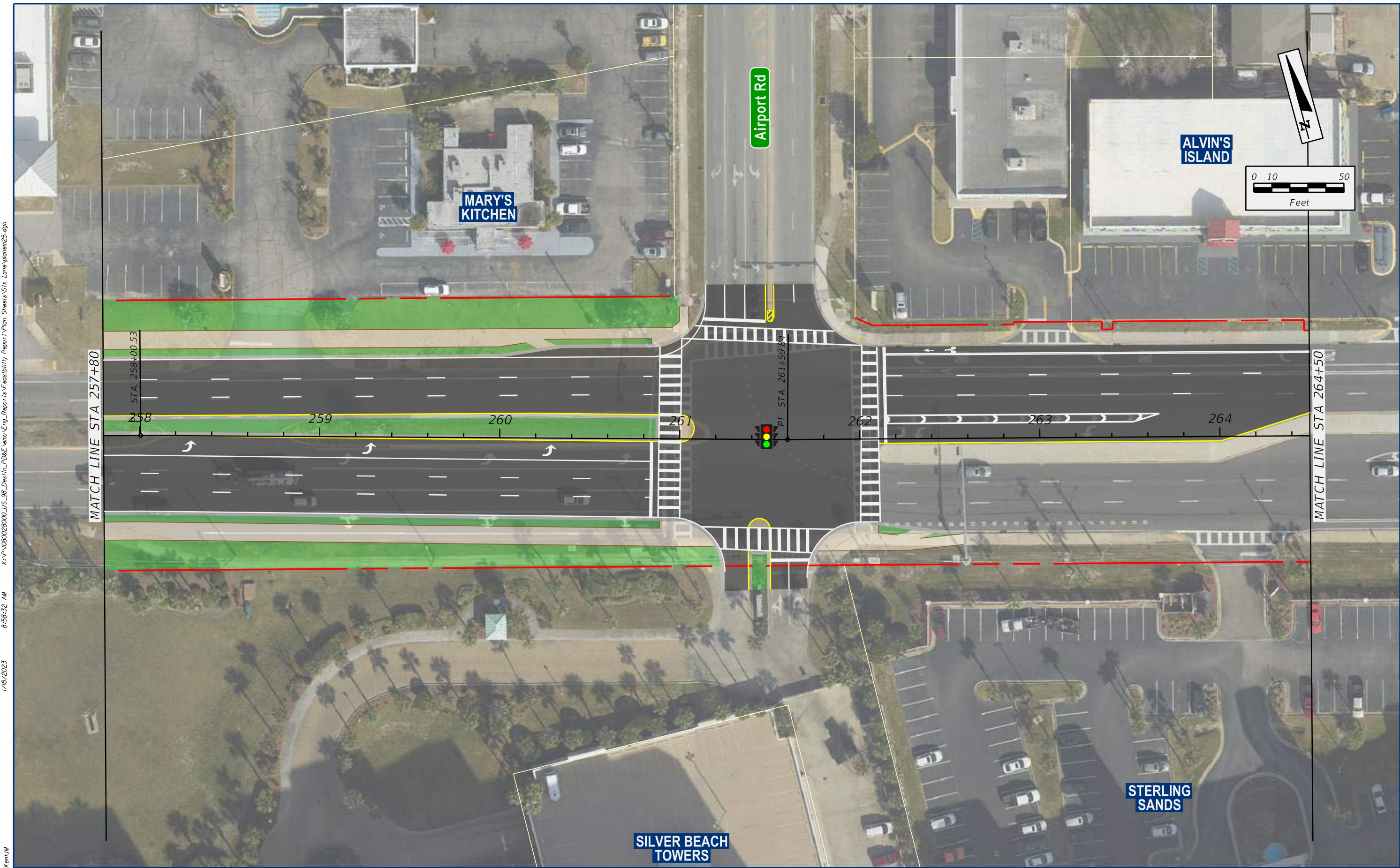


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SR 30 (US 98) Harbor Boulevard Feasibility Study
from Calhoun Avenue to Airport Road
Financial Project ID: 414132-7-22-01, ETDM No: 14458

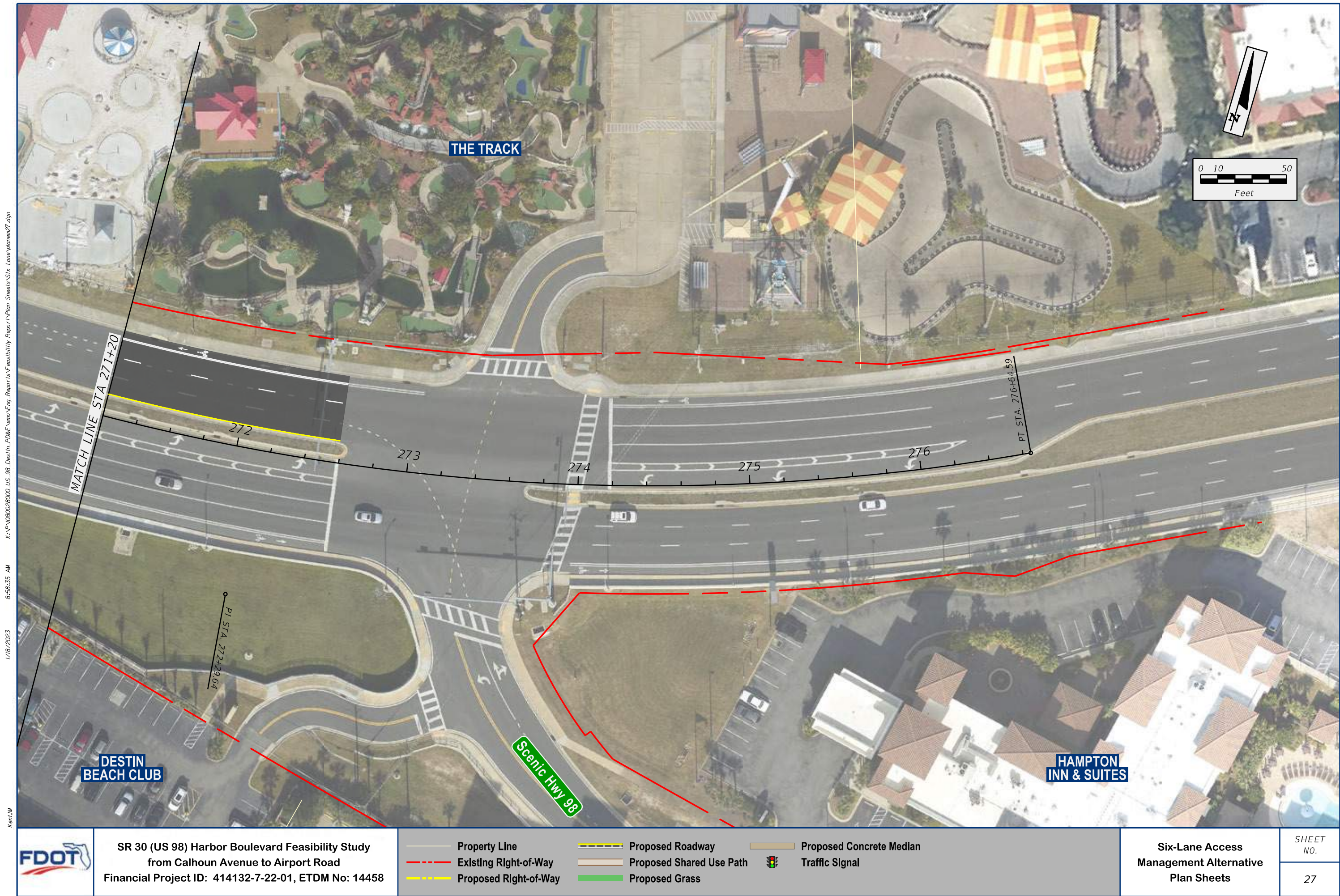
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Six-Lane Access
Management Alternative
Plan Sheets

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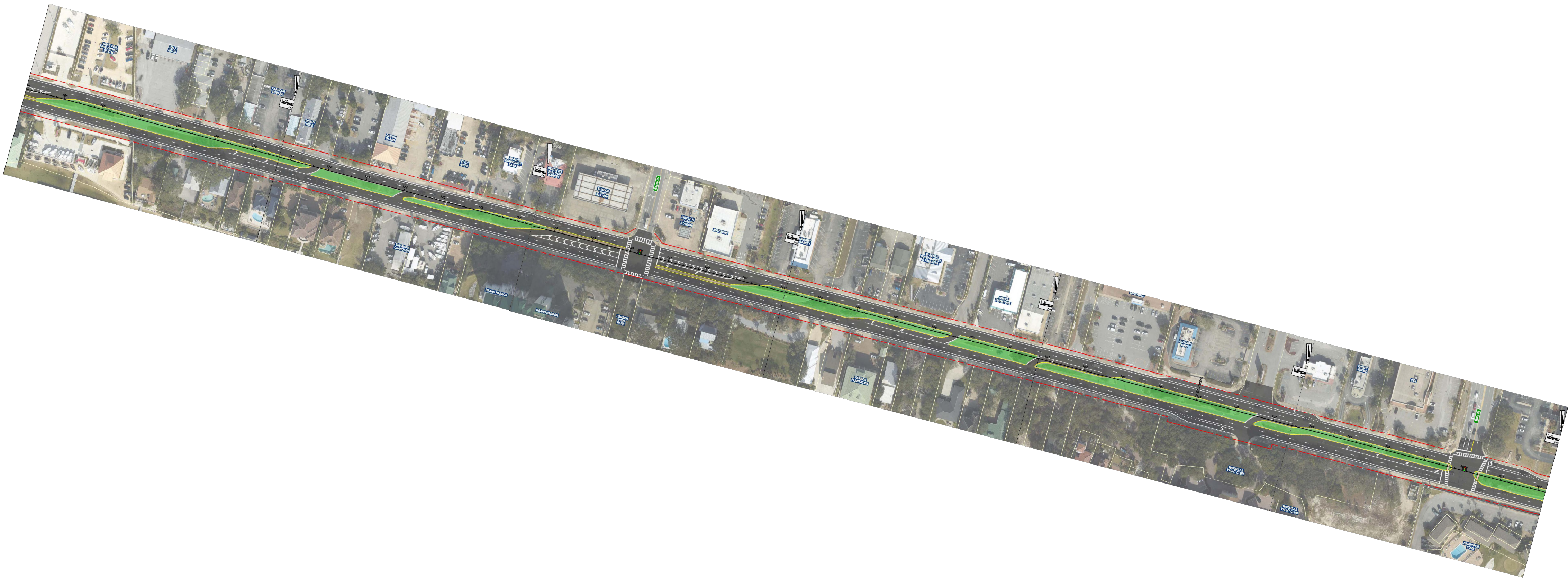


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PAGE 1 OF 3



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PAGE 2 OF 3



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NOTE TO SCALE
PAGE 3 OF 3



6-LANE
OPTION

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Action Item**AGENDA OUTLINE NUMBER:**

4.C.

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney
Ryan Scott, City Engineer**DATE:** October 16, 2023**SUBJECT:** City Owned Properties

I. BACKGROUND: During the October 2nd City Council meeting, Staff was tasked to provide a list of all City-owned real estate to City Council.

II. DISCUSSION: The attachment is an exhibit showing all the real estate properties owned by the City but does not include rights-of-ways or easements (drainage/access) controlled by the City or the estimated values of each. Morgan Sport Center is leased from DWU and is shown in a different color than the rest of the City properties.

A. Link to Strategic Goals / Objectives: None

B. Effect on Budget (EOB): None

C. Level of Service (LOS): None

D. Legislative Sponsor:

III. CONCLUSION: The list is provided for the Council's information. However, Staff will look further into any properties of interest per City Council's direction.

IV. RECOMMENDED MOTION: No action is proposed at this time.

2023-7135

ITEM #

Attachments:

1. City Properties Exhibit



THE DESIGN, CONCEPTS, SPECIFICATIONS, AND DOCUMENTS HEREIN ARE THE PROPERTY OF THE CITY OF DESTIN, FLORIDA AND NO PART THEREOF SHALL BE COPIED OR OTHERWISE DISCLOSED TO OR USED BY OTHERS WITHOUT THE WRITTEN CONSENT OF THE CITY OF DESTIN, FLORIDA

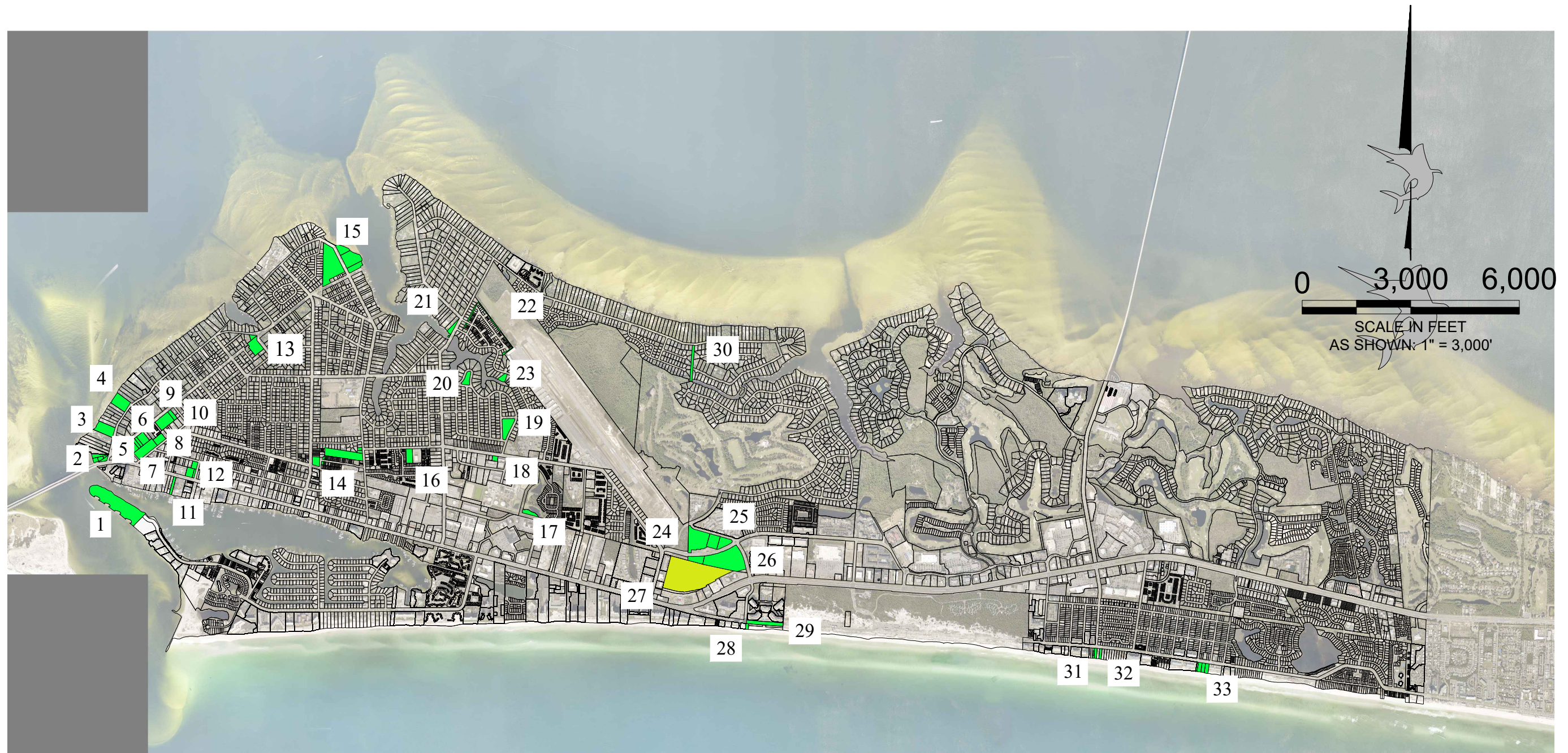
CITY PROPERTIES
CITY OF DESTIN, FLORIDA

DATE	DESCRIPTION	W.O.
DATE: OCT 2023		
PROJECT NO: NA		
FILE NO.: NA		
SCALE: 1"=3000'		
SHEET TITLE		

CITY
PROPERTIES

SHEET NUMBER

1 OF 1



Properties are in Green. Easements & Rights-of-way are not shown.

- | | | | | | |
|-----|---|-----|--|-----|---|
| 1. | 10 GULF SHORE DR - Norreigo Point | 12. | 285 HARBOR BLVD - Marler St. Parking Lot contains three parcels | 24. | 3949 COMMONS DR - Public Works Yard/Dog Park |
| 2. | 1 CALHOUN AVE - Contains 5 parcels | 13. | 711 HICKORY ST - Dalton Threadgill Park contains two parcels | 25. | 4100 INDIAN BAYOU TRL - City Hall Annex |
| 3. | 101 CALHOUN AVE - Capt. Lenard Destin Park | 14. | 209 BEACH DR - Destin Cross Town Connector contains 15 parcels | 26. | 4200 INDIAN BAYOU TRL - City Hall |
| 4. | 131 CALHOUN AVE - Clement Taylor Park | 15. | 800 BEACH DR - Mattie Kelly/Joe's Bayou Recreation Area contains 5 parcels | 27. | 3950 COMMONS DR - Morgan's Sports Complex leased from DWU, Inc. (Shown in Yellow) |
| 5. | 104 SIBERT AVE - Zerbe St. Parking lot contains three parcels | 16. | 724 LEGION DR - Buck Destin Park | 28. | 1950 SCENIC HWY 98 - June White Decker Park |
| 6. | 120 SIBERT AVE - Destin Cemetery | 17. | 1999 CORDGRASS CT - Jewel Melvin Park | 29. | 2000 SCENIC HWY 98 - Old Scenic 98 ROW at Silver Shells |
| 7. | 101 STAHLMAN AVE - Destin Community Center | 18. | 908 AIRPORT RD - Food for Thought | 30. | INDIAN TRAIL DRAINAGE PARCEL - 30' wide |
| 8. | 111 STAHLMAN AVE - Old Destin Cemetery | 19. | 880 KELL-AIRE DR - Kell-Aire Park South | 31. | 2966 SCENIC HWY 98 - Shore at Crystal Beach Park contains two parcels |
| 9. | 150 SIBERT AVE - Destin Library | 20. | 810 KELL-AIRE CT - Kell-Aire Park North | 32. | 2970 SCENIC HWY 98 - Vacant |
| 10. | 162 SIBERT AVE - Vacant | 21. | 605 MAIN ST - Main St. Park | 33. | 3110 SCENIC HWY 98 - Tarpon St Park contains 4 parcels |
| 11. | 206 HARBOR BLVD -Capt. Royal Melvin Heritage Park | 22. | Pine Ridge Trace S/D - Environmental Preservation Areas | | |
| | | 23. | 3850 MISTY WAY - Lakeside Village retention area | | |

2023-7143

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Council Discussion Item**AGENDA OUTLINE NUMBER:**

4.D.

TO: City Council**THRU:** Krystal Strickland, Finance Director
Kimberly Kopp, City Attorney
Lance Johnson, City Manager**FROM:** Jeffrey Cozadd, Grants Manager**DATE:** 10/10/23**SUBJECT:** State Appropriation Requests

I. BACKGROUND: Representative Maney has invited municipalities in his district to submit state appropriation requests through his office to be considered for inclusion in the state's next fiscal year's budget. Appropriation request applications are due November 1, 2023.

II. DISCUSSION: At the October 2nd regular city council meeting, it was announced that council members would have the opportunity at the October 16th council meeting to provide staff with a list of projects they wish the city to make appropriation requests for during this upcoming state budget cycle.

The staff mentioned their desire to submit a request for construction funds to help complete the Crosstown Connector.

Councilman Bagby requested the Four Prong Lake Emergency Outfall project be discussed. Attached is information on that project.

In the past, staff have submitted no more than two requests per year and have never been successful in getting more than one request approved per year.

The appropriation form is attached so that council members can see the information that is required for each request.

Representative Maney's office wanted to remind us that appropriation requests that have matching funds will fare better than requests that don't. The representative office also prefers projects that can be accomplished in the same fiscal year that the funds are granted. If appropriations for construction projects are being requested, those projects should have the design and permitting finished by the time the grants are made early next fiscal year.

- A. **Link to Strategic Goals / Objectives:**
- B. **Effect on Budget (EOB):**
- C. **Level of Service (LOS):**
- D. **Legislative Sponsor:**

III. CONCLUSION: Staff would like directions on which projects and funding amounts they should prepare for appropriation requests. Staff will also prepare a Local Funding Initiative Request to be entered through the Senate in the appropriations budget process, this form is also attached.

IV. RECOMMENDED MOTION:

Attachments:

1. APR Fillable Form FY 2024-25
2. LocalFundingInitiativeRequestForm-2024-2025
3. Four Prong Lake Emergency Outfall Permit Sketches & General Notes

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

For projects meeting the definition of House Rule 5.14

Only Members of the Florida House of Representatives can officially submit an Appropriations Project Request

Your request will not be officially submitted unless all questions and applicable sub parts are answered. The information provided in the request will be posted on the House website and available for public review if an Appropriations Project Request is published by a Representative.

1. Title of Project:

2. Date of Submission:

3. House Member Sponsor:

4. Details of Amount Requested:

a. Has funding been provided in a previous State budget for this activity? ☐ Yes ☐ No

b. What is the most recent fiscal year the project was funded?

c. Were the funds provided in the most recent fiscal year subsequently vetoed? ☐ Yes ☐ No

d. Complete the following Project Request Worksheet to develop your request.

If vetoed, check if recurring and/or nonrecurring funds: ☐ Recurring ☐ Nonrecurring

FY:	Input Prior Year Appropriation for this project for FY 2023-24 <i>(If appropriated in FY 2023-24 enter the appropriated amount, even if vetoed.)</i>			Develop New Funds Request for FY 2024-25 <i>(Requests for additional RECURRING funds in Column E are prohibited.)</i>		
Column:	A	B	C	D	E	F
Funds Description	Prior Year Recurring Funds	Prior Year Nonrecurring Funds	Total Funds Appropriated	Recurring Base Budget	Additional Nonrecurring Request	TOTAL Recurring Base Budget + Additional Nonrecurring
Input Amounts			0	0		0

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

e. Provide the total cost of the project for FY 2024-25 from all sources of funding (Enter "0" if amount is zero):

Type of Funding	Amount	% of Total	Are the other sources of funds guaranteed in writing?	
1. Amount Requested from the State in this Appropriations Project Request	0	%		
2. Federal	0	%	☐ Yes	☐ No
3. State (Excluding the requested Total Amount in #4d, Col F)	0	%	☐ Yes	☐ No
4. Local	0	%	☐ Yes	☐ No
5. Other	0	%	☐ Yes	☐ No
TOTAL	0	%		

5. Is this a multi-year project requiring funding from the state for more than one year? ☐ Yes ☐ No

a. How much state funding would be requested after 2024-25 over the next 5 years? [<Click to Select>](#)

b. How many additional years of state support do you expect to need for this project? [<Click to Select>](#)

c. What is the total project cost for all years including all federal, local, state, and any other funds? Select the single answer which best describes the total project cost. If funds requested are for ongoing services or for recurring activities, select "ongoing activity". [<Click to Select>](#)

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

6. Which is the most appropriate state agency to place an appropriation for the issue requested?

<Choose Agency>

- a. Has the appropriate state agency for administering the funding, if the request were appropriated, been contacted? ☐ Yes ☐ No
- b. Describe penalties for failing to meet deliverables or performance measures which the agency should provide in its contract to administer the funding if appropriated.

Minimum of 5 characters required and maximum of 500 characters allowed

7. Requester:

- a. First Name: Last Name:
- b. Organization:
- c. Email:
- d. Phone #:

8. Contact for questions about specific technical or financial details about the project.

- a. First Name: Last Name:
- b. Organization:
- c. Email:
- d. Phone #:

9. If there is a registered lobbyist working to secure funding for this project, fill out the information below. If not, click None ☐

- a. First Name: Last Name:
- b. Firm:
- c. Email:
- d. Phone #:

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

10. Organization or Name of entity receiving funds:

a. Name:

b. County (County where funds are to be expended) [<Select County Name>](#)

c. Service Area (Counties being served by the service(s) provided with funding)

11. What type of organization is the entity that will receive the funds?

[Other](#)

If other, please describe:

12. What is the specific purpose or goal that will be achieved by the funds being requested?

[500 maximum characters allowed](#)

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

13. Provide specific details on how funds will be spent. (Select all that apply)

Spending Category	Description	Amount Requested (Total should equal 4d, Col. E) Enter '0' if request is zero for the category
Administrative Costs		
Executive Director/Project Head Salary and Benefits		
Other Salary and Benefits		
Expense/Equipment/ Travel/Supplies/Other		
Consultants/ Contracted Services/ Study		
Operational Costs		
Salaries and Benefits		
Expenses/Equipment/ Travel/Supplies/Other		
Consultants/ Contracted Services/ Study		
Fixed Capital Construction/Major Renovation		
Construction/Renovation/ Land/Planning Engineering		
Total Requested		0

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

14. For Fixed Capital Costs requested in Question 13, what type of ownership will the facility be under when complete?

Other

If other, please describe:

100 maximum characters allowed

15. Is the project request an information technology project? ☐ Yes ☐ No **Water projects skip to #16**

a. Will this information technology project be managed within a state agency to support state agency program goals? ☐ Yes ☐ No

b. What is the total cost (all years) to design and build the project?

c. What are the ongoing (annual recurring) maintenance and operation costs once the project is completed?

d. Can the state agency fund the ongoing annual recurring costs within its current operating budget? ☐ Yes ☐ No

e. What are the specific business objectives or needs the IT project is intended to address?

400 maximum characters allowed

f. Based upon the identified business objectives or needs, what are the success factors that must be realized in order for the state agency to consider the proposed IT project a success?

100 maximum characters allowed

16. Is there any documented show of support for the requested project in the community including public hearings, letters of support, major organizational backing or other expressions of support? ☐ Yes ☐ No

Please describe:

400 maximum characters allowed

17. Has the need for the funds been documented by a study, completed by an independent 3rd party, for the area to be served? ☐ Yes ☐ No

Please describe:

400 maximum characters allowed

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

18. Will the requested funds be used directly for services to citizens? ☐ Yes ☐ No

Water projects skip to #19

a. What are the activities and services that will be provided to meet the purpose of the funds?

400 maximum characters allowed

b. Describe the direct services to be provided to the citizens by the funding requested.

400 maximum characters allowed

c. Describe the target population to be served (i.e., “the majority of the funds requested will serve these target populations or groups”). Select all that apply to the target population:

- | | |
|---|---|
| ☐ Elderly persons | ☐ Drug users (in health services) |
| ☐ Persons with poor mental health | ☐ Preschool students |
| ☐ Persons with poor physical health | ☐ Grade school students |
| ☐ Jobless persons | ☐ High school students |
| ☐ Economically disadvantaged persons | ☐ University/College students |
| ☐ At-risk youth | ☐ Currently or formerly incarcerated persons |
| ☐ Homeless | ☐ Drug offenders (in criminal Justice) |
| ☐ Developmentally disabled | ☐ Victims of crime |
| ☐ Physically disabled | ☐ General (The majority of funds will benefit no specific group) |
| ☐ Other, please describe: | |

Required if 18c - Other is checked (100 maximum characters allowed)

d. How many in the target population are expected to be served?

<Click to Select>

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

19. What benefits or outcomes will be realized by the expenditure of funds requested? (Select each Benefit/Outcome that applies):

Benefit or Outcome	Provide a specific measure of the benefit or outcome	Describe the method for measuring level of benefit or outcome
Improve physical health		
Improve mental health		
Enrich cultural experience		
Improve agricultural production/ promotion/education		
Improve quality of education		
Enhance/preserve/improve environmental or fish and wildlife quality		
Protect the general public from harm (environmental, criminal, etc.)		

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

Benefit or Outcome	Provide a specific measure of the benefit or outcome	Describe the method for measuring level of benefit or outcome
Improve transportation conditions		
Increase or improve economic activity		
Increase tourism		
Create specific immediate job opportunities		
Enhance specific individual's economic self sufficiency		
Reduce recidivism		
Reduce substance abuse		

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

Benefit or Outcome	Provide a specific measure of the benefit or outcome	Describe the method for measuring level of benefit or outcome
Divert from Criminal/ Juvenile Justice System		
Improve wastewater management		
Improve stormwater management		
Improve groundwater quality		
Improve drinking water quality		
Improve surface water quality		
Other (Please describe)		

The Florida House of Representatives

Appropriations Project Request - Fiscal Year 2024-25

The questions below are additional questions for water projects only

20. Have you applied for alternative state funding?

- a. ☐ Wastewater Revolving Loan
- b. ☐ Drinking Water Revolving Loan
- c. ☐ Small Community Wastewater Treatment Grant
- d. ☐ Other (Please describe)
- e. ☐ N/A

21. What is the population economic status?

- a. ☐ Financially Disadvantaged Municipality
- b. ☐ Rural Area of Critical Economic Concern
- c. ☐ Rural Community Experiencing Economic Distress
- d. ☐ N/A

22. What is the status of construction?

- a. ☐ Ready
- b. ☐ Not Ready

23. What percentage of construction has been completed?

 %

24. What is the estimated completion date of construction?



The Florida Senate

Local Funding Initiative Request

Fiscal Year 2024-2025

1. **Project Title**

2. **Senate Sponsor**

3. **Date of Request**

4. **Project/Program Description**

5. **State Agency to receive requested funds**

State Agency contacted? ☐ Yes ☐ No

6. **Amount of the Nonrecurring Request for Fiscal Year 2024-2025**

Type of Funding	Amount
Operations	
Fixed Capital Outlay	
Total State Funds Requested	0

7. **Total Project Cost for Fiscal Year 2024-2025 (including matching funds available for this project)**

Type of Funding	Amount	Percentage
Total State Funds Requested (from question #6)	0	%
Matching Funds		
Federal	0	%
State (excluding the amount of this request)	0	%
Local	0	%
Other	0	%
Total Project Costs for Fiscal Year 2024-2025	0	%



The Florida Senate

Local Funding Initiative Request

Fiscal Year 2024-2025

8. Has this project previously received state funding? ☐ Yes ☐ No

If yes, provide the most recent instance:

Fiscal Year (yyyy-yy)	Amount		Specific Appropriation #	Vetoed
	Recurring	Nonrecurring		

9. Is future-year funding likely to be requested? ☐ Yes ☐ No

a. If yes, indicate nonrecurring amount per year.

b. Describe the source of funding that can be used in lieu of state funding.

10. Has the entity requesting this project received any federal assistance related to the COVID-19 pandemic? ☐ Yes ☐ No

If yes, indicate the amount of funds received and what the funds were used for.

Complete questions 11 and 12 for Fixed Capital Outlay Projects

11. Status of Construction

a. What is the current phase of the project? ☐ Planning ☐ Design ☐ Construction ☐ N/A

b. Is the project "shovel-ready" (i.e. permitted)? ☐ Yes ☐ No

c. What is the estimated start date of construction?

d. What is the estimated completion date of construction?

12. List the owners of the facility to receive, directly or indirectly, any fixed capital outlay funding. Include the relationship between the owners of the facility and the entity.



The Florida Senate

Local Funding Initiative Request

Fiscal Year 2024-2025

13. Details on how the requested state funds will be expended

Spending Category	Description	Amount
Administrative Costs:		
Executive Director/Project Head Salary and Benefits		
Other Salary and Benefits		
Expense/Equipment/Travel/Supplies/Other		
Consultants/Contracted Services/Study		
Operational Costs		
Salary and Benefits		
Expense/Equipment/Travel/Supplies/Other		
Consultants/Contracted Services/Study		
Fixed Capital Construction/Major Renovation:		
Construction/Renovation/Land/Planning Engineering		
Total State Funds Requested (must equal total from question #6)		0



The Florida Senate Local Funding Initiative Request Fiscal Year 2024-2025

14. Program Performance

a. What specific purpose or goal will be achieved by the funds requested?

N/A is not considered a valid response.

b. What activities and services will be provided to meet the intended purpose of these funds?

N/A is not considered a valid response.

c. What direct services will be provided to citizens by the appropriation project?

N/A is not considered a valid response.

d. Who is the target population served by this project? How many individuals are expected to be served?

N/A is not considered a valid response.

e. What is the expected benefit or outcome of this project? What is the methodology by which this outcome will be measured?

N/A is not considered a valid response.

f. What are the suggested penalties that the contracting agency may consider in addition to its standard penalties for failing to meet deliverables or performance measures provided for in the contract?

N/A is not considered a valid response.



The Florida Senate

Local Funding Initiative Request

Fiscal Year 2024-2025

15. Requester Contact Information

- a. First Name Last Name
- b. Organization
- c. E-mail Address
- d. Phone Number Ext.

16. Recipient Contact Information

- a. Organization
- b. Municipality and County
- c. Organization Type
- ☐ For-profit Entity
 - ☐ Non-Profit 501(c) (3)
 - ☐ Non-Profit 501(c) (4)
 - ☐ Local Entity
 - ☐ University or College
 - ☐ Other (please specify)
- d. First Name Last Name
- e. E-mail Address
- f. Phone Number

17. Lobbyist Contact Information

- a. Name
- b. Firm Name
- c. E-mail Address
- d. Phone Number Ext.



The Florida Senate Local Funding Initiative Request Fiscal Year 2024-2025

Please complete the questions below for Water Projects only.

18. Have you applied for alternative state funding?

- ☐ Waste Water Revolving Loan
- ☐ Drinking Water Revolving Loan
- ☐ Small Community Wastewater Treatment Grant
- ☐ Other (please specify)
- ☐ N/A

19. What is the population economic status?

- ☐ Financially Disadvantaged Community (ch. 62-552, F.A.C.)
- ☐ Financially Disadvantaged Municipality (ch. 62-552, F.A.C.)
- ☐ Rural Area of Economic Concern
- ☐ Rural Area of Opportunity (s. 288.0656, Florida Statutes)
- ☐ N/A

20. What is the status of construction?

21. What percentage of the construction has been completed?

22. What is the estimated completion date of construction?

The information provided will be posted to the Florida Senate website for public viewing if sponsored by a Senator.



THESE SKETCHES ARE FOR PERMIT REVIEW ONLY AND NOT FOR CONSTRUCTION.

**Permit Sketches
and
General Notes**

Four Prong Lake Emergency Outfall

Section 00, Township 2 S, Range 22 W
Okaloosa, Florida
30°22.929' N, 86°24.469' W

APPLICANTS NAME AND ADDRESS



Destiny East Homeowners Association
c/o Southern Association Management, Inc.
36468 Emerald Coast Parkway, Suite 2101
Destin, Florida, 32541



Okaloosa County Board of County Commissioners
1250 N Eglin Pkwy Ste 100
Shalimar, FL 32579

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	Cover Sheet and Index of Sheets
2	Project Location
3	Existing Conditions
4	Proposed Site Plan
5	Proposed Easement
6	Upland Planview
7	Seaward Planview
8	Proposed Landward Intake and Seaward Discharge Detail
9	Intake Structures Planview Detail
7	Pipe Outfall Planview Detail
9	Cross Section
10	General Notes



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Destin, Florida 32541
Certification of Authorization Number 9482
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**COVER SHEET AND INDEX OF SHEETS
*Four Prong Lake Emergency Outfall***

Destiny East Homeowners Association
36468 Emerald Coast Parkway, Suite 2101, Destin, FL, 32541

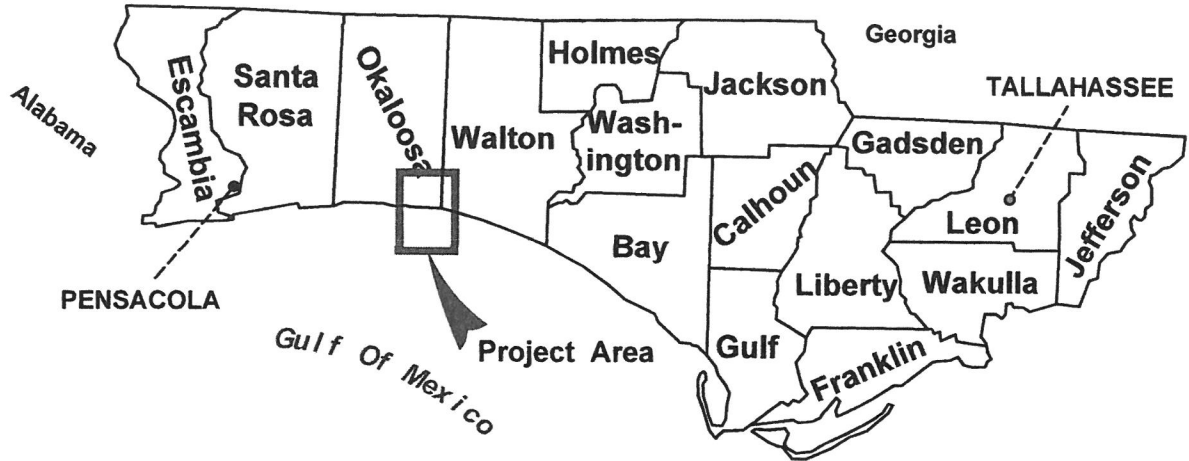
Michael R. Dombrowski, P.E.
Florida P.E. Number 55255

Date: April 13, 2022

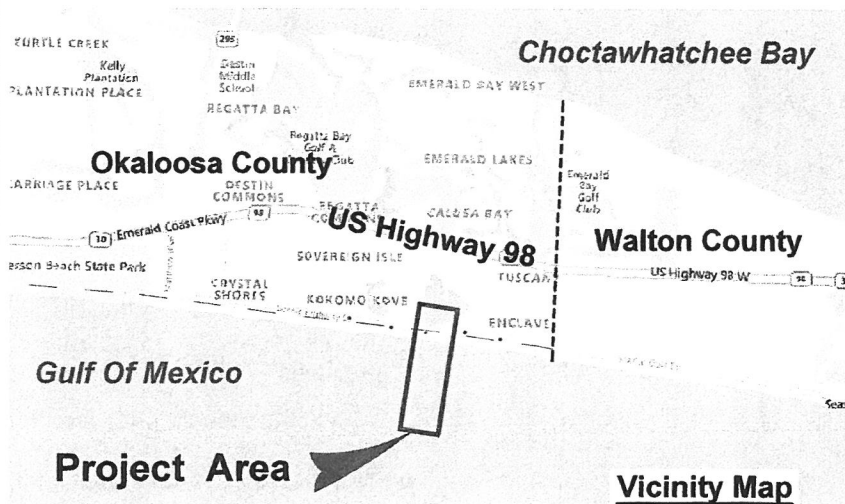
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PROJECT NUMBER
17-374

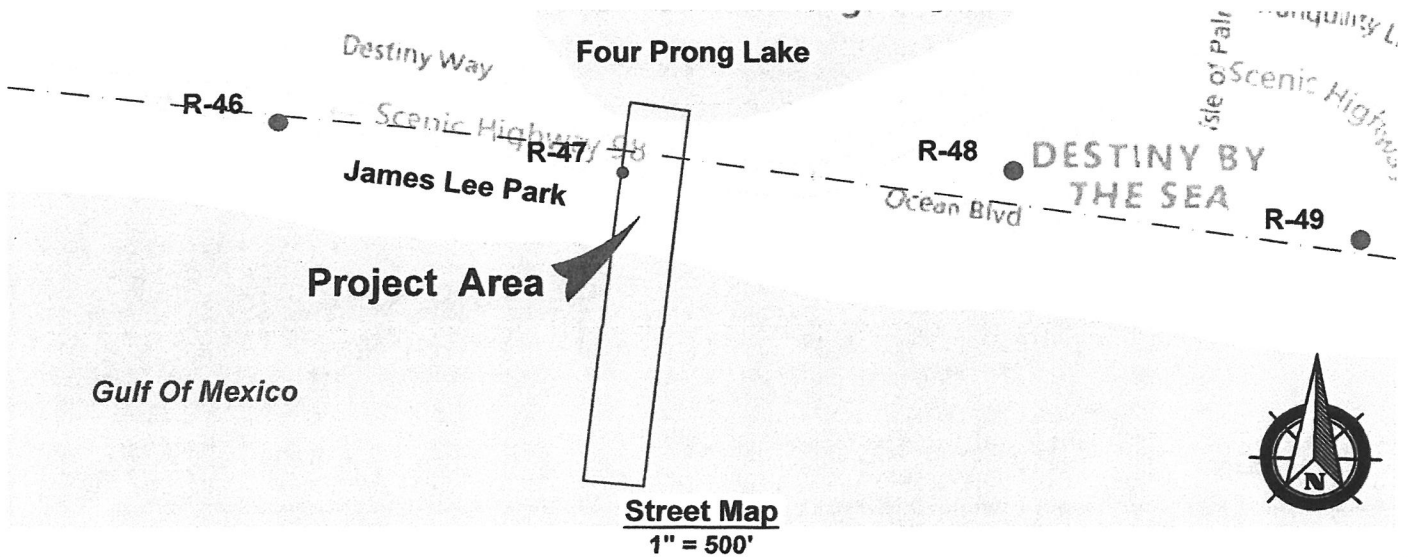
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1



Location Map
N.T.S.

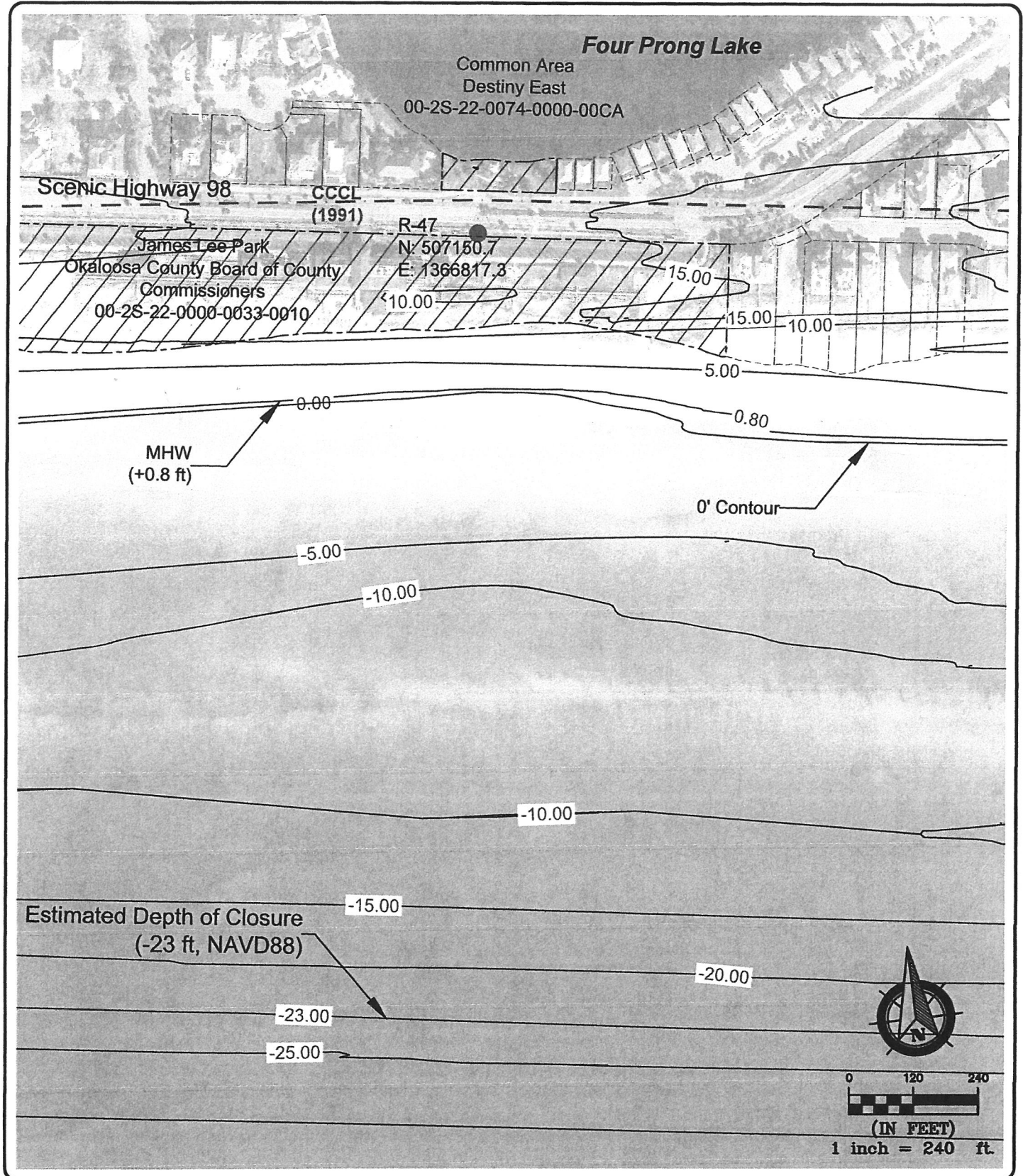


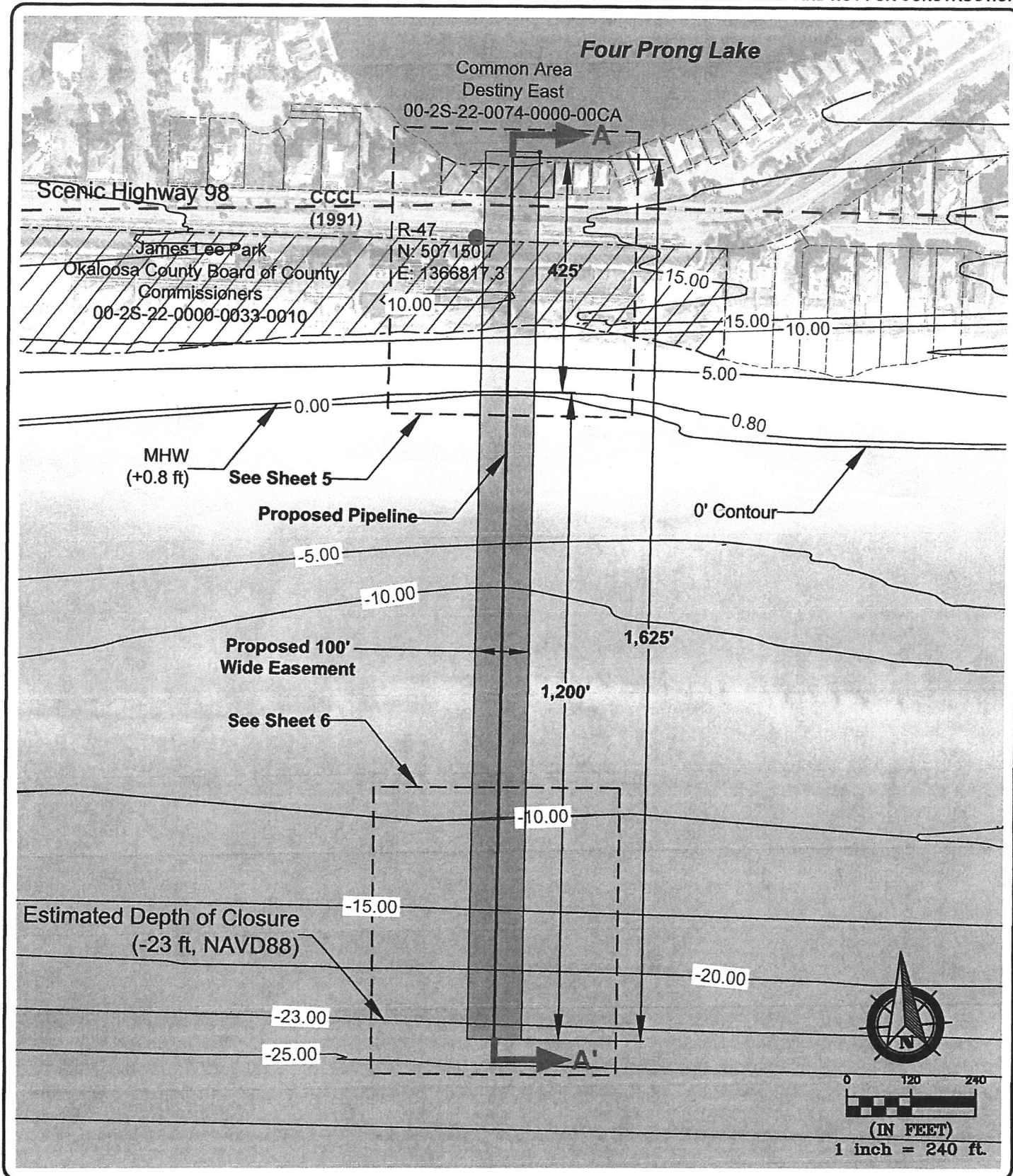
Vicinity Map
1" = 5,000'



Street Map
1" = 500'







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Coastal, Marina & Water Resources Engineering

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PROPOSED SITE PLAN
Four Prong Lake Emergency Outfall

Destiny East Homeowners Association
36468 Emerald Coast Parkway, Suite 2101, Destin, FL, 32541

Michael R. Dombrowski, P.E.
Florida P.E. Number 55255

Date: April 13, 2022

Sheet Rev Date: November 7, 2022

PROJECT NUMBER
17-374

SHEET NUMBER
4

PROPOSED 100' WIDE EASEMENT**CONTROL TABLE**

Name	Northing	Easting	Description
B-1	507299.1'	1366901.3'	Proposed Upland Easement Boundary Point
B-2	507292.3'	1366950.8'	Proposed Upland Easement Boundary Point
B-3	506855.0'	1366891.3'	Proposed Easement Boundary Point
B-4	505669.5'	1366730.0'	Proposed Easement Boundary Point
B-5	505676.2'	1366680.5'	Proposed Easement Boundary Point
B-6	505683.0'	1366630.9'	Proposed Easement Boundary Point
B-7	506867.8'	1366792.1'	Proposed Easement Boundary Point
B-8	507305.8'	1366851.7'	Proposed Upland Easement Boundary Point

BEARINGS AND DISTANCES

Line	Bearing	Distance
B-1 to B-2	S 82° 15' 05"E	50.0
B-2 to B-3	S 7° 44' 55"W	441.4
B-3 to B-4	S 7° 44' 55"W	1196.4
B-4 to B-5	N 82° 15' 05"W	50.0
B-5 to B-6	N 82° 15' 05"W	50.0
B-6 to B-7	N 7° 44' 55"E	1195.6
B-7 to B-8	N 7° 44' 55"E	432.2
B-8 to B-1	S 82° 15' 05"E	50.0



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PIPE OUTFALL PLANVIEW
Four Prong Lake Emergency Outfall

Destiny East Homeowners Association
36468 Emerald Coast Parkway, Suite 2101, Destin, FL, 32541

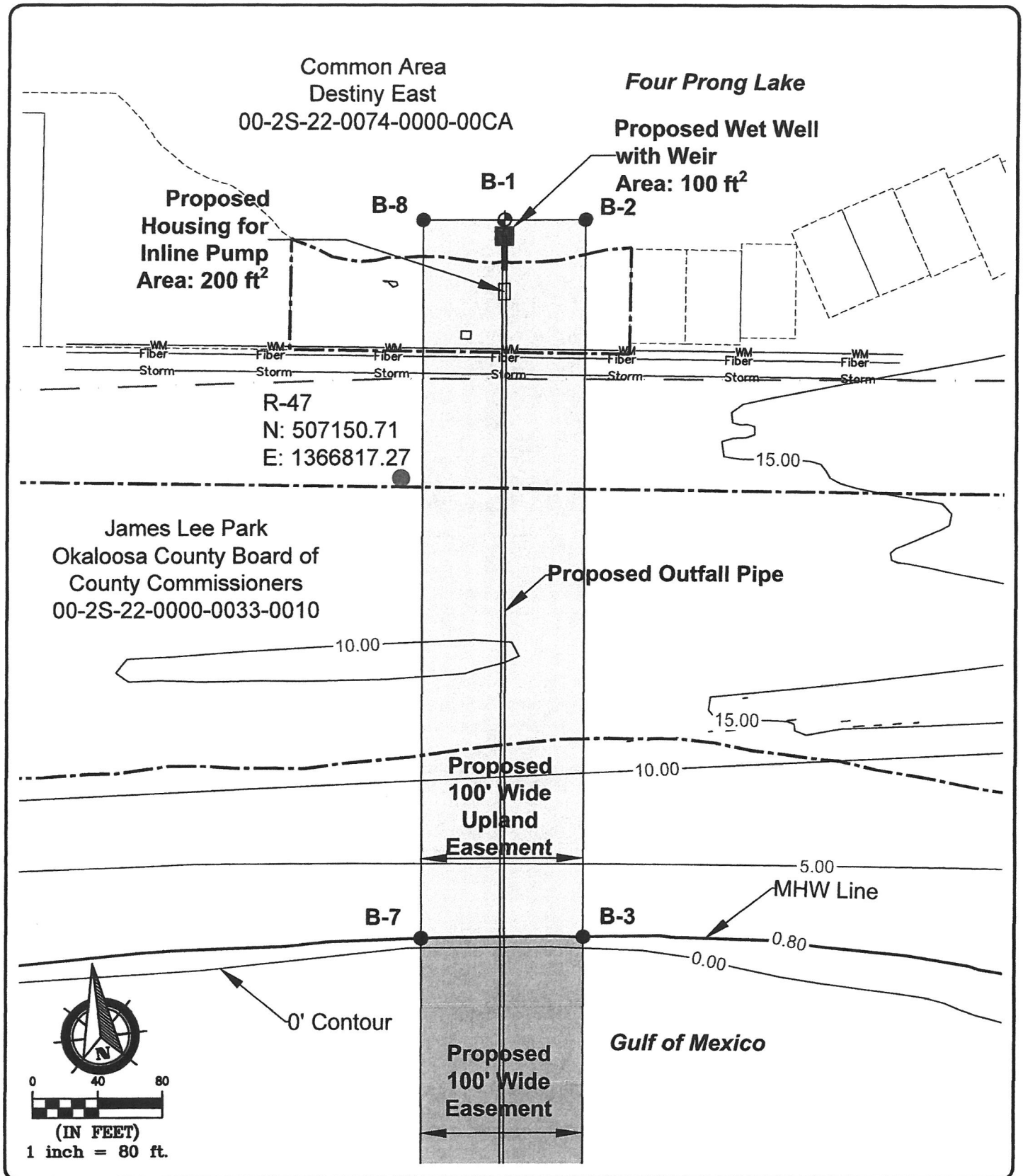
Michael R. Dombrowski, P.E.
Florida P.E. Number 55255

Date: April 13, 2022

Sheet Rev Date: November 7, 2022

PROJECT NUMBER
17-374

SHEET NUMBER
5



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UPLAND PLANVIEW
Four Prong Lake Emergency Outfall

Destiny East Homeowners Association
36468 Emerald Coast Parkway, Suite 2101, Destin, FL, 32541

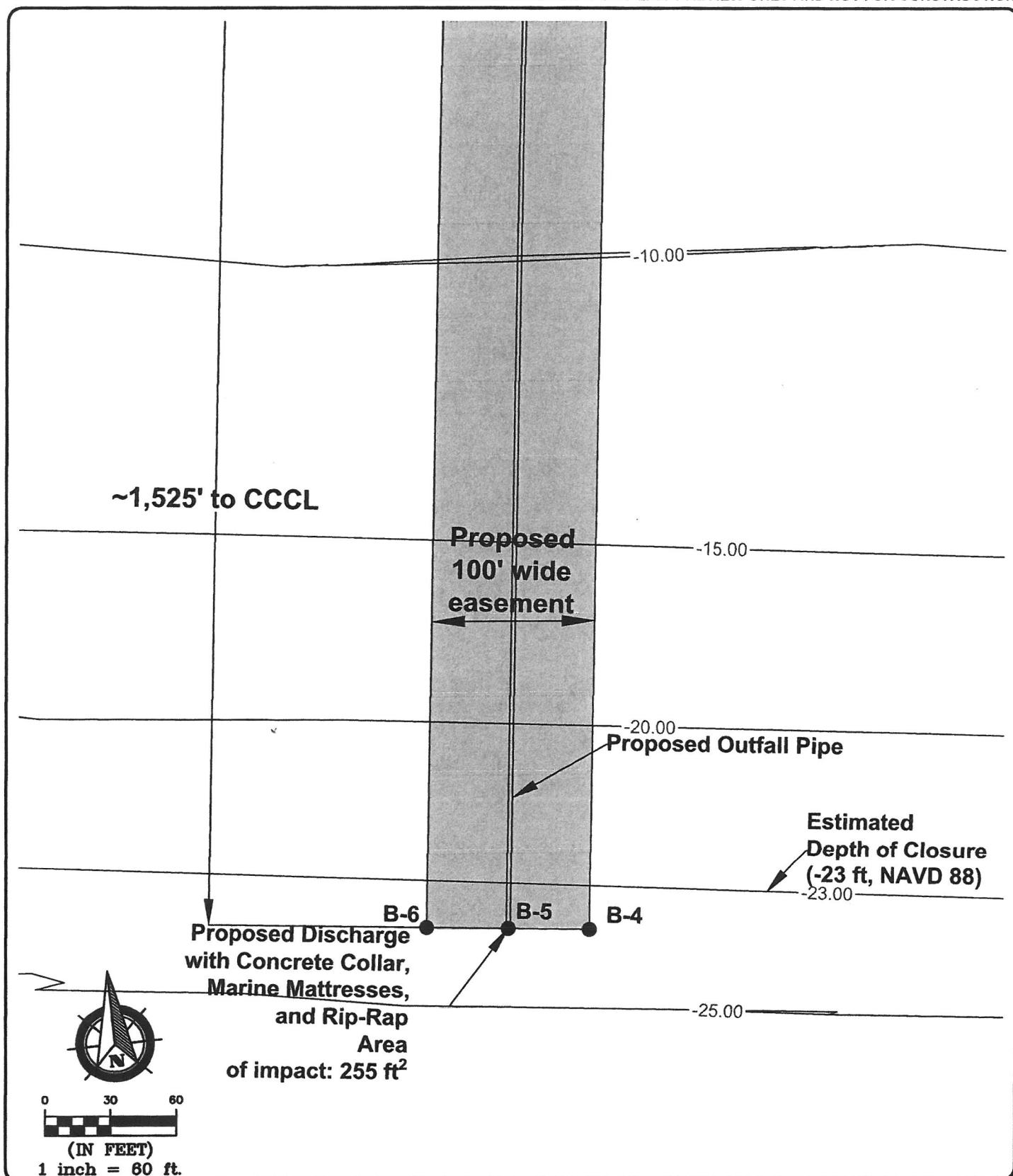
Michael R. Dombrowski, P.E.
Florida P.E. Number 55255

Date: April 13, 2022

Sheet Rev Date: November 7, 2022

PROJECT NUMBER
17-374

SHEET NUMBER
6



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PIPE OUTFALL PLANVIEW
Four Prong Lake Emergency Outfall

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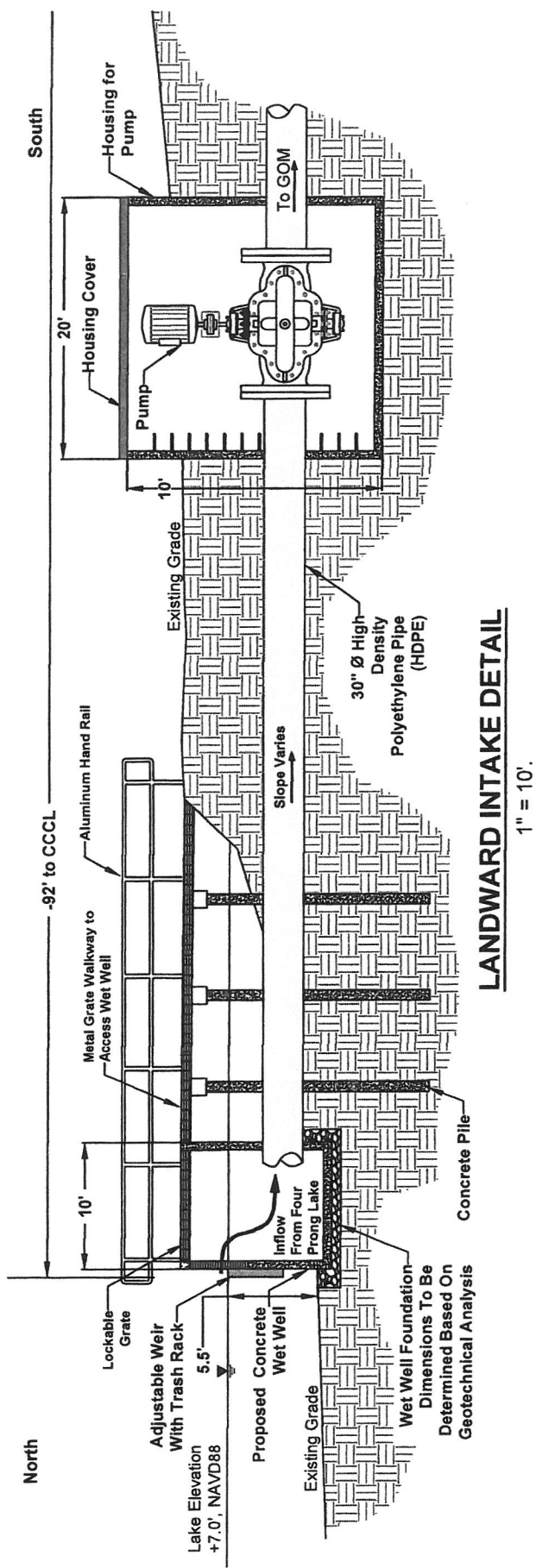
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Sheet Rev Date: October 31, 2022

PROJECT NUMBER
17-374

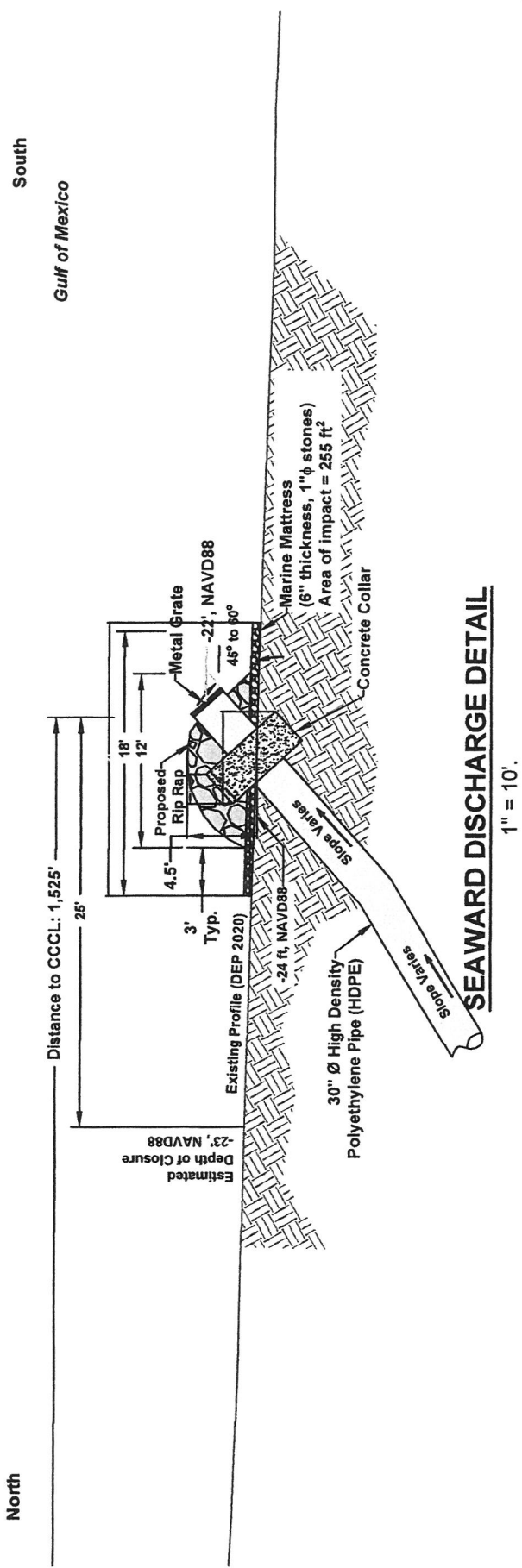
SHEET NUMBER
7

THESE SKETCHES ARE FOR PERMIT REVIEW ONLY AND NOT FOR CONSTRUCTION.



LANDWARD INTAKE DETAIL

1" = 10'



SEAWARD DISCHARGE DETAIL

1" = 10'

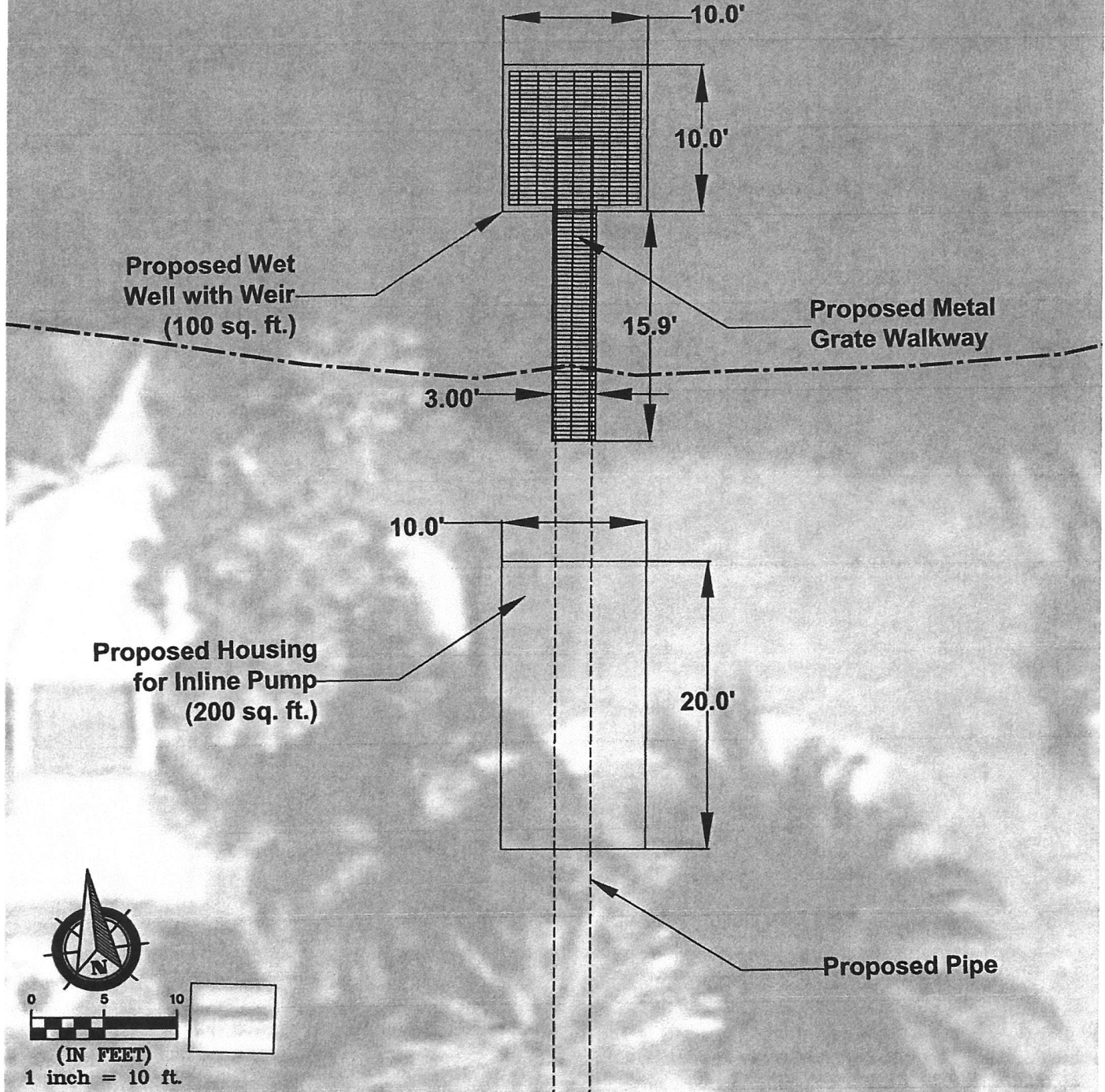
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 Sheet Rev Date: October 31, 2022
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 SHEET NUMBER
8

PROPOSED LANDWARD INTAKE AND SEAWARD DISCHARGE DETAILS
Four Prong Lake Emergency Outfall

Destiny East Homeowners Association
 36488 Emerald Coast Parkway, Suite 2101, Destin, FL, 32541

Four Prong Lake



543 Harbor Boulevard, Suite 204
Destin, Florida 32541
Certification of Authorization Number 9482
850.654.1555 (voice) • 850.654.0550 (fax)
www.mrd-associates.com

INTAKE STRUCTURES PLANVIEW DETAIL
Four Prong Lake Emergency Outfall

Destiny East Homeowners Association
36468 Emerald Coast Parkway, Suite 2101, Destin, FL, 32541

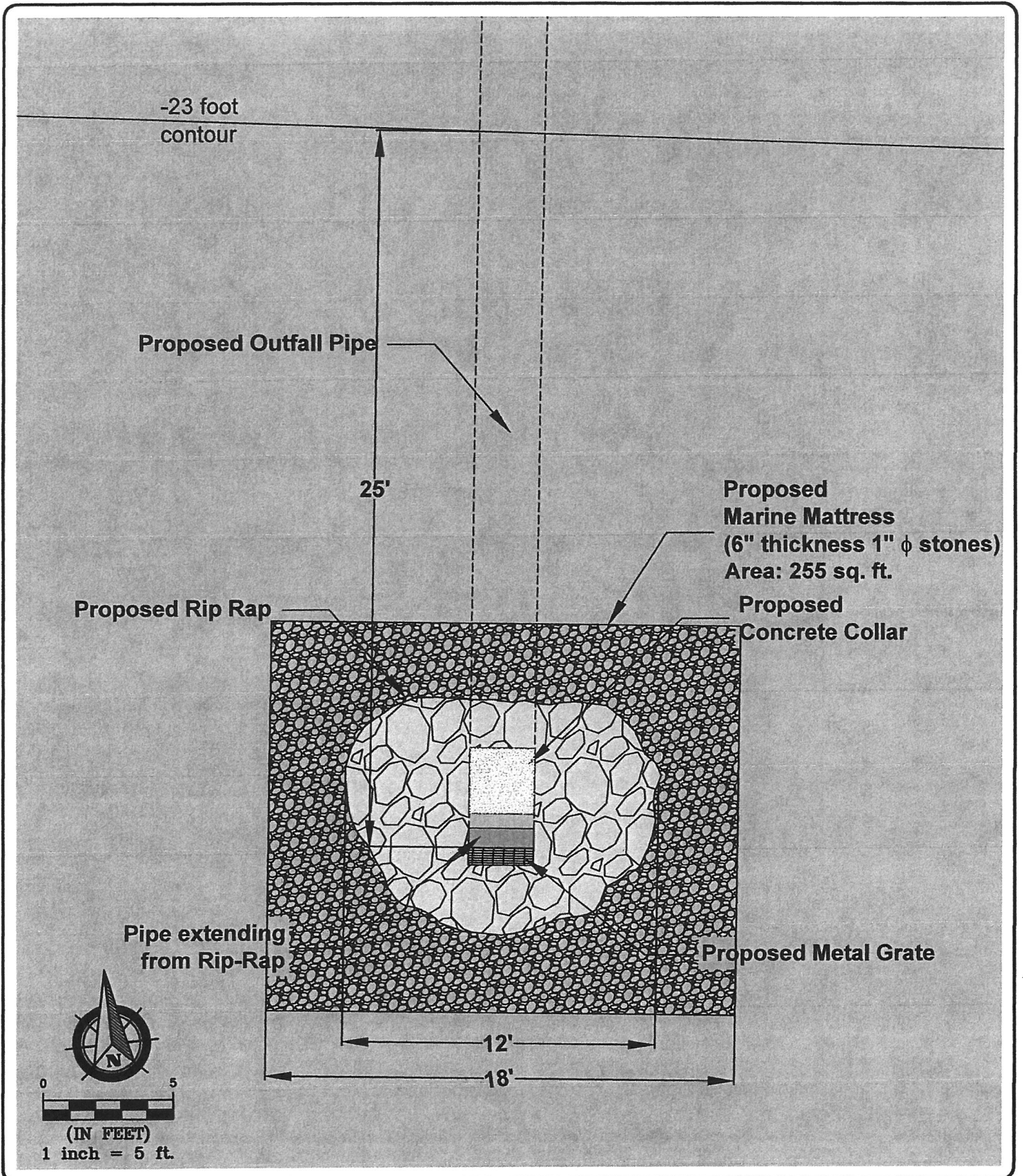
Michael R. Dombrowski, P.E.
Florida P.E. Number 55255

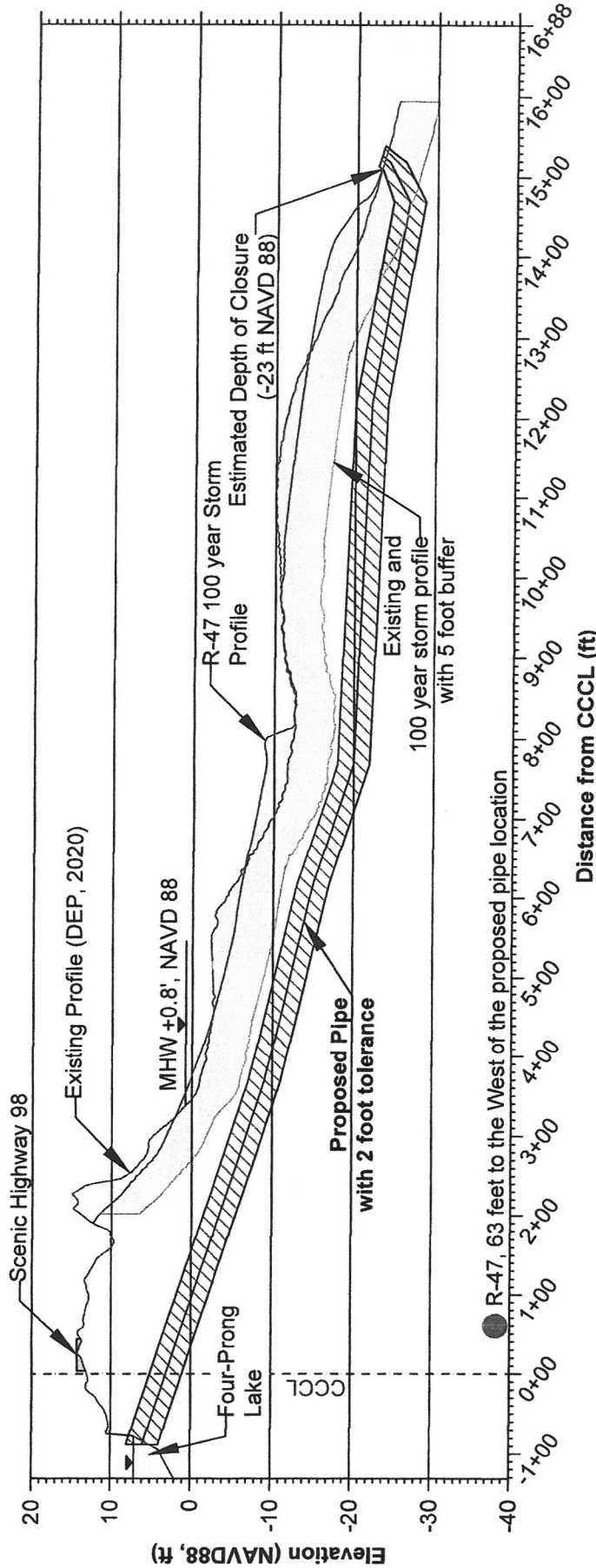
Date: November 17, 2022

Sheet Rev Date:

PROJECT NUMBER
17-374

SHEET NUMBER
9





SECTION A-A'

Horizontal Scale : 1"=200'

Vertical Scale: 1"=20'

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Civil, Marine & Water Resources Engineering

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CROSS SECTIONS Four Prong Lake Emergency Outfall

Destiny East Homeowners Association
36488 Emerald Coast Parkway, Suite 2101, Destin, FL, 32541

Michael R. Dombrowski, P.E.
Florida P.E. Number 55256
Date: April 13, 2022

Sheet Rev Date:
PROJECT NUMBER
17-374
SHEET NUMBER
11

NOTES:

- DEM Surface created using 2020 FDEP Profile Survey Data from R-46 to R-48 (dated November 30th to December 11th)
- Drawing referenced to Florida State Plane North, North American Datum of 1983 (NAD 83).
- Elevations shown hereon are based on North American Vertical Datum of 1988 (NAVD 88).
- Boundary / Topographic survey will be performed as needed to ensure avoidance of existing utilities.
- Exact coordinates of the outfall in the Gulf of Mexico will be provided during final design.
- Construction will not violate State of Florida water quality standards
- Materials are subject to change.
- Aerial photography obtained from LABINS and flown 2019. The location of all objects in the photograph are approximate and may not represent currently existing conditions.
- Best management practices will be used to assure water quality standards.
- Rip-Rap density to be 100-175 lb/ft³. Final material to be selected during final design.

Emergency Outfall

Total length: 1,600 ft

Materials: High Density Polyethylene Pipe (HDPE). Final material selection will be determined during final design.

Installation: Proposed outfall pipe will traverse underneath Highway 98 via horizontal directional drilling.

Installation shall be from upland, with the exception of the placement of concrete collars, marine mattress, and rip-rap necessary to keep the pipe at the proposed location. All staging areas for materials and equipment for construction of the outfall will be on the uplands.

Wet Well With Emergency Adjustable Weir

Total area: TBD ft²

Materials: Pre-stressed concrete/steel/aluminum/composite - Final material selection will be determined during final design and be highly contingent on the geotechnical analysis.

Approximate Pre-empted Area

Total Area: Submerged Land Lease area to be determined from SSL survey if necessary.



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GENERAL NOTES *Four Prong Lake Emergency Outfall*

Destiny East Homeowners Association
36468 Emerald Coast Parkway, Suite 2101, Destin, FL 32541

Michael R. Dombrowski, P.E.
Florida P.E. Number 55255

Date: April 13, 2022

Sheet Rev Date:

PROJECT NUMBER
17-374

SHEET NUMBER
12

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023

TYPE OF AGENDA ITEM:

Consent Agenda

AGENDA OUTLINE NUMBER:

4.E.

TO: City Council

THRU: Kimberly Kopp, City Attorney
Lance Johnson, City Manager

FROM: Krystal Strickland, Finance Director

DATE: October 4, 2023

SUBJECT: TDC Monthly Report-Informational Only

I. BACKGROUND:

II. DISCUSSION: This report created by Okaloosa County is informational only.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

D. Legislative Sponsor:

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. TDT Collection Reports (Sept 23)



Okaloosa County Tourist Development Tax by Collection Period

Current District Collections

Month	FY19	FY20	FY21	FY22	FY23	% (+/-)
October	1,593,007.19	1,884,690.82	2,221,230.43	2,913,700.21	3,457,361.72	18.66%
November	1,309,682.33	1,209,246.44	2,027,742.10	2,177,346.70	2,490,555.01	14.38%
December	828,040.56	608,271.78	826,108.63	1,074,763.79	991,384.32	-7.76%
January	541,907.43	552,130.36	674,430.00	1,064,654.14	825,186.78	-22.49%
February	591,499.87	698,331.50	810,277.30	556,796.53	887,575.40	59.41%
March	929,605.46	959,719.31	1,030,939.09	1,039,092.04	1,170,079.04	12.61%
April	1,638,833.47	768,179.65	2,533,631.54	2,526,284.64	2,969,367.89	17.54%
May	1,634,939.01	232,848.94	3,027,344.52	3,245,110.93	3,734,841.53	15.09%
June	2,775,474.02	1,490,641.58	3,836,461.91	3,712,196.33	4,144,035.69	11.63%
July	5,378,932.05	3,619,497.04	5,311,973.12	6,049,957.98	7,141,099.78	18.04%
August	3,676,259.33	4,019,404.74	5,971,521.24	7,513,491.71	8,732,720.80	16.23%
September	2,237,069.94	2,639,207.26	4,063,463.37	3,796,845.88	4,022,424.27	5.94%
Total	23,135,250.66	18,682,169.42	32,335,123.25	35,670,240.88	40,566,632.23	13.27%

Total Collections

*1% increase as of Feb 23 Collections (Jan 23 Reporting Period)

Month	FY22	FY23	% (+/-)
October	2,913,700.21	3,589,406.50	23.19%
November	2,177,346.70	2,621,154.46	20.38%
December	1,074,763.79	1,089,937.11	1.41%
January	1,064,654.14	931,847.14	-12.47%
February	556,796.53	999,193.36	79.45%
March	1,039,092.04	1,314,722.67	26.53%
April	2,692,226.18	3,182,995.16	18.23%
May	3,408,715.29	3,945,677.01	15.75%
June	3,899,435.84	4,371,375.99	12.10%
July	6,297,203.38	7,444,227.38	18.21%
August	7,793,594.82	9,061,643.07	16.27%
September	3,957,847.73	4,218,544.98	6.59%
Total	36,875,376.65	42,770,724.83	18.80%

Expanded District Collections

Month	FY22	FY23
October	0.00	132,044.78
November	0.00	130,599.45
December	0.00	98,552.79
January	0.00	106,660.36
February	0.00	111,617.96
March	0.00	144,643.63
April	165,941.54	213,627.27
May	163,604.36	210,835.48
June	187,239.51	227,340.30
July	247,245.40	303,127.60
August	280,103.11	328,922.27
September	161,001.85	196,120.71
Total	1,205,135.77	2,204,092.60

Reporting Period is always the month before the Collection Period



Collection Period FY2023

Gross Receipts & Tax Due by District



Gross Receipts

District	October	November	December	January	February	March	April	May	June	July	August	September	Total
(1)Destin	\$49.39M	\$32.31M	\$12.46M	\$10.81M	\$9.00M	\$11.94M	\$33.66M	\$40.36M	\$45.40M	\$79.45M	\$96.95M	\$44.29M	\$466.04M
(2)Okaloosa Island	\$18.50M	\$16.46M	\$6.22M	\$4.76M	\$4.98M	\$6.75M	\$14.52M	\$21.27M	\$21.94M	\$37.47M	\$44.73M	\$21.83M	\$219.41M
(3)Ft Walton/Mary Esther	\$3.97M	\$3.54M	\$2.27M	\$2.21M	\$2.24M	\$2.88M	\$4.76M	\$5.18M	\$5.81M	\$7.56M	\$9.37M	\$4.88M	\$54.67M
(4)Niceville/Bluewater Bay	\$1.80M	\$1.71M	\$1.27M	\$1.38M	\$1.16M	\$1.37M	\$2.58M	\$2.08M	\$2.51M	\$3.25M	\$3.68M	\$2.15M	\$24.95M
(5)North Okaloosa	\$1.16M	\$1.08M	\$1.02M	\$1.01M	\$0.93M	\$1.04M	\$1.49M	\$1.24M	\$1.48M	\$1.80M	\$1.85M	\$1.21M	\$15.31M
Total	\$74.83M	\$55.10M	\$23.24M	\$20.17M	\$18.32M	\$23.97M	\$57.02M	\$70.13M	\$77.14M	\$129.54M	\$156.57M	\$74.36M	\$780.38M

Tax Due

District	October	November	December	January	February	March	April	May	June	July	August	September	Total
(1)Destin	\$2.45M	\$1.59M	\$0.61M	\$0.53M	\$0.53M	\$0.69M	\$1.98M	\$2.39M	\$2.69M	\$4.73M	\$5.77M	\$2.63M	\$26.61M
(2)Okaloosa Island	\$0.89M	\$0.79M	\$0.30M	\$0.22M	\$0.28M	\$0.38M	\$0.82M	\$1.17M	\$1.25M	\$2.15M	\$2.62M	\$1.23M	\$12.12M
(3)Ft Walton/Mary Esther	\$0.15M	\$0.14M	\$0.09M	\$0.09M	\$0.11M	\$0.14M	\$0.23M	\$0.23M	\$0.27M	\$0.37M	\$0.46M	\$0.22M	\$2.51M
(4)Niceville/Bluewater Bay	\$0.06M	\$0.06M	\$0.04M	\$0.05M	\$0.05M	\$0.05M	\$0.10M	\$0.08M	\$0.10M	\$0.12M	\$0.15M	\$0.09M	\$0.96M
(5)North Okaloosa	\$0.04M	\$0.04M	\$0.04M	\$0.04M	\$0.04M	\$0.05M	\$0.07M	\$0.06M	\$0.07M	\$0.08M	\$0.09M	\$0.06M	\$0.67M
Total	\$3.60M	\$2.63M	\$1.08M	\$0.93M	\$1.00M	\$1.32M	\$3.19M	\$3.94M	\$4.38M	\$7.46M	\$9.08M	\$4.23M	\$42.86M





Collection Period FY2023

Gross Receipts & Tax Due by Rental Type

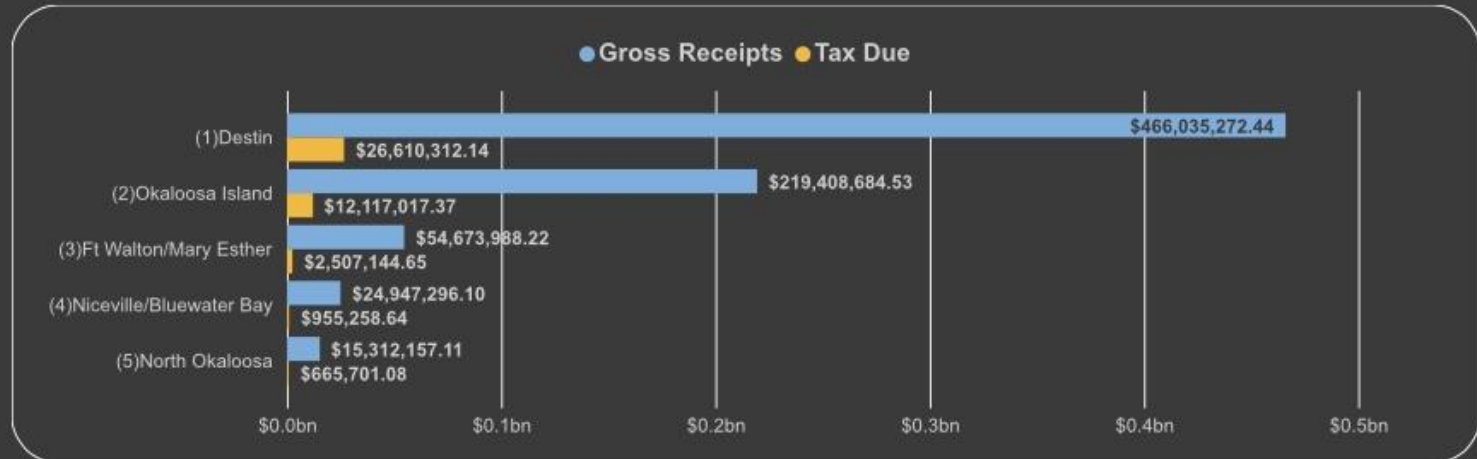


Gross Receipts

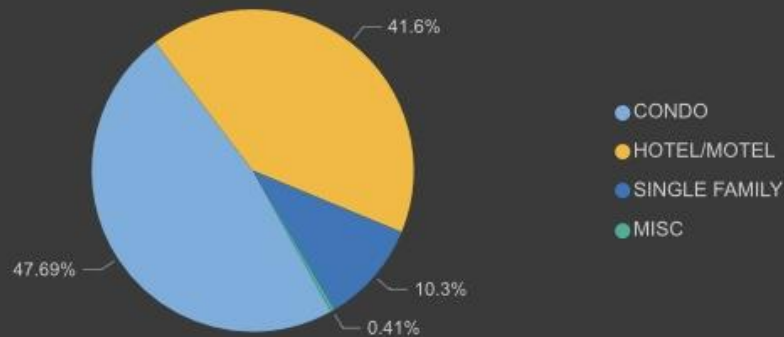
Rental Type	October	November	December	January	February	March	April	May	June	July	August	September	Total
CONDO	\$45.91M	\$28.59M	\$8.97M	\$7.61M	\$8.03M	\$10.82M	\$27.29M	\$32.98M	\$38.91M	\$69.56M	\$82.85M	\$39.94M	\$401.47M
HOTEL/MOTEL	\$19.23M	\$16.59M	\$9.06M	\$7.75M	\$6.97M	\$9.87M	\$18.48M	\$23.66M	\$24.17M	\$32.37M	\$39.64M	\$19.58M	\$227.36M
SINGLE FAMILY	\$9.15M	\$9.42M	\$4.87M	\$4.44M	\$2.95M	\$2.87M	\$10.44M	\$12.75M	\$13.24M	\$26.46M	\$32.74M	\$14.12M	\$143.44M
MISC	\$0.53M	\$0.49M	\$0.35M	\$0.37M	\$0.38M	\$0.41M	\$0.81M	\$0.74M	\$0.83M	\$1.14M	\$1.34M	\$0.72M	\$8.10M
Total	\$74.83M	\$55.10M	\$23.24M	\$20.17M	\$18.32M	\$23.97M	\$57.02M	\$70.13M	\$77.14M	\$129.54M	\$156.57M	\$74.36M	\$780.38M

Tax Due

Rental Type	October	November	December	January	February	March	April	May	June	July	August	September	Total
CONDO	\$2.29M	\$1.42M	\$0.44M	\$0.38M	\$0.47M	\$0.63M	\$1.62M	\$1.96M	\$2.32M	\$4.14M	\$4.95M	\$2.38M	\$23.01M
HOTEL/MOTEL	\$0.84M	\$0.72M	\$0.39M	\$0.32M	\$0.35M	\$0.50M	\$0.93M	\$1.19M	\$1.24M	\$1.70M	\$2.12M	\$0.97M	\$11.26M
SINGLE FAMILY	\$0.45M	\$0.46M	\$0.24M	\$0.22M	\$0.17M	\$0.16M	\$0.61M	\$0.75M	\$0.78M	\$1.57M	\$1.94M	\$0.84M	\$8.18M
MISC	\$0.02M	\$0.02M	\$0.01M	\$0.01M	\$0.02M	\$0.02M	\$0.04M	\$0.04M	\$0.04M	\$0.06M	\$0.08M	\$0.04M	\$0.40M
Total	\$3.60M	\$2.63M	\$1.08M	\$0.93M	\$1.00M	\$1.32M	\$3.19M	\$3.94M	\$4.38M	\$7.46M	\$9.08M	\$4.23M	\$42.86M

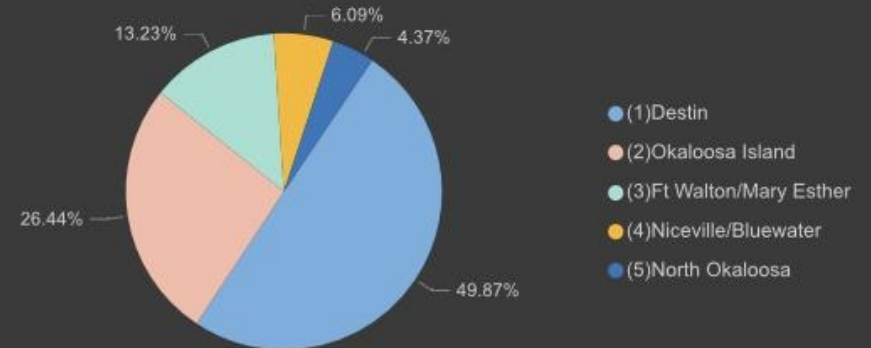


Rental Type



Rental Type	Current District	Expanded District	Total
CONDO	7,319	17	7,336
HOTEL/MOTEL	4,559	1,841	6,400
SINGLE FAMILY	1,366	219	1,585
MISC	40	23	63
Total	13,284	2,100	15,384

Area



District	Current District	Expanded District	Total
(1)Destin	7,672		7,672
(2)Okaloosa Island	4,067		4,067
(3)Ft Walton/Mary Esther	1,545	490	2,035
(4)Niceville/Bluewater		937	937
(5)North Okaloosa		673	673
Total	13,284	2,100	15,384



Number of Units



Tourist Tax History by Collection Period Month

2019 2020 2021 2022 2023



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Action Item**AGENDA OUTLINE NUMBER:**

4.F.

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney
Steve O'Connor, Principal Planner**DATE:** October 5, 2023**SUBJECT:** Net Positive Environmental Benefit (NPEB) Fee – LDC 11.05.02.N

I. BACKGROUND: Staff brought the recent issues of re-implementing the **Net Positive Benefit Fee (NPEB)** before City Council on August 21, 2023. City Council requested that Staff bring the issue forward to the Harbor & Waterways Board for their consideration and recommendation. Below is a discussion of the Board's recommendation.

II. DISCUSSION: To recap, Staff brought the following options to both the City Council and the HWB for discussion and consideration.

OPTIONS:

1. Keep assessing the **NPEB** fee to all projects within the Harbor and Canals adjacent to the Harbor, as Staff is currently implementing the regulations. This means any new dock, modification, or repair to an existing approved dock and the addition of, modification or repair to riprap will be assessed a fee of 25% of the construction cost (labor & materials).
2. Assess an initial 25% **NPEB** fee to all new facilities and expansions or major modifications, then a lesser percentage, for discussion purposes, a 10% fee, for any voluntary modification or repair not directly linked to an emergency event, such as a hurricane or other event out of the upland property owner's control.

The NPEB assessment for existing facilities can vary by marine facility type. For example, existing residential facilities can be assessed a 10% NPEB fee, and non-residential can remain at 25% or some variation thereof.

3. Assess the 25% **NPEB** fee once, and no additional fees are required until an expansion or other major modification is proposed from the approved initial marine facility.
4. Any other option the Board may want to develop and recommend to City Council

The HWB listened to Staff's options and then also took in the numerous public comments regarding the impact of the **NPEB** fee. As such, the HWB created their own recommendation as follows.

- The **NPEB** should apply to all new or expansion of existing marine facility projects within the Destin Harbor and canals adjacent to the Destin Harbor.
- The **NPEB** should not apply to any Board for Board replacement.
- The **NPEB** fee should be applied as follows:
 1. Class 1 Marine Construction Projects – 7%
 2. Class 2 Marine Construction Projects – 10%
 3. Class 3 Marine Construction Projects – 25%

As proposed in the draft **Land Development Code (LDC) Article 2 – Administration** the HWB recommended breaking out various marine construction projects in the following manner:

- **Class 1** – All State Self Certified docks
- **Class 2** – Residential docks with 3 – 9 slips or larger than 1,000 sq. ft.
- **Class 3** – All commercial docks and any residential projects that do not fit within Class 1 or 2

The last point of clarification Staff needs is whether to implement these recommended changes as soon as possible by amending the current LDC, or to wait until the LDC rewrite and reflect the approved changes.

- A. Link to Strategic Goals / Objectives:** 2) Enhanced quality of life and safety for families
3) Economic Development and revitalization
5) Improve mobility and connectivity
6) A green and sustainable environment
- B. Effect on Budget (EOB):** NPEB Fee Account
- C. Level of Service (LOS):** More clear and consistent review procedures for proposed Marine Construction projects
- D. Legislative Sponsor:**

III. CONCLUSION: Staff is seeking guidance and direction from Council on the HWB's

recommendation and timing for implementation.

IV. RECOMMENDED MOTION: I move that City Council approve the HWB's recommendation on the application and implementation of the **NPEB** fee and direct Staff to develop an Ordinance to codify these changes into the LDC as soon as possible.
(or when the draft LDC is adopted).

Attachments:

1. 1 - Policy 6-1.2.3 - Protect Water Quality within Destin Harbor
2. 2 - LDC 11.05.00. Marina Siting
3. 3 - 1995 FDEP MOU

Attachement 1)

Policy 6-1.2.3: Protect Water Quality within Destin Harbor. Upland development impacting coastal resources and water quality within Destin Harbor shall be required to provide stormwater improvements and site design that ensures post-development runoff volume and water quality of receiving waters entering Destin Harbor meets or exceeds minimum standards established by the FDEP and Northwest Florida Water Management District (NFWFMD). For water-dependent development proposed over water within Destin Harbor, the City will continue to administer its Net Positive Environmental Benefit (NPEB) Program to assess such development a fee to support funding of infrastructure improvements that benefit or enhance water quality within Destin Harbor. Water-dependent development for purposes of this policy include marinas, boating facilities, construction supporting commercial or sport fishing, construction supporting marine activities, passenger ferries, boardwalks, and recreation-related activities. Net positive environmental benefits are the gains in environmental quality or other ecological properties attained by remediation or ecological restoration, less the environmental harm caused by those actions. The NPEB contribution shall be computed as 25% of the cost for construction occurring waterward from the mean high-water line. The NPEB fee shall only be assessed for those construction projects receiving necessary permits or exemption documentation from the Florida Department of Environmental Protection. Fees collected by the City shall be earmarked to a water quality improvement fund used only to pay for infrastructure improvements or ecological projects benefiting water quality or ecology within Destin Harbor. In lieu of payment of a fee used for water quality infrastructure improvements, the City may grant fee credit for stormwater improvements or other similar environmental projects implemented by property owners or developers if such improvement or project enhances or benefits water quality or the ecologic conditions within Destin Harbor above minimum standards established by the City and DEP.

11.05.00. - Marina siting.

11.05.01. *General regulations; prohibitions.* This article establishes and regulates procedures and standards by which the City controls and regulates development, construction and activities within and contiguous to the Harbor and waterways of Destin. The following regulations and prohibitions shall apply to the Harbor and waterways of Destin:

- A. No person shall construct or add to an existing dock, seawall, bulkhead, mooring or piling, modify an existing submerged land lease, or conditions thereto, or conduct dredge or fill operations in, or contiguous to, the Harbor or waterways of Destin without first obtaining the proper authorization from the appropriate federal, state and City agencies.
- B. The addition or modification of a boat lift or pilings within an existing legal and conforming boat slip shall not require the review of the Harbor and Waterways Board or the City Council. Rather, a copy of the U.S. Army Corps of Engineers permit, DEP permit, and a homeowner's association approval (if applicable) shall accompany a completed application for a building permit, provided no additional slips are created.
- C. No fish carcasses and debris shall be discharged into the Harbor or waterways of Destin.
- D. No person who maintains or operates a dock shall allow or permit the disposal of fish carcasses, litter, waste petroleum products or other pollutants into the Harbor or waterways of Destin. Trash disposal receptacles shall be anchored to each dock to ensure compliance with the provisions of this article.
- E. No fuel or oil shall be willfully or knowingly discharged in the Harbor or waterways of Destin. No dock which sells fuel or oil shall be constructed, operated or maintained in the Harbor or waterways of Destin unless an oil abatement plan, in accordance with Coast Guard guidelines, is available at each dock. The Destin Harbor and Waterways Board shall review and recommend approval or disapproval of each oil abatement plan to the City Council, which shall have approval authority. Each existing dock which sells fuel or oil shall develop and have approved an oil abatement plan acceptable to the City. All new docks which sell fuel or oil shall develop and have an approved oil abatement plan, which is acceptable to the City, prior to receiving a building permit from the City.
- F. No new or existing dock shall be constructed or modified such that the length of any pier as completed is greater than 20 percent of the width of the Harbor or waterway at the place where the pier is located, or out 200 feet, whichever is less, except in Choctawhatchee Bay.
- G. No piling(s) shall be added to the waterward end of any pier which piling(s) would make the total length of the dock more than 200 feet, or 20 percent of the waterway, whichever is less, except in Choctawhatchee Bay.
- H.

No vessel shall be moored or docked on the waterward end of any pier of the maximum legal length, as determined pursuant to subsection F above, for more than 72 hours.

- I. No dock shall be constructed which permits the commercial docking of boats with on-board toilets unless such the dock is equipped with a sewage pump-out.
- J. No dock shall be constructed which permits the docking of a live-aboard unless such vessel has an operable holding tank.
- K. No boat shall be moored in the Harbor or waterways of Destin such that constitutes a hazard to navigation.
- L. No dock shall be constructed such that it constitutes a hazard to navigation.
- M. Excepting docks connected to uplands zoned SHMU, or those located on Choctawhatchee Bay, no dock shall be longer than the width, at the mean high-water line, of the lot to which the dock is attached.
 - 1. For those docks connected to uplands zoned SHMU, or those located on Choctawhatchee Bay, a dock may be constructed to a length of 1.5 times the width of the property at the mean high-water line, provided the length of the dock not exceed the maximum length established by paragraphs F and G above.
 - 2. For the purpose of this subsection, lots may be combined with neighboring lots. However, no dock may exceed the limitations specified in subsection F above.
- N. No dock shall be constructed or modified such that slip density exceeds one slip per eight lineal feet of waterfront footage except that, on canals, no lot may have more than one slip per 45 linear feet of waterfront. However, all lots riparian to a canal shall be entitled to at least two slips on the canal.
- O. No boat or vessel, entering into, exiting or operating within the Destin Harbor shall operate at such speed that would create a wake that endangers other boats or vessels, swimmers or other persons within the Destin Harbor, or would contribute to any adjacent land erosion.
- P. No heated or cooled water may be emitted into the Harbor, waterways, or the Harbor canals other than from a boat.
- Q. No pier shall extend more than six feet into a canal right-of-way.
- R. No discharge of water shall contain phosphorous or any other substance likely to cause a violation of the water quality standards specified in Chapter 17-302, Florida Administrative Code.
- S. No dock or vessel shall be placed within the 25-foot setback of a property line without providing prior written notification to the adjoining landowners and requesting their response. Any objections received from the adjoining property owners will be considered by the Harbor and Waterways Board in their recommendations to the City Council.

- T. No dock shall unreasonably interfere with the riparian rights of others.
- U. No dock of 100 feet or longer shall be constructed unless a white navigation/security night-light is installed at the furthest point seaward on said dock and such light is to be illuminated continuously from dusk to dawn every night of the year. All existing docks 100 feet or longer shall install and operate a navigation/security light pursuant to this subsection. Each light shall be installed within 90 days after adoption of this Code.
- V. No commercially operated boat docking facilities shall be permitted or operated unless equipped with firefighting facilities as specified by the City.
- W. No construction shall be allowed which violates any provision of the Standard Building Code, as adopted by the City.
- X. No electrical or water service upon any dock shall be installed unless a permit is obtained from the Planning Department and Building Department for that service.
- Y. No person, while operating a boat within the or waterways of Destin shall allow or permit the disposal of fish carcasses, litter, waste, petroleum products or other pollutants into the Harbor or waterways of Destin from such boats.
- Z. No lot, or multi-contiguous lots, with less than 50 feet of waterfront footage shall be allowed individual docks, unless they are parallel to the shoreline. However, docks may be allowed under the provisions of subsection 11.05.01.M.2.

11.05.02. *Permitting procedures.* The following procedures shall be adhered to by persons desiring to construct a new dock or add to, alter or remodel, add riprap to, or reconstruct an existing dock:

- A. Persons desiring to construct a new dock or add to, alter, remodel, add riprap to, or reconstruct an existing dock shall apply for and obtain a permit and other authorization from the City prior to construction.
- B. Each applicant shall designate the location of his property on the or waterways of Destin and attach this to the building permit application and must complete the City application form(s).
- C. Application shall be made by filing with the City, the City's permit application form and a copy of the joint application form used by the United States Army Corps of Engineers, and the Florida Department of Environmental Protection, the requirements of which are expressly adopted herein as they existed on the effective date of this Code, and as they are hereafter amended by said respective agencies.
- D. A building permit shall be obtained from the City prior to beginning construction, in accordance with City ordinances.
- E. If the dock is to have more than two slips for commercial use or for use by persons other than the owner, the applicant/owner shall supply a certified copy, from the Okaloosa County Tax Appraiser, of all names, addresses, and property I.D. numbers of the owners of adjacent

waterfront property.

- F. The Harbor and Waterways Board shall review all timely received applications at the next regularly scheduled Harbor and Waterways Board meeting. The City Council shall take final action on the application within 30 days of receipt of all state and federal permits and the Board's recommendation.
- G. Marinas having ten or more slips and/or non-residential docking facilities shall require a public hearing before the City Council prior to approval.
- H. Building permits must be obtained within one year of final approval by the City Council or the approval expires and must be resubmitted for reconsideration by both the Harbor and Waterways Board and City Council. The project will be subject to all current regulations of the City.
- I. The application must be signed by the title of record owner(s) or any long-term lessee of the abutting upland property.
- J. Applications for permission for dock construction shall include scaled drawings, prepared and certified by a land surveyor or architect, if requested by the Harbors and Waterways Board at the public hearing, and said plans shall include at a minimum:
 - 1. Accurate measurements for depth and width in several locations in the vicinity of the proposed dock.
 - 2. Channels, shoals, obstructions, docks, markers, and proposed improvements.
 - 3. Accurate location of the applicant's shoreline, and the opposing shoreline with corresponding measurements.
 - 4. Riparian lines.
 - 5. Other site specific information.
- K. In water bodies of less than 100 feet in width, owners of property on the opposing shore to the proposed construction shall be provided with written notification of the proposed construction. Any objections received will be provided to the Harbor and Waterways Board and the City Council.
- L. Where multiple slips extend from the shore and on multiple-slip docks and for any slip in a canal, aerators or circulation devices shall be required as determined by the City. Such devices shall be required where it is determined that circulation is deemed to be interfered with by the proposed facilities.
- M. Shorelines shall require protection from erosion as determined by the City.
- N. A net positive environmental benefit (NPEB), equal to 25 percent of the cost of construction shall be made to the City of Destin by the applicant prior to issuance of a building permit for each construction project authorized by this Article, which is located within the Destin Harbor.

- O. No permit shall be issued by the City until the applicant obtains all authorizations and permits from federal and state agencies, and until the required NPEB funds are paid, if applicable.
- P. All applicants shall apply to the City and must receive preliminary approval for the proposed construction prior to taking any other action. Preliminary approval shall be considered for issuance by the City Council after review and recommendations of the Harbor and Waterways Board. If the application is for joint ownership of a dock, the applicant must obtain written permission from all title of record owners and long-term lessees of the abutting upland property. Upon approval of all appropriate federal and state agencies, final approval from the City Council shall be obtained before a permit is issued.
- Q. The following procedures shall apply to transferring permits:
 - 1. The permit is not transferable without the written consent of the City, which consent shall not be unreasonably withheld. The City Manager, or his designee, shall determine transferability upon recommendation of the Board. The decision may be appealed to the City Council.
 - 2. Whenever, during a construction project, a permittee transfers title of record to the abutting upland property or leases that property by long-term lease, a request by the original permittee shall be made to the City to transfer the permit. Forms for this purpose may be obtained from the City. Failure to apply for such a transfer within 30 days from the date the abutting upland property is sold or conveyed by long-term lease will result in an additional fee being charged to the original permittee by the City.
 - 3. At the time of transfer, all construction shall be inspected for compliance with the City's minimum plumbing, electrical and structural requirements and for compliance with the conditions of the existing permit. Fees for said inspections are set forth in Article 18 of this Code. All deficiencies shall be corrected prior to final transfer of the dock.
- R. All construction in the Harbor and waterways of Destin shall require a permit from the City.
- S. The applicant shall be responsible for personal injury or property damage which arises from construction and use of the project to the extent provided by common law.
- T. The City shall retain the right to revoke any permit issued under this Article if the health, safety or welfare of any person or property is in jeopardy, or for any other good cause. If the applicant fails to remove such structure within the time specified upon revocation of the permit, the City shall have the right to immediately remove the same at the cost and expense of the applicant. Good cause shall include, but not be limited to, violation of any permit conditions, or any provision of this Article.
- U. Upon completion of a dock, or other structure requiring a construction permit, a final inspection shall be conducted by the City. After the final inspection is complete, a certificate of occupancy will be issued which shall be a permanent permit for such dock or structure.

11.05.03. *Inspection and repairs.* All construction shall be inspected by the City Building Inspector for compliance with applicable building codes. The permittee shall be responsible for the condition and repair of permitted docks and failure to maintain said docks in a safe condition shall constitute grounds for revocation of the permit.

11.05.04. *Permit revocation.* The City reserves full right, power and authority to revoke a permit at any time for good cause. In the event that permittee fails to remove said structure within the time specified upon revocation of the permit, the City shall have the right to immediately remove same at the cost and expense of the permittee. Good cause shall include, but not be limited to, violation of any permit condition, or any provision of this ordinance.

11.05.05. *Liveaboards.* Except in an emergency, no person(s) shall live aboard any boat in Harbor and waterways of Destin for a period exceeding 48 hours without notifying the Environmental Officer, or other City official as designated by the City Manager, and receiving a registration permit. In cases of an emergency, such notification shall be given to the Environmental Officer within three hours after the immediate emergency situation ceases. Proof that each live-aboard boat has an operable holding tank must be furnished to the Environmental Officer at time of notification. All liveaboards must comply with all applicable regulations of the U.S. Coast Guard, Florida Marine Patrol, and City of Destin.

11.05.06. *Joint ownership docks.* Permits may be granted for joint ownership of a dock at the common riparian boundary, subject to the following conditions:

- A. No permits shall be granted to persons other than the title of record owner or long-term lessee of the abutting upland property.
- B. The permit application must be signed by the owner of record or long-term lessee of all abutting upland property having access to the facility.
- C. The permit shall provide that all parties shall have equal rights under the permit and shall be held jointly responsible for compliance with all rules, regulations and conditions set forth in the permit and this ordinance.
- D. The regulations for setbacks apply to joint ownership docks with the exception that docks may be extended over the common property lines.

11.05.07. *Permit for maintenance and cosmetic improvements.* The City Manager, or his designee, may issue permits within the Harbor and waterways of Destin for which maintenance or cosmetic improvement is accomplished to existing facilities. No permit shall be issued for facilities which do not conform to the standard Harbor drawings and the adopted marina siting requirements.

11.05.08. *Registration of structures.* All existing docks, seawalls and bulkheads located within the Harbor and waterways of Destin shall be registered with the City as follows:

- A.

The title of record or long-term lessee of all existing structures at the time of adoption of this ordinance shall register such structure with the City within 90 days after adoption of this ordinance.

- B. Each structure shall be re-registered upon any change in ownership or long-term lessee of the abutting upland property.
- C. The City shall be notified upon the expiration of an existing long-term lease by the title of record owner of the abutting upland property.
- D. The City shall be notified by the title of record owner and long-term lessee of the abutting upland property upon the destruction of 50 percent of the replacement value of the structure. The City shall maintain a registration of all docks, seawalls and bulkheads located within the Destin Harbor.

11.05.09. *Exceptions.* Exceptions from the provisions of Section 11.05.01 are as follows:

- A. The Board of Adjustment may approve an exception for docks and pilings to be extended beyond the limits allowed in paragraphs M and N of Section 11.05.01 provided that, in addition to the criteria listed in Section 2.25.03.G, the following criteria is also met:
 - 1. That site-specific environmental conditions would impede placement of slips near or next to the shoreline.
 - 2. That site specific environmental conditions exist that prohibit dredging.
 - 3. That the proposed layout of the dock and pilings does not create a hazard to navigation.
 - 4. That no additional slips are obtained than would otherwise fit into a dock of the maximum size allowed without the exception.

11.05.10. *Reconstruction of existing facilities.* For existing facilities which are damaged by accidents, vandalism, ordinary wear and tear or acts of God, the provisions of paragraphs F, G, M, and N of Section 11.05.01 shall not be applicable to reconstruction so long as the damaged facilities are reconstructed in the same or lesser dimensions and so long as the construction permit is applied for from the City within six months of the sustaining damage.

11.05.11. *Penalties.* Any person found in violation of this article shall be punished by a fine not exceeding \$500.00 or imprisoned for a term not exceeding 60 days or by both such fine and imprisonment. Each day any violation of any provision of this Code continues shall constitute a separate offense.

(Ord. No. 152.40, § 3, 8-6-01; Ord. No. 05-13-LC, § 13, 8-22-05; Ord. No. 07-21-LC, §§ 17, 18, 5-7-07; Ord. No. 07-46-LC, § 3, 12-17-07; Ord. No. 09-01-LC, § 3, 2-17-09; Ord. No. 20-02-LC, § 3, 2-18-20)

Editor's note— As of June 1, 1997, this section (§ 11.05.04 excepted) is superseded by Ord. No. 87.1 (codified as City Code ch. 5, art. III). See appendix B hereto.

5003.16
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MEMORANDUM OF UNDERSTANDING

THIS AGREEMENT is made and entered into this 7th day of August of 1995 by and between the Florida Department of Environmental Protection (hereinafter "DEP") and the City of Destin (hereinafter "City"), a political subdivision of the state of Florida.

Article 1. Background and objectives.

WHEREAS, Destin Harbor has experienced significant water quality degradation over the past 50 years from a variety of uncontrolled sources, including untreated stormwater; and

WHEREAS, the City and DEP recognize that Destin Harbor is a vital economic resource of the City due to its unique location and use as a harbor for recreational, sport and commercial fishing vessels; and

WHEREAS, the City, in coordination with the Northwest Florida Water Management District and DEP has implemented a pumping system to attempt to improve water quality in the Destin Harbor caused by past pollutant loading; and

WHEREAS, Section 5-55 (12) of the City's Code of Ordinances limits the number of boat slips within the harbor, and the City has created a harbor master position to police and protect Destin Harbor; and

WHEREAS, the City is committed to further restoration measures and protection of Destin Harbor by implementing a stormwater retrofit and maintenance program to correct and treat currently untreated stormwater discharging into Destin Harbor from Highway 98; and

WHEREAS, the City has made application to Florida Department of Transportation for an ISTEA grant in the amount of FOUR HUNDRED AND FIFTY THOUSAND DOLLARS (\$450,000), which is independent of the DEP's wetland resource permitting actions, to begin the

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process of designing a specific stormwater treatment system to treat stormwater prior to discharge off of U.S. Highway 98 into Destin Harbor; and

WHEREAS, the City has adopted an ordinance, which creates the Destin Harbor Stormwater Trust Fund and which is specifically designated for the funding and implementation of a stormwater retrofit program of untreated stormwater discharge off of U.S. Highway 98 in Destin Harbor; said ordinance does not assess a fee on single family docks and further provides that older docks, which do not increase the number or size of slips in the Destin Harbor will be charged no fee; and

WHEREAS, the funding will include the assessment of a fee in an amount to be determined by the DEP for each new commercial or multifamily residential slip which may only be used for the construction and maintenance of stormwater treatment facilities discharging into Destin Harbor, and which facilities must be approved by the DEP and permitted under Part IV of Chapter 373, Florida Statutes and Title 62 of the Florida Administrative Code; and

WHEREAS, DEP recognizes that the approved program may be offered in lieu of mitigation by an individual applicant to construct or rehabilitate commercial or multifamily slips by making deposits to the previously mentioned trust fund for stormwater retrofit.

NOW, THEREFORE in consideration of the premises and covenants contained herein, the parties agree as follows:

Article 2. Statement of Work.

1. The City shall be responsible for the collection of the fees required in Ordinance No. 275 adopted by the City and agreed to by DEP as set forth in the stormwater retrofit

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ordinance. Said funds shall be deposited by the City into the City Destin Harbor Stormwater Treatment Fund (DHSTF) and shall not be co-mingled with any other City funds.

2. The City may only disburse funds from the DHSTF in accordance with the provisions of the ordinance for the specific purpose of constructing stormwater treatment facilities and maintenance thereof as set forth in Ordinance 275.

3. In the event it is determined the City has excess funds exceeding the amount needed for the construction and maintenance of the stormwater facilities, which facilities must be approved by the DEP and permitted under Part IV of Chapter 373, Florida Statutes and Title 62 of the Florida Administrative Code, the City may disburse any excess funds for other water quality improvement projects benefitting the harbor as mutually agreed to by the City and DEP.

4. The City shall keep detailed accounting records which conform with generally accepted accounting principles which shall include but not be limited to cash receipt journal, cash disbursement journal, general ledger and all other subsidiary ledgers as reasonably necessary. All such reports shall be retained by the City for at least fifteen years from the execution of this Agreement.

5. The City shall provide access to all its records which relate to this Agreement and agrees to provide such assistance as necessary to facilitate their review when necessary by DEP to insure compliance with the County and financial standards. DEP shall have the right to access all such records for for at least fifteen years from the execution of this Agreement.

6. The City shall make all records or documents which relate to this Agreement available to DEP at the official office of the City during regular business hours.

7. Nothing in this Agreement shall be construed as relieving any party or individual applicant of the duty to comply with other applicable federal, state or local laws, regulations or ordinances either presently in existence or as may be amended or delegated to DEP in the future.

Article 3. Term of the Agreement Extension.

A. Initial Term. This Agreement shall be for an initial term of ten years beginning from the date of execution.

b. Extension Terms. This Agreement may be extended upon the same terms and conditions by mutual written agreement of both parties.

C. Continuation of this Agreement in whole or in part will be contingent upon the availability of funds.

Article 4. Key Officials.

THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION:

The Secretary or authorized delegatee will provide review and approval of all terms of all agreements and will exercise the authority to approve conduct of any cooperative projects with regards to the conditions contained herein. The Chief of the Bureau of Submerged Land and Environmental Resources shall act as the authorized technical representative for DEP with regard to the technical scope of this Agreement. DEP shall provide written notice to the City of any changes in key officials within four weeks of any such change.

THE CITY OF DESTIN:

The City Planning Director shall act as the authorized technical representative for the City with regard to the technical scope of this Agreement. The City shall provide written

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notice to DEP of any changes in authorized technical representatives within four weeks of such change.

1. Semiannual reports shall be generated by the City concerning implementation of the stormwater retrofit program as approved by the DEP.

2. The City shall provide to DEP a semiannual statement, in writing showing the net amount remaining in the DHSTF.

3. The City shall submit an annual report to DEP for the previous fiscal year, October 1 through September 30, due June 1 of every year thereafter detailing the amount of monies collected and disbursed, including any disbursement to the City for administrative costs concerning implementation of this Agreement.

Article 5. Amendment.

This Agreement may be modified by amendment upon mutual written agreement of both parties.

Article 6. Termination.

A. This Agreement shall terminate automatically unless the same is extended pursuant to Article 3 by mutual written agreement prior to expiration of the date of this Agreement. If there is money left in the fund at the time of termination, then all monies must be disbursed to implementation of any part of the proposed stormwater treatment facility or other mutually agreed upon water quality improvement program benefitting the harbor.

B. This Agreement may be terminated by mutual agreement of the parties at any time provided that all monies have been committed and/or disbursed to implementation of any part

of the proposed stormwater treatment facility or other mutually agreed upon water quality improvement program benefitting the harbor.

Article 7. Notices.

All notices required or permitted to be given under the terms and provisions of this Agreement by either party to the other shall be in writing and shall be sent by registered or certified return receipt requested to the parties as follows: P.O. Box 399, Destin, Florida 32540,
2600 Blair Stone Road
 for the City, Tallahassee, FL 32399 for DEP, or to such other address as hereinafter be provided by parties in writing. Notices by registered or certified mail shall be deemed received on the delivery date indicated by the U.S. Post Office on the return receipt.

Article 8. Venue.

Any litigation hereunder shall be brought in the applicable state or federal courts in Okaloosa or Leon County, Florida. The terms and conditions set forth in this Agreement may be enforced in a court of competent jurisdiction as provided by Florida law.

IN WITNESS THEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives on the last day and year noted below.

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

By: Kirby B. Wetherell
 Virginia B. Wetherell, Secretary

Date: 8/14/95

CITY OF DESTIN
 By: [Signature]
 Mayor

Date: 8-9-95

Attest:

Carolyn L. Smith

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Deputy Clerk

Approved by the DEP Attorney
for form and legal sufficiency:

Sybil Standaell

Approved by the City Attorney
for form and legal sufficiency:

Robert E. McFarland

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~~MAG 600~~
5003.16

ORDINANCE NO. 275

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RELATING TO CREATION OF A DESTIN HARBOR STORMWATER TRUST FUND; PROVIDING FOR AUTHORITY; PROVIDING FOR CONTRIBUTIONS TO THE DESTIN HARBOR STORMWATER TRUST FUND IN LIEU OF MITIGATION PAYMENTS TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION; PROVIDING FOR A SEPARATE BANK ACCOUNT FOR DESTIN HARBOR STORMWATER TRUST FUNDS; PROVIDING THAT THE CITY ADMINISTER AND MONITOR THE TRUST FUND; PROVIDING FOR CONSTRUCTION AND MAINTENANCE OF A STORMWATER RETRO FIT FACILITY; PROVIDING FOR A MAINTENANCE BUDGET; PROVIDING FOR USE OF EXCESS FUNDS FOR OTHER WATER QUALITY PROGRAMS TO BENEFIT DESTIN HARBOR; PROVIDING FOR ACCESS BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION TO ALL CITY FINANCIAL AND OPERATING RECORDS RELATING TO THE DESTIN HARBOR STORMWATER TRUST FUND; AND PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the harbor in the City of Destin (hereinafter the "harbor") has experienced significant water quality degradation over the past 50 years from a variety of uncontrolled sources, including untreated stormwater; and

WHEREAS, the City and the Florida Department of Environmental Protection (hereinafter referred to as "DEP") recognize that the harbor is a vital economic resource of the City due to its unique location and use for recreational, sport and commercial fishing vessels; and

WHEREAS, the City, in coordination with the Northwest Florida Water Management District and DEP has implemented a pumping system to attempt to improve water quality in the Destin Harbor caused by past pollutant loading; and

WHEREAS, Section 5-55 (12) of the Code of Ordinances of the City of Destin limits the number of boat slips within the harbor and creates a harbor master to protect the harbor; and

WHEREAS, the City is committed to further restoration measures and protection of the harbor by establishing a stormwater treatment facility and maintenance program to correct and treat currently untreated stormwater discharging into the harbor from Highway 98 and its surrounding drainage basins; and

WHEREAS, the City is desirous of creating a separate trust fund to construct and maintain facilities to treat stormwater discharge from U.S. Highway 98 and its surrounding drainage basins.

BE IT ORDAINED by the City Council of Destin, Florida, as follows:

SECTION 1. PROVIDING FOR AUTHORITY. The authority for enactment of this ordinance is Article 1, Section 1.01(b) of the City Charter and Section 166.021, Florida Statutes.

SECTION 2. MITIGATION FUNDS. Any funds required by the DEP to be paid to the City of Destin in lieu of mitigation as defined in Section 373.414(1)(b), Florida Statutes by an applicant to construct or rehabilitate commercial or multi-family residential boat slips in the harbor shall be deposited into the Destin Harbor Trust Fund. These funds are to offset mitigation for water quality impacts pursuant to Section 403.918(2)(b), Florida Statutes.

SECTION 3. CREATION OF BANK ACCOUNT The City shall create a separate interest bearing trust account entitled "Destin Harbor Stormwater Trust Fund", and all mitigation funds received for new commercial, multi-family or residential boat slips shall be deposited directly into this bank account. The funds placed in this bank account shall not be commingled with any other funds of the City of Destin.

SECTION 4. ADMINISTRATION OF TRUST FUNDS The City shall monitor the construction and maintenance of the stormwater treatment facilities. The City Finance Officer shall file a report to the City Council on a semi-annual basis concerning the budget for the Destin Harbor Stormwater Trust Fund.

The City Finance Officer shall keep detailed accounting records of the use of Destin Harbor Stormwater Trust Funds which conform with generally accepted accounting principals and such records shall be maintained by the City for at least five years. The City shall provide complete access to the Florida Department of Environmental Protection of all of its records which in any way relate or pertain to the Destin Harbor Stormwater Trust Fund. As part of its record keeping and budget report, the City shall submit an annual report to the Florida Department of Environmental Protection for the previous fiscal year (October 1 through September 30) and said report shall be delivered to the Florida Department of Environmental Protection on June 1 of every year.

SECTION 5. STORMWATER TREATMENT FACILITIES. The City shall use funds from the Destin Harbor Stormwater Trust Fund account for the construction and maintenance of stormwater treatment facilities, which will treat the stormwater discharge from U.S. Highway 98 and other drainage basins prior to entering the harbor. The construction of the treatment facilities shall be in accordance with plans and specifications provided by the Florida Department of Transportation and approved by the Florida Department of Environmental Protection. Exhibit "A" attached to this ordinance and made a part hereof shows the approximate locations of the three outfalls and the approximate basins for each treatment facility.

SECTION 6. MAINTENANCE OF THE STORMWATER FACILITIES. After the construction of the aforementioned stormwater treatment facilities, funds remaining in Destin Harbor Stormwater Trust Fund account shall be used for the maintenance of the stormwater

treatment facilities. After one year of operation, an annual budget for the maintenance of the facilities for the following year shall be established. The annual budget shall be approved by the City Council.

SECTION 7. USE OF EXCESS FUNDS FOR GENERAL HARBOR RESTORATION. After the aforementioned annual budget is established and approved for the next year, then any funds collected during the subsequent year and deposited in the Destin Harbor Stormwater Trust Fund account in excess of the required budget for annual maintenance of the stormwater facilities and construction of any additional stormwater facilities, if necessary, may be used by the City for other water quality programs benefitting the harbor.

SECTION 8. SEVERABILITY Each separate provision of this ordinance is deemed independent of all other provisions herein so that if any portion or revision of this ordinance is declared invalid, all other provisions thereof shall remain valid and enforceable.

SECTION 10. EFFECTIVE DATE This ordinance shall be effective upon its adoption by City Council and signature of the Mayor.

ADOPTED: July 3, 1995
BY: Gary L. Alden
Gary L. Alden, Mayor

ATTEST:

Philip G. Cook
Philip G. Cook, City Manager

Carolyn Lee Garrett
Carolyn Lee Garrett, City Clerk

The form and legal sufficiency of the foregoing has been reviewed and approved by the City Attorney.

Robert E. McGill, III
Robert E. McGill, III
City Attorney

First Reading: 6-19-95
Second Reading: 7-3-95

X-2.a.

REPORT AND RECOMMENDATION

TO: CITY COUNCIL

FROM: HARBORS AND WATERWAYS BOARD

THRU: PHILIP COOK, CITY MANAGER
JANE MOORE, DIRECTOR PLANNING AND ZONING

SUBJECT: HARBOR BOARD RECOMMENDATION REGARDING EXEMPTIONS TO NET
POSITIVE ENVIRONMENTAL BENEFIT ASSESSMENTS

DATE: OCTOBER 2, 1995

ISSUE:

To establish standard operating procedures for issuing NPEB credits and to establish NPEB exemptions.

BACKGROUND:

The Destin Harbors and Waterways Board held a public workshop on July 31, 1995 to discuss whether boat lifts should be exempt from NPEB assessment. There was also discussion at the September 25, 1995 meeting regarding NPEB credits and exemptions.

DISCUSSION:

The Harbors and Waterways Board discussed the assessment of credits and exemptions for NPEB assessments. The consensus of the board is to include the following as credits and exemptions

NPEB CREDITS

- 1) Sewage Pump Out Stations (when it is not required by DEP)
- 2) Planting of Aquatic vegetation along shoreline for erosion control and sea grasses to improve the harbor ecosystem.
- 3) Establishing and maintaining a Used Oil Recovery Station.
- 4) Removal of creosote pilings. (This does not apply if existing pilings can not be used for new project.)
- 5) Stormwater outfall improvements.
- 6) Contributions to Stormwater Management Trust Fund.
- 7) Difference of cost of pre-stress pilings up to 50% of the NPEB assessment.

NPEB EXEMPTIONS

- 1) Boat lifts installed on existing pilings.**NPEB will be assessed on the installation of new pilings only.**
- 2) Electrical
- 3) Water
- 4) Telephone
- 5) Cable Television

FINANCIAL IMPACT:

The Harbors and Waterways Board feels a person should not be made to pay an NPEB assessment on items that do not contribute to the degradation of the Harbor or items that they consider to be accessories.

RECOMMENDATION:

Harbors and Waterways Board recommends NPEB credits and exemptions as listed above.

SUGGESTED MOTION:

Move that Council approve NPEB credits and exemptions listed above.

REPORT REVIEWED AND APPROVED BY:

City Manager
Planning Director
Environmental Officer

Initial

Date

PC
BB

9.27
9-27-95
9-28-95

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CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

City Manager Report**AGENDA OUTLINE NUMBER:**

4.H.

TO: City Council**THRU:** Louis Zunguze, Community Development Director
Kimberly Kopp, City Attorney
Lance Johnson, City Manager
Krystal Strickland, Finance Director**FROM:** Jeffrey Cozadd, Grants Manager**DATE:** September 27, 2023**SUBJECT:** Undergrounding Overhead Utilities - FPL BCE and Conversion Agreement

I. BACKGROUND: On November 1st, 2021, the City of Destin executed Ordinance 21-22-CN granting Gulf Power and its successors an electric franchise. This agreement was accepted by Gulf Power with an effective date of November 17, 2021. This franchise agreement increased the franchise fee from 4% to 6% of billed revenues for a period of 30 years (Section 5 and Section 3) and restricted the new 2% towards undergrounding of overhead utilities. Section 3 (c) of this agreement included a deadline of two years after the acceptance date to complete negotiations and to execute an Underground Facilities Conversion Agreement for phase one. Gulf Power subsequently merged with Florida Power & Light (FPL).

In March 2021, the City of Destin executed an agreement with Utility Consultants of Florida (UCoF) to manage the conversion project. The first task order was to create an opinion of probable cost delivered to the City in December 2021. Subsequently, UCoF has worked closely with FPL's engineers, other telecom carriers with overhead infrastructure, and property owners within the Phase One area to consolidate data for cost estimates from the overhead utility carriers.

2023-7105

The City team, including the city's attorney Schef Wright, has negotiated the final set of agreements (discussed below) with FPL that will cover undergrounding FPL facilities. UCoF has received revised data from the telecom providers with specifics to underground 5.69 (conduit) miles at an estimated cost of \$11.5 - \$14.8 million. This amount includes many lateral feeds and the replacement of over 100 streetlights within the corridor along Highway US98 from the Marler Bridge to Airport Road.

At the September 18, 2023 regular council meeting, UCoF presented their updated cost estimate with options to have the utility carriers complete the conversions to underground the utilities or to have the City hire an FPL-approved contractor to provide labor and project management to accomplish the conversion. The council moved to bring forth an RFP for the City to hire an FPL-approved General Contractor to convert the overhead utilities to underground.

II. DISCUSSION: There are four contracts that embody the City's and FPL's agreements for the conversion of FPL's facilities for the Phase 1 Project. These agreements must be executed before November 17, 2023.

1. Underground Facilities Conversion Agreement (UFCA) for the 3.25 mile portion of Phase 1.
2. UFCA for the 2.44 mile portion of Phase 1.
3. Applicant-Installed facilities agreement that provides for the City's contractors to perform the work.
4. Right-Of-Way Agreement that provided FPL the right to use the City's ROWs for its underground distribution facilities.

These agreements are presented here for Council's approval. Note that the cause for the 3.25 miles portion is zero, because of the favorable storm cost credit the City was able to negotiate with FPL. The cost for the 2.44 mile portion and thus the total cost to paid to FPL, is approximately \$690,000.

Next steps in the project include the following.

Once the City and FPL have executed the above agreements, the City will make the first payment (approximately \$690,000 from Electric Franchise Fee cash on hand) and FPL will order the materials. Conduit and transformers should arrive within 20 - 30 weeks of ordering.

Undergrounding Agreements will be negotiated this fall with the telecom providers, to pin down costs and to allow them to order the materials to move their equipment from the poles.

If materials are ordered in November 2023, we estimate the undergrounded utilities will be ready to "go live" by September 2025.

Financing required for the construction phase will be planned in the December 2023 - February 2024 timeframe when more of the estimates are replaced with firm figures. The financing of this project will include use of cash on hand and debt in the form of either a

bank loan or a bond issuance. The City's finance advisory team, which includes Ford & Associates and BMO Law will assist in identifying optimal terms and will assist with writing a financing request for proposals (RFP) or writing an official statement and possibly attaining a credit rating or two for the City.

A. Link to Strategic Goals / Objectives: 2024 Council Objectives:

1.3 Underground Utilities

B. Effect on Budget (EOB): The FPL franchise fee funds have been committed to support the Undergrounding project.

Budget Impact		
		31553977-565000-
		UNDER
		Elec Franch Fee
		\$ 2,000,000
FY 24 Adopted Budget*		2,000,000
Previous Expenses/Encumbrances		-
Available Program Budget		2,000,000
This Agreement +(-)		(688,614)
FY 24 Remaining Program Budget		\$ 1,311,386

**FY 24 Adopted Budget includes Budget for Prior Year Encumbrances*

C. Level of Service (LOS): Increased level of service

D. Legislative Sponsor:

III. CONCLUSION: Staff recommend approval of the attached binding cost estimate and conversion agreement with FPL.

IV. RECOMMENDED MOTION: I move to allow the City Manager to execute the binding cost estimate and the overhead utility conversion agreements with FPL.

Attachments:

1. ORD 21-22-CN Acceptance.Fully Executed 2021 1119
2. ORD 21-22-CN Electric Franchise Agreement executed
3. UG Facilities Conversion Agrt - 3.25 Mile Portion.COMPLETE FOR COUNCIL.10-10-1023
4. UG Facilities Conversion Agrt - 2.44 Mile Portion.COMPLETE FOR COUNCIL.10-10-1023
5. Applicant-Installed Facilities Agreement for UG Conversion.Phase I.COMPLETE FOR COUNCIL.10-10-

2023-7105

ITEM #

- 2023
6. ROW Agmt.For UG Conversion
Plan.FINAL.10-12-2023

ACCEPTANCE OF ELECTRIC FRANCHISE
ORDINANCE NO. 21-22-CN
BY GULF POWER COMPANY

City of Destin, Florida

Gulf Power Company does hereby accept the electric franchise in the City of Destin, Florida, granted by Ordinance No. 21-22-CN, being:

AN ORDINANCE GRANTING TO GULF POWER COMPANY, ITS SUCCESSORS AND ASSIGNS, AN ELECTRIC FRANCHISE, IMPOSING PROVISIONS AND CONDITIONS RELATING THERETO, PROVIDING FOR MONTHLY PAYMENTS TO THE CITY OF DESTIN, AND PROVIDING FOR AN EFFECTIVE DATE.

which was passed and adopted on November 1, 2021.

This instrument is filed with the City of Destin, Florida, in accordance with the provisions of Section 17 of said Ordinance.

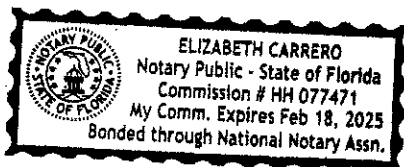
GULF POWER COMPANY

By

Michael Spoor, Vice President

STATE OF FLORIDA
COUNTY OF OKALOOSA

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this 17th day of Nov., 2021 by Michael Spoor of Gulf Power Company, a Florida corporation, on behalf of the corporation. He/she is personally known to me or has produced _____ as identification.



Elizabeth Carrero
NOTARY PUBLIC Signature

I HEREBY ACKNOWLEDGE receipt of the above Acceptance of Electric Franchise Ordinance No. 21-22-CN by Gulf Power Company, and certify that I have filed the same for record in the permanent files and records of the City of Destin, Florida on this 19th day of November, 2021.

(SEAL)

[Signature]
City Clerk, Destin, Florida

ORDINANCE NO. 21-22-CN

AN ORDINANCE GRANTING TO GULF POWER COMPANY, ITS SUCCESSORS AND ASSIGNS, AN ELECTRIC FRANCHISE, IMPOSING PROVISIONS AND CONDITIONS RELATING THERETO, PROVIDING FOR MONTHLY PAYMENTS TO THE CITY OF DESTIN, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Destin ("City") finds it in the public interest to ensure that all areas within its limits are adequately provided with high-quality and reliable electric service; and

WHEREAS, the City and Gulf Power Company ("Gulf Power") were previously parties to a franchise agreement embodied in the City's Ordinance No. 048, as amended; and

WHEREAS, the City has determined that the public health, safety, and welfare will be promoted and served by converting the existing overhead electric facilities within the City to underground facilities; and

WHEREAS, despite good-faith efforts by both the City of Destin and Gulf Power Company, the parties have not yet reached an agreement on the costs, terms, and conditions for converting the existing overhead electric facilities in the City to underground facilities; and

WHEREAS, the City and Gulf have continued negotiating toward an appropriate and mutually acceptable agreement for the undergrounding of overhead electric facilities in the City and for a new franchise agreement

predicated on the achievement of such a mutually acceptable undergrounding agreement; and

WHEREAS, the City of Destin finds it in the public interest to retain control over the use of public rights-of-way by providers of electricity to protect the public health, safety, and welfare, to ensure against interference with the public convenience, to promote aesthetic considerations, to promote planned and efficient use of limited right-of-way space, and to protect the public investment of right-of-way property; and

WHEREAS, the City of Destin finds that the granting of this franchise is the best means of assuring that the above-described interests of the City are promoted;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA:

Section 1. In consideration of the mutual benefits that will accrue to the City of Destin, sometimes referred to as the Grantor herein or as the "City," and the inhabitants thereof, on the one hand, and to Gulf Power Company, a corporation under the laws of the State of Florida, its successors and assigns, hereinafter sometimes referred to as the Grantee (or "Gulf"), on the other hand, the City of Destin hereby gives and grants to the Grantee the nonexclusive right, authority, privilege, and franchise to construct, erect, suspend, install, extend, renew, repair, maintain, operate, and conduct in said City of Destin's public rights-of-way a system of electric light and power facilities, including, without limitation, conduits, poles, wires,

transformers, meters, transmission and distribution lines, and all other facilities installed in conjunction with or ancillary to all of the Grantee's operations (hereinafter called "Grantee's Facilities" or "Facilities"), for the purpose of supplying electricity and other electricity-related services incidental thereto to the Grantor and its successors and assigns, to the inhabitants of the City and to business entities operating therein, and to persons and business entities beyond the corporate limits of the Grantor who purchase electric service from Gulf (collectively, all such inhabitants and business entities that purchase electric service from Grantee are sometimes referred to herein as "Customers"). As used in the preceding sentence, the term "other electricity-related services" means Gulf's facility-to-facility data capabilities over the lines to identify faults, load information, and other data necessary or helpful to the provision of electric service, and which do not include any services that are sold separately to any entity. As used herein, the terms "public rights-of-way" and "Grantor's public rights-of-way" shall mean property or any interest therein that is acquired for or devoted to a public road, including but not limited to, roadways, highways, streets, or bridges for which the City is the authority and may lawfully grant access to pursuant to applicable law, and includes the surface, the air space over the surface, and the area below the surface of such places. The rights and privileges granted hereby do not extend to any other public places of any type whatsoever, that are administered by the Grantor but not located in any space within the specific definition of the Grantor's public rights-of-way set forth hereinabove, or to any similar places. The determination of whether a public place or public space is part of Grantor's public

rights-of-way is within the sole and sound discretion of the Grantor and, except as to whatever statutory rights the Grantee may have to install its facilities in certain road rights-of-way, which may be determined by a court of competent jurisdiction, as necessary, the Grantor's determination may not be challenged in any way in any venue.

As appropriate to the context, each of the City and Gulf may be referred to herein individually as a "Party," and they may be referred to collectively as the "Parties" to this Franchise Agreement. This Ordinance and the mutual agreements created by this Ordinance and the Grantee's acceptance hereof are referred to herein as "the Franchise" or "the Franchise Agreement." The rights and privileges granted hereby are expressly subject to all of the provisions and limitations contained in this Franchise Agreement, including, expressly but without limitation, the Grantor's reserved Right to Purchase established herein and all provisions relating to the Grantor's right and ability to exercise that Right to Purchase as provided in various sections of this Franchise Agreement.

Section 2. The Facilities of the Grantee shall be installed, located or relocated, erected, maintained, and operated in accordance with good engineering practices and so as to not unreasonably interfere with vehicular (including bicycles) and pedestrian traffic over the public rights-of-way or with reasonable egress from and ingress to abutting property. To avoid conflicts with traffic, the location or relocation of all facilities shall be made as representatives of the Grantor may prescribe in accordance with the Grantor's reasonable rules and regulations with

reference to the placing and maintaining in, under, upon, along, over and across said public rights-of-way; provided, however, that such rules or regulations (a) shall not prohibit the exercise of the Grantee's right to use said public rights-of-way for reasons other than unreasonable interference with vehicular (including bicycles) and pedestrian traffic, (b) shall not unreasonably interfere with the Grantee's ability to furnish reasonably sufficient, adequate and efficient electric service to all of its customers, and (c) shall not require the relocation of any of the Grantee's facilities installed before or after the effective date hereof in public rights-of-way unless or until widening or otherwise changing the configuration of the paved portion of any public right-of-way used by motor vehicles causes such installed facilities to unreasonably interfere with motor vehicular traffic. Such rules and regulations shall recognize that above-grade facilities of the Grantee installed after the effective date hereof should be installed near the outer boundaries of the public rights-of-way to the extent possible.

Any and all Facilities of the Grantee shall further be installed, operated, and maintained in compliance with the most current edition of the National Electrical Safety Code and all applicable provisions of the Florida Administrative Code applicable to such facilities. The Grantee's rights to operate its Facilities are and shall remain subject to all applicable valid rules and regulations of the City of Destin, Okaloosa County, the State of Florida, and the United States, as such rules and regulations may be amended from time to time.

When any portion of a public right-of-way is excavated by the Grantee in the location or relocation of any of its facilities, the portion of the public right-of-way so excavated shall within a reasonable time be replaced by the Grantee at its expense and in as good condition as it was at the time of such excavation. The Grantor shall not be liable to the Grantee for any cost or expense in connection with any relocation of the Grantee's facilities required under subsection (c) of this Section, except, however, the Grantee shall be entitled to reimbursement of its costs from persons other than the Grantor as may be provided by law.

The Grantor shall in no way be liable or responsible for any accident or damage that may occur in the construction, operation or maintenance by the Grantee of its facilities hereunder, and the acceptance of this Franchise shall be deemed an agreement on the part of the Grantee to indemnify the Grantor and hold it harmless against any and all liability, loss, cost, damage or expense which may accrue to the Grantor by reason of the negligence, default or misconduct of the Grantee in the construction, operation or maintenance of its facilities hereunder.

Section 3. (a) Subject to the Grantor's Right to Purchase the Grantee's electric Facilities in the City pursuant to this Section 3 hereof (hereinafter the City's "Right to Purchase"), the Franchise granted by this Ordinance shall exist and continue for a period of thirty (30) years from the Effective Date of this Ordinance.

(b) As a condition precedent to the effectiveness of this Franchise, Grantor does hereby reserve and the Grantee hereby gives and grants to the said Grantor the irrevocable right, at and after the expiration or termination of this Franchise as

set forth in Section 12 herein or upon the occurrence of certain potential events as expressly specified in Section 3(c) herein, to purchase the Grantee's Facilities and other property, including vehicles, equipment, materials, supplies, and real property and real property interests and any improvements and fixtures on such real property, within the Grantor's corporate limits subject to this Franchise used under or in connection with the Franchise hereby granted. The amount to be paid shall include the reproduction cost of the property sought to be acquired, less depreciation, together with the going concern value and severance costs. All closing costs of such purchase shall be borne by Grantor. If the Grantor and Grantee are unable to agree upon the amount to be paid, the amount shall be determined in a declaratory action which may be instituted by either Grantor or Grantee. Each party shall bear its own experts' and attorneys' fees and costs incurred in connection with such declaratory action. For clarity, the Grantee's property and property interests other than its Facilities, as defined above, including all real property, interests in real property, any improvements or fixtures on such real property, vehicles, equipment, materials, and supplies, are also subject to the Grantor's Right to Purchase; for convenience, all such property other than the Facilities are referred to herein as "Related Property."

(c) To promote the public health, safety, and welfare of the inhabitants of the City of Destin and of all persons and entities who live, work, and conduct their business therein, Grantor plans to undertake the conversion of all overhead utility facilities, including the Grantee's electrical distribution facilities, that are presently

installed using overhead technologies, within the Grantor's corporate limits to underground facilities. Grantor hereby affirms that it recognizes that, as the conversion of Grantee's overhead facilities to underground facilities is completed and each section or area of underground electrical facilities becomes operational, those facilities will be owned by the Grantee. Both Grantor and Grantee further recognize and affirm that such underground facilities will be part of Grantee's Facilities that the Grantor would acquire pursuant to its Right to Purchase as set forth herein, in the event that the Grantor exercises its Right to Purchase. As of the Effective Date of this Franchise, the Grantor and Grantee have been negotiating and continue to negotiate a definitive agreement, subject to and in accordance with the applicable rules of the Florida Public Service Commission, as to the terms and conditions, including cost allocation and Contributions in Aid of Construction ("CIAC"), for the conversion of the Grantee's overhead electric facilities to underground facilities, and the Grantor and Grantee hereby covenant to continue negotiations toward such definitive agreement in good faith. It is anticipated that the entire conversion project will be achieved in a gradual series of smaller conversion projects, each encompassing a distinct portion of the City. As used in this Franchise, the term "phase" means any one of the smaller conversion projects encompassing a distinct portion of the City. In the event that such negotiations have not resulted in an executed definitive agreement substantially in the form attached as Exhibit 1, Underground Facilities Conversion Agreement, between the Grantor and Grantee for at least one phase of the entire

conversion project by the date that is two (2) years after the Effective Date hereof, then the Grantor's Right to Purchase pursuant to this Section 3(c) shall thereupon vest immediately in favor of the Grantor and shall continue in effect and be fully subject to election by the Grantor for a period of twelve (12) months thereafter by written notice to Grantee. Beginning when the Grantor delivers such written notice to Grantee, the Grantor will take material steps to purchase the Grantee's Facilities in accordance with Section 3(b). If Grantor does not elect to exercise its Right to Purchase pursuant to this Section 3(c) within said twelve (12) month period, the Grantor's Right to Purchase shall expire. For clarity, if the Grantor does not elect to exercise its Right to Purchase pursuant to this Section 3(c) by the date that is three (3) years after the Effective Date of this Franchise, then the Grantor's Right to Purchase pursuant to this Section 3(c) shall expire, but such expiration shall in no way impact Grantor's rights under Section 12 of this Franchise.

Section 4. All rates and rules and regulations established by the Grantee from time to time shall be subject to such regulation as may be provided by law. The Grantee recognizes its obligation to provide electric energy and power service within the City on reasonable terms and conditions at fair, just, reasonable, and nondiscriminatory rates to all who request said service during the term of this Franchise and thereafter, as required by law or by a duly constituted public regulatory body.

Section 5. As a further consideration for the granting of the rights, privileges, and franchises hereby granted, the Grantee, its successors and assigns, shall pay

to the Grantor, commencing sixty (60) days after the Effective Date hereof, within thirty (30) days after the first day of each month thereafter for the remainder of the term of this Franchise, an amount which added to the amount of all licenses, excises, fees, charges and other impositions of any kind whatsoever (except ad valorem property taxes and non-ad valorem tax assessments on property) levied or imposed by the Grantor against the Grantee's property, business or operations during the Grantee's monthly billing period ending 30 days prior to each such payment will equal six (6%) percent of the Grantee's billed revenues, less actual write-offs, exclusively from the sale of electrical energy to customers served under Grantee's residential, commercial, and industrial rate schedules (as such customers and rate schedules are defined by Gulf Power's Tariff for Retail Electric Service) within the incorporated areas of the Grantor for the monthly billing period ending 60 days prior to each such payment, and in no event (subject only to the "Favored Nations" provisions in Section 7) shall payment for the rights and privileges granted herein exceed six percent (6%) of such revenue for any monthly billing period of the Grantee.

The City expressly covenants that it will dedicate any amounts received as franchise consideration that are over and above four (4) percent of Grantee's revenue from the furnishing of electric service to Customers served under Grantee's residential, commercial, and industrial rate schedules within the City to be used solely for the purpose of financing the conversion of existing overhead utility facilities to underground facilities; provided that a minimum of ten (10) percent of all such revenues dedicated to the conversion of utility facilities to

underground facilities shall be set aside and used exclusively for the installation and maintenance of landscaping of the underground conversion areas, where such landscaping shall specifically include planting, to the maximum extent possible, in the opinion of a certified arborist, native tree species including Southern magnolia and live oak trees. Any such landscaping must comply with Grantee's vegetation policies to the extent applicable.

The Grantor understands and agrees that such revenues as described in this paragraph are limited to the precise revenues described therein.

The Parties expressly agree that the above-stated franchise fee provisions have been freely bargained for and represent fair and just compensation relative to the fair rental value of the rights-of-way and the other consideration given by the City to Gulf pursuant to this Franchise, including the fact that, as recognized by the City and Gulf, the electric facilities thus converted from overhead to underground will be owned by Gulf upon the completion of such conversion, including the completion of each phase of the conversion. In recognition of the foregoing agreement, each Party, intending to be legally bound, agrees not to contest or seek to limit or change the amount of the franchise fee provided for herein in any legal, regulatory, or legislative proceedings of any type whatsoever.

Section 6. As a further consideration, during the term of this Franchise or any extension thereof, and subject to the Grantor's Right to Purchase Gulf's electric Facilities in the City pursuant to Section 3 and Section 12 hereof, the Grantor agrees: (a) not to engage in the distribution and/or sale, in competition with the

Grantee, of electric capacity and/or electric energy to any ultimate consumer of electric utility service (herein called a "retail customer") or to any electrical distribution system established solely to serve any retail customer formerly served by the Grantee, and (b) not to participate in any proceeding or contractual arrangement, the purpose or terms of which would be to obligate the Grantee to transmit and/or distribute, electric capacity and/or electric energy from any third party(ies) to any other retail customer's facility(ies), provided that the City shall not be considered a "third party" or an "other retail customer" for purposes of this provision. For clarity, the Parties recognize and agree that the City's exercise of its Right to Purchase shall not constitute a violation or breach of the City's covenant not to compete against Gulf in the business of selling electric service.

Nothing specified herein shall prohibit the Grantor from engaging with other utilities or persons in wholesale transactions that are subject to the provisions of the Federal Power Act. The Grantor retains the right to generate and distribute electric power for its own use and the right to operate emergency generating facilities owned by the Grantor for purposes of serving critical facilities (e.g., nursing homes, water and wastewater treatment plants, and similar facilities) during declared emergencies such as hurricanes or tropical storms.

Nothing herein shall prohibit the Grantor, if permitted by law, (i) from purchasing electric capacity and/or electric energy from any other person, or (ii) from seeking to have the Grantee transmit and/or distribute to any facility(ies) of the Grantor electric capacity and/or electric energy purchased by the Grantor from any

other person; provided, however, that before the Grantor elects to purchase electric capacity and/or electric energy from any other person, the Grantor shall notify the Grantee. Such notice shall include a summary of the specific rates, terms and conditions which have been offered by the other person and identify the Grantor's facilities to be served under the offer. The Grantee shall thereafter have 90 days to evaluate the offer and, if the Grantee offers rates, terms and conditions which are equal to or better than those offered by the other person, the Grantor shall be obligated to continue to purchase from the Grantee electric capacity and/or electric energy to serve the previously-identified facilities of the Grantor for a term no shorter than that offered by the other person, provided that Grantee shall ensure by all means necessary that such purchases shall be made at the rates offered by the Grantee for the term of such transaction, and provided further that, if for any reason the Grantee does not honor its obligation to serve the Grantor's facilities at the rates offered by the Grantee for the term of the transaction, such failure shall entitle Grantor to terminate the transaction and purchase electric capacity and/or electric energy from another provider. If the Grantee does not agree to rates, terms and conditions which equal or better the other person's offer, then the Grantor shall be permitted and entitled to enter into the proposed transaction with the other person, and all of the terms and conditions of this Franchise shall remain in effect.

Section 7. As part of the mutual and reciprocal exchange of consideration pursuant to this Franchise, the Parties hereby agree to the following reciprocal covenants to offer improved franchise terms to each other upon the occurrence of

certain conditions or events, such terms being generally recognized as "Favored Nations" provisions in agreements of this type. (a) If the Grantor grants a right, privilege or franchise to any other person or otherwise enables any other such person to construct, operate or maintain electric light and power facilities within any part of the incorporated areas of the Grantor in which the Grantee may lawfully serve or compete on terms and conditions which the Grantee determines are more favorable than the terms and conditions contained herein, the Grantee may at any time thereafter terminate this Franchise if such terms and conditions are not remedied within the time period provided hereafter. The Grantee shall give the Grantor at least 60 days advance written notice of its intent to terminate. Such notice shall, without prejudice to any of the rights reserved for the Grantee herein, advise the Grantor of such terms and conditions that it considers more favorable. The Grantor shall then have 60 days in which to correct or otherwise remedy the terms and conditions complained of by the Grantee. If the Grantee determines that such terms or conditions are not remedied by the Grantor within said time period, the Grantee may terminate this Franchise Agreement by delivering written notice to the Grantor's Clerk and termination shall be effective on the date of delivery of such notice. Any such termination of this Franchise Agreement by the Grantee shall result in the immediate vesting of the Grantee's Right to Purchase set forth in Section 3(b) of this Franchise Agreement.

(b) Upon request, Grantee shall furnish City a copy of all other municipal franchises that it is granted, or that it has been granted, from time to time during

the life of this Franchise. If the Grantee (i) enters into a franchise agreement or similar agreement with any other municipality or county in Florida that provides for a franchise fee rate greater than the maximum rate allowable under this Franchise, under the same terms and conditions as specified in Section 5 hereof, the Grantee, upon written request of the Grantor, shall negotiate and enter into a new franchise agreement with the Grantor in which the percentage to be used in calculating monthly payments under Section 5 hereof shall be no greater than that percentage which the Grantee has agreed to use as a basis for the calculation of payments to the other municipality, provided, however, that such new franchise agreement shall include additional benefits to the Grantee, in addition to all benefits provided herein, at least equal to those provided by its franchise agreement with the other municipality. Subject to all limitations, terms and conditions specified in the preceding sentence, the Grantor shall have the sole discretion to determine the percentage to be used in calculating monthly payments, and the Grantee shall have the sole discretion to determine those benefits to which it would be entitled, under any such new franchise agreement.

Section 8. If as a direct or indirect consequence of any legislative, regulatory or other action by the United States of America or the State of Florida (or any department, agency, authority, instrumentality or political subdivision of either of them) any person is permitted to provide electric service within the incorporated areas of the Grantor to a customer then being served by the Grantee, or to any new applicant for electric service within any part of the incorporated areas of the Grantor

in which the Grantee may lawfully serve, and the Grantee determines that its obligations hereunder, or otherwise resulting from this Franchise in respect to rates and service, place it at a competitive disadvantage with respect to such other person, the Grantee may, at any time after the taking of such action, terminate this Franchise if such competitive disadvantage is not remedied within the time period provided hereafter. The Grantee shall give the Grantor at least 90 days advance written notice of its intent to terminate. Such notice shall, without prejudice to any of the rights reserved for the Grantee herein, advise the Grantor of the consequences of such action which resulted in the competitive disadvantage. The Grantor shall then have 90 days in which to correct or otherwise remedy the competitive disadvantage. If such competitive disadvantage is not remedied by the Grantor within said time period, the Grantee may terminate this Franchise Agreement by delivering written notice to the Grantor's Clerk and termination shall take effect on the date of delivery of such notice. Any such termination of this Franchise Agreement by the Grantee shall result in the immediate vesting of the Grantee's Right to Purchase set forth in Section 3(b) of this Franchise Agreement.

Section 9. Failure on the part of the Grantee to comply in any substantial respect with any of the provisions of this Franchise shall be grounds for forfeiture, but no such forfeiture shall take effect if the reasonableness or propriety thereof is protested by the Grantee until there is final determination (after the expiration or exhaustion of all rights of appeal by either Party) by a court of competent jurisdiction that the Grantee has failed to comply in a substantial respect with any of the

provisions, terms, or requirements of this Franchise, and the Grantee shall have six months after such final determination to cure the default before a forfeiture shall result. The Grantor, in its sole discretion, may grant such additional time to the Grantee for compliance as necessities in the case require. If any alleged breach or failure of the Grantee to comply with the provisions, terms, or requirements of this Ordinance and Franchise shall occur before the date upon which the Grantor's Right to Purchase Grantee's Facilities vests hereunder, as provided in this Franchise, then the Grantee shall have the opportunities set forth above to cure such breach or failure. If at any time during the term of this Franchise Agreement Grantee has been adjudicated to have failed to comply with the Franchise and subsequently fails to accomplish such cure within a reasonable time, the Grantor's Right to Purchase shall thereupon immediately vest in Grantor.

Section 10. Failure on the part of the Grantor to comply in substantial respect with any of the provisions of this Franchise, including but not limited to: (a) denying the Grantee use of public rights-of-way for reasons other than unreasonable interference with vehicular (including motor and bicycle) or pedestrian traffic; (b) imposing conditions for use of public rights-of-way contrary to Florida law or the terms and conditions of this franchise; (c) unreasonable delay in issuing the Grantee a use permit, if any, to construct its facilities in public rights-of-way, shall constitute breach of this Franchise and entitle the Grantee to withhold a portion of the payments provided for in Section 5 hereof, such portion being demonstrably commensurate with any cost or loss suffered by Grantee as a result of the Grantor's action, until such

time as a use permit is issued or a court of competent jurisdiction has reached a final determination, after the expiration or exhaustion of all rights of appeal by either Party, in the matter. The Grantor recognizes and agrees that nothing in this Franchise Agreement constitutes or shall be deemed to constitute a waiver of the Grantee's delegated sovereign right of condemnation and that the Grantee, in its sole discretion, may exercise such right as provided by law. The Grantee recognizes and agrees that nothing in this Franchise Agreement constitutes or shall be deemed to constitute a waiver of the Grantor's delegated sovereign right of condemnation and that the Grantor, in its sole discretion, may exercise such right as provided by law, provided that the Grantor shall not exercise such right so as to violate the Grantor's covenant, set forth in Section 6 hereof, not to compete against the Grantee in the distribution and/or sale of electricity to ultimate consumers during the term of this Franchise.

Section 11. The Grantor may, upon reasonable notice and within 90 days after each anniversary date of this Franchise, at the Grantor's expense, examine the records of the Grantee relating directly to the calculation of the franchise fee payment for the year preceding such anniversary date. Such examination shall be during normal business hours at the Grantee's office where such records are maintained. Records not prepared by the Grantee in the ordinary course of business may be provided at the Grantor's expense and as the Grantor and the Grantee may agree in writing. Information identifying the Grantee's customers by name or their electric consumption shall not be taken from the Grantee's premises. Such audit shall be

impartial and all audit findings, whether they decrease or increase payment to the Grantor, shall be reported to the Grantee. The Grantor's right to examine the records of the Grantee in accordance with this Section shall not be conducted by any third party employed by the Grantor whose fee, in whole or part, for conducting such audit is contingent on findings of the audit.

Section 12. Grantor hereby reserves and the Grantee hereby gives and grants to the Grantor the irrevocable right, at and after the expiration or termination of this Franchise as may be permitted or provided herein, to purchase the Facilities and Related Property on the terms and in the manner set forth in Section 3(b) hereof. Nothing contained herein shall require the Grantor to acquire the Grantee's property.

Section 13. The provisions of this Franchise Agreement are interdependent upon one another, and if any of the provisions of this Franchise Agreement are found or adjudged to be invalid, illegal, void or of no effect, the entire Franchise Agreement may be terminated by either Party, provided, however, that in the event that this Franchise Agreement is terminated by either Party pursuant to this provision of this Franchise Agreement, the Grantee expressly recognizes and agrees that the Grantor's Right to Purchase pursuant to Section 3(b) shall thereupon immediately vest in Grantor.

Section 14. As used herein "person" means an individual, a partnership, a corporation, a business trust, a joint stock company, a trust, an incorporated association, a joint venture, a governmental authority or any other entity of whatever nature.

Section 15. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 16. Grantee shall be responsible for ensuring that it bills its Customers the correct franchise fees, and other taxes or fees. Within thirty (30) days following the Grantee's acceptance of this Franchise, Grantor shall provide an updated map of the Grantor's city limits to Grantee. If the city limits of the Grantor are altered, via annexation or some other method, then Grantor shall provide an updated map to Grantee within thirty (30) days of said alteration of the city limits. In the event that the Grantor fails to timely deliver any map as required hereunder, the Grantee shall not be liable for any mistakes in billing or collection due to such failure, and the Grantor shall, upon written request of the Grantee, promptly furnish a current map.

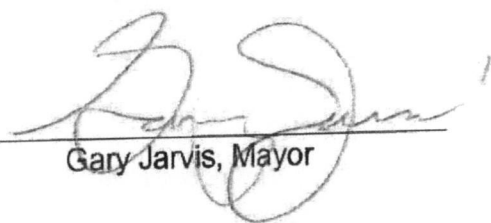
Section 17. As a condition precedent to the taking effect of this Ordinance and Franchise Agreement, the Grantee shall file its acceptance hereof with the Grantor's Clerk within 30 days of adoption of this Ordinance. The effective date of this Ordinance shall be the date upon which the Grantee files such acceptance.

Section 18. Effective Date: This Ordinance shall be effective on the _____ day of _____, 2021.

PASSED on first reading this 21ST day of OCTOBER, 2021.

PASSED AND ADOPTED on second reading this 1st day of
November, 2021.

CITY OF DESTIN, FLORIDA

By: 
Gary Jarvis, Mayor

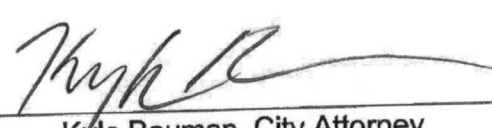
ATTEST:

By: 

Rey Bailey, City Clerk

(SEAL)

APPROVED AS TO FORM AND LEGALITY


Kyle Bauman, City Attorney

LOCALiQ

The Gainesville Sun | The Ledger
Daily Commercial | Ocala StarBanner
News Chief | Herald-Tribune | News Herald
Northwest Florida Daily News

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION

City Of Destin
Cindy A/P Dept (Ext#121)
City Of Destin
4200 INDIAN BAYOU TRAIL
Destin FL 32541

STATE OF FLORIDA, COUNTY OF OKALOOSA

The Northwest Florida Daily News, a newspaper printed and published in the city of Fort Walton, and of general circulation in the Counties of Okaloosa, Santa Rosa and Walton, State of Florida, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue dated:

10/22/2021

and that the fees charged are legal.
Sworn to and subscribed before on 10/22/2021

Dynise Roberts

Legal Clerk

Sub But

Notary, State of WI, County of Brown

7/27/25

My commission expires

Publication Cost: \$149.55

Order No: 6415191

Customer No: 535981

PO #:

of Copies:

1

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

SARAH BERTELSEN
Notary Public
State of Wisconsin

NOTICE

NOTICE IS HEREBY GIVEN that the City of Destin City Council will hold a public hearing on Monday, November 1, 2021 at 6:00 P.M., at Destin City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida, to consider the following ordinance which title reads:

ORDINANCE 21-22-CN
AN ORDINANCE GRANTING TO GULF POWER COMPANY, ITS SUCCESSORS AND ASSIGNS, AN ELECTRIC FRANCHISE, IMPOSING PROVISIONS AND CONDITIONS RELATING THERETO, PROVIDING FOR MONTHLY PAYMENTS TO THE CITY OF DESTIN, AND PROVIDING FOR AN EFFECTIVE DATE.

Copies of the above-mentioned subject may be reviewed at the Destin City Hall Annex, Planning Division. The public is encouraged to provide written and/or verbal comments on the above referenced matters.

All persons are advised that, if any person decides to appeal any decision made at any of these meetings, he/she will need a record of the proceedings and, for such purpose, they need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (Florida Statutes 286.0105).

Persons with disabilities who require assistance to participate in this meeting are requested to notify the City Clerk's office at (850) 837-4242 at least 48 hours in advance.

Personas con discapacidades que necesitan asistencia o personas que necesitan ayuda con un idioma para participar en las reuniones de la ciudad, deberán notificar la oficina de la Secretaría Municipal al (850) 837-4242 antes de la reunión. Discapacidad auditiva: TTY: 711 (Solicitar Espanol CA). La ayuda tambien está disponible por Recursos Humanos, Coordinador del Título VI, al (850) 837-4242.

Rey Bailey
City Clerk
10/22/2021
6415191

LOCALiQ

The Gainesville Sun | The Ledger
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Northwest Florida Daily News

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4200 INDIAN BAYOU TRAIL
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STATE OF FLORIDA, COUNTY OF OKALOOSA

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10/11/2021

and that the fees charged are legal.
Sworn to and subscribed before on 10/11/2021

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$149.55

Order No: 6391349

Customer No: 535981

PO #:

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SARAH BERTELSEN
Notary Public
State of Wisconsin

NOTICE

NOTICE IS HEREBY GIVEN that the City of Destin City Council will hold a public hearing on Thursday, October 21, 2021 at 5:30 P.M., at Destin City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida, to consider the following ordinance which title reads:

ORDINANCE 21-22-CN
AN ORDINANCE GRANTING TO GULF POWER COMPANY, ITS SUCCESSORS AND ASSIGNS, AN ELECTRIC FRANCHISE, IMPOSING PROVISIONS AND CONDITIONS RELATING THERETO, PROVIDING FOR MONTHLY PAYMENTS TO THE CITY OF DESTIN, AND PROVIDING FOR AN EFFECTIVE DATE.

Copies of the above-mentioned subject may be reviewed at the Destin City Hall Annex, Planning Division. The public is encouraged to provide written and/or verbal comments on the above referenced matters.

All persons are advised that, if any person decides to appeal any decision made at any of these meetings, he/she will need a record of the proceedings and, for such purpose, they need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (Florida Statutes 286.0105).

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Rev Bailey
City Clerk
10/11/2021
6391349

CITY OF DESTIN UNDERGROUNDING PROJECT

UNDERGROUND FACILITIES CONVERSION AGREEMENT

FOR

3.25 MILE PORTION OF PHASE I

UNDERGROUND FACILITIES CONVERSION AGREEMENT

This Underground Facilities Conversion Agreement ("Agreement"), is made and entered into this ___ day of October, 2023, by and between the City of Destin, Florida ("Applicant"), with an address of 4200 Indian Bayou Trail, Destin, FL and Florida Power & Light Company (doing business as Gulf Power Company, "Gulf" or "FPL"), a Florida corporation with an address of 700 Universe Boulevard, Juno Beach, FL 33408-0429. For purposes of this Agreement, Applicant and Gulf are collectively referred to as "Parties".

WHEREAS, the Applicant has requested that Gulf and FPL convert certain overhead electric distribution facilities located within the following mutually agreed upon boundaries for phase 1 of the Applicant's underground conversion (the "Conversion"). Description here of project (may include optional map or maps) shall include up to 3.25 miles of the Conversion. Any part of the Conversion that is greater than 3.25 miles will be covered in a separate agreement controlled by the FPL tariff.

3.25 miles of the overhead electric distribution facilities located on and along U.S. Highway 98 between Airport Road and the western City Limits at the Marler Bridge, including certain distribution facilities connected to and extending from the facilities on U.S. 98 into adjacent areas as depicted in Exhibit A to the accompanying Applicant-Installed Facilities Agreement, titled "WR 11341323 – CITY OF DESTIN CONVERSION – UG FOR CONVERSION."

NOW THEREFORE, in consideration of the foregoing premises and the covenants and agreements set forth herein, and other consideration the sufficiency of which is hereby acknowledged, the Parties intending to be legally bound, hereby covenant and agree as follows:

- 1. Avoided Storm Restoration Cost ("ASRC") Eligibility Criteria.** The Applicant represents and warrants that it meets, and is capable and willing to enforce, the applicable eligibility criteria for the Conversion. The "Eligibility Criteria" are defined in Paragraph 14 of this Agreement.
- 2. FPL Tariff.** The Applicant understands and agrees that at some time prior to, or during the pendency of the Parties' performance of this Agreement, the Gulf Electric Tariff is planned to be replaced by the FPL Electric Tariff; however, the Parties agree that such replacement of the Gulf Electric Tariff will not affect the amount of any CIAC or ASRC, as each is hereinbelow defined, for any purpose relating to the Applicant's costs and credits applicable to the Conversion described above.
- 3. Contribution-in-Aid-of-Construction (CIAC).¹** The Applicant shall pay Gulf or FPL a CIAC as required by Gulf's Electric Tariff and Rule 25-6.115 of the Florida Administrative Code. CIAC will be calculated as follows:

CIAC =

- | | |
|-----------|---|
| 1) | The estimated cost to install the requested underground facilities; |
| + 2) | The estimated cost to remove the existing overhead facilities; |
| + 3) | The net book value of the existing overhead facilities; |
| - 4) | The estimated cost that would be incurred to install new overhead facilities, in lieu of underground, to replace the existing overhead facilities (the "Hypothetical Overhead Facilities"); |
| - 5) | The estimated salvage value of the existing overhead facilities to be removed; |
| + or - 6) | The 30-year net present value of the estimated non-storm underground v. overhead operational costs differential; |
| - 7) | With respect to the Conversion described above only, the 30-year net present value of the estimated average Avoided Storm Restoration Costs ("ASRC") as represented by FPL and Gulf to Applicant in 2020. |

i. CIAC (excluding ASRC)	<u>\$ 1,520,199</u>
ii. Less ASRC	<u>\$ 2,502,500</u>
iii. CIAC Due	<u>\$ 0</u>

In the event the actual cost of the Conversion (excluding ASRC) exceeds the estimate, the CIAC (excluding ASRC)

¹ In the calculation of CIAC, the estimated cost that would be incurred to install new overhead facilities, in lieu of underground facilities, is the cost of hypothetical overhead facilities built to Extreme Wind Loading standards

shall be adjusted by the lesser of (a) the difference between the actual cost of the Conversion and the estimate, or (b) 10% of the CIAC (excluding ASRC) identified above. The ASRC shall also be adjusted accordingly and the Applicant shall pay Gulf the resulting difference in the amount of the CIAC Due.

4. **Applicant-Installed Facilities.** The Applicant may, upon entering into an applicant-installed facilities agreement satisfactory to Gulf, construct and install all or a portion of the Underground Facilities. Such work must meet Gulf's construction standards and Gulf or FPL will own and maintain the completed facilities. The Applicant agrees to rectify any deficiencies, found by Gulf or FPL, prior to the connection of any customers to the Underground Facilities and the removal of the Existing Overhead Facilities.
5. **Compliance with Tariff.** The Applicant agrees to comply with and abide by the requirements, terms, and conditions of Gulf's Electric Tariff or FPL's Electric Tariff, to the extent applicable and to the extent that such tariff provisions are consistent with the specific terms of this Agreement.
6. **Timing of Conversion.** Upon compliance by the Applicant with the requirements, terms, and conditions of Gulf's Electric Tariff or FPL's Electric Tariff, to the extent applicable, this Agreement and any other applicable agreements, Gulf or FPL will proceed in a timely manner with the Conversion in accordance with the construction drawings and specifications set forth in Attachment A hereof
7. **Relocation.** In the event that the Underground Facilities are part of, or are for the purposes of, relocation, then this Agreement shall be an addendum to the relocation agreement between Gulf or FPL and the Applicant. In the event of any conflict between the relocation agreement and this Agreement or the Gulf Electric Tariff, or to the extent applicable the FPL Electric Tariff, this Agreement and the Gulf Electric Tariff shall control.
8. **Term.** This Agreement shall remain in effect for as long as Gulf, FPL, or any successor or assign of Gulf or FPL owns or operates the Underground Facilities.
9. **ASRC Repayment.** If the Applicant does not satisfy the relevant eligibility criteria, the Applicant shall repay the ASRC within 30 days of written notice from Gulf, FPL, or any successor or assign of Gulf or FPL of such failure. Additionally, if at any point within 30 years of completion of the Underground Facilities installation, the Applicant elects to have electric service within the Conversion Area supplied by a provider other than Gulf, FPL, or any successor or assign of Gulf or FPL, the Applicant shall repay Gulf, FPL, or any successor or assign of Gulf or FPL a pro-rata share of the ASRC. The pro-rata share (which shall reflect partial years) shall be determined as follows:

$$\text{ASRC} [(30 - \text{years since the Underground Facilities completion date}) / 30]$$

10. **Termination Prior to the Conversion Completion.** Failure by the Applicant to comply with any of the requirements, terms or conditions of this Agreement or Gulf's Electric Tariff, and at such time as Gulf's Electric Tariff is replaced by FPL's Electric Tariff, then from that time forward, failure by the Applicant to comply with the requirements, terms, or conditions of this Agreement or FPL's Electric Tariff, shall result in termination of this Agreement. The Applicant may terminate this Agreement at any time prior to the start of the Conversion and the CIAC paid by the Applicant will be refunded to the Applicant; provided however, that the refund of the CIAC shall be offset by any costs incurred by Gulf or FPL in performing under the Agreement up to the date of termination.
11. **Assignment.** The Applicant shall not assign this Agreement without the written consent of Gulf or FPL.
12. **Adoption and Recording.** This Agreement shall be adopted by the Applicant and maintained in the official records of the Applicant for the duration of the term of this Agreement. This Agreement also shall be recorded in the Official Records of the County in which the Underground Facilities are located, in the place and in the manner in which deeds are typically recorded.
13. **Conflict between Terms of Franchise Agreement.** In the event of a conflict between the terms of this Agreement and any permit or franchise agreement entered into by Applicant and Gulf, the terms of this Agreement shall control.
14. **Applicability.** This subpart applies to requests for underground facilities addressing the conversion of existing overhead facilities. In order for Gulf (or FPL) to take action pursuant to a request for conversion:
 - a. the conversion area must be at least two contiguous city blocks or 1,000 feet in length; and

- b. all electric services to the real property on both sides of the existing overhead primary lines must be part of the conversion.

IN WITNESS WHEREOF, FPL and the Applicant have executed this Agreement on the date first set forth above.

APPLICANT

Signed _____

Name _____

Title _____

Signed _____

Name _____

Title _____

Approved as to the Terms and Conditions (if required by Applicant)

Signed _____

Name _____

Title _____

Approved as to Form and Legal Sufficiency (if required by Applicant)

Signed _____

Name _____

Title _____

Gulf and FPL

Signed _____

Name _____

Title _____

Exhibit A

FPL

CITY OF DESTIN CONVERSION – UG FOR CONVERSION

PROJECT NO. WR 11341323

WR 11341323 - CITY OF DESTIN CONVERSION - UG FOR CONSTRUCTION

☐ UNACCESSIBLE ☒ 12KV ☐ FUTURE 23KV ☐ 24KV ☒ SALT SPRAY



LEGEND

- 100 PROPOSED FEEDER SPLICE BOX (DCS UN-18.0.0)
- 101 PROPOSED PRIMARY SPLICE BOX (DCS UN-19.0.0)
- 102 EXISTING PORT JUNCTION (DCS UN-63.0.0)
- 103 PROPOSED PADMOUNTED TRANSFORMER (DCS I-62.0.0, 85.1.1, 70.0.1)
- 104 EXISTING PADMOUNTED TRANSFORMER (DCS I-62.0.0, 85.1.1, 70.0.1)
- 105 EXISTING OPEN WYE-OPEN DELTA TRANSFORMER (DCS I-66.0.2)
- 106 PROPOSED PADMOUNTED DISCONNECT SWITCH (DCS C-32.0.1, 32.0.2, 32.0.3)
- 107 EXISTING SOLID BLADE SWITCH (UN-20.0.0 FT)
- 108 PROPOSED DISCONNECT SWITCH (UN-15.3.1)

TWP: 30S, RND: 00E, SEC: 00, DTR:	
UG - NW CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION DESTIN, OKLAHOMA, FL	
DESIGNED BY: C. CHOA DRAWN BY: COCHOA DATE: 11/14/22 MAP NO.:	DWS NO.: 0 20 40 80 FEET
COMMENTS? ☐ YES ☐ NO Tree Work? ☐ YES ☐ NO Map Posting? ☐ YES ☐ NO	Work with SMO? ☐ YES ☐ NO CT/Speed Mtr? ☐ YES ☐ NO Dust Bank Test ☐ YES ☐ NO COUNTY AIR ☐ YES ☐ NO COUNTY RD. ☐ YES ☐ NO TRANSM. ☐ YES ☐ NO CATV Request? ☐ YES ☐ NO
AS-BUILT COPY: ☐ YES ☐ NO AS-BUILT CREW PRINT: ☐ YES ☐ NO Job CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on RCS.	
AS-BUILT COPY: ☐ YES ☐ NO AS-BUILT CREW PRINT: ☐ YES ☐ NO Job CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on RCS.	
AS-BUILT COPY: ☐ YES ☐ NO AS-BUILT CREW PRINT: ☐ YES ☐ NO Job CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on RCS.	

GENERAL NOTES:

CONSTRUCTION NOTES - WR 11341247

REQUIRED DRAWINGS

FOR CONSTRUCTION NOTES SEE DWG#

CONCRETE WORK

WR 11341333 - Form Handling

WR 11341335 - OH Equivalent

WR 11341340 - OH Make Ready

WR 11341346 - OH Removal

STANDARD NOTES

ALL CABLE AND/OR CONDUIT ENDS ARE TO BE MARKED WITH AN ELECTRIC MARKER

(PART) IDENTIFIED CABLE FULL DISTANCE

BE LOCATED PRIOR TO DIGGING

INSTALL NEUTRAL BOND FOR COMMUNICATIONS COMPANIES AT ALL SINGLE PHASE

TRANSFORMERS PER D.C.S. 6-11.0.0

GENERAL GROUNDING, GUYING AND U-GUARD NOTES:

WOOD POLES - USE TAPCON FASTENERS IN ALL BASE SECTION HOLES

AND EVERY OTHER HOLE OF TOP SECTIONS.

CONCRETE POLES - USE AT LEAST 10 TAPCON FASTENERS PER 10' FOOT U-GUARD SECTION.

BACK PLATE (W-124.0.1) REQUIRED ON FIRST 10' FOOT SECTION

ABOVE GROUND (WOOD AND CONCRETE POLES)

GUYING (D.C.S. 2-2.0.0) - GUYS SHALL HAVE A GUY MARKER (GUY GUARD) INSTALLED AT ALL LOCATIONS.

GUYING (D.C.S. 2-2.0.0) AND D.C.S. 2-2.0.0 - ALL MARKER MUST CONDUIT 5' MINIMUM

UTILITY CONTACT LIST (D.C.S. 6-9.0.1.1) - MUST BE A MINIMUM OF 6' INCHES BELOW GRADE.

CALL SUNSHINE 1-800-432-4770

ADDITIONAL CONSTRUCTION NOTES

LOC 1.4:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 1.5:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON N. QUAD OF POLE

LOC 1.6:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON S. QUAD OF POLE

LOC 1.7:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 1.8:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 1.9:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 2.0:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 2.1:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 2.2:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 2.3:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 2.4:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

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LOC 3.3:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 3.4:

INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

INSTALL 1.5" U-GUARD ON W. QUAD OF POLE

PME DEADFRONT PAD MOUNTED SWITCHGEAR

PME-9

INSTALL 15KV PME-9 PER DCS C-32.0.1 THROUGH C-32.0.4

INSTALL CONCRETE PAD PER UH-122.0.0

LOC 2, 8, 4, 5, 9, 10, 11, 12, 14, 15, 16, 19, 20, 21, 22, 23, 24, 25, 26, 30, 34, 35, 39, 40, 42, 44, 45, 47, 51, 52, 54, 55, 56, 57, 59, 60, 61, 65, 66, 67, 68, 69

PME-11

INSTALL 15KV PME-11 PER DCS C-32.0.1 THROUGH C-32.0.4

INSTALL CONCRETE PAD PER UH-122.0.0

LOC 1, 6, 7, 15, 17, 18, 33, 62, 63, & 64

3PH 1200V/RAV PAD-MOUNTED CAPACITOR BANK

INSTALL 3PH 1200V/RAV PAD-MOUNTED CAPACITOR BANK PER DCS 1-4.0.0

LOC 34.1, 44.8, 59.7, & 64.1

3PH 1200V/RAV PAD-MOUNTED CAPACITOR BANK

INSTALL 3PH 1200V/RAV PAD-MOUNTED CAPACITOR BANK PER DCS 1-4.0.0

LOC 34.1, 44.8, 59.7, & 64.1

SINGLE PHASE PMT

INSTALL 1.5" U-GUARD ON E. QUAD OF POLE

LOC 15.4, 34.3, 34.12, 34.13, 34.16, & 56.12

NEW 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

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LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

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LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 25KV PMT:

LOC 25.3, 26.1, 36.4, 26.7, 36.8, 34.9, 39.1, 39.2, 39.6, 42.2, 44.4, 47.5, 47.8, 51.3, 61.5, 61.7, & 61.11

EXISTING 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

INSTALL 1.5" U-GUARD ON W. QUAD OF POLE

PME DEADFRONT PAD MOUNTED SWITCHGEAR

PME-9

INSTALL 15KV PME-9 PER DCS C-32.0.1 THROUGH C-32.0.4

INSTALL CONCRETE PAD PER UH-122.0.0

LOC 2, 8, 4, 5, 9, 10, 11, 12, 14, 15, 16, 19, 20, 21, 22, 23, 24, 25, 26, 30, 34, 35, 39, 40, 42, 44, 45, 47, 51, 52, 54, 55, 56, 57, 59, 60, 61, 65, 66, 67, 68, 69

PME-11

INSTALL 15KV PME-11 PER DCS C-32.0.1 THROUGH C-32.0.4

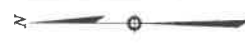
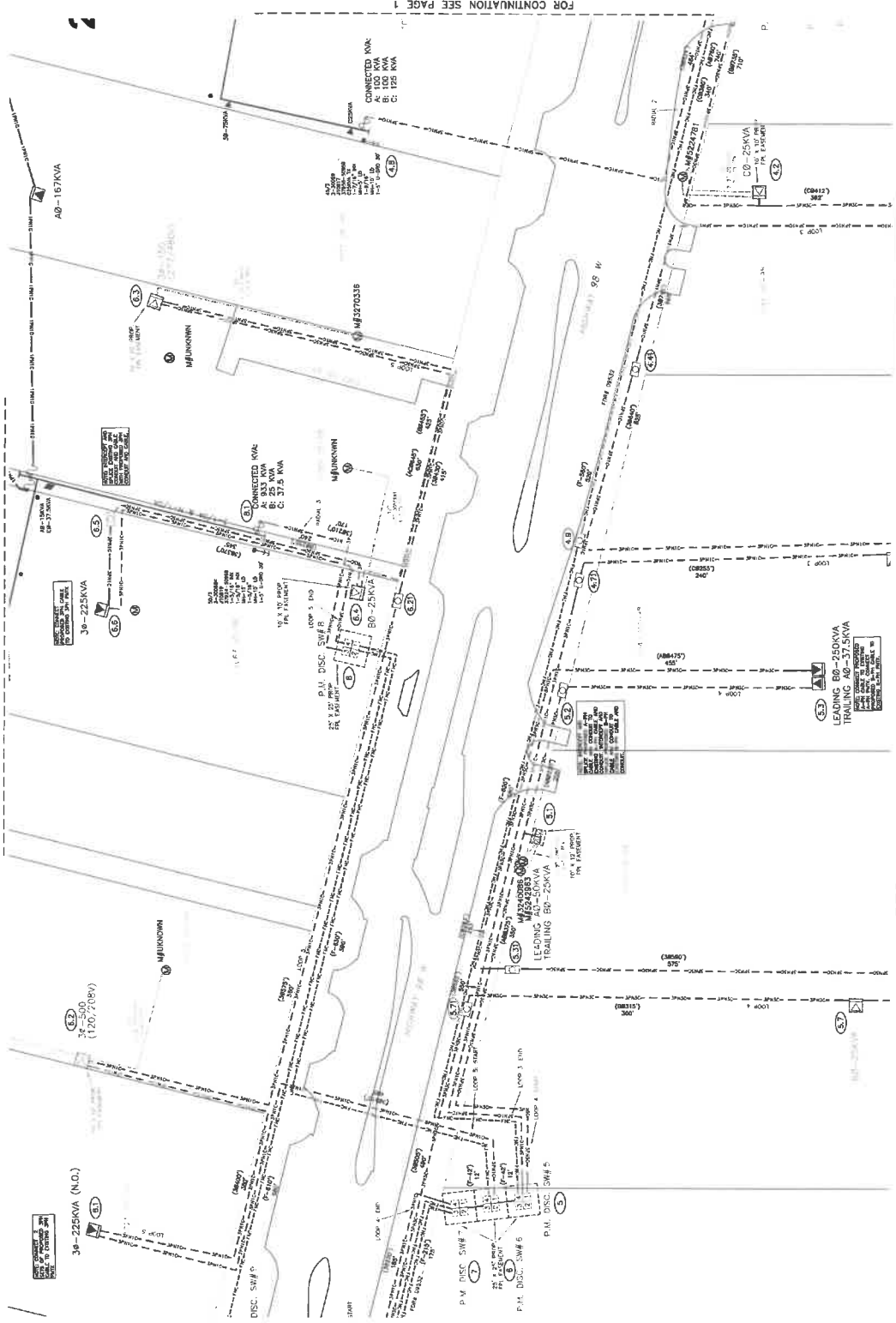
INSTALL CONCRETE PAD PER UH-122.0.0

LOC 1, 6, 7, 15, 17, 18, 33, 62, 63, & 64

3PH 1200V/RAV PAD-MOUNTED CAPACITOR BANK

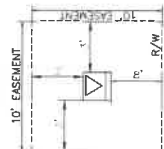
INACCESSIBLE ☐ 12KV ☒ 23KV ☐ SAT SPRAY ☐

FOR CONTINUATION SEE PAGE 2A

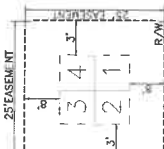


LOCATION SKETCH
N.T.S.

TYPICAL PMTS
DETAIL



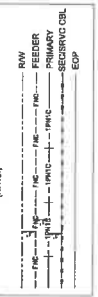
TYPICAL PMDS
DETAIL



TYPICAL PMDS
W/CAP BANK
DETAIL



GENERAL CABLE TIE DOWN DETAILS
(N.T.S.)



REFERENCE DWG'S

Map location and facilities of any facilities shown on this map are for information only and are not to be used for any other purpose. The user of this map is responsible for verifying the accuracy of the information shown on this map. The user of this map is also responsible for obtaining all necessary permits and approvals for any work shown on this map. The user of this map is also responsible for obtaining all necessary permits and approvals for any work shown on this map.

General Road Information	Work with SHRP?	Work with SHRP?	Work with SHRP?
Yes ☐ No ☐	Yes ☐ No ☐	Yes ☐ No ☐	Yes ☐ No ☐
Yes ☐ No ☐	Yes ☐ No ☐	Yes ☐ No ☐	Yes ☐ No ☐
Yes ☐ No ☐	Yes ☐ No ☐	Yes ☐ No ☐	Yes ☐ No ☐

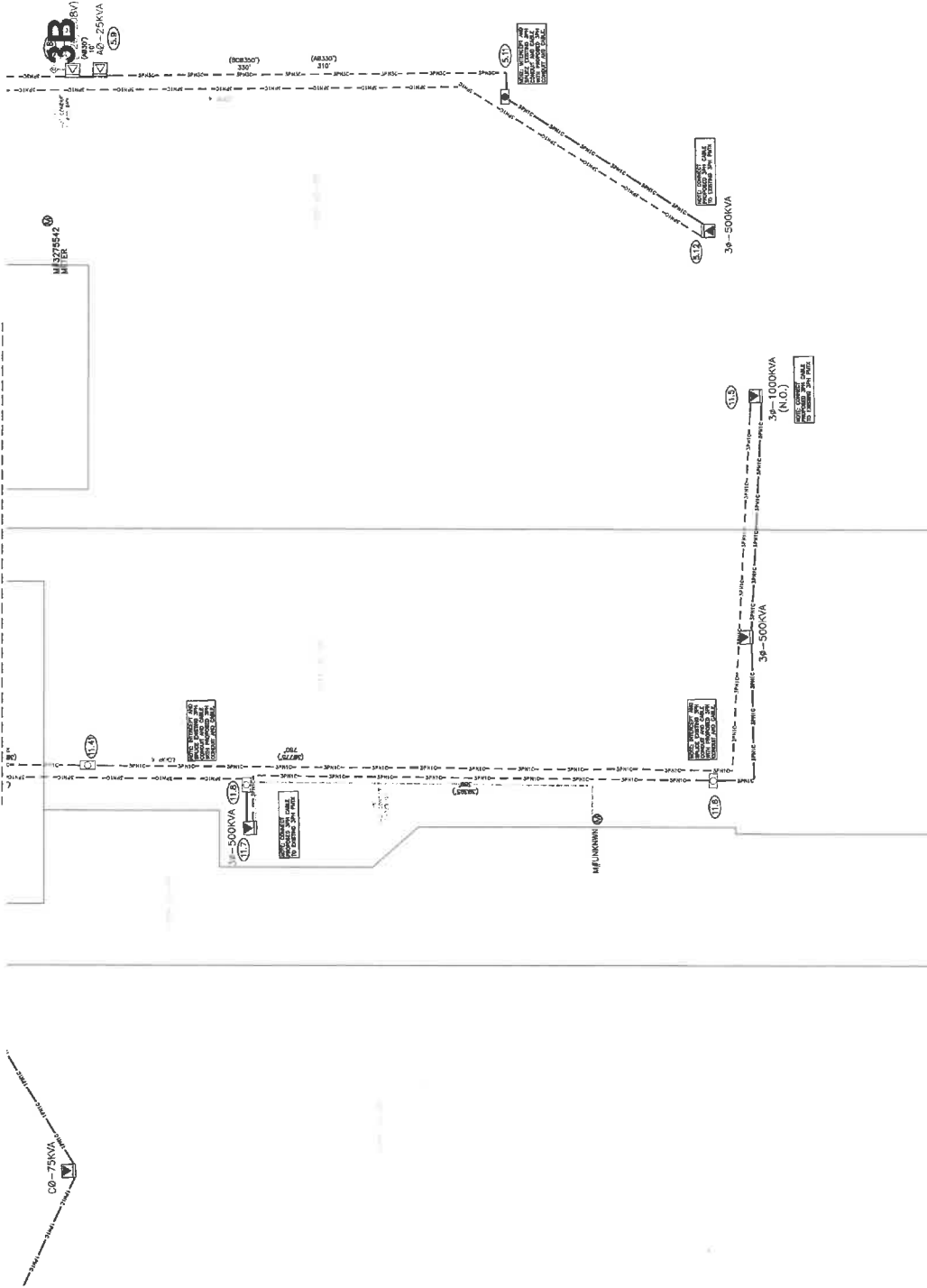
FOR CONTINUATION SEE PAGE 29

ROW AGREEMENT

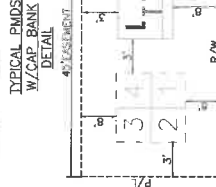
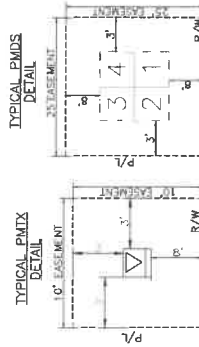
EASEMENTS REQUIRED

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☐ INACCESSIBLE	☒ 12KV	☐ FUTURE 23KV	☒ 23KV	☒ SALT SPRAY
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LOCATION SKETCH
N.T.S.

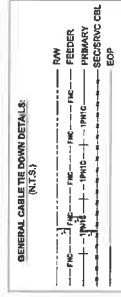
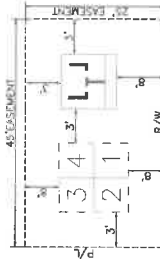


GENERAL CABLE TIE DOWN DETAIL 1.9:
(N.T.S.)

REFERENCE DWG's

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible][illegible]



REFERENCE DWG's

EASEMENTS REQUIRED

the long and winding process of traditional medicine and acupuncture will be put into the hands of the people by the support of the government and the cooperation of the people.

[illegible][illegible]

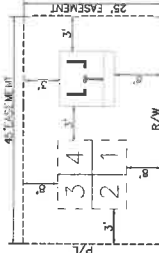


LOCATION SKETCH

N.T.S.



TYPICAL PMDS
W/CAP BANK



GENERAL CABLE TIE DOWN DETAILS:

- RAW
- FEED
- PRIMA
- SECS
- FOR

REFERENCE DWG'S

EASEMENTS REQUIRED

FOR CONTINUATION SEE PAGE 4

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible][illegible]

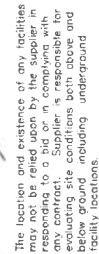
	DESIGNED BY		
	DRAWN BY		
	DATE		
	MAP NO.		

TIME: 0005. RNG: 001. SEC: 00. QTR:

CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION

US HWY-90
DESTIN/OKALOOSA, FL

DWG NO. 141



EASEMENTS REQUIRED

CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION
M/R NW
US HWY-90
DESTIN/OKALOOSA, FL

DESIGNED BY	
DRAWN BY	
DATE	
MAP NO.	

0 20 40 80
FEET



☐ YES	☐ NO	☐ YES	☐ NO	WORK WITH SHOT	☐ YES	☐ NO
☐ YES	☐ NO	☐ YES	☐ NO	☐ Special Unit?	☐ YES	☐ NO
Duct Bank Fast						
COUNTY AIR	STATE RD	FRA				
COUNTY RLL	WHEAT					
☐ YES	☐ NO	☐ CATV Requested	☐ YES	☐ NO		

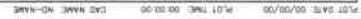
Survey/Stroke?	YES ☐ NO ☐
Designer/Stroke?	YES ☐ NO ☐
Trench Feet	
CITY _____ STATE _____ ZIP _____	DR. DIST _____ RR _____ 3RD _____
Telephone Request# _____	_____

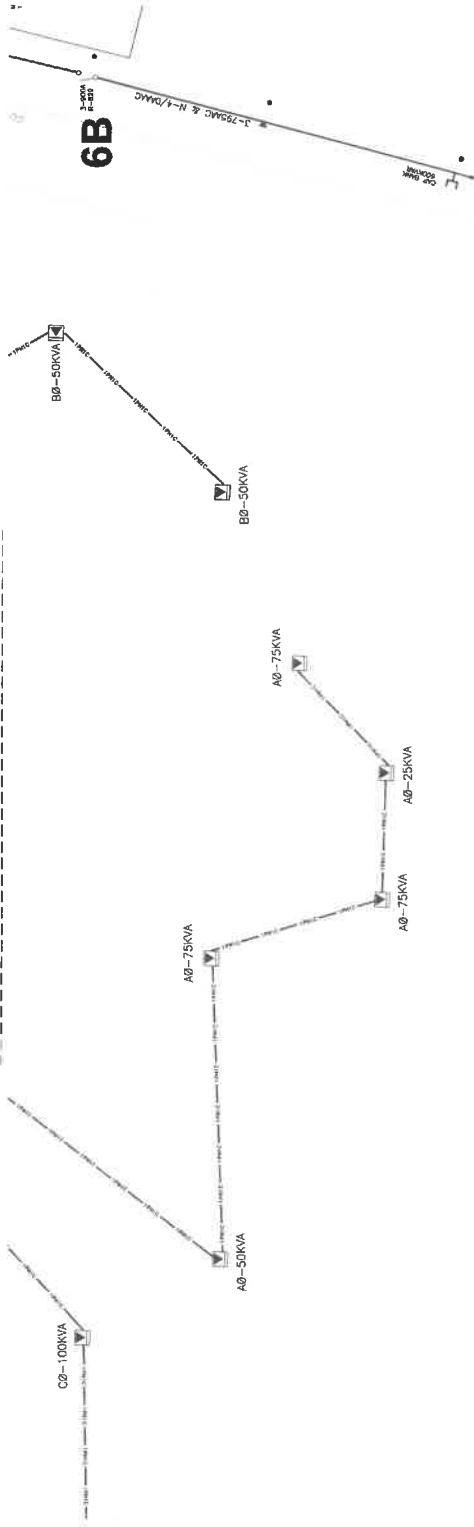
ED	AS-BUILT COPY	AS-BUILT CREW PRINT	DATE
Tr	DATE	DATE	DATE
Ma	DATE	DATE	DATE
Pr	DATE	DATE	DATE

Job CERTIFIED COMPLETED as shown on this AS-BUILT print.
Material changes shown on ROS.

All required ground rods have been driven & verified to be within 10' standards. Values are shown at all locations.

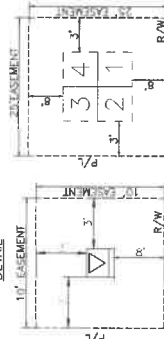
TimeP: 005_ Run3: 005_ SEC: 00_ QTR:



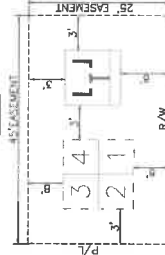
[illegible]

1

TYPICAL PMTX
DETAIL



TYPICAL PMDS
W/CAP BANK
DETAIL



GENERAL CABLE TIE DOWN DETAILS:
(N.T.S.)



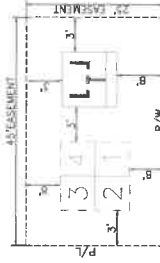
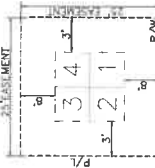
The surface and moisture of very light-colored, light-colored, and dark-colored surfaces should be tested to the degree appropriate to the use of the surface. Surfaces that are not in contact with the ground should be tested to the degree appropriate to the use of the surface. Surfaces that are in contact with the ground should be tested to the degree appropriate to the use of the surface.

Ground Rod Information		
Location	Depth of Ground Rod Installed	Resistance (Ohms)

[illegible]

☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 25KV ☒ 25KV ☒ SALT SPRAY ☐

the location and entrance of any facilities may not be raised upon by the supplier as required to it but in a company with any contract, supplier is responsible for evaluating all conditions prior drive and before ground including underground facility locations.

[illegible]

GENERAL CABLE TIE DOWN DETAILS:
(N.T.S.)

	FNC	FNC	FNC	FNC	FNC	R/W
	+	-	+	-	-	FEEDER
						PRIMARY
						SEC/SRV CBL
						EOP

REFERENCE DWG'S

EASEMENTS REQUIRED

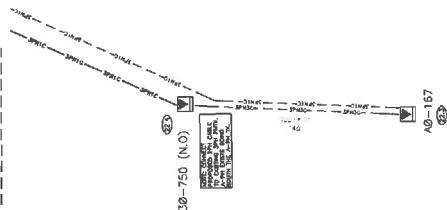
[illegible]

Estimate?	yes	no	yes	no	Survey/Sheet	yes	no	Work with SAOT	yes	no
Tree Wood	yes	no	yes	no	Design/Slide	yes	no	CT/Special M/P	yes	no
Map Posting?	yes	no	yes	no	Tronch Feet			Duct Bank Feat		
					CITY	FR	DIST.	COUNTY	STATE	RD
					WMD	RR	XING	COUNTY	RD.	TRANS.
Posted by					Telephone Request?	yes	no	CATV Request?	yes	no

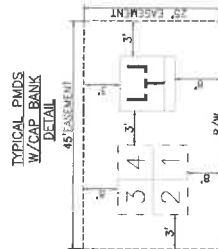
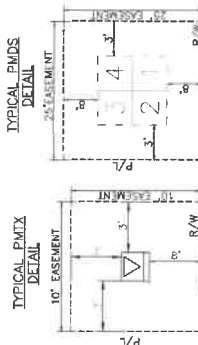
	DESIGNED BY	
	DRAWN BY	
	DATE	
	MAP NO.	-
		

TWP-105L RHC DDL SEC. 00 QTR-
 M/A NEW
 CITY OF DESTIN PHASE 1
 UG FOR CONSTRUCTION
 US HWY-90
 DESTIN, OKALOOSA, FL
 3223 W. 17-4-323

☐ INACCESSIBLE	☒ 12KV	☐ FUTURE 25KV	☒ 25KV	☒ SALT SPRAY
---------------------------------------	--	--------------------------------------	--	--



The importance of city localities in the development of the national economy is increasing. The cities are the centers of the national economy, the main bases of the national economy, and the main bases of the national economy. The cities are the centers of the national economy, the main bases of the national economy, and the main bases of the national economy.

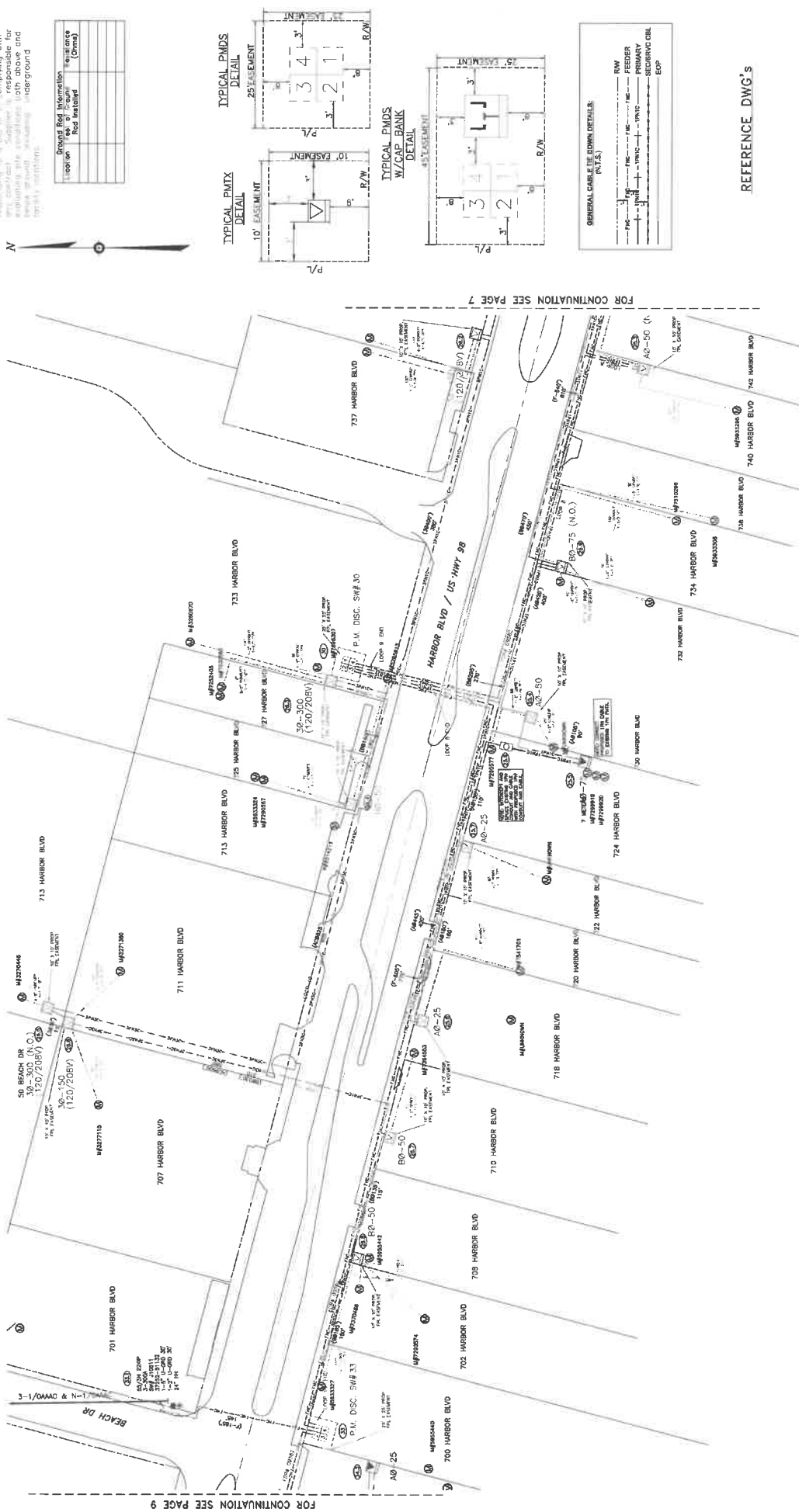
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GENERAL CABLE TIE DOWN DETAILS:

RW
 FEEDER
 PRIMARY
 SEC/5RVC
 EOP

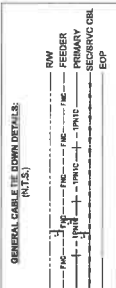
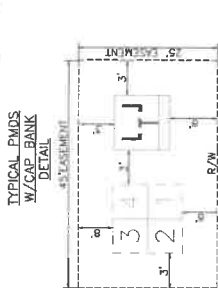
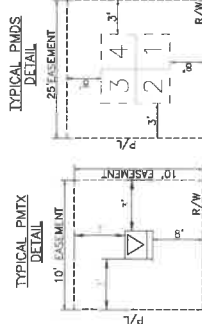
REFERENCE DWG'S

AS-BUILT COPY	AS-BUILT CREW PRINT	☐ Estimate? ☐ YES ☐ NO ☐ Work with SAOP ☐ YES ☐ NO ☐ Tree Work? ☐ YES ☐ NO ☐ CT/Special Mfr? ☐ YES ☐ NO ☐ Map Posting? ☐ YES ☐ NO ☐ Duct Bank Filled ☐ YES ☐ NO ☐ Trench Filled ☐ YES ☐ NO	 	DESIGNED BY DRAWN BY DATE MAP NO.	VIA NW CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION US HWY--50 DESTIN/LOC050A, FL
JOB CERTIFIED AS-BUILT PRINT MOVED TO DRAWING ROOM OR REG.	YES NO	YES NO YES NO YES NO	YES NO YES NO YES NO	0 20 40 60 FEET	NO. 4123 NO. 4123 NO. 4123 NO. 4123 NO. 4123
All required permits, road, map, man, gas, ditches & utilities to be installed by the contractor. All values are shown at the discretion of the contractor.	YES NO	YES NO YES NO YES NO	YES NO YES NO YES NO	YES NO YES NO YES NO	NO. 4123 NO. 4123 NO. 4123 NO. 4123 NO. 4123



The location and existence of any facilities may not be relied upon by the supplier in any contract. Supplier is responsible for evaluating the conditions both above and below ground, including underground utility conditions.

Location	Size of Source	Remarks



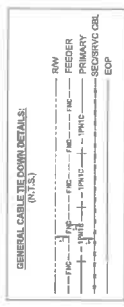
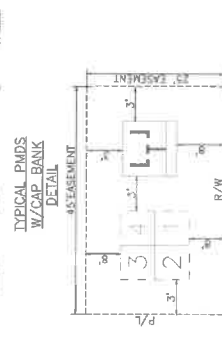
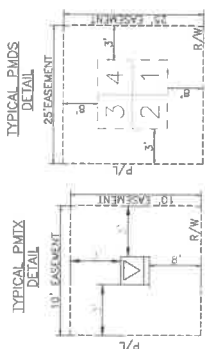
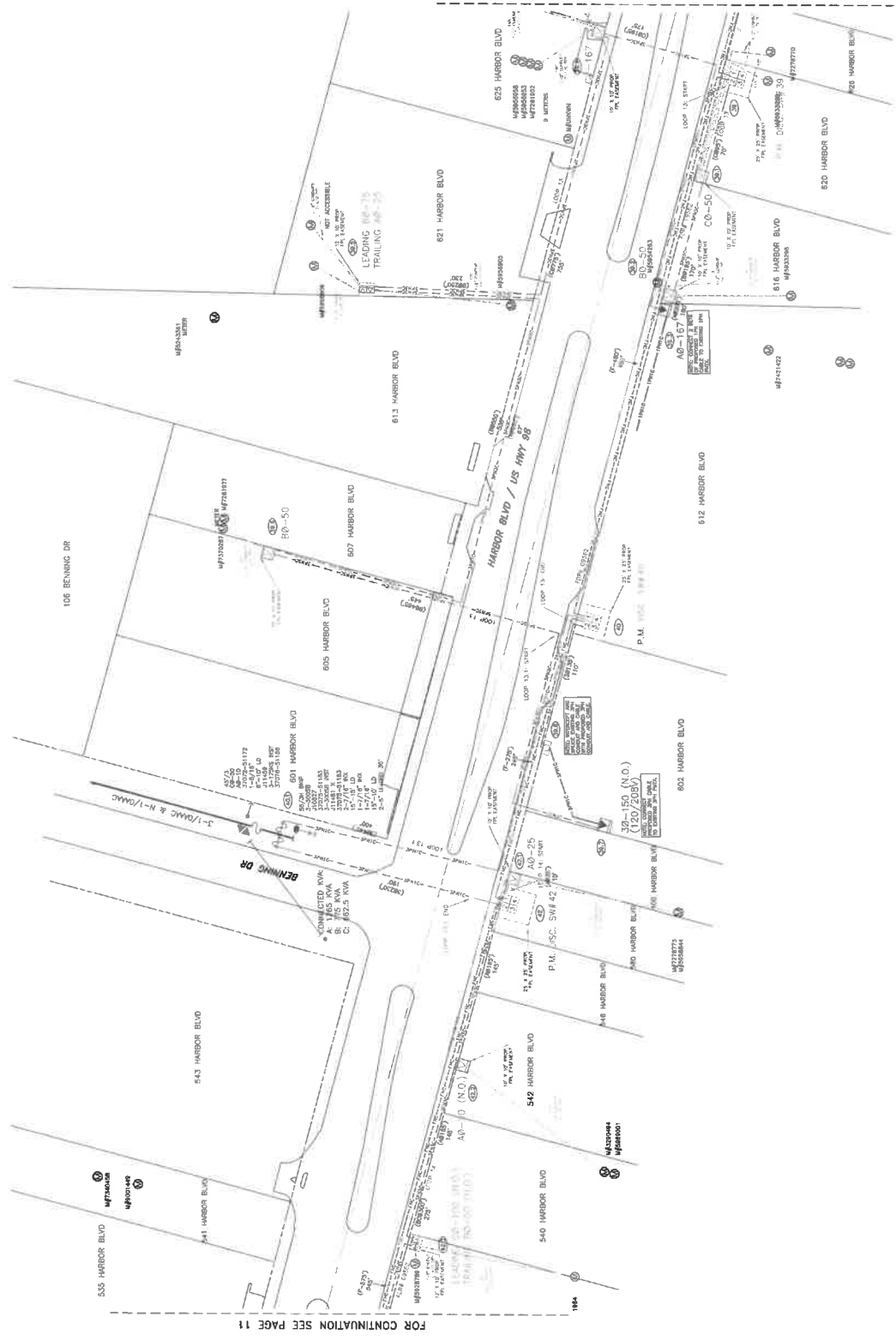
REFERENCE DWG'S

ROW AGREEMENT

EASEMENTS REQUIRED

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DATE: 09/06/09	DATE: 09/06/09	DATE: 09/06/09	DATE: 09/06/09
DESIGNED BY: [Signature]	DESIGNED BY: [Signature]	DESIGNED BY: [Signature]	DESIGNED BY: [Signature]
DRAWN BY: [Signature]	DRAWN BY: [Signature]	DRAWN BY: [Signature]	DRAWN BY: [Signature]
DATE: 09/06/09	DATE: 09/06/09	DATE: 09/06/09	DATE: 09/06/09
MAP NO. 1	MAP NO. 1	MAP NO. 1	MAP NO. 1
CITY OF DESTIN, FL	CITY OF DESTIN, FL	CITY OF DESTIN, FL	CITY OF DESTIN, FL
US HWY-90	US HWY-90	US HWY-90	US HWY-90
DESTIN/OKALOOSA, FL	DESTIN/OKALOOSA, FL	DESTIN/OKALOOSA, FL	DESTIN/OKALOOSA, FL
DWG NO. 1	DWG NO. 1	DWG NO. 1	DWG NO. 1
DATE: 09/06/09	DATE: 09/06/09	DATE: 09/06/09	DATE: 09/06/09
BY: [Signature]	BY: [Signature]	BY: [Signature]	BY: [Signature]
FOR CONTINUATION SEE PAGE 9	FOR CONTINUATION SEE PAGE 9	FOR CONTINUATION SEE PAGE 9	FOR CONTINUATION SEE PAGE 9

EASEMENTS REQUIRED



REFERENCE DWG's

[illegible]

The location and easement of any facilities shown on this map are subject to the approval of the City of Destin, FL. The City of Destin, FL is not responsible for any errors or omissions on this map. The City of Destin, FL is not responsible for any damages or injuries resulting from the use of this map. The City of Destin, FL is not responsible for any claims or lawsuits resulting from the use of this map.

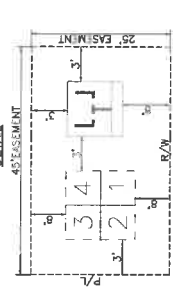
Location	Size of Ground	Reference



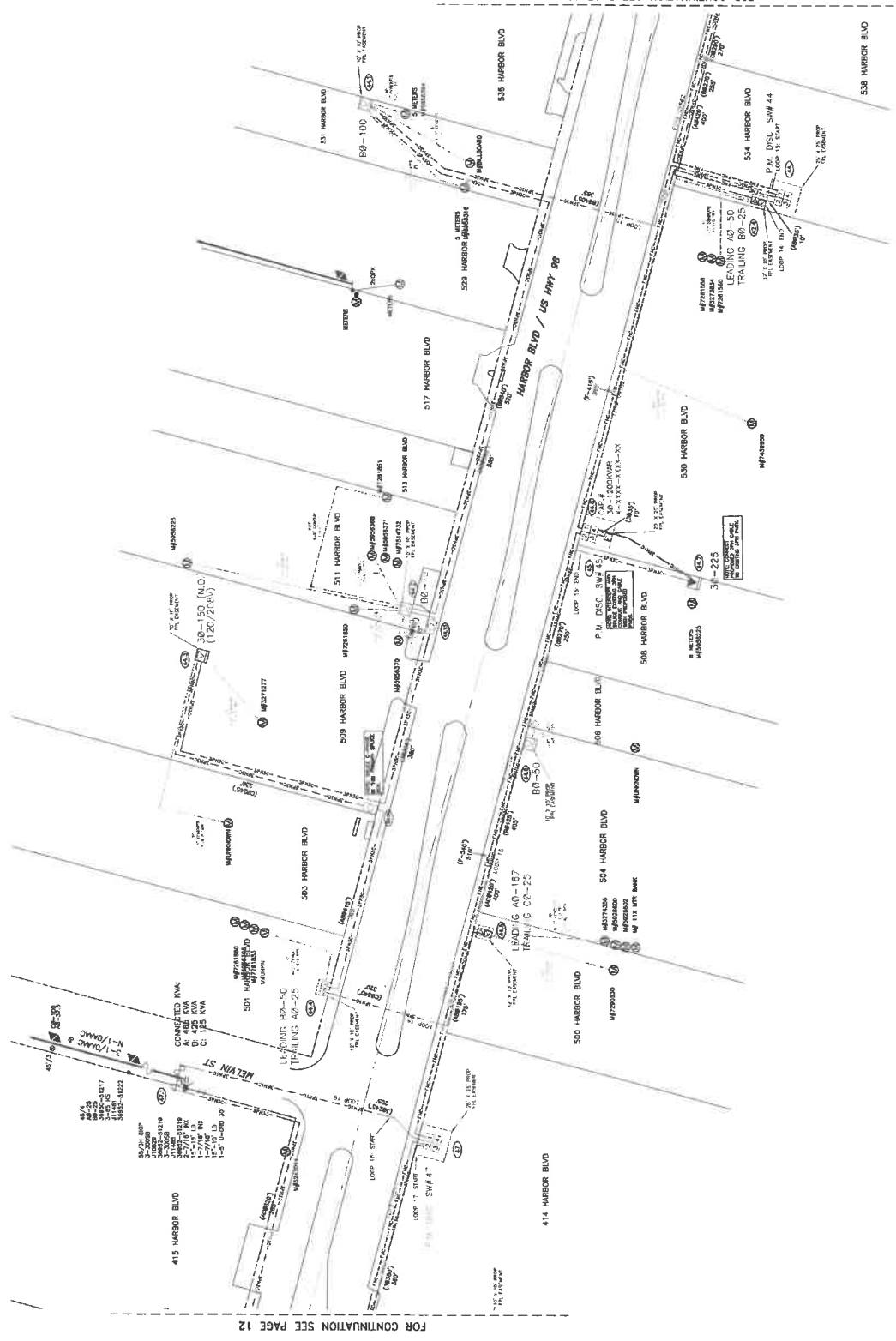
TYPICAL PMTS
DETAIL



TYPICAL PMTS
W/CAP BANK
DETAIL



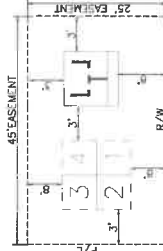
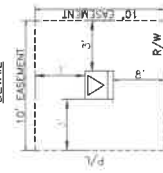
REFERENCE DWG'S



ROW AGREEMENT

EASEMENTS REQUIRED

DESIGNED BY: _____ DRAWN BY: _____ DATE: _____ MAP NO.: _____		CITY OF DESTIN, FL US HWY-90 DESTIN/OKALOOSA, FL	
PROJECT NO.: _____ SHEET NO.: _____		DWG NO.: _____	
SCALE: 1" = 40'		SCALE: 1" = 40'	
AS-BUILT COPY: _____ AS-BUILT CREW PRINT: _____ JOB CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on ROS.		ESTIMATE: _____ Survey/Field: _____ Design/Sheet: _____ Duct Bank Feat: _____ Tract Feat: _____ Tree Work: _____ Map Postage: _____ COUNTY RD: _____ STATE RD: _____ COUNTY RD: _____ TRANS. RD: _____ Telephone Request: _____ CATY Request: _____	
POSTED BY: _____		POSTED BY: _____	

[illegible]

GENERAL CABLE TIE DOWN DETAILS:
(N.T.C.)

[illegible]

REFERENCE DWG'S

[illegible]

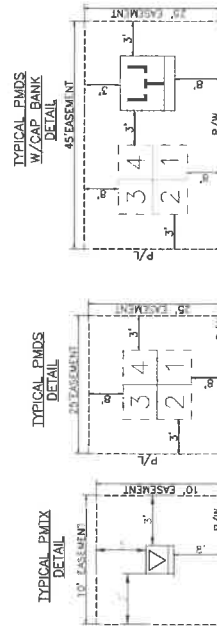


ROW AGREEMENT

EASEMENTS REQUIRED

[illegible]

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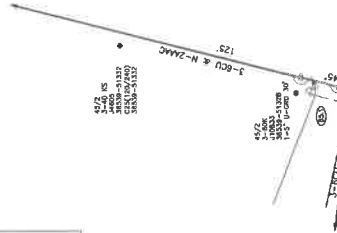
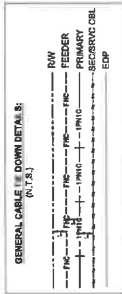


THE DOWN DETAIL:

ROW	FEED	PRIM	SECS
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2	1000	1000	1000
3	1000	1000	1000
4	1000	1000	1000
5	1000	1000	1000
6	1000	1000	1000
7	1000	1000	1000
8	1000	1000	1000
9	1000	1000	1000
10	1000	1000	1000
11	1000	1000	1000
12	1000	1000	1000
13	1000	1000	1000
14	1000	1000	1000
15	1000	1000	1000
16	1000	1000	1000
17	1000	1000	1000
18	1000	1000	1000
19	1000	1000	1000
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87	1000	1000	1000
88	1000	1000	1000
89	1000	1000	1000
90	1000	1000	1000

[illegible]

EASEMENTS REQUIRED



The supplier with experience of any facilities and the value added by the supplier in responding to it did not correspond with any contract. Suppliers responsible for evaluating the company both above and below ground including underground facility facilities.

[illegible]

FPL

Applicant Installed Facilities

Exhibit B

Standards and Specification

rev: December 2022

Land Surveying Specifications:

All directional bores, concrete encased duct banks, direct buried conduit and OH construction will require some form of as-built deliverables. The type of as-built required, will depend on the type, design, and location of the work performed. To ensure compliance with our state easements and permits we will require as-builts of the job within 30 days of completion of work. They will have the cable/conduit shown in plan views. The plan view will show the cable/conduits/equipment locations relative to utility easements and Rights of Way (ROW) or the Public Easement issued to FPL by the State of Florida. The cable/conduits will be shown from access point to access point and indicate the depth of the cable/conduits as it crosses under the sovereign lands of the State of Florida. In addition, whenever applicable, the specific required deliverables specified by the permit agency will be required. Any fines, penalties, and or NOV's issued to FPL when as-builts are not provided within 30 days will be secured by the suppliers account receivables. In addition, and more specifically:

- Perform all necessary survey work to delineate the FDEP/ACOE or other environmental easement boundaries as reflected on easement and or permit documents provided by FPL, both on land and in the water up to the point where the subaqueous easement meets road rights of way or other upland easements.
- Place bore path wireline within the established easement.
- Perform bore and back ream within the established easement.
- Post construction - Contractor shall send as final as-built survey sketch to the FPL Representative (Production Lead or Project Manager). The PL or PM may preview the deliverables and send to fpl-survey-asbuilts@fpl.com for final survey review.

LEVEL 1 AS-BUILT

3.3.6 – A LEVEL 1 - “Certified Survey- As-built”, signed & sealed by a professional land surveyor and mapper will be required when;

A) For any Subaqueous crossing. The following is the minimum required on the deliverables;

-Signed & Sealed deliverables from a Professional Land Surveyor and Mapper. Could be redline plan & profile deliverables or survey drawing created by surveyor.

-Final location of directional bore within existing easement boundaries.

-Horizontal locations for the entry and exist points of the directional bore with tie down to known acceptable monumentation. Northing & Easting, State plane coordinates, or Latitude or Longitude coordinates.

-Horizontal locations along the bore route with any changes in direction shown and tied to a known acceptable monument.

-Acceptable Vertical Datum (NGVD29 & NAVD88) elevations along the entry and exit points of the bore, and along the actual directional bore at intervals designated by engineer or permit agency.

-Mean High Water Tidal datum

-Bottom of Canal soundings (elevations)

-Canal R/W info, width of water, and bank locations at crossing.

B) For any land based directional bore, concrete encased duct bank, or direct buried cable is required by a governing agency (permit) in order to close the permit. Or, for any land based directional bore, concrete encased duct banks, and direct buried conduits that exceeds 10 feet in depth. Or, in some cases, whenever it is deemed necessary by the engineer. The following is the minimum required on the deliverables;

For Directional Bore:

Signed & Sealed deliverables from a Professional Land Surveyor and Mapper. Could be red lined plan & profile drawings deliverable or survey drawing created by the surveyor.

Final location of directional bore within easement boundaries (if applicable).

- Horizontal locations for the entry and exist points of the directional bore with a tie down to known acceptable monumentation. Some permitting agencies might require Northern & Easting coordinates, State plane coordinates, or Latitude or Longitude coordinates for these points as well.

- Horizontal locations along the bore route with any changes in direction shown and tied to a known acceptable monument.

- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the surface of the grade at the entry and exit points of the bore and along the bore route at intervals designated by engineer or permit agency.

- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the bore route (bore logs) at the intervals designated by engineer or permit agency.

For concrete encased Duct Banks & Direct Buried Conduits:

Signed & Sealed deliverables from a Professional Land Surveyor and Mapper. Could be red lined plan & profile deliverable or survey drawing created by the surveyor.

- Horizontal location of FPL manholes with tie downs to acceptable monumentation. Some permitting agencies might require Northern & Easting coordinates, State plane coordinates, or Latitude or Longitude coordinates for these points as well.
- Horizontal locations along the surface of the route, with any changes in direction shown and tied to a known acceptable monument.
- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the rim of the manholes and along the duct bank route at intervals designated by engineer or permit agency.
- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the actual top of concrete encased duct bank at the intervals designated by engineer or permit agency.

LEVEL 2 AS-BUILT

3.3.7 – A LEVEL 2 - “Certified As-built”, signed by the contractor will be required when;

A) The directional bore or concrete encased duct bank or direct buried conduit does not exceed a proposed 10-foot depth and it is not required by the engineer for special circumstances.

B) When a LEVEL 1 type as-built is not required by the governing permit agency in order to close the permit.

The following is the minimum required on the deliverables;

- For directional bores:
 - Certified/ “Signed” red-lined plan & profile drawings by the contractor, showing the horizontal ties to a entry and exit points and/or bore pits for the directional bore. (See note below)
 - Certified/ “signed” Bore Logs.
- For concrete encased duct banks: Certified/ “Signed” red-lined plan & profile drawings by the contractor, showing horizontal ties to all manholes and splice boxes. (See note below)
- Certified/“Signed” red lined plan & profile drawings by the contractor with measurements along the top of duct bank along route at intervals of 50’ minimum or closer if determined by an engineer or permit agency

3.3.1

Survey As-Builts

3.3.1.1

The Surveyor shall obtain As-built Survey before back filling occurs. This field information is necessary for updating and correcting FPL work order drawings (usually Plan & Profile). The Surveyor is to record all as-built information in a field book. (See 4.0 Data Recording). All manholes, vaults, trench routes and duct bank locations are to be stationed to a baseline or reference line. The as-built information is to be referenced to this line. Elevations will be to NGVD 1929, NAVD 1988, or other established local datum. They are to be taken along the top of the duct bank or cable and at existing grade at 50-foot maximum intervals. Existing grade elevation shots (Top of Ground) are to be taken as close as practical to the elevation shots of the duct bank or cable being recorded. Additional elevations and grade shots are required when there is a change of elevation and/or direction of the cable or duct bank. Elevations are required on the roof of the manhole, rim if installed, at existing grade and where the duct enters the manhole or feeder splice box. When other utilities are uncovered, (water, gas, sewer, telephone, etc.) their size, material and type are to be determined, their location referenced to the base line, and their elevation noted. An elevation will be taken on the duct bank or cable directly above or below the other utility and at existing grade. As-built shall show the relation of installed facility to any easement provided by the permitting agency or others.

SPECIFICATIONS FOR UNDERGROUND CONDUIT INSTALLATION

1. Conduit, handhole, and transformer pad placement shall be in the easement provided and in accordance with the design drawings and field staking.
2. Use only FPL supplied conduit with FPL supplied bends. (Figure 1)
3. Glue-all joints securely with FPL supplied glue. (Appendix A)
4. FPL conduit markers must be placed at all conduit ends. (Figure 1)
5. Primary conduit is to have a minimum of 36 inches of cover. Secondary conduit is to have a minimum of 24 inches of cover. (Figure 1). Secondary conduit may be placed at 36" depth when in the same trench as primary conduit.
6. All service and street light conduit is to have 24 - 30 inches of cover at property line. All future service stub-outs at transformer locations to be installed with 90's. Where primary, secondary, or street light conduit runs turn horizontally, 36 inch radius 90 degree bends are to be used.
7. Cap all ends of the conduit with FPL supplied end caps. Denote termination point of each conduit run on the capped end. (Appendix B). All conduit ends are to be terminated 1 - 2 feet above final grade except at transformer locations where conduit ends are to be terminated 3 inches above final grade. (Figure 3)
8. Install 1 #12 copper locate wire supplied by FPL in each trench per attached specs (Figure 4). All ends of the #12 copper locate wire must be exposed above grade, and secured with a tie wrap to a piece of stubbed up conduit for future locates. (Figure 4)
9. Conduits terminated at transformer locations to be installed with templates supplied by FPL per Figure 3A, 3B, or 3C according to the type of transformer being installed. (Consult your Service Planner).

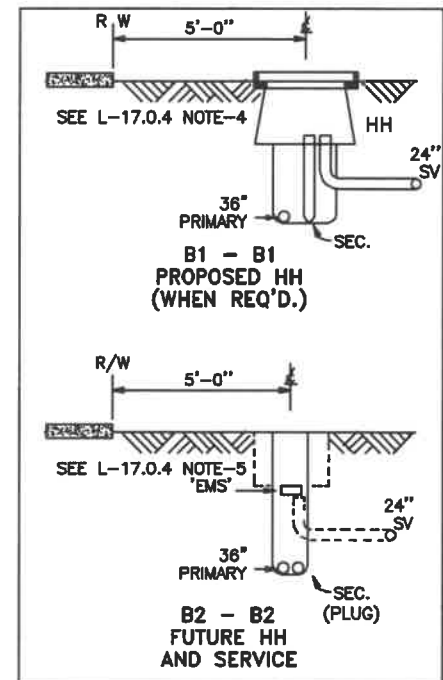
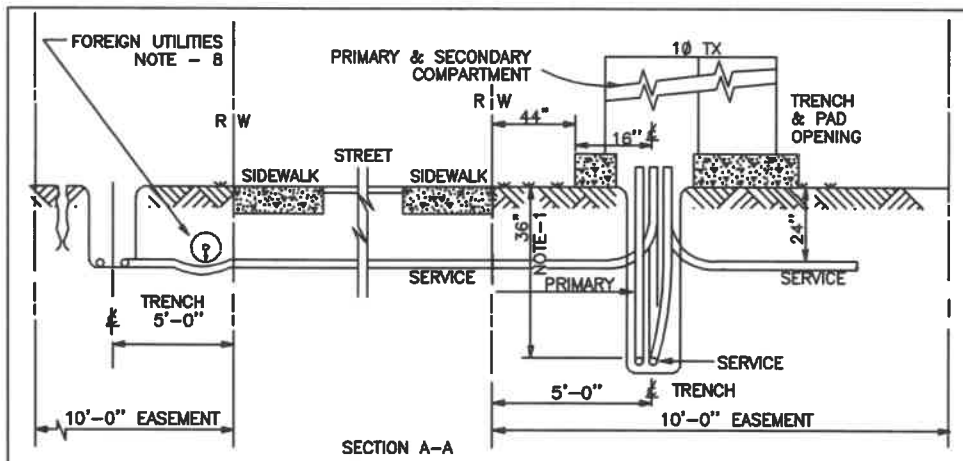
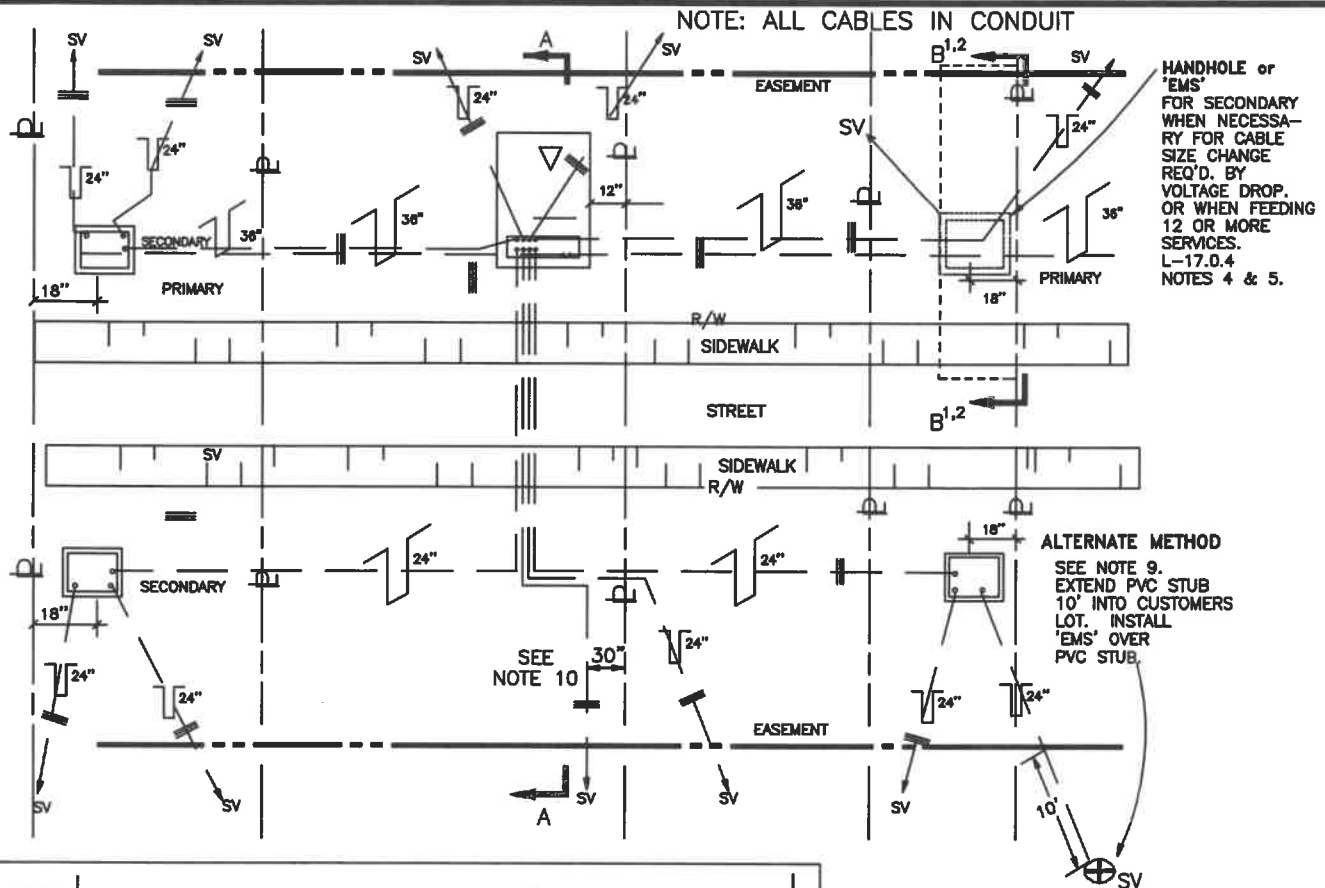
10. Concrete transformer slabs provided by FPL are to be installed level on compacted fill at final grade and oriented as shown on the FPL design drawing(s) (Figure 3)
11. Conduits terminated at future secondary handhole locations to be installed per Figure 2. If secondary handholes are being installed at the time of conduit installation, install 45 degree bends as shown in Figure 1.
12. Primary splice handhole to be installed with electronic cable marker. (Figure 2A)
13. Install a continuous length of pull string in all conduit runs.
14. Backfill operations are to be done carefully with special attention given to utilizing clean fill, thereby assuring the elimination of rock and other scrap material to insure that the conduit will not be damaged or marking devices moved and proper compaction is achieved.

TESTING AND ACCEPTANCE GUIDELINES

Following notification of completed installation of underground conduits by a developer/contractor FPL will:

1. Randomly spot check the installation depth of conduits below grade at a minimum of 2 points between each primary termination point (transformers, splice boxes & risers) noting the measured depth on the record drawing.
2. After confirming the correct routing and integrity of a conduit run, verify that the cable markers were installed and exposed conduit ends are plugged.
3. Confirm that a continuous length of pull string has been installed in all conduit runs and verify that all conduits runs terminate in the correct locations.
4. The final acceptance of the conduit installation will occur when FPL pulls the conductor and occupies the conduit.

LOCATING SINGLE PHASE TRANSFORMER PAD IN FRONT EASEMENT PREFERRED METHOD



NOTES:

- MINIMUM SEPARATION FROM FOREIGN PIPES, CONDUITS OR CABLES MUST BE AS FOLLOWS: FROM COMMUNICATION SYSTEMS (CATV, OR TELEPHONES), 3" OF CONCRETE OR 12" OF WELL TAMPED EARTH; FROM WATER, GAS, OR SEWER LINES, 12" OF WELL TAMPED EARTH, OR OTHER SEPARATION AGREED TO BY ALL PARTIES INVOLVED.
- AS AN ALTERNATE METHOD EXTEND THE PVC 10' INTO THE CUSTOMERS PROPERTY & INSTALL AN 'EMS' OVER THE PVC STUB. USE THIS METHOD OF CONSTRUCTION ONLY WHEN YOU ARE UNABLE TO USE THE PREFERRED METHOD OF STUBBING THE PVC INSIDE THE HANDHOLE OR TO AVOID FUTURE CONFLICTS WITH FOREIGN UTILITIES INSTALLATIONS. THIS METHOD OF CONSTRUCTION CAN BE USED IN EITHER FRONT OR REAR EASEMENT.
- PRIMARY, SECONDARY AND/OR SERVICE RUNS ADJACENT TO SIDE PROPERTY LINES SHOULD BE INSTALLED AT 30" FROM THE PROPERTY LINES WHENEVER POSSIBLE.

SUPERSEDES L-17 SH. 5 LAST REVISED ON 1-29-92



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

8/15/05	UPDATE DRAWING	SMS	ELS	JJM
6/29/05	UPDATE DRAWING	SMS	ELS	JJM
8/18/99	CHANGE (L-17, SH 4) TO SEE L-17.0.4 & TITLE	SMS	PRH	JJM
8/9/96	CHANGE MINIMUM DEPTH	SMS	RAS	JJM
DATE	REVISION	ORIG	DESIGN	APPROV

ORIGINATOR: SMS

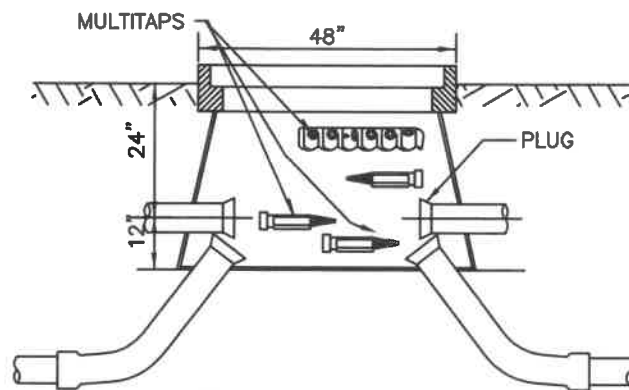
DRAWN BY: RAS

DATE: 8/9/96

APPROVED: J.J. MCEVOY
SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

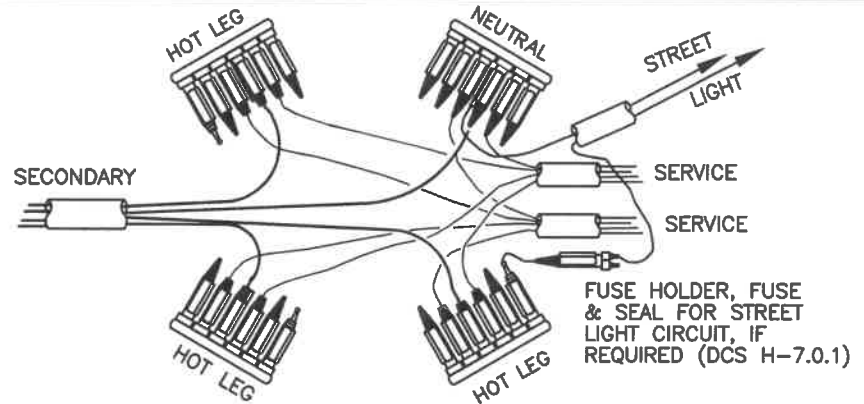
NO SCALE

**MULTITAP CONNECTORS IN HANDHOLE
(30"X48"X36") M&S #162-121-004
FOR CONNECTING 2 TO 5 SERVICES
AND 1/0 PRIMARY SPLICE BOX**

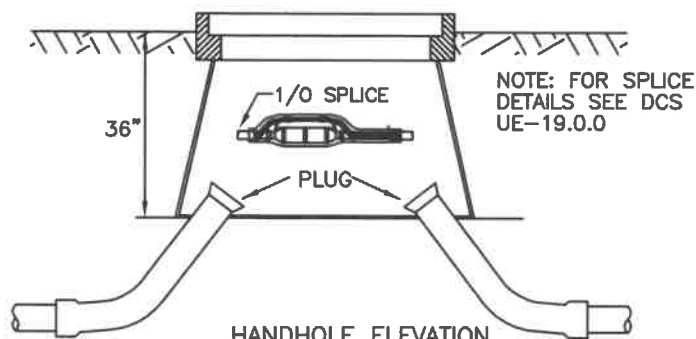


NOTE: KNOCKOUTS
WILL ACCOMMODATE
5" PVC 2 KNOCKOUTS
EACH SIDE

HANDHOLE ELEVATION



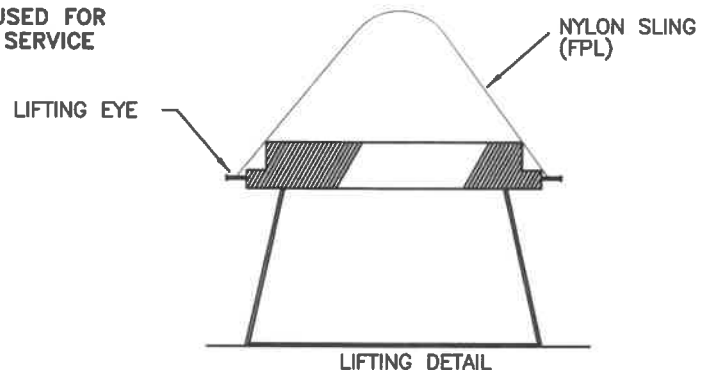
FOR EASE OF INSTALLATIONS TRAIN THE CABLES
ABOVE GRADE, INSTALL THE MULTITAP CONNECTORS,
THEN INSTALL INSIDE HANDHOLE

CONNECTION DIAGRAM
(EXPANDED)HANDHOLE USED FOR
SECONDARY SERVICE

NOTE: FOR SPLICE
DETAILS SEE DCS
UE-19.0.0

HANDHOLE ELEVATION

HANDHOLE USED AS A 1/0 PRIMARY SPLICE BOX



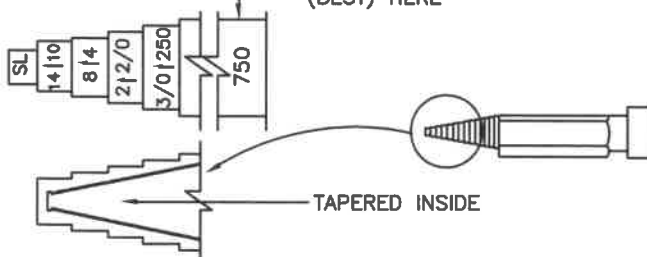
LIFTING DETAIL

HANDHOLE MAY BE LIFTED WITH
OR WITHOUT COVER IN PLACE

NOTES:

1. MAXIMUM 1 SECONDARY CONDUIT WITH 2 TO 5 SERVICES.
2. MAXIMUM 3 SPLICES.
3. PROVIDE GROUNDING FOR ANY RUN GREATER THAN 650FT, INSTALL GROUND RODS AT THE 48" HANDHOLES TO GROUND THE CABLE. IF A HANDHOLE IS BEING INSTALLED IN A RUN FOR "CONVENIENCE" (TOO MANY BENDS IN THE RUN, CUTTING INTO A LOOP TO EXTEND INTO A CUL-DE-SAC, REPAIRING A DIG IN, ECT.) THERE IS NO NEED FOR THE GROUND RODS.
4. 6-PORT MULTITAP CONNECTOR M&S #163-017-502 WILL ACCOMMODATE #1/0 CABLE AND #400-#750 MCM COPPER OR ALUMINUM CABLES
5. WEIGHT:
2 PIECE LID = 82 LBS. EACH
BODY = 190 LBS.
6. LIFTING:
COVER MAY BE LIFTED WITH THE HANDHOLE LID LIFTER (HOOK) TOOL M&S #593-930-021.
7. COMPLETE HANDHOLE, INCLUDES COVER M&S #162-121-004.
8. REPLACEMENT COVER M&S #162-121-012.
9. HANDHOLE SHOULD NOT BE EXPOSED TO VEHICULAR TRAFFIC, SUCH AS STREETS, PARKING LOTS, OR DRIVEWAYS.
10. FOR DRIVEWAY LOADING HANDHOLE 32"X50"X36" DEEP, USE M&S #162-122-892. (UX-202.0.0) APPROXIMATE WEIGHT 2,663 LBS.

EXAMPLE:
FOR 750 SEAL
MAY BE CUT
(BEST) HERE

MULTITAP CONNECTOR M&S 163-017-502
FLOOD SEAL

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: SMS

DRAWN BY: SMS

DATE: 9/30/94

APPROVED: J.J McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO.	DATE	REVISION	ORIG.	DRAWN	APPR.
1	2/20/19	UPDATE TITLE	ARR	ELS	BXN
2	7/29/11	UPDATE NOTE 3	ARR	ELS	BXN
3	2/4/10	UPDATE NOTE 4	ARR	ELS	JRD
4	6/16/08	UPDATE NOTES	GAP	ELS	JJM
5	8/16/05	UPDATE NOTES	RJO	ELS	JJM



1. PAD M&S #162-246-001.

-

F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: SMS

DRAWN BY: BIL

DATE:

APPROVED: J.J. McEVIL

SUPERVISOR: CH/LIN, EVIDENCE

NO SCALE

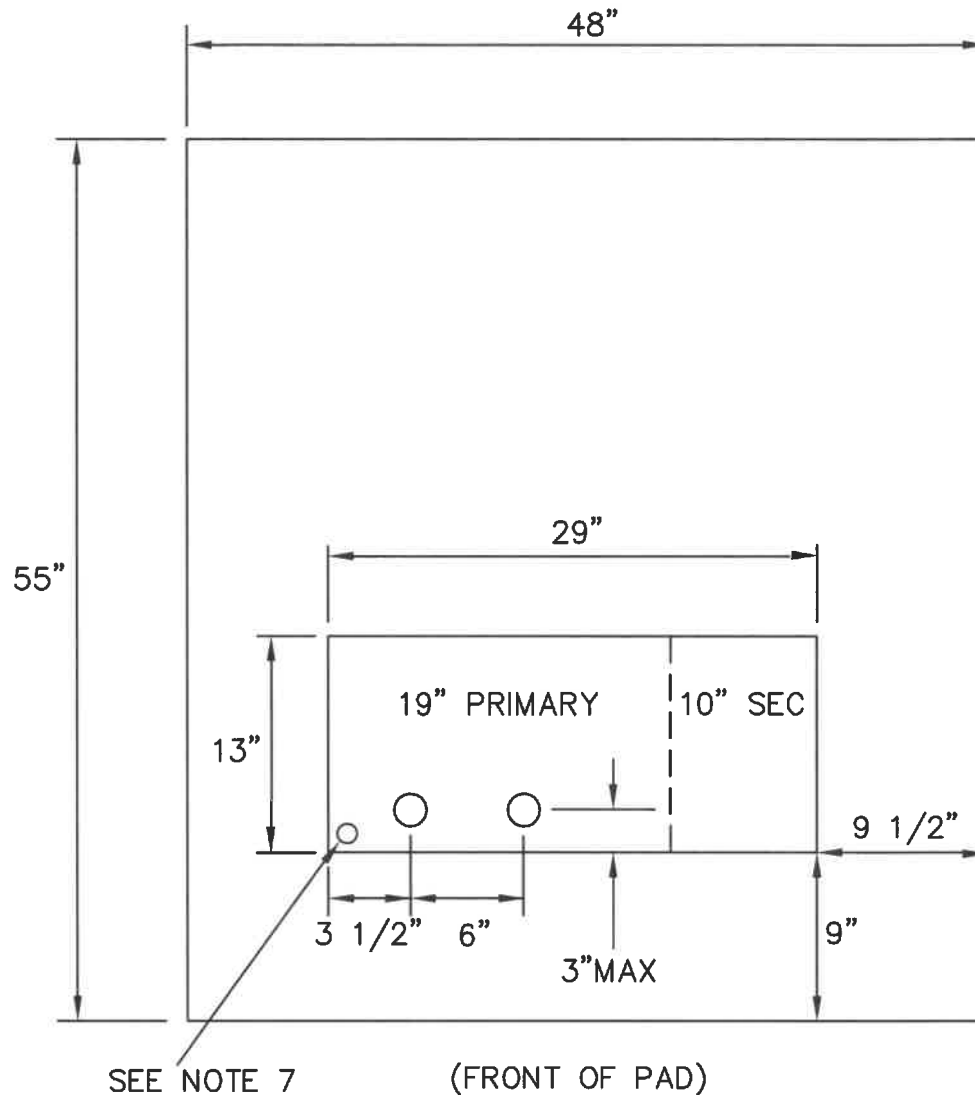


1. REFERENCE I-68.0.2 OF THE DCS.
2. PAD M&S #162-246-001 (6" PAD THICKNESS) AND #162-246-002 (24" PAD THICKNESS).
3. ALL CONDUITS TO EXTEND 3" MAX ABOVE GROUND LEVEL.
4. ALL SECONDARY / CUSTOMER CONDUITS MUST FIT WITHIN THE 10"x13" AREA INDICATED.
5. ALL CONDUIT RELATED DIMENSIONS ARE TO THE CENTER OF THE DUCT UNLESS OTHERWISE INDICATED.
6. MAINTAIN 8' CLEARANCE FROM FRONT AND 3' CLEARANCE FROM SIDES AND BACK OF TRANSFORMER PAD.
7. INSTALL 2" SLEEVE FOR GROUND ROD, 48" LONG.
8. CABLES REQUIRING CT METERING INSIDE THE TRANSFORMER MUST BE PLACED TOWARDS THE FRONT OPENING OF THE TX PAD AND IN FRONT OF ANY OTHER CABLES WHICH ARE NOT CT METERED INSIDE THE TRANSFORMER. THIS IS TO AVOID CABLE TRAINING ISSUES.



OH & UG DISTRIBUTION SYSTEM STANDARDS

NO SCALE

**NOTES:**

1. REFERENCE I-62.0.0 OF THE DCS.
2. PAD M&S #162-248-004.
3. ALL CONDUITS TO EXTEND 3" MAX ABOVE GROUND LEVEL.
4. ALL SECONDARY/CUSTOMER CONDUITS MUST FIT WITHIN THE 10"X13" AREA INDICATED.
5. ALL CONDUIT RELATED DIMENSIONS ARE TO THE CENTER OF THE DUCT.
6. MAINTAIN 8' CLEARANCE FROM FRONT AND 3' CLEARANCE FROM SIDES AND BACK OF TRANSFORMER PAD.
7. INSTALL 2" SLEEVE FOR GROUND ROD, 48" LONG.
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F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: SMS

DRAWN BY: BILL

2 1/28/16

UPDATE NOTES

ARR

ELS

RDH

1 5/7/15

UPDATE DRAWING

ARR

ELS

RDH

DATE:

APPROVED: J.J McEVoy

SUPERVISOR, OH/UG PRODUCT

NO SCALE

2	1/28/16	UPDATE NOTES	ARR	ELS	RDH	ORIGINATOR: SMS	DRAWN BY: BILL
1	5/7/15	UPDATE DRAWING	ARR	ELS	RDH	DATE:	APPROVED: J.J McEVoy SUPERVISOR, OH/UG PRODUCT

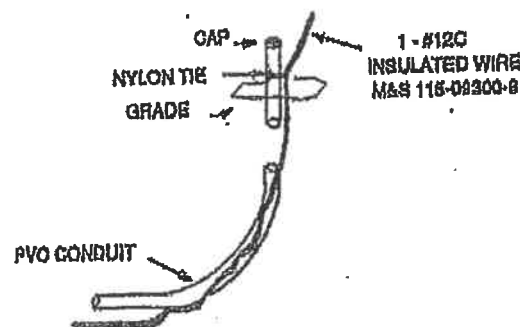
NO SCALE

FIGURE 4

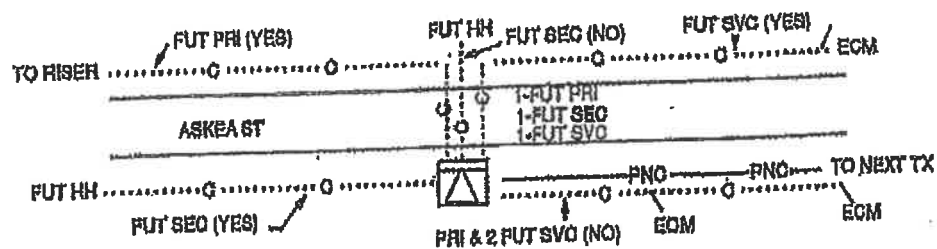
1 - #12C INSTALLATION

When installing conduit only (cable to be pulled later), a single #12 copper insulated wire is to be direct buried in every trench at the same depth as the conduits. The ends of the wire are to be terminated above ground at the conduit ends as shown. This wire will allow empty plastic conduits to be located with electronic equipment.

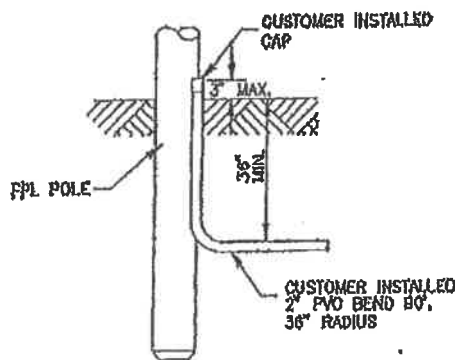
This method is not intended for cases where conduit is installed strictly for road crossings only. In these cases EOM markers should be used to mark the conduit ends.



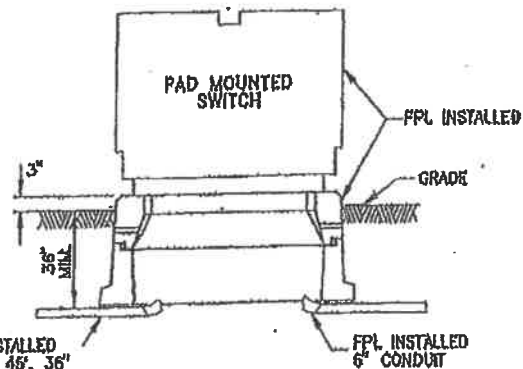
WHERE TO INSTALL #12C WIRE



DRAWING SYMBOLS



TYPICAL PVC CONDUIT BEND
AT RISER POLE INSTALLATION



TYPICAL CONDUIT ENTRANCES
TO PAD MOUNTED SWITCH

SYMBOLS

CONDUCTORS - PRIMARY

FPL OWNED, IN CONDUIT, WITH CONDUCTOR SIZE, METAL, RATED VOLTAGE INSULATION AND NEUTRAL INDICATED.

EXISTING
— PNC —

PROPOSED
- - - PNC - - -

CONDUCTORS - SECONDARY - STREET LIGHT

FPL OWNED, IN CONDUIT, WITH CONDUCTOR SIZE, METAL AND INSULATION INDICATED (HM/HD TPX SHOWN).

1/OA
— III —

4/OA
— III —

SERVICE LATERALS

THREE-WIRE SECONDARY SERVICE, FPL OWNED IN CONDUIT WITH CONDUCTOR SIZE, METAL, INSULATION AND JACKET INDICATED.

3-20 RN
— III —>

1/OA TPX
— III —>

EMPTY CONDUIT

— O —

— G —

PADMOUNTED TRANSFORMERS

PADMOUNTED TRANSFORMER, 15, WITH KVA RATING (FRONT, OR TERMINAL CHAMBER, IS SMALL RECTANGLE AT RIGHT END OF SYMBOL. PRIMARY PHASE INDICATED) TRANSFORMER STYLE SHOWN AS FOLLOWS: (RS) - REGULAR SIZE - 42" + HIGH, (DF) - DEAD FRONT - 32" + HIGH, (LS) - LOW STYLE - 24" + HIGH.

▶ B 15

▶ B 15

STRUCTURES

ELECTRONIC CABLE MARKER AND OR SPICE PIT (BURIED)



SERVICE HANDHOLE



F P L

FIELD JOINING

1. EXAMINE EACH LENGTH OF CONDUIT AND ENSURE THERE ARE NO INTERIOR OR EXTERIOR IMPERFECTIONS, CRACKS, ETC. REMOVE ALL FOREIGN MATERIAL FROM INSIDE CONDUIT.
2. USING A HACKSAW, (594-40600-7) FINE TOOTH WOOD SAW, OR NYLON STRING, CUT PIPE SQUARE (IF REQUIRED). REMOVE ANY BURRS AND BEVEL ANY SHARP EDGES. WIPE DRY WITH A CLEAN, DRY CLOTH.
3. APPLY CEMENT (M & S #522-14100-7) UNIFORMLY ON INSIDE OF BELL OR FITTING. APPLY UNIFORM COAT OF CEMENT ONTO CONDUIT END. DO NOT POUR, SPLASH, OR GLOB CEMENT ON!
4. IMMEDIATELY INSERT THE CONDUIT INTO THE BELL END OF FITTING ALL THE WAY TO THE INSIDE SHOULDER. ENSURE SNUG FIT AND TURN CONDUIT 1/4 TURN TO DISTRIBUTE CEMENT EVENLY.
5. HOLD JOINT FOR APPROXIMATELY ONE MINUTE TO ALLOW CEMENT TO BEGIN SETTING. WIPE OFF EXCESS CEMENT.
(NOTE: MANUFACTURER RECOMMENDATIONS ARE TO ALLOW FOR A MINIMUM OF 10 MINUTES OF DRYING TIME PRIOR TO ANY BACKFILLING. WEATHER CONDITIONS MAY VARY THIS SETTING TIME.)

FIELD INSTALLATION

1. LAY CONDUIT RUN INTO TRENCH. DO NOT KICK, THROW OR SLAM IT IN!
2. SURROUNDING TRENCH BACKFILL MUST BE FREE OF LARGE OR SHARP ROCKS, CINDERS OR OTHER DEBRIS WHICH WILL DAMAGE CONDUITS DURING BACKFILL OPERATION OR SUBSEQUENT COMPACTION.
3. IN CORAL ROCK AREAS, IT IS RECOMMENDED THAT HAND BACKFILLING FOR THE FIRST 3 TO 6 INCHES BE PERFORMED.
4. INSTALL PLUGS OR END BELLS ON ALL VACANT DUCTS, AS REQUIRED.
5. THE FINISHED CONDUIT RUN SHALL BE RODDED IN AN APPROVED MANNER (I.E. WINCH LINE, MANDREL, ETC.) TO VERIFY CONTINUITY AND CLEANLINESS. (NOTE: NO CONDUIT RUN SHALL BE ACCEPTED AS PROPERLY INSTALLED UNLESS FREE PASSAGE IS OBTAINED AND VERIFIED BY FPL SUPERVISION.)



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: CM

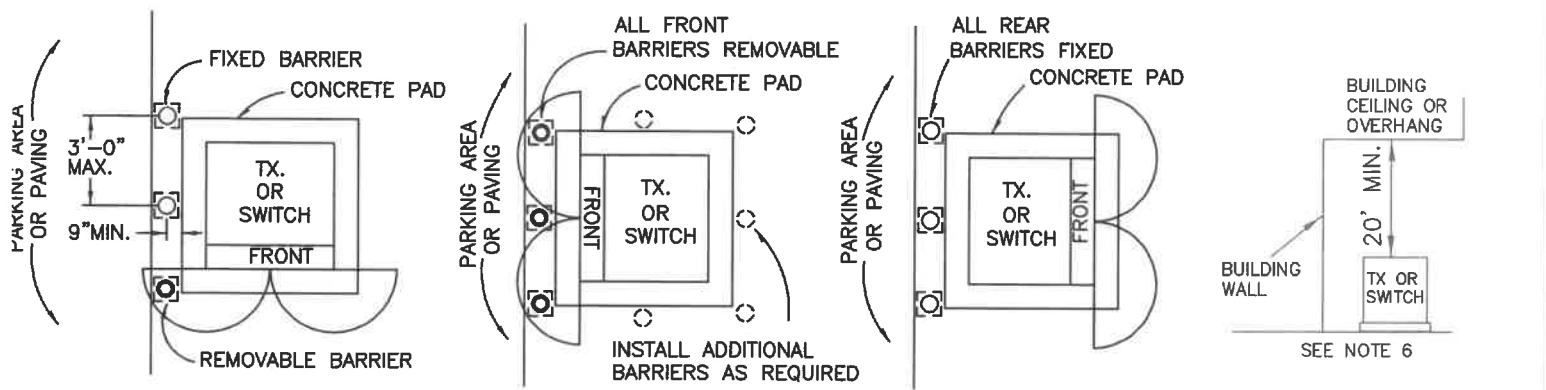
DRAWN BY: BQ

1	7/16/01	UPDATE DRAWING (TEXT)	RAP	JES	JJM
NO	DATE	REVISION	ORIG	DRAWN	APPR

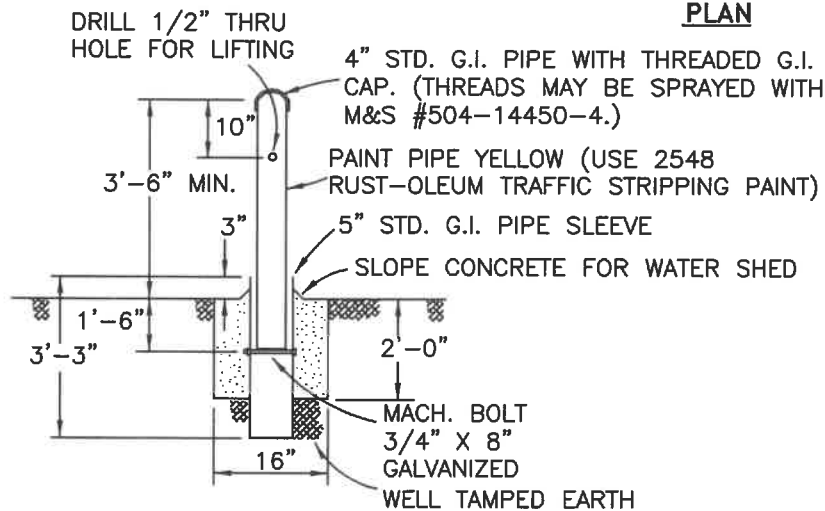
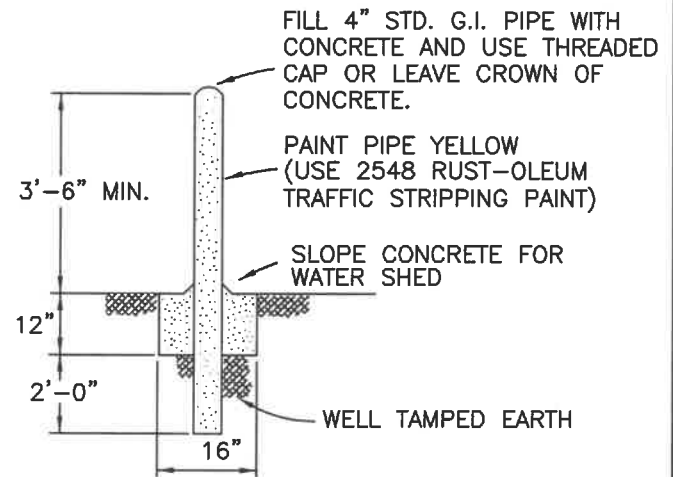
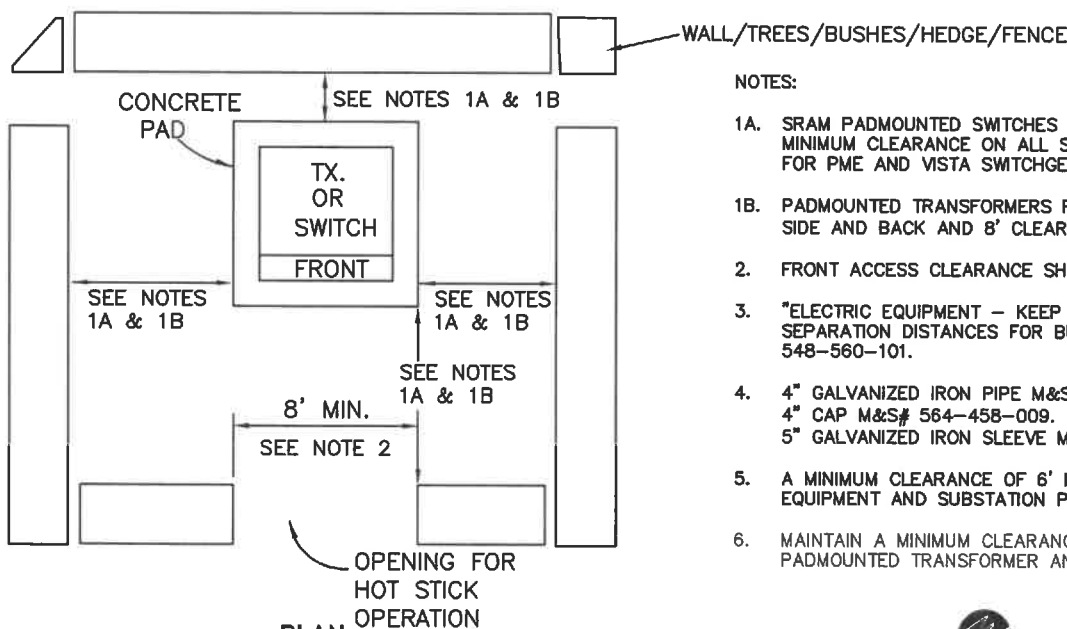
DATE: 9-30-94

APPROVED: R.J. SALESKY
DIRECTOR, DISTRIBUTION ENGINEERING
AND OPERATIONS SERVICES

NO SCALE



SEE NOTE 6

PLAN**REMOVABLE BARRIER****SECTION****FIXED BARRIER****PLAN****NOTES:**

- 1A. SRAM PADMOUNTED SWITCHES AND CAPACITOR BANKS REQUIRE 8' MINIMUM CLEARANCE ON ALL SIDES. REFER TO DCS UN-21.0.1 FOR PME AND VISTA SWITCHGEAR CLEARANCES.
- 1B. PADMOUNTED TRANSFORMERS REQUIRE 3' MIN. CLEARANCE ON EACH SIDE AND BACK AND 8' CLEARANCE IN THE FRONT.
2. FRONT ACCESS CLEARANCE SHOULD BE 8' FOR ALL EQUIPMENT.
3. "ELECTRIC EQUIPMENT - KEEP OUT" DECAL THAT SHOWS THE MINIMUM SEPARATION DISTANCES FOR BUSHES FROM TRANSFORMERS IS M&S# 548-560-101.
4. 4" GALVANIZED IRON PIPE M&S# 530-149-003 WITH THREADED 4" CAP M&S# 564-458-009.
5" GALVANIZED IRON SLEEVE M&S# 530-150-001
5. A MINIMUM CLEARANCE OF 6' IS REQUIRED BETWEEN ALL PADMOUNTED EQUIPMENT AND SUBSTATION PERIMETER FENCING AND WALLS.
6. MAINTAIN A MINIMUM CLEARANCE OF 20' BETWEEN THE TOP OF A PADMOUNTED TRANSFORMER AND A BUILDING CEILING OR OVERHANG.

**OH & UG DISTRIBUTION SYSTEM STANDARDS**

ORIGINATOR: CJM

DRAWN BY: PTH

DATE: 9/30/94

APPROVED: R.J. SALESKY
DIRECTOR, DISTRIBUTION ENGINEERING
AND OPERATIONS SERVICES

NO SCALE

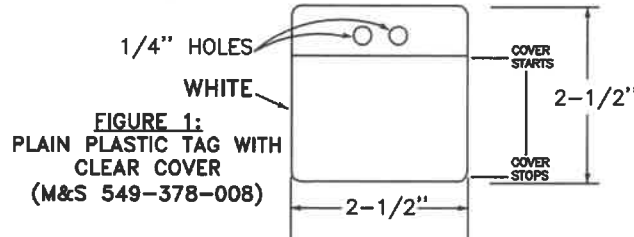
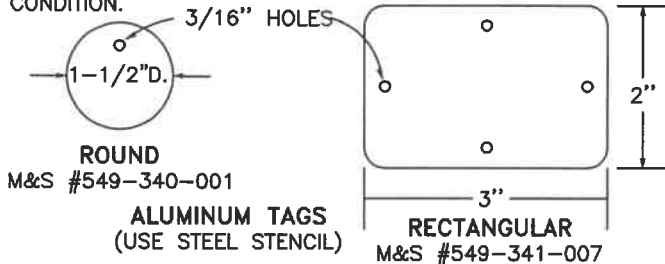
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11	01/14/22	ADD NOTE 5	ERL	GXN	EMA
10	01/05/22	UPDATE NOTE 1	ERL	GXN	EMA
9	12/28/20	UPDATE FIXED BARRIER NOTE	ARR	GXS	RDH
8	11/2/20	UPDATE NOTES	ARR	GXS	RDH
7	10/7/20	ADD NOTE 4	ARR	GXS	RDH
10	DATE	REVISION	ORIG	DRAWN	APPR

GENERAL ALL UNDERGROUND CIRCUITS SHOULD BE IDENTIFIED WHERE APPLICABLE AS FOLLOWS:

FEEDER NUMBER
SWITCH NUMBER
PHASE
CONDUCTOR SIZE, METAL, TYPE INSULATION AND VOLTAGE RATE (IF NOT SAME AS OPERATING VOLTAGE)
SOURCE OR DIRECTION OF FEED
OWNERSHIP
ADDRESS OF BUILDING SERVED
TLM NUMBER
DATE OF FAILURE ON SECTION OF CABLE (DIRECT BURIED ONLY)
ANY UNUSUAL CONDITIONS, I.E. CABLE IN CONDUIT, PARTIALLY IN CONDUIT, DIRECT BURIED, ETC.

ALL CIRCUITS AND VACANT CONDUITS SHOULD BE APPROPRIATELY IDENTIFIED AT EACH TERMINAL OR SWITCHING POINT AND ALL INTERMEDIATE LOCATIONS SUCH AS VAULTS, MANHOLES, PAD MOUNTED TRANSFORMERS, OR HANDHOLES. WHEN THE CIRCUIT OR VACANT CONDUIT IS OWNED BY OTHER THAN FLORIDA POWER & LIGHT COMPANY, SHOW "CUST" ON APPROPRIATE TAG. IF NECESSARY INFORMATION CANNOT BE SHOWN ON ONE TAG, USE ADDITIONAL TAGS.

INFORMATION WILL BE PLACED ON APPROVED TAGS SHOWN BELOW IN THE MANNER DESCRIBED FOR THE PARTICULAR CONDITION.



SERVICE OWNERSHIP TAGS
PLACE INSIDE METER CAN. USE TIE WRAP TO ATTACH TAG TO CONDUCTORS. PRINT ADDRESS USING MARKING PEN (M&S #549-50100-4)

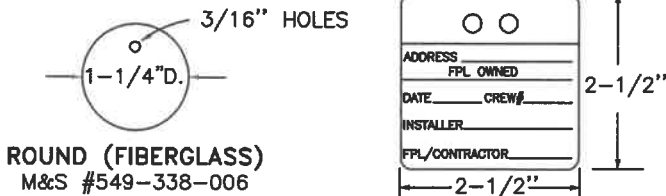


FIGURE 2:
PLASTIC TAG WITH CLEAR
COVER FOR SERVICES
(M&S 549-378-009)

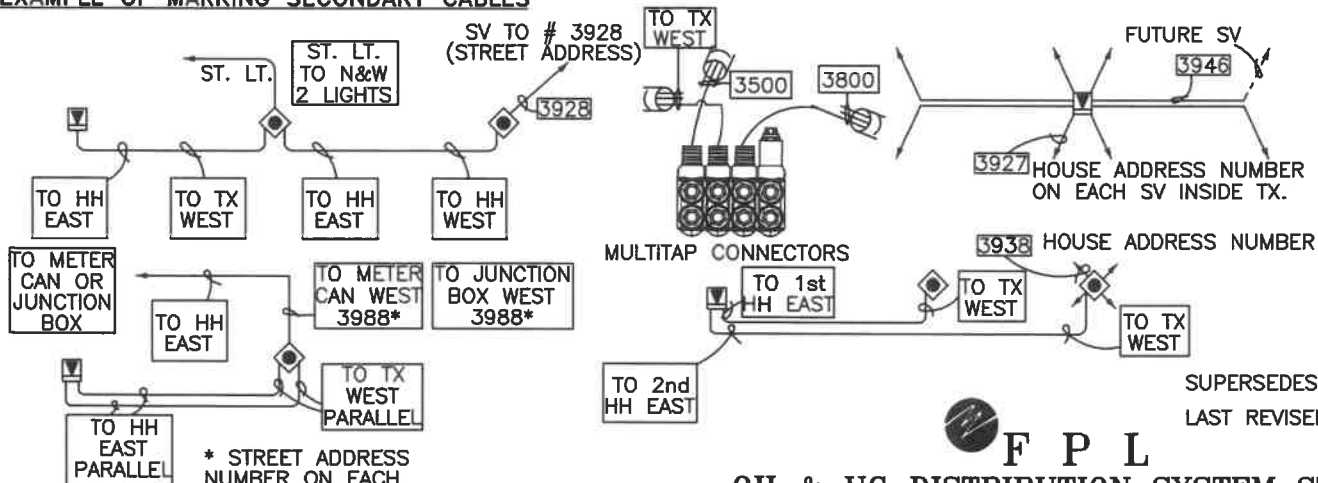
UNDERGROUND DUCT & MANHOLE SYSTEMS

USE ALUMINUM TAGS, AFFIXED TO CABLES AND SPLICES WITH #12C-TW ON ALL CIRCUITS IN UNDERGROUND SYSTEMS, SUCH AS SUBWAY VAULTS, MANHOLES, RISER POLES, ECT. ROUND ALUMINUM TAGS ARE FOR FEEDER NUMBER AND PHASE IDENTIFICATION. RECTANGULAR ALUMINUM TAGS ARE USED FOR ALL OTHER IDENTIFICATION PURPOSES FOR EXAMPLE, ON ISOLATED NEUTRAL CONDUCTORS OF PILC CABLES, ETC.

DIRECT BURIED AND CABLE IN CONDUIT SYSTEMS

USE PLASTIC TAGS AS SHOWN IN FIGURE 2 (M&S 549-378-009) FOR CUSTOMER IDENTIFICATION AT LOCATIONS THAT WILL BE SUBJECTED TO SUNLIGHT, SUCH AS RISERS, AND ALSO IN URD APPLICATIONS FOR IDENTIFYING SERVICES, SUCH AS PADMOUNTED TRANSFORMERS AND HANDHOLES. USE PLAIN PLASTIC TAGS AS SHOWN IN FIGURE 1 (M&S 549-378-008) IN PRIMARY TERMINATION TAGGING APPLICATIONS. PLASTIC TAGS HAVE A CLEAR, UV RESISTANT FLAP TO REDUCE FADING AND WEATHERING. ALLOW 10 SECONDS MINIMUM DRYING TIME TO PREVENT SMEARING BEFORE ADHERING THE CLEAR FLAP. FASTEN PLASTIC TAG TO CABLE WITH 5-3/4" BLACK TIE-WRAPPS (M&S 534-250-001) OR 12" BLACK PLASTIC TIE-WRAPPS (M&S 534-253-000).

EXAMPLE OF MARKING SECONDARY CABLES



* STREET ADDRESS
NUMBER ON EACH
SERVICE

SUPERSEDES UV-12.0.0
LAST REVISED ON 3/15/91



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

NO	DATE	REVISION	ORIG	DRAWN	APPR
4	6/27/22	UPDATE DRAWING	ARR	GXN	DC
3	6/15/09	UPDATE DRAWING	AR	ELS	JRD
2	9/29/08	UPDATE DWG AND NOTES	GAP	ELS	JJM
1	7/16/01	REVISED TEXT AND ADDED A DETAIL DWG.	RAP	JES	JJM
0	9/30/94	CHANGED PAGE FORMAT AND REVISED NOTES AND DIMENSIONS	RJO	MLG	RJS

ORIGINATOR: RJO

DRAWN BY: MLG

DATE: 9-30-94

APPROVED: R.J. SALESKY

NO SCALE

DIRECTOR, DISTRIBUTION ENGINEERING
AND OPERATIONS SERVICES

PRIMARY and SECONDARY PHASE MARKING TAPE

SIZE	COLOR	M&S NUMBER
1" WIDE X 36 YARDS LONG	YELLOW	549-441-001
1-1/2" WIDE X 36 YARDS LONG	BLACK	549-441-002
2" WIDE X 36 YARDS LONG	YELLOW	549-442-008
3/4" WIDE X 66 FEET LONG	BLACK	532-269-006
3/4" WIDE X 66 FEET LONG	WHITE	532-218-002
1/2" WIDE X 20 FEET LONG	(8)COLOR PACK (RED, WHITE, BLUE, GREEN, YELLOW, BROWN, VIOLET, ORANGE)	549-443-100

TY-RAPS IDENTIFICATION TABLE

COLOR	M&S NUMBER	LENGTH	WIDTH
BROWN	534-254-014	7.4"	.19"
RED	534-254-022	7.4"	.19"
ORANGE	534-254-031	7.4"	.19"
YELLOW	534-254-049	7.4"	.19"
GREEN	534-254-057	7.4"	.19"
BLUE	534-254-065	7.4"	.19"
PURPLE	534-254-073	7.4"	.19"
GREY	534-254-081	7.4"	.19"
WHITE	534-255-002	14.5"	.30"



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: RAP

DRAWN BY: J.SHOUP

DATE: 7/16/01

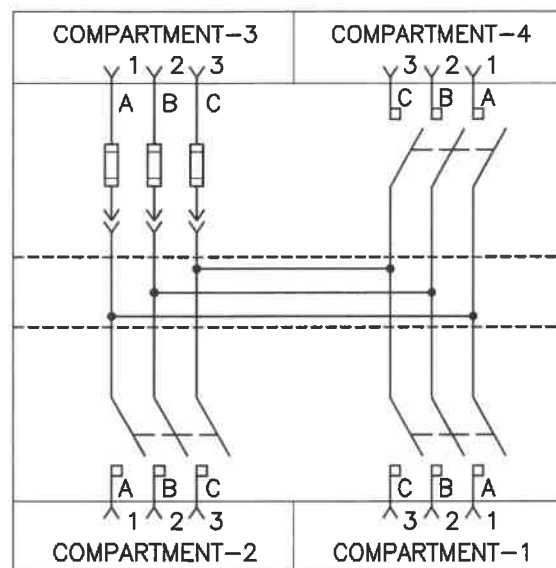
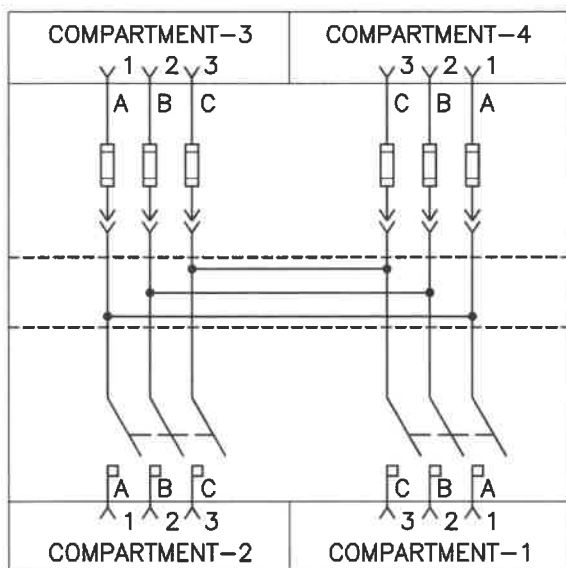
APPROVED: J.J McEVoy

NO SCALE

SUPERVISOR, OH/UG PRODUCT
CADDIST, CADDIST

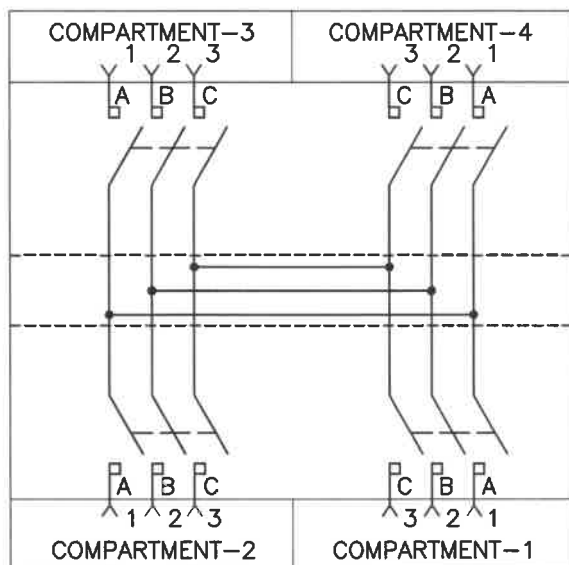
5	6/6/16	UPDATED CHART	AR	ELS	RDH
4	2/27/13	UPDATED CHART	AR	ELS	WM
3	2/12/13	ADDED M&S 594-441-002	AR	ELS	WM
2	9/29/09	UPDATED TITLE BLOCK & ADDED M&S #594-443-000	AR	ELS	JRD
1	6/15/09	UPDATE TITLE FOR BOTH CHARTS	AR	ELS	JRD
10	DATE	REVISION	ORIG	DRAWN	APPR

STYLE IDENTIFICATION AND 3 PHASE CONNECTION DIAGRAMS
S&C TYPE PME-9 S&C TYPE PME-11



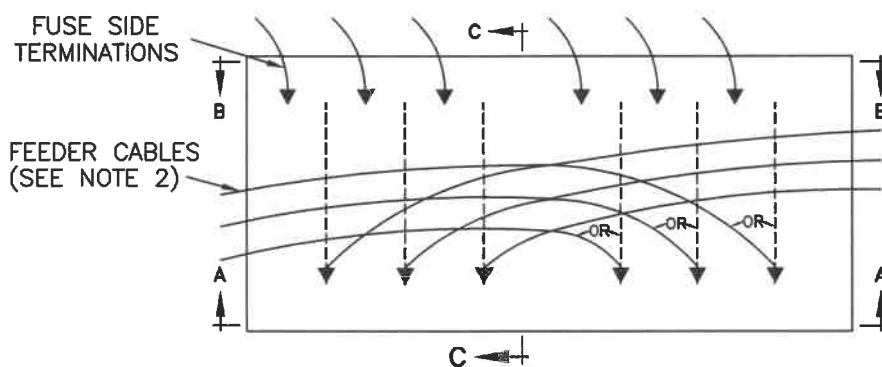
SWITCHGEAR		REQUIRES FUSEHOLDER	
M&S NO.	RATED VOLTAGE	M&S NO.	QTY
270-674-015	15KV SS*	531-561-501	6
270-672-012	25KV SS*	531-563-105	6

SWITCHGEAR		REQUIRES FUSEHOLDER	
M&S NO.	RATED VOLTAGE	M&S NO.	QTY
270-679-017	15KV SS*	531-561-501	3
270-681-011	25KV SS*	531-563-105	3

S&C TYPE PME-10

SWITCHGEAR	
M&S NO.	RATED VOLTAGE
270-683-050	15KV SS*
270-684-050	25KV SS*

* (SS) INDICATES ENCLOSURES OF #304 STAINLESS STEEL



**TOP VIEW
DIAGRAM FEEDER CABLE LAYOUT
(PME-9 SHOWN)**

**F P L****OH & UG DISTRIBUTION SYSTEM STANDARDS**

3	11/1/22	UPDATE DRAWING	AXR	GXN	DC
2	06/06/01	ADDED PME-10	CEA	JES	JJM
1	9/30/94	REMOVED DEADFRONT SW NOTE AND ADDED NEW BORDER	RWS	RAS	RJS
IN	DATE	REVISION	ORIG	DRAWN	APPR

ORIGINATOR: RWS

DRAWN BY: JRG

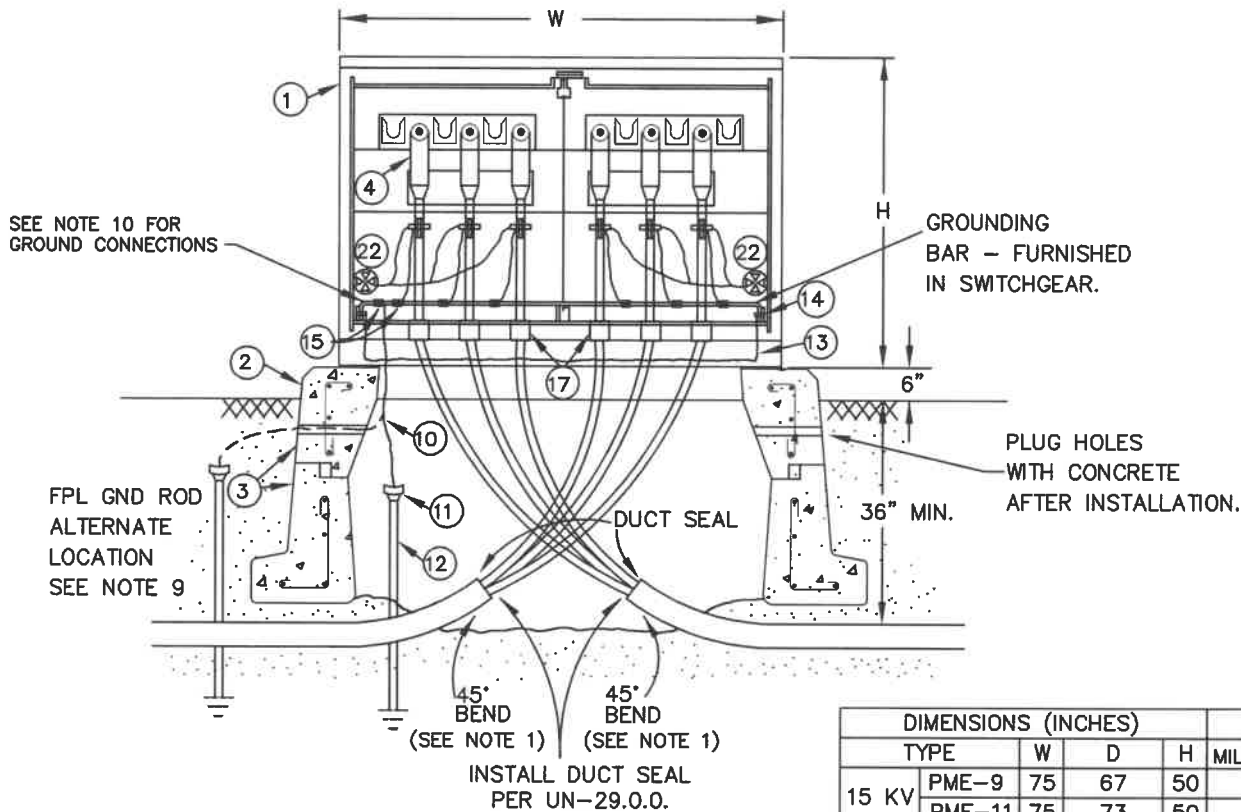
DATE: 6/30/93

APPROVED: R.J. SALESKY

NO SCALE

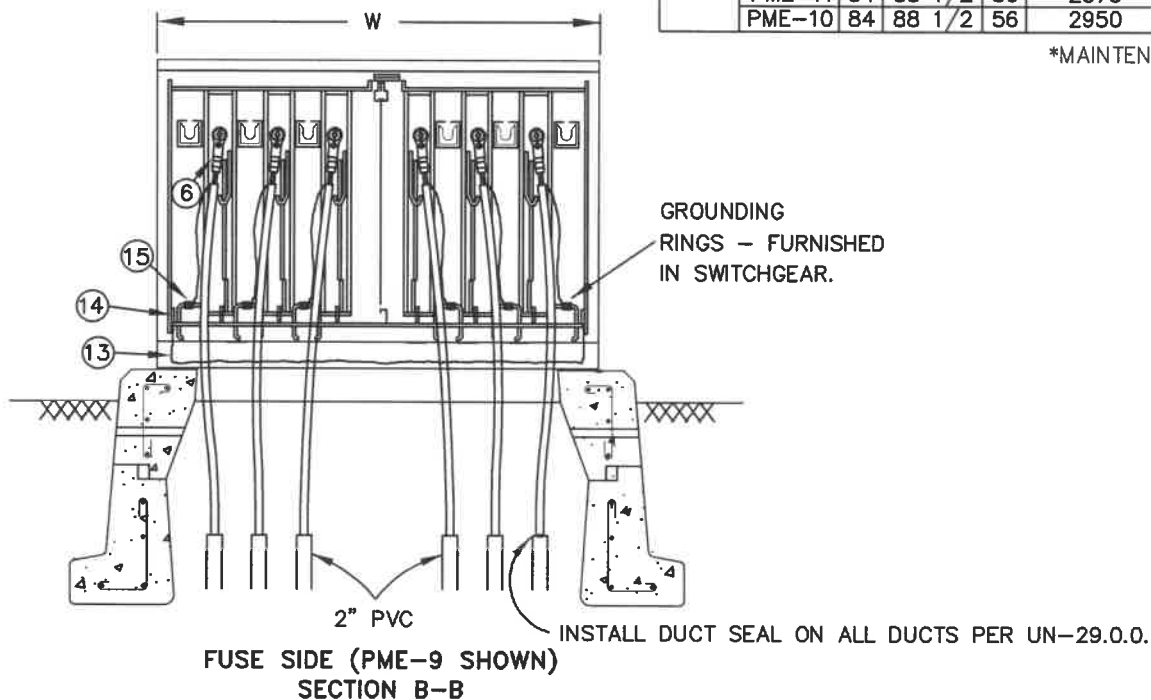
DIRECTOR, DISTRIBUTION ENGINEERING
AND OPERATIONS SERVICES

**TYPICAL INSTALLATION OF 15 OR 25KV
S&C TYPE PME DEAD FRONT
THREE PHASE PAD MOUNTED SWITCHGEAR**



DIMENSIONS (INCHES)				WEIGHT IN LBS.		
TYPE		W	D	H	MILD STEEL*	STAINLESS STEEL
15 KV	PME-9	75	67	50	2092	2242
	PME-11	75	73	50	2230	2380
	PME-10	75	73	50	2292	2442
25 KV	PME-9	84	82	56	2592	2742
	PME-11	84	88 1/2	56	2875	3025
	PME-10	84	88 1/2	56	2950	3100

*MAINTENANCE ONLY



NOTE:

1. USE A 60"R 45° BEND M&S# 164-61500-4

7	11/1/22	UPDATE WEIGHTS	AXR	GXN	DC
3	4/11/22	ADD NOTE	ARR	GXN	DC
5	12/13/21	UPDATE DUCT RADIUS	ARR	GXN	EMA
4	8/1/16	UPDATE TABLE	AGR	ELS	RDH
3	10/22/09	ADD NOTE	CEA	ELS	AEL
2	7/21/01	UPDATE DRAWING ADDED PME-10 AND CHANGED SOME TEXT	RAP	JES	JJM
10	DATE	REVISION	OPIC	DRAWN	ADDR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: RWS

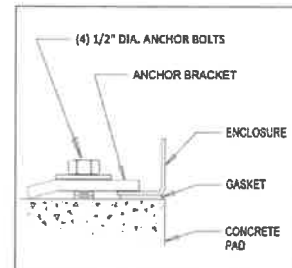
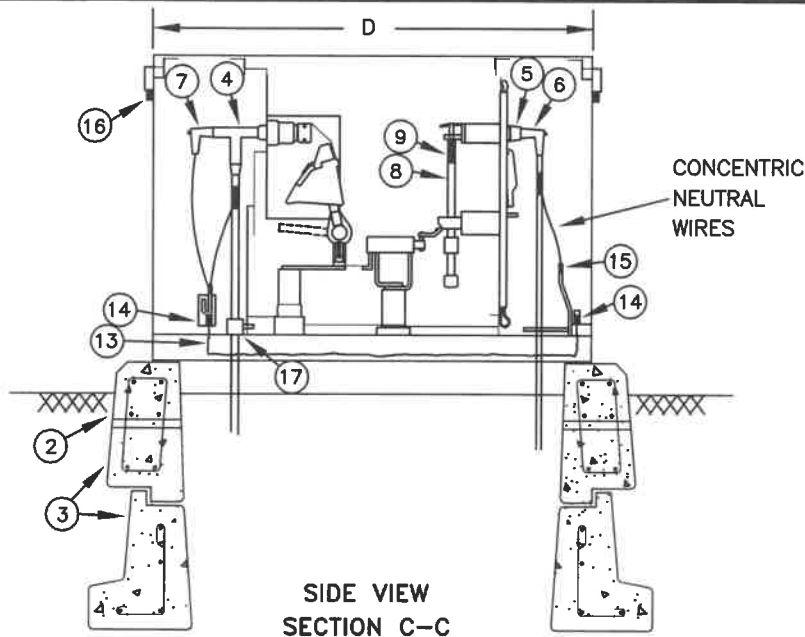
DRAWN BY: JRG

DATE: 6/30/93

APPROVED: R.J. SALESKY

NO SCALE

DIRECTOR, DISTRIBUTION ENGINEERING



SWITCH ANCHOR DETAIL
SEE NOTE 21

NOTES:

1. WHEN CHANGING OUT A LIVE FRONT PAD MOUNTED SWITCH TO A DEAD FRONT PAD MOUNTED SWITCH, IT IS IMPORTANT TO ENSURE THAT THE REPLACEMENT DEAD FRONT SWITCH HAS THE SIX INCH ADAPTER BASE SPACER. THE NEW SWITCH MUST BE INSTALLED WITH THE SAME ORIENTATION AS THE OLD SWITCH IN ORDER TO ENSURE THAT THE ADAPTER BASE SPACER MATCHES THE NEW SWITCH CORRECTLY TO THE ORDER, SMALLER SIZED PAD.
NOTE: IT IS NO LONGER REQUIRED TO CHANGE OUT THE TOP PAD PORTION OF THE CHAMBER. USE 600 AMP REPLACEMENT ELBOWS (M&S #163-502-567), AS SHOWN IN DCS UH-40.0.0 FOR THE FEEDER CABLES AND 200 AMP REPAIR ELBOWS (VARIOUS M&S NUMBERS), AS SHOWN IN UH-78.0.0 FOR THE LOOP SIDE PRIMARY CABLES.
2. CABLES MUST NOT BE IN CONTACT WITH THE EDGE OF CHAMBER FOOTING. TOP VIEW SHOWS CORRECT ROUTING FRO FEEDER CABLES THAT IS NECESSARY TO PROVIDE FOR CABLE MOVEMENT.
3. PRIMARY CABLES MUST BE ABLE TO REACH PARKING LOCATIONS.
4. ALLOW SUFFICIENT LENGTH OF CONCENTRIC NEUTRAL TO REACH GROUNDING BARS AND PERMIT FREE MOVEMENT OF ELBOWS.
5. BRASS STUDS FURNISHED WITH THE 600 AMP ELBOW KITS MUST BE INSTALLED AND TIGHTENED SECURELY (55 FT. LBS) IN THE 600 AMP BUSHINGS. THE SHORT THREADED END OF THE STUD GOES INTO THE BUSHING. SEE UH-41.0.1 AND UH-41.0.2 FOR 600 AMP ELBOW DETAILS.
6. INSTALL 800 AMP 3 ϕ FAULT INDICATORS ON EACH SET OF FEEDERS CABLES. SEE UV-14.0.0, UV-14.0.1, UV-14.0.2.
7. LOOP SIDE PRIMARY CABLES (#1/0A) MUST GO THRU CABLE GUIDES TO AVOID CONFLICT WITH FUSE DOOR WHEN IT IS ROTATED TO OPEN.
8. CABLE MOUNTING BRACKET SHOULD BE USED ON THE FEEDER CABLE TO CORRECTLY POSITION THE CABLES FOR EASIER INSTALLATION OF THE BOLT-ON ELBOW TERMINATORS ON TO THE 600 AMP BUSHINGS. THE 600 AMP ELBOWS MUST BE INSTALLED PERFECTLY STRAIGHT (VERTICALLY AND HORIZONTALLY) ON TO THE 600 AMP BUSHINGS TO PROPERLY ENGAGE THE THREADS.
9. INSTALL GROUND RODS PER DCS G-2.0.2. MAKE CERTAIN OF CABLE LOCATIONS BEFORE DRIVING GROUND RODS. WHEN INSTALLING GROUND RODS IN ALTERNATE LOCATION, INSURE THAT BOTH THE TOP OF THE ROD AND THE #4C WIRE ARE AT LEAST 3" BELOW GRADE AND ARE COVERED. EXISTING 3/4" HOLES SHOULD BE USED IF AT LEAST 3" BELOW GRADE.
10. CONNECT BOND FROM GROUND ROD TO THE GROUNDING BAR ON THE FEEDER SIDE OF THE SWITCH CABINET OR, WHEN PROVIDED, TO THE GROUNDING PAD OF THE CABINET ON THE FEEDER SIDE.
11. APPLY CAULKING COMPOUND TO SEAM BETWEEN PAD MOUNTED SWITCH AND PAD CHAMBER.
12. UNUSED FUSE POSITIONS MUST HAVE BUSHINGS & PROTECTIVE CAPS INSTALLED. UNUSED FEEDER POSITIONS MUST HAVE 600 AMP PROTECTIVE CAPS (M&S #163-645-007). SEE MATERIAL DETAILS ON C-32.0.4
13. AFTER THE PAD MOUNTED SWITCH IS INSTALLED, THE LIFTING BRACKETS MUST BE REMOVED AND STORED INSIDE THE CABINET BY SECURING THEM TO THE GROUNDING ROD FOUND ON THE FEEDER COMPARTMENT.
14. ENSURE THAT THE "CAUTION" LABEL (M&S #548-560-104) IS INSTALLED ON EACH SIDE OF THE SWITCH HAVING ACCESS TO THE HIGH VOLTAGE SWITCH AND/OR THE HIGH VOLTAGE FUSE COMPARTMENTS PER DCS Z-35.0.0.
15. SEAL DUCTS PER UN-29.0.0.
16. DO NOT SET THE SWITCH IN LOW-LYING AREAS SUBJECT TO FLOODING. EXTRA PAD TOPS SHOULD BE ADDED, IF NEEDED, TO RAISE THE SWITCH.
17. FOLLOW STANDARD UX-122.0.0 FOR INSTALLATION OF PAD AND CHAMBER, ONE ADDITIONAL CHAMBER MAY BE USED TO GAIN HEIGHT BUT DO NOT EXCEED 18" IN HEIGHT ABOVE GRADE TO ALLOW FOR PROPER SWITCHING REQUIREMENTS. IF SWITCH CABINET REQUIRED TO BE RAISED MORE THAN 18", THE CABLES WILL NEED TO BE SPLICED AT THE BOTTOM OF THE CHAMBER.
18. INSPECT CONDITION OF CABLES PRIOR TO INSTALLATION OF ELBOWS AND SPLICES
19. IF SPLICING IS REQUIRED, REFER TO SECTION UE FOR PROPER SPLICE TO BE USED. DO NOT INSTALL MORE THAN ONE SPLICE PER CABLE LEG.
20. REFER TO UN-21.0.0 AND UN-21.0.1 FOR CLEARANCES REQUIREMENTS AROUND THE PADMOUNTED SWITCH.
21. THE SWITCH ANCHOR BRACKETS PROVIDED BY THE MANUFACTURER ARE TO BE BOLTED TO THE BOTTOM FLANGE OF THE SWITCH COMPARTMENT WALL WITH 1/2" BOLTS USING EXISTING INSERTS ON THE PAD.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: PMG

DRAWN BY: RAS

DATE: 9/30/94

APPROVED: J.J McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO	DATE	REVISION	ORIG	DRAWN	APPR
10	11/1/22	ADD NOTES AND DETAIL	AXR	GXN	DC
9	11/17/20	ADD NOTES 17-20	ARR	GXS	RDH
8	1/23/19	UPDATED NOTE 12	ARR	ELS	BXN
7	2/24/11	UPDATED NOTE 9 AND ADDED NOTE 10	ARR	ELS	BXN
6	10/22/09	UPDATED NOTE 9 AND ADDED NOTE 10	CEA	ELS	AEL

TYPICAL INSTALLATION OF 15 OR 25KV S&C TYPE PME DEAD FRONT THREE PHASE PAD MOUNTED SWITCHGEAR

MATERIAL LIST

ITEM	DESCRIPTION		QUANTITY	M&S NO.
1	15KV SWITCHGEAR	PME-9 (2-THREE PHASE FEEDER POSITIONS AND 6 FUSE POSITIONS)	1	STAINLESS STEEL 270-674-015
		PME-11 (3-THREE PHASE FEEDER POSITIONS AND 3 FUSE POSITIONS)	1	STAINLESS STEEL 270-679-017
		PME-10 (4-THREE PHASE FEEDER POSITIONS AND NO FUSE POSITIONS)	1	STAINLESS STEEL 270-683-050
	25KV SWITCHGEAR	PME-9 (2-THREE PHASE FEEDER POSITIONS AND 6 FUSE POSITIONS)	1	STAINLESS STEEL 270-672-012
		PME-11 (3-THREE PHASE FEEDER POSITIONS AND 3 FUSE POSITIONS)	1	STAINLESS STEEL 270-681-011
		PME-10 (4-THREE PHASE FEEDER POSITIONS AND NO FUSE POSITIONS)	1	STAINLESS STEEL 270-684-050
2	PAD (TOP SECTION ONLY) FOR REPLACING LF WITH DF		FOR 15KV FOR 25KV	162-122-035 162-122-051
3	PAD & CABLE CHAMBER (TOP & BOTTOM SECT.) FOR 15KV		FOR 25KV	162-122-019 162-122-027
4	DEAD FRONT TERMINATOR, 1000 KCMIL AL 15KV/25KV		VARIES	T-BODY 600 AMP ELBOW 163-639-101 CABLE ADAPTER 163-639-161 SHEAR BOLT CONNECTOR 163-639-104
5	LOADBREAK BUSHING, 200 AMP 15KV 25KV		VARIES	163-861-001 163-864-001
6	ELBOW TERMINATOR, 1/0 AL 15KV 25KV		VARIES	163-587-007 163-502-001
7	PROTECTIVE CAP 200 AMP (25KV SWITCHES ONLY)		VARIES	163-022-000
	PROTECTIVE CAP 200 AMP (15KV SWITCHES ONLY)		VARIES	163-018-002
	ELBOW SURGE ARRESTER (25KV SWITCHES ONLY)		VARIES	334-015-005
8	SME-4Z FUSE HOLDERS 15KV 25KV		VARIES	531-561-501 531-563-105
9	FUSES: REFILL UNITS FOR SME-4Z, SM-4Z&SML-4Z FUSE HOLDERS			NOTE: THE FUSE REFILLS ARE THE SAME AS THOSE USED IN LIVEFRONT SWITCHES
	15KV	20 AMP 531-387-005	10 AMP 531-327-002	
		30 AMP 531-388-001	15 AMP 531-328-009	
		50 AMP 531-389-008	20 AMP 531-329-005	
		65 AMP 531-395-008	30 AMP 531-330-003	
		80 AMP 531-395-016	40 AMP 531-331-000	
		100 AMP 531-396-004	50 AMP 531-332-006	
		125 AMP 531-398-007	65 AMP 531-333-002	
		150 AMP 531-402-004	80 AMP 531-334-009	
		175 AMP 531-403-001	100 AMP 531-335-005	
		200 AMP 531-390-006	125 AMP 531-337-008	
			150 AMP 531-338-004	
			175 AMP 531-339-001	
			200 AMP 531-340-009	
10	WIRE #4C SDB		6	112-309-000
11	CONNECTOR, GROUND ROD, CLAMP TYPE		1	120-036-106
12	COPPERWELD GROUND RODS AS REQUIRED		VARIES	130-614-005 130-405-104
13	#4/0C CABLE, 600V		27	110-101-061
14	CONNECTOR #4/0 COPPER CABLE TO FLAT		6	120-871-005
15	CONNECTOR, COPPER TO COPPER, BOLTED		PME-9 PME-11 PME-10	19 22 25
16	LOCK STANDARD PADLOCK, SMALL		PME-9 PME-11 PME-10	4 5 6
17	CABLE MOUNTING BRACKET		PME-9 PME-11 PME-10	6 9 12
18	BOLT, 3/8" X 1 1/2" WITH NUT (FOR MOUNTING BRACKETS)		SAME AS BRACKETS	140-525-001 (SS)
19	NUT, 3/8" (FOR MOUNTING BRACKETS)		SAME AS BRACKETS	161-450-004 (S)
20	LOCKWASHER, 3/8" (FOR MOUNTING BRACKETS)		SAME AS BRACKETS	161-524-008 (S) 145-294-001 (SS)
21	BOLT, CAP SCREW, HEX HEAD 3/8"-16X1-1/2"		SAME AS BRACKETS	161-479-002 (S)
22	FAULT INDICATOR, 800 AMP, 3 PHASE		PME-9 PME-11 PME-10	2 3 4

REPLACEMENT PARTS FOR SWITCHES

600 AMP BUSHINGS	15KV 274-002-003
	25KV 274-003-000
200 AMP BUSHING WELLS	15KV 274-002-208
	25KV 274-003-204



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: PMG

DRAWN BY: RAS

DATE: 9/30/94

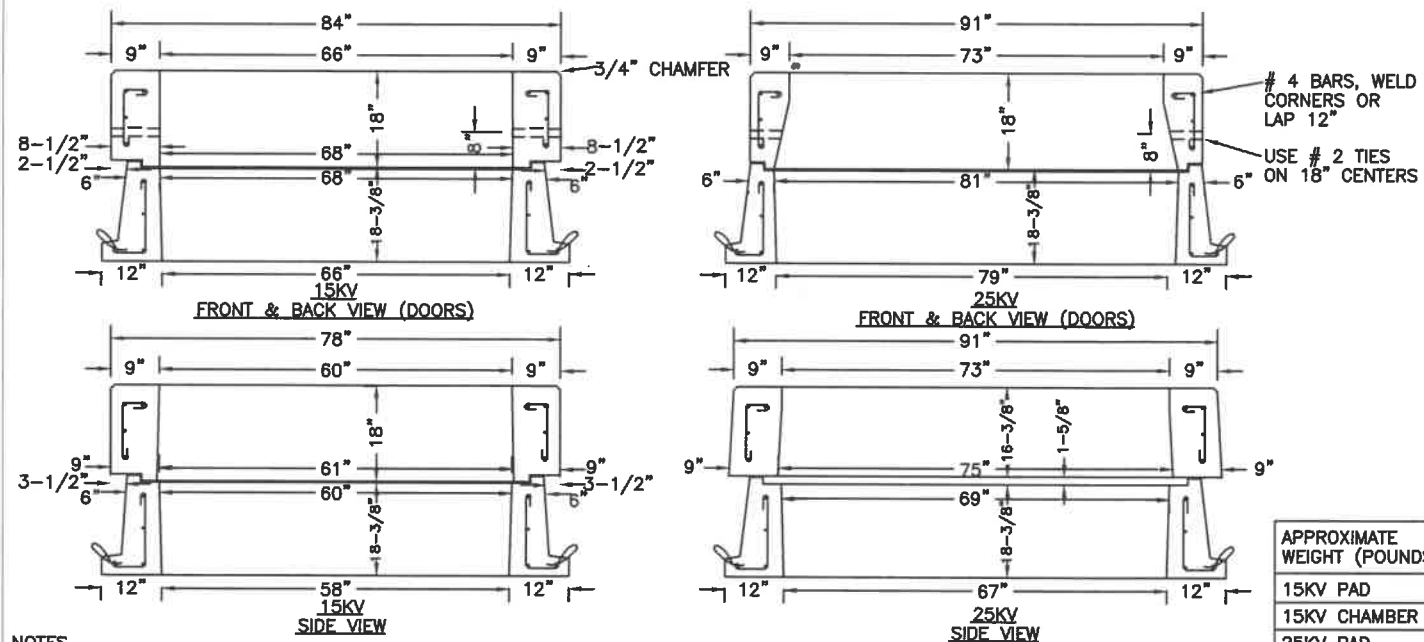
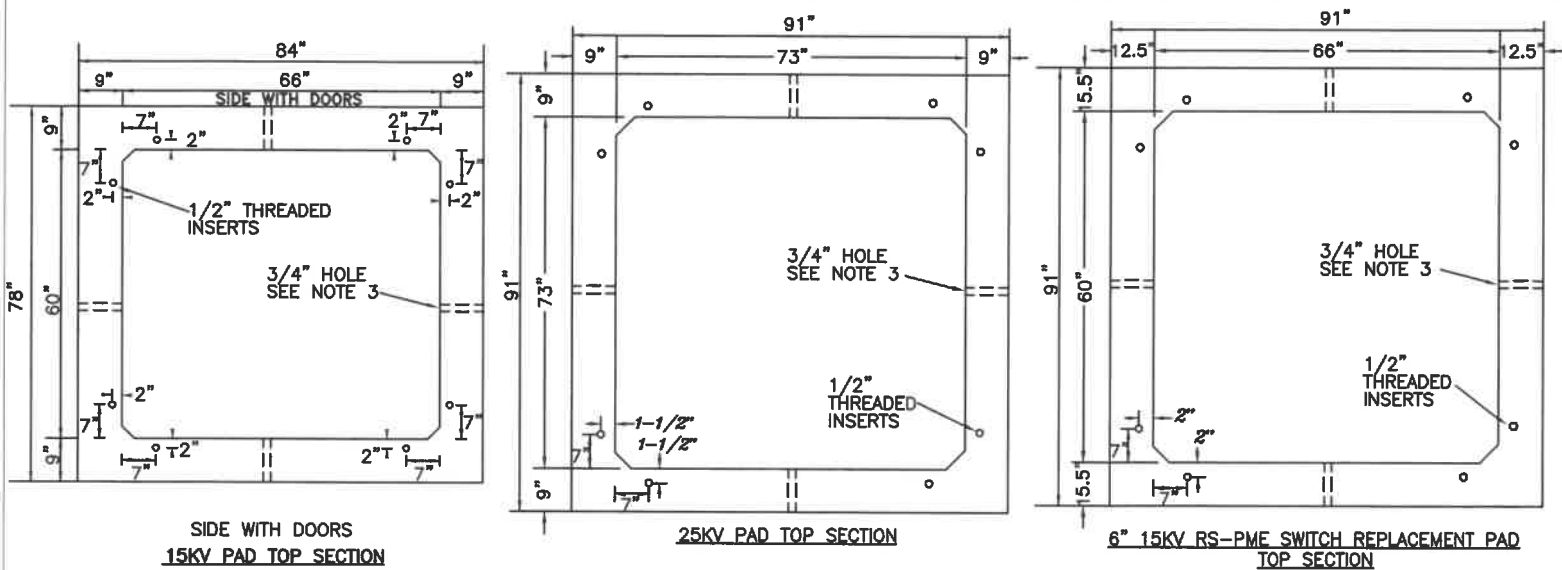
APPROVED: J.J. McEVY

NO SCALE

SUPERVISOR, OH/UG PRODUCT

7	11/1/22	UPDATE TABLE	AXR	GXN	DC
6	1/23/19	UPDATE TABLE	ARR	ELS	RDH
5	3/31/11	UPDATE NOTES	ARR	ELS	BXN
4	3/1/2011	UPDATE NOTES	ARR	ELS	BXN
10	DATE	REVISION	ORIG	DRAWN	APPR

CONCRETE FOUNDATION FOR DEADFRONT THREE PHASE PAD MOUNTED SWITCHES 15 AND 25KV

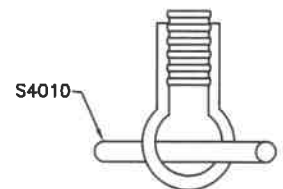


NOTES

- INSIDE EDGE OF INSERT TO BE MINIMUM OF 2" FROM EDGE OF CONCRETE.
- LIFTING RINGS TO BE GALV. WIRE ATTACHED TO #4 REINFORCING ROD AND HAVE ADEQUATE LIFTING STRENGTH. (TOTAL 4)
- 3/4" Ø HOLE FOR LIFTING BOLT TO EXTEND THROUGH THE WALL SUPPLIED WITH SEALING CAP PLUG. (TOTAL 4)
- TOP SURFACE SHALL BE SMOOTH PLANE. THE MAXIMUM ALLOWABLE VARIATION IN HEIGHT BETWEEN ANY TWO POINTS ON THIS SURFACE IS 0.125 INCHES.
- SUPERIOR THREADED INSERTS, 1/2" WITH PLUG, ELECTRO-GALV., 8 REQUIRED. (SEE DETAIL A).
- #2 AND #4 REINFORCING RODS. 4000 LBS. TEST CONCRETE. 8. MANUFACTURERS IDENTIFICATION, YEAR OF MANUFACTURE, AND FPL CO. M&S NUMBER TO BE CAST IN TOP SURFACE OF PAD NEAR CENTER OF PAD AND IN FOOTING OF CHAMBER NEAR CENTER OF FOOTING. (THIS REQUIRED WHEN PRECAST).
- THE SWITCH REPLACEMENT 6" PAD IS ONLY TO BE USED WHEN A 15KV REMOTE SUPERVISORY PME (AFS RS-PME) UNIT WILL REPLACE A 25KV MANUAL PME UNIT IN A 13KV APPLICATION.

DEADFRONT PAD AND CABLE CHAMBER	
DESCRIPTION	M&S NUMBER
15KV TOP PAD ONLY	162-12203-5
15KV TOP PAD AND BOTTOM CHAMBER	162-12201-9
25KV TOP PAD ONLY	162-12205-1
25KV TOP PAD AND BOTTOM CHAMBER	162-12202-7
6" 15KV RS-PME SWITCHGEARPAD FOR USE OVER 25KV CHAMBERS	162-122-028

APPROXIMATE WEIGHT (POUNDS)	
15KV PAD	3500
15KV CHAMBER	3250
25KV PAD	3900
25KV CHAMBER	4140
6" 15KV RS-PME REPLACEMENT PAD	2325



DETAIL "A"



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

NO.	DATE	REVISION	ORIG.	DRAWN	APPR.
5	10/7/20	UPDATE PAD WEIGHT CHART	ARR	GXS	RDH
4	8/20/20	ADD SWITCH PAD	ARR	GXS	RDH
3	10/19/00	UPDATE DIMENSIONS	RAP	JES	JJM
2	10/10/96	UPDATE FOUNDATION	BS	BILL	BS

ORIGINATOR: SMS

DRAWN BY: BILL

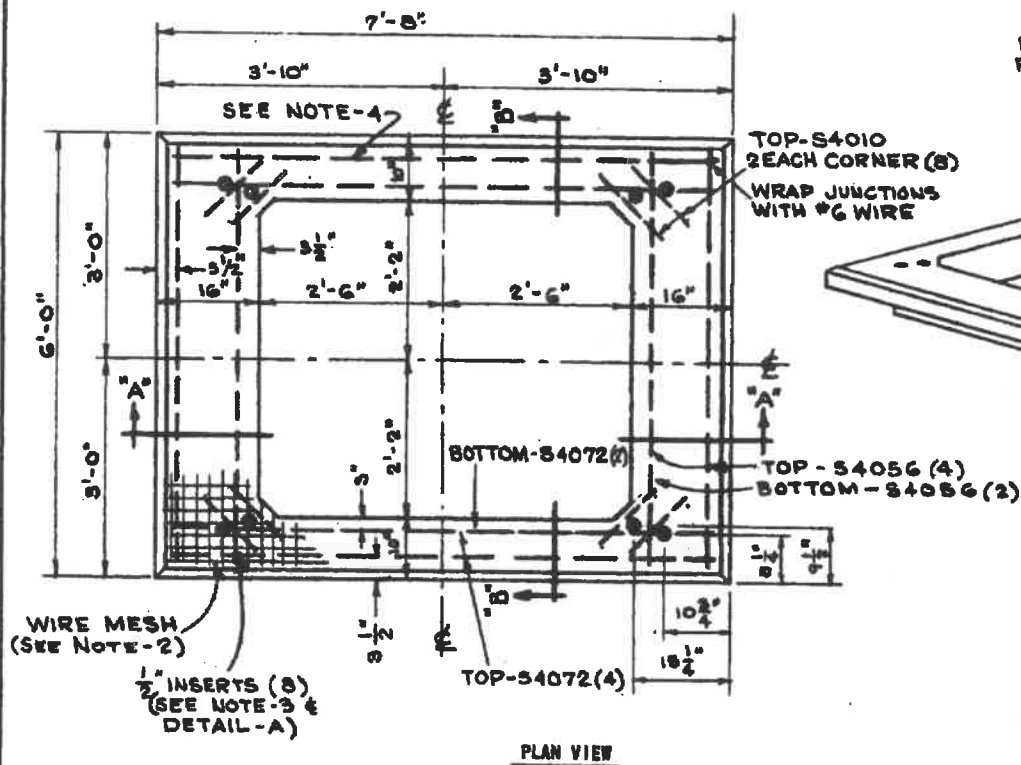
DATE:

 APPROVED: J.J. MCEVOY
 SUPERVISOR, OH/UG PRODUCT
 SUPPORT SERVICES

NO SCALE

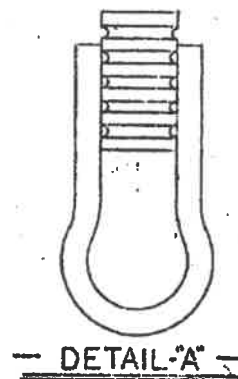
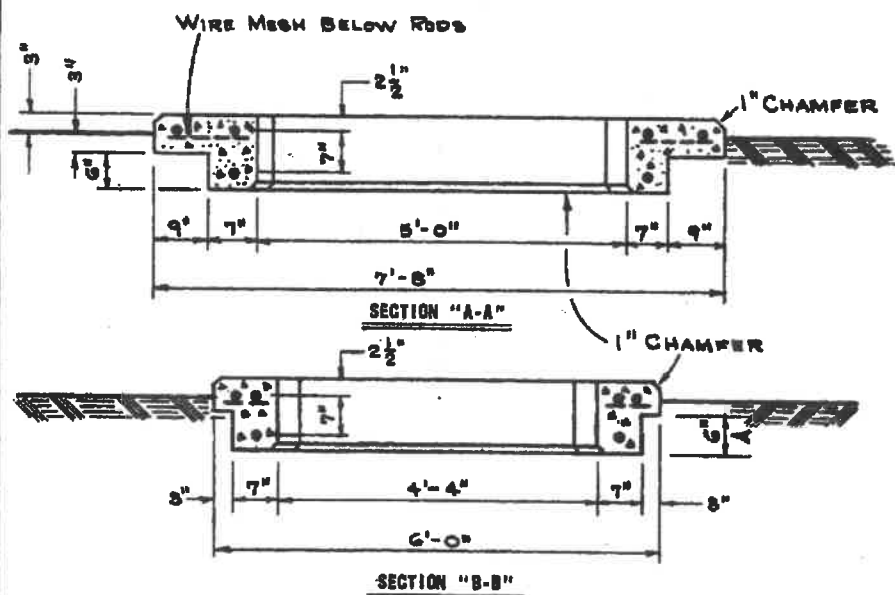
CONCRETE FOUNDATION FOR S&C 30 PADMOUNTED SWITCH

DATE, MFG. NAME,
F.P.L. M & S No. 162-214



WEIGHT - 2745 LB.
CU. FT. - 18.3
CU. YD. - 0.68

1245 - KILOGRAMS
519 - LITERS
0.319 - CU. METERS



1. Top surface to be smooth and level. Surface irregularities are not acceptable.
2. 4 x 4 No.4 Welded Wire Mesh Reinforcing to stop 2" from Sides and Opening of Foundation.
3. Superior Threaded Inserts, 1/2" with Plug. Electro-Galv., 4 Required. (See Detail A)
4. #4 Reinforcing Rod as shown.
5. 4000 Lb. Test Concrete.
6. For use with S & C Switches, M & S Nos. 270-853, 270-854, 270-855 & 270-860.
7. Manufacturers Identification, Year of Manufacture, and FPL Co. M & S Number to be cast in top surface of pad near center of pad. (This required when precast.)

STANDARDS

UNDERGROUND DISTRIBUTION SYSTEM
FLORIDA POWER & LIGHT COMPANY

DATE 12-28-71

NO SCALE

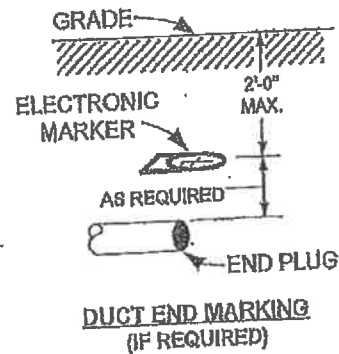
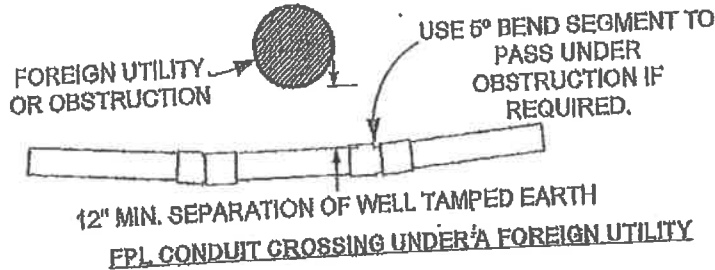
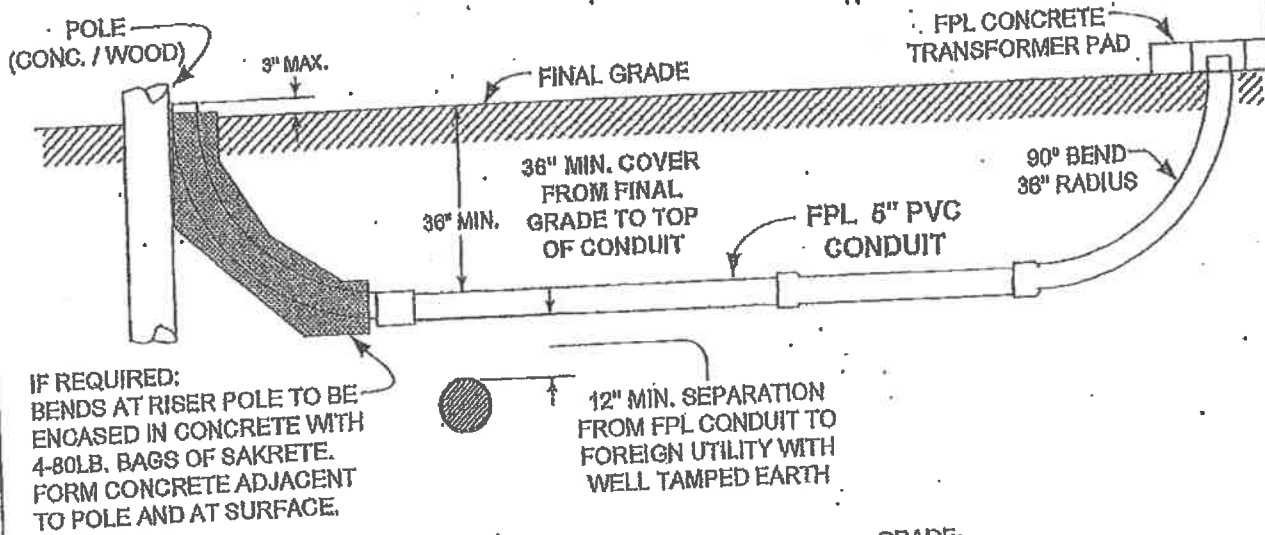
DRAWN	C. B. H. A.
CHECKED	3/4 R. G.
CORRECT	1/10/71

NO.	DATE	REVISION	BY	CH	COR	APP
1	2-8-78	CORRECTED DIMENSIONS	JAY	COR	AP	1

APPROVED
2/27/78
CHIEF ENGINEER

***** NOTICE *****

- CALL SUNSHINE 1-800-432-4770 48 HOURS BEFORE YOU DIG FOR UNDERGROUND LOCATIONS.
- NOTIFY FPL REP. FOR INSPECTION OF TRENCH DEPTH & PVC INSTALLATION PRIOR TO BACKFILLING TRENCH.

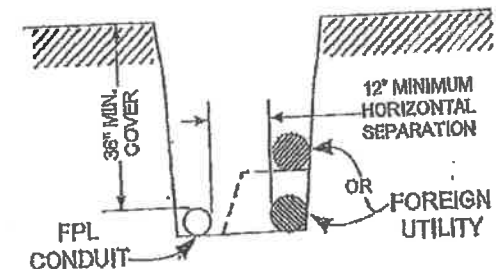


NOTES:

- BACK-FILL WITHIN 4" OF THE CONDUIT TO BE FREE OF MATERIAL THAT MAY DAMAGE CONDUIT SYSTEM (BOARDS, ROCKS LARGER THAN 1" IN DIAMETER, DEBRIS, ETC.)
- IF COMPACTION OF TRENCH ROUTE IS REQUIRED FOR PAVING, ETC. BEGIN MACHINE COMPACTION 6" MINIMUM ABOVE CONDUIT.
- WHERE 36" OF COVER CANNOT BE MAINTAINED, 30" OF COVER WILL BE ALLOWED WITH 3" OF CONCRETE ENCASEMENT AROUND THE CONDUIT. (N.E.S.C. RULE FOR PRIMARY VOLTAGES)
- INSTALL A CONTINUOUS LENGTH OF PULL STRING IN ALL CONDUIT RUNS.

MATERIAL LIST 5" PVC SCH 40 CONDUIT

20' LENGTH (BELLED END)	164-33800-1
90° BEND 36" RADIUS	164-26250-6
90° BEND 48" RADIUS	164-26200-9
45° BEND 48" RADIUS	164-61400-8
5° BEND SEGMENT	164-56100-1
22.5° SWEEP 12'-6" RADIUS	164-13000-1
STRAIGHT COUPLING	164-44900-7
REPAIR SLEEVE 6' LONG	164-47630-0
END PLUG	164-53600-1
ELECTRONIC MARKER	590-61601-5

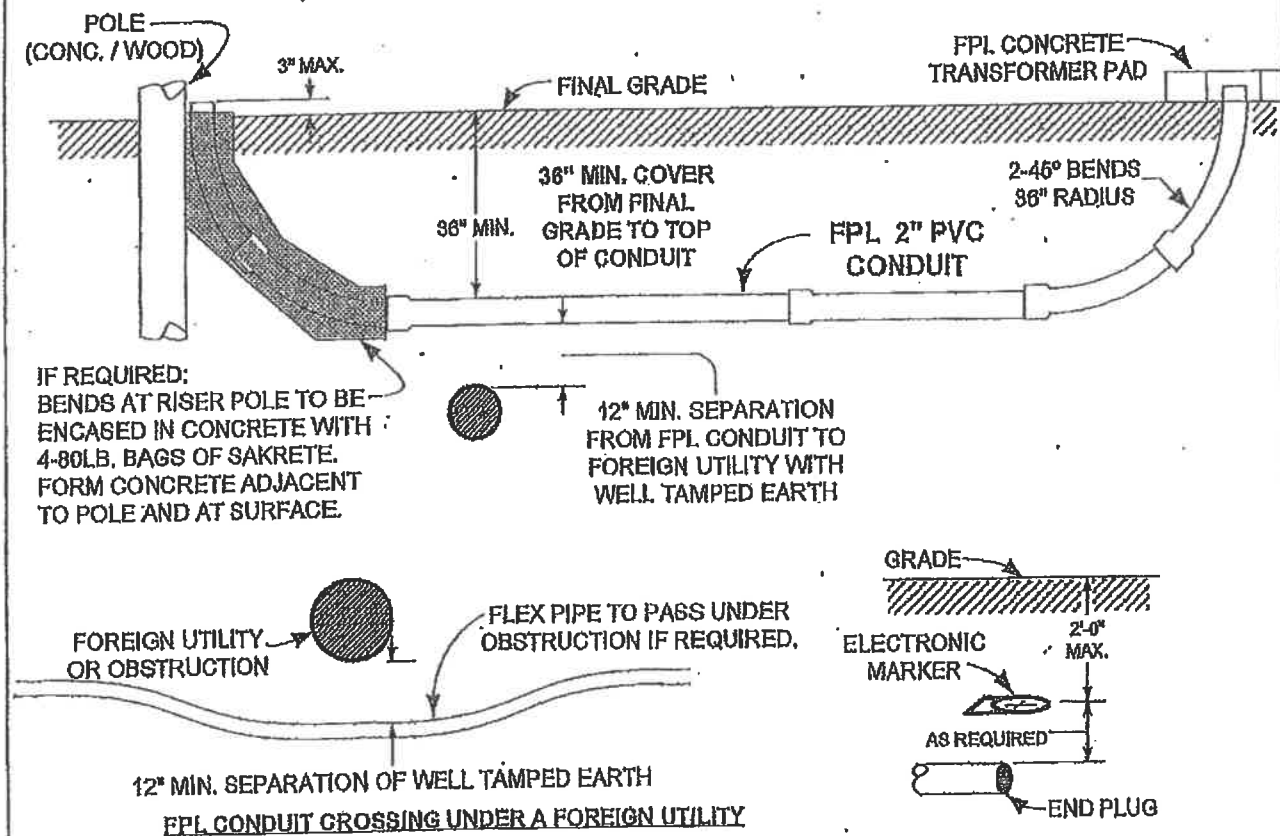


**INSTALLATION OF FPL CONDUIT
PARALLEL WITH - OR - IN A SHARED TRENCH
WITH A FOREIGN UTILITY.**

**FPL SUPPLIED 5" PVC CONDUIT
TYPICAL CUSTOMER INSTALLATION DETAILS
(PORTIONS OF UN-6, UN-15, CONC. & PAD DETAILS)**

****** NOTICE ******

- CALL: SUNSHINE 1-800-432-4770 48 HOURS BEFORE YOU DIG FOR UNDERGROUND LOCATIONS.
- NOTIFY FPL REP. FOR INSPECTION OF TRENCH DEPTH & PVC INSTALLATION **PRIOR TO** BACKFILLING TRENCH.

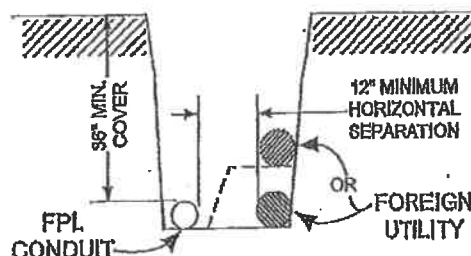


NOTES:

- + BACK-FILL WITHIN 4" OF THE CONDUIT TO BE FREE OF MATERIAL THAT MAY DAMAGE CONDUIT SYSTEM (BOARDS, ROCKS LARGER THAN 1" IN DIAMETER, DEBRIS, ETC.)
- + IF COMPACTION OF TRENCH ROUTE IS REQUIRED FOR PAVING, ETC, BEGIN MACHINE COMPACTION 6" MINIMUM ABOVE CONDUIT.
- + WHERE 36" OF COVER CANNOT BE MAINTAINED, 30" OF COVER WILL BE ALLOWED WITH 3" OF CONCRETE ENCASEMENT AROUND THE CONDUIT. (N.E.S.C. RULE FOR PRIMARY VOLTAGES)
- + INSTALL A CONTINUOUS LENGTH OF PULL STRING. IN ALL CONDUIT RUNS.

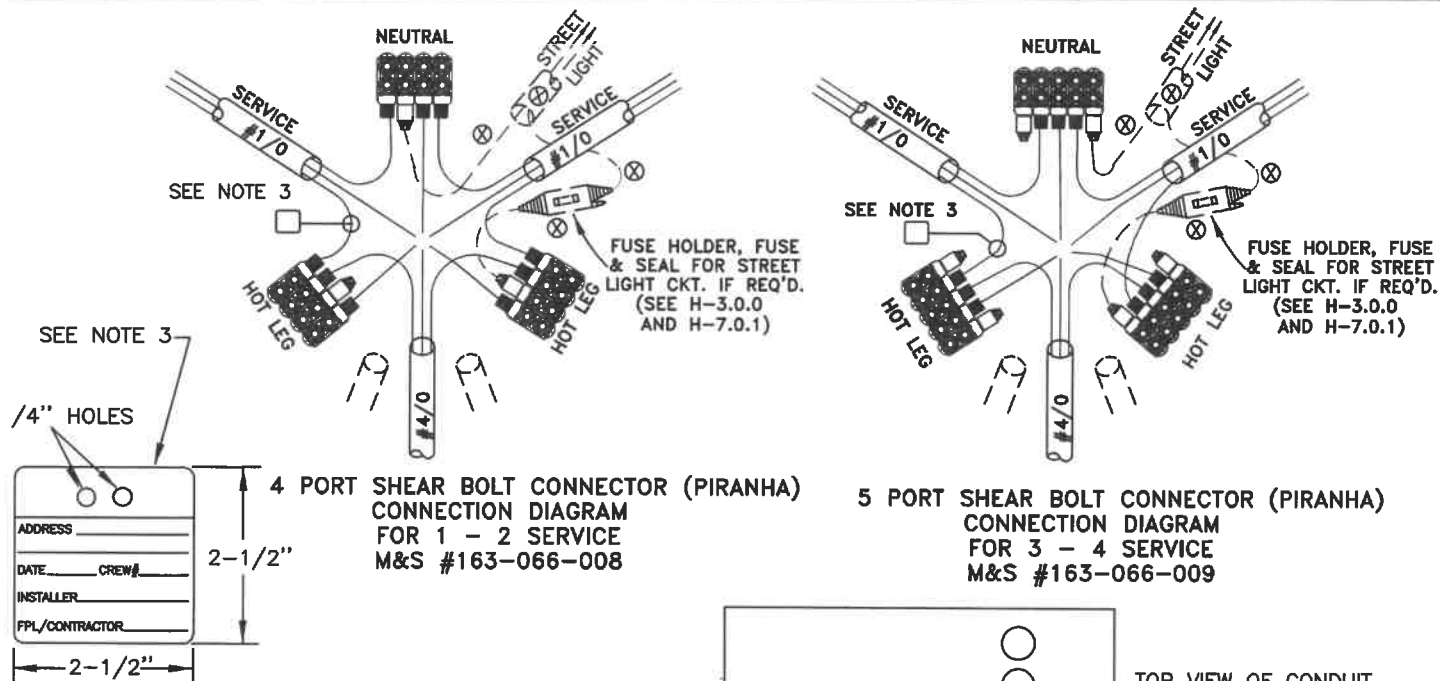
MATERIAL LIST 2" PVC SGH 40 CONDUIT

20' LENGTH (BELLED END)	164-33100-6
90° BEND 24" RADIUS	164-23800-6
45° BEND 36" RADIUS	164-23945-2
45° BEND 24" RADIUS	164-23900-2
STRAIGHT COUPLING	164-47000-6
REPAIR SLEEVE 4" LONG	164-47520-2
END PLUG	164-54800-5
ELECTRONIC MARKER	590-61601-5



**INSTALLATION OF FPL CONDUIT
PARALLEL WITH - OR - IN A SHARED TRENCH
WITH A FOREIGN UTILITY.**

**FPL SUPPLIED 2" PVC CONDUIT
TYPICAL CUSTOMER INSTALLATION DETAILS
(PORTIONS OF UN-6, UN-16, CONC. & PAD DETAILS)**



M&S # 549-378-009

NOTES:

- FOR ONE SERVICE, SEE UC-5.0.0, UC-6.0.0 AND UC-6.0.2.
- ONLY INSULATED CONDUCTORS MAY BE CONNECTED TO SHEAR BOLT CONNECTORS.
- INSTALL TAG M&S #549-378-009 EVERYTIME A CONNECTOR IS INSTALLED OR REPLACED.
- FOR 24" AND 30" HANDHOLES INSTALL ALL CONDUITS AT ONE END OF THE HANDHOLE. BOTH THE 24" AND 30" HANDHOLES COME WITH A SPECIAL STENCIL "TO PLACE ALL CONDUITS AT THE END OF THE HANDHOLES". THIS ALLOWS THE CONDUCTOR TO BE LIFTED OUT OF THE HANDHOLE AND WORK THE CONNECTORS ABOVE GROUND.
- IF 5 PORT PIRANHAS ARE REQUIRED TO BE USED TO ACCOMMODATE SERVICE AND SECONDARY CABLES, USE A 30" HANDHOLES TO ALLOW FOR ADDITIONAL ROOM TO WORK THE CONNECTIONS.
- A 24" HEAVY DUTY HANDHOLE (M&S #162-120-500) IS ALSO AVAILABLE FOR USE IN SIDEWALKS, DRIVEWAYS AND PARKING LOTS. NOT FOR USE IN ROADWAYS OR AREAS OF DELIBERATE TRAFFIC. THIS IS A TIER 22 POLYMER TYPE HANDHOLE REQUIRED BY SOME MUNICIPALITIES
- IF A REPLACEMENT BOLT IS NEEDED TO SECURE THE LIDS OF THE POLYMER CONCRETE HANDHOLES, USE M&S# 140-563-000, MECA UNIT HH-BOLT

TABLE 1

CABLES	CONNECTORS	POLYMER CONCRETE HANDHOLES (TIER 15 - NON-DELIBERATE TRAFFIC) (L X W X DEEP)	CONCRETE HANDHOLES (H20 - TRAFFIC LOADING) (L X W X DEEP)	STANDARDS
4/0 SECONDARY, AND 3 SERVICES	163-066-009 (4 PORT)	162-120-008 (24"x13"x18")	162-122-895 (24"x13"x18")	L-17.0.9
250 MCM TO 350 MCM	163-066-010 (5 PORT)			
350 MCM TO 500 MCM (NO MORE THAN 4 SETS)	163-066-011 (5 PORT)			
400 MCM TO 500 MCM (NO MORE THAN 4 SETS)	163-017-502 (6 PORT)	162-100-007 (30"x17"x18")	162-122-893 (30"x17"x18")	L-17.0.9, L-17.0.10 AND L-17.0.12
1/0-4/0 SECONDARY AND SERVICES AND 2-500 SECONDARY	163-066-012 (6 PORT)			
400 MCM TO 500 MCM (NO MORE THAN 5 SETS)	163-017-502 (6 PORT)			
1/0-4/0 SECONDARY AND SERVICES AND 2-500 SECONDARY	163-066-012 (6 PORT)	162-121-004 (48"x36"x30")	162-122-892 (50"x36"x26")	L-17.0.8, L-17.0.10, L-17.0.11 AND L-17.0.12
600 MCM TO 750 MCM	163-017-502 (6 PORT)			

27	6/30/22	UPDATE TABLE	ARR	GXN	DC
26	1/25/22	UPDATE NOTE 5	ARR	GXN	EMA
25	5/27/21	UPDATE TABLE	ARR	GXN	EMA
24	5/20/20	UPDATE TABLE	ARR	ELS	RDH
23	3/6/20	UPDATE TABLE & NOTE 7 & ADD NOTE 8	ARR	ELS	RDH
22	12/7/17	UPDATE TABLE	ARR	ELS	RDH
10	DATE	REVISION	ORIG	DRAWN	APPR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: SMS

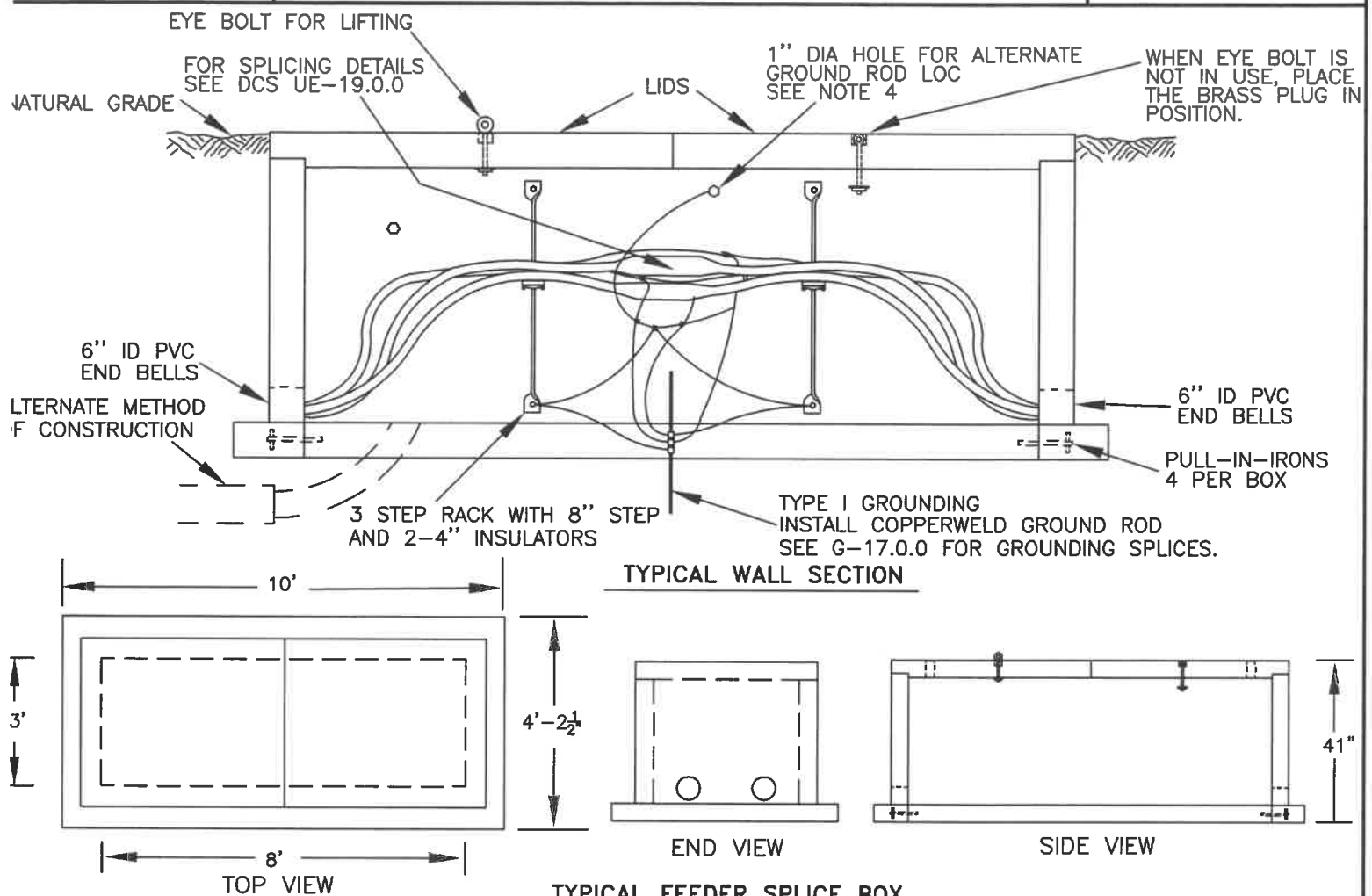
DRAWN BY: RAS

DATE: 8/09/96

APPROVED: J.R. "PEPE" DIAZ

REGISTRATION ENGINEERING MANAGER

NO SCALE



TYPICAL FEEDER SPLICE BOX

M&S NUMBER	DESCRIPTION
162-240-003	CONCRETE FEEDER SPLICE BOX & LIDS. (SEE NOTE 5)
162-241-000	CONCRETE FEEDER SPLICE BOX & LIDS COMES WITH SPECIAL BRUSHED SIDEWALK FINISH LIDS AND FLUSH INSERTS SUITABLE FOR PEDESTRIAN TRAFFIC. (SEE NOTE 5)
162-242-203	POLYMER CONCRETE FEEDER SPLICE BOX. TO BE INSTALLED IN AREAS NOT SUBJECT TO ANY VEHICULAR TRAFFIC SUCH AS STREETS, PARKING LOTS, OR DRIVEWAYS. APPROXIMATE WEIGHT = 900 LBS.

NOTES:

1. LEAVE SUFFICIENT EXPOSED GROUND ROD TO INSTALL 6 EACH #4/0-#2 CONNECTIONS M&S #120-118-005.
2. GROUND ALL SPICES PER DISTRIBUTION STANDARD G-17.0.0.
3. GROUND CABLE RACKS.
4. EACH SPLICE BOX IS SUPPLIED WITH 2-1" DIA HOLE FOR ALTERNATE GROUND ROD LOCATION. MAKE ALL GROUNDING CONNECTIONS INSIDE THE BOX. RUN SUFFICIENT AMOUNT OF 4/0 TO MAKE CONNECTION TO ALT. GROUND ROD LOCATION. RESEAL 1" DIA HOLE WITH AQUASEAL.
5. REFER TO UX-233.0.1 FOR DRIVEWAY LOADING SPLICE BOXES (H20 RATED), M&S #162-240-003 AND 162-241-000. (H20 RATED = 32,000LBS).
6. WEIGHT OF SPLICE BOX (W/O LIDS) = 6700 LBS. DIMENSIONS ARE 10' X 4'-2.5" X 41" DEEP.
7. WEIGHT OF EACH LID = 1400 LBS. TWO LIDS ARE REQUIRED PER SPLICE BOX. STANDARD LID - M&S# 162-240-011, BRUSHED SIDEWALK LID - M&S# 162-240-012.
8. URD FEEDER CABLE SPLICES MUST BE BONDED TO DRIVEN GROUNDS.
9. REFER TO UE-19.0.0 FOR SPLICE ASSEMBLY. A WATER TIGHT SEAL MUST BE MADE WHERE INSULATED.
10. CONDUCTORS CONNECT TO SYSTEM NEUTRAL. SEE G-17.0.0.
11. THE MAXIMUM PERMISSIBLE IMPEDENCE TO SYSTEM NEUTRAL FOR A DRIVEN GROUND IS 25 OHMS.
12. AS SHOWN ABOVE, THE PVC MAY ENTER UNDERNEATH THE SPLICE BOX BY USING A 45 DEGREE SWEEP. SEAL CONDUIT WITH DUCT SEAL OR FOAM SEALANT M&S# 522-119-000.
13. IN AREAS SUBJECT TO WATER INTRUSION, INSTALL A SUFFICIENT AMOUNT OF PEAROCK 1/4"-3/4" SIZE ROCK TO ALLOW FOR THE PERCOLATION OF THE WATER.
14. IF FEEDER SPLICE BOX IS TO BE INSTALLED IN A SIDEWALK, A SEPARATION WILL BE NEEDED BETWEEN THE CONCRETE AND THE LIDS. THE D.O.T. INDEX 310 SPECIFIES THE USE OF A 1/2" EXPANSION JOINT (PREFORMED JOINT FILLER) FOR THIS SEPARATION. ALSO CONSULT YOUR LOCAL MUNICIPALITY FOR ANY ADDITIONAL REQUIREMENTS.
15. THE MAXIMUM SEPARATION BETWEEN FEEDER SPLICE BOXES IS 950', THIS IS TO ALLOW FOR PROPER CABLE PULLING TENSIONS.
16. UX-233.0.1 AND UX-233.0.3 FOR MORE DETAIL.
17. WHEN SETTING A PAD/MANHOLE OR FEEDER SPLICE BOX, THE AREA MUST BE LEVELED WITHIN 1 INCH IN 8 FEET IN ALL DIRECTIONS, AND THOROUGHLY COMPACTED WITH A VIBRATORY PLATE COMPACTOR. THIS STEP WOULD PROVIDE A SMOOTH AND LEVEL SURFACE.
18. FEEDER CABLES ARE NOT TO BE LOOPED AROUND THE ENDS OF THE BOX, THIS WILL EXCEED THE BEND RADIUS OF THE CABLES CREATING A POTENTIAL FAILURE

NO	DATE	REVISION	ARR	GXN	EMA
1	2/24/22	UPDATE NOTES	ARR	GXN	EMA
2	10/20/20	UPDATE NOTE 7	ARR	GXS	RDH
3	3/5/20	UPDATE TABLE	ARR	ELS	RDH
3	8/26/19	ADD NOTE 18	ARR	ELS	RDH
7	8/6/18	ADD NOTE 17	ARR	ELS	RDH
3	6/12/17	UPDATE DRAWING AND NOTES	ARR	ELS	RDH
3	5/19/17	ADD NOTE 15	ARR	ELS	RDH
10	DATE	REVISION	ORIG	DRAWN	APPR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: RAP

DRAWN BY: J.SHOUP

DATE: 8/27/99

APPROVED:

J.J McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

23-388-508 13KV, PAD-MOUNTED, DEADFRONT, STAINLESS STEEL ENCLOSURE, 3 PHASE, 1200 KVAR CAPACITOR BANK TO INCLUDE: A POTENTIAL TRANSFORMER, VACUUM SWITCHES, DOUBLE BUSHING CAPACITOR CANS, (7.62KV, 400 KVAR), X-LIMITER FUSES (80A), BUSHING WELLS (200A), PARKING STANDS, METER SOCKET AND CONTROL WIRING FOR RADIO RECEIVER.

23-388-001 23KV, PAD-MOUNTED, DEADFRONT, STAINLESS STEEL ENCLOSURE, 3 PHASE, 1200 KVAR CAPACITOR BANK TO INCLUDE: A POTENTIAL TRANSFORMER, VACUUM SWITCHES, DOUBLE BUSHING CAPACITOR CANS, (13.2 KVAR), 400 KVAR), X-LIMITER FUSES (50A), BUSHING WELLS (200A), PARKING STANDS, METER SOCKET AND CONTROL WIRING FOR RADIO RECEIVER.

EITHER UNIT CAN MOUNT ON FOUNDATION UX-108 (M&S 162-251-005). THE FOUNDATION, ARRESTERS, AND ROTATABLE BUSHINGS ARE INCLUDED IN THE FOLLOWING MECA UNIT.

EITHER UNIT CAN BE USED IN SALT-SPRAY AREAS.

C-1200-T-E-2WAY/M

DETAILS OF INSTALLATION:

1. THE UNITS ARE TO BE INSTALLED NO MORE THAN 100FT FROM A DEAD-FRONT, PADMOUNTED SWITCH CABINET, ONLY. LIVE FRONT CABINETS SHOULD BE CHANGED OUT FOR THIS APPLICATION.
2. THE UNIT WILL BE SERVED WITH 1/0, 25KV CABLE FROM THE BACK (200-AMP INTERFACE) OF THE ARRESTERS PRESENTLY FOUND IN THE CABINET, BUT THESE ARRESTERS MAY BE RE-USED IN THE CAP BANK UNIT.
3. INSTALL ROTATABLE, FEED-THRU BUSHINGS ON THE 23KV URD CAPACITOR BANK (ONE SIDE FOR THE ARRESTER ELBOW AND ONE SIDE FOR THE PRIMARY ELBOW COMING FROM THE PADMOUNTED SWITCH CABINET). NOTE: THIS ONLY APPLIES TO 23KV UNITS, SINCE IT IS TYPICALLY, NOT NECESSARY, TO PROTECT 15KV URD SYSTEMS, WITH ELBOW ARRESTERS.
4. THE PAD-MOUNTED BANK SITS ON A PRE-CAST CONCRETE PAD. REFER TO UX-108.
5. THE BANK IS PROTECTED, BY CURRENT-LIMITING FUSES, AND HAS A POTENTIAL TRANSFORMER (INTERNALLY PROTECTED AND HOOKED UP TO THE LINE SIDE OF FUSES), WHICH POWERS THE VACUUM SWITCHES.
6. FAULT INDICATORS SHOULD BE INSTALLED AT BOTH THE PADMOUNTED SWITCH CABINET AND THE CAPACITOR CABINET TO DISTINGUISH BETWEEN CAN OR CABLE FAILURE.
7. INSTALL SIGNS SHOWING "INSTRUCTIONS FOR SWITCHING" (M&S 548-223-000) AND "REPLACEMENT COMPONENTS" (M&S 548-223-100) ON INSIDE OF CABINET DOOR.

NOTES:

1. PADMOUNTED CAPACITOR BANKS REQUIRE 8' MINIMUM CLEARANCE IN FRONT AND REAR DOORS.

5	10/16/18	UPDATE DRAWING (TEXT)	ALC	ELS	RDH
4	9/17/13	UPDATE DRAWING (TEXT)	JJR	ELS	WM
3	4/5/13	UPDATE DRAWING (TEXT)	JJR	ELS	WM
2	5/21/12	UPDATE DRAWING (TEXT)	LFV	ELS	WM
1	3/24/04	UPDATE DRAWING (TEXT)	LFV	ELS	JJM
NO	DATE	REVISION	ORIG	DRAWN	APPR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 7/25/01

APPROVED: J.J. McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
CLIENT SERVICES

CAPACITOR BANK SWITCHING INSTRUCTIONS

THE FOLLOWING INSTRUCTIONS ARE TO BE PLACED INSIDE ALL PAD-MOUNTED CAPACITOR BANKS:

INSTRUCTIONS FRO SWITCHING PADMOUNTED CAPACITOR BANKS:

TO ENERGIZE THE BANK, FOLLOW THESE STEPS:

1. TURN RC OFF AT FEEDER BREAKER.
2. VERIFY THAT ELBOWS ARE PARKED AT BOTH FEEDER PAD-MOUNTED SWITCH CABINET AND CAPACITOR BANK CABINET.
3. VERIFY ALL GROUNDS/SHORTING STRAPS HAVE BEEN REMOVED FROM THE CAPACITOR CANS.
4. VERIFY THAT SEMAPHORES IN VACUUM SWITCHES ARE IN THE "OPEN" POSITION.
5. VERIFY THAT CURRENT LIMITING FUSES ARE INSTALLED, WITH THE BLOWN INDICATOR FACING DOWN.
6. PLACE REMS CONTROLLER SWITCH IN THE LOCAL POSITION.
7. CLOSE IN ELBOWS AT CAPACITOR CABINET.
8. CLOSE IN ELBOWS AT SWITCH CABINET.
9. PRESS THE RED (CLOSE) BUTTON ON THE REMS OR USE THE REMOTE HAND OPERATOR TO CLOSE VACUUM SWITCHES.
10. TURN RC ON AT FEEDER BREAKER.

TO SWITCH OUT AND ISOLATE THE BANK, FOLLOW THESE STEPS:

1. VERIFY THAT REMS CONTROLLER'S TOGGLE SWITCH IS PLACED IN THE POSITION.
2. PRESS GREEN TRIP BUTTON ON REMS RECEIVER BOX.
3. VERIFY THAT SEMAPHORES IN VACUUM SWITCHES SHOW OPEN.
4. ALLOW AT LEAST FIVE MINUTES THEN TEST FOR VOLTAGE OR CURRENT AT THE CAPACITOR CELLS.
5. OPEN, PARK, AND CAP ELBOWS AT FEEDER PAD-MOUNTED SWITCH CABINET.
6. OPEN, PARK, AND CAP ELBOWS AT CAPACITOR CABINET.
7. ATTACH ALL NECESSARY GROUNDS.

NOTE:

THE CAPACITOR CANS ARE TO BE ENERGIZED OR DE-ENERGIZED WITH THE VACUUM SWITCHES, ONLY. DO NOT USE THE LOAD-BREAK ELBOWS OR THE CURRENT-LIMITING FUSES FOR THE ACTIVITY.

PAD-MOUNTED CAPACITOR BANK-REPLACEMENT COMPONENTS:

CURRENT LIMITING FUSES:

13KV, 80A, X-LIMITER	M&S 531-454-802
23KV, 50A, X-LIMITER	M&S 531-455-001

POTENTIAL TRANSFORMERS:

13KV, INTERNALLY FUSED	M&S 461-088-059
23KV, INTERNALLY FUSED	M&S 461-088-105

CAPACITOR CANS:

7620V, 400KVAR, TWO-BUSHING	M&S 225-402-130
13,200V, 400KVAR, TWO-BUSHING	M&S 225-402-230

VACUUM SWITCHES:

13KV, 200A	M&S 275-108-120
23KV, 200A	M&S 275-108-130



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

5/21/12	ADDED "PAD-MOUNTED"	JGV	ELS	WM
9/19/05	UPDATE DRAWING (M&S NUMBERS)	LFV	ELS	JJM
3/25/05	UPDATE DRAWING (M&S NUMBERS)	LFV	ELS	JJM
3/24/04	UPDATE DRAWING (TEXT)	LFV	ELS	JJM
DATE	REVISION	ORIG	DRAWN	APPD

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 04/14/00

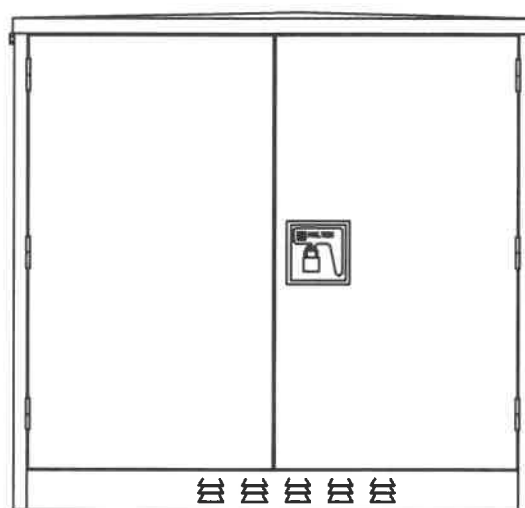
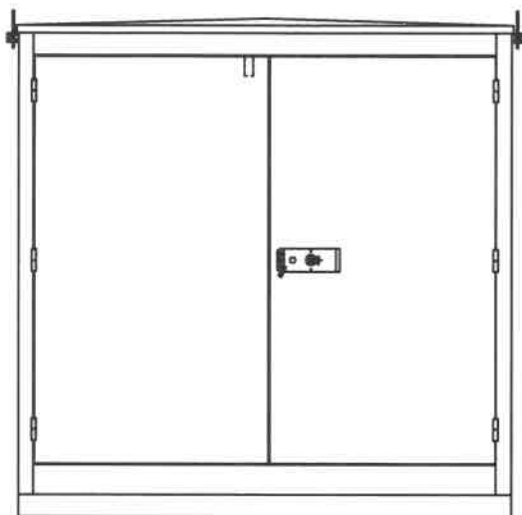
APPROVED: J.J. MCEVOY
SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO SCALE

TYPICAL INSTALLATION OF 25 KV S & C DEAD FRONT SWITCHGEAR AND THREE PHASE PAD-MOUNTED CAPACITOR BANK

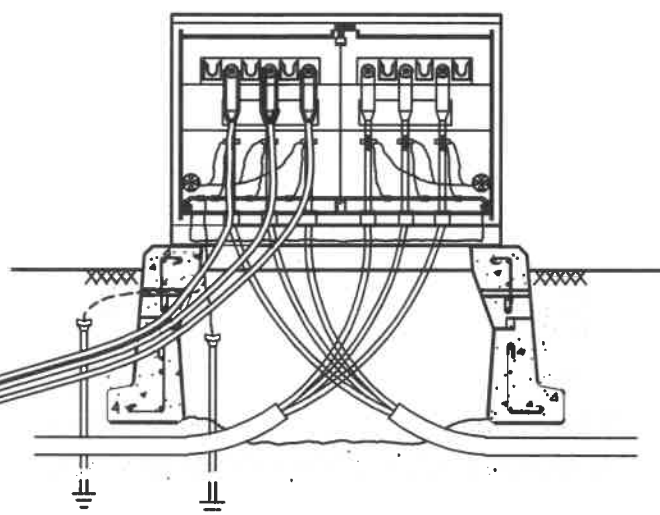
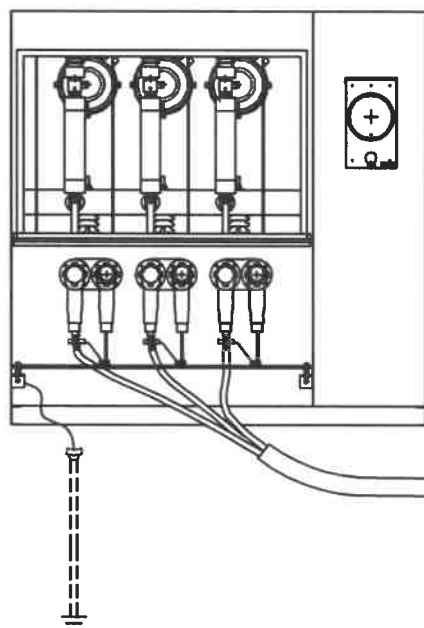
NOTES:

1. INSTALL 92" X 92" PRECAST PAD (M&S 162-251-005)
2. DRIVE GROUND RODS & ATTACH #2 CU GROUND TO GROUNDING LUGS.
3. INSTALL URD CAPACITOR BANK (M&S 223-388-001) ON PAD.
4. INSTALL ROTATABLE FEED-THRU BUSHING 25KV (M&S 163-250-002) ON EACH BUSHING.
5. INSTALL 200 AMP ELBOWS ON ROTATABLE FEED-THRU BUSHINGS.
6. INSTALL 18KV ELBOW ARRESTERS (M&S 334-015-005) ON ROTATABLE FEED-THRU BUSHINGS.



CAPACITOR CABINET

PAD-MOUNTED SWITCH CABINET



3#1/0 AL XPE 25KV CABLES
IN 1-4" CONDUIT
MAXIMUM OF 100 FEET

**F P L****OH & UG DISTRIBUTION SYSTEM STANDARDS**

ORIGINATOR: L F V

DRAWN BY: J. SHOUP

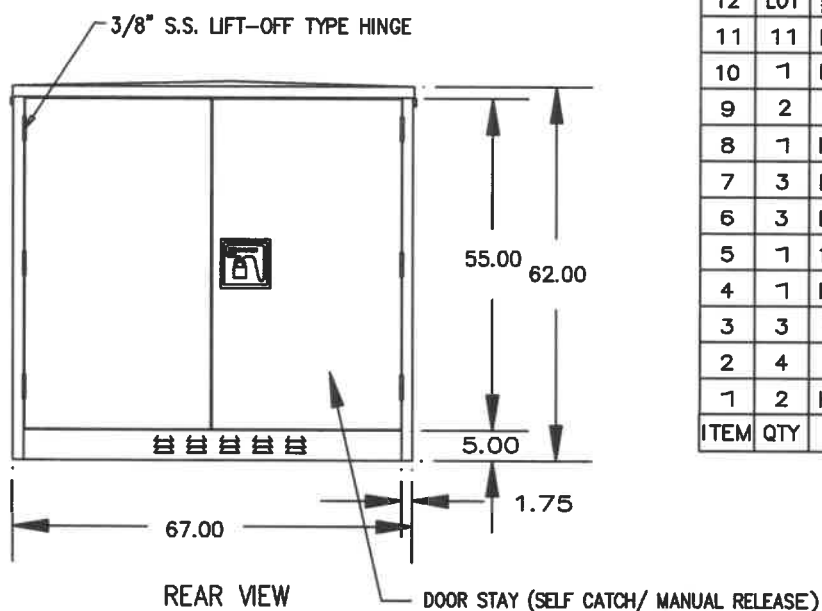
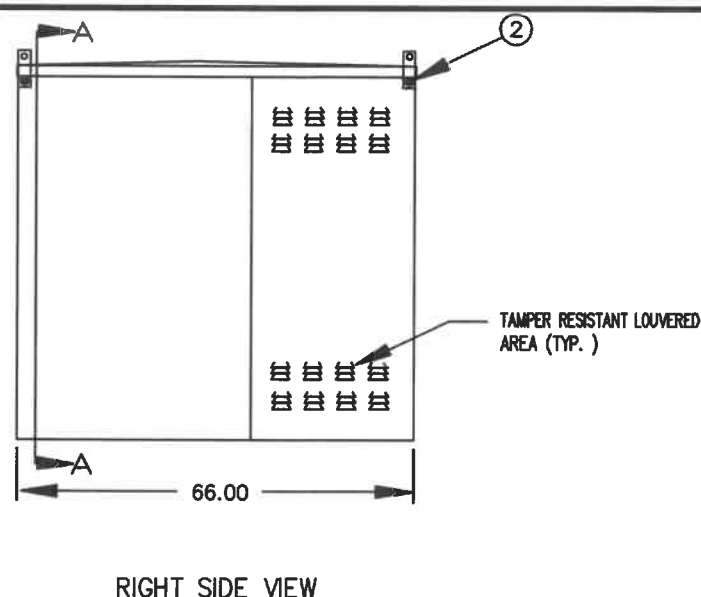
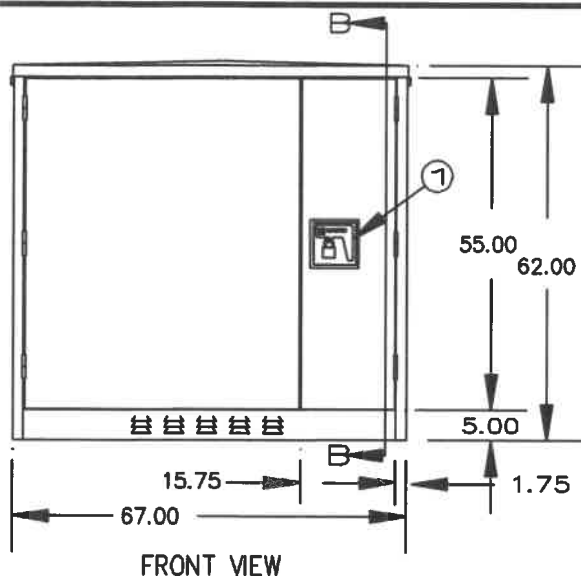
DATE: 07/26/01

 APPROVED: J.J. MCEVOY
SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO SCALE

NO	DATE	REVISION
1	5/21/12	ADDED "PAD-MOUNTED"

ORIG	DRAWN	APPR
JGV	ELS	WM



16	1	4-POINT TERMINAL BLOCK
15	3	CAPACITORS, 400 KVAR, 13200V, 150KV BIL, 1-BUSHING COOPER #CEP133M22 OR EQUAL 23
14	3	FUSE MOUNTING COOPER TYPE NX - CODE 6 W/50A X-LIMITER FUSE 23KV
13	1	INNER DOOR BARRIER - CLEAR LEXAN
12	LOT	#2 FLEXIBLE COPPER WIRE
11	11	INSULATOR 25KV, 125KV BIL
10	1	MANUFACTURERS NAMEPLATE
9	2	GROUNDING STRAPS
8	1	METER SOCKET 100 AMP, 4-TERMINAL, RING TYPE
7	3	PARKING STAND
6	3	BUSHING WELL 200AMP, 25KV, 125KV BIL
5	1	1/4" CLEAR LEXAN WINDOW (REMOVABLE TO ACCESS FUSES)
4	1	POTENTIAL TRANSFORMER, SINGLE BUSHING, 120:1 1KVA - INTERNALLY FUSED 23
3	3	VACUUM SWITCH, 200A, 25KV, 5-PIN CONTROL, MANUAL TRIP JOSLYN VERSAVAC 23
2	4	5/8-11 UNC THREADED INSERTS WITH REMOVABLE LIFTING TABS
1	2	HANDLE ASSY. W/ S.S. HEX BOLT, 3-PT. LATCHING
ITEM	QTY	DESCRIPTION

NOTES:

1. MATERIAL IS 12 GA. OR 11 GA. (.105) STEEL - AS SPECIFIED
2. STEEL IS PHOSPATE TREATED FOR PANT ADHESION
3. ENCLOSURE IS PAINTED WITH MALTON "POLYMAX PLUS" FINISHING PROCESS TO MEET ANSI/EEI PERFORMANCE GUIDLINES
PAINT COLOR: MUNSELL 7GY3.29/1.5 GREEN.
4. ENCLOSURE CONSTRUCTION TO MEET THE LATEST ANSI STANDARD C57.12.28

D	4/7/00	TG	ADDED MMR #		
C	3/11/00	TG	CHANGE FUSE SPACING DIM FROM T2 TO T3		
B	12/03/97	RR	ADDED 4" X 8" SLOT TO HOLD DOWN CLIP, REMOVED CLEAR LEXAN WINDOW FROM SECTION VIEW A-A FOR CLARITY	.XX	±.02
A	11/21/97	RR	ADDED HOLD DOWN BRACKETS, RELOCATED LOWER BUSHING TO TOP FEED, FULCRUMS 0.014" X	.XXX	±.010
REV	DATE	BY	DESCRIPTION		



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFW

DRAWN BY: J. SHOUP

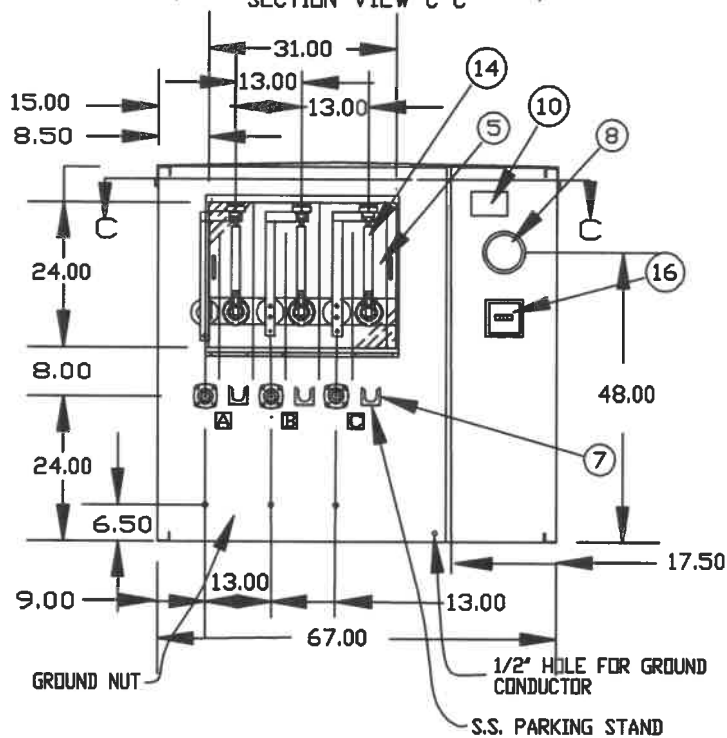
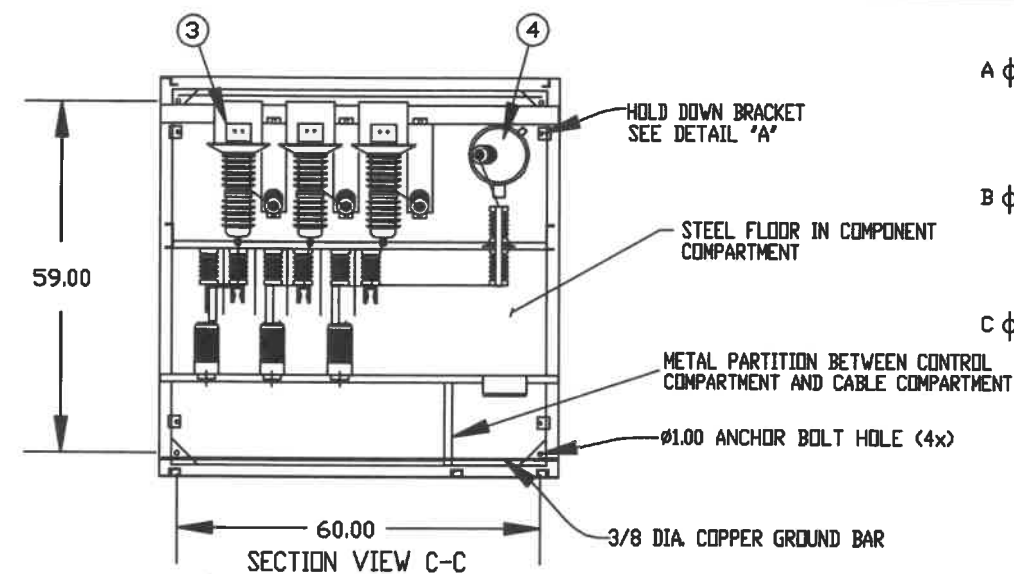
DATE: 07/26/01

APPROVED: J.J. MCEVOY

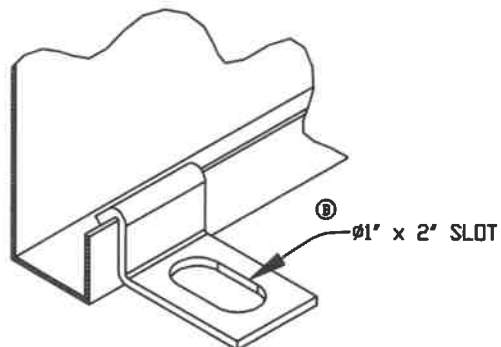
NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

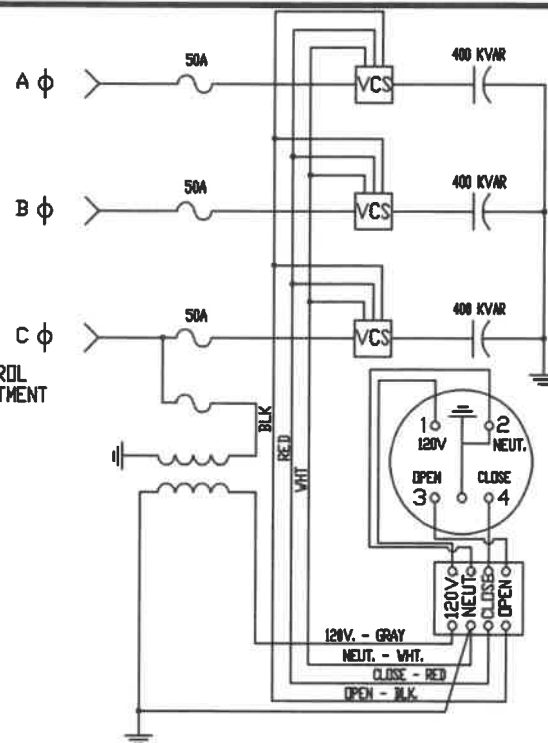
NO	DATE	REVISION	ORIG	DRAWN	APPR



SECTION VIEW A-A



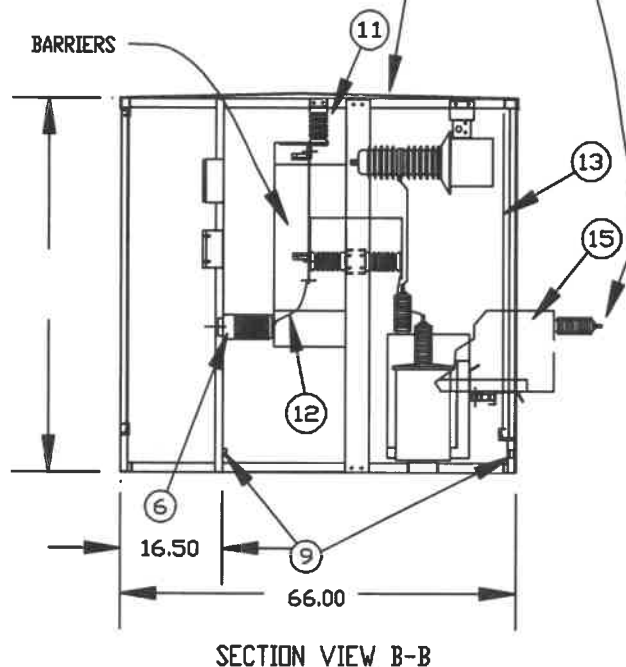
DETAIL 'A'



LINE DIAGRAM

CAPACITOR TILTS OUT FOR MAINTANANCE

ANTI-CONDENSATE COATING ON INSIDE OF ROOF



SECTION VIEW B-B



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

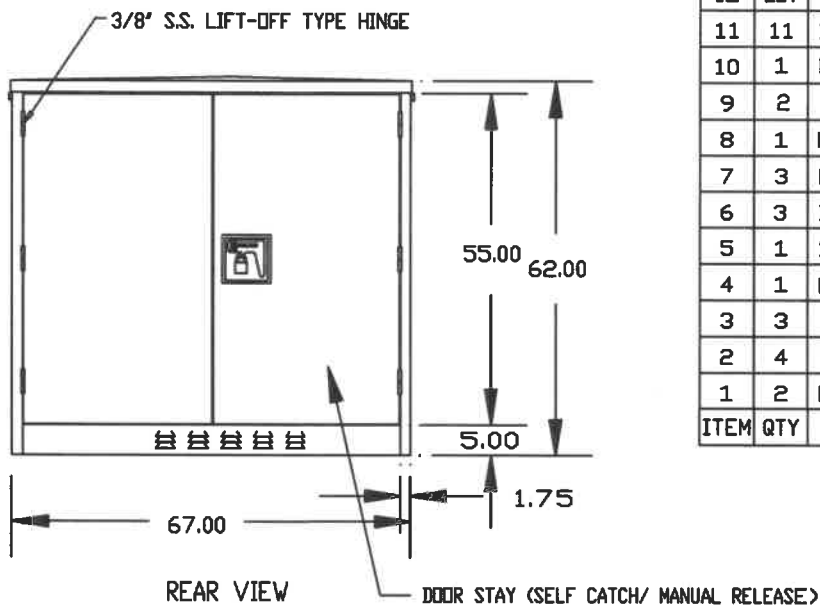
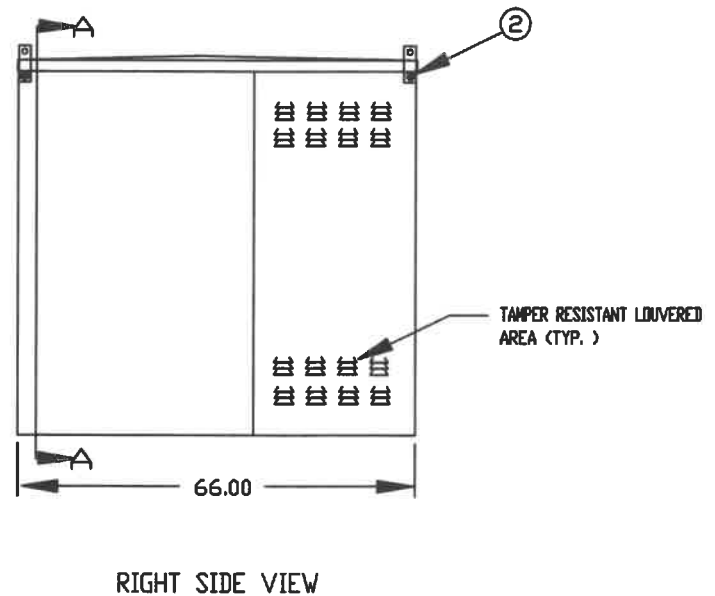
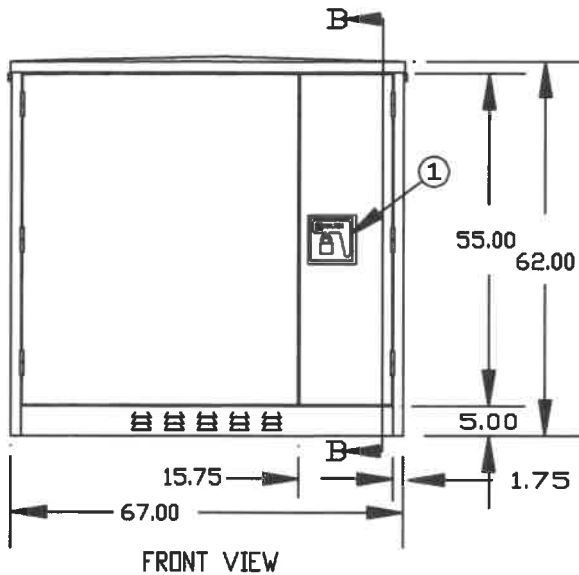
DATE: 07/26/01

APPROVED: J.J. MCEVOY

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO SCALE

<u>DETAIL 'A'</u>					
NO	DATE	REVISION	ORIG	DRAWN	APPR



16	1	4-POINT TERMINAL BLOCK
15	3	CAPACITORS, 400 KVAR, 7620V, 95KV BIL, 1-BUSHING COOPER #CEP170B7FA OR EQUAL 15
14	3	FUSE MOUNTING COOPER TYPE NX - CODE 6 W/80A X-LIMITER FUSE 15KV
13	1	INNER DOOR BARRIER - CLEAR LEXAN
12	LOT	#2 FLEXIBLE COPPER WIRE
11	11	INSULATOR 25KV, 125KV BIL
10	1	MANUFACTURERS NAMEPLATE
9	2	GROUNDING STRAPS
8	1	METER SOCKET 100 AMP, 4-TERMINAL, RING TYPE
7	3	PARKING STAND
6	3	BUSHING WELL 200AMP, 25KV, 125KV BIL
5	1	1/4' CLEAR LEXAN WINDOW (REMOVABLE TO ACCESS FUSES)
4	1	POTENTIAL TRANSFORMER, SINGLE BUSHING, 63.51 1KVA - INTERNALLY FUSED 15
3	3	VACCUUM SWITCH, 200A, 15KV, 5-PIN CONTROL, MANUAL TRIP JOSLYN VERSAVAC 15
2	4	5/8-11 UNC THREADED INSERTS WITH REMOVABLE LIFTING TABS
1	2	HANDLE ASSY. W/ S.S. HEX BOLT, 3-PT. LATCHING
ITEM	QTY	DESCRIPTION

NOTES:

- MATERIAL IS 12 GA. OR 11 GA. (.105) STEEL - AS SPECIFIED
- STEEL IS PHOSPHATE TREATED FOR PAINT ADHESION
- ENCLOSURE IS PAINTED WITH MALTON "POLYMAX PLUS" FINISHING PROCESS TO MEET ANSI/EEL PERFORMANCE GUIDELINES
PAINT COLOR: MUNSELL 7GY3.29/1.5 GREEN.
- ENCLOSURE CONSTRUCTION TO MEET THE LATEST ANSI STANDARD C57.12.28

TOLERANCE
UNLESS NOTED

A	04/05/00	TG	AMEND # & S #	.XX	±.02
REV	DATE	BY	DESCRIPTION	.XXX	±.010



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFW

DRAWN BY: J. SHOUP

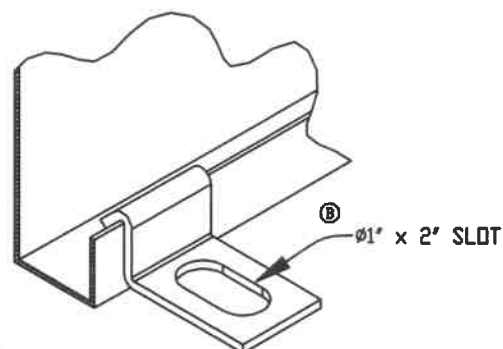
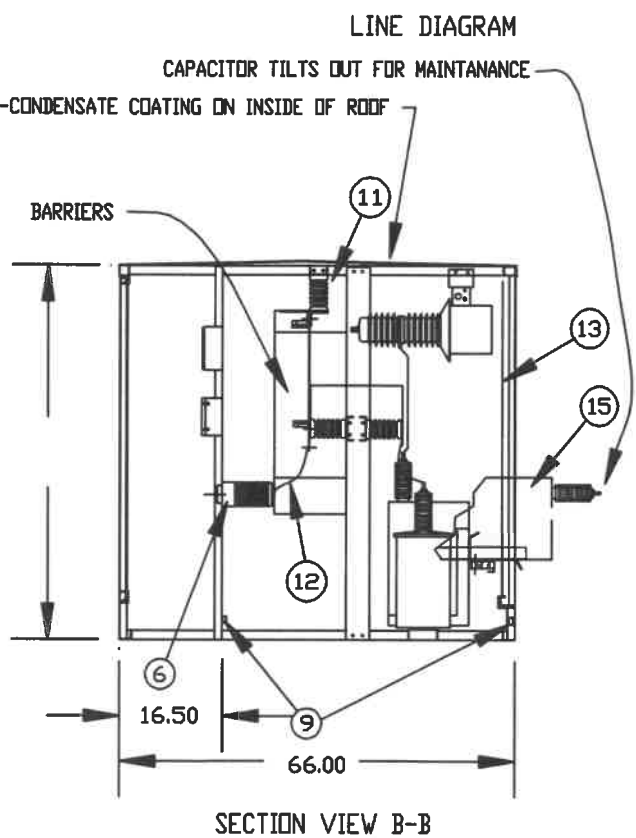
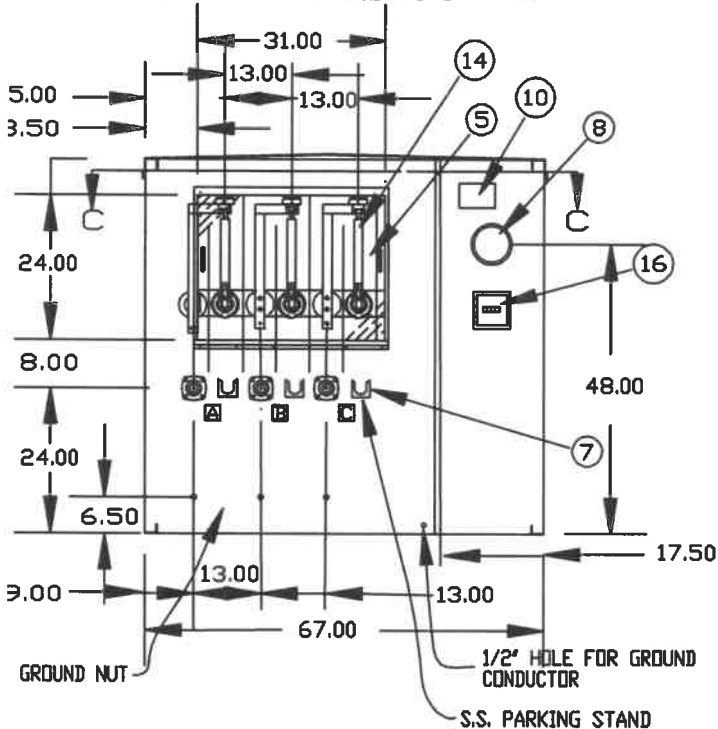
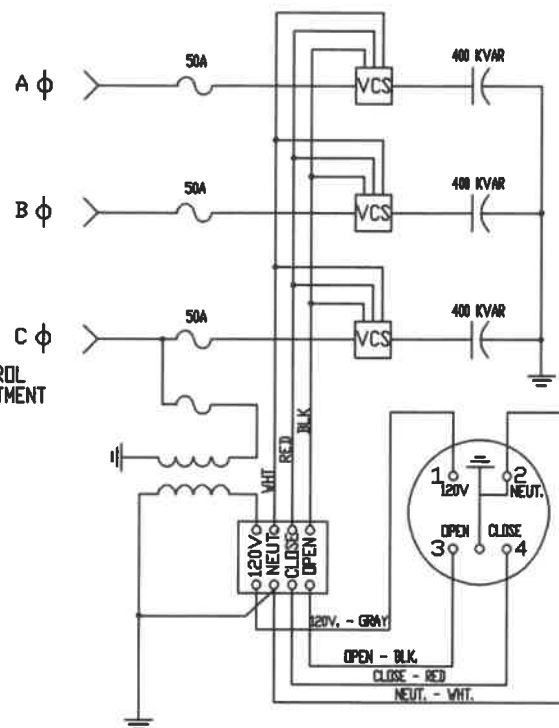
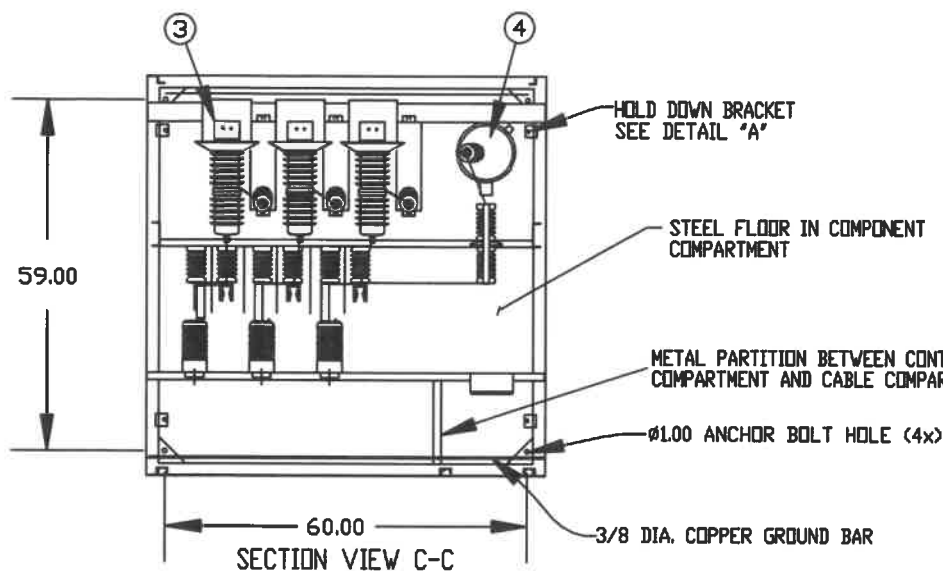
DATE: 07/26/01

APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO	DATE	REVISION	QC/IC	DRAWN	APPD



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: L F V

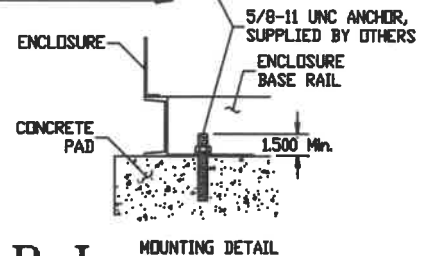
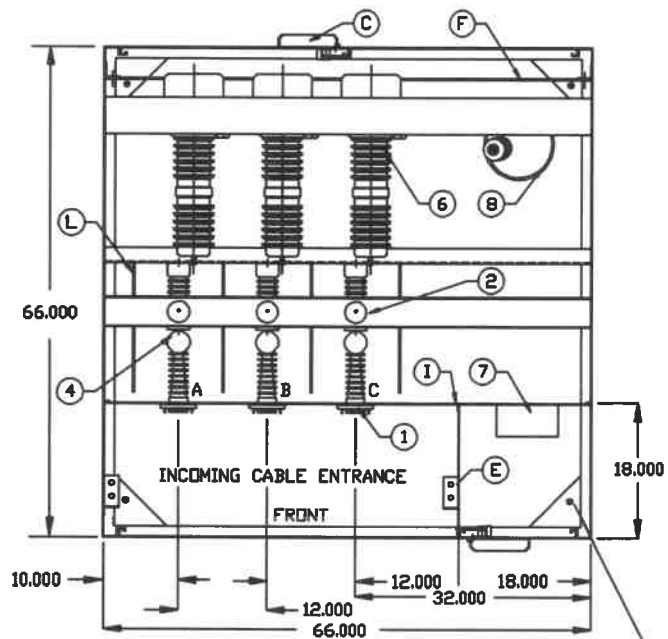
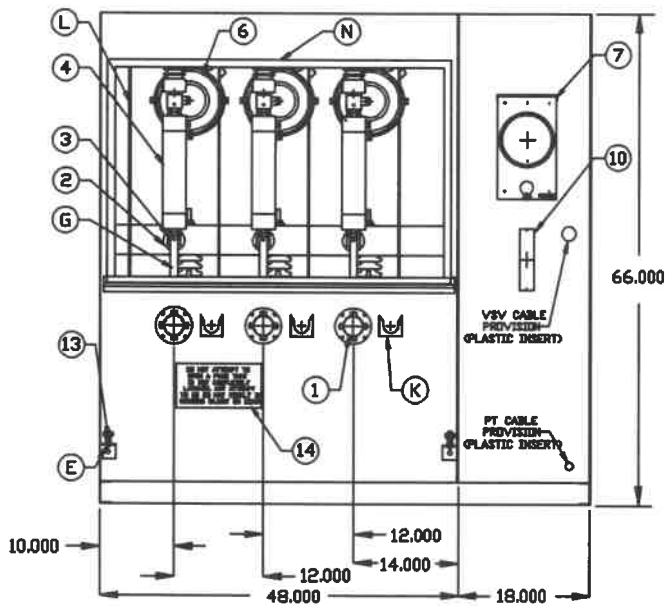
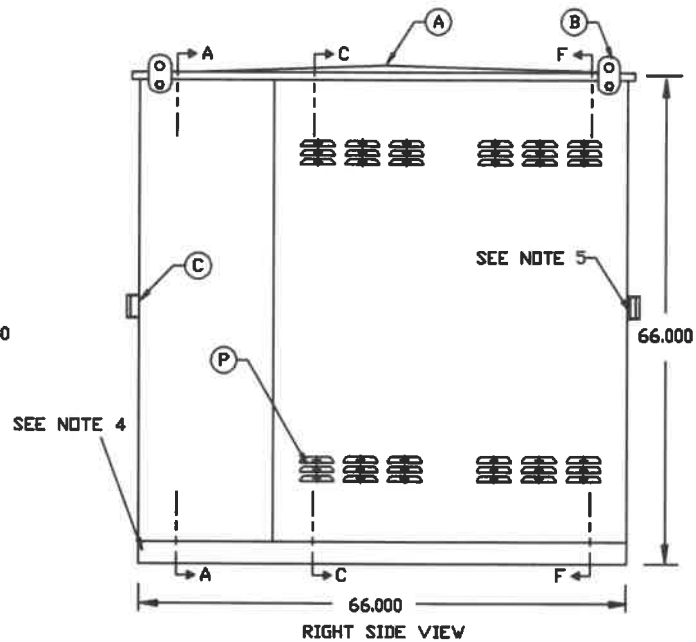
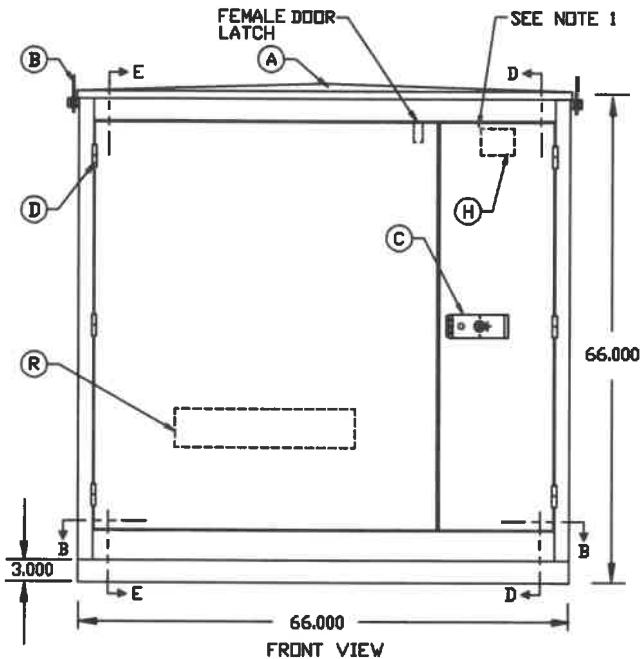
DRAWN BY: J. SHOUP

DATE: 07/26/01

APPROVED: J.J. MCEVOY
SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO SCALE

NO	DATE	REVISION	ORIG	DRAWN	APPD



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFW

DRAWN BY: J. SHOUP

DATE: 07/26/01

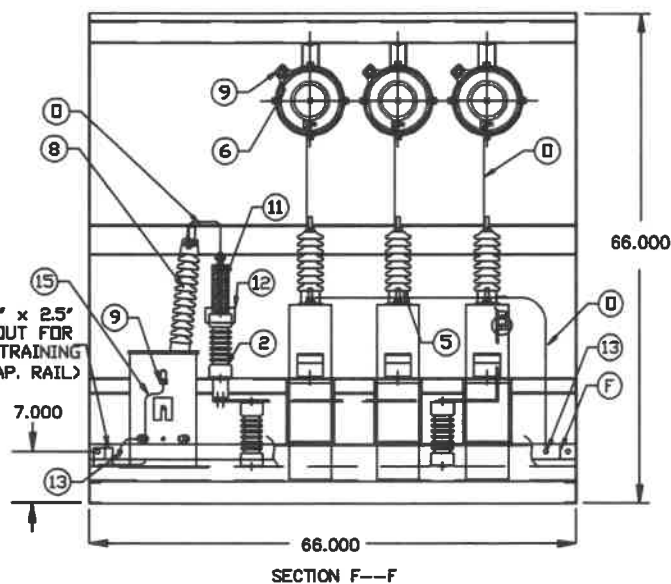
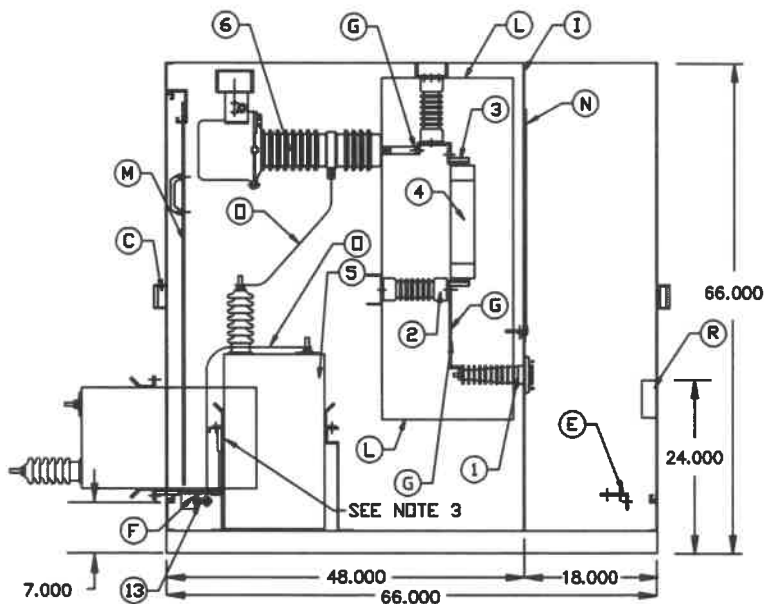
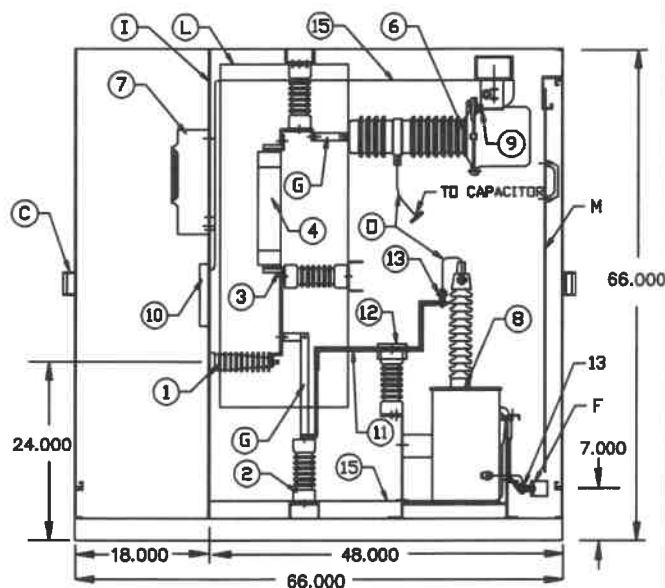
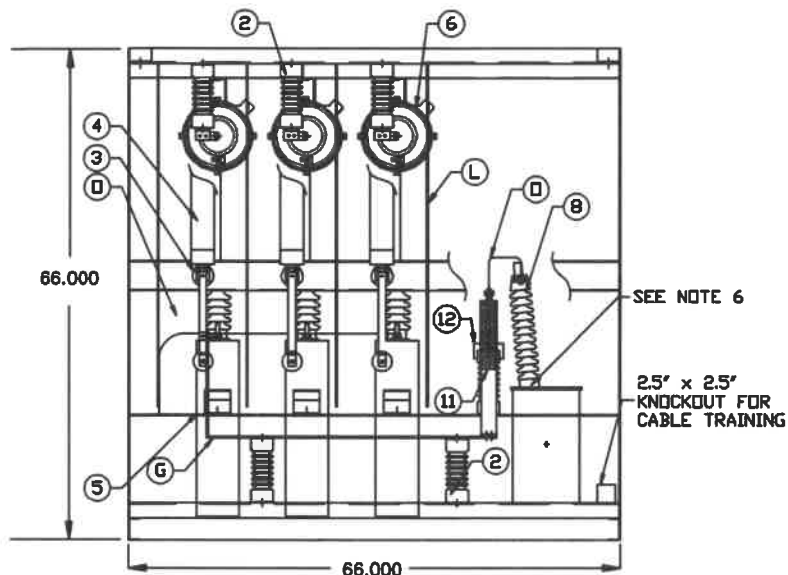
APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO	DATE	REVISION	ORIG	DRAWN	APPR

SHALLBETTER, 25KV, 125KV BIL, 1200KVAR DEAD-FRONT, PAD-MOUNT, CAPACITOR BANK



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 07/26/01

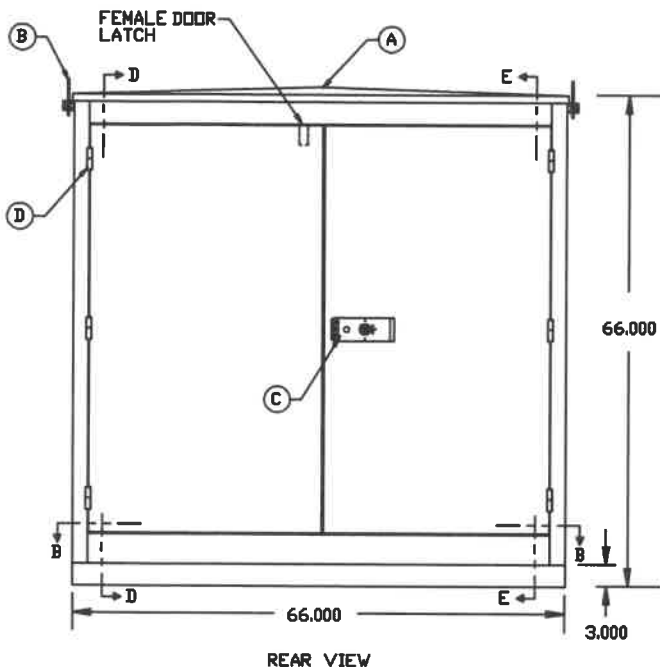
APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO	DATE	REVISION	ORIG	DRAWN	APPR

SHALLBETTER, 25KV, 125KV BIL, 1200KVAR, DEAD-FRONT, PAD-MOUNT, CAPACITOR BANK



SYSTEM RATING

NOMINAL SYSTEM VOLTAGE	23/13.28 kV GROUNDED WYE
MAXIMUM DESIGN VOLTAGE	25 kV
BASIC INSULATION LEVEL (BIL)	125 kV
CONTINUOUS CURRENT	200 AMP
FUSE TYPE	NX CURRENT-LIMITING
FUSE RATING, MAXIMUM	200E AMP
FUSE INTERRUPTING, SYMMETRICAL	9,400 AMP
kVAR	1200
PHASE	THREE
HERTZ	60 HZ.
WEIGHT	2,150 Lbs.
CATALOG NUMBER	SCBD-P33251200GSW-GA-FPL

CONSTRUCTION NOTES

- NEMA TYPE 3R, 11 GAUGE GALVANNEAL, WELDED CONSTRUCTION, WELDS AND SEAMS GROUND SMOOTH.
- FINISH COAT IS MUNSELL No. 7GY 3.29/1.5, GREEN. PAINT FINISH MEETS OR EXCEEDS AN.S.I. C57.12.28-1988 PAINT SPECIFICATIONS FOR PAD-MOUNT EQUIPMENT ENCLOSURE INTEGRITY.
- ENCLOSURE TO HAVE A 3" 304L STAINLESS STEEL FORMED CHANNEL BASE.

FEATURES

- ACROSS KINKED ROOF FOR ADDED STRENGTH AND PREVENTING STANDING MOISTURE.
- BREMOVABLE LIFTING PLATES WITH BLIND MOUNTING HOLES.
- CSBI'S 'SENTRY LATCH' 3-POINT POSITIVE LATCH MECHANISM, SECURED AND OPERATED BY 1/2-TURN, CAPTIVE, RECESSED HEX-HEAD BOLT AND SHIELDED PADLOCK SHACKLE.
- CHINGE. LOOSE JOINT PIN, 304L STAINLESS STEEL, SOLID WELDED TO DOOR AND CABINET, ALLOWS DOORS TO BE REMOVED IN THE OPEN POSITION ONLY.
- EFRONT GROUND PADS. 304L STAINLESS STEEL, WITH 1/2"-13 UNC THREADED HOLE FOR CUSTOMER SUPPLIED GROUND CONNECTORS. PADS ARE UNPAINTED AND WELDED TO ENCLOSURE.
- FEAR GROUND BUS. FULL LENGTH, CONTINUOUS, SILVER PLATED COPPER, SUPPORTED WITH UNPAINTED, STAINLESS STEEL GROUND PADS WELDED TO ENCLOSURE.
- GBUS BAR. SILVER PLATED COPPER, FREE OF SHARP EDGES OR BURRS.
- HMANUFACTURE'S DATA PLATE. CONTAINS INFORMATION LISTED UNDER SYSTEM RATING, NON-CORROSIVE, PERMANENTLY STAMPED AND ATTACHED TO ENCLOSURE.
- I.EQUIPMENT WALL. FULL HEIGHT.
- J.DOOR STAYS (RETAINED) HOLD DOORS IN 90°, 110°, OR 140° OPEN POSITION.
- K.PARKING STANDS. 14 GAUGE 304L STAINLESS STEEL, WELDED TO EQUIPMENT WALL.
- L.BARRIERS. 3/16" GPO-3, GLASS REINFORCED POLYESTER.
- M.COMPARTMENT BARRIER. 1/4" LEXAN, CLEAR POLYCARBONATE, REMOVABLE, WITH NON-CONDUCTIVE HANDLES.
- NEUSE ACCESS BARRIER. 1/4" CLEAR POLYCARBONATE (LEXAN), SECURED WITH 3/4 TURN FASTENERS.
- OCOPPER ROD, HARDDRAWN 3/8" DIA.
- P.SCREENED, TAMPER PROOF LOUVERS.
- RSARE FUSE POCKET

SPECIAL NOTES FOR MANUFACTURER ONLY:

- 1.NO SIGNS OR LABELS TO BE ON ANY EXTERIOR PART OR INTERIOR DOORS OF ENCLOSURE, PER FP&L SPEC. (SBI DATA PLATE WILL BE ON INTERIOR OF FRONT MALE DOOR).
- 2.NO HIGH VOLTAGE CABLE TO BE USED ON ANY PART OF THIS GEAR. ALL HV ELECTRICAL CONNECTIONS TO BE MADE WITH HARDDRAWN BUS OR ROD.
- 3.THIS ENCLOSURE UTILIZES A TILT-OUT CAPACITOR RACK. CAPACITORS TO BE ABLE TO INDIVIDUALLY TILTED OUT AT 90°.
- 4.ENCLOSURE BOTTOM CHANNEL TO BE A 3" FORMED 304L STAINLESS STEEL CHANNEL.
- 5.DOOR LATCH HAS A HEX HEAD BOLT.
- 6.POTENTIAL TRANSFORMER IS INTERNALLY FUSED.
- 7.THESE NOTES ARE FOR MANUFACTURER ONLY.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 07/26/01

APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO	DATE	REVISION	ORIG	DRAWN	APPR

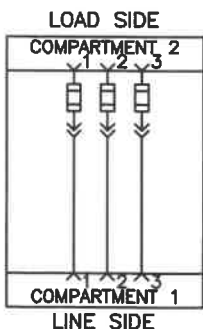
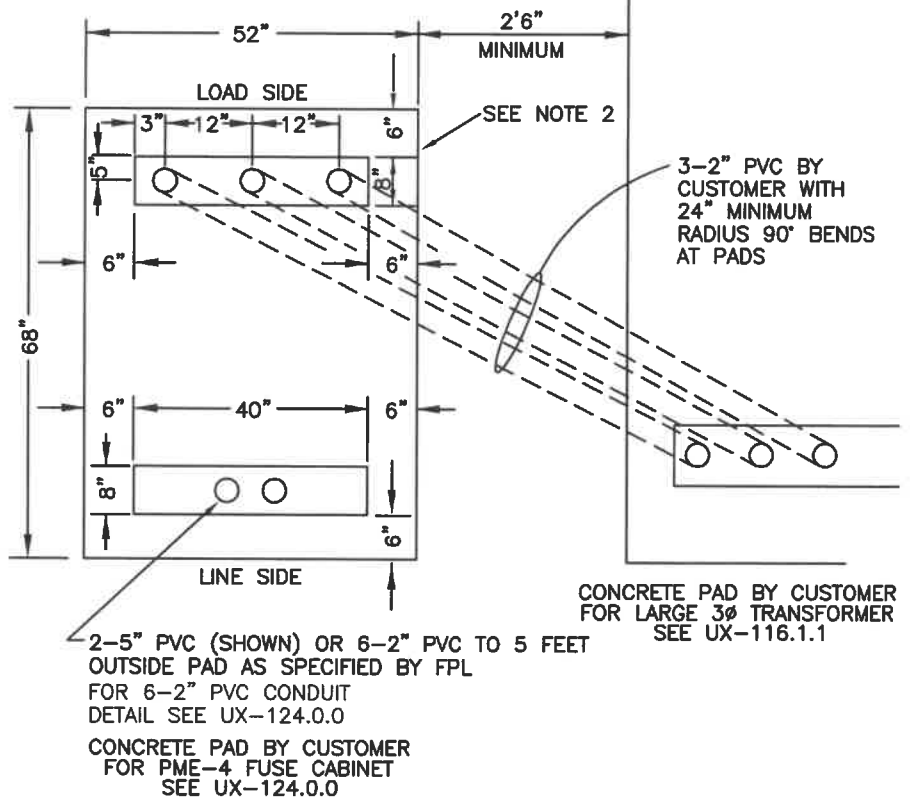
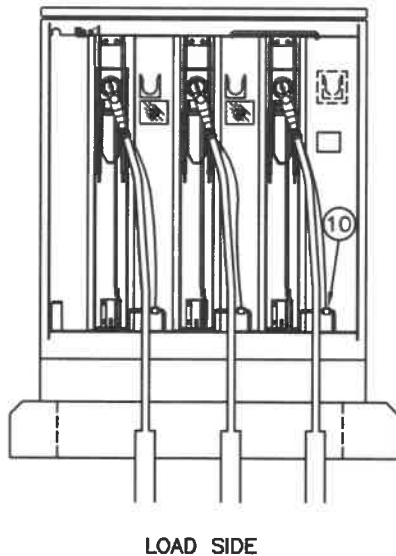
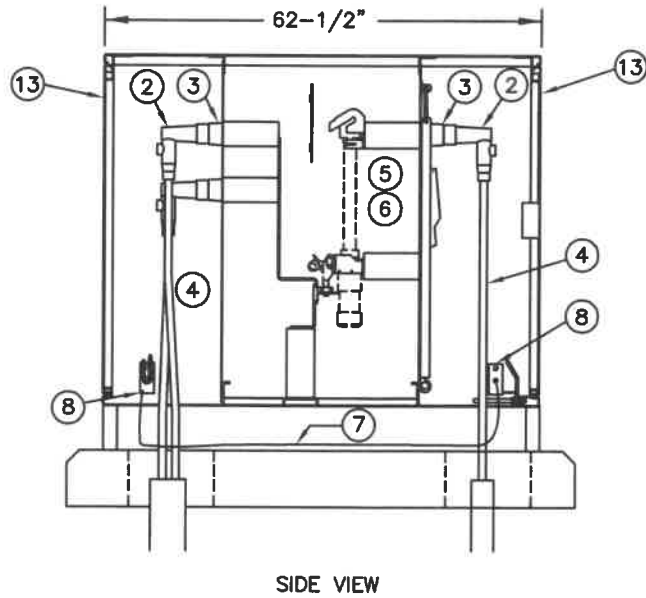
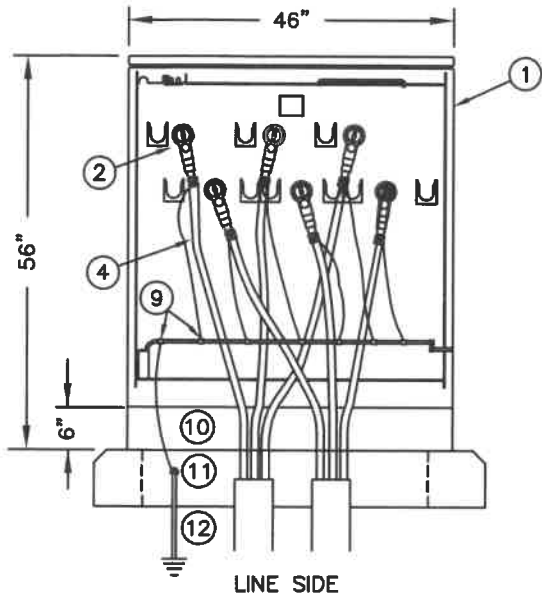


NO	DATE	REVISION	ORIG	DRAWN	APPR
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C-39.0.1

INSTALLATION OF S&C TYPE PME-4 DEAD FRONT THREE PHASE PAD MOUNTED FUSE CABINET FOR 13 AND 23 KV MAXIMUM FUSE 200 AMP (NEW DESIGN-SIX BUSHINGS ON LINE SIDE)

C-39.0.1



WEIGHT:1200 LBS.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: PMG

DRAWN BY: RAS

DATE: 8/9/96

APPROVED: J.J. McEVOY

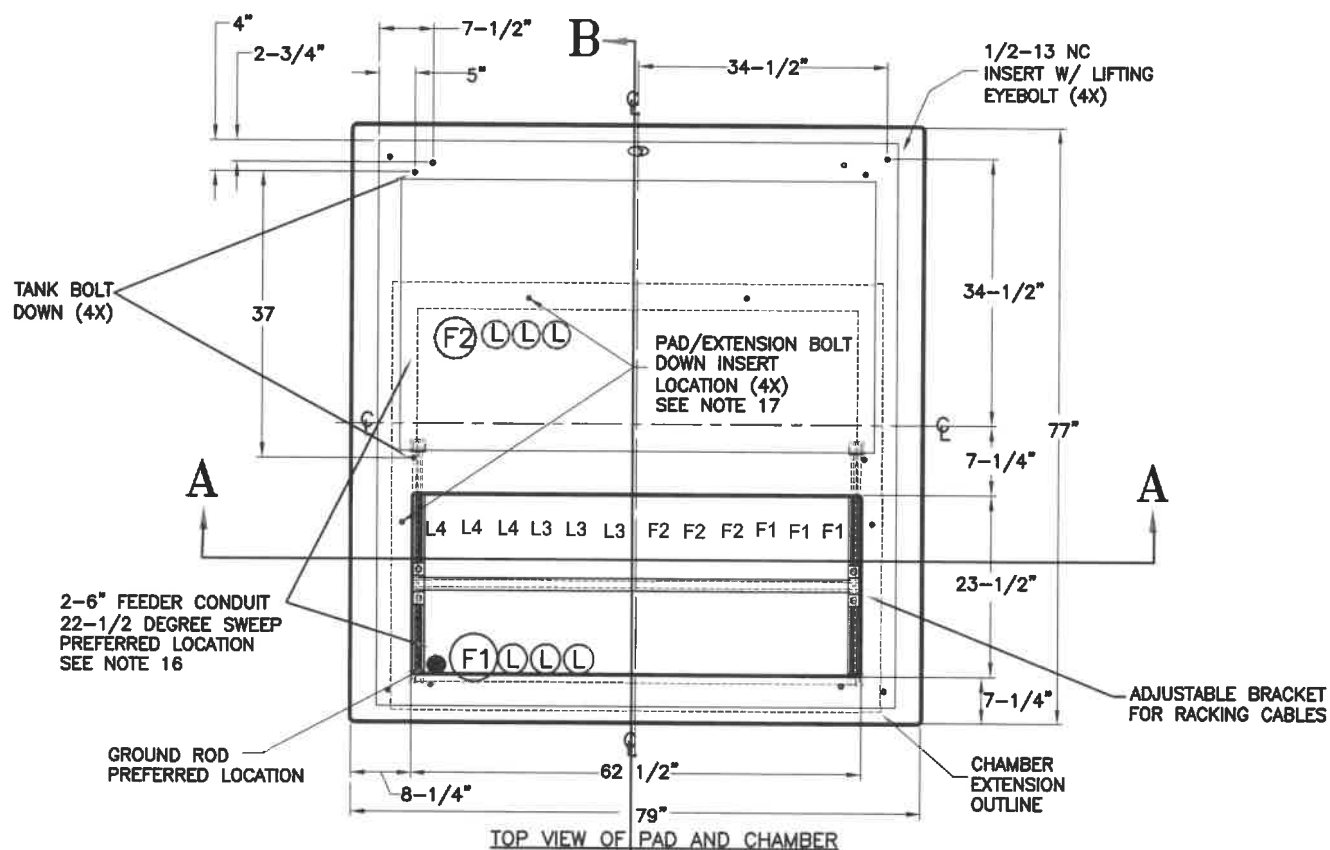
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SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

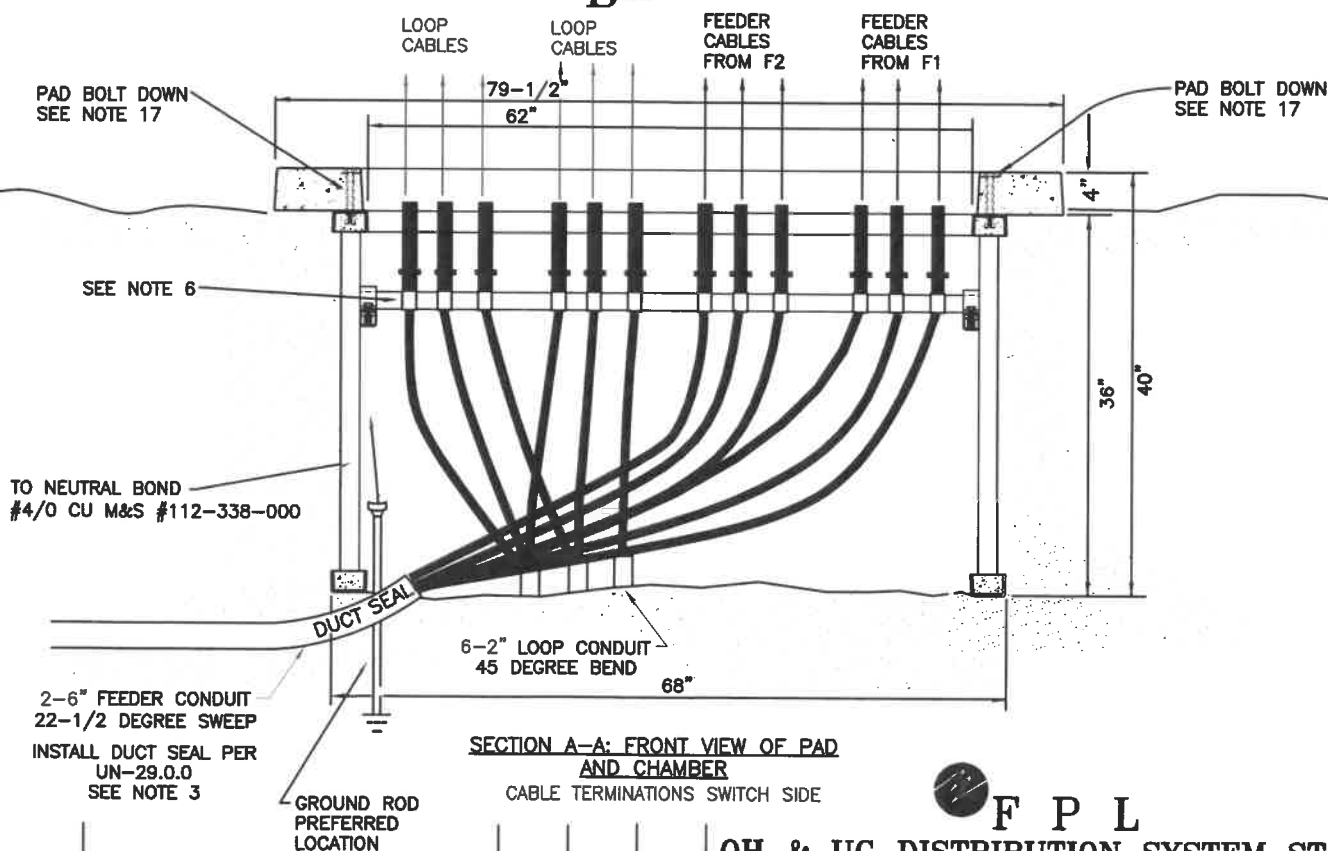
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2	9/8/03	UPDATE NOTES	CEA	ELS	JJM
1	1/31/03	UPDATE DRAWING TO NEW SIX BUSHING ON LINE SIDE DESIGN	CEA	JES	JJM
O.	DATE	REVISION	ORIG.	DRAWN	APPR.

TYPICAL INSTALLATION OF 25KV S&C VISTA THREE PHASE SWITCH FOR USE IN 13KV OR 23KV BELOW GRADE AND PAD MOUNTED APPLICATIONS

TYPICAL BUSHING POSITION ON VISTA SWITCH MODEL 422 SHOWN
F=FEEDER L=LATERAL



TOP VIEW OF PAD AND CHAMBER



SECTION A-A: FRONT VIEW OF PAD
AND CHAMBER

CABLE TERMINATIONS SWITCH SIDE

F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILLING

DATE: 5/29/09

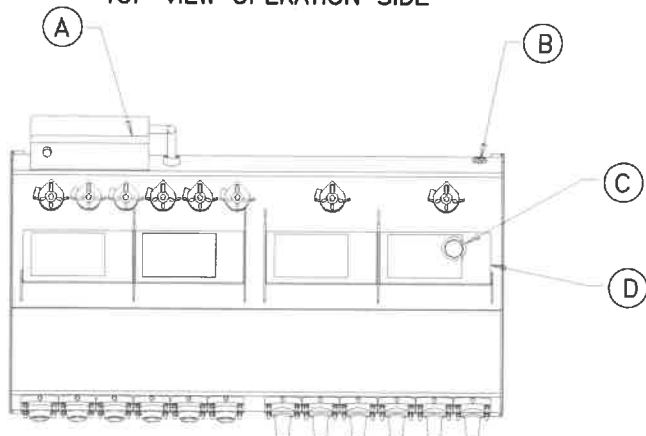
APPROVED: ARI LIMA

NO SCALE

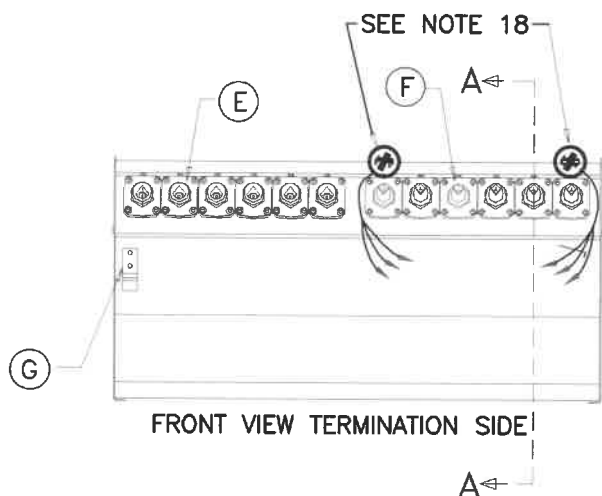
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NO	DATE	REVISION	QCIC	DRAWN	APPROV

TYPICAL VISTA SWITCH MODEL 422 SHOWN

TOP VIEW OPERATION SIDE

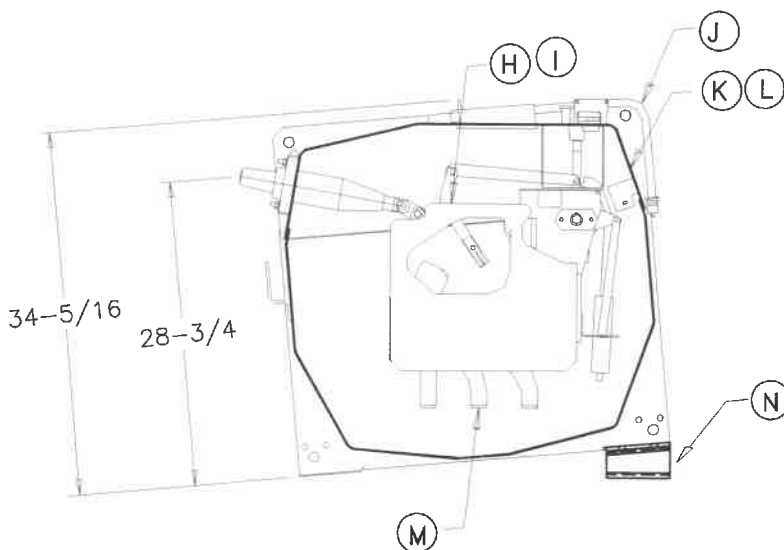


TOP VIEW TERMINATION SIDE



FRONT VIEW TERMINATION SIDE

A-A

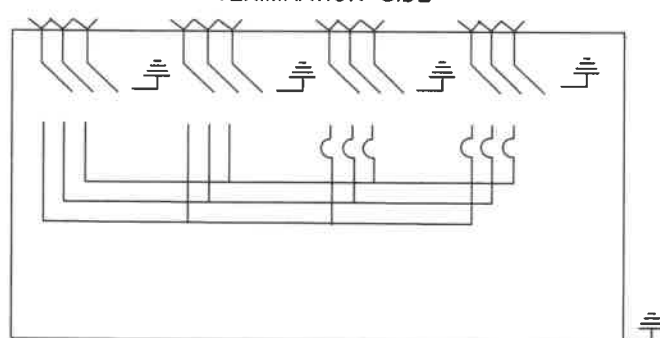


SECTION A-A: FEEDER SWITCH

FEATURES IN THIS ASSEMBLY

- A. OVERCURRENT CONTROL
- B. GAS FILL PORT
- C. PRESSURE GAUGE
- D. WINDOW FOR VIEWING OPEN GAP AND GROUNDED POSITION OF LOAD-INTERRUPTER SWITCH OR FAULT INTERRUPTER
- E. 200-AMPERE BUSHING-WELLS FOR FAULT-INTERRUPTER
- F. 600-AMPERE BUSHINGS FOR LOAD-INTERRUPTER SWITCH
- G. TWO-HOLE GROUND PAD
- H. 600-AMPERE THREE-POLE LOAD-INTERRUPTER SWITCH WITH GROUND POSITION
- I. OPERATING MECHANISM
- J. MANUAL OPERATING HANDLE
- K. NAMEPLATE
- L. SUBMERSIBLE SF6-INSULATED TANK
- M. 600-AMPERE ALUMINUM BUS
- N. BASE BRACKET

TERMINATION SIDE



OPERATION SIDE

CONNECTION DIAGRAM

F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILLING

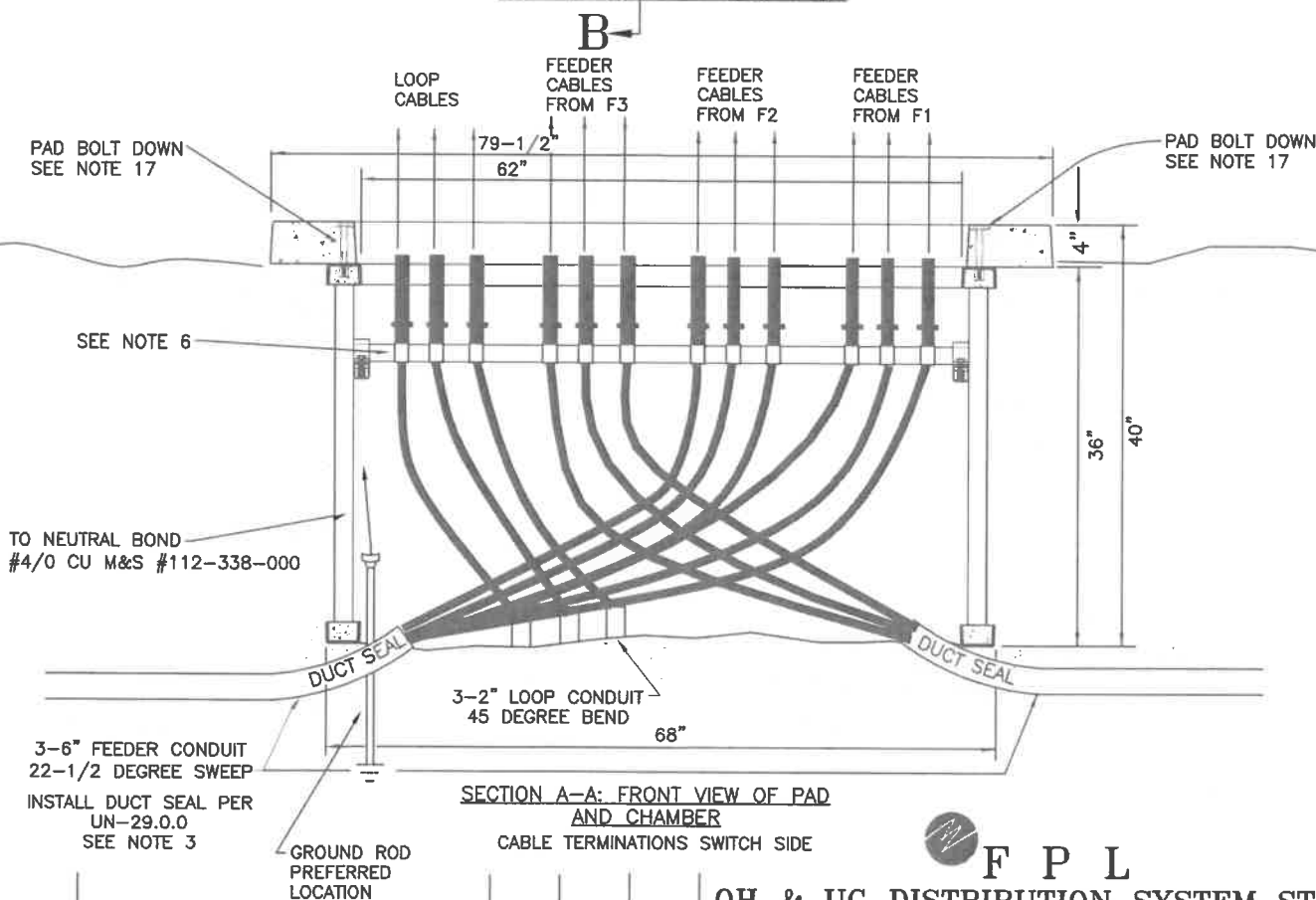
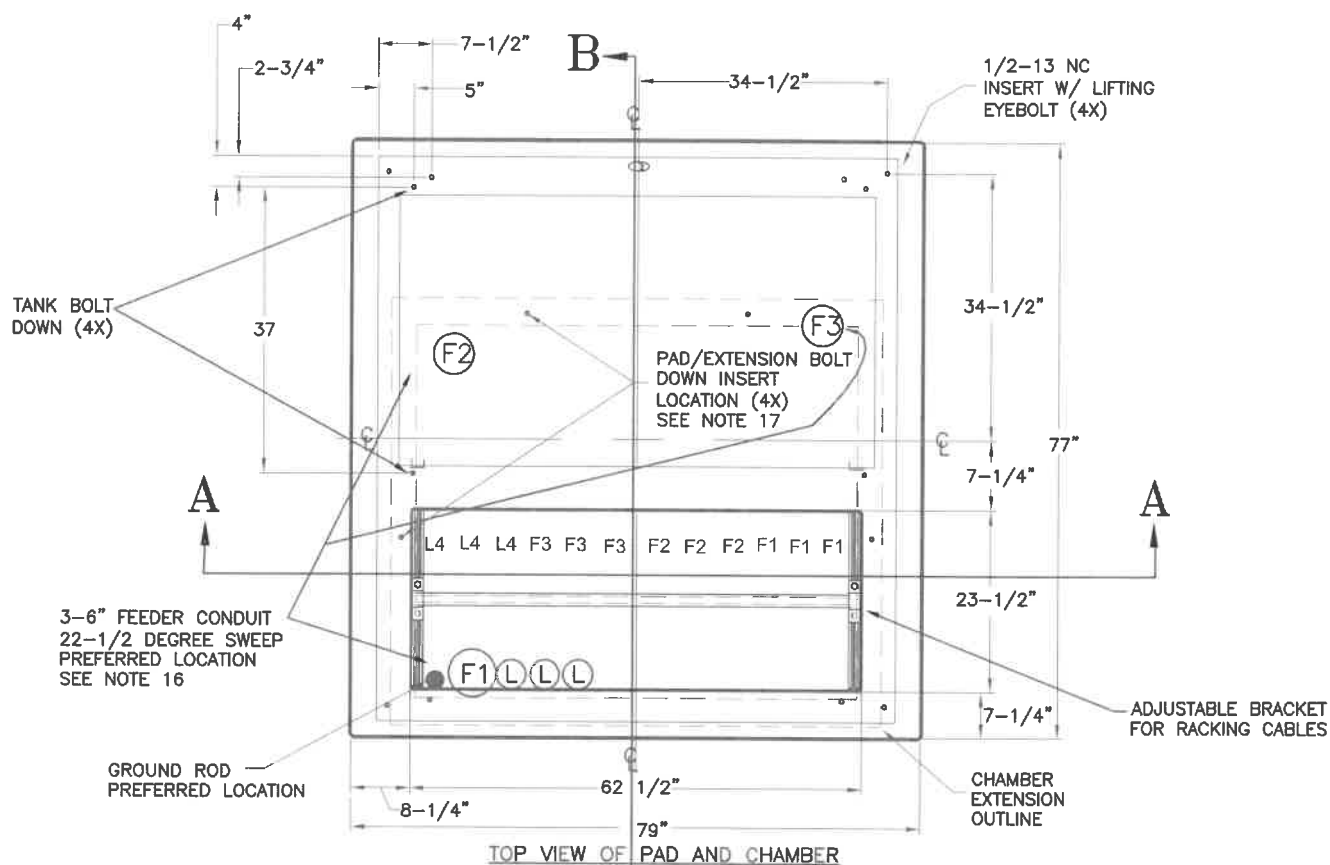
DATE: 7/27/09

APPROVED: ARI LIMA

NO SCALE

TYPICAL INSTALLATION OF 25KV S&C VISTA THREE PHASE SWITCH FOR USE IN 13KV OR 23KV BELOW GRADE AND PAD MOUNTED APPLICATIONS

TYPICAL BUSHING POSITION ON VISTA SWITCH MODEL 431 SHOWN
F=FEEDER L=LATERAL



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

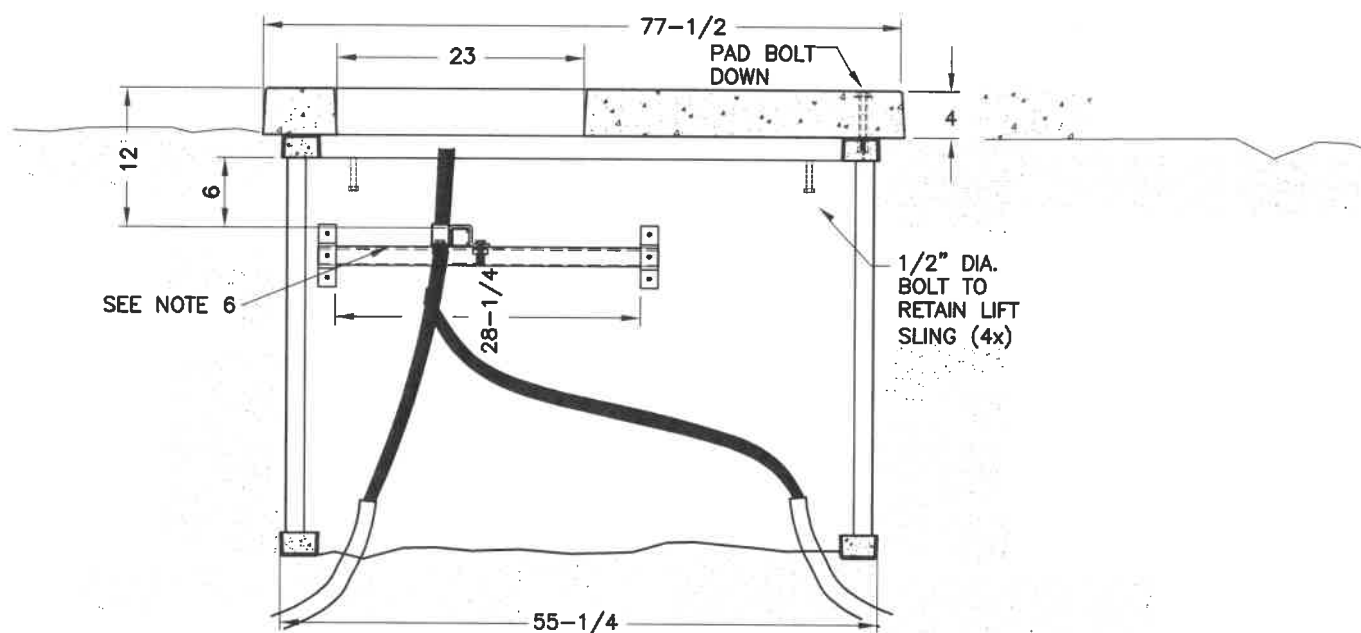
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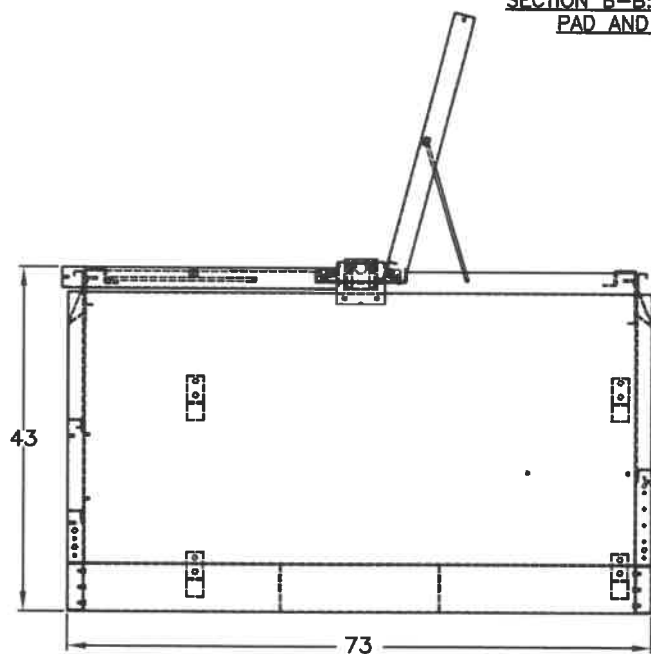
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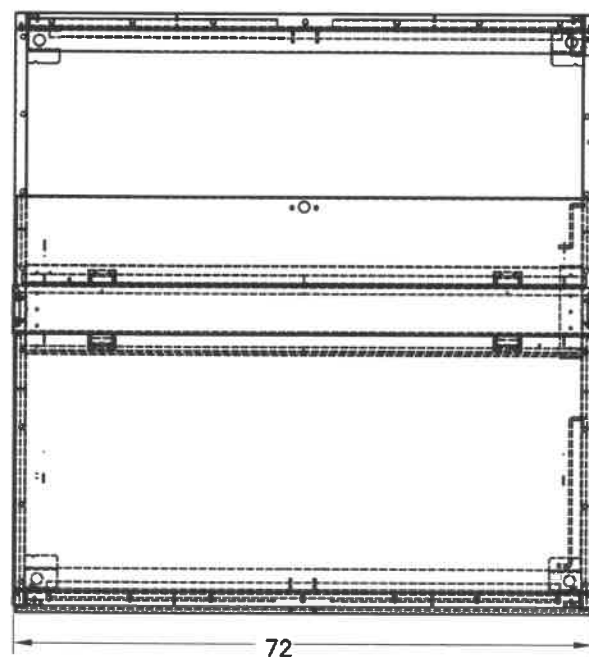
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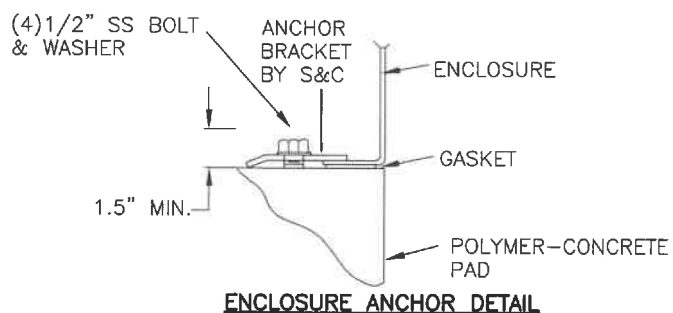
SECTION B-B: SIDE VIEW OF
PAD AND CHAMBER



SWITCH ENCLOSURE SIDE VIEW



SWITCH ENCLOSURE TOP VIEW



ENCLOSURE ANCHOR DETAIL



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILING

DATE: 7/27/09

APPROVED:

ARI LIMA

NO SCALE

MATERIAL LIST

ITEM	DESCRIPTION	QUANTITY	M&S NUMBER	WMS CU
1	VISTA 422 (4 "WAYS", 2-THREE PHASE FEEDER GANG SWITCHES AND TWO-THREE PHASE, INDIVIDUALLY PROTECTED LOAD TAPS, WITH A STAINLESS STEEL ENCLOSURE	1	279-209-050	SW-VISTA-422-PAD
	VISTA 431 (4 "WAYS", 3-THREE PHASE FEEDER GANG SWITCHES AND ONE-THREE PHASE, INDIVIDUALLY PROTECTED LOAD TAPS, WITH A STAINLESS STEEL ENCLOSURE		279-211-050	SW-VISTA-431-PAD
	VISTA 440 (4 "WAYS", 4-THREE PHASE FEEDER GANG SWITCHES AND NO PROTECTED TAPS, WITH A STAINLESS STEEL ENCLOSURE		279-210-050	SW-VISTA-440-PAD
2	PAD AND CHAMBER FOR PM DF VISTA SWITCH (77"X 79"X 40" DEEP)	1	162-690-790	PD-SW-W/CC-VISTA
3	600 AMP T-BODY ELBOWS	VARIES	163-639-101	TM-PDF-600-1K
4	200 AMP BUSHINGS (25KV)	VARIES	163-864-001	SW-PD-BSH
5	200 AMP LOADBREAK ELBOWS (25KV)	VARIES	163-502-001	TM-PDF-1/0
6	PROTECTIVE CAP (15KV ONLY)	VARIES	163-022-000	TM-PDF-GC
7	ELBOW SURGE ARRESTERS (25KV ONLY)	VARIES	334-015-005	TM-PDF-LA
8	GROUND ROD CONNECTOR, CLAMP TYPE	1	120-036-106	DG-CLP-5/8
9	GROUND RODS, AS NEEDED	VARIES	130-614-005	DG-PKG-5/8
10	GROUND ROD COUPLINGS	VARIES	130-405-104	DG-C-5/8
11	#4 COPPER WIRE, SDB	6	112-309-000	SW-PMD-GC (Qty - 1)
12	#4/0 CU CABLE, 600V	27	110-101-169	
13	#4/0 CABLE CONNECTORS	6	120-871-005	
14	COPPER TO COPPER BOLTED CONNECTORS	22	102-800-002	SW-PMD-LOCK
15	STANDARD LOCKS	2	546-246-011	
16	CABLE MOUNTING BRACKET, STAINLESS	12	160-310-000	SW-VISTA-MT-HDW
17	BOLTS, SS, 1/2"X 1-1/2" FOR CABLE BRACKET		140-515-557	
18	SPRING, NUTS, SS, FOR 1/2" BOLT FOR CABLE BRACKET		161-463-000	
19	LOCK WASHER, 1/2", FOR CABLE BRACKET		145-294-010	
20	800 AMP FAULT INDICATOR	VARIES	163-297-009	P-CL-FCI-800
21	ROTATABLE FEEDTHRU DEVICE, 200AMP, 25KV	6	163-250-002	SW-VISTA-422-PAD
		3	163-250-002	SW-VISTA-431-PAD

NOTES:

- THE INTERRUPTERS MUST BE PRE-SET BY THE ERC PRIOR TO BEING ISSUED TO THE JOB. CALL 863-4921 OR 863-4900 TO MAKE ARRANGEMENTS.
- THE PAD MOUNTED VISTA SWITCH MAY BE INSTALLED IN AREAS SUBJECT TO FLOODING.
- SEAL THE INCOMING DUCTS PER UN-29.0.0.
- THE SWITCH AND ITS ENCLOSURE MUST BE BOLTED TO THE PAD.
- REFER TO DCS UH-41.0.1 FOR PROPER INSTALLATION OF 600 AMP T-BODY ELBOWS.
- BOTH THE FEEDER CABLES AND LOOP SIDE CABLES ARE TO BE RACKED THROUGH THE CABLE SUPPORT BRACKETS INSTALLED ON THE UNISTRUT IN THE CABLE CHAMBER.
- CABLES MUST NOT BE IN CONTACT WITH THE CABLE CHAMBER OR PAD TOP.
- ALLOW SUFFICIENT LENGTH OF CONCENTRIC NEUTRAL TO REACH GROUNDING BARS AND PERMIT THE FREE MOVEMENT OF THE ELBOWS.
- MAKE CERTAIN OF CABLES LOCATIONS BEFORE DRIVING GROUND RODS.
- APPLY CAULKING COMPOUND TO THE SEAM BETWEEN THE ENCLOSURE AND THE PAD TOP.
- DUST CAPS USED FOR COVERING BUSHINGS AND BUSHING WELLS DURING SHIPMENT MUST BE REMOVED PRIOR TO ENERGIZING THE SWITCH.
- UNUSED LOAD TAPS MUST HAVE BUSHINGS AND PROTECTIVE CAPS INSTALLED.
- UNUSED FEEDER POSITIONS MUST HAVE 600 AMP PROTECTIVE CAPS INSTALLED (M&S #163-645-007).
- AFTER THE SWITCH ENCLOSURE HAS BEEN INSTALLED, THE LIFTING BRACKETS MUST BE REMOVED AND STORED INSIDE THE ENCLOSURE FOR FUTURE USE.
- ENSURE THAT THE WARNING LABEL (M&S #548-560-104) IS INSTALLED ON BOTH THE CABLE COMPARTMENT AND THE OPERATOR SIDES OF THE ENCLOSURE.
- INSTALL FEEDER CONDUITS AS SHOWN IN C-46.0.0 AND C-46.0.2 ON LEFT AND/OR REAR SIDE OF CABLE CHAMBER TO ALLOW FOR BENDING RADIUS OF CABLE.
- BOLTS FOR SECURING PAD TO CHAMBER ARE INCLUDED FROM VENDOR. THERE ARE 4 BOLTING LOCATIONS AS SHOWN ON DRAWINGS.
- INSTALL 800 AMP 3Ø FAULT INDICATORS ON EACH SET OF FEEDER CABLES. SEE UV-14.0.0, UV-14.0.1, & UV-14.0.2.
- FOR PAD MOUNTED APPLICATIONS, THE BASE BRACKETS ("FEET"). "N" AS SHOWN IN C-46.0.1 ARE REQUIRED.
- THE BASE BRACKETS ARE NOT REQUIRED FOR BELOW GRADE ("UNDER-COVER") APPLICATIONS, BUT SHOULD BE KEPT WITH THE SWITCH IN THE POSSIBLE EVENT OF FUTURE RE-USE IN A PAD MOUNTED APPLICATION.
- INSTALL ROTATABLE FEED-THRU DEVICE ON THE LOAD SIDE OF THE VISTA SWITCH (M&S #163-250-002)



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILLING

DATE: 9/1/03

APPROVED: ARI LIMA

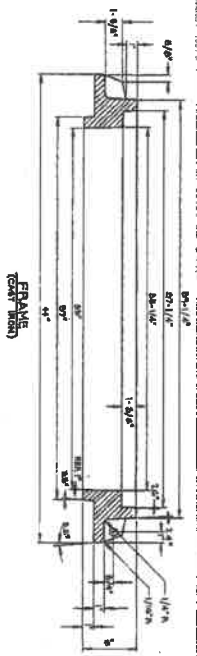
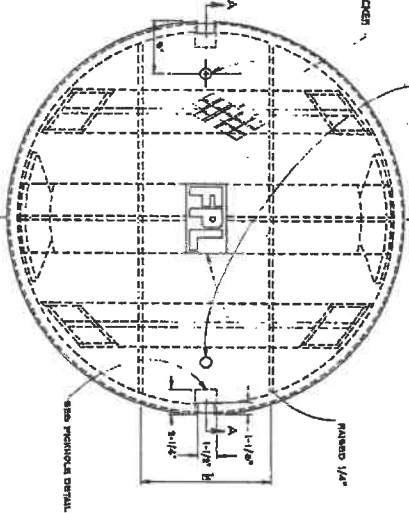
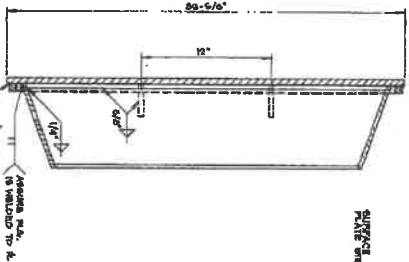
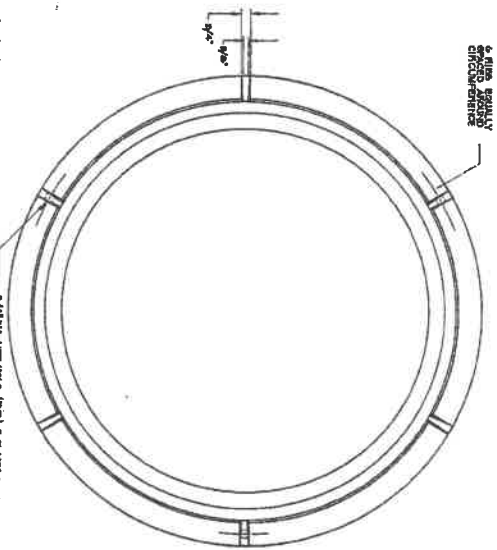
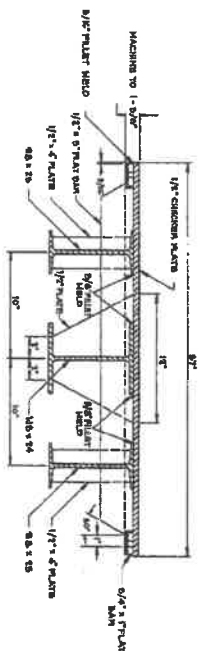
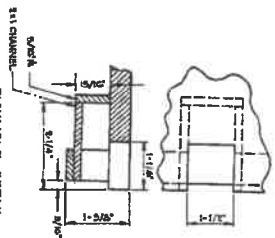
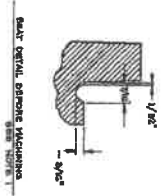
NO SCALE

4	4/4/19	UPDATE LINE 3	AXR	ELS	RDH
3	2/18/19	UPDATE TABLE	AXR	ELS	RDH
2	11/14/12	UPDATE NOTES 16 AND 19 ADD NOTE 21 AND ITEM 21	JGV	ELS	WM
1	9/2/10	UPDATE ITEM 16	GAP	ELS	BXN
0					

UX-232.0.0

AIRCRAFT MANHOLE FRAME AND COVER M&S #161-041-007

UX-232.0.0

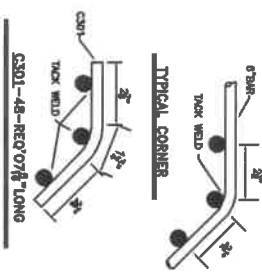
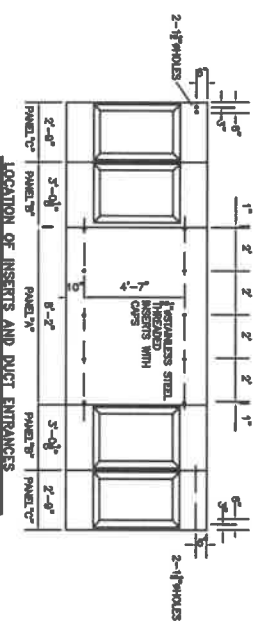
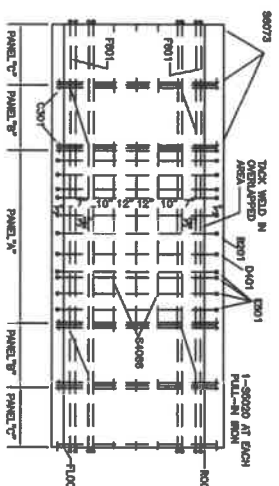
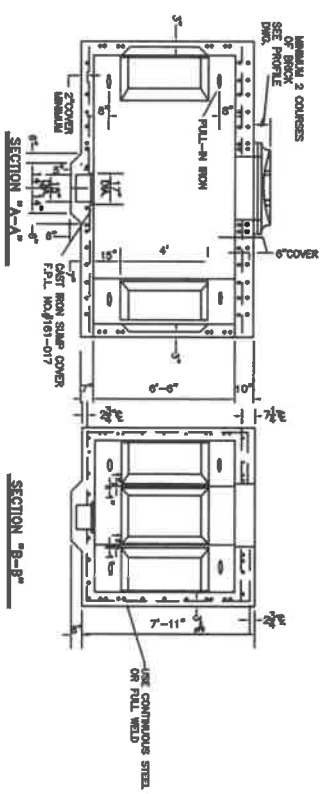
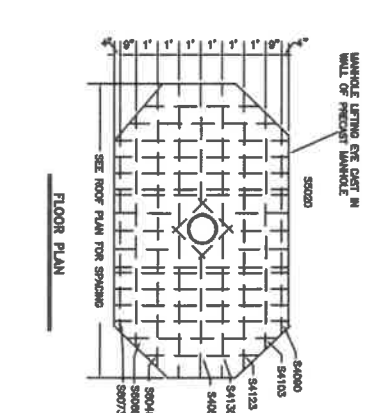
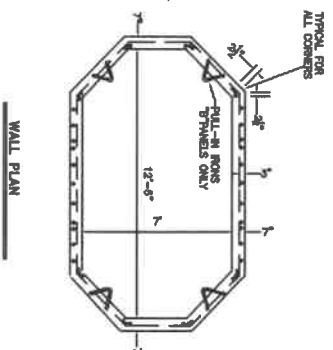
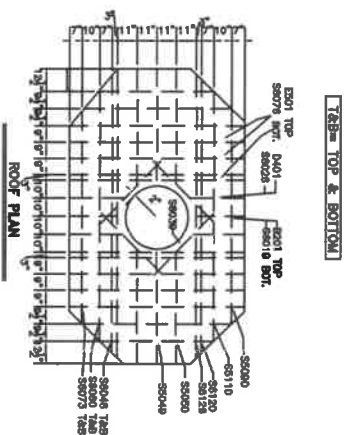
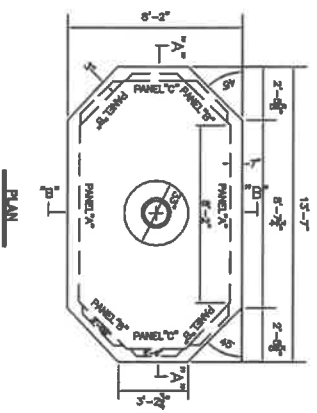


NOTES:

1. BEARING SURFACES OF COVER AND OF FRAME WHERE IT CONTACTS MUST BE GRIND TRUE TO PREVENT SPALLING OF COVER.
2. X-HIGH FOR LETTERS IN CENTER TO BE BEAD WELDED ON GROUND FLUSH CHECKER PLATE.
3. PICKOFF SHALL BE 1/4-8/16" DEEP.
4. WELDS SHALL BE CONTINUOUS ALL AROUND EXCEPT AS NOTED.
5. SPECIFICATIONS FOR FRAME CASTING:
 - CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, HARD SPOTS, SHRINKAGE DISTORTION, CRACKS, OR OTHER DEFECTS. THEY SHALL BE SMOOTH, WELL CLEANED BY SHOT BLASTING AND COATED WITH A COAL TAR PITCH VARNISH WHICH WILL RESULT IN A SMOOTH COATING, TIGHT AND TENDOUS WHEN COOL, NOT TACKY WHEN HOT.
 - THE MATERIAL USED IN THE MANUFACTURE OF THESE CASTINGS SHALL BE ASTM CLASS 30 GRAY IRON, MINIMUM TENSILE STRENGTH 30,000 LBS. PER SQUARE INCH, AND SHALL CONFORM WITH ASTM SPECIFICATION A-48-84.
 - ALL CASTINGS SHALL BE MANUFACTURED TRUE TO PATTERN; COVERS & FRAMES SHALL FIT TOGETHER IN A SATISFACTORY MANNER. ALL BEARING SURFACES SHALL BE MACHINED TO PREVENT ROCKING & RATTLING UNDER TIGHT FIT.
 - 6. APPROX. TOTAL WEIGHT 750 LBS.
 - 7. REFER TO UX-DRAWING UX-225.0.0, FOR SPECIAL (AIRCRAFT) 2-WAY 7"-8" MANHOLE, M&S #162-217-002.
 - 8. MANHOLE AND COVER RATED AT 280,000 LBS.

NO.	DATE	REVISION	ORIG.	DR.	APP.
2	1/12/16	UPDATED NOTES	ARR	ELS	RDH
1	8/13/14	ADDED NOTES	ARR	ELS	RDH

FLORIDA POWER & LIGHT COMPANY
DATE: 7/15/86
APPROVED: J.J. MEADY
SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES



1. 12'-6" DUCTS FOR ALL WINDOWS.
2. 2"x4" CONSTRUCTION JOINTS REQUIRED WHEN POUR IS NOT CONTINUOUS. BOTTOM CONSTRUCTION JOINT WILL NOT BE PERMITTED IN PRECAST MANHOLE.
3. FOR CONSTRUCTION SPECIFICATIONS SEE FORM 900.
4. FULL BAR WELD MAY BE SUBSTITUTED INSTEAD OF 240A. LAPB BARS.
5. PULL-IN-IRONS-F.P.&L. CO. #161-3509.
6. 5000LB. TEST CONCRETE
7. PRECAST MANHOLE SHALL BE DELIVERED IN ONE PIECE.
8. WEIGHT = 35,000LBS.
9. RAINING = H2O LOADING.
10. FOR SALT WATER AREAS, USE 2-WAY 8"-2" MANHOLE. M&S# 162-236-016. REFER TO UN-1.0.0 FOR DETAILS.

MATERIAL REQUIRED

CONCRETE -- 9 CU. YD'S

1 -- CAST IRON SLUMP COVER -- F.P.&L. CO. #161-017

1 -- MANHOLE FRAME AND COVER -- F.P.&L. CO. #161-040

8 -- PULL-IRONS -- F.P.&L. CO. # 161-309

REFERENCE DRAWINGS
UX-520 CAST IRON SUMP COVER
E-15855 STREET MANHOLE FRAME AND
COVER.
UX-224 REINFORCING SCHEDULE

8	10/13/22	UPDATE NOTE 10	ARR	GXN	DC
7	7/21/17	ADD NOTE 10	ARR	ELS	RDH
6	8/4/16	ADD NOTE 9	ARR	ELS	RDH
5	8/21/15	ADD NOTE 8	ARR	ELS	RDH
4	3/4/15	UPDATE TITLE	ARR	ELS	RDH

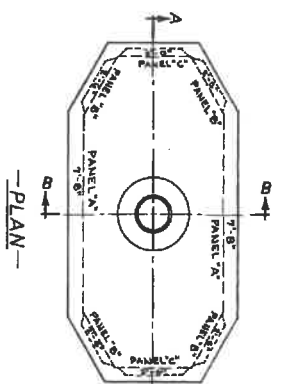
ORIG.
DRAWN: J.R. GARCIA

NO SCALE
DATE: _____

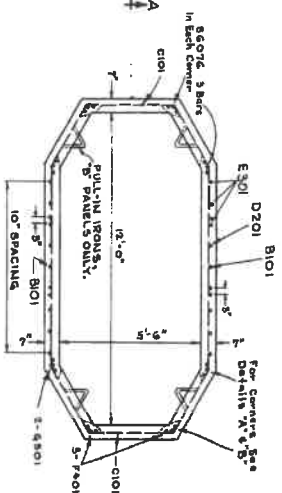
APPROVED

DIRECTOR DISTRIBUTION ENGINEERING

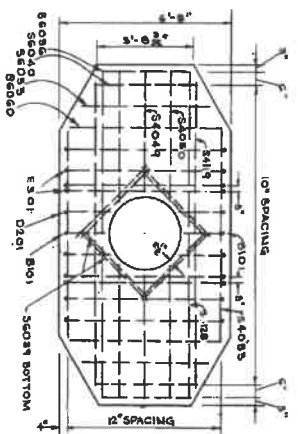
TWO WAY MANHOLE
M&S 162-236-006
APPROX. WEIGHT: 35,000 LBS.



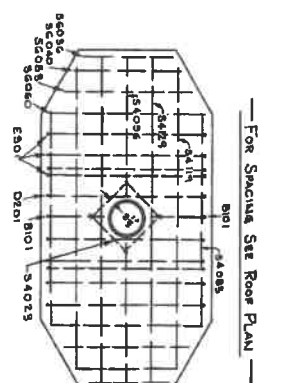
PLAN



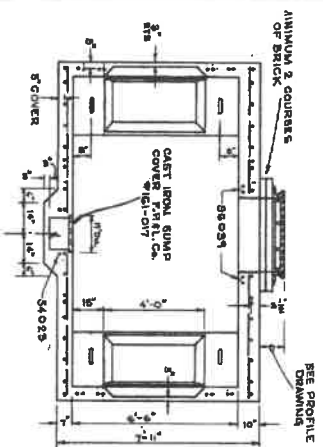
WALL PLAN



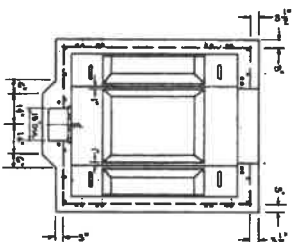
- ROOF PLAN -



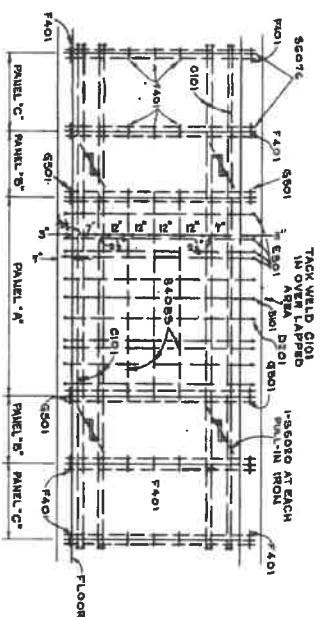
—FOR SPACING SEE ROOF PLAN—



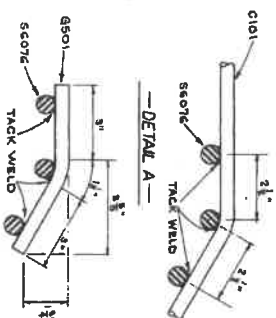
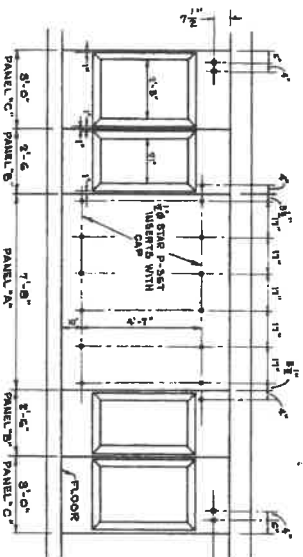
— SECTION A-A —



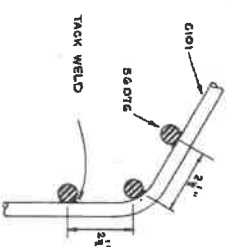
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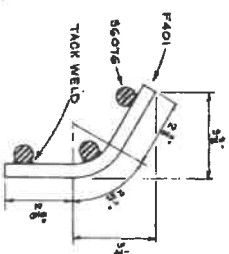
— PANEL REINFORCING —



---DETAIL A---



-DETAIL B-



— F401. DETAIL

—LOCATION OF INSERTS AND DUCT ENTRANCES—

REFERENCE DRAWINGS

UK-520 EAST IRON SUMP COVER
E-10655 STREET MANHOLE FRAME & COVER
UR-220 REINFORCING SCHEDULE

NOTES:

1. APPROXIMATE TOTAL WEIGHT - 32,200 LBS.
2. RATING = H2O LOADING
3. FOR SALT WATER AREAS, USE 2-WAY 7'-8" MANHOLE, M&S #162-235-010. REFER TO UN-1.0.0 FOR DETAILS.

5	8/26/19	ADD NOTE 3	ARR	ELS	RDH
4	8/4/16	ADD NOTE	ARR	ELS	RDH
3	8/21/15	ADD NOTE	ARR	ELS	RDH
2	3/4/15	UPDATE TITLE	ARR	ELS	RDH
1	7/1/83	ADD MASS NO. & WEIGHT			

FLORIDA POWER & LIGHT COMPANY

DRAWN: KB

NO SCALE

DATE: 3/25/70

APPROVED: J.J McEVROY

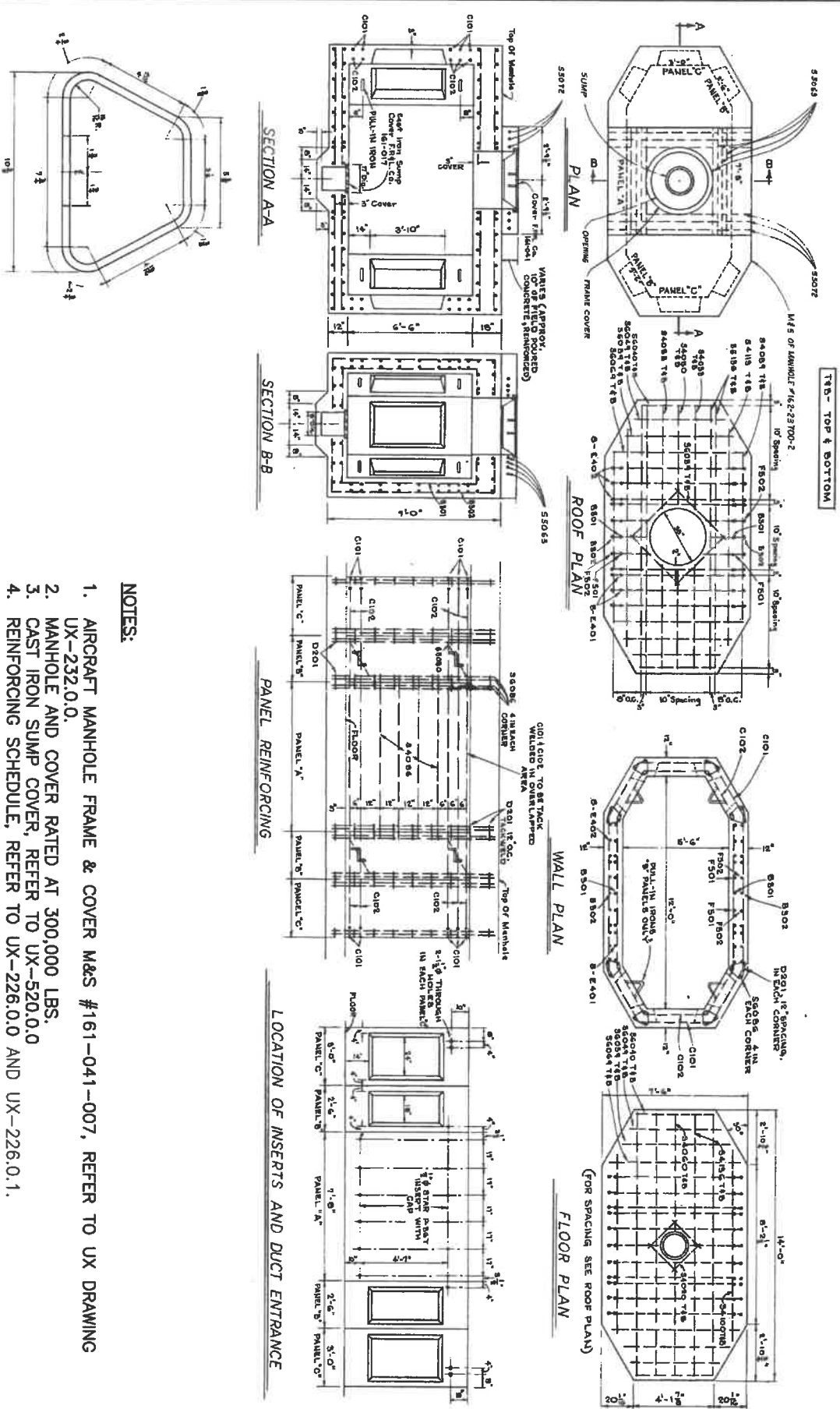
CLIPPING: 04/11/2001

UX-226.0.0

M&S #162-237-002

APPROXIMATE TOTAL WEIGHT - 66,200 LBS.

UX-226.0.0



D201 - 43 - 72 RECD - 2-1 LONG

4	10/16/18	UPDATE NOTE 4	ARR	ELS	RDH
3	6/13/14	ADDED MASS NUMBER & WEIGHT	ARR	ELS	RDH
2	7/1/83	ADDED MASS NUMBER & WEIGHT			
1	6/2/82	ADD REPAIR S5072 & COVER MODIFICATION			

DRAWN: KRB

NO SCALE

DATE: 1-29-70

APPROVED: J.J. McEVY

SUPERVISOR CM/TIC PRODUCT

CITY OF DESTIN UNDERGROUNDING PROJECT

UNDERGROUND FACILITIES CONVERSION AGREEMENT

FOR

2.44 MILE PORTION OF PHASE I

FLORIDA POWER & LIGHT COMPANY

UNDERGROUND FACILITIES CONVERSION AGREEMENT

This Agreement, is made and entered into this _____ day of October, 2023, by and between The City of Destin ("Applicant"), with an address of 4200 Indian Bayou Trail, Destin, FL and FLORIDA POWER & LIGHT COMPANY ("FPL"), a Florida corporation with an address of 700 Universe Boulevard, Juno Beach, FL 33408-0429.

WHEREAS, the Applicant has requested that FPL convert certain overhead electric distribution facilities located within the following boundaries (the "Conversion"):

2.44 miles of the overhead electric distribution facilities located on and along U.S. Highway 98 between Airport Road and the western City Limits at the Marler Bridge, including certain distribution facilities connected to and extending from the facilities on U.S. 98 into adjacent areas as depicted in Exhibit A to the accompanying Applicant-Installed Facilities Agreement, titled "WR 11341323 – CITY OF DESTIN CONVERSION – UG FOR CONVERSION."

NOW THEREFORE, in consideration of the foregoing premises and the covenants and agreements set forth herein, and other consideration the sufficiency of which is hereby acknowledged, the parties intending to be legally bound, hereby covenant and agree as follows:

1. **Avoided Storm Restoration Cost ("ASRC") Eligibility Criteria.** The Applicant represents and warrants that it meets, and is capable and willing to enforce, the applicable eligibility criteria for the Conversion.
2. **Contribution-in-Aid-of-Construction (CIAC).** The Applicant shall pay FPL a CIAC as required by FPL's Electric Tariff and Section 25-6.115 of the Florida Administrative Code.

i. CIAC (excluding ASRC)	\$ <u>963,297</u>
ii. Less ASRC	\$ <u>266,550</u>
iii. Less Engineering Deposit paid	\$ <u>8,133</u>
iv. CIAC Due	\$ <u>688,614</u>

In the event the actual cost of the Conversion (excluding ASRC) exceeds the estimate, the CIAC (excluding ASRC) shall be adjusted by the lesser of (a) the difference between the actual cost of the Conversion and the estimate, or (b) 10% of the CIAC (excluding ASRC) identified above. The ASRC shall also be adjusted accordingly and the Applicant shall pay FPL the resulting difference in the amount of the CIAC Due.

3. **Applicant-Installed Facilities.** The Applicant may, upon entering into an applicant-installed facilities agreement satisfactory to FPL, construct and install all or a portion of the Underground Facilities. Such work must meet FPL's construction standards and FPL will own and maintain the completed facilities. The Applicant agrees to rectify any deficiencies, found by FPL, prior to the connection of any customers to the Underground Facilities and the removal of the Existing Overhead Facilities.
4. **Compliance with Tariff.** The Applicant agrees to comply with and abide by the requirements, terms, and conditions of FPL's Electric Tariff.

FLORIDA POWER & LIGHT COMPANY

5. **Timing of Conversion.** Upon compliance by the Applicant with the requirements, terms, and conditions of FPL's Electric Tariff, this Agreement and any other applicable agreements, FPL will proceed in a timely manner with the Conversion in accordance with the construction drawings and specifications set forth in Attachment A hereof.
6. **Relocation.** In the event that the Underground Facilities are part of, or are for the purposes of, relocation, then this Agreement shall be an addendum to the relocation agreement between FPL and the Applicant. In the event of any conflict between the relocation agreement and this Agreement or the Electric Tariff, this Agreement and the Electric Tariff shall control.
7. **Term.** This Agreement shall remain in effect for as long as FPL or any successor or assign owns or operates the Underground Facilities.
8. **ASRC Repayment.** If the Applicant does not satisfy the relevant eligibility criteria, the Applicant shall repay the ASRC within 30 days of written notice from FPL of such failure. Additionally, if at any point within 30 years of completion of the Underground Facilities installation, the Applicant elects to have electric service within the Conversion Area supplied by a provider other than FPL, the Applicant shall repay FPL a pro-rata share of the ASRC. The pro-rata share (which shall reflect partial years) shall be determined as follows:

$$\text{ASRC} * [(30 - \text{years since the Underground Facilities completion date}) / 30]$$

Non-governmental-Applicants shall provide, at the time of execution of this Agreement, either a surety bond or irrevocable bank letter of credit (the "Security Instrument") in a form acceptable to FPL evidencing ability to repay the ASRC. This Security Instrument shall remain in effect until such time as all customers within the Conversion Area are converted. The Applicant may provide either an amended or replacement Security Instrument in a form acceptable to FPL at any time to reflect the pro-rata adjustments to the ASRC amount. If, upon notice of cancellation or prior to expiration of the Security Instrument, a replacement Security Instrument in a form acceptable to FPL is not provided by the Applicant to FPL, FPL will require the third party issuing the Security Instrument to pay the full balance due in accordance with this Agreement in cash.

9. **Termination Prior to the Conversion Completion.** Failure by the Applicant to comply with any of the requirements, terms, or conditions of this Agreement or FPL's Electric Tariff shall result in termination of this Agreement. The Applicant may terminate this Agreement at any time prior to the start of the Conversion and the CIAC paid by the Applicant will be refunded to the Applicant; provided however, that the refund of the CIAC shall be offset by any costs incurred by FPL in performing under the Agreement up to the date of termination.
10. **Assignment.** The Applicant shall not assign this Agreement without the written consent of FPL.
11. **Adoption and Recording.** This Agreement shall be adopted by the Applicant and maintained in the official records of the Applicant for the duration of the term of this Agreement. This Agreement also shall be recorded in the Official Records of the County in which the Underground Facilities are located, in the place and in the manner in which deeds are typically recorded.
12. **Conflict between Terms of Franchise Agreement.** In the event of a conflict between the terms of this Agreement and any permit or franchise agreement entered into by Applicant and FPL, the terms of this Agreement shall control.

FLORIDA POWER & LIGHT COMPANY

- 13. Applicability.** This subpart applies to requests for underground facilities addressing the conversion of existing overhead facilities. In order for the Company to take action pursuant to a request for conversion:
- a. the conversion area must be at least two contiguous city blocks or 1,000 feet in length;
 - b. all electric services to the real property on both sides of the existing overhead primary lines must be part of the conversion;
 - c. all other existing overhead utility facilities (e.g. telephone, CATV, etc.) must also be converted to underground facilities.

IN WITNESS WHEREOF, FPL and the Applicant have executed this Agreement on the date first set forth above.

CITY OF DESTIN

Signed _____

Name _____

Title _____

Signed _____

Name _____

Title _____

Approved as to Terms and Conditions (if required by
Applicant)

Signed _____

Name _____

Title _____

Approved as to Form and Legal Sufficiency (if required by Applicant)

Signed _____

Name _____

Title _____

FPL

Signed _____

Name _____

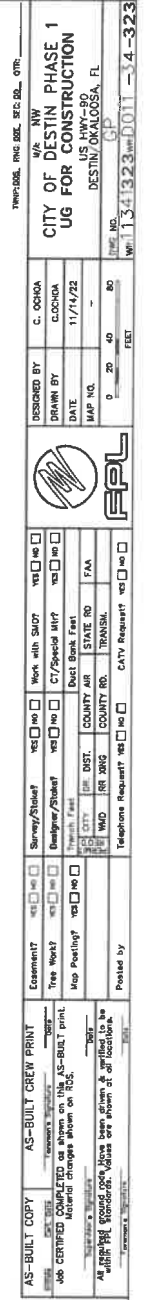
Title _____

Exhibit A

FPL

CITY OF DESTIN CONVERSION – UG FOR CONVERSION

PROJECT NO. WR 11341323

☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 23KV ☒ 23KV ☒ SALT SPRAY ☐

GENERAL NOTES:

CONSTRUCTION NOTES - WBS 11341287

REQUIRED DRAININGS

FOR CONSTRUCTION NOTES SEE DWG#

COORDINATE WITH:

WR 11341328 - OFF FOR HANDLING

WR 11341335 - OFF EQUIPMENT

WR 11341341 - OFF EQUIPMENT

WR 11341346 - OFF REMOVAL

STANDARD NOTES

CONDUIT ENDS ARE TO BE MARKED WITH AN ELECTRIC MARKER

(XOF) DENOTED CABLE PAUL DISTANCE

UNDERGROUND OBSTRUCTIONS ARE TO BE LOCATED PRIOR TO DIGGING

INSTALL NEUTRAL BOND FOR COMMUNICATIONS COMPANIES AT ALL SINGLE PHASE

GENERAL GROUNDING, GROUNDING AND U-GROUND NOTES:

U-GUARDS (DCS UH-4.0.0 AND UH-4.0.2)

WOOD POLES - USE TACON FASTENERS IN ALL BASE SECTION HOLES

CONCRETE POLES - USE AT LEAST 10 TACON FASTENERS PER 10 FOOT U-GUARD SECTION.

BACK PLATE (DCS UH-4.0.1) REQUIRED ON FIRST 10 FOOT SECTION

GUYING (DCS D2-2.0.1) - GUYS SHALL HAVE A GUY MARKER (GUY GUARD) INSTALLED AT ALL LOCATIONS.

RISERS (DCS G-3.0.0 AND G-3.0.1) - BOND ALL METAL RISER COMPONENTS ON POLES.

GROUND RIDS (DCS G-3.0.1) - TOP MUST BE A MINIMUM OF 6 INCHES BELOW GRADE.

CALL SURVEINER 1-800-433-4770

ADDITIONAL CONSTRUCTION NOTES

LOC 1.4:

INSTALL 3-900A G0AS SWITCH PER GUY SUG 19001

INSTALL 1.5" U-GIRD ON E. QUAD OF POLE

LOC 1.5:

INSTALL 3-900A G0AS SWITCH PER GUY SUG 19001

INSTALL 1.5" U-GIRD ON N. QUAD OF POLE

LOC 1.6:

INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 2

INSTALL 1.5" U-GIRD ON S. QUAD OF POLE

LOC 1.7:

INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 1

INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 1.8:

INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 1

INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 1.9:

INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 1.10:

INSTALL 3-900A G0AS SWITCH PER GUY SUG 19001

INSTALL 1.5" U-GIRD ON E. QUAD OF POLE

LOC 1.11:

INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 1.12:

INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 1

INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 1.13:

INSTALL 3-900A G0AS SWITCH PER GUY SUG 19001

INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 1.14:

INSTALL 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 1.15:

INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 1.16:

INSTALL 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 1.17:

INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 1.18:

INSTALL 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 1.19:

INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 1.20:

INSTALL 3-900A G0AS SWITCH PER GUY SUG 19001

INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 1.21:

INSTALL 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 1.22:

INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 1.23:

LOC 65.1:

INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

PHASE DEADFRONT PAD MOUNTED SWITCHGEAR

PHASE 9

INSTALL 15KV PME-9 PER DCS C-32.0.1 THROUGH C-32.0.4

INSTALL CONCRETE PAD PER UH-122.0.0

LOC 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 3.0, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.0, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 5.0, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 6.0, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 7.0, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 8.0, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 9.0, 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, 9.8, 9.9, 10.0, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 11.0, 11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.7, 11.8, 11.9, 12.0, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9, 13.0, 13.1, 13.2, 13.3, 13.4, 13.5, 13.6, 13.7, 13.8, 13.9, 14.0, 14.1, 14.2, 14.3, 14.4, 14.5, 14.6, 14.7, 14.8, 14.9, 15.0, 15.1, 15.2, 15.3, 15.4, 15.5, 15.6, 15.7, 15.8, 15.9, 16.0, 16.1, 16.2, 16.3, 16.4, 16.5, 16.6, 16.7, 16.8, 16.9, 17.0, 17.1, 17.2, 17.3, 17.4, 17.5, 17.6, 17.7, 17.8, 17.9, 18.0, 18.1, 18.2, 18.3, 18.4, 18.5, 18.6, 18.7, 18.8, 18.9, 19.0, 19.1, 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35.8, 35.9, 36.0, 36.1, 36.2, 36.3, 36.4, 36.5, 36.6, 36.7, 36.8, 36.9, 37.0, 37.1, 37.2, 37.3, 37.4, 37.5, 37.6, 37.7, 37.8, 37.9, 38.0, 38.1, 38.2, 38.3, 38.4, 38.5, 38.6, 38.7, 38.8, 38.9, 39.0, 39.1, 39.2, 39.3, 39.4, 39.5, 39.6, 39.7, 39.8, 39.9, 40.0, 40.1, 40.2, 40.3, 40.4, 40.5, 40.6, 40.7, 40.8, 40.9, 41.0, 41.1, 41.2, 41.3, 41.4, 41.5, 41.6, 41.7, 41.8, 41.9, 42.0, 42.1, 42.2, 42.3, 42.4, 42.5, 42.6, 42.7, 42.8, 42.9, 43.0, 43.1, 43.2, 43.3, 43.4, 43.5, 43.6, 43.7, 43.8, 43.9, 44.0, 44.1, 44.2, 44.3, 44.4, 44.5, 44.6, 44.7, 44.8, 44.9, 45.0, 45.1, 45.2, 45.3, 45.4, 45.5, 45.6, 45.7, 45.8, 45.9, 46.0, 46.1, 46.2, 46.3, 46.4, 46.5, 46.6, 46.7, 46.8, 46.9, 47.0, 47.1, 47.2, 47.3, 47.4, 47.5, 47.6, 47.7, 47.8, 47.9, 48.0, 48.1, 48.2, 48.3, 48.4, 48.5, 48.6, 48.7, 48.8, 48.9, 49.0, 49.1, 49.2, 49.3, 49.4, 49.5, 49.6, 49.7, 49.8, 49.9, 50.0, 50.1, 50.2, 50.3, 50.4, 50.5, 50.6, 50.7, 50.8, 50.9, 51.0, 51.1, 51.2, 51.3, 51.4, 51.5, 51.6, 51.7, 51.8, 51.9, 52.0, 52.1, 52.2, 52.3, 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85.6, 85.7, 85.8, 85.9, 86.0, 86.1, 86.2, 86.3, 86.4, 86.5, 86.6, 86.7, 86.8, 86.9, 87.0, 87.1, 87.2, 87.3, 87.4, 87.5, 87.6, 87.7, 87.8, 87.9, 88.0, 88.1, 88.2, 88.3, 88.4, 88.5, 88.6, 88.7, 88.8, 88.9, 89.0, 89.1, 89.2, 89.3, 89.4, 89.5, 89.6, 89.7, 89.8, 89.9, 90.0, 90.1, 90.2, 90.3, 90.4, 90.5, 90.6, 90.7, 90.8, 90.9, 91.0, 91.1, 91.2, 91.3, 91.4, 91.5, 91.6, 91.7, 91.8, 91.9, 92.0, 92.1, 92.2, 92.3, 92.4, 92.5, 92.6, 92.7, 92.8, 92.9, 93.0, 93.1, 93.2, 93.3, 93.4, 93.5, 93.6, 93.7, 93.8, 93.9, 94.0, 94.1, 94.2, 94.3, 94.4, 94.5, 94.6, 94.7, 94.8, 94.9, 95.0, 95.1, 95.2, 95.3, 95.4, 95.5, 95.6, 95.7, 95.8, 95.9, 96.0, 96.1, 96.2, 96.3, 96.4, 96.5, 96.6, 96.7, 96.8, 96.9, 97.0, 97.1, 97.2, 97.3, 97.4, 97.5, 97.6, 97.7, 97.8, 97.9, 98.0, 98.1, 98.2, 98.3, 98.4, 98.5, 98.6, 98.7, 98.8, 98.9, 99.0, 99.1, 99.2, 99.3, 99.4, 99.5, 99.6, 99.7, 99.8, 99.9, 100.0, 100.1, 100.2, 100.3, 100.4, 100.5, 100.6, 100.7, 100.8, 100.9, 101.0, 101.1, 101.2, 101.3, 101.4, 101.5, 101.6, 101.7, 101.8, 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FOR CONTINUATION SEE PAGE X

☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 23KV ☒ 23KV ☒ SALT SPRAY ☐

1.1

30-1000KVA (N.O.)

be-Sm uoi

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

AS-BUILT COPY	AS-BUILT CREW PRINT
DATE: 11/15/11 JOB CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on RDS.	DATE: 11/15/11 All required ground rods have been driven & verified to be within PPL standards. Values are shown of all locations.

Survey/Stroke?	YES	NO	Work with SMO?	YES	NO
Designer/Stroke?	YES	NO	C/Special Mkt?	YES	NO
Trench Feet			Dust Bank Feet		
CITY	OR. DIST.	COUNTY	AIR	STATE RD	FAA
ZIP	HR	WAD	XNG	COUNTY RD.	TRANS.
Telephone Request?			YES	NO	CATV Request?
			YES	NO	YES

DESIGNED BY	
DRAWN BY	
DATE	
MAP NO.	
	0 20

W/R NW
CITY OF DESTIN PHAS
UG FOR CONSTRUCTI
US HWY-90
DESTIN/OKALOOSA, FL
PAGE 16

Time (hr)	ln(1 - α)	ln(1 - β)	ln(1 - γ)
0	0.000	0.000	0.000
1	0.000	0.000	0.000
2	0.000	0.000	0.000
3	0.000	0.000	0.000
4	0.000	0.000	0.000
5	0.000	0.000	0.000
6	0.000	0.000	0.000
7	0.000	0.000	0.000
8	0.000	0.000	0.000
9	0.000	0.000	0.000
10	0.000	0.000	0.000
11	0.000	0.000	0.000
12	0.000	0.000	0.000
13	0.000	0.000	0.000
14	0.000	0.000	0.000
15	0.000	0.000	0.000
16	0.000	0.000	0.000
17	0.000	0.000	0.000
18	0.000	0.000	0.000
19	0.000	0.000	0.000
20	0.000	0.000	0.000
21	0.000	0.000	0.000
22	0.000	0.000	0.000
23	0.000	0.000	0.000
24	0.000	0.000	0.000
25	0.000	0.000	0.000
26	0.000	0.000	0.000
27	0.000	0.000	0.000
28	0.000	0.000	0.000
29	0.000	0.000	0.000
30	0.000	0.000	0.000
31	0.000	0.000	0.000
32	0.000	0.000	0.000
33	0.000	0.000	0.000
34	0.000	0.000	0.000
35	0.000	0.000	0.000
36	0.000	0.000	0.000
37	0.000	0.000	0.000
38	0.000	0.000	0.000
39	0.000	0.000	0.000
40	0.000	0.000	0.000
41	0.000	0.000	0.000
42	0.000	0.000	0.000
43	0.000	0.000	0.000
44	0.000	0.000	0.000
45	0.000	0.000	0.000
46	0.000	0.000	0.000
47	0.000	0.000	0.000
48	0.000	0.000	0.000
49	0.000	0.000	0.000
50	0.000	0.000	0.000
51	0.000	0.000	0.000
52	0.000	0.000	0.000
53	0.000	0.000	0.000
54	0.000	0.000	0.000
55	0.000	0.000	0.000
56	0.000	0.000	0.000
57	0.000	0.000	0.000
58	0.000	0.000	0.000
59	0.000	0.000	0.000
60	0.000	0.000	0.000
61	0.000	0.000	0.000
62	0.000	0.000	0.000
63	0.000	0.000	0.000
64	0.000	0.000	0.000
65	0.000	0.000	0.000
66	0.000	0.000	0.000
67	0.000	0.000	0.000
68	0.000	0.000	0.000
69	0.000	0.000	0.000
70	0.000	0.000	0.000
71	0.000	0.000	0.000
72	0.000	0.000	0.000
73	0.000	0.000	0.000
74	0.000	0.000	0.000
75	0.000	0.000	0.000
76	0.000	0.000	0.000
77	0.000	0.000	0.000
78	0.000	0.000	0.000
79	0.000	0.000	0.000
80	0.000	0.000	0.000
81	0.000	0.000	0.000
82	0.000	0.000	0.000
83	0.000	0.000	0.00

DWG NO. PAGE 16 1541323 MR: D0113-1-323

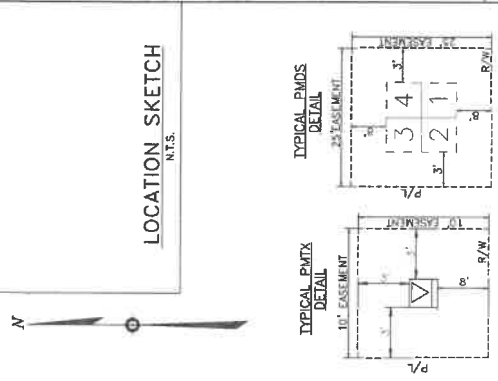


EASEMENTS REQUIRED

FOR CONTINUATION SEE PAGE 2B

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

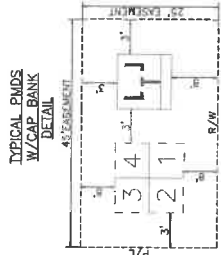
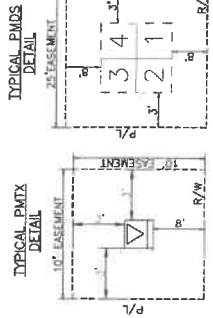


The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

2B

90-571 7601



GENERAL CABLE TIE DOWN DETAILS

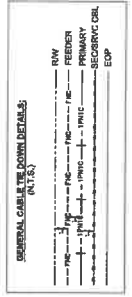
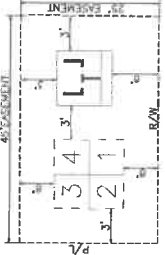
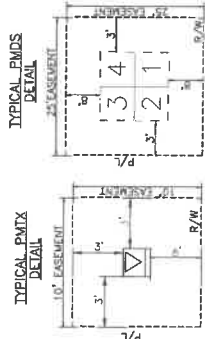
REFERENCE DWG'S

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

EASEMENTS REQUIRED

[illegible]



REFERENCE DWG's

NAME: DOB: RING: DOB: SEC: DOB: QTR:

CITY OF DESTIN PHASE 1
W/K NW
UG FOR CONSTRUCTION
US HWY-90
DESTIN, OKALOOSA, FL
PAGE 5
ING. NO. 11541323
W/DWG. 41-32



DESIGNED BY	
DRAWN BY	
DATE	
MAP NO.	1



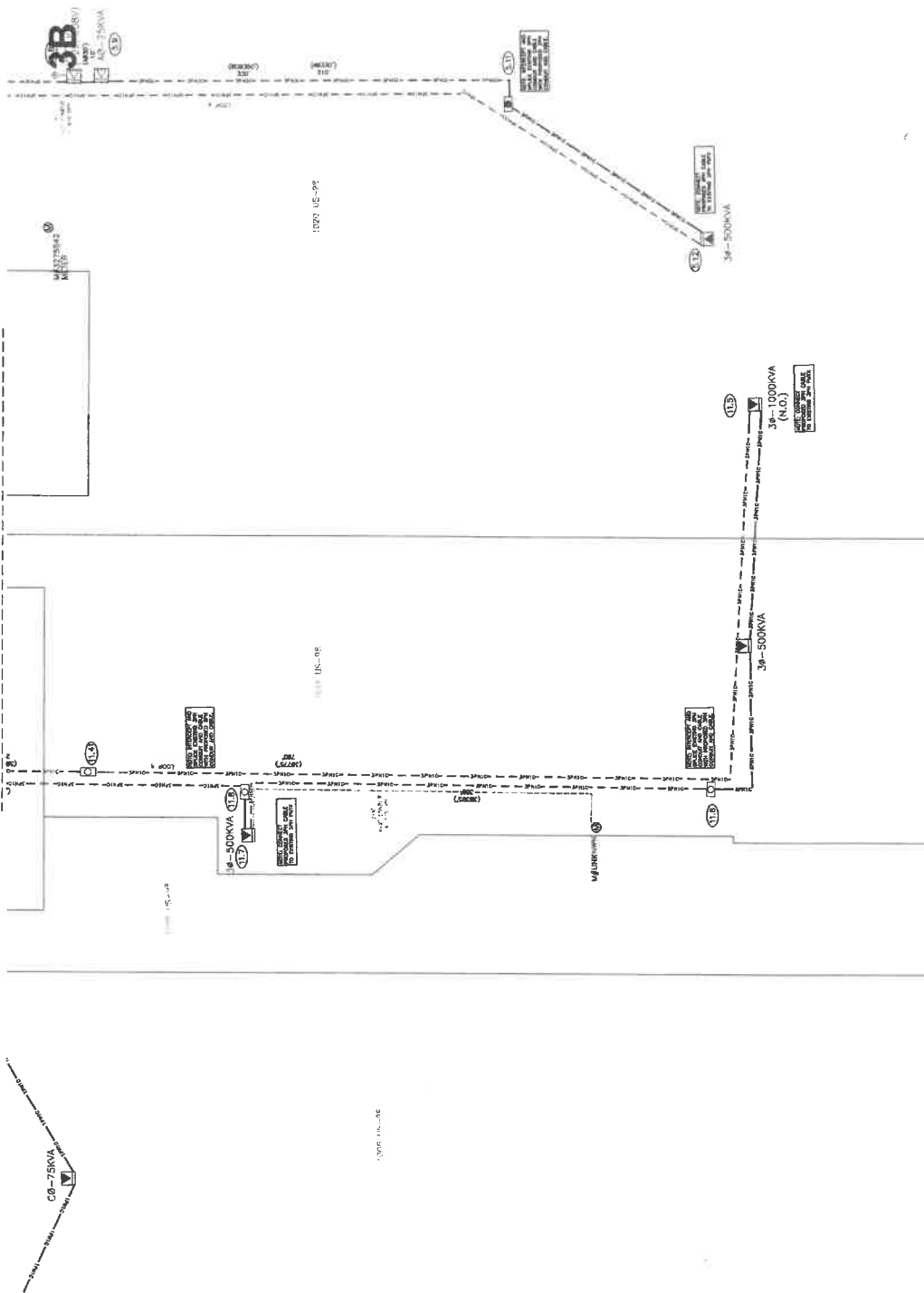
Survey/Student?	YES ☐ NO ☐	Work with SAO?	YES ☐ NO ☐
Designer/Field?	YES ☐ NO ☐	City/Special Mtr?	YES ☐ NO ☐
Trench/Facet	YES ☐ NO ☐	Duct/Bank Mtr?	
CITY	DR. DIST.	COUNTY AIR	STATE RD
WARD	AIR XING	COUNTY RD.	TRANSAL.
Telephone Request?	YES ☐ NO ☐	CATY Request?	YES ☐ NO ☐

[illegible]

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115

☐ INACCESSIBLE	☒ 120V	☐ FUTURE 230V	☒ 230V	☒ SALT SWIMWAY
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REFERENCE DWG'S

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

AS-BUILT COPY	AS-BUILT CREW PRINT	Survey/Status	Work with 0607
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO
Job Certified	Transmitting	Detect/Status	C/S/Signal
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO
Interfered Sample Taken in HDS	Mail Postage	Drainage	Outlet Basin Feed
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO
AS-BUILT	Post	FCD CITY	OR DIST
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO
AS-BUILT	Post	WAD IN HSC	COUNTY RD
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO
AS-BUILT	Post	Telephone Request	TV Request
☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO

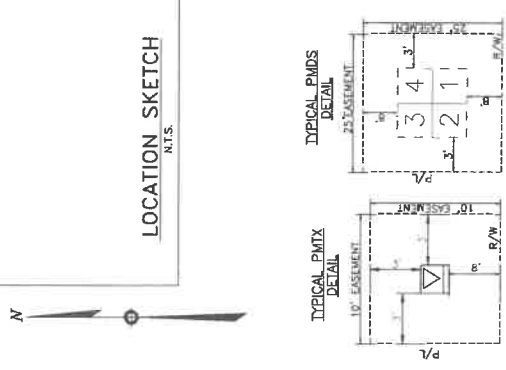


DESIGNED BY	
DRAWN BY	
DATE	
MAP NO.	-

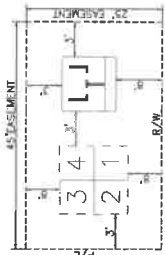
NAME-ORG	ENV-001	ENV-00	OTD
...	...	...	...

**CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION**

NO. PAGE 36



TYPICAL PMTX
DETAIL



GENERAL CABLE TIE DOWN DETAILS:
(N.T.S.)



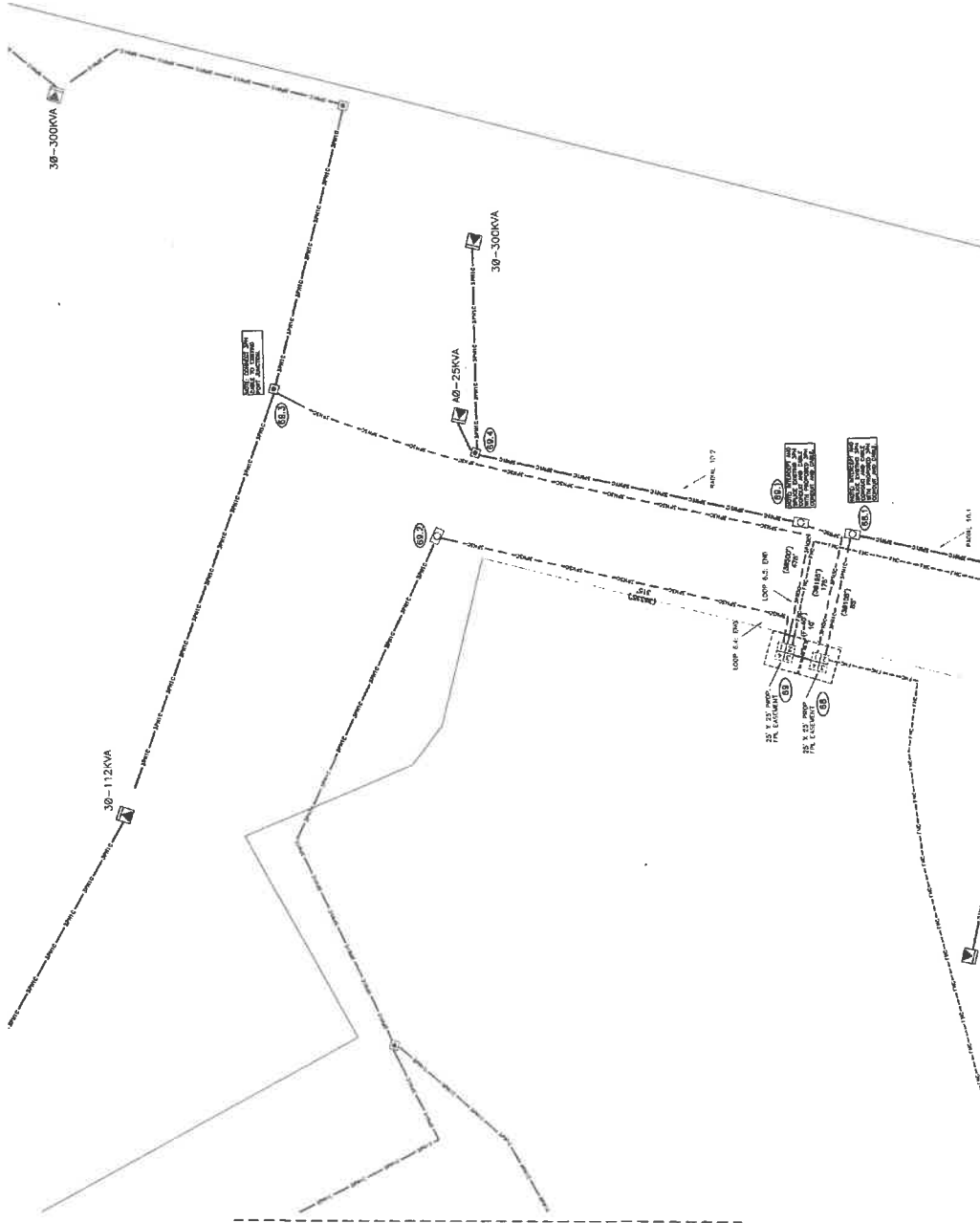
REFERENCE DWG's

EASEMENTS REQUIRED

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 23KV ☐ 23KV ☒ SALT SPRAY ☐



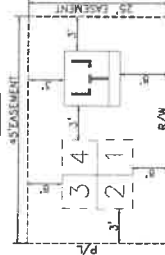
4A

LOCATION SKETCH
N.T.S.

TYPICAL PMTS
DETAIL



TYPICAL PMTS
W/CAP BANKS
DETAIL



REFERENCE DWG'S

ROW AGREEMENT
EASEMENTS REQUIRED

The location and existence of any facilities may not be relied upon by the supplier in any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

Location	Information	Remarks
	Prohibited	(Other)

AS-BUILT COPY

AS-BUILT CREW PRINT

AS-BUILT CREW PRINT

AS-BUILT CREW PRINT

AS-BUILT CREW PRINT

Survey/As-built?

Design/As-built?

Design/As-built?

Design/As-built?

Design/As-built?

DESIGNED BY

DATE

MAP NO.

0 20 40 80

FEET

CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION

US HWY-90
DESTIN, OKLAHOMA, FL

DWG NO. 134132

MR. TSAI

32113-41-323

[illegible]

GENERAL CABLE TIE DOWN DETAILS:

Figure 1 is a schematic diagram of the experimental setup. It shows a signal source labeled 'FNC' connected to a switch labeled 'SW'. The switch has two positions: 'FEEDER' and 'PRIMARY'. The 'FEEDER' position is connected to a 'SECURING CBL' (Security Cable). The 'PRIMARY' position is connected to a 'SECURING CBL' (Security Cable). The 'SECURING CBL' is connected to a 'RAW' (Raw) output.

EASEMENTS REQUIRED

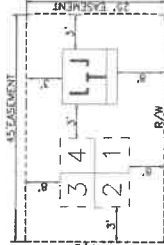
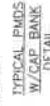
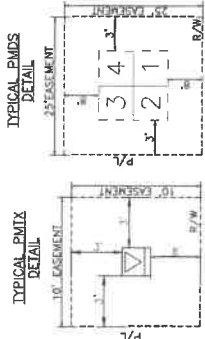
TURNP: 002, RING: 002, SE C: 20 QTR:

[illegible]

W/A NW
CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION
US HWY-90
DESTIN, OKALOOSA, FL



LOCATION SKETCH
M.T.S.



GENERAL CABLE TIE DOWN DETAILS:
(P.T.S.)

REFERENCE DWG'S

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

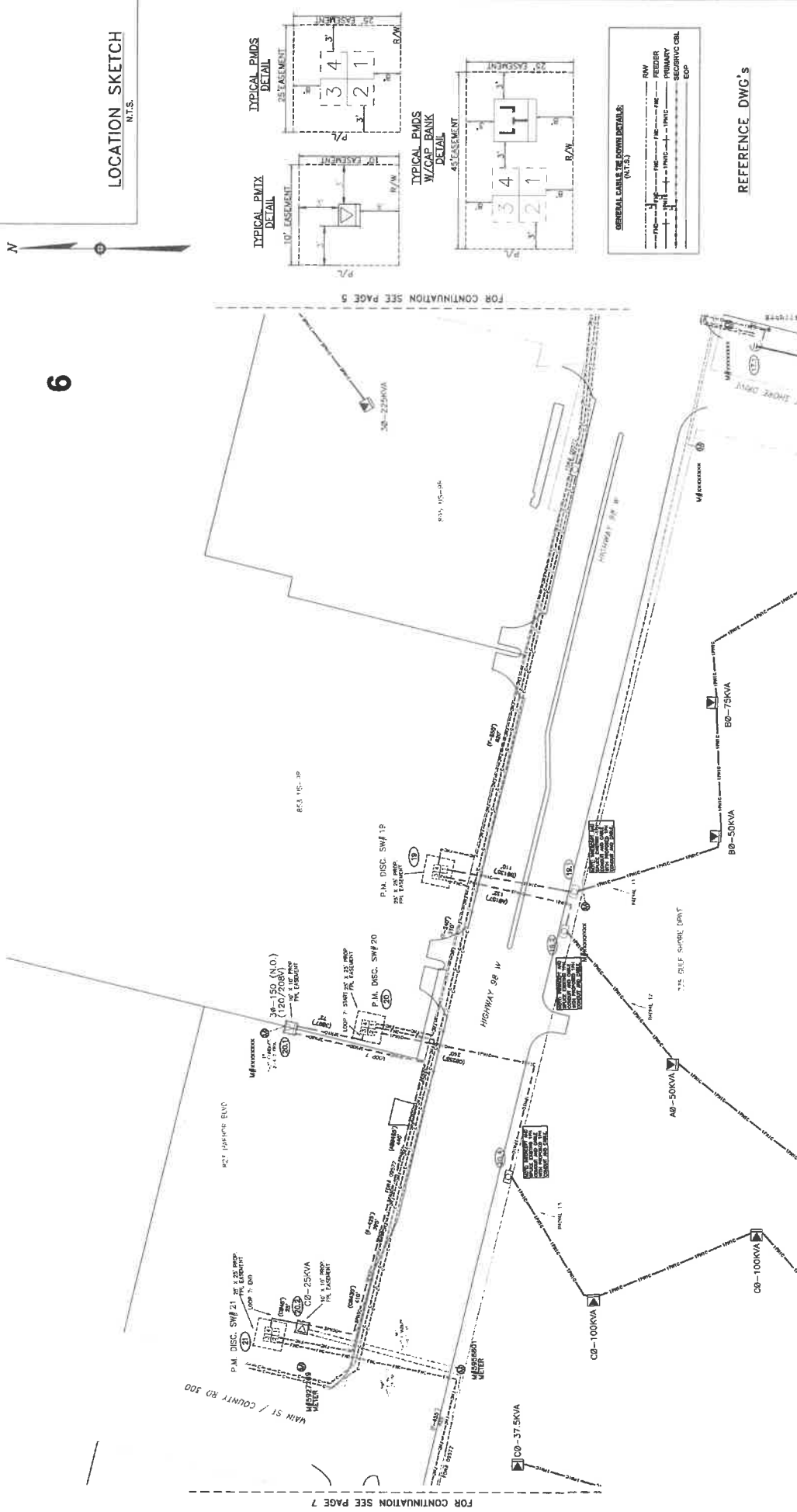
Location	Ground Rod Information Feet of Ground Rod Installed	Resistance (Ohms)

FOR CONTINUATION SEE PAGE 5

ROW AGREEMENT

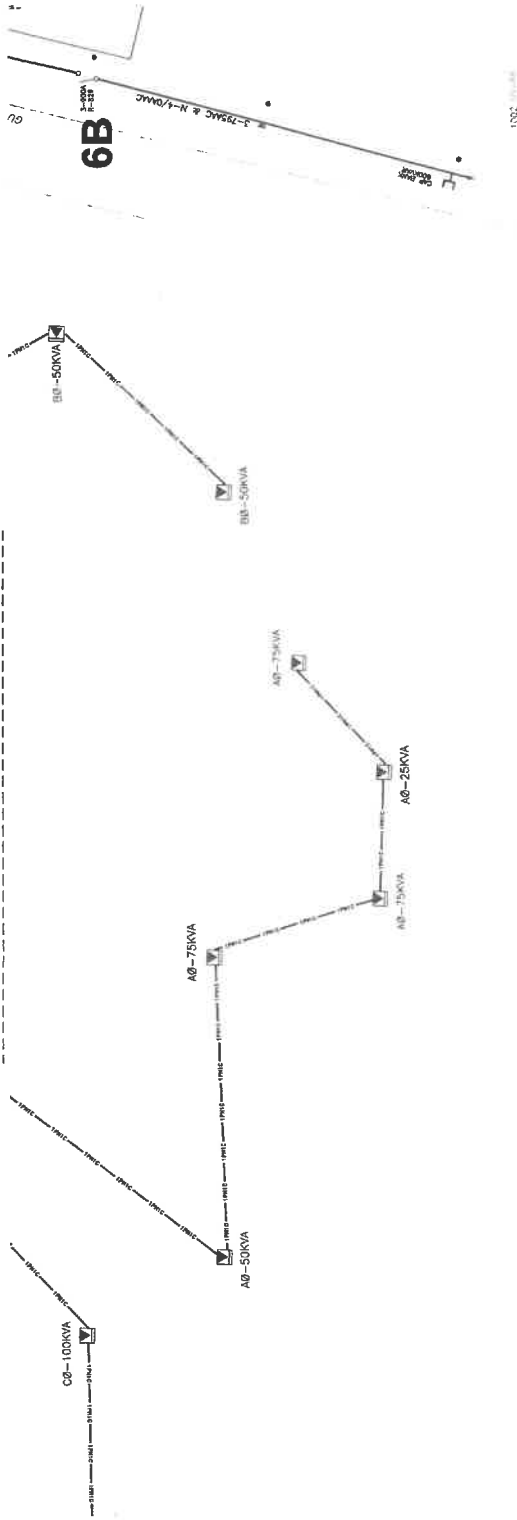
EASEMENTS REQUIRED

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☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 23KV ☐ 25KV ☒ SALT SPRAY ☐

FOR CONTINUATION SEE PAGE 6

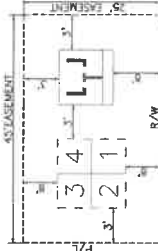


LOCATION SKETCH
N.T.S.

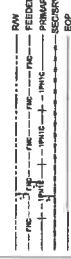
TYPICAL PMDS
DETAIL



TYPICAL PMDS
W/CAP BANK
DETAIL



GENERAL CABLE & PIPE CONFORMANCE
(N.T.S.)



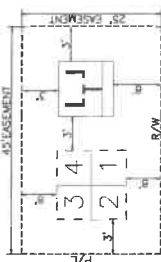
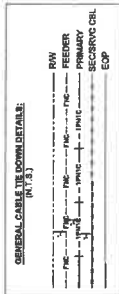
REFERENCE DWG'S

The location and existence of any facilities shown on this drawing are based on information received from the owner and are not to be construed as a warranty or representation by the engineer. The engineer is not responsible for the accuracy of the information provided by the owner. The engineer is not responsible for the accuracy of the information provided by the owner.

Location	General Information	Remarks
	1. Project Name	
	2. Project Number	
	3. Project Date	
	4. Project Location	
	5. Project Description	
	6. Project Status	
	7. Project Owner	
	8. Project Engineer	
	9. Project Designer	
	10. Project Checker	
	11. Project Approver	
	12. Project Date	
	13. Project Location	
	14. Project Description	
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REFERENCE DWG'S

GENERAL CABLE TIE DOWN DETAILS:



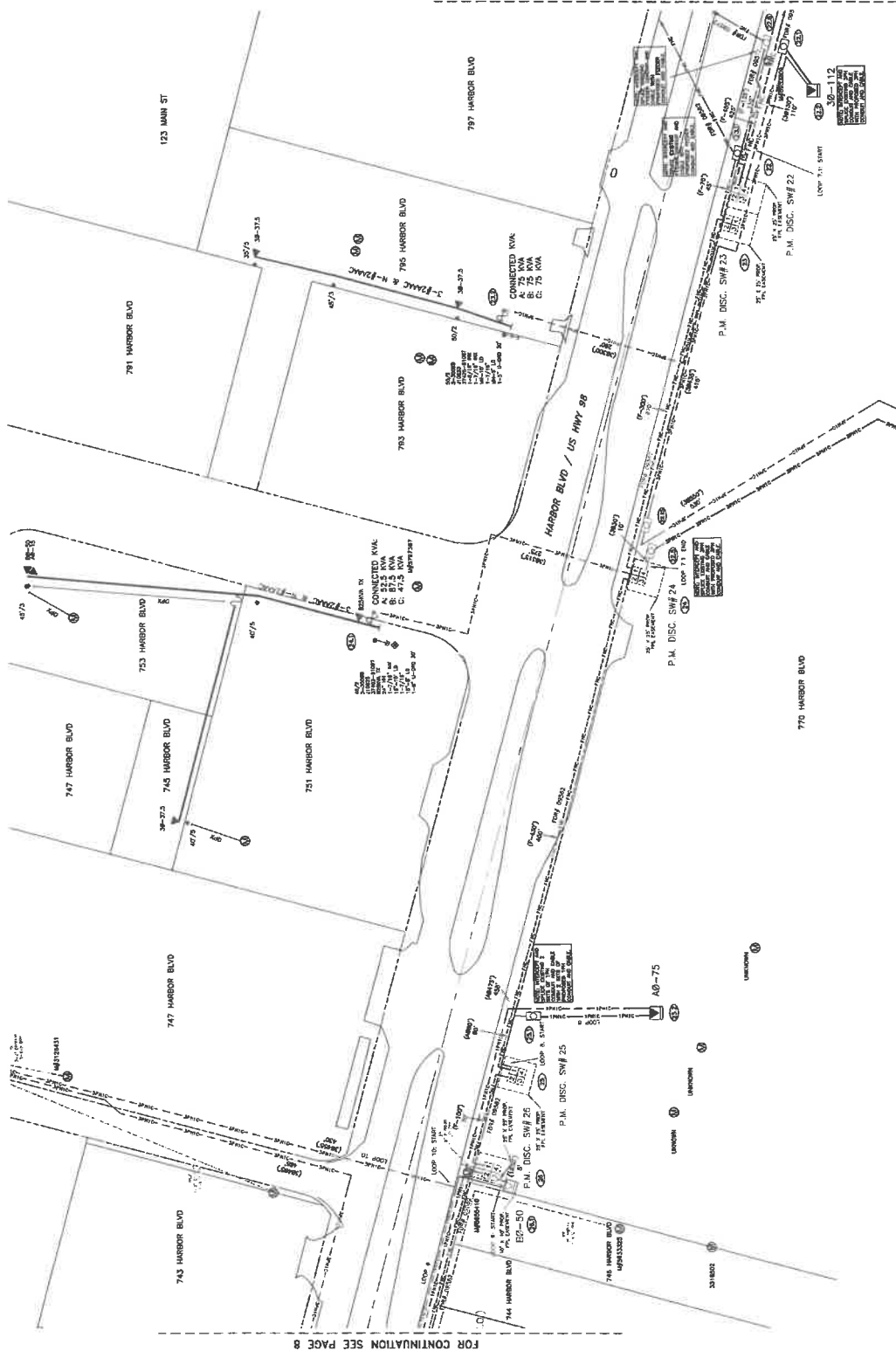
TYPICAL PMDS



TYPICAL PMTX	TYPICAL PMDS
1.0000 0.9999 0.9998 0.9997 0.9996 0.9995 0.9994 0.9993 0.9992 0.9991 0.9990 0.9989 0.9988 0.9987 0.9986 0.9985 0.9984 0.9983 0.9982 0.9981 0.9980 0.9979 0.9978 0.9977 0.9976 0.9975 0.9974 0.9973 0.9972 0.9971 0.9970 0.9969 0.9968 0.9967 0.9966 0.9965 0.9964 0.9963 0.9962 0.9961 0.9960 0.9959 0.9958 0.9957 0.9956 0.9955 0.9954 0.9953 0.9952 0.9951 0.9950 0.9949 0.9948 0.9947 0.9946 0.9945 0.9944 0.9943 0.9942 0.9941 0.9940 0.9939 0.9938 0.9937 0.9936 0.9935 0.9934 0.9933 0.9932 0.9931 0.9930 0.9929 0.9928 0.9927 0.9926 0.9925 0.9924 0.9923 0.9922 0.9921 0.9920 0.9919 0.9918 0.9917 0.9916 0.9915 0.9914 0.9913 0.9912 0.9911 0.9910 0.9909 0.9908 0.9907 0.9906 0.9905 0.9904 0.9903 0.9902 0.9901 0.9900 0.9899 0.9898 0.9897 0.9896 0.9895 0.9894 0.9893 0.9892 0.9891 0.9890 0.9889 0.9888 0.9887 0.9886 0.9885 0.9884 0.9883 0.9882 0.9881 0.9880 0.9879 0.9878 0.9877 0.9876 0.9875 0.9874 0.9873 0.9872 0.9871 0.9870 0.9869 0.9868 0.9867 0.9866 0.9865 0.9864 0.9863 0.9862 0.9861 0.9860 0.9859 0.9858 0.9857 0.9856 0.9855 0.9854 0.9853 0.9852 0.9851 0.9850 0.9849 0.9848 0.9847 0.9846 0.9845 0.9844 0.9843 0.9842 0.9841 0.9840 0.9839 0.9838 0.9837 0.9836 0.9835 0.9834 0.9833 0.9832 0.9831 0.9830 0.9829 0.9828 0.9827 0.9826 0.9825 0.9824 0.9823 0.9822 0.9821 0.9820 0.9819 0.9818 0.9817 0.9816 0.9815 0.9814 0.9813 0.9812 0.9811 0.9810 0.9809 0.9808 0.9807 0.9806 0.9805 0.9804 0.9803 0.9802 0.9801 0.9800 0.9799 0.9798 0.9797 0.9796 0.9795 0.9794 0.9793 0.9792 0.9791 0.9790 0.9789 0.9788 0.9787 0.9786 0.9785 0.9784 0.9783 0.9782 0.9781 0.9780 0.9779 0.9778 0.9777 0.9776 0.9775 0.9774 0.9773 0.9772 0.9771 0.9770 0.9769 0.9768 0.9767 0.9766 0.9765 0.9764 0.9763 0.9762 0.9761 0.9760 0.9759 0.9758 0.9757 0.9756 0.9755 0.9754 0.9753 0.9752 0.9751 0.9750 0.9749 0.9748 0.9747 0.9746 0.9745 0.9744 0.9743 0.9742 0.9741 0.9740 0.9739 0.9738 0.9737 0.9736 0.9735 0.9734 0.9733 0.9732 0.9731 0.9730 0.9729 0.9728 0.9727 0.9726 0.9725 0.9724 0.9723 0.9722 0.9721 0.9720 0.9719 0.9718 0.9717 0.9716 0.9715 0.9714 0.9713 0.9712 0.9711 0.9710 0.9709 0.9708 0.9707 0.9706 0.9705 0.9704 0.9703 0.9702 0.9701 0.9700 0.9699 0.9698 0.9697 0.9696 0.9695 0.9694 0.9693 0.9692 0.9691 0.9690 0.9689 0.9688 0.9687 0.9686 0.9685 0.9684 0.9683 0.9682 0.9681 0.9680 0.9679 0.9678 0.9677 0.9676 0.9675 0.9674 0.9673 0.9672 0.9671 0.9670 0.9669 0.9668 0.9667 0.9666 0.9665 0.9664 0	

[illegible]

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

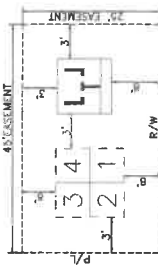
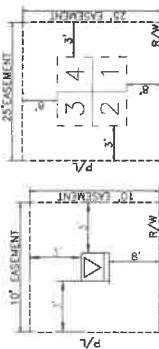
☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 25KV ☒ 25KV ☒ SALT SPRAY ☐

FOR CONTINUATION SEE PAGE 6

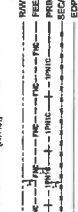
FOR CONTINUATION SEE PAGE 7A

FOR CONTINUATION SEE PAGE 8

☐	INACCESSIBLE	☒	12KV	☐	FUTURE 25KV	☒	25KV	☒	SALT SPRAY	☐
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[illegible]

GENERAL CABLE TIE DOWN DETAILS:

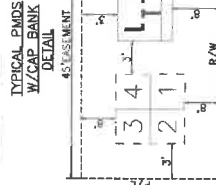
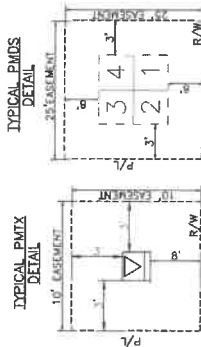
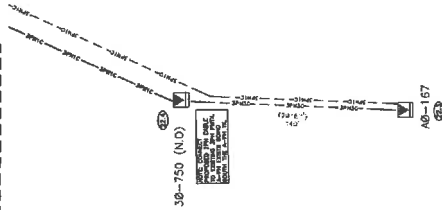


REFERENCE DWG's

EASEMENTS REQUIRED

[illegible]

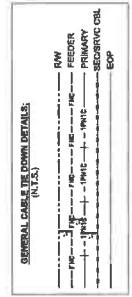
☐ INACCESSIBLE	☒ 12KV	☐ FUTURE 25KV	☒ 25KV	☒ SALT SPRAY
---------------------------------------	--	--------------------------------------	--	--

[illegible]

GENERAL CABLE THE DOWN DETAIL 9:

REFERENCE DWG's

[illegible]

[illegible]

REFERENCE DWG'S

[illegible]

☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 28KV ☐ 25KV ☒ SALT SPRAY ☐

The location and existence of any facilities may not be relied upon by the applicant or any contractor. The Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

Location	Facility	Remarks
	Red Hatfield	(Conting)



TYPICAL PMTS DETAIL

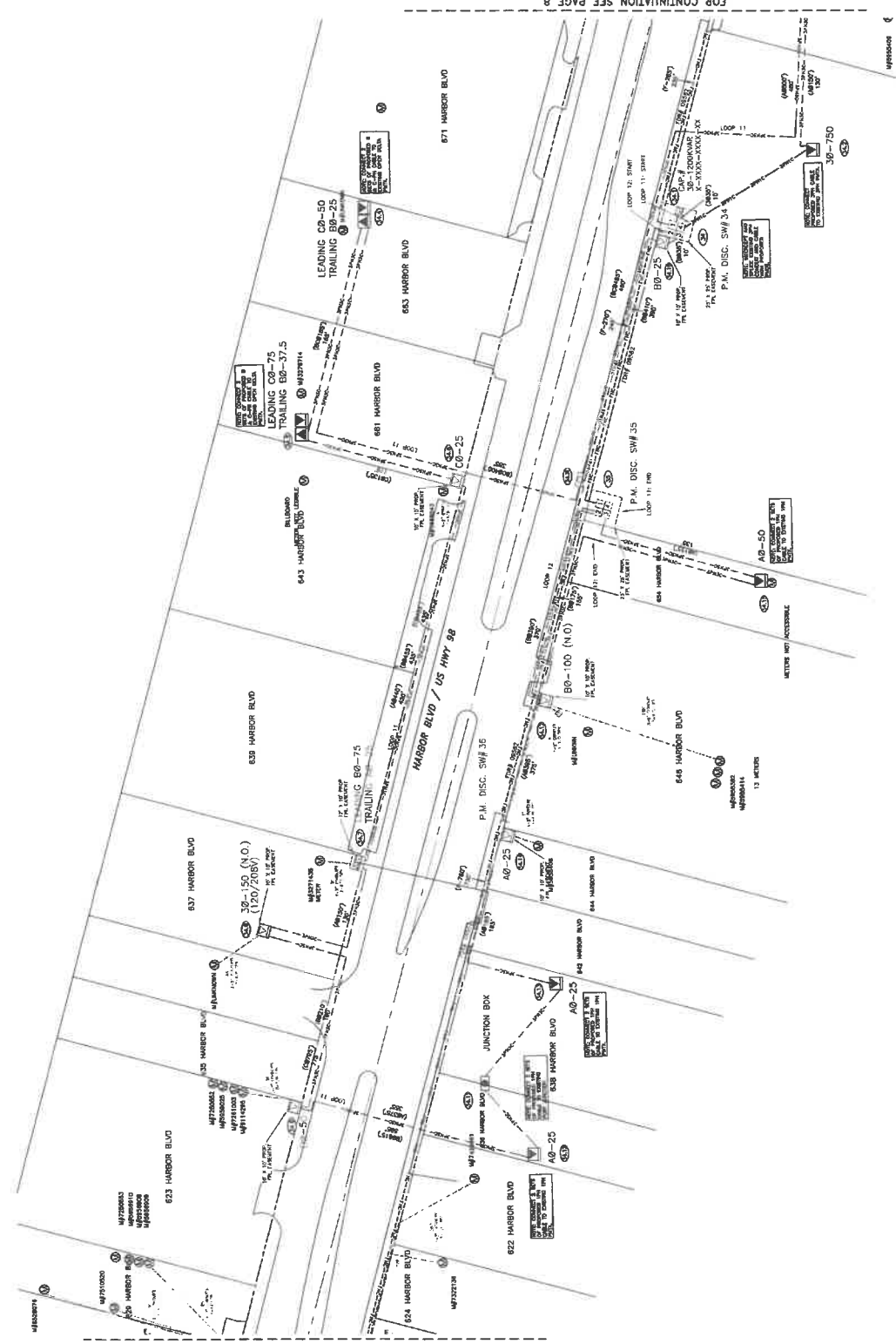
TYPICAL PMTS DETAIL

TYPICAL PMTS DETAIL

TYPICAL PMTS W/CAP BANK DETAIL

GENERAL CABLE W/ DOWN DETAIL

REFERENCE DWG'S



ROW AGREEMENT

EASEMENTS REQUIRED

DESIGNED BY DRAWN BY DATE MAP NO.		CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION US HWY-98 DESTIN/OKALOOSA, FL		DWG. NO. 1041323	DATE 01-11-2011	PAGE 9
PROJECT NO. 1041323		PROJECT NAME CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION		PROJECT LOCATION US HWY-98 DESTIN/OKALOOSA, FL		
PROJECT DESCRIPTION UG FOR CONSTRUCTION		PROJECT LOCATION US HWY-98 DESTIN/OKALOOSA, FL		PROJECT STATUS IN PROGRESS		
PROJECT OWNER CITY OF DESTIN		PROJECT ENGINEER PPL		PROJECT CONTRACTOR PPL		
PROJECT BUDGET \$1,000,000		PROJECT SCHEDULE 12 MONTHS		PROJECT RISK LOW		
PROJECT PHASES PHASE 1, PHASE 2, PHASE 3		PROJECT SUBPHASES SUBPHASE 1, SUBPHASE 2, SUBPHASE 3		PROJECT TASKS TASK 1, TASK 2, TASK 3		
PROJECT DELIVERABLES DELIVERABLE 1, DELIVERABLE 2, DELIVERABLE 3		PROJECT MILESTONES MILESTONE 1, MILESTONE 2, MILESTONE 3		PROJECT RISKS RISK 1, RISK 2, RISK 3		
PROJECT CHANGES CHANGE 1, CHANGE 2, CHANGE 3		PROJECT VARIATIONS VARIATION 1, VARIATION 2, VARIATION 3		PROJECT ISSUES ISSUE 1, ISSUE 2, ISSUE 3		
PROJECT COMMENTS COMMENT 1, COMMENT 2, COMMENT 3		PROJECT NOTES NOTE 1, NOTE 2, NOTE 3		PROJECT REFERENCES REFERENCE 1, REFERENCE 2, REFERENCE 3		

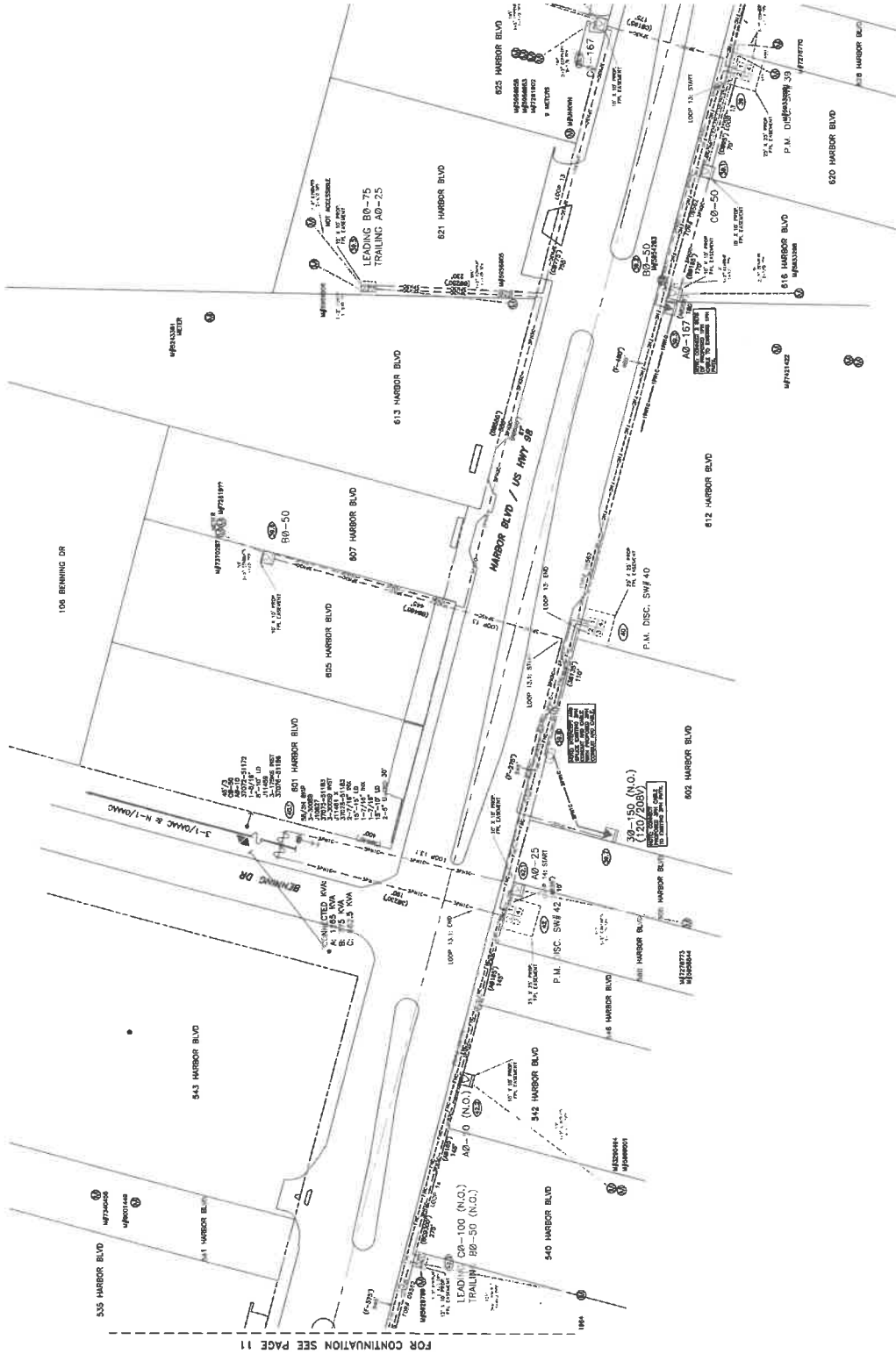
EASEMENTS REQUIRED

AS-BUILT COPY	AS-BUILT CREW PRINT
DATE	DATE
PROJECT NO.	PROJECT NO.
DESCRIPTION	DESCRIPTION
BY	BY
CHECKED	CHECKED
APPROVED	APPROVED

Examiner's	☐ YES	☐ NO	Survey/Status	☐ YES	☐ NO	Work with SA20?	☐ YES	☐ NO
True Work?	☐ YES	☐ NO	Deadline/Status?	☐ YES	☐ NO	17 Special Mail?	☐ YES	☐ NO
Map Posting?	☐ YES	☐ NO	 District Office City State Zip	County	State	County	State	Zip
Printed by			QTY	DR	REQ	TRANS.	QTY	REQ
			Telephone Request?	☐ YES	☐ NO	CATV Request?	☐ YES	☐ NO

DESIGNED BY		DWG NO.	10	DATE	NOV 1987	CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION
DRAWN BY						NW
DATE						US HWY-90 DESTIN/KALOSOA, FL
MAP NO.						
						TMP-DWG. RING, DSC. SEC. 06. UTR.

REFERENCE DWG'S



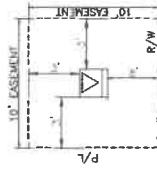
FOR CONTINUATION SEE PAGE 9

FOR CONTINUATION SEE PAGE 11

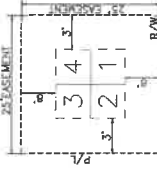
The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

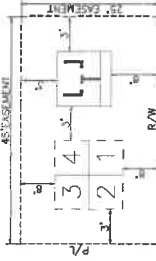
**TYPICAL PMTD
DETAIL**



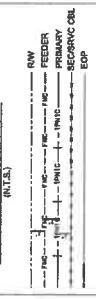
**TYPICAL PMDS
DETAIL**



TYPICAL PMDS
W/CAP BANK
DETAIL



GENERAL CABLE TIE DOWN DETAILS:

☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 25KV ☒ 25KV ☒ SALT SPRAY

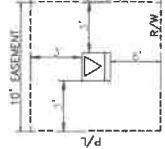
TIME: 003 RNC: 001 SEC: 00 DTR:

EASEMENTS REQUIRED

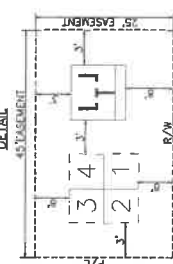
The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible]

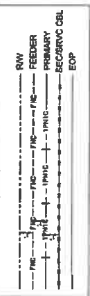
TYPICAL PMTX



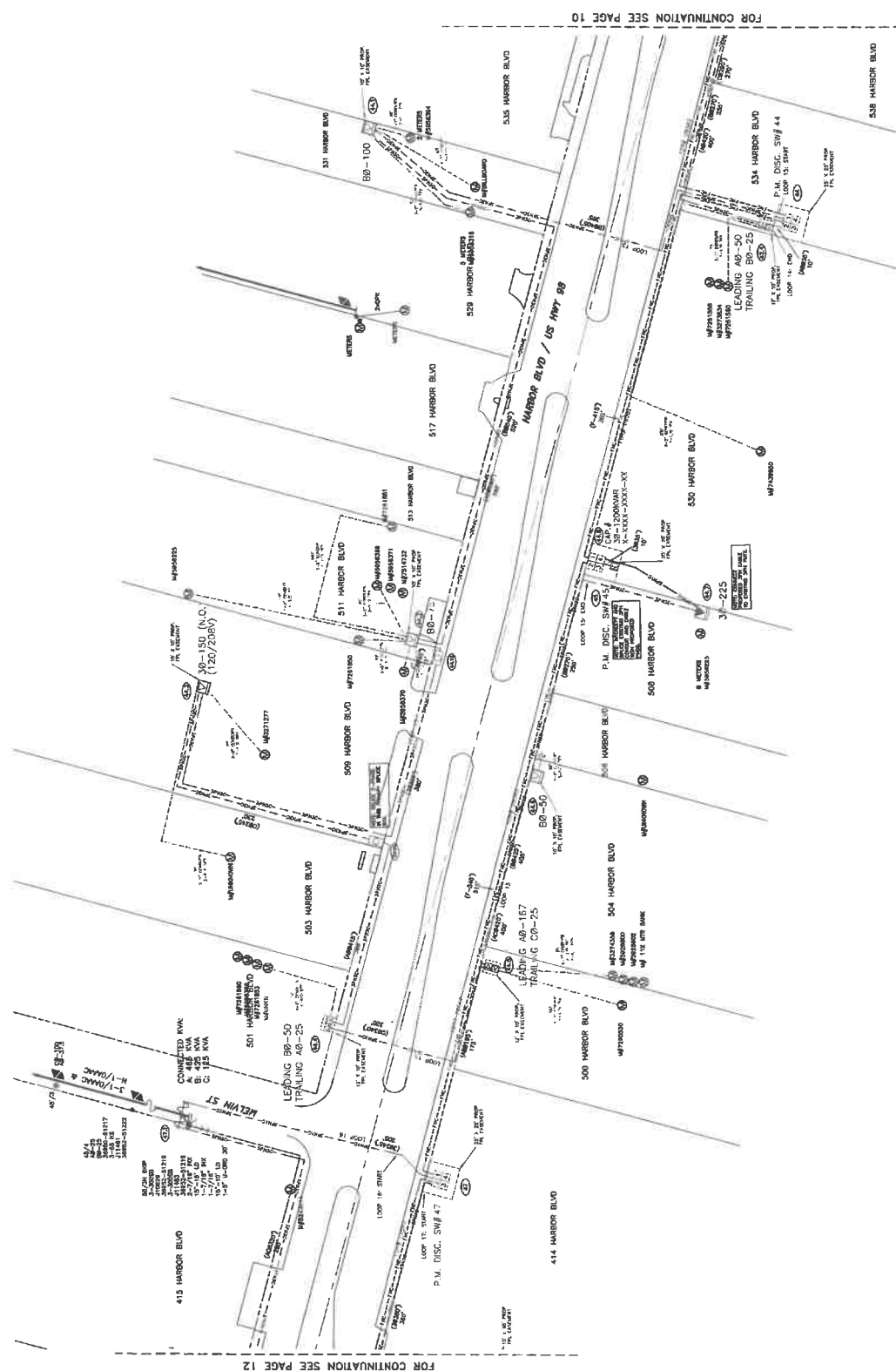
TYPICAL PMDS



GENERAL CABLE TIE DOWN DETAILS:
(N.T.S.)



REFERENCE DWG's



FOR CONTINUATION SEE PAGE 10

FOR CONTINUATION SEE PAGE 12

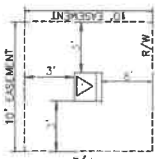
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EASEMENTS REQUIRED

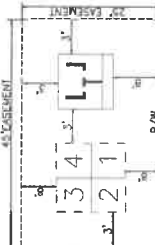
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[illegible]

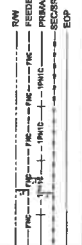
TYPICAL PMTX
DETAIL



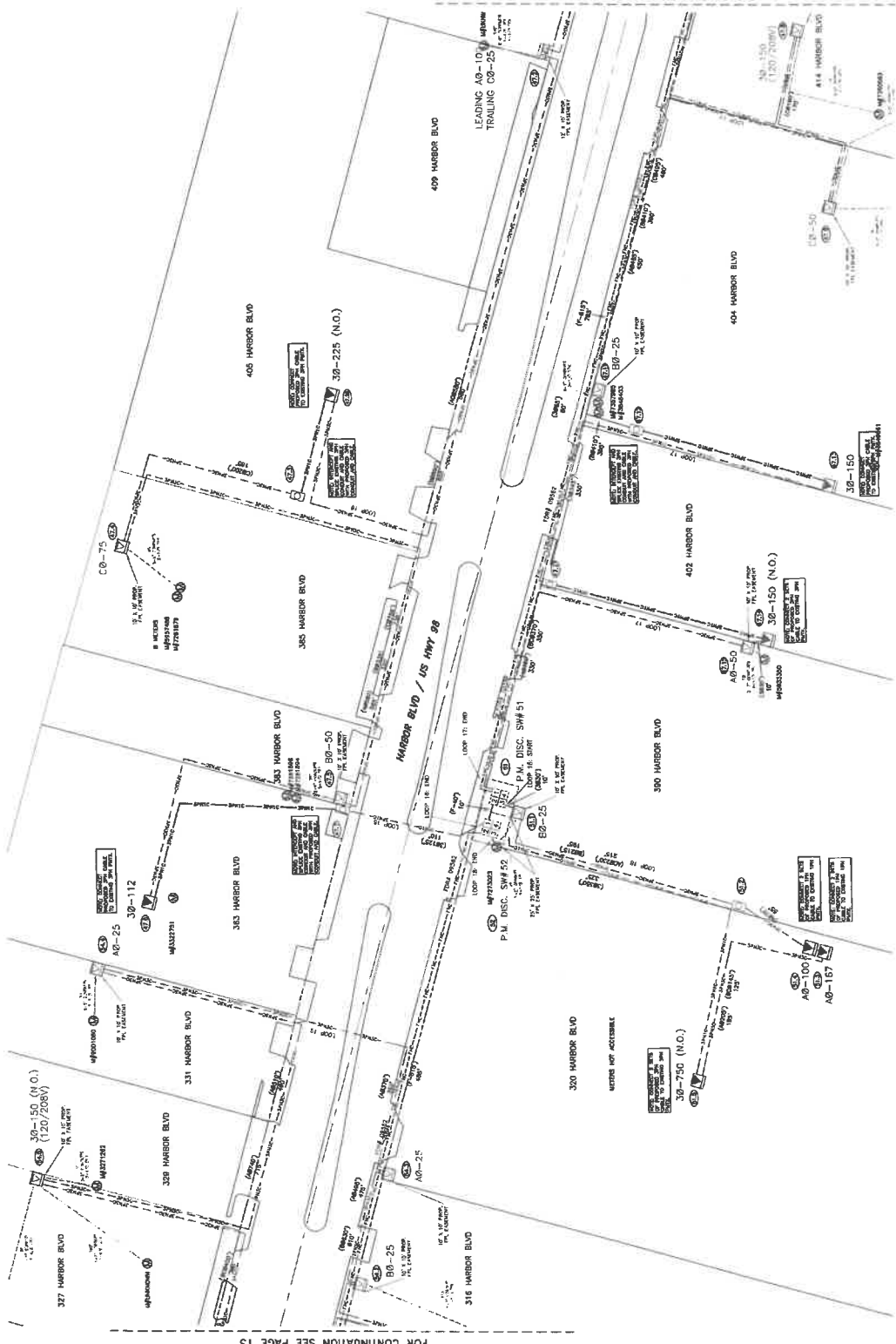
TYPICAL PMDS
W/CAP BANK
DETAIL



GENERAL CABLE TIE DOWN DETAILS:



REFERENCE DWG'S



TPWD-BLW, RMG-DOE, SEC-DO, QTR-
 w/k NW
 CITY OF DESTIN PHASE 1
 UG FOR CONSTRUCTION
 US HWY-90
 DESTIN/OKALOOSA, FL
 PAGE 12
 131323 00113-41323

DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE	
MAP NO.	-

0 20 40 80 FEET



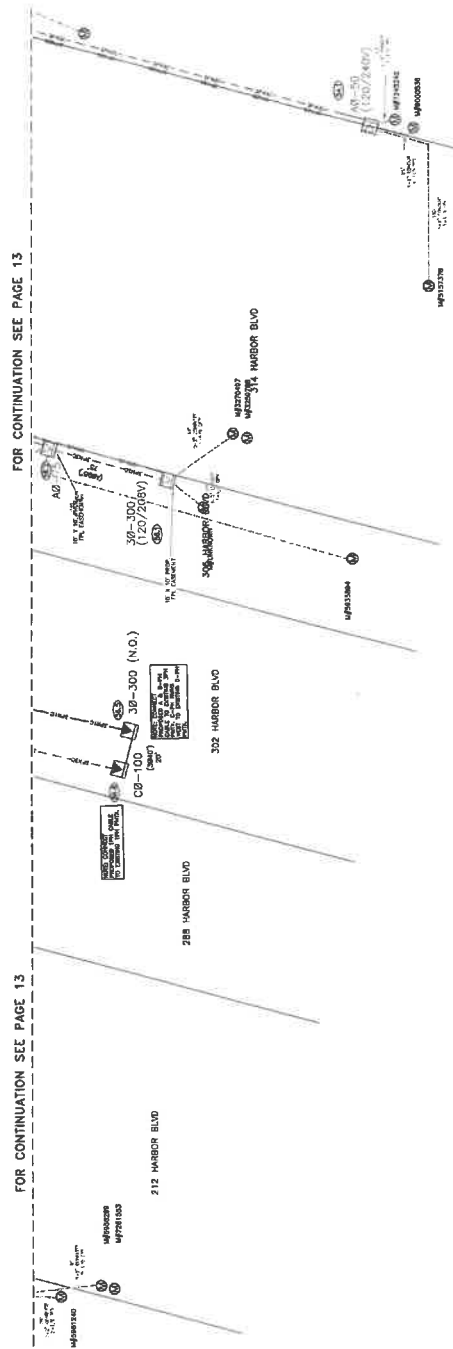
Survey/Student?	YES	NO	Work with SAU?	YES	NO
Designer/Student?	YES	NO	OT/Special Mkt?	YES	NO
Trench Feet			Duct Bank Feet		
CITY	OR. DIST.	COUNTY AIR	STATE RD	FAA	
WMD	INT. ZONE	COUNTY RD	TRANSM.		
Telephone Request?			YES	NO	CATV Request?
			YES	NO	YES

AS-BUILT COPY	AS-BUILT CREW PRINT	Examined? ☐ Yes ☐ No
501 JOB COMPLETED BY _____ DATE _____ NOTED CHANGES FROM PDS.	501 AS-BUILT PRINT _____ DATE _____	Tree Work? ☐ Yes ☐ No
502 _____ DATE _____	502 _____ DATE _____	Map Footings? ☐ Yes ☐ No
All required ground rods have been driven & verified to be within 10% tolerance. Values are shown at all locations.		Posted by _____

REQUIREMENTS REQUIRED

FOR CONTINUATION SEE PAGE 13

FOR CONTINUATION SEE PAGE 13



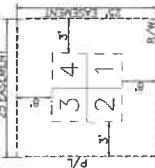
The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. The supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

Location	Facility	Depth	Notes
	10" EASEMENT		
	25' EASEMENT		
	45' EASEMENT		

TYPICAL PMTX DETAIL



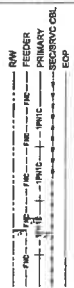
TYPICAL PMDS DETAIL



TYPICAL PMDS W/ GAP BANK DETAIL



GENERAL CABLE TIE DOWN DETAILS (A1.1A)



REFERENCE DWG'S

EASEMENTS REQUIRED

DESIGNED BY DRAWN BY DATE MAP NO.		CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION US HWY-90 DESTIN/OKALOOSA, FL P. 15A 11341323	
EASEMENTS REQUIRED AS-BUILT COPY AS-BUILT DREW PRINT JOB CERTIFIED COMPLETED as shown on the AS-BUILT PRINT ADDRESS SHOWN ON RECORD ALL EASEMENTS SHOWN HAVE BEEN OBTAINED & SHOWN AT ALL LOCATIONS ALL EASEMENTS SHOWN HAVE BEEN OBTAINED & SHOWN AT ALL LOCATIONS		EXAMINER'S SIGNATURE DATE PROJECT NO. CITY COUNTY STATE ZIP PHONE FAX	
EASEMENTS REQUIRED AS-BUILT COPY AS-BUILT DREW PRINT JOB CERTIFIED COMPLETED as shown on the AS-BUILT PRINT ADDRESS SHOWN ON RECORD ALL EASEMENTS SHOWN HAVE BEEN OBTAINED & SHOWN AT ALL LOCATIONS ALL EASEMENTS SHOWN HAVE BEEN OBTAINED & SHOWN AT ALL LOCATIONS		EXAMINER'S SIGNATURE DATE PROJECT NO. CITY COUNTY STATE ZIP PHONE FAX	

TEMP. DOW. RING DOW. SEC. DOW. CTR.

TEMP. DOW. RING DOW. SEC. DOW. CTR.

TEMP. DOW. RING DOW. SEC. DOW. CTR.

TEMP. DOW. RING DOW. SEC. DOW. CTR.

TEMP. DOW. RING DOW. SEC. DOW. CTR.

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TEMP. DOW. RING DOW. SEC. DOW. CTR.

TEMP. DOW. RING DOW. SEC. DOW. CTR.

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ROW AGREEMENT

EASEMENTS REQUIRED

AS-BUILT COPY		AS-BUILT CREW PRINT	
DATE	SET NO.	DATE	SET NO.
Job CERTIFIED COMPLETED as shown on this AS-BUILT print Material changes shown on RCD.			
Signature of Materialman		Signature of Inspector	
DATE		DATE	

All required ground rods have been shown & verified to be within 100' of ground. Values are shown at locations.

Survey/Stake?	☐	yes	☐	no	☐	Work with SMO?	yes	☐	no	☐
Designer/Stake?	☐	yes	☐	no	☐	CY/Special Mfr?	yes	☐	no	☐
Trench Feet						Duct Back Feet				
QTY	DIR.	DIST.	COUNTY	NO.	F&A					
W&D	R/R	XING	COUNTRY	RD.	TRANSAL					
Telephone Request? yes ☐ no ☐						CATV Request? yes ☐ no ☐				

	DESIGNED BY	
	DRAWN BY	
	DATE	
	MAP NO.	
		0 20 40 80
		FEET

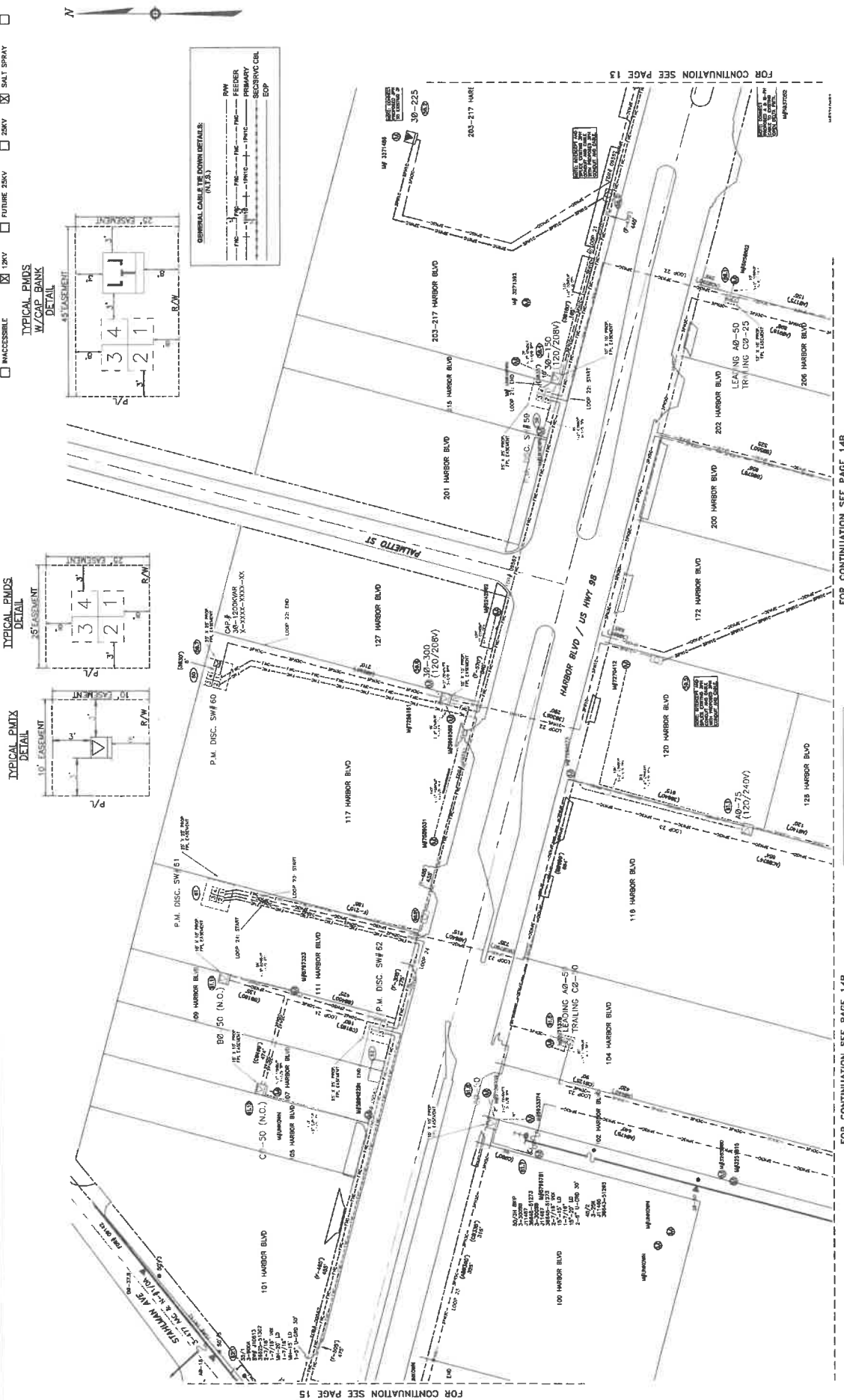
CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION

US HWY-90
DESTIN/OKALOOSA, FL

W/6 NW
PAC 12

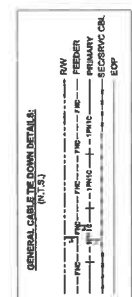
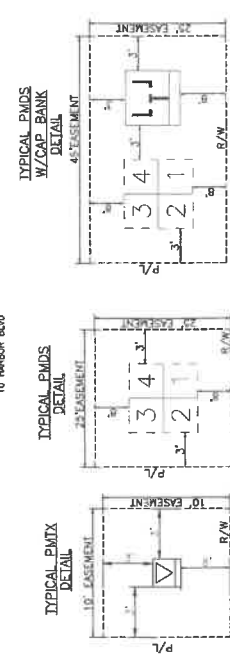
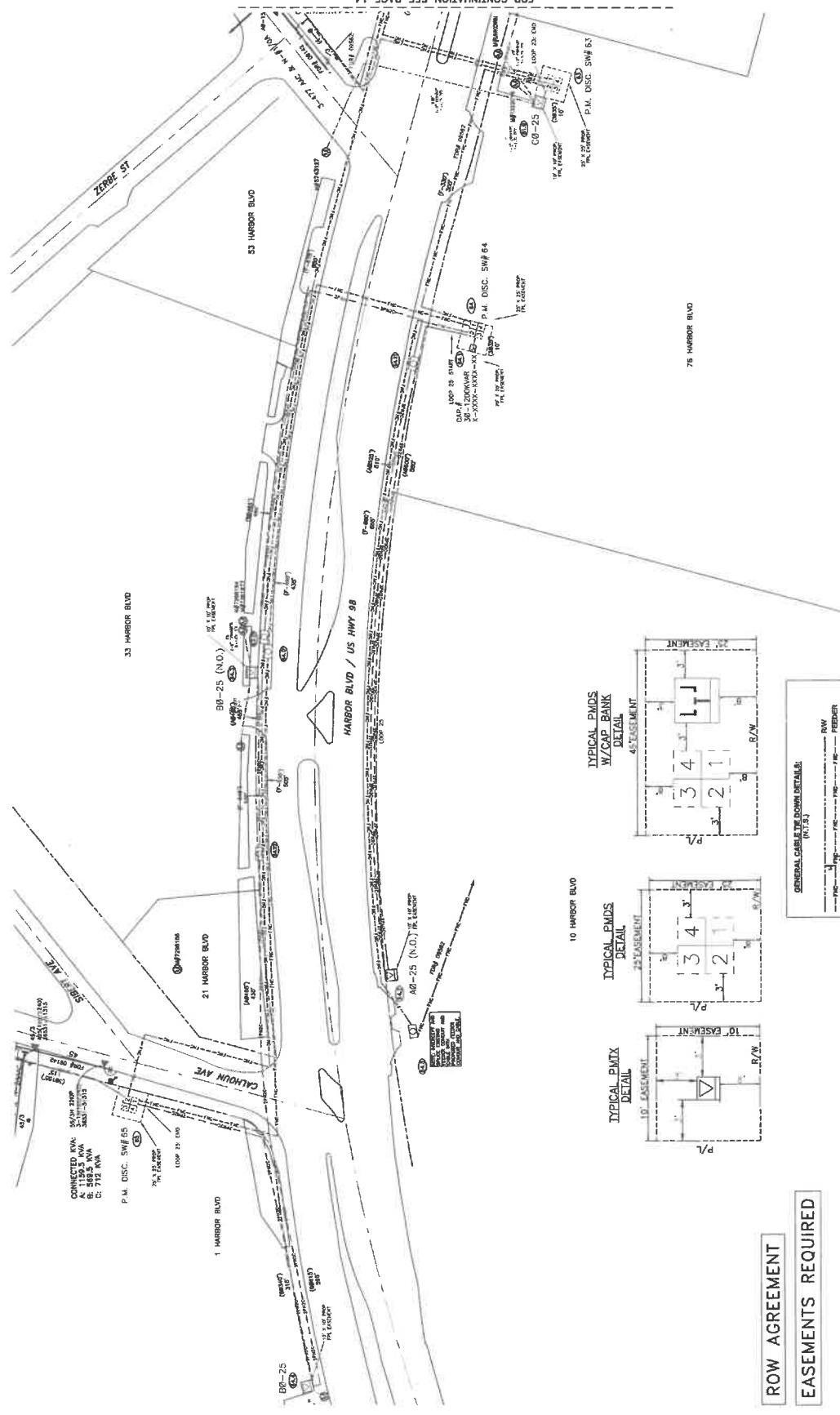
MG. NO.
154323

DATE 0013-41-323



[illegible]

☐ UNACCESSIBLE ☒ 12KV ☐ FUTURE 25KV ☐ 25KV ☒ SALT SPRAY

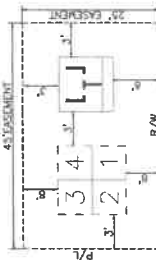
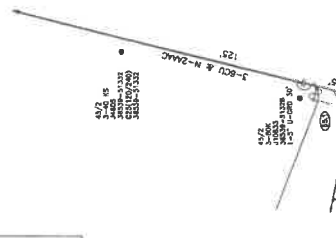


ROW AGREEMENT
EASEMENTS REQUIRED

Location	Red Initialed	Red Initialed	Red Initialed

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in completing the work. The supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

DESIGNED BY: DRAWN BY: DATE: MAP NO.:		CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION DESTIN, OKALOOSA, FL	
PROJECT NO.: 0-20-40-90 SHEET NO.: 1-13-23		CITY OF DESTIN COUNTY OF OKALOOSA STATE OF FLORIDA	
EASEMENT: Trench Work: Trench Feet: Map Footing:		Survey/Station: Designer/Sheet: CITY: DR. DIST.: COUNTY: STATE: TRANSPORTATION:	
AS-BUILT COPY: JOB CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on R/S.		AS-BUILT CREW PRINT: JOB CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on R/S.	
ROW AGREEMENT: ROW: PREMIER: REGULATORY ORL: EDP:		ROW AGREEMENT: ROW: PREMIER: REGULATORY ORL: EDP:	

[illegible]

The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground including underground facility locations.

[illegible][illegible]

FPL

Applicant Installed Facilities

Exhibit B

Standards and Specification

Land Surveying Specifications:

All directional bores, concrete encased duct banks, direct buried conduit and OH construction will require some form of as-built deliverables. The type of as-built required, will depend on the type, design, and location of the work performed. To ensure compliance with our state easements and permits we will require as-builts of the job within 30 days of completion of work. They will have the cable/conduit shown in plan views. The plan view will show the cable/conduits/equipment locations relative to utility easements and Rights of Way (ROW) or the Public Easement issued to FPL by the State of Florida. The cable/conduits will be shown from access point to access point and indicate the depth of the cable/conduits as it crosses under the sovereign lands of the State of Florida. In addition, whenever applicable, the specific required deliverables specified by the permit agency will be required. Any fines, penalties, and or NOV's issued to FPL when as-builts are not provided within 30 days will be secured by the suppliers account receivables. In addition, and more specifically:

- Perform all necessary survey work to delineate the FDEP/ACOE or other environmental easement boundaries as reflected on easement and or permit documents provided by FPL, both on land and in the water up to the point where the subaqueous easement meets road rights of way or other upland easements.
- Place bore path wireline within the established easement.
- Perform bore and back ream within the established easement.
- Post construction - Contractor shall send as final as-built survey sketch to the FPL Representative (Production Lead or Project Manager). The PL or PM may preview the deliverables and send to fpl-survey-asbuilts@fpl.com for final survey review.

LEVEL 1 AS-BUILT

3.3.6 – A LEVEL 1 - “Certified Survey- As-built”, signed & sealed by a professional land surveyor and mapper will be required when;

A) For any Subaqueous crossing. The following is the minimum required on the deliverables;

-Signed & Sealed deliverables from a Professional Land Surveyor and Mapper. Could be redline plan & profile deliverables or survey drawing created by surveyor.

-Final location of directional bore within existing easement boundaries.

-Horizontal locations for the entry and exist points of the directional bore with tie down to known acceptable monumentation. Northing & Easting, State plane coordinates, or Latitude or Longitude coordinates.

-Horizontal locations along the bore route with any changes in direction shown and tied to a known acceptable monument.

-Acceptable Vertical Datum (NGVD29 & NAVD88) elevations along the entry and exit points of the bore, and along the actual directional bore at intervals designated by engineer or permit agency.

-Mean High Water Tidal datum

-Bottom of Canal soundings (elevations)

-Canal R/W info, width of water, and bank locations at crossing.

B) For any land based directional bore, concrete encased duct bank, or direct buried cable is required by a governing agency (permit) in order to close the permit. Or, for any land based directional bore, concrete encased duct banks, and direct buried conduits that exceeds 10 feet in depth. Or, in some cases, whenever it is deemed necessary by the engineer. The following is the minimum required on the deliverables;

For Directional Bore:

Signed & Sealed deliverables from a Professional Land Surveyor and Mapper. Could be red lined plan & profile drawings deliverable or survey drawing created by the surveyor.

Final location of directional bore within easement boundaries (if applicable).

- Horizontal locations for the entry and exist points of the directional bore with a tie down to known acceptable monumentation. Some permitting agencies might require Northern & Easting coordinates, State plane coordinates, or Latitude or Longitude coordinates for these points as well.
- Horizontal locations along the bore route with any changes in direction shown and tied to a known acceptable monument.
- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the surface of the grade at the entry and exit points of the bore and along the bore route at intervals designated by engineer or permit agency.
- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the bore route (bore logs) at the intervals designated by engineer or permit agency.

For concrete encased Duct Banks & Direct Buried Conduits:

Signed & Sealed deliverables from a Professional Land Surveyor and Mapper. Could be red lined plan & profile deliverable or survey drawing created by the surveyor.

- Horizontal location of FPL manholes with tie downs to acceptable monumentation. Some permitting agencies might require Northern & Easting coordinates, State plane coordinates, or Latitude or Longitude coordinates for these points as well.
- Horizontal locations along the surface of the route, with any changes in direction shown and tied to a known acceptable monument.
- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the rim of the manholes and along the duct bank route at intervals designated by engineer or permit agency.
- Acceptable Vertical Datum (NGVD29 or NAVD88) Elevations along the actual top of concrete encased duct bank at the intervals designated by engineer or permit agency.

LEVEL 2 AS-BUILT

3.3.7 – A LEVEL 2 - “Certified As-built”, signed by the contractor will be required when;

A) The directional bore or concrete encased duct bank or direct buried conduit does not exceed a proposed 10-foot depth and it is not required by the engineer for special circumstances.

B) When a LEVEL 1 type as-built is not required by the governing permit agency in order to close the permit.

The following is the minimum required on the deliverables;

- For directional bores:
- Certified/ “Signed” red-lined plan & profile drawings by the contractor, showing the horizontal ties to a entry and exit points and/or bore pits for the directional bore. (See note below)
- Certified/ “signed” Bore Logs.
- For concrete encased duct banks: Certified/ “Signed” red-lined plan & profile drawings by the contractor, showing horizontal ties to all manholes and splice boxes. (See note below)
- Certified/“Signed” red lined plan & profile drawings by the contractor with measurements along the top of duct bank along route at intervals of 50’ minimum or closer if determined by an engineer or permit agency

3.3.1

Survey As-Builts

3.3.1.1

The Surveyor shall obtain As-built Survey before back filling occurs. This field information is necessary for updating and correcting FPL work order drawings (usually Plan & Profile). The Surveyor is to record all as-built information in a field book. (See 4.0 Data Recording). All manholes, vaults, trench routes and duct bank locations are to be stationed to a baseline or reference line. The as-built information is to be referenced to this line. Elevations will be to NGVD 1929, NAVD 1988, or other established local datum. They are to be taken along the top of the duct bank or cable and at existing grade at 50-foot maximum intervals. Existing grade elevation shots (Top of Ground) are to be taken as close as practical to the elevation shots of the duct bank or cable being recorded. Additional elevations and grade shots are required when there is a change of elevation and/or direction of the cable or duct bank. Elevations are required on the roof of the manhole, rim if installed, at existing grade and where the duct enters the manhole or feeder splice box. When other utilities are uncovered, (water, gas, sewer, telephone, etc.) their size, material and type are to be determined, their location referenced to the base line, and their elevation noted. An elevation will be taken on the duct bank or cable directly above or below the other utility and at existing grade. As-built shall show the relation of installed facility to any easement provided by the permitting agency or others.

SPECIFICATIONS FOR UNDERGROUND CONDUIT INSTALLATION

1. Conduit, handhole, and transformer pad placement shall be in the easement provided and in accordance with the design drawings and field staking.
2. Use only RPL supplied conduit with RPL supplied bends. (Figure 1)
3. Glue all joints securely with RPL supplied glue. (Appendix A)
4. RPL conduit markers must be placed at all conduit ends. (Figure 1)
5. Primary conduit is to have a minimum of 36 inches of cover. Secondary conduit is to have a minimum of 24 inches of cover. (Figure 1). Secondary conduit may be placed at 36" depth when in the same trench as primary conduit.
6. All service and street light conduit is to have 24 - 30 inches of cover at property line. All future service stub-outs at transformer locations to be installed with 90° s. Where primary, secondary, or street light conduit runs turn horizontally, 36 inch radius 90 degree bends are to be used.
7. Cap all ends of the conduit with RPL supplied end caps. Denote termination point of each conduit run on the capped end, (Appendix B). All conduit ends are to be terminated 1 - 2 feet above final grade except at transformer locations where conduit ends are to be terminated 3 inches above final grade. (Figure 3)
8. Install 1 #12 copper locate wire supplied by RPL in each trench per attached specs (Figure 4). All ends of the #12 copper locate wire must be exposed above grade, and secured with a tie wrap to a piece of stubbed up conduit for future locates. (Figure 4)
9. Conduits terminated at transformer locations to be installed with templates supplied by RPL per Figure 3A, 3B, or 3C according to the type of transformer being installed. (Consult your Service Planner).

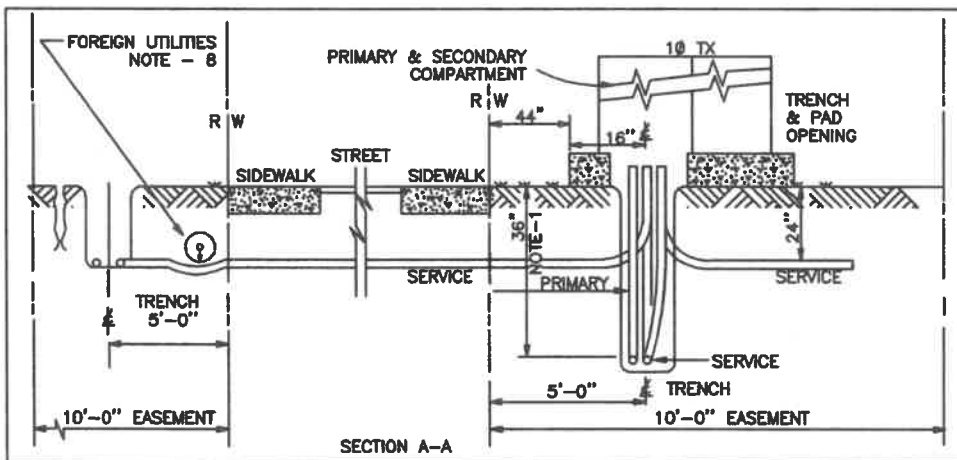
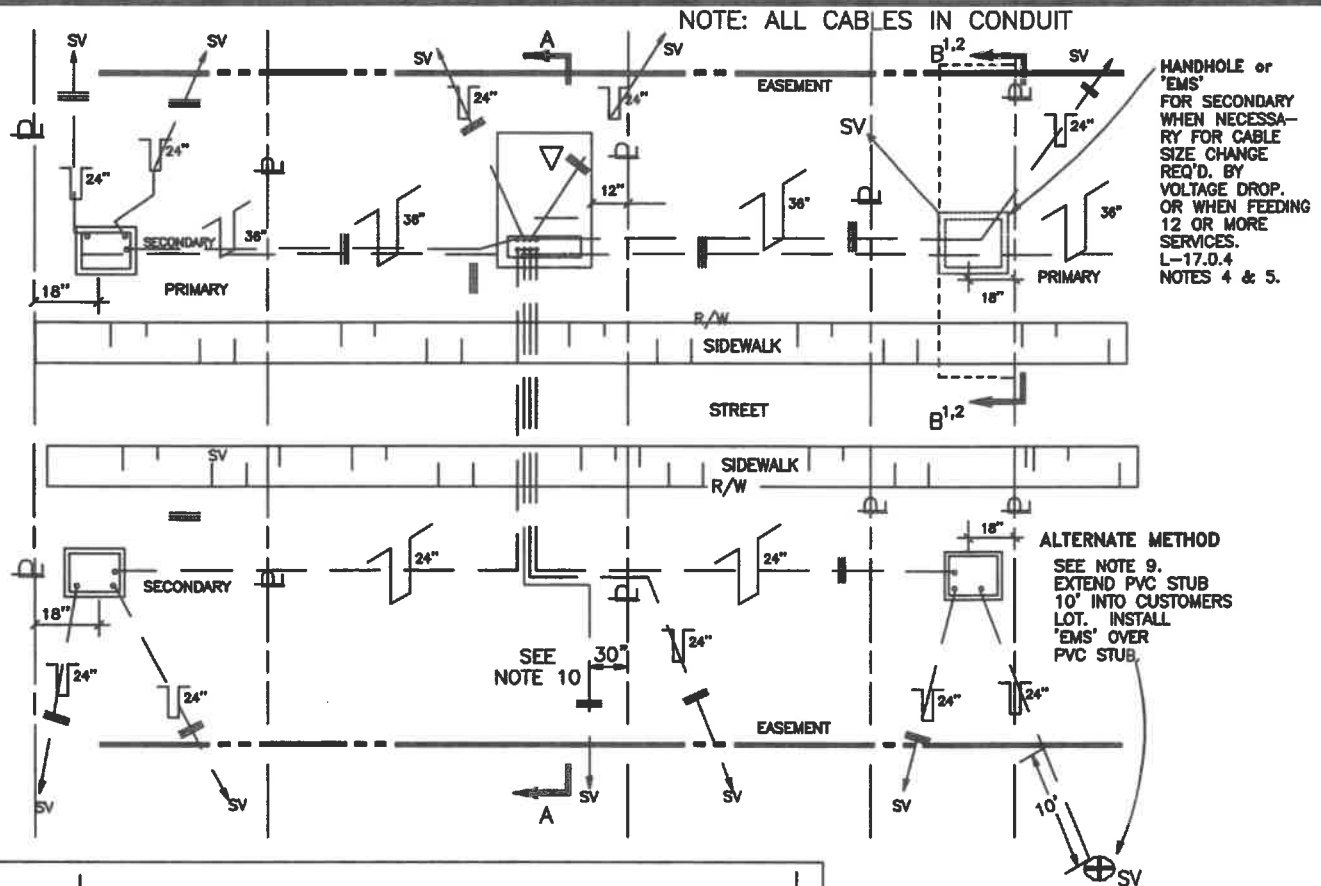
10. Concrete transformer slabs provided by FPL are to be installed level on compacted fill at final grade and oriented as shown on the FPL design drawing(s) (Figure 3)
11. Conduits terminated at future secondary handhole locations to be installed per Figure 2. If secondary handholes are being installed at the time of conduit installation, install 45 degree bends as shown in Figure 1.
12. Primary splice handhole to be installed with electronic cable marker. (Figure 2A)
13. Install a continuous length of pull string in all conduit runs.
14. Backfill operations are to be done carefully with special attention given to utilizing clean fill, thereby assuring the elimination of rock and other scrap material to insure that the conduit will not be damaged or marking devices moved and proper compaction is achieved.

TESTING AND ACCEPTANCE GUIDELINES

Following notification of completed installation of underground conduits by a developer/contractor FPL will:

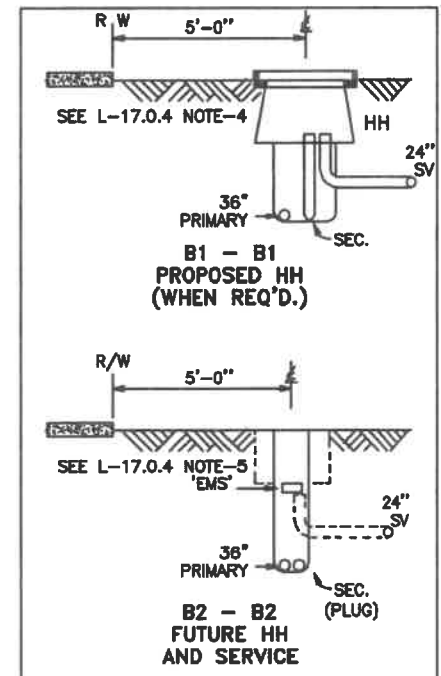
1. Randomly spot check the installation depth of conduits below grade at a minimum of 2 points between each primary termination point, (transformers, splice boxes & risers) noting the measured depth on the record drawing.
2. After confirming the correct routing and integrity of a conduit run, verify that the cable markers were installed and exposed conduit ends are plugged.
3. Confirm that a continuous length of pull string has been installed in all conduit runs and verify that all conduits runs terminate in the correct locations.
4. The final acceptance of the conduit installation will occur when FPL pulls the conductor and occupies the conduit.

LOCATING SINGLE PHASE TRANSFORMER PAD IN FRONT EASEMENT PREFERRED METHOD



NOTES:

- MINIMUM SEPARATION FROM FOREIGN PIPES, CONDUITS OR CABLES MUST BE AS FOLLOWS: FROM COMMUNICATION SYSTEMS (CATV, OR TELEPHONES), 3" OF CONCRETE OR 12" OF WELL TAMPED EARTH; FROM WATER, GAS, OR SEWER LINES, 12" OF WELL TAMPED EARTH, OR OTHER SEPARATION AGREED TO BY ALL PARTIES INVOLVED.
- AS AN ALTERNATE METHOD EXTEND THE PVC 10' INTO THE CUSTOMERS PROPERTY & INSTALL AN 'EMS' OVER THE PVC STUB. USE THIS METHOD OF CONSTRUCTION ONLY WHEN YOU ARE UNABLE TO USE THE PREFERRED METHOD OF STUBBING THE PVC INSIDE THE HANDHOLE OR TO AVOID FUTURE CONFLICTS WITH FOREIGN UTILITIES INSTALLATIONS. THIS METHOD OF CONSTRUCTION CAN BE USED IN EITHER FRONT OR REAR EASEMENT.
- PRIMARY, SECONDARY AND/OR SERVICE RUNS ADJACENT TO SIDE PROPERTY LINES SHOULD BE INSTALLED AT 30" FROM THE PROPERTY LINES WHENEVER POSSIBLE.



SUPERSEDES L-17 SH. 5 LAST REVISED ON 1-29-92



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

8/15/05	UPDATE DRAWING	SMS	ELS	JJM
6/29/05	UPDATE DRAWING	SMS	ELS	JJM
8/18/99	CHANGE (L-17, SH 4) TO SEE L-17.0.4 & TITLE	SMS	PRH	JJM
8/9/96	CHANGE MINIMUM DEPTH	SMS	RAS	JJM
DATE	REVISION	ORIG	DRAWN	APPROV

ORIGINATOR: SMS

DRAWN BY: RAS

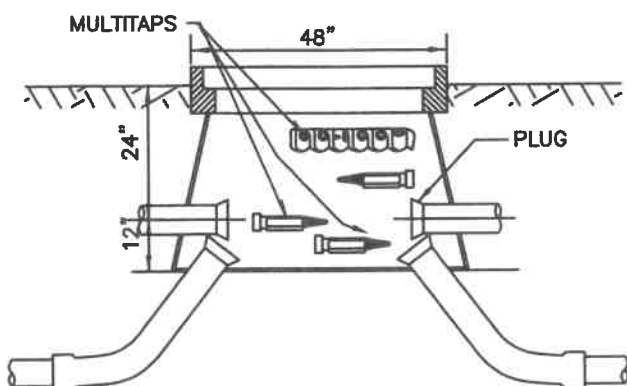
DATE: 8/9/96

APPROVED: J.J. MCEVOY

NO SCALE

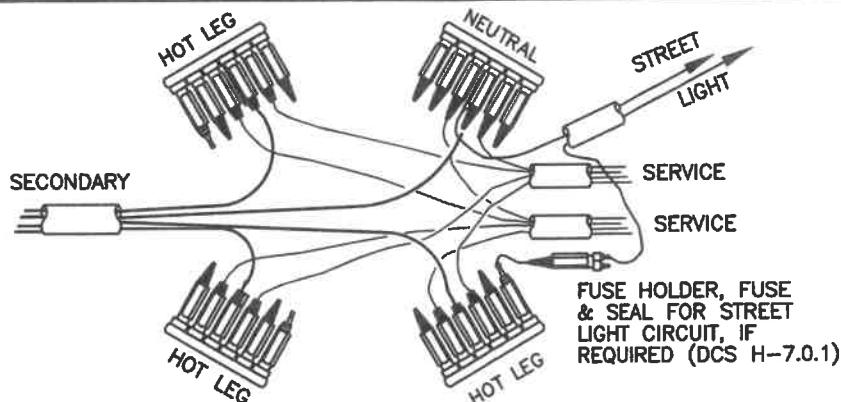
SUPERVISOR, OH/UG PRODUCT

MULTITAP CONNECTORS IN HANDHOLE (30"X48"X36") M&S #162-121-004 FOR CONNECTING 2 TO 5 SERVICES AND 1/0 PRIMARY SPLICE BOX

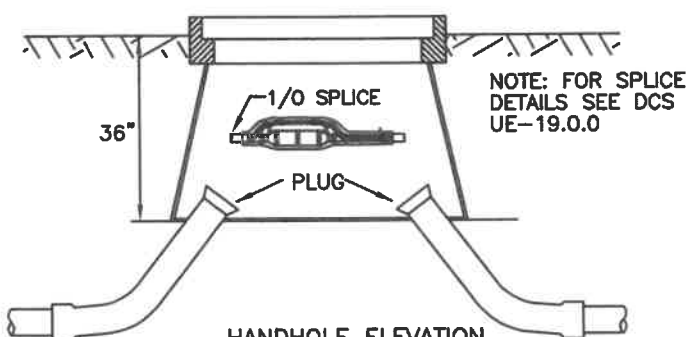


NOTE: KNOCKOUTS
WILL ACCOMMODATE
5" PVC 2 KNOCKOUTS
EACH SIDE

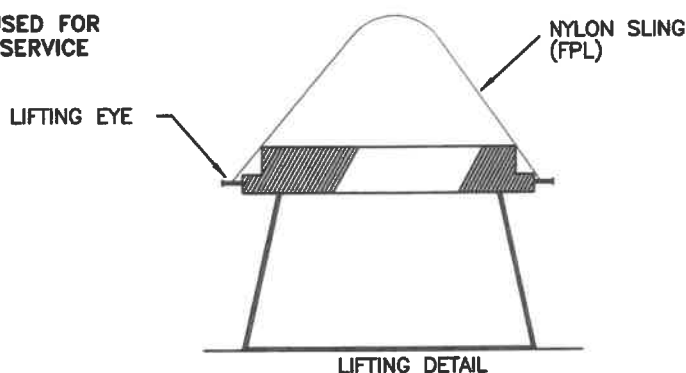
HANDHOLE ELEVATION



FOR EASE OF INSTALLATIONS TRAIN THE CABLES
ABOVE GRADE, INSTALL THE MULTITAP CONNECTORS,
THEN INSTALL INSIDE HANDHOLE

CONNECTION DIAGRAM
(EXPANDED)HANDHOLE USED FOR
SECONDARY SERVICE

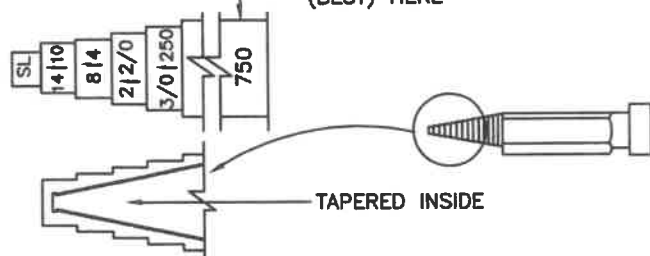
HANDHOLE USED AS A 1/0 PRIMARY SPLICE BOX

HANDHOLE MAY BE LIFTED WITH
OR WITHOUT COVER IN PLACE

NOTES:

1. MAXIMUM 1 SECONDARY CONDUIT WITH 2 TO 5 SERVICES.
2. MAXIMUM 3 SPLICES.
3. PROVIDE GROUNDING FOR ANY RUN GREATER THAN 650FT, INSTALL GROUND RODS AT THE 48" HANDHOLES TO GROUND THE CABLE. IF A HANDHOLE IS BEING INSTALLED IN A RUN FOR "CONVENIENCE" (TOO MANY BENDS IN THE RUN, CUTTING INTO A LOOP TO EXTEND INTO A CUL-DE-SAC, REPAIRING A DIG IN, ECT.) THERE IS NO NEED FOR THE GROUND RODS.
4. 6-PORT MULTITAP CONNECTOR M&S #163-017-502 WILL ACCOMMODATE #1/0 CABLE AND #400-#750 MCM COPPER OR ALUMINUM CABLES
5. WEIGHT:
2 PIECE LID = 82 LBS. EACH
BODY = 190 LBS.
6. LIFTING:
COVER MAY BE LIFTED WITH THE HANDHOLE LID LIFTER (HOOK) TOOL M&S #593-930-021.
7. COMPLETE HANDHOLE, INCLUDES COVER M&S #162-121-004.
8. REPLACEMENT COVER M&S #162-121-012.
9. HANDHOLE SHOULD NOT BE EXPOSED TO VEHICULAR TRAFFIC, SUCH AS STREETS, PARKING LOTS, OR DRIVEWAYS.
10. FOR DRIVEWAY LOADING HANDHOLE 32"X50"X36" DEEP, USE M&S #162-122-892. (UX-202.0.0) APPROXIMATE WEIGHT 2,663 LBS.

EXAMPLE:
FOR 750 SEAL
MAY BE CUT
(BEST) HERE

MULTITAP CONNECTOR M&S 163-017-502
FLOOD SEAL

F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: SMS

DRAWN BY: SMS

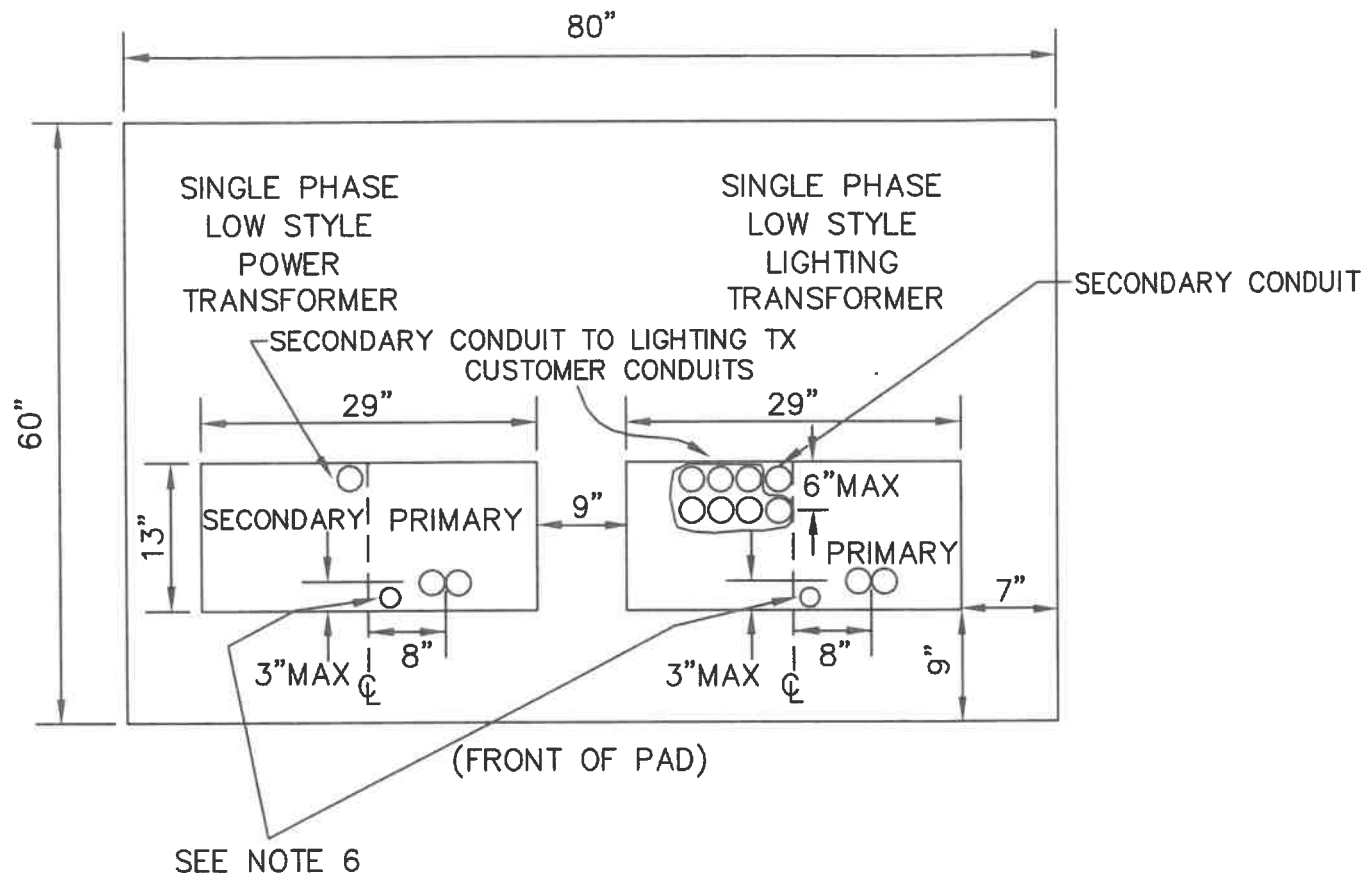
DATE: 9/30/94

APPROVED: J.J McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO.	DATE	REVISION	ORIG.	DRAWN	APPR.
1	2/20/19	UPDATE TITLE	ARR	ELS	BXN
2	7/29/11	UPDATE NOTE 3	ARR	ELS	BXN
3	2/4/10	UPDATE NOTE 4	ARR	ELS	JRD
4	6/16/08	UPDATE NOTES	GAP	ELS	JJM
5	8/16/05	UPDATE NOTES	RJO	ELS	JJM

**NOTES:**

- PAD M&S #162-246-001.
- ALL CONDUITS TO EXTEND 3" MAX ABOVE GROUND LEVEL.
- ALL CONDUIT RELATED DIMENSIONS ARE TO THE CENTER OF THE DUCT UNLESS OTHERWISE INDICATED.
- MAINTAIN 8' CLEARANCE FROM FRONT AND 3' CLEARANCE FROM SIDES AND BACK OF TRANSFORMER PAD.
- FOR ADDITIONAL DETAILS OF THE SECONDARY CONDUIT ROUTING UNDER THE PAD, REFER TO DCS PAGES I-68.0.2 AND I-68.0.3.
- INSTALL 2" SLEEVE FOR GROUND ROD, 48" LONG.
- CABLES REQUIRING CT METERING INSIDE THE TRANSFORMER MUST BE PLACED TOWARDS THE FRONT OPENING OF THE TX PAD AND IN FRONT OF ANY OTHER CABLES WHICH ARE NOT CT METERED INSIDE THE TRANSFORMER. THIS IS TO AVOID CABLE TRAINING ISSUES.

**F P L****OH & UG DISTRIBUTION SYSTEM STANDARDS**

4	1/28/16	UPDATE NOTES	ARR	ELS	RDH
3	5/7/15	UPDATE DRAWING AND NOTES	ARR	ELS	RDH
2	10/31/14	UPDATE DRAWING AND NOTES	ARR	ELS	RDH
1	3/25/8	UPDATE DIMENSIONS	GAP	ELS	JJM

ORIGINATOR: SMS

DRAWN BY: BILL

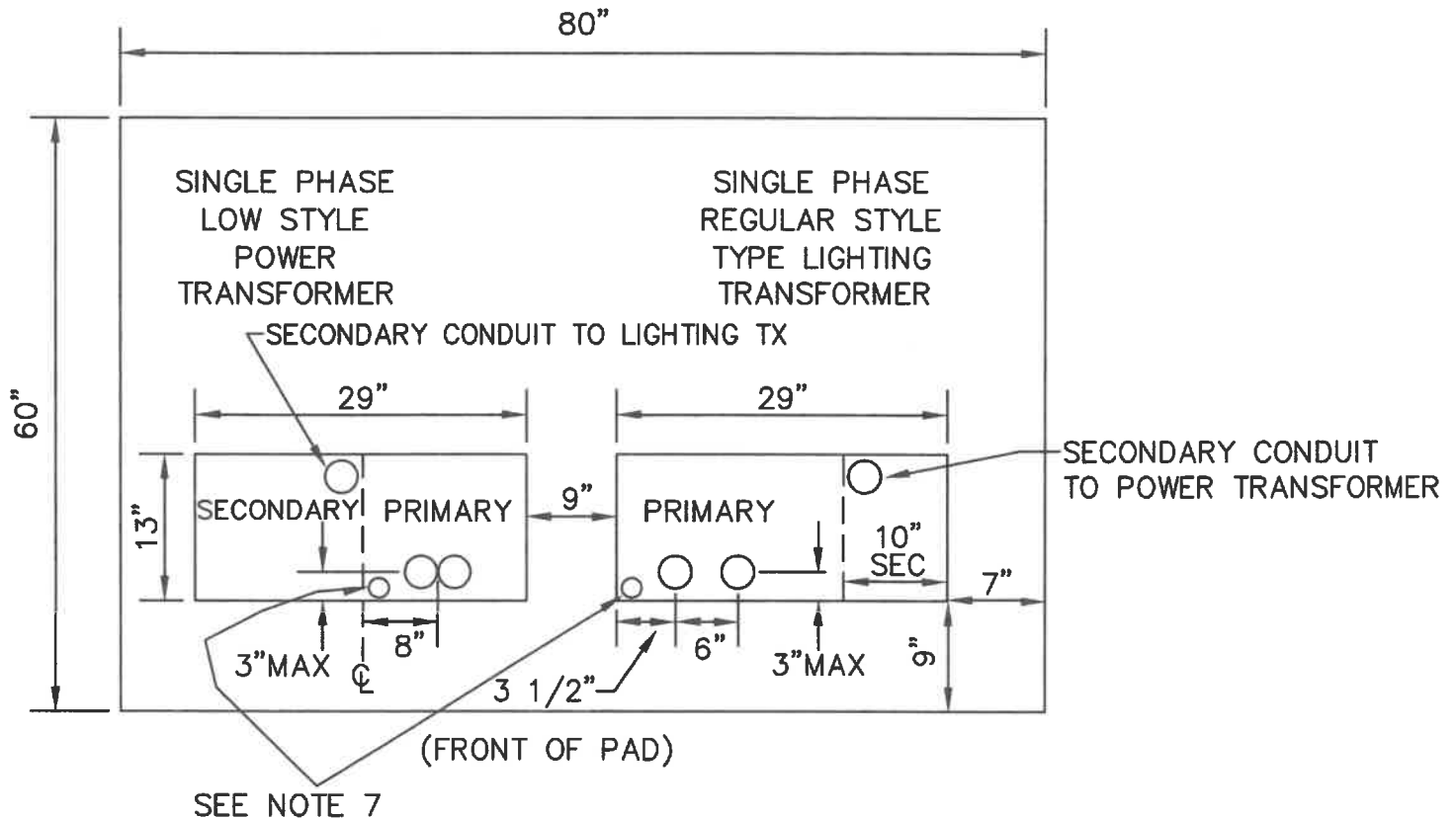
DATE:

APPROVED: J.J. McEvoy

SUPERVISOR, OH/UG PRODUCT

NO SCALE

CONDUIT LOCATIONS FOR OPEN WIE-OPEN DELTA USING A SINGLE PHASE LOW STYLE PAD MOUNTED TRANSFORMER AND A 1Ø REGULAR STYLE PAD MOUNTED TRANSFORMER



NOTES:

1. REFERENCE I-68.0.2 OF THE DCS.
2. PAD M&S #162-246-001 (6" PAD THICKNESS) AND #162-246-002 (24" PAD THICKNESS).
3. ALL CONDUITS TO EXTEND 3" MAX ABOVE GROUND LEVEL.
4. ALL SECONDARY / CUSTOMER CONDUITS MUST FIT WITHIN THE 10"x13" AREA INDICATED.
5. ALL CONDUIT RELATED DIMENSIONS ARE TO THE CENTER OF THE DUCT UNLESS OTHERWISE INDICATED.
6. MAINTAIN 8' CLEARANCE FROM FRONT AND 3' CLEARANCE FROM SIDES AND BACK OF TRANSFORMER PAD.
7. INSTALL 2" SLEEVE FOR GROUND ROD, 48" LONG.
8. CABLES REQUIRING CT METERING INSIDE THE TRANSFORMER MUST BE PLACED TOWARDS THE FRONT OPENING OF THE TX PAD AND IN FRONT OF ANY OTHER CABLES WHICH ARE NOT CT METERED INSIDE THE TRANSFORMER. THIS IS TO AVOID CABLE TRAINING ISSUES.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

4	9/13/16	UPDATE NOTE	ARR	ELS	RDH
3	1/28/16	UPDATE NOTE	ARR	ELS	RDH
2	5/7/15	UPDATE DRAWING	ARR	ELS	RDH
1	3/25/8	UPDATE DIMENSIONS	GAP	ELS	JJM

ORIGINATOR: SMS

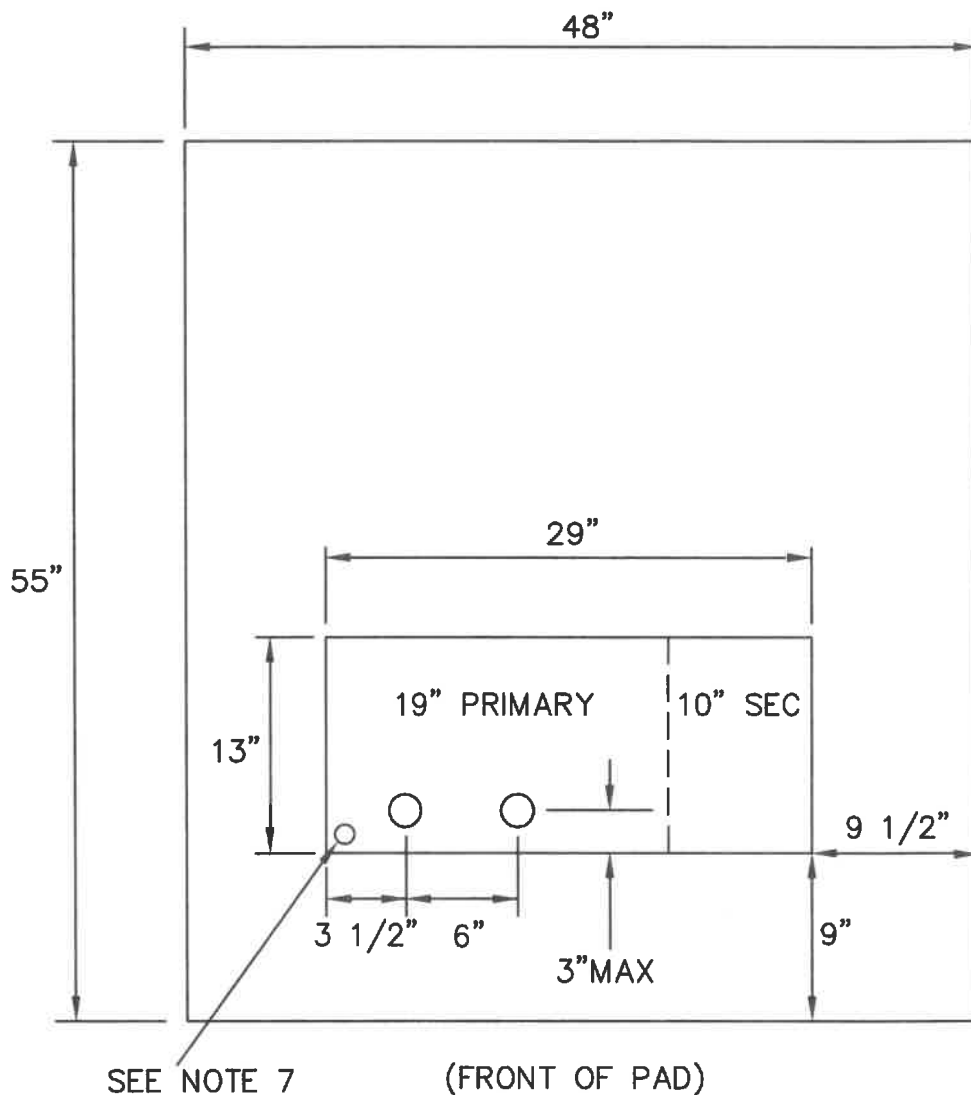
DRAWN BY: BILL

DATE: 7/21/14

APPROVED: J.J. McEVoy

SUPERVISOR. OH/UG PRODUCT

NO SCALE

**NOTES:**

1. REFERENCE I-62.0.0 OF THE DCS.
2. PAD M&S #162-248-004.
3. ALL CONDUITS TO EXTEND 3" MAX ABOVE GROUND LEVEL.
4. ALL SECONDARY/CUSTOMER CONDUITS MUST FIT WITHIN THE 10"x13" AREA INDICATED.
5. ALL CONDUIT RELATED DIMENSIONS ARE TO THE CENTER OF THE DUCT.
6. MAINTAIN 8' CLEARANCE FROM FRONT AND 3' CLEARANCE FROM SIDES AND BACK OF TRANSFORMER PAD.
7. INSTALL 2" SLEEVE FOR GROUND ROD, 48" LONG.
8. CABLES REQUIRING CT METERING INSIDE THE TRANSFORMER MUST BE PLACED TOWARDS THE FRONT OPENING OF THE TX PAD AND IN FRONT OF ANY OTHER CABLES WHICH ARE NOT CT METERED INSIDE THE TRANSFORMER. THIS IS TO AVOID CABLE TRAINING ISSUES.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

2	1/28/16	UPDATE NOTES	ARR	ELS	RDH
1	5/7/15	UPDATE DRAWING	ARR	ELS	RDH

ORIGINATOR: SMS

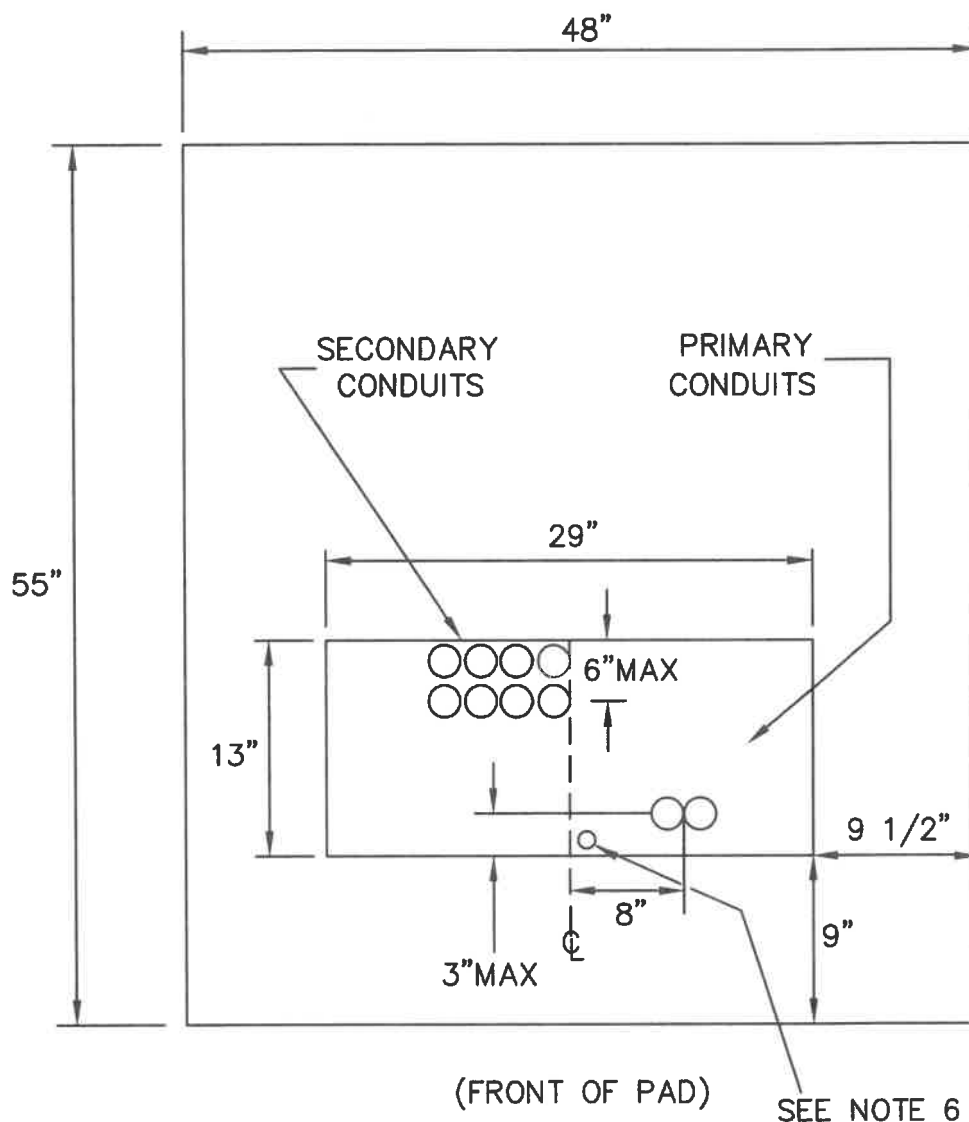
DRAWN BY: BILL

DATE:

APPROVED: J.J McEVOY

SUPERVISOR, OH/UG PRODUCT

NO SCALE



NOTES:

1. REFERENCE I-65.0.1 OF THE DCS.
2. PAD M&S #162-248-004.
3. ALL CONDUITS TO EXTEND 3" MAX ABOVE GROUND LEVEL.
4. ALL CONDUIT RELATED DIMENSIONS ARE TO THE CENTER OF THE DUCT UNLESS OTHERWISE INDICATED.
5. MAINTAIN 8' CLEARANCE FROM FRONT AND 3' CLEARANCE FROM SIDES AND BACK OF TRANSFORMER PAD.
6. INSTALL 2" SLEEVE FOR GROUND ROD, 48" LONG.
7. CABLES REQUIRING CT METERING INSIDE THE TRANSFORMER MUST BE PLACED TOWARDS THE FRONT OPENING OF THE TX PAD AND IN FRONT OF ANY OTHER CABLES WHICH ARE NOT CT METERED INSIDE THE TRANSFORMER. THIS IS TO AVOID CABLE TRAINING ISSUES.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

2	1/28/16	UPDATE NOTES	ARR	ELS	RDH
1	5/7/15	UPDATE DRAWING	ARR	ELS	RDH

ORIGINATOR: SMS

DRAWN BY: BILL

DATE: _____

APPROVED: J.J McEVOY

SUPERVISOR. OH/UG PRODUCT

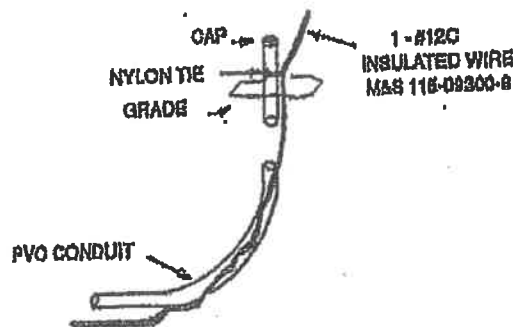
NO SCALE

FIGURE 4

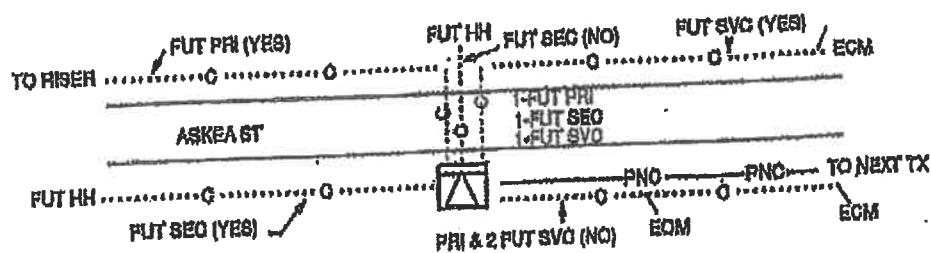
1 - #12C INSTALLATION

When installing conduit only (cable to be pulled later), a single #12 copper insulated wire is to be direct buried in every trench at the same depth as the conduits. The ends of the wire are to be terminated above ground at the conduit ends as shown. This wire will allow empty plastic conduits to be located with electronic equipment.

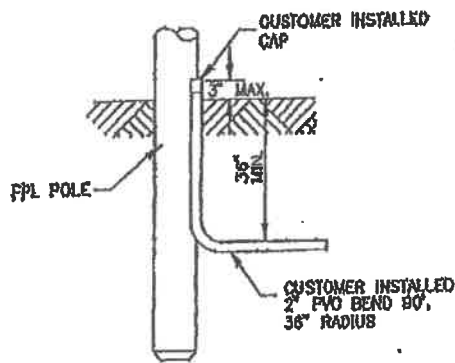
This method is not intended for cases where conduit is installed strictly for road crossings only. In these cases EOM markers should be used to mark the conduit ends.



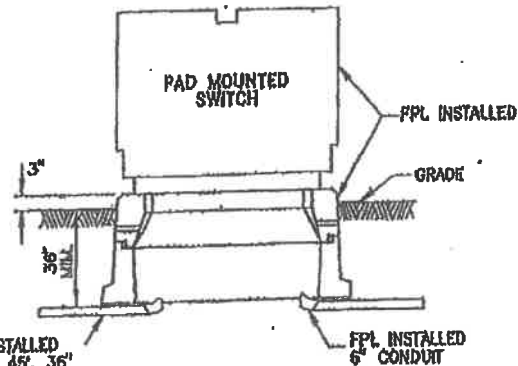
WHERE TO INSTALL #12C WIRE



DRAWING SYMBOLS



TYPICAL PVC CONDUIT BEND
AT RISER POLE INSTALLATION



TYPICAL CONDUIT ENTRANCES
TO PAD MOUNTED SWITCH

SYMBOLS

CONDUCTORS - PRIMARY

FPL OWNED, IN CONDUIT, WITH CONDUCTOR SIZE, METAL,
RATED VOLTAGE INSULATION AND NEUTRAL INDICATED.

EXISTING

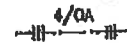
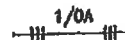


PROPOSED



CONDUCTORS - SECONDARY - STREET LIGHT

FPL OWNED, IN CONDUIT, WITH CONDUCTOR SIZE, METAL,
AND INSULATION INDICATED (HM/HD TPX SHOWN).



SERVICE LATERALS

THREE-WIRE SECONDARY SERVICE, FPL OWNED IN CONDUIT
WITH CONDUCTOR SIZE, METAL, INSULATION AND JACKET
INDICATED.



EMPTY CONDUIT



PADMOUNTED TRANSFORMERS

PADMOUNTED TRANSFORMER, 15, WITH KVA RATING
(FRONT, OR TERMINAL CHAMBER, IS SMALL RECTANGLE
AT RIGHT END OF SYMBOL. PRIMARY PHASE INDICATED)
TRANSFORMER STYLE SHOWN AS FOLLOWS: (RS) - REGULAR
SIZE - 42" + HIGH, (DF) - DEAD FRONT - 32" +
HIGH, (LS) - LOW STYLE - 24" + HIGH.



STRUCTURES

ELECTRONIC CABLE MARKER AND OR SPICE PIT (BURIED)



SERVICE HANDHOLE



F P L

FIELD JOINING

1. EXAMINE EACH LENGTH OF CONDUIT AND ENSURE THERE ARE NO INTERIOR OR EXTERIOR IMPERFECTIONS, CRACKS, ETC. REMOVE ALL FOREIGN MATERIAL FROM INSIDE CONDUIT.
2. USING A HACKSAW, (594-40600-7) FINE TOOTH WOOD SAW, OR NYLON STRING, CUT PIPE SQUARE (IF REQUIRED). REMOVE ANY BURRS AND BEVEL ANY SHARP EDGES. WIPE DRY WITH A CLEAN, DRY CLOTH.
3. APPLY CEMENT (M & S #522-14100-7) UNIFORMLY ON INSIDE OF BELL OR FITTING. APPLY UNIFORM COAT OF CEMENT ONTO CONDUIT END. DO NOT POUR, SPLASH, OR GLOB CEMENT ON!
4. IMMEDIATELY INSERT THE CONDUIT INTO THE BELL END OF FITTING ALL THE WAY TO THE INSIDE SHOULDER. ENSURE SNUG FIT AND TURN CONDUIT 1/4 TURN TO DISTRIBUTE CEMENT EVENLY.
5. HOLD JOINT FOR APPROXIMATELY ONE MINUTE TO ALLOW CEMENT TO BEGIN SETTING. WIPE OFF EXCESS CEMENT.
(NOTE: MANUFACTURER RECOMMENDATIONS ARE TO ALLOW FOR A MINIMUM OF 10 MINUTES OF DRYING TIME PRIOR TO ANY BACKFILLING. WEATHER CONDITIONS MAY VARY THIS SETTING TIME.)

FIELD INSTALLATION

1. LAY CONDUIT RUN INTO TRENCH. DO NOT KICK, THROW OR SLAM IT IN!
2. SURROUNDING TRENCH BACKFILL MUST BE FREE OF LARGE OR SHARP ROCKS, CINDERS OR OTHER DEBRIS WHICH WILL DAMAGE CONDUITS DURING BACKFILL OPERATION OR SUBSEQUENT COMPACTION.
3. IN CORAL ROCK AREAS, IT IS RECOMMENDED THAT HAND BACKFILLING FOR THE FIRST 3 TO 6 INCHES BE PERFORMED.
4. INSTALL PLUGS OR END BELLS ON ALL VACANT DUCTS, AS REQUIRED.
5. THE FINISHED CONDUIT RUN SHALL BE RODDED IN AN APPROVED MANNER (I.E. WINCH LINE, MANDREL, ETC.) TO VERIFY CONTINUITY AND CLEANLINESS. (NOTE: NO CONDUIT RUN SHALL BE ACCEPTED AS PROPERLY INSTALLED UNLESS FREE PASSAGE IS OBTAINED AND VERIFIED BY FPL SUPERVISION.)



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: CM

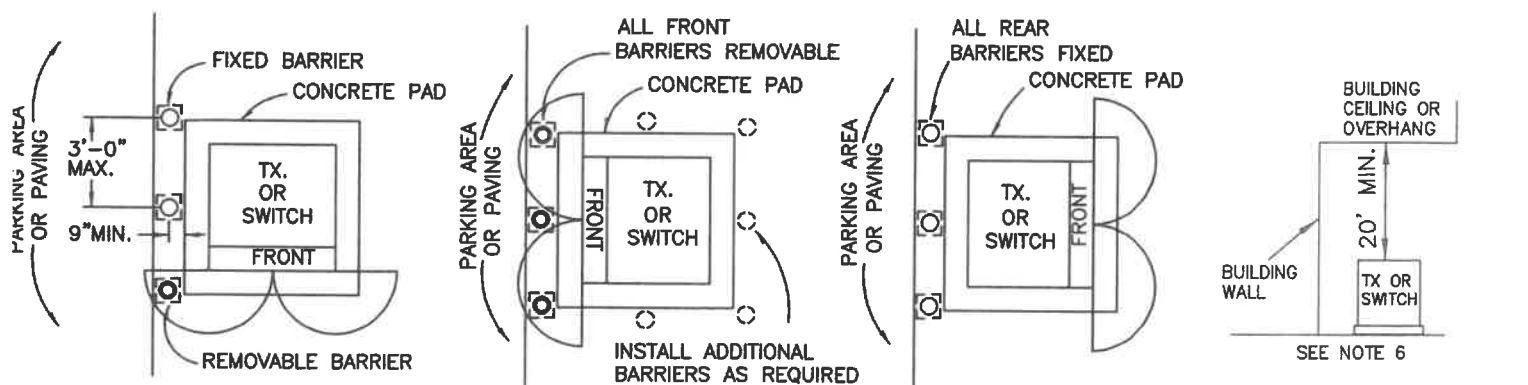
DRAWN BY: BQ

1	7/16/01	UPDATE DRAWING (TEXT)	RAP	JES	JJM
IN	DATE	REVISION	ORIG	DRAWN	APPR

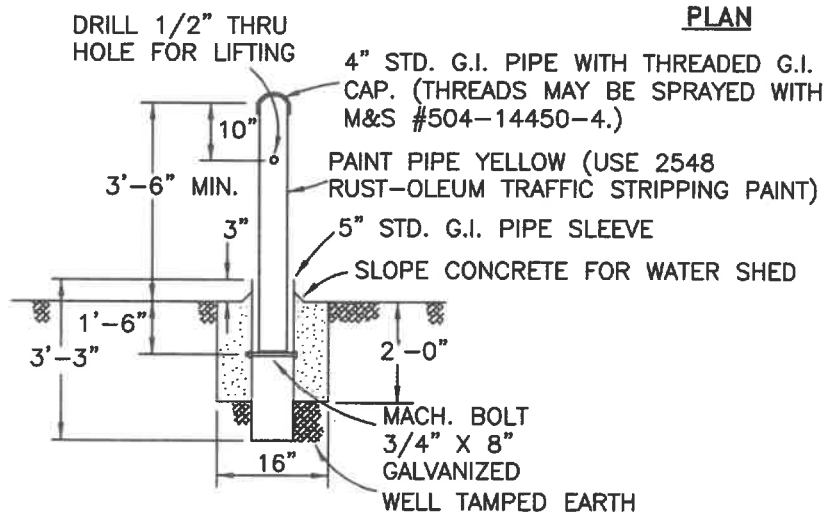
DATE: 9-30-94

 APPROVED: R.J. SALESKY
 DIRECTOR, DISTRIBUTION ENGINEERING
 AND OPERATIONS SERVICES

NO SCALE

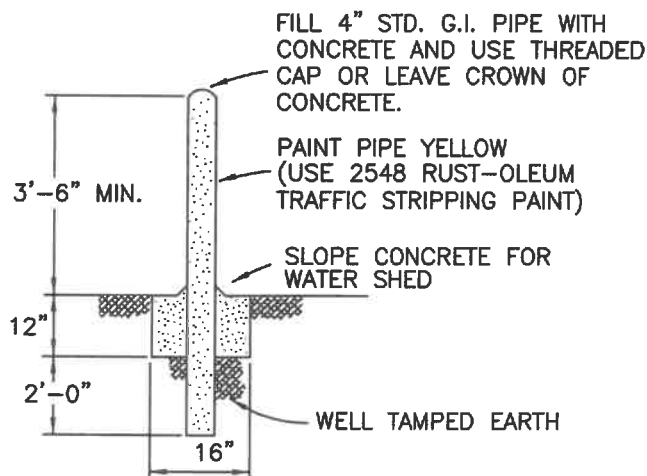


PLAN

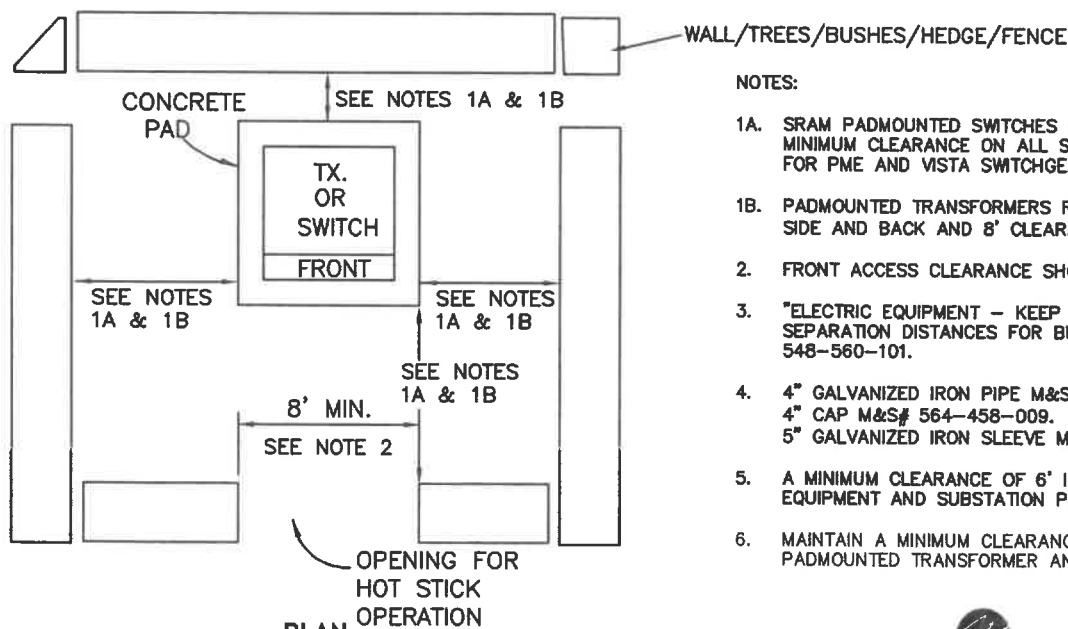


REMOVABLE BARRIER

SECTION



FIXED BARRIER



PLAN

NOTES:

- 1A. SRAM PADMOUNTED SWITCHES AND CAPACITOR BANKS REQUIRE 8' MINIMUM CLEARANCE ON ALL SIDES. REFER TO DCS UN-21.0.1 FOR PME AND VISTA SWITCHGEAR CLEARANCES.
- 1B. PADMOUNTED TRANSFORMERS REQUIRE 3' MIN. CLEARANCE ON EACH SIDE AND BACK AND 8' CLEARANCE IN THE FRONT.
2. FRONT ACCESS CLEARANCE SHOULD BE 8' FOR ALL EQUIPMENT.
3. "ELECTRIC EQUIPMENT - KEEP OUT" DECAL THAT SHOWS THE MINIMUM SEPARATION DISTANCES FOR BUSHES FROM TRANSFORMERS IS M&S# 548-560-101.
4. 4" GALVANIZED IRON PIPE M&S# 530-149-003 WITH THREADED 4" CAP M&S# 564-458-009.
5" GALVANIZED IRON SLEEVE M&S# 530-150-001
5. A MINIMUM CLEARANCE OF 6' IS REQUIRED BETWEEN ALL PADMOUNTED EQUIPMENT AND SUBSTATION PERIMETER FENCING AND WALLS.
6. MAINTAIN A MINIMUM CLEARANCE OF 20' BETWEEN THE TOP OF A PADMOUNTED TRANSFORMER AND A BUILDING CEILING OR OVERHANG.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

12	10/13/22	UPDATE DRAWING	ARR	GXN	DC
11	01/14/22	ADD NOTE 5	ERL	GXN	EMA
10	01/05/22	UPDATE NOTE 1	ERL	GXN	EMA
9	12/28/20	UPDATE FIXED BARRIER NOTE	ARR	GXS	RDH
8	11/2/20	UPDATE NOTES	ARR	GXS	RDH
7	10/7/20	ADD NOTE 4	ARR	GXS	RDH
IN	DATE	REVISION	ORIG	DRAWN	APPR

ORIGINATOR: CJM

DRAWN BY: PTH

DATE: 9/30/94

APPROVED: R.J. SALESKY

NO SCALE

DIRECTOR, DISTRIBUTION ENGINEERING
AND OPERATIONS SERVICES

NO SCALE

PRIMARY and SECONDARY PHASE MARKING TAPE

SIZE	COLOR	M&S NUMBER
1" WIDE X 36 YARDS LONG	YELLOW	549-441-001
1-1/2" WIDE X 36 YARDS LONG	BLACK	549-441-002
2" WIDE X 36 YARDS LONG	YELLOW	549-442-008
3/4" WIDE X 66 FEET LONG	BLACK	532-269-006
3/4" WIDE X 66 FEET LONG	WHITE	532-218-002
1/2" WIDE X 20 FEET LONG	(8)COLOR PACK (RED, WHITE, BLUE, GREEN, YELLOW, BROWN, VIOLET, ORANGE)	549-443-100

TY-RAPS IDENTIFICATION TABLE

COLOR	M&S NUMBER	LENGTH	WIDTH
BROWN	534-254-014	7.4"	.19"
RED	534-254-022	7.4"	.19"
ORANGE	534-254-031	7.4"	.19"
YELLOW	534-254-049	7.4"	.19"
GREEN	534-254-057	7.4"	.19"
BLUE	534-254-065	7.4"	.19"
PURPLE	534-254-073	7.4"	.19"
GREY	534-254-081	7.4"	.19"
WHITE	534-255-002	14.5"	.30"



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: RAP

DRAWN BY: J.SHOUP

DATE: 7/16/01

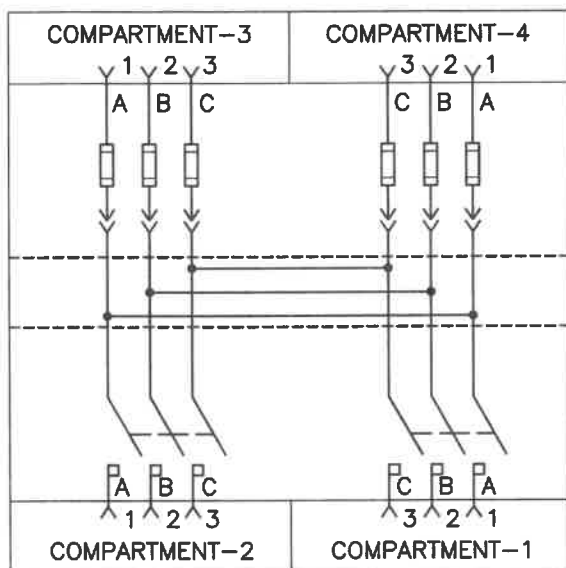
APPROVED: J.J McEVoy

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

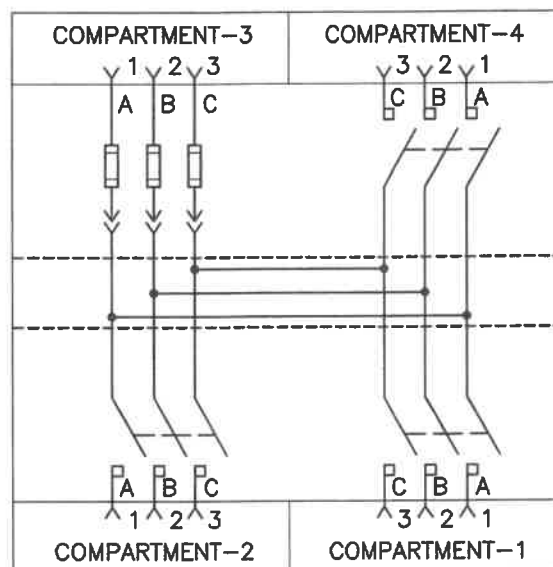
5	6/8/16	UPDATED CHART	AR	ELS	RDH
4	2/27/13	UPDATED CHART	AR	ELS	WM
3	2/12/13	ADDED M&S 594-441-002	AR	ELS	WM
2	9/29/09	UPDATED TITLE BLOCK & ADDED M&S #594-443-000	AR	ELS	JRD
1	6/15/09	UPDATE TITLE FOR BOTH CHARTS	AR	ELS	JRD
10	DATE	REVISION	ORIG	DRAWN	APPR

STYLE IDENTIFICATION AND 3 PHASE CONNECTION DIAGRAMS
S&C TYPE PME-9



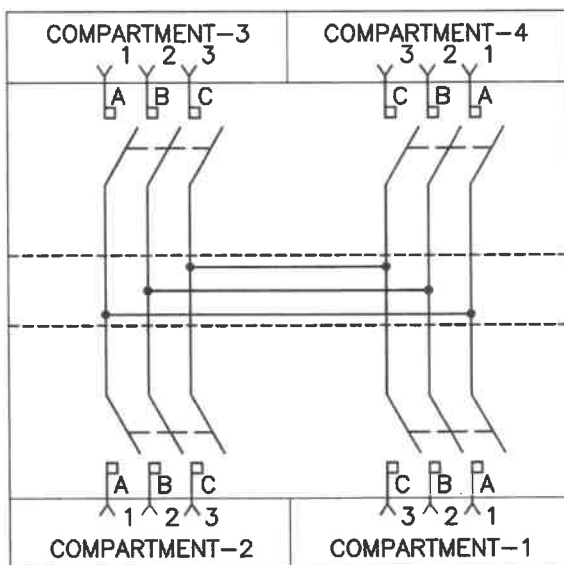
SWITCHGEAR		REQUIRES FUSEHOLDER	
M&S NO.	RATED VOLTAGE	M&S NO.	QTY
270-674-015	15KV SS*	531-561-501	6
270-672-012	25KV SS*	531-563-105	6

S&C TYPE PME-11



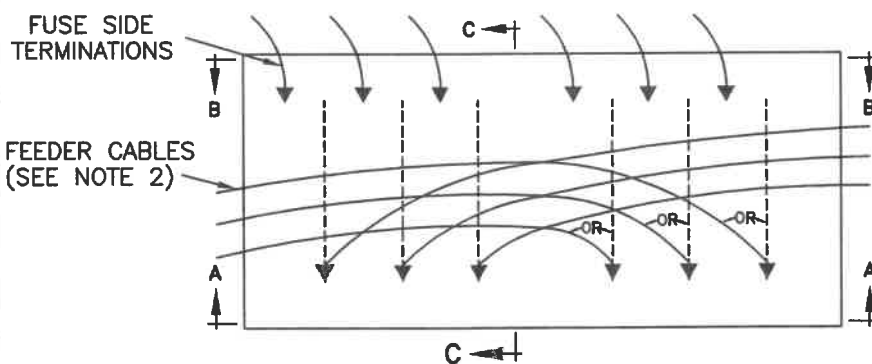
SWITCHGEAR		REQUIRES FUSEHOLDER	
M&S NO.	RATED VOLTAGE	M&S NO.	QTY
270-679-017	15KV SS*	531-561-501	3
270-681-011	25KV SS*	531-563-105	3

S&C TYPE PME-10



SWITCHGEAR	
M&S NO.	RATED VOLTAGE
270-683-050	15KV SS*
270-684-050	25KV SS*

* (SS) INDICATES ENCLOSURES OF #304 STAINLESS STEEL



**TOP VIEW
DIAGRAM FEEDER CABLE LAYOUT
(PME-9 SHOWN)**



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

3	11/1/22	UPDATE DRAWING	AXR	GXN	DC
2	06/06/01	ADDED PME-10	CEA	JES	JJM
1	9/30/94	REMOVED DEADFRONT SW NOTE AND ADDED NEW BORDER	RWS	RAS	RJS
IN	DATE	REVISION	ORIG	DRAWN	APPR

ORIGINATOR: RWS

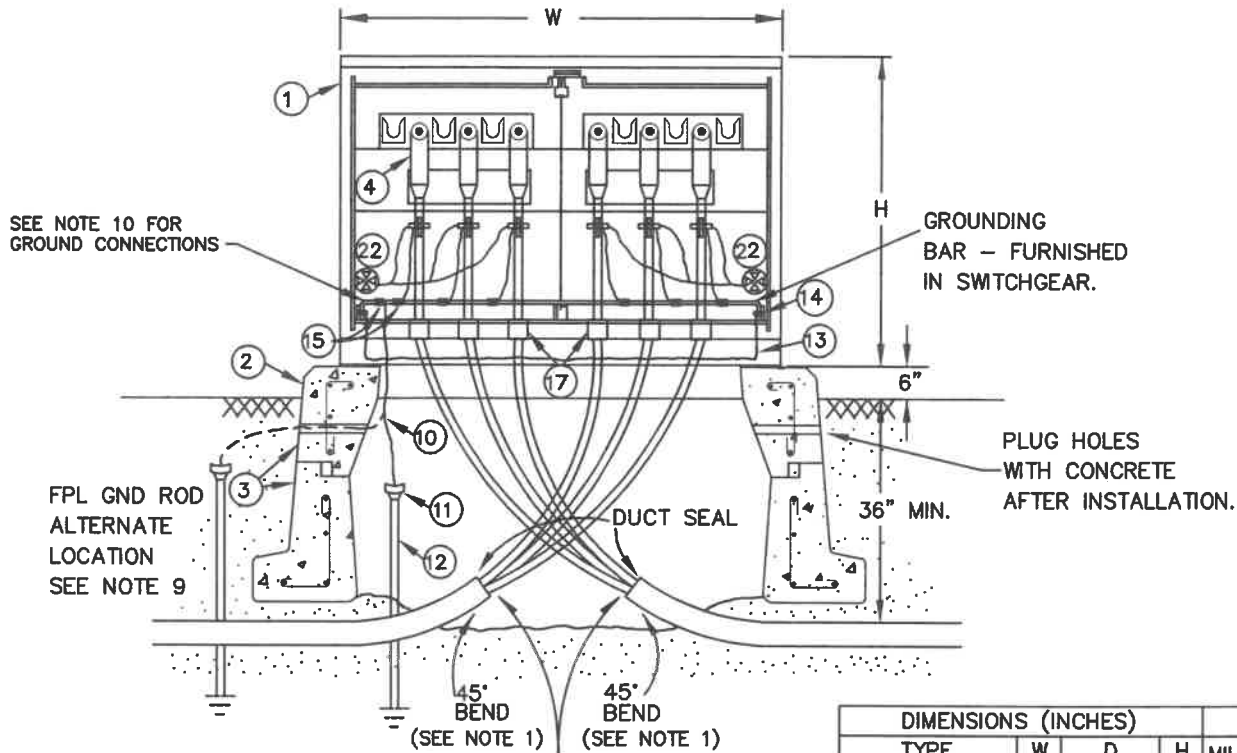
DRAWN BY: JRG

DATE: 6/30/93

APPROVED: R.J. SALESKY
DIRECTOR, DISTRIBUTION ENGINEERING
AND OPERATIONS SERVICES

NO SCALE

**TYPICAL INSTALLATION OF 15 OR 25KV
S&C TYPE PME DEAD FRONT
THREE PHASE PAD MOUNTED SWITCHGEAR**

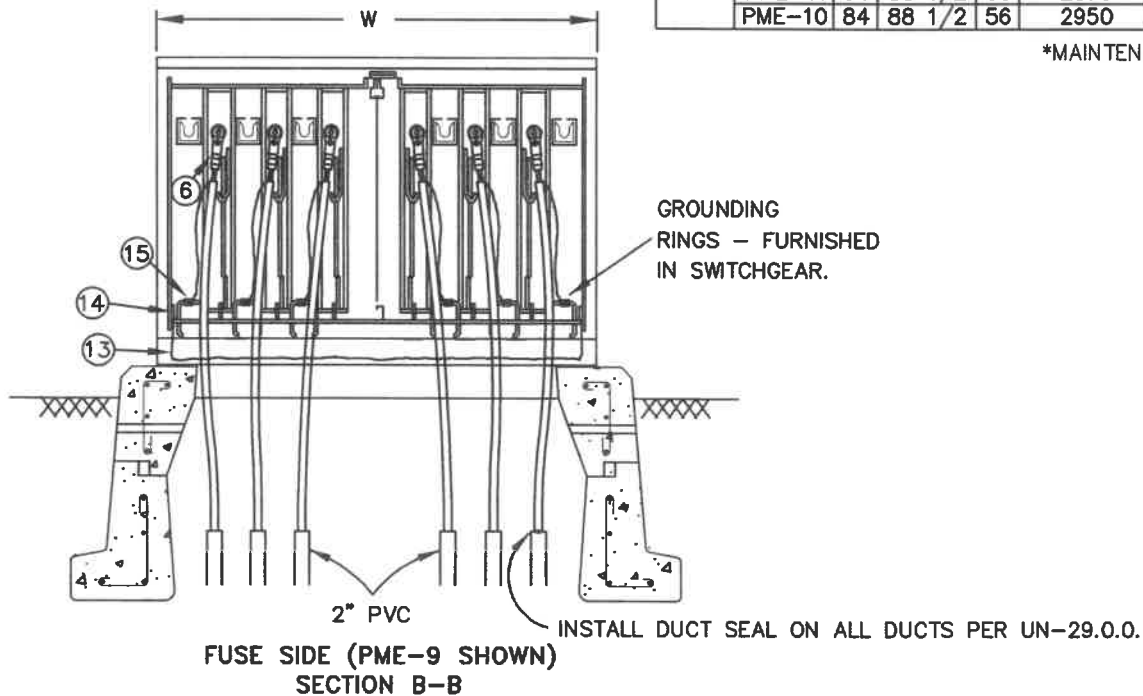


INSTALL DUCT SEAL
PER UN-29.0.0.

**600 AMP FEEDER SIDE
SECTION A-A**

DIMENSIONS (INCHES)				WEIGHT IN LBS.		
TYPE		W	D	H	MILD STEEL*	STAINLESS STEEL
15 KV	PME-9	75	67	50	2092	2242
	PME-11	75	73	50	2230	2380
	PME-10	75	73	50	2292	2442
25 KV	PME-9	84	82	56	2592	2742
	PME-11	84	88 1/2	56	2875	3025
	PME-10	84	88 1/2	56	2950	3100

*MAINTENANCE ONLY



NOTE:

1. USE A 60°R 45° BEND M&S# 164-61500-4

7	11/1/22	UPDATE WEIGHTS	AXR	GXN	DC
5	4/11/22	ADD NOTE	ARR	GXN	DC
5	12/13/21	UPDATE DUCT RADIUS	ARR	GXN	EMA
4	8/1/16	UPDATE TABLE	AGR	ELS	RDH
3	10/22/09	ADD NOTE	CEA	ELS	AEL
2	7/21/01	UPDATE DRAWING ADDED PME-10 AND CHANGED SOME TEXT	RAP	JES	JJM
10	DATE	REVISION	ORIG	DRAWN	APPROV



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: RWS

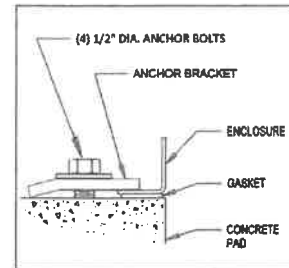
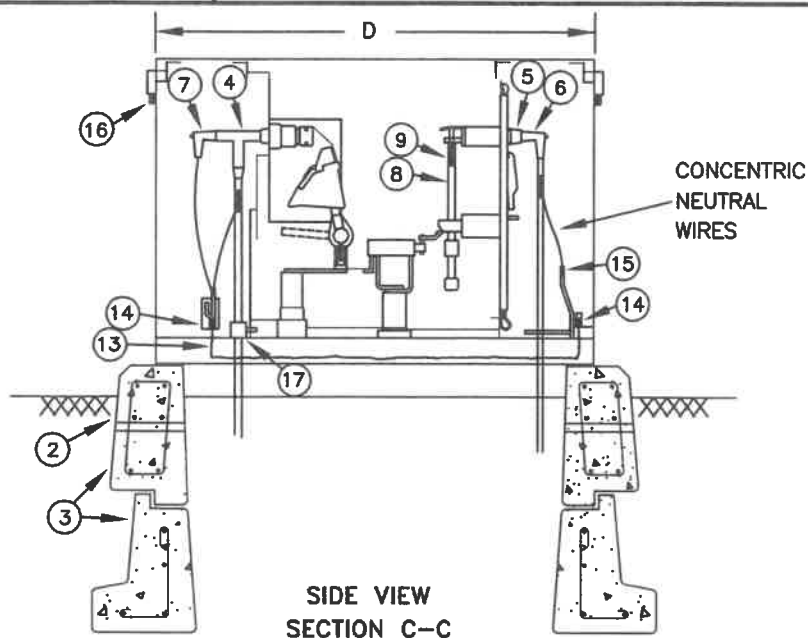
DRAWN BY: JRG

DATE: 6/30/93

APPROVED: R.J. SALESKY

NO SCALE

DIRECTOR, DISTRIBUTION ENGINEERING



SWITCH ANCHOR DETAIL
SEE NOTE 21

NOTES:

1. WHEN CHANGING OUT A LIVE FRONT PAD MOUNTED SWITCH TO A DEAD FRONT PAD MOUNTED SWITCH, IT IS IMPORTANT TO ENSURE THAT THE REPLACEMENT DEAD FRONT SWITCH HAS THE SIX INCH ADAPTER BASE SPACER. THE NEW SWITCH MUST BE INSTALLED WITH THE SAME ORIENTATION AS THE OLD SWITCH IN ORDER TO ENSURE THAT THE ADAPTER BASE SPACER MATCHES THE NEW SWITCH CORRECTLY TO THE ORDER, SMALLER SIZED PAD.
NOTE: IT IS NO LONGER REQUIRED TO CHANGE OUT THE TOP PAD PORTION OF THE CHAMBER. USE 600 AMP REPLACEMENT ELBOWS (M&S #163-502-567), AS SHOWN IN DCS UH-40.0.0 FOR THE FEEDER CABLES AND 200 AMP REPAIR ELBOWS (VARIOUS M&S NUMBERS), AS SHOWN IN UH-78.0.0 FOR THE LOOP SIDE PRIMARY CABLES.
2. CABLES MUST NOT BE IN CONTACT WITH THE EDGE OF CHAMBER FOOTING. TOP VIEW SHOWS CORRECT ROUTING FOR FEEDER CABLES THAT IS NECESSARY TO PROVIDE FOR CABLE MOVEMENT.
3. PRIMARY CABLES MUST BE ABLE TO REACH PARKING LOCATIONS.
4. ALLOW SUFFICIENT LENGTH OF CONCENTRIC NEUTRAL TO REACH GROUNDING BARS AND PERMIT FREE MOVEMENT OF ELBOWS.
5. BRASS STUDS FURNISHED WITH THE 600 AMP ELBOW KITS MUST BE INSTALLED AND TIGHTENED SECURELY (55 FT. LBS) IN THE 600 AMP BUSHINGS. THE SHORT THREADED END OF THE STUD GOES INTO THE BUSHING. SEE UH-41.0.1 AND UH-41.0.2 FOR 600 AMP ELBOW DETAILS.
6. INSTALL 800 AMP 3Ø FAULT INDICATORS ON EACH SET OF FEEDER CABLES. SEE UV-14.0.0, UV-14.0.1, UV-14.0.2.
7. LOOP SIDE PRIMARY CABLES (#1/0A) MUST GO THRU CABLE GUIDES TO AVOID CONFLICT WITH FUSE DOOR WHEN IT IS ROTATED TO OPEN.
8. CABLE MOUNTING BRACKET SHOULD BE USED ON THE FEEDER CABLE TO CORRECTLY POSITION THE CABLES FOR EASIER INSTALLATION OF THE BOLT-ON ELBOW TERMINATORS ON TO THE 600 AMP BUSHINGS. THE 600 AMP ELBOWS MUST BE INSTALLED PERFECTLY STRAIGHT (VERTICALLY AND HORIZONTALLY) ON TO THE 600 AMP BUSHINGS TO PROPERLY ENGAGE THE THREADS.
9. INSTALL GROUND RODS PER DCS G-2.0.2. MAKE CERTAIN OF CABLE LOCATIONS BEFORE DRIVING GROUND RODS. WHEN INSTALLING GROUND RODS IN ALTERNATE LOCATION, INSURE THAT BOTH THE TOP OF THE ROD AND THE #4C WIRE ARE AT LEAST 3" BELOW GRADE AND ARE COVERED. EXISTING 3/4" HOLES SHOULD BE USED IF AT LEAST 3" BELOW GRADE.
10. CONNECT BOND FROM GROUND ROD TO THE GROUNDING BAR ON THE FEEDER SIDE OF THE SWITCH CABINET OR, WHEN PROVIDED, TO THE GROUNDING PAD OF THE CABINET ON THE FEEDER SIDE.
11. APPLY CAULKING COMPOUND TO SEAM BETWEEN PAD MOUNTED SWITCH AND PAD CHAMBER.
12. UNUSED FUSE POSITIONS MUST HAVE BUSHINGS & PROTECTIVE CAPS INSTALLED. UNUSED FEEDER POSITIONS MUST HAVE 600 AMP PROTECTIVE CAPS (M&S #163-645-007). SEE MATERIAL DETAILS ON C-32.0.4
13. AFTER THE PAD MOUNTED SWITCH IS INSTALLED, THE LIFTING BRACKETS MUST BE REMOVED AND STORED INSIDE THE CABINET BY SECURING THEM TO THE GROUNDING ROD FOUND ON THE FEEDER COMPARTMENT.
14. ENSURE THAT THE "CAUTION" LABEL (M&S #548-560-104) IS INSTALLED ON EACH SIDE OF THE SWITCH HAVING ACCESS TO THE HIGH VOLTAGE SWITCH AND/OR THE HIGH VOLTAGE FUSE COMPARTMENTS PER DCS Z-35.0.0.
15. SEAL DUCTS PER UN-29.0.0.
16. DO NOT SET THE SWITCH IN LOW-LYING AREAS SUBJECT TO FLOODING. EXTRA PAD TOPS SHOULD BE ADDED, IF NEEDED, TO RAISE THE SWITCH.
17. FOLLOW STANDARD UX-122.0.0 FOR INSTALLATION OF PAD AND CHAMBER, ONE ADDITIONAL CHAMBER MAY BE USED TO GAIN HEIGHT BUT DO NOT EXCEED 18" IN HEIGHT ABOVE GRADE TO ALLOW FOR PROPER SWITCHING REQUIREMENTS. IF SWITCH CABINET REQUIRED TO BE RAISED MORE THAN 18", THE CABLES WILL NEED TO BE SPLICED AT THE BOTTOM OF THE CHAMBER.
18. INSPECT CONDITION OF CABLES PRIOR TO INSTALLATION OF ELBOWS AND SPLICES
19. IF SPLICING IS REQUIRED, REFER TO SECTION UE FOR PROPER SPLICE TO BE USED. DO NOT INSTALL MORE THAN ONE SPLICE PER CABLE LEG.
20. REFER TO UN-21.0.0 AND UN-21.0.1 FOR CLEARANCES REQUIREMENTS AROUND THE PADMOUNTED SWITCH.
21. THE SWITCH ANCHOR BRACKETS PROVIDED BY THE MANUFACTURER ARE TO BE BOLTED TO THE BOTTOM FLANGE OF THE SWITCH COMPARTMENT WALL WITH 1/2" BOLTS USING EXISTING INSERTS ON THE PAD.

10	11/1/22	ADD NOTES AND DETAIL	AXR	GXN	DC
9	11/17/20	ADD NOTES 17-20	ARR	GXS	RDH
8	1/23/19	UPDATED NOTE 12	ARR	ELS	BXN
7	2/24/11	UPDATED NOTE 9 AND ADDED NOTE 10	ARR	ELS	BXN
6	10/22/09	UPDATED NOTE 9 AND ADDED NOTE 10	CEA	ELS	AEL
10	DATE	REVISION	ORIG	DRAWN	APPR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: PMG

DRAWN BY: RAS

DATE: 9/30/94

APPROVED: J.J. McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT

TYPICAL INSTALLATION OF 15 OR 25KV S&C TYPE PME DEAD FRONT THREE PHASE PAD MOUNTED SWITCHGEAR

MATERIAL LIST

ITEM	DESCRIPTION		QUANTITY	M&S NO.
1	15KV SWITCHGEAR	PME-9 (2-THREE PHASE FEEDER POSITIONS AND 6 FUSE POSITIONS)	1	STAINLESS STEEL 270-674-015
		PME-11 (3-THREE PHASE FEEDER POSITIONS AND 3 FUSE POSITIONS)	1	STAINLESS STEEL 270-679-017
		PME-10 (4-THREE PHASE FEEDER POSITIONS AND NO FUSE POSITIONS)	1	STAINLESS STEEL 270-683-050
	25KV SWITCHGEAR	PME-9 (2-THREE PHASE FEEDER POSITIONS AND 6 FUSE POSITIONS)	1	STAINLESS STEEL 270-672-012
		PME-11 (3-THREE PHASE FEEDER POSITIONS AND 3 FUSE POSITIONS)	1	STAINLESS STEEL 270-681-011
		PME-10 (4-THREE PHASE FEEDER POSITIONS AND NO FUSE POSITIONS)	1	STAINLESS STEEL 270-684-050
2	PAD (TOP SECTION ONLY) FOR REPLACING FOR 15KV LF WITH DF FOR 25KV		1	162-122-035 162-122-051
3	PAD & CABLE CHAMBER (TOP & BOTTOM SECT.) FOR 15KV FOR 25KV		1	162-122-019 162-122-027
4	DEAD FRONT TERMINATOR, 1000 KCMIL AL 15KV/25KV		VARIES	T-BODY 600 AMP ELBOW 163-639-101 CABLE ADAPTER 163-639-161 SHEAR BOLT CONNECTOR 163-639-104
5	LOADBREAK BUSHING, 200 AMP 15KV 25KV		VARIES	163-861-001 163-864-001
6	ELBOW TERMINATOR, 1/0 AL 15KV 25KV		VARIES	163-587-007 163-502-001
7	PROTECTIVE CAP 200 AMP (25KV SWITCHES ONLY)		VARIES	163-022-000
	PROTECTIVE CAP 200 AMP (15KV SWITCHES ONLY)		VARIES	163-018-002
	ELBOW SURGE ARRESTER (25KV SWITCHES ONLY)		VARIES	334-015-005
8	SME-4Z FUSE HOLDERS 15KV 25KV		VARIES	531-561-501 531-563-105
9	FUSES: REFILL UNITS FOR SME-4Z, SM-4Z&SML-4Z FUSE HOLDERS			NOTE: THE FUSE REFILLS ARE THE SAME AS THOSE USED IN LIVEFRONT SWITCHES
	15KV	20 AMP 531-387-005	10 AMP 531-327-002	
		30 AMP 531-388-001	15 AMP 531-328-009	
		50 AMP 531-389-008	20 AMP 531-329-005	
		65 AMP 531-395-008	30 AMP 531-330-003	
		80 AMP 531-395-016	40 AMP 531-331-000	
		100 AMP 531-396-004	50 AMP 531-332-006	
		125 AMP 531-398-007	65 AMP 531-333-002	
		150 AMP 531-402-004	80 AMP 531-334-009	
		175 AMP 531-403-001	100 AMP 531-335-005	
		200 AMP 531-390-006	125 AMP 531-337-008	
			150 AMP 531-338-004	
			175 AMP 531-339-001	
			200 AMP 531-340-009	
10	WIRE #4C SDB		6	112-309-000
11	CONNECTOR, GROUND ROD, CLAMP TYPE		1	120-036-106
12	COPPERWELD GROUND RODS AS REQUIRED GROUND ROD COUPLINGS		VARIES	130-614-005 130-405-104
13	#4/0C CABLE, 600V		27	110-101-061
14	CONNECTOR #4/0 COPPER CABLE TO FLAT		6	120-871-005
15	CONNECTOR, COPPER TO COPPER, BOLTED		PME-9 19 PME-11 22 PME-10 25	102-800-002
16	LOCK STANDARD PADLOCK, SMALL		PME-9 4 PME-11 5 PME-10 6	546-246-011
17	CABLE MOUNTING BRACKET		PME-9 6 PME-11 9 PME-10 12	160-311-000 STANDARD (S) 160-310-000 STAINLESS STEEL (SS)
18	BOLT, 3/8" X 1 1/2" WITH NUT (FOR MOUNTING BRACKETS)		SAME AS BRACKETS	140-525-001 (SS)
19	NUT, 3/8" (FOR MOUNTING BRACKETS)		SAME AS BRACKETS	161-450-004 (S)
20	LOCKWASHER, 3/8" (FOR MOUNTING BRACKETS)		SAME AS BRACKETS	161-524-008 (S) 145-294-001 (SS)
21	BOLT, CAP SCREW, HEX HEAD 3/8"-16X1-1/2"		SAME AS BRACKETS	161-479-002 (S)
22	FAULT INDICATOR, 800 AMP, 3 PHASE		PME-9 2 PME-11 3 PME-10 4	163-297-009

REPLACEMENT PARTS FOR SWITCHES

600 AMP BUSHINGS 15KV 274-002-003
25KV 274-003-000
200 AMP BUSHING WELLS 15KV 274-002-208
25KV 274-003-204



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

7	11/1/22	UPDATE TABLE	AXR	GXN	DC
6	1/23/19	UPDATE TABLE	ARR	ELS	RDH
5	3/31/11	UPDATE NOTES	ARR	ELS	BXN
4	3/1/2011	UPDATE NOTES	ARR	ELS	BXN
IN	DATE	REVISION	ORIG	DRAWN	APPR

ORIGINATOR: PMG

DRAWN BY: RAS

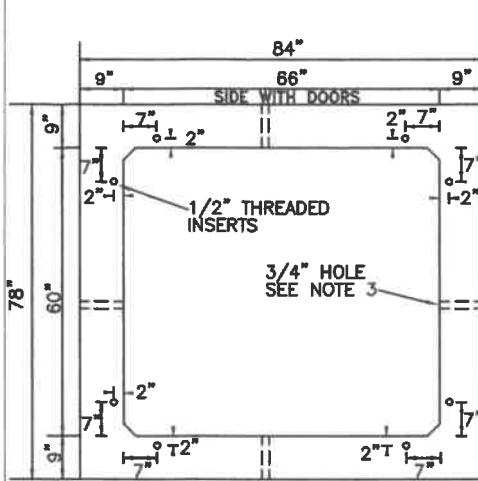
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APPROVED: J.J McEVOY

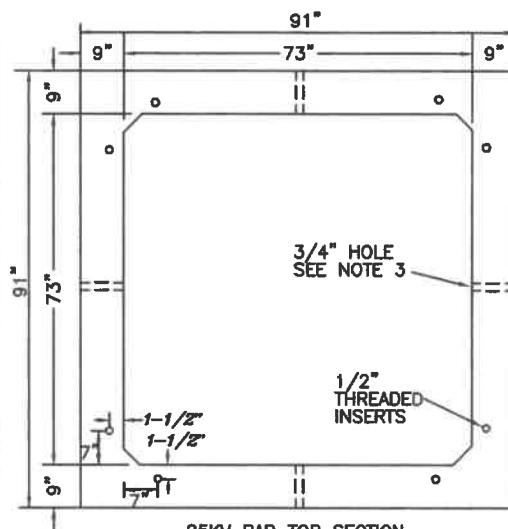
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SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

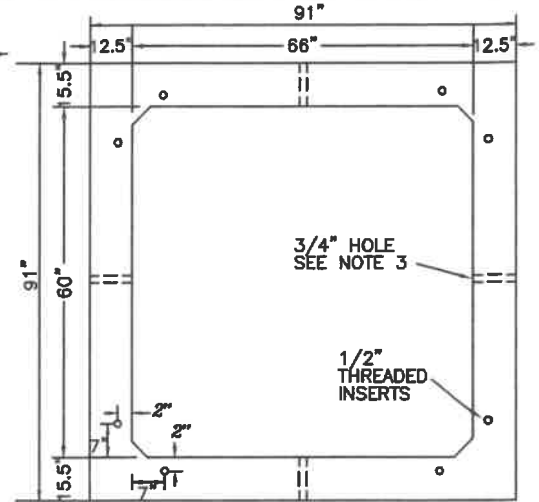
CONCRETE FOUNDATION FOR DEADFRONT THREE PHASE PAD MOUNTED SWITCHES 15 AND 25KV



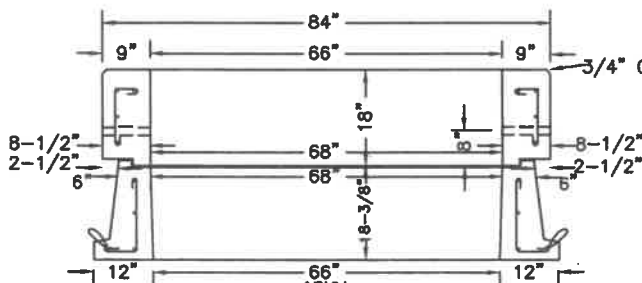
SIDE WITH DOORS
15KV PAD TOP SECTION



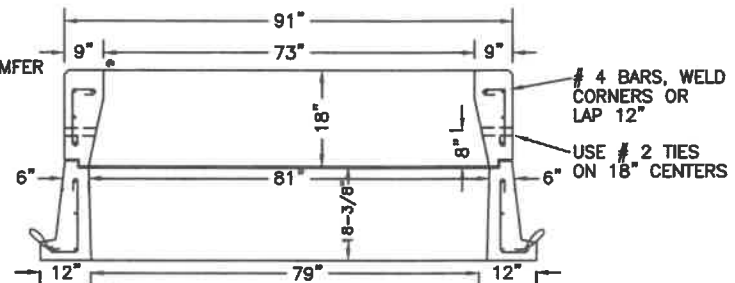
25KV PAD TOP SECTION



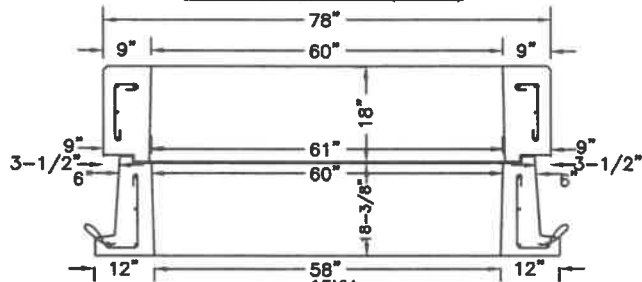
6" 15KV RS-PME SWITCH REPLACEMENT PAD
TOP SECTION



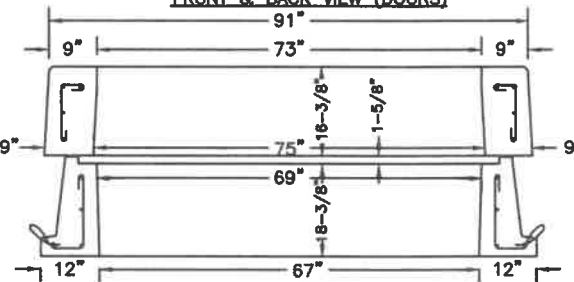
FRONT & BACK VIEW (DOORS)
15KV



FRONT & BACK VIEW (DOORS)
25KV



SIDE VIEW
15KV



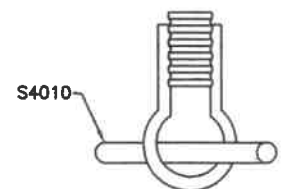
SIDE VIEW
25KV

NOTES

- INSIDE EDGE OF INSERT TO BE MINIMUM OF 2" FROM EDGE OF CONCRETE.
- LIFTING RINGS TO BE GALV. WIRE ATTACHED TO #4 REINFORCING ROD AND HAVE ADEQUATE LIFTING STRENGTH. (TOTAL 4)
- 3/4" Ø HOLE FOR LIFTING BOLT TO EXTEND THROUGH THE WALL SUPPLIED WITH SEALING CAP PLUG. (TOTAL 4)
- TOP SURFACE SHALL BE SMOOTH PLANE. THE MAXIMUM ALLOWABLE VARIATION IN HEIGHT BETWEEN ANY TWO POINTS ON THIS SURFACE IS 0.125 INCHES.
- SUPERIOR THREADED INSERTS, 1/2" WITH PLUG, ELECTRO-GALV., 8 REQUIRED. (SEE DETAIL A).
- #2 AND #4 REINFORCING RODS. 4000 LBS. TEST CONCRETE. 8. MANUFACTURERS IDENTIFICATION, YEAR OF MANUFACTURE, AND FPL CO. M&S NUMBER TO BE CAST IN TOP SURFACE OF PAD NEAR CENTER OF PAD AND IN FOOTING OF CHAMBER NEAR CENTER OF FOOTING. (THIS REQUIRED WHEN PRECAST).
- THE SWITCH REPLACEMENT 6" PAD IS ONLY TO BE USED WHEN A 15KV REMOTE SUPERVISORY PME (AFS RS-PME) UNIT WILL REPLACE A 25KV MANUAL PME UNIT IN A 13KV APPLICATION.

DEADFRONT PAD AND CABLE CHAMBER	
DESCRIPTION	M&S NUMBER
15KV TOP PAD ONLY	162-12203-5
15KV TOP PAD AND BOTTOM CHAMBER	162-12201-9
25KV TOP PAD ONLY	162-12205-1
25KV TOP PAD AND BOTTOM CHAMBER	162-12202-7
6" 15KV RS-PME SWITCHGEARPAD FOR USE OVER 25KV CHAMBERS	162-122-028

APPROXIMATE WEIGHT (POUNDS)	
15KV PAD	3500
15KV CHAMBER	3250
25KV PAD	3900
25KV CHAMBER	4140
6" 15KV RS-PME REPLACEMENT PAD	2325



DETAIL "A"



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

NO.	DATE	REVISION	ORIG.	DRAWN	APPR.
5	10/7/20	UPDATE PAD WEIGHT CHART	ARR	GXS	RDH
4	8/20/20	ADD SWITCH PAD	ARR	GXS	RDH
3	10/19/00	UPDATE DIMENSIONS	RAP	JES	JJM
2	10/10/96	UPDATE FOUNDATION	BS	BILL	BS

ORIGINATOR: SMS

DRAWN BY: BILL

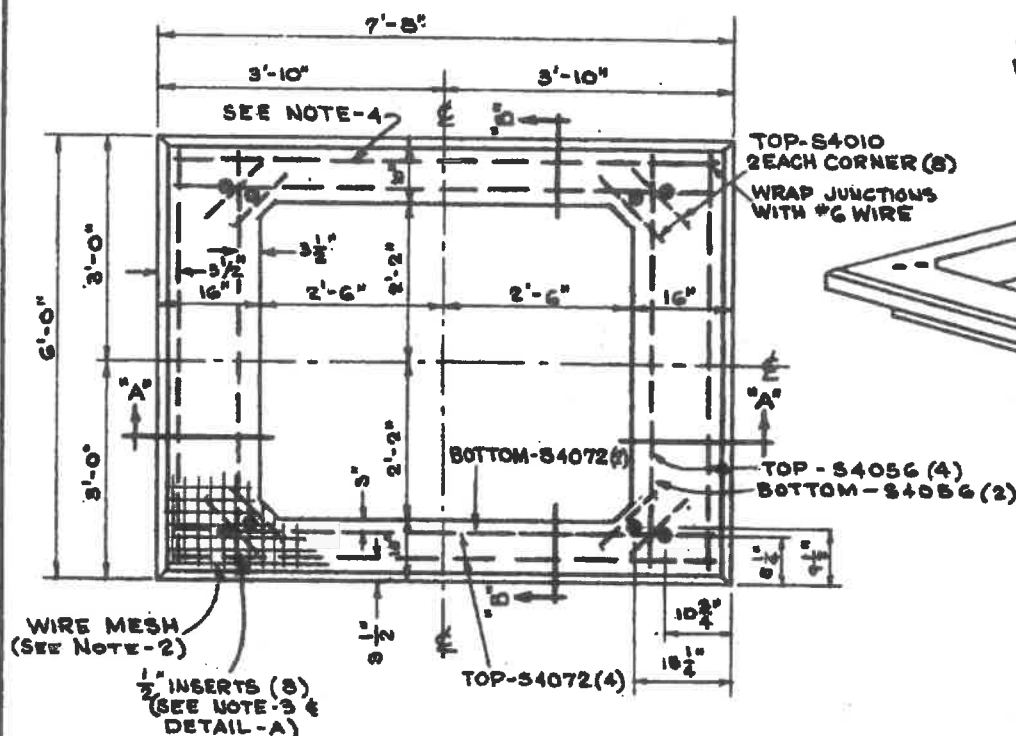
DATE:

APPROVED: J.J. MCEVOY

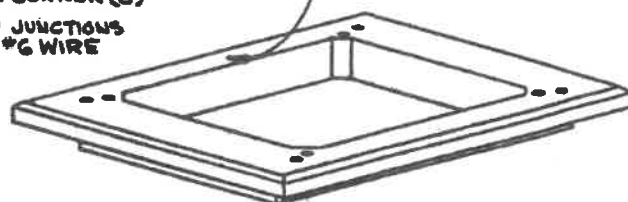
NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

CONCRETE FOUNDATION FOR S&C 30 PADMOUNTED SWITCH



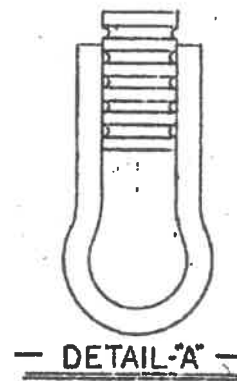
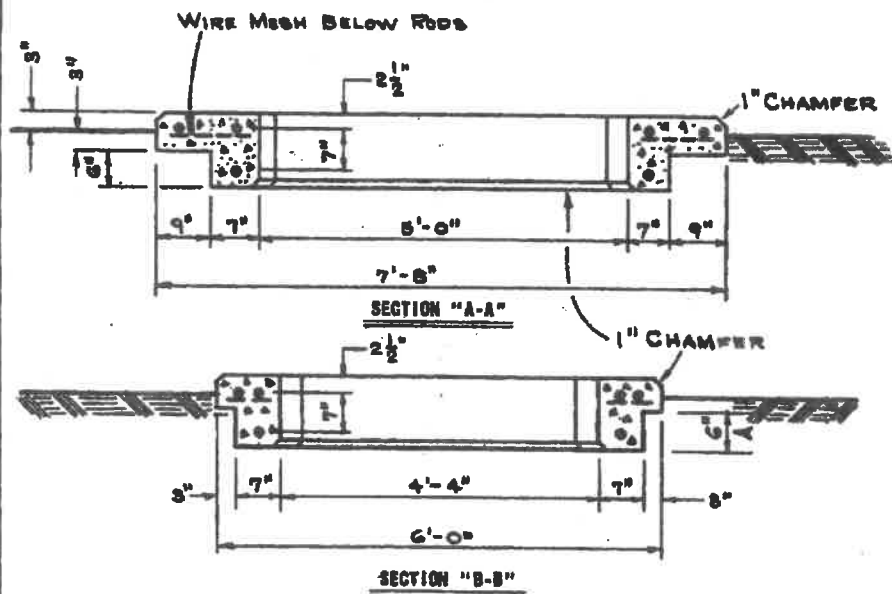
DATE, MFG. NAME,
F.P.L. M&S No. 162-214



WEIGHT - 2745 LB.
CU. FT. - 18.3
CU. YD. - 0.68

1245 - KILOGRAMS
519 - LITERS
0.519 - CU. METERS

PLAN VIEW



DETAIL-A

1. Top surface to be smooth and level. Surface irregularities are not acceptable.
2. 4 x 4 No. 4 Welded Wire Mesh Reinforcing to stop 2" from Sides and Opening of Foundation.
3. Superior Threaded Inserts, 1/2" with Plug, Electro-Galv., 4 Required. (See Detail A)
4. #4 Reinforcing Rod as shown.
5. 4000 Lb. Test Concrete.
6. For use with S & C Switches, W & S Nos. 270-853, 270-854, 270-855 & 270-860.
7. Manufacturers Identification, Year of Manufacture, and FPL Co. W & S Number to be cast in top surface of pad near center of pad. (This required when precast.)

STANDARDS

UNDERGROUND DISTRIBUTION SYSTEM
FLORIDA POWER & LIGHT COMPANY

DATE 12-28-71

NO SCALE

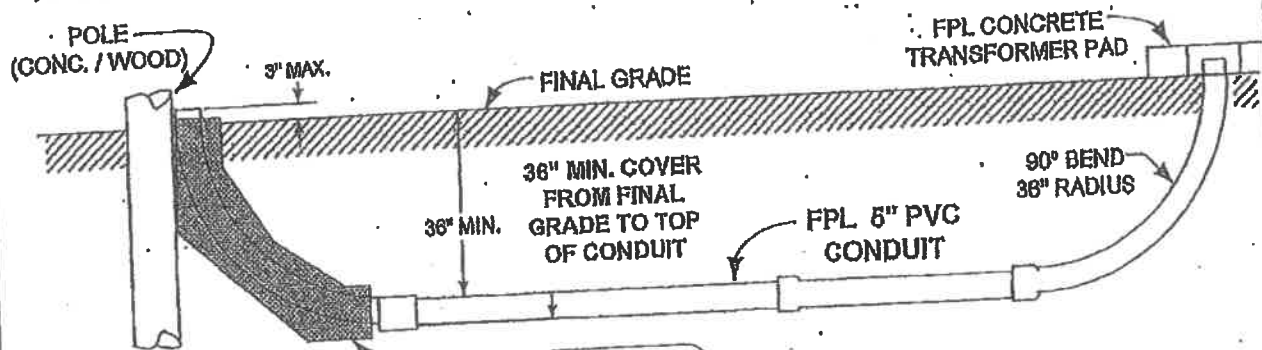
DRAWN	W. D. Brown
CHECKED	W. D. Brown
CORRECT	W. D. Brown

NO.	DATE	REVISION	BY	CH	CDR	APP
1	2-8-78	CORRECTED DIMENSIONS				

APPROVED
W. D. Brown
CHIEF ENGINEER

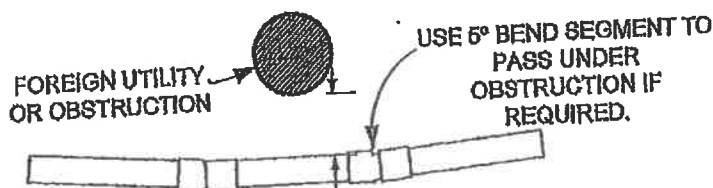
****** NOTICE ******

- CALL SUNSHINE 1-800-432-4770 48 HOURS BEFORE YOU DIG FOR UNDERGROUND LOCATIONS.
- NOTIFY FPL REP. FOR INSPECTION OF TRENCH DEPTH & PVC INSTALLATION PRIOR TO BACKFILLING TRENCH.

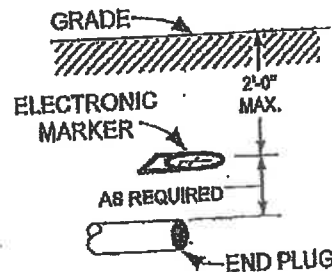


IF REQUIRED:
BENDS AT RISER POLE TO BE ENCASED IN CONCRETE WITH 4-80LB. BAGS OF SAKRETE. FORM CONCRETE ADJACENT TO POLE AND AT SURFACE.

12" MIN. SEPARATION FROM FPL CONDUIT TO FOREIGN UTILITY WITH WELL TAMPED EARTH



12" MIN. SEPARATION OF WELL TAMPED EARTH
FPL CONDUIT CROSSING UNDER A FOREIGN UTILITY



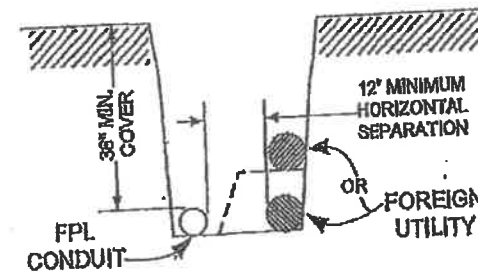
DUCT END MARKING
(IF REQUIRED)

NOTES:

- BACK-FILL WITHIN 4" OF THE CONDUIT TO BE FREE OF MATERIAL THAT MAY DAMAGE CONDUIT SYSTEM (BOARDS, ROCKS LARGER THAN 1" IN DIAMETER, DEBRIS, ETC.)
- IF COMPACTION OF TRENCH ROUTE IS REQUIRED FOR PAVING, ETC. BEGIN MACHINE COMPACTION 6" MINIMUM ABOVE CONDUIT.
- WHERE 36" OF COVER CANNOT BE MAINTAINED, 30" OF COVER WILL BE ALLOWED WITH 3" OF CONCRETE ENCASEMENT AROUND THE CONDUIT. (N.E.S.C. RULE FOR PRIMARY VOLTAGES)
- INSTALL A CONTINUOUS LENGTH OF PULL STRING IN ALL CONDUIT RUNS.

MATERIAL LIST 5" PVC SCH 40 CONDUIT

20' LENGTH (BELLED END)	164-33800-1
90° BEND 36" RADIUS	164-25250-5
90° BEND 48" RADIUS	164-25200-8
45° BEND 48" RADIUS	164-61400-8
5" BEND SEGMENT	164-56100-1
22.5° SWEEP 12'-6" RADIUS	164-13000-1
STRAIGHT COUPLING	164-44900-7
REPAIR SLEEVE 6' LONG	164-47630-0
END PLUG	164-53500-1
ELECTRONIC MARKER	590-81601-5

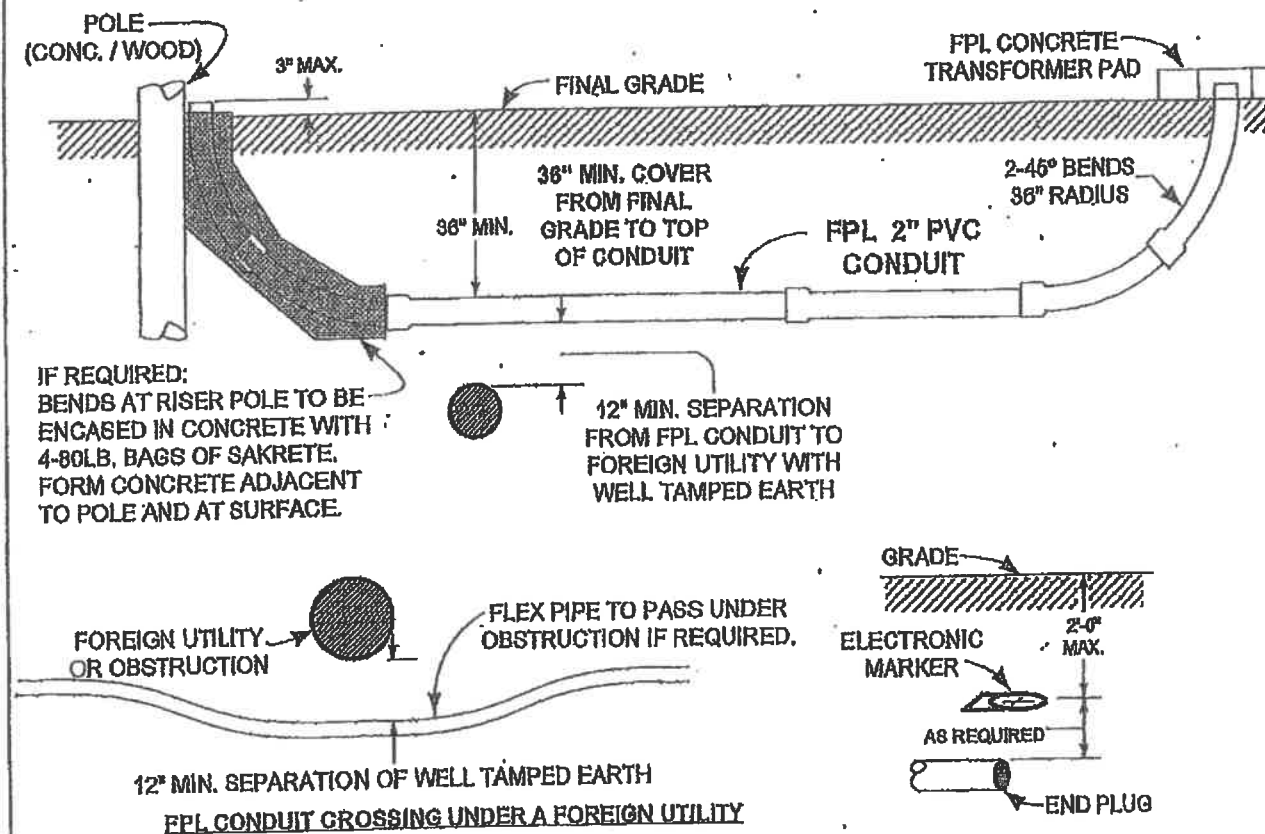


INSTALLATION OF FPL CONDUIT
PARALLEL WITH - OR - IN A SHARED TRENCH
WITH A FOREIGN UTILITY.

FPL SUPPLIED 5" PVC CONDUIT
TYPICAL CUSTOMER INSTALLATION DETAILS
(PORTIONS OF UN-6, UN-15, CONC. & PAD DETAILS)

**** NOTICE ****

- CALL: SUNSHINE 1-800-432-4770 48HOURS BEFORE YOU DIG FOR UNDERGROUND LOCATIONS.
- NOTIFY FPL REP. FOR INSPECTION OF TRENCH DEPTH & PVC INSTALLATION PRIOR TO BACKFILLING TRENCH.



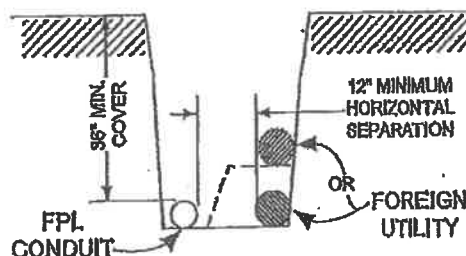
NOTES:

- + BACK-FILL WITHIN 4" OF THE CONDUIT TO BE FREE OF MATERIAL THAT MAY DAMAGE CONDUIT SYSTEM (BOARDS, ROCKS LARGER THAN 1" IN DIAMETER, DEBRIS, ETC.)
- + IF COMPACTION OF TRENCH ROUTE IS REQUIRED FOR PAVING, ETC. BEGIN MACHINE COMPACTION 6" MINIMUM ABOVE CONDUIT.
- + WHERE 36" OF COVER CANNOT BE MAINTAINED, 30" OF COVER WILL BE ALLOWED WITH 3" OF CONCRETE ENCASEMENT AROUND THE CONDUIT. (N.E.S.C. RULE FOR PRIMARY VOLTAGES)
- + INSTALL A CONTINUOUS LENGTH OF PULL STRING. IN ALL CONDUIT RUNS.

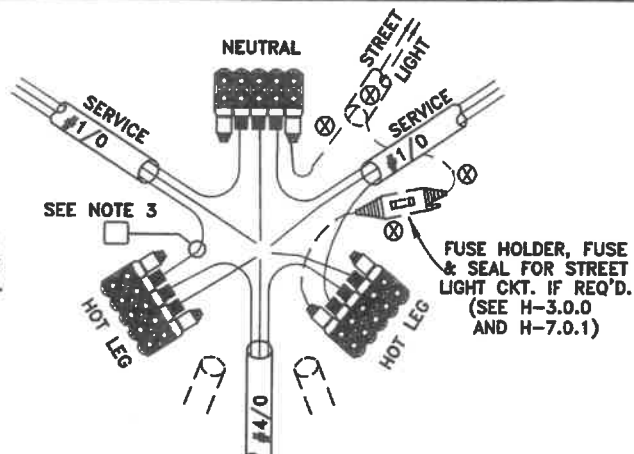
MATERIAL LIST 2" PVC SCH 40 CONDUIT

20' LENGTH (BELLED END)	164-33100-8
90° BEND 24" RADIUS	164-23800-8
45° BEND 36" RADIUS	164-23945-2
45° BEND 24" RADIUS	164-23800-2
STRAIGHT COUPLING	164-47000-8
REPAIR SLEEVE 4" LONG	164-47520-2
END PLUG	164-54800-5
ELECTRONIC MARKER	590-61601-5

INSTALLATION OF FPL CONDUIT
PARALLEL WITH - OR - IN A SHARED TRENCH
WITH A FOREIGN UTILITY.



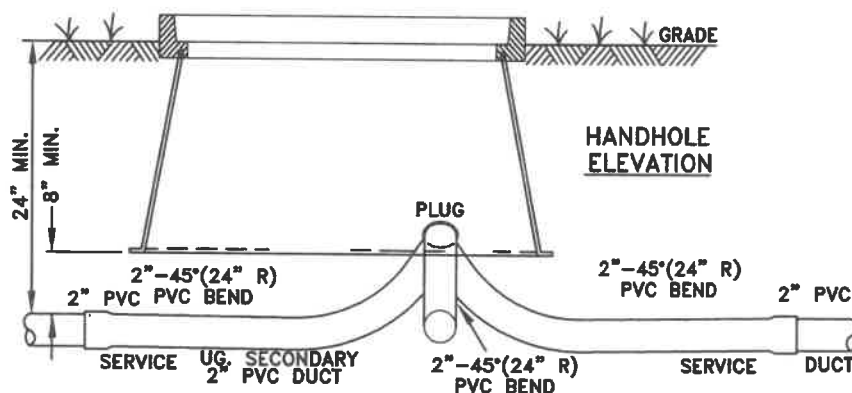
FPL SUPPLIED 2" PVC CONDUIT
TYPICAL CUSTOMER INSTALLATION DETAILS
(PORTIONS OF UN-6, UN-16, CONC. & PAD DETAILS)



5 PORT SHEAR BOLT CONNECTOR (PIRANHA)
CONNECTION DIAGRAM
FOR 3 - 4 SERVICE
M&S #163-066-009

IF A REPLACEMENT BOLT IS NEEDED TO SECURE THE LIDS OF THE POLYMER CONCRETE HANDHOLES, USE M&S# 140-563-000, MECA UNIT HH-BOLT

TOP VIEW OF CONDUIT
LAYOUT IN HANDHOLE
(SEE NOTE 5)



CABLES	CONNECTORS	POLYMER CONCRETE HANDHOLES (TIER 15 - NON-DELIBERATE TRAFFIC) (L X W X DEEP)	CONCRETE HANDHOLES (H20 - TRAFFIC LOADING) (L X W X DEEP)	STANDARDS
4/0 SECONDARY, AND 3 SERVICES	163-066-008 (4 PORT)	162-120-008 (24"x13"x18")	162-122-895 (24"x13"x18")	L-17.0.9
250 MCM TO 350 MCM	163-066-010 (5 PORT)	162-100-007 (30"x17"x18")	162-122-893 (30"x17"x18")	L-17.0.9, L-17.0.10 AND L-17.0.12
350 MCM TO 500 MCM (NO MORE THAN 4 SETS)	163-066-011 (5 PORT)			
400 MCM TO 500 MCM (NO MORE THAN 4 SETS)	163-017-502 (6 PORT)			
1/0-4/0 SECONDARY AND SERVICES AND 2-500 SECONDARY	163-066-012 (6 PORT)	162-121-004 (48"x36"x30")	162-122-892 (50"x36"x26")	L-17.0.8, L-17.0.10, L-17.0.11 AND L-17.0.12
400 MCM TO 500 MCM (NO MORE THAN 5 SETS)	163-017-502 (6 PORT)			
1/0-4/0 SECONDARY AND SERVICES AND 2-500 SECONDARY	163-066-012 (6 PORT)			
600 MCM TO 750 MCM	163-017-502 (6 PORT)			

27	6/30/22	UPDATE TABLE	ARR	GXN	DC
26	1/25/22	UPDATE NOTE 5	ARR	GXN	EMA
25	5/27/21	UPDATE TABLE	ARR	GXN	EMA
24	5/20/20	UPDATE TABLE	ARR	ELS	RDH
23	3/8/20	UPDATE TABLE & NOTE 7 & ADD NOTE 8	ARR	ELS	RDH
22	12/7/17	UPDATE TABLE	ARR	ELS	RDH
10	DATE	REVISION	ORIG	DRAWN	APP



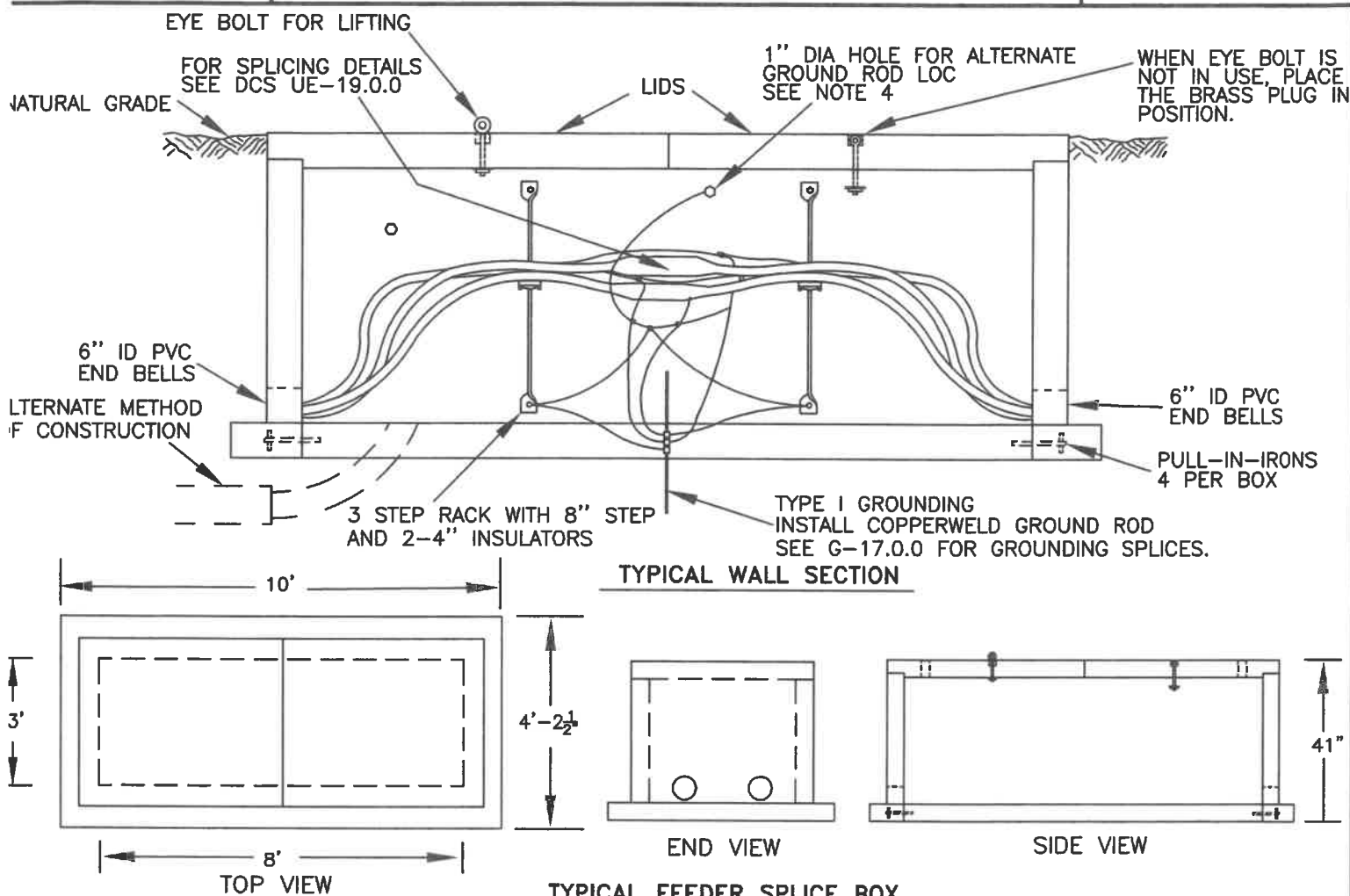
F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: SMS

DRAWN BY: RAS

DATE: 8/09/96 APPROVED: J.R. "PEPE" DIAZ NO SCALE
RELIABILITY ENGINEERING MANAGER



TYPICAL FEEDER SPLICE BOX

M&S NUMBER	DESCRIPTION
162-240-003	CONCRETE FEEDER SPLICE BOX & LIDS. (SEE NOTE 5)
162-241-000	CONCRETE FEEDER SPLICE BOX & LIDS COMES WITH SPECIAL BRUSHED SIDEWALK FINISH LIDS AND FLUSH INSERTS SUITABLE FOR PEDESTRIAN TRAFFIC. (SEE NOTE 5)
162-242-203	POLYMER CONCRETE FEEDER SPLICE BOX. TO BE INSTALLED IN AREAS NOT SUBJECT TO ANY VEHICULAR TRAFFIC SUCH AS STREETS, PARKING LOTS, OR DRIVEWAYS. APPROXIMATE WEIGHT = 900 LBS.

NOTES:

- LEAVE SUFFICIENT EXPOSED GROUND ROD TO INSTALL 6 EACH #4/0-#2 CONNECTIONS M&S #120-118-005.
- GROUND ALL SPICES PER DISTRIBUTION STANDARD G-17.0.0.
- GROUND CABLE RACKS.
- EACH SPLICE BOX IS SUPPLIED WITH 2-1" DIA HOLE FOR ALTERNATE GROUND ROD LOCATION. MAKE ALL GROUNDING CONNECTIONS INSIDE THE BOX. RUN SUFFICIENT AMOUNT OF 4/0 TO MAKE CONNECTION TO ALT. GROUND ROD LOCATION. RESEAL 1" DIA HOLE WITH AQUASEAL.
- REFER TO UX-233.0.1 FOR DRIVEWAY LOADING SPLICE BOXES (H20 RATED), M&S #162-240-003 AND 162-241-000. (H20 RATED = 32,000LBS).
- WEIGHT OF SPLICE BOX (W/O LIDS) = 6700 LBS. DIMENSIONS ARE 10' X 4'-2 1/2" X 41" DEEP.
- WEIGHT OF EACH LID = 1400 LBS. TWO LIDS ARE REQUIRED PER SPLICE BOX. STANDARD LID - M&S# 162-240-011, BRUSHED SIDEWALK LID - M&S# 162-240-012.
- URD FEEDER CABLE SPLICES MUST BE BONDED TO DRIVEN GROUNDS.
- REFER TO UE-19.0.0 FOR SPLICE ASSEMBLY. A WATER TIGHT SEAL MUST BE MADE WHERE INSULATED.
- CONDUCTORS CONNECT TO SYSTEM NEUTRAL. SEE G-17.0.0.
- THE MAXIMUM PERMISSIBLE IMPEDENCE TO SYSTEM NEUTRAL FOR A DRIVEN GROUND IS 25 OHMS.
- AS SHOWN ABOVE, THE PVC MAY ENTER UNDERNEATH THE SPLICE BOX BY USING A 45 DEGREE SWEEP. SEAL CONDUIT WITH DUCT SEAL OR FOAM SEALANT M&S# 522-119-000.
- IN AREAS SUBJECT TO WATER INTRUSION, INSTALL A SUFFICIENT AMOUNT OF PEAROCK 1/4"-3/4" SIZE ROCK TO ALLOW FOR THE PERCOLATION OF THE WATER.
- IF FEEDER SPLICE BOX IS TO BE INSTALLED IN A SIDEWALK, A SEPARATION WILL BE NEEDED BETWEEN THE CONCRETE AND THE LIDS. THE D.O.T. INDEX 310 SPECIFIES THE USE OF A 1/2" EXPANSION JOINT (PREFORMED JOINT FILLER) FOR THIS SEPARATION. ALSO CONSULT YOUR LOCAL MUNICIPALITY FOR ANY ADDITIONAL REQUIREMENTS.
- THE MAXIMUM SEPARATION BETWEEN FEEDER SPLICE BOXES IS 950', THIS IS TO ALLOW FOR PROPER CABLE PULLING TENSIONS.
- UX-233.0.1 AND UX-233.0.3 FOR MORE DETAIL.
- WHEN SETTING A PAD/MANHOLE OR FEEDER SPLICE BOX, THE AREA MUST BE LEVELED WITHIN 1 INCH IN 8 FEET IN ALL DIRECTIONS, AND THOROUGHLY COMPACTED WITH A VIBRATORY PLATE COMPACTOR. THIS STEP WOULD PROVIDE A SMOOTH AND LEVEL SURFACE.
- FEEDER CABLES ARE NOT TO BE LOOPED AROUND THE ENDS OF THE BOX, THIS WILL EXCEED THE BEND RADIUS OF THE CABLES CREATING A POTENTIAL FAILURE

1	2/24/22	UPDATE NOTES	ARR	GXN	EMA
0	10/20/20	UPDATE NOTE 7	ARR	GXS	RDH
3	3/5/20	UPDATE TABLE	ARR	ELS	RDH
3	8/26/19	ADD NOTE 18	ARR	ELS	RDH
7	8/6/18	ADD NOTE 17	ARR	ELS	RDH
3	6/12/17	UPDATE DRAWING AND NOTES	ARR	ELS	RDH
3	5/19/17	ADD NOTE 15	ARR	ELS	RDH
10	DATE	REVISION	ORIG	DRAWN	APPR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: RAP

DRAWN BY: J.SHOUP

DATE: 8/27/99

APPROVED: J.J McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT

23-388-508 13KV, PAD-MOUNTED, DEADFRONT, STAINLESS STEEL ENCLOSURE, 3 PHASE, 1200 KVAR CAPACITOR BANK TO INCLUDE: A POTENTIAL TRANSFORMER, VACUUM SWITCHES, DOUBLE BUSHING CAPACITOR CANS, (7.62KV, 400 KVAR), X-LIMITER FUSES (80A), BUSHING WELLS (200A), PARKING STANDS, METER SOCKET AND CONTROL WIRING FOR RADIO RECEIVER.

23-388-001 23KV, PAD-MOUNTED, DEADFRONT, STAINLESS STEEL ENCLOSURE, 3 PHASE, 1200 KVAR CAPACITOR BANK TO INCLUDE: A POTENTIAL TRANSFORMER, VACUUM SWITCHES, DOUBLE BUSHING CAPACITOR CANS, (13.2 KVAR), 400 KVAR), X-LIMITER FUSES (50A), BUSHING WELLS (200A), PARKING STANDS, METER SOCKET AND CONTROL WIRING FOR RADIO RECEIVER.

OTHER UNIT CAN MOUNT ON FOUNDATION UX-108 (M&S 162-251-005). THE FOUNDATION, ARRESTERS, AND ROTATABLE BUSHINGS ARE INCLUDED IN THE FOLLOWING MECA UNIT.

OTHER UNIT CAN BE USED IN SALT-SPRAY AREAS.

C-1200-T-E-2WAY/M

DETAILS OF INSTALLATION:

1. THE UNITS ARE TO BE INSTALLED NO MORE THAN 100FT FROM A DEAD-FRONT, PADMOUNTED SWITCH CABINET, ONLY. LIVE FRONT CABINETS SHOULD BE CHANGED OUT FOR THIS APPLICATION.
2. THE UNIT WILL BE SERVED WITH 1/0, 25KV CABLE FROM THE BACK (200-AMP INTERFACE) OF THE ARRESTERS PRESENTLY FOUND IN THE CABINET, BUT THESE ARRESTERS MAY BE RE-USED IN THE CAP BANK UNIT.
3. INSTALL ROTATABLE, FEED-THRU BUSHINGS ON THE 23KV URD CAPACITOR BANK (ONE SIDE FOR THE ARRESTER ELBOW AND ONE SIDE FOR THE PRIMARY ELBOW COMING FROM THE PADMOUNTED SWITCH CABINET). NOTE: THIS ONLY APPLIES TO 23KV UNITS, SINCE IT IS TYPICALLY, NOT NECESSARY, TO PROTECT 15KV URD SYSTEMS, WITH ELBOW ARRESTERS.
4. THE PAD-MOUNTED BANK SITS ON A PRE-CAST CONCRETE PAD. REFER TO UX-108.
5. THE BANK IS PROTECTED, BY CURRENT-LIMITING FUSES, AND HAS A POTENTIAL TRANSFORMER (INTERNALLY PROTECTED AND HOOKED UP TO THE LINE SIDE OF FUSES), WHICH POWERS THE VACUUM SWITCHES.
6. FAULT INDICATORS SHOULD BE INSTALLED AT BOTH THE PADMOUNTED SWITCH CABINET AND THE CAPACITOR CABINET TO DISTINGUISH BETWEEN CAN OR CABLE FAILURE.
7. INSTALL SIGNS SHOWING "INSTRUCTIONS FOR SWITCHING" (M&S 548-223-000) AND "REPLACEMENT COMPONENTS" (M&S 548-223-100) ON INSIDE OF CABINET DOOR.

NOTES:

1. PADMOUNTED CAPACITOR BANKS REQUIRE 8' MINIMUM CLEARANCE IN FRONT AND REAR DOORS.

5	10/16/18	UPDATE DRAWING (TEXT)	ALC	ELS	RDH
4	9/17/13	UPDATE DRAWING (TEXT)	JJR	ELS	WM
3	4/5/13	UPDATE DRAWING (TEXT)	JJR	ELS	WM
2	5/21/12	UPDATE DRAWING (TEXT)	LFV	ELS	WM
1	3/24/04	UPDATE DRAWING (TEXT)	LFV	ELS	JJM
NO	DATE	REVISION	ORIG	DRAWN	APPR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 7/25/01

APPROVED: J.J. McEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

CAPACITOR BANK SWITCHING INSTRUCTIONS

THE FOLLOWING INSTRUCTIONS ARE TO BE PLACED INSIDE ALL PAD-MOUNTED CAPACITOR BANKS:

INSTRUCTIONS FRO SWITCHING PADMOUNTED CAPACITOR BANKS:

TO ENERGIZE THE BANK, FOLLOW THESE STEPS:

1. TURN RC OFF AT FEEDER BREAKER.
2. VERIFY THAT ELBOWS ARE PARKED AT BOTH FEEDER PAD-MOUNTED SWITCH CABINET AND CAPACITOR BANK CABINET.
3. VERIFY ALL GROUNDS/SHORTING STRAPS HAVE BEEN REMOVED FROM THE CAPACITOR CANS.
4. VERIFY THAT SEMAPHORES IN VACUUM SWITCHES ARE IN THE "OPEN" POSITION.
5. VERIFY THAT CURRENT LIMITING FUSES ARE INSTALLED, WITH THE BLOWN INDICATOR FACING DOWN.
6. PLACE REMS CONTROLLER SWITCH IN THE LOCAL POSITION.
7. CLOSE IN ELBOWS AT CAPACITOR CABINET.
8. CLOSE IN ELBOWS AT SWITCH CABINET.
9. PRESS THE RED (CLOSE) BUTTON ON THE REMS OR USE THE REMOTE HAND OPERATOR TO CLOSE VACUUM SWITCHES.
10. TURN RC ON AT FEEDER BREAKER.

TO SWITCH OUT AND ISOLATE THE BANK, FOLLOW THESE STEPS:

1. VERIFY THAT REMS CONTROLLER'S TOGGLE SWITCH IS PLACED IN THE POSITION.
2. PRESS GREEN TRIP BUTTON ON REMS RECEIVER BOX.
3. VERIFY THAT SEMAPHORES IN VACUUM SWITCHES SHOW OPEN.
4. ALLOW AT LEAST FIVE MINUTES THEN TEST FOR VOLTAGE OR CURRENT AT THE CAPACITOR CELLS.
5. OPEN, PARK, AND CAP ELBOWS AT FEEDER PAD-MOUNTED SWITCH CABINET.
6. OPEN, PARK, AND CAP ELBOWS AT CAPACITOR CABINET.
7. ATTACH ALL NECESSARY GROUNDS.

NOTE:

THE CAPACITOR CANS ARE TO BE ENERGIZED OR DE-ENERGIZED WITH THE VACUUM SWITCHES, ONLY. DO NOT USE THE LOAD-BREAK ELBOWS OR THE CURRENT-LIMITING FUSES FOR THE ACTIVITY.

PAD-MOUNTED CAPACITOR BANK-REPLACEMENT COMPONENTS:

CURRENT LIMITING FUSES:

13KV, 80A, X-LIMITER	M&S 531-454-802
23KV, 50A, X-LIMITER	M&S 531-455-001

POTENTIAL TRANSFORMERS:

13KV, INTERNALLY FUSED	M&S 461-088-059
23KV, INTERNALLY FUSED	M&S 461-088-105

CAPACITOR CANS:

7620V, 400KVAR, TWO-BUSHING	M&S 225-402-130
13,200V, 400KVAR, TWO-BUSHING	M&S 225-402-230

VACUUM SWITCHES:

13KV, 200A	M&S 275-108-120
23KV, 200A	M&S 275-108-130



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

5/21/12	ADDED "PAD-MOUNTED"	JGV	ELS	WM
9/19/05	UPDATE DRAWING (M&S NUMBERS)	LFV	ELS	JJM
3/25/05	UPDATE DRAWING (M&S NUMBERS)	LFV	ELS	JJM
3/24/04	UPDATE DRAWING (TEXT)	LFV	ELS	JJM
DATE	REVISION	DESIGN	DRAWN	APPROVED

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 04/14/00

APPROVED: J.J. MCEVOY

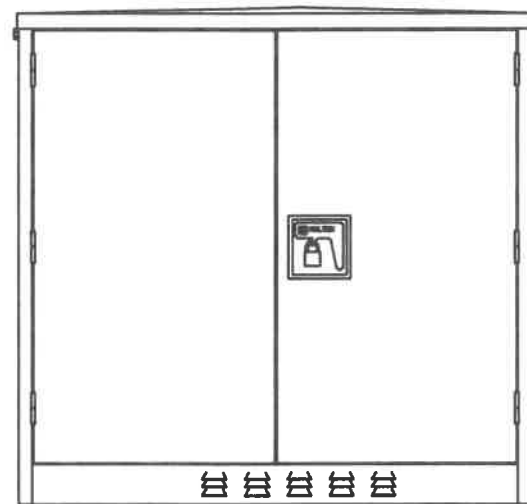
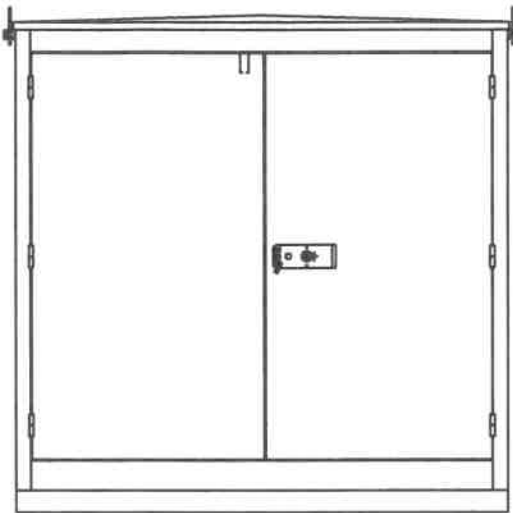
NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

TYPICAL INSTALLATION OF 25 KV S & C DEAD FRONT SWITCHGEAR AND THREE PHASE PAD-MOUNTED CAPACITOR BANK

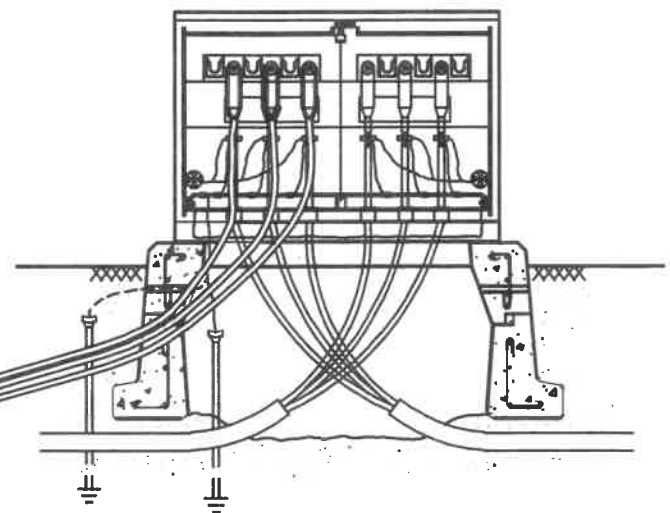
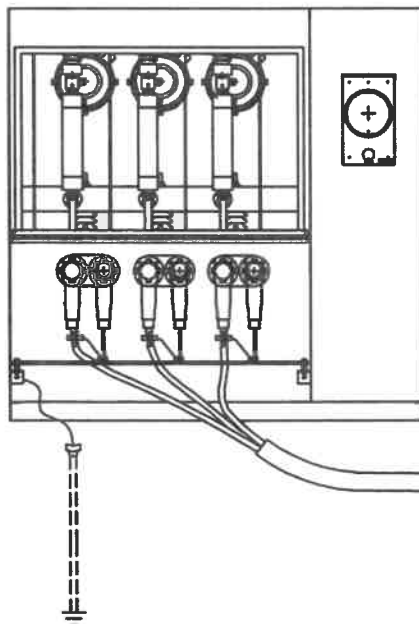
NOTES:

1. INSTALL 92" X 92" PRECAST PAD (M&S 162-251-005)
2. DRIVE GROUND RODS & ATTACH #2 CU GROUND TO GROUNDING LUGS.
3. INSTALL URD CAPACITOR BANK (M&S 223-388-001) ON PAD.
4. INSTALL ROTATABLE FEED-THRU BUSHING 25KV (M&S 163-250-002) ON EACH BUSHING.
5. INSTALL 200 AMP ELBOWS ON ROTATABLE FEED-THRU BUSHINGS.
6. INSTALL 18KV ELBOW ARRESTERS (M&S 334-015-005) ON ROTATABLE FEED-THRU BUSHINGS.



CAPACITOR CABINET

PAD-MOUNTED SWITCH CABINET



3#1/0 AL XPE 25KV CABLES
IN 1-4" CONDUIT
MAXIMUM OF 100 FEET

**F P L****OH & UG DISTRIBUTION SYSTEM STANDARDS**

ORIGINATOR: LFV

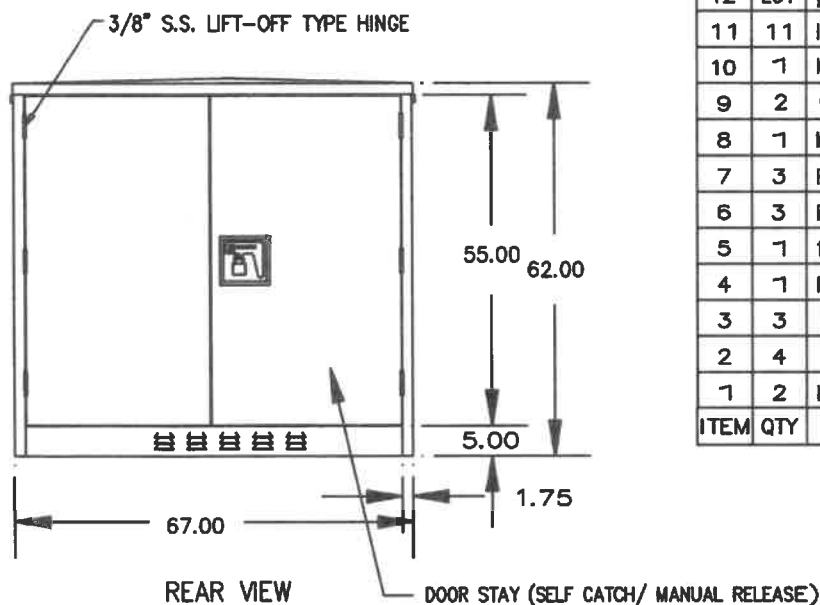
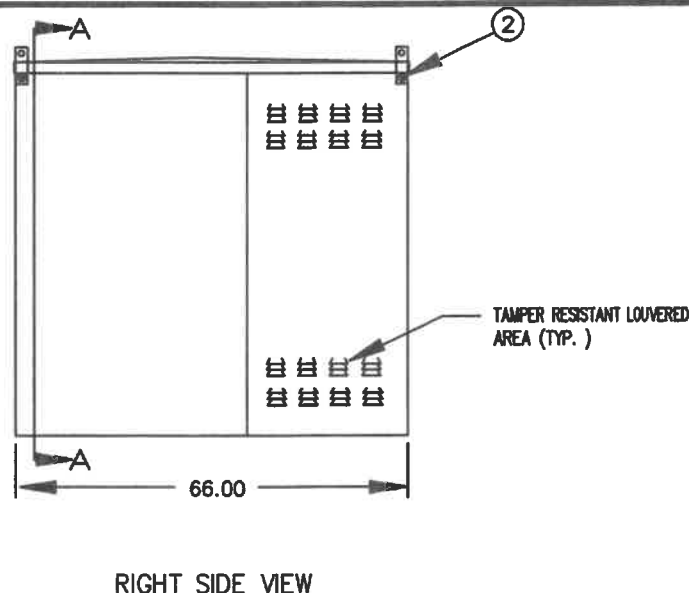
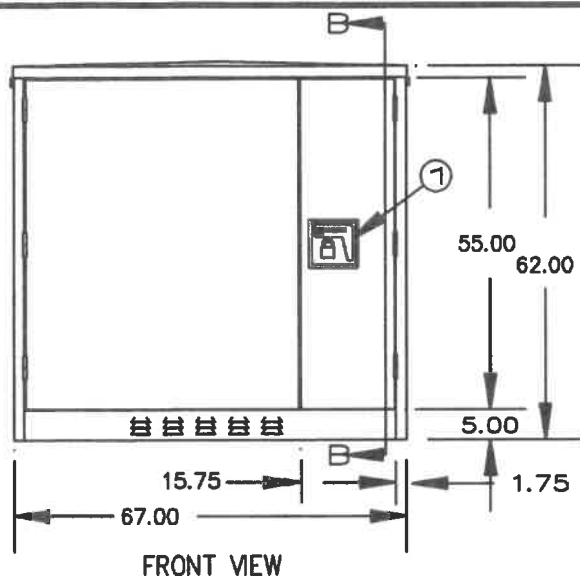
DRAWN BY: J. SHOUP

DATE: 07/26/01

 APPROVED: J.J. MCEVOY
SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO SCALE

1	5/21/12	ADDED "PAD-MOUNTED"	JGV	ELS	WM
IN	DATE	REVISION	ORIG	DRAWN	APPR



16	1	4-POINT TERMINAL BLOCK
15	3	CAPACITORS, 400 KVAR, 13200V, 150KV BIL, 1-BUSHING COOPER #CEP133M22 OR EQUAL 23
14	3	FUSE MOUNTING COOPER TYPE NX - CODE 6 W/50A X-LIMITER FUSE 23KV
13	1	INNER DOOR BARRIER - CLEAR LEXAN
12	LOT	#2 FLEXIBLE COPPER WIRE
11	11	INSULATOR 25KV, 125KV BIL
10	1	MANUFACTURERS NAMEPLATE
9	2	GROUNDING STRAPS
8	1	METER SOCKET 100 AMP, 4-TERMINAL, RING TYPE
7	3	PARKING STAND
6	3	BUSHING WELL 200AMP, 25KV, 125KV BIL
5	1	1/4" CLEAR LEXAN WINDOW (REMOVABLE TO ACCESS FUSES)
4	1	POTENTIAL TRANSFORMER, SINGLE BUSHING, 120:1 1KVA - INTERNALLY FUSED 23
3	3	VACUUM SWITCH, 200A, 25KV, 5-PIN CONTROL, MANUAL TRIP JOSLYN VERSAVAC 23
2	4	5/8-11 UNC THREADED INSERTS WITH REMOVABLE LIFTING TABS
1	2	HANDLE ASSY. W/ S.S. HEX BOLT, 3-PT. LATCHING
ITEM	QTY	DESCRIPTION

NOTES:

1. MATERIAL IS 12 GA. OR 11 GA. (.105) STEEL - AS SPECIFIED
2. STEEL IS PHOSPATE TREATED FOR PANT ADHESION
3. ENCLOSURE IS PAINTED WITH MALTON "POLYMAX PLUS" FINISHING PROCESS TO MEET ANSI/EEI PERFORMANCE GUIDELINES
PAINT COLOR: MUNSELL 7GY3.29/1.5 GREEN.
4. ENCLOSURE CONSTRUCTION TO MEET THE LATEST ANSI STANDARD C57.12.28

D	4/7/00	TG	ADDED 100 #	
C	3/11/00	TG	CHANGE FUSE SPACING FROM 12 TO 13	TOLERANCE UNLESS NOTED
B	12/03/97	RR	ADDED 6" X 1/2" SLOT TO HOLD DOWN CLIP, REMOVED CLEAR LEXAN WINDOW FROM SECTION VIEW A-A FOR CLARITY	.XX ±.02
A	11/21/97	RR	ADDED HOLD DOWN BRACKETS, RELOCATED LOWER BUSHINGS TO TOP FIELD PER LATER DETAIL "A"	.XXX ±.010
REV	DATE	BY	DESCRIPTION	



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFW

DRAWN BY: J. SHOUP

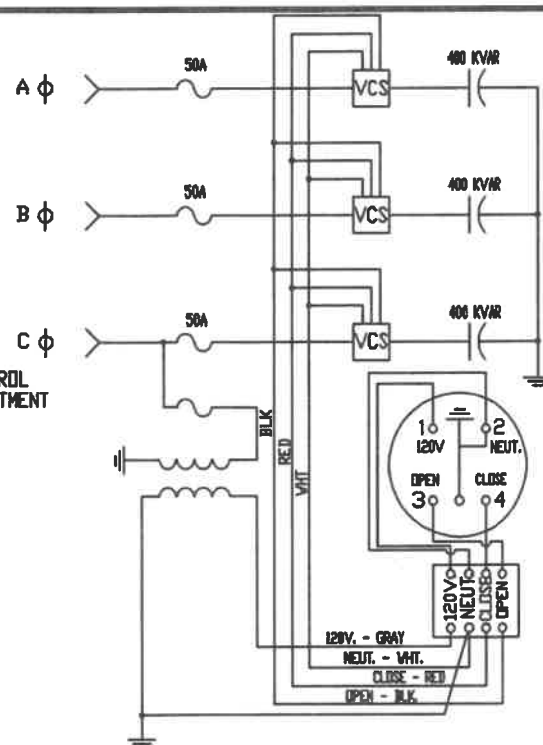
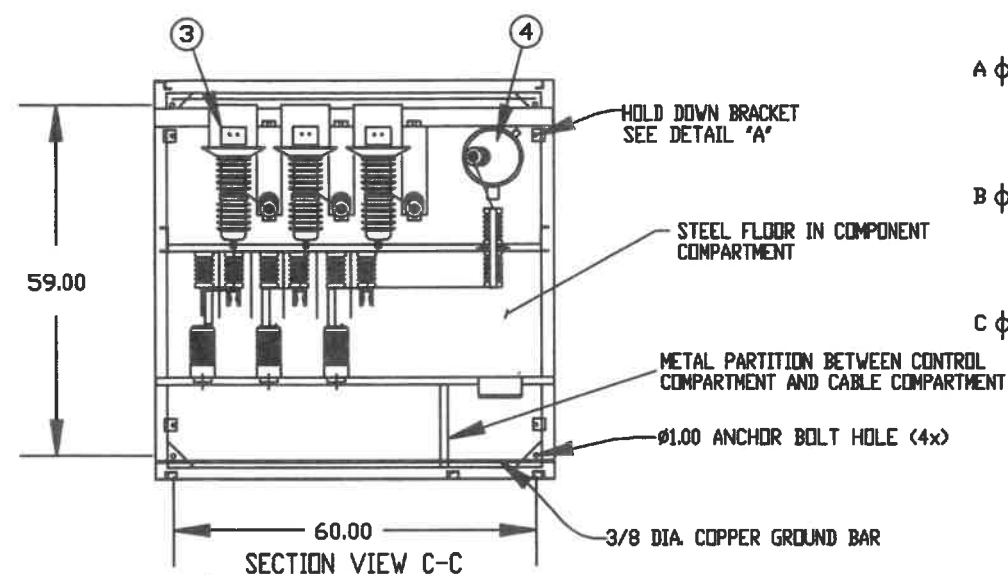
DATE: 07/26/01

APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

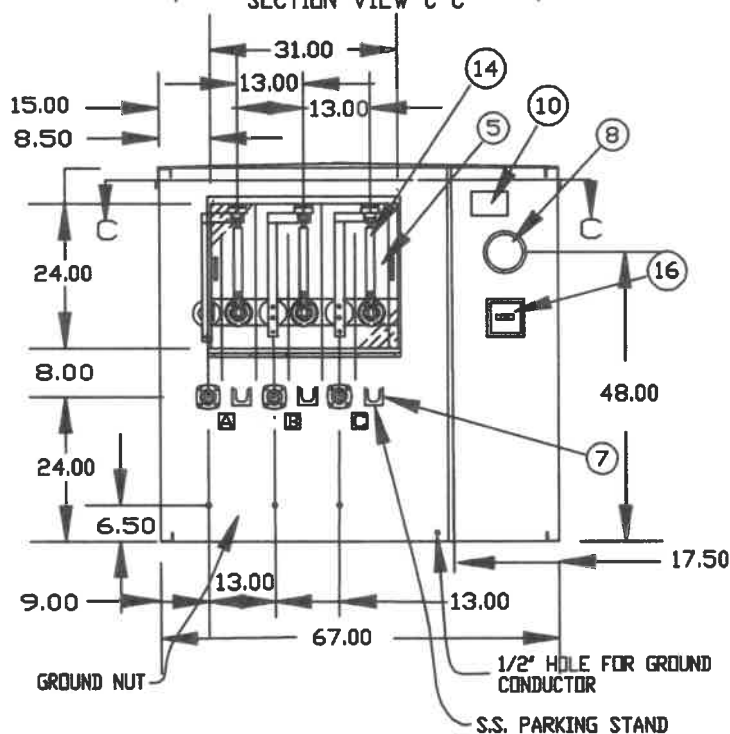
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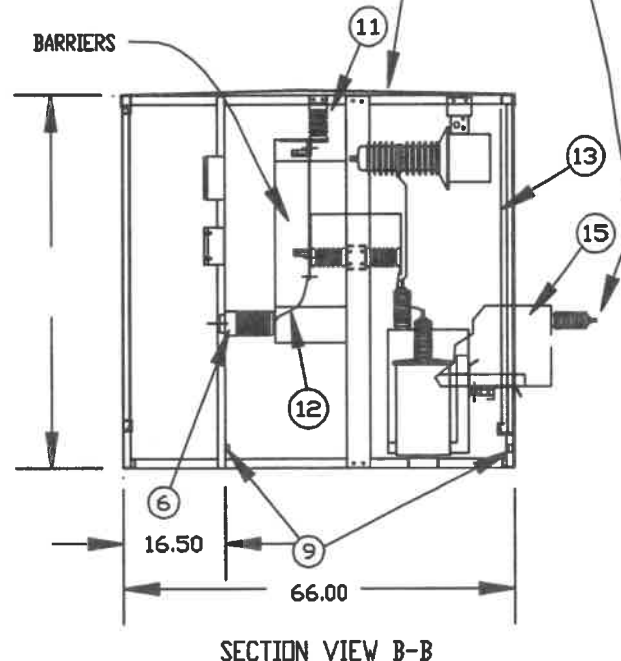
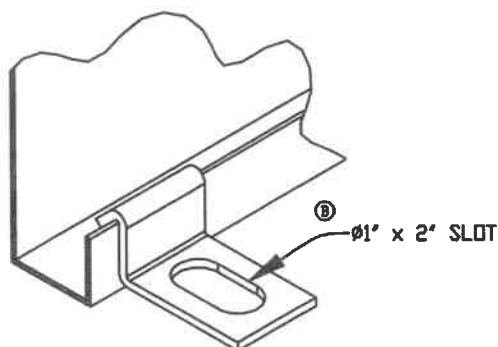
LINE DIAGRAM

CAPACITOR TILTS OUT FOR MAINTANANCE

ANTI-CONDENSATE COATING ON INSIDE OF ROOF



SECTION VIEW A-A



SECTION VIEW B-B

 F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

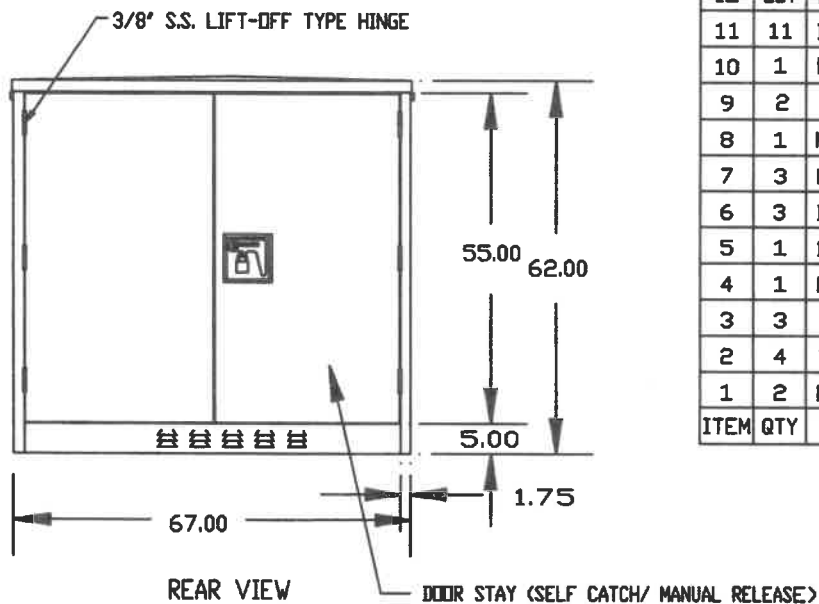
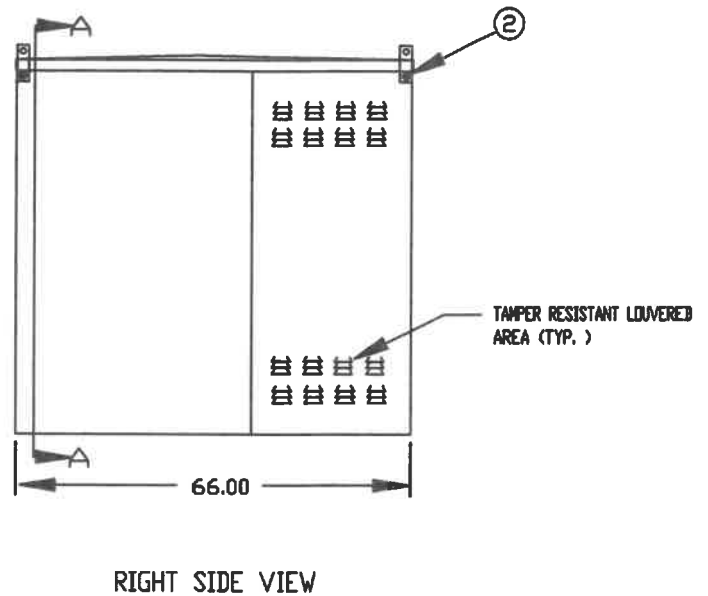
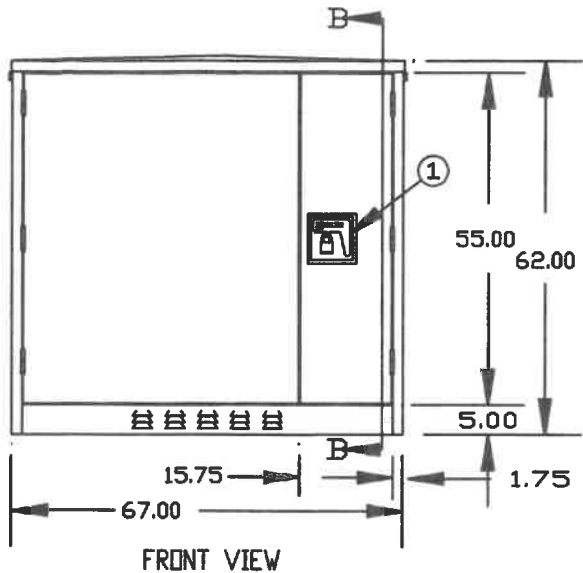
DRAWN BY: J. SHOUP

DATE: 07/26/01

APPROVED: J.J. MCEVOY
SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO SCALE

DETAIL 'A'					
NO.	DATE	REVISION	ORIG.	DRAWN	APPR.



16	1	4-POINT TERMINAL BLOCK
15	3	CAPACITORS, 400 KVAR, 7620V, 95KV BIL, 1-BUSHING COOPER #CEP170B7FA OR EQUAL 15
14	3	FUSE MOUNTING COOPER TYPE NX - CODE 6 V/80A X-LIMITER FUSE 15KV
13	1	INNER DOOR BARRIER - CLEAR LEXAN
12	LOT	#2 FLEXIBLE COPPER WIRE
11	11	INSULATOR 25KV, 125KV BIL
10	1	MANUFACTURERS NAMEPLATE
9	2	GROUNDING STRAPS
8	1	METER SOCKET 100 AMP, 4-TERMINAL, RING TYPE
7	3	PARKING STAND
6	3	BUSHING WELL 200AMP, 25KV, 125KV BIL
5	1	1/4\" CLEAR LEXAN WINDOW (REMOVABLE TO ACCESS FUSES)
4	1	POTENTIAL TRANSFORMER, SINGLE BUSHING, 63.51 1KVA - INTERNALLY FUSED 15
3	3	VACUUM SWITCH, 200A, 15KV, 5-PIN CONTROL, MANUAL TRIP JOSLYN VERSAVAC 15
2	4	5/8-11 UNC THREADED INSERTS WITH REMOVABLE LIFTING TABS
1	2	HANDLE ASSY. W/ S.S. HEX BOLT, 3-PT. LATCHING
ITEM	QTY	DESCRIPTION

NOTES:

1. MATERIAL IS 12 GA. OR 11 GA. (10S) STEEL - AS SPECIFIED
2. STEEL IS PHOSPHATE TREATED FOR PAINT ADHESION
3. ENCLOSURE IS PAINTED WITH MALTON "POLYMAX PLUS" FINISHING PROCESS TO MEET ANSI/EEI PERFORMANCE GUIDELINES
PAINT COLOR: MUNSELL 7GY3.29/1.5 GREEN.
4. ENCLOSURE CONSTRUCTION TO MEET THE LATEST ANSI STANDARD C57.12.28

				TOLERANCE UNLESS NOTED	
A	14/05/00	TG	AMER H & S	.XX	±.02
REV	DATE	BY	DESCRIPTION	.XXX	±.010



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

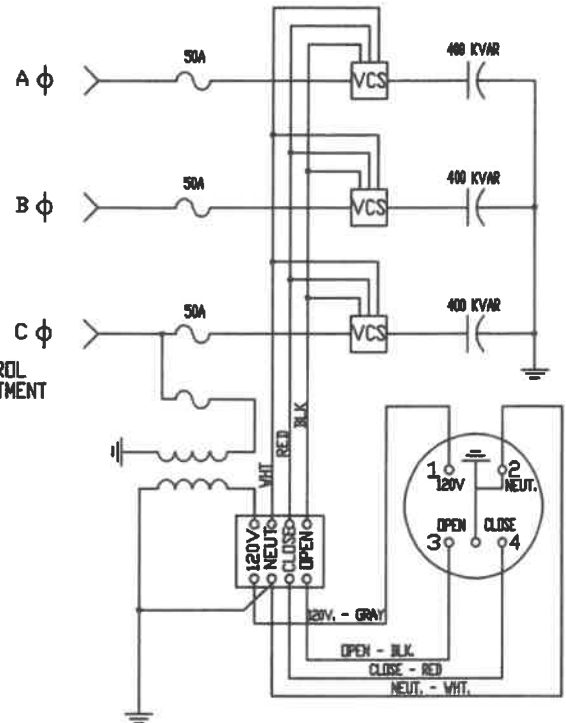
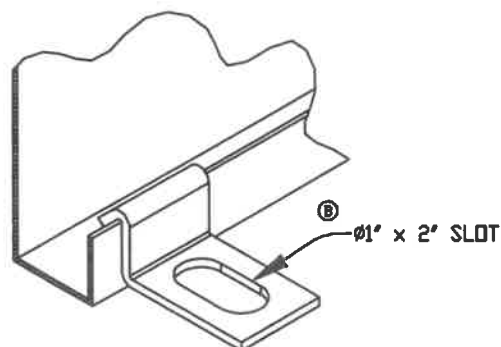
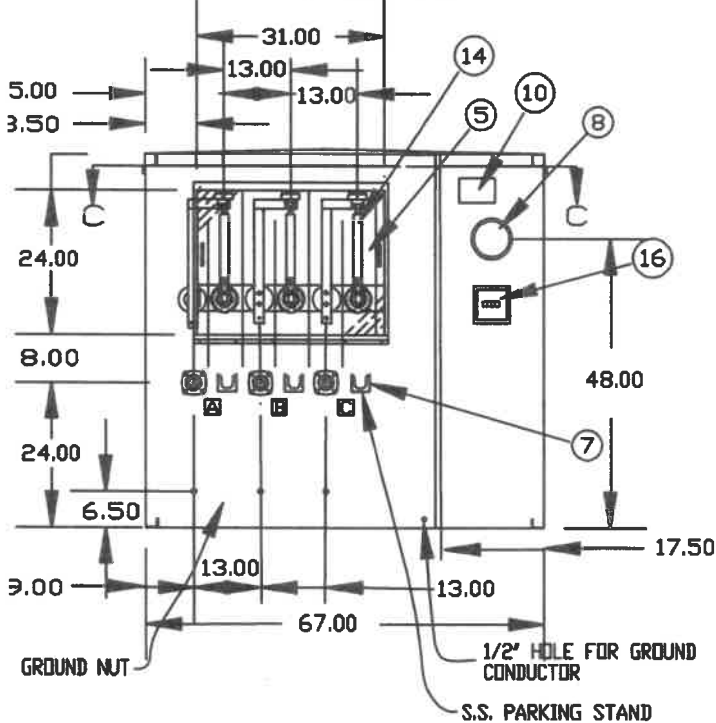
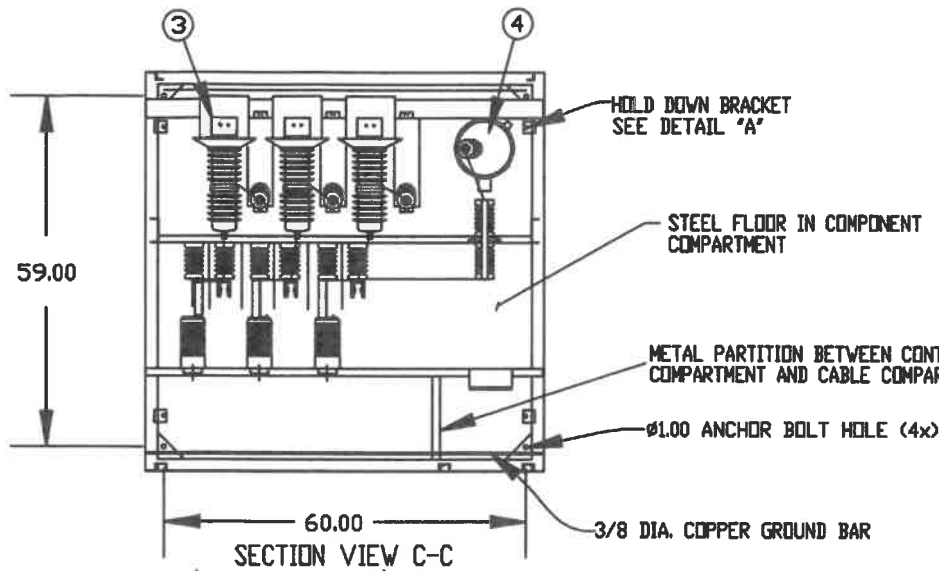
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APPROVED: J.J. MCEVOY

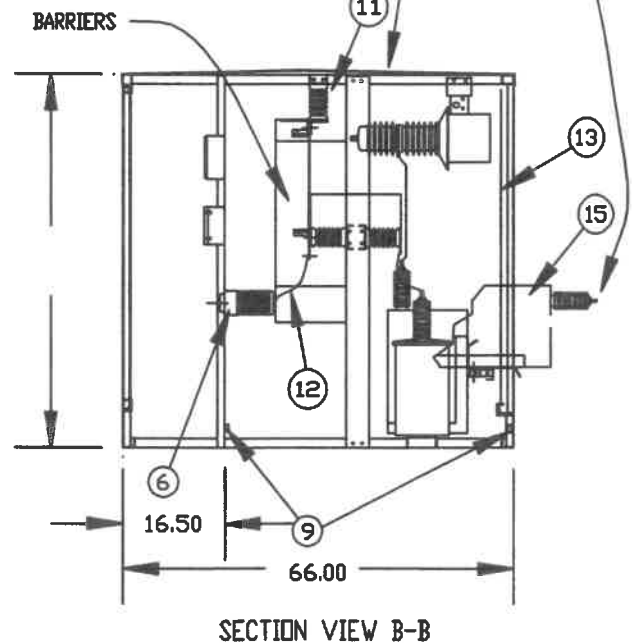
NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO.	DATE	REVISION	BY	APP'D	ADD'D



LINE DIAGRAM
CAPACITOR TILTS OUT FOR MAINTENANCE
ANTI-CONDENSATE COATING ON INSIDE OF ROOF



F P L
OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

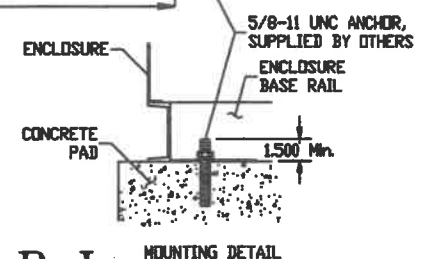
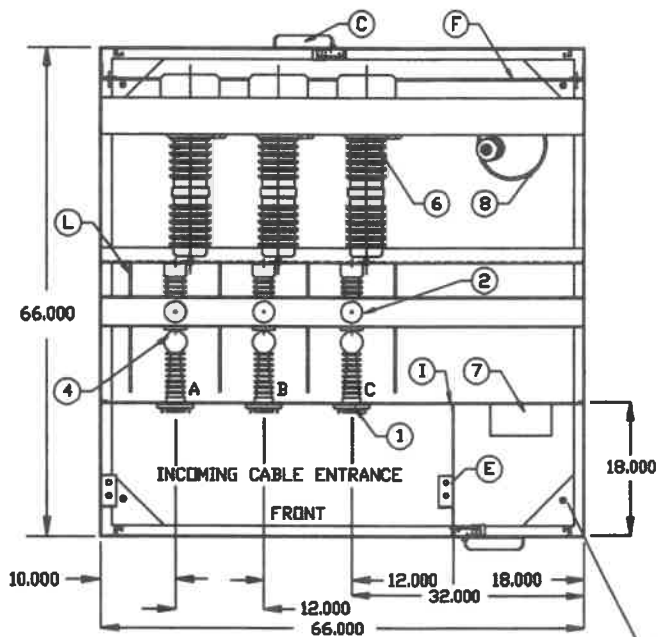
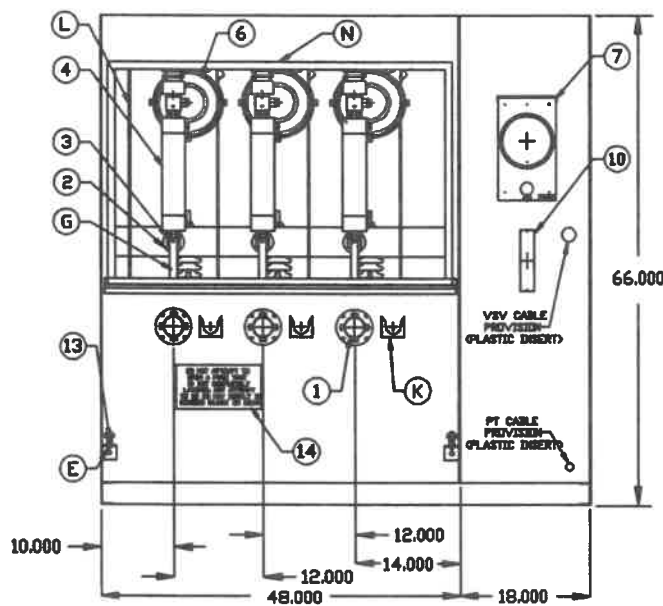
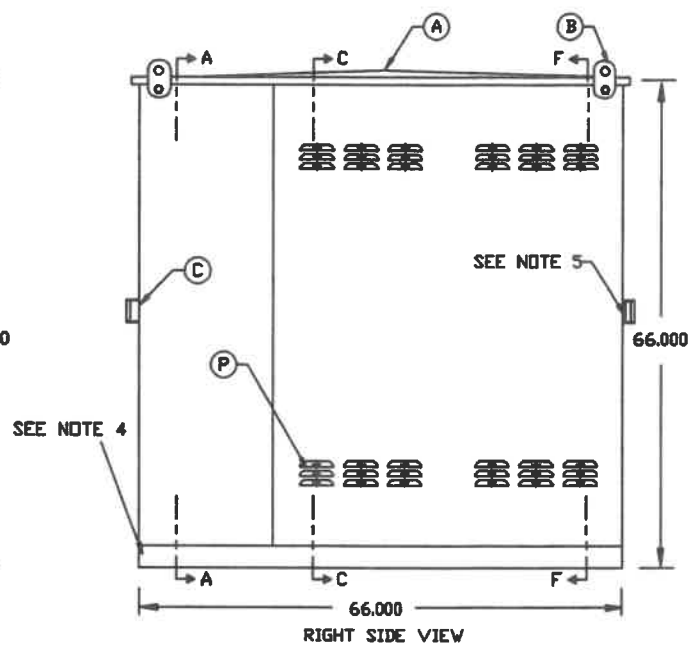
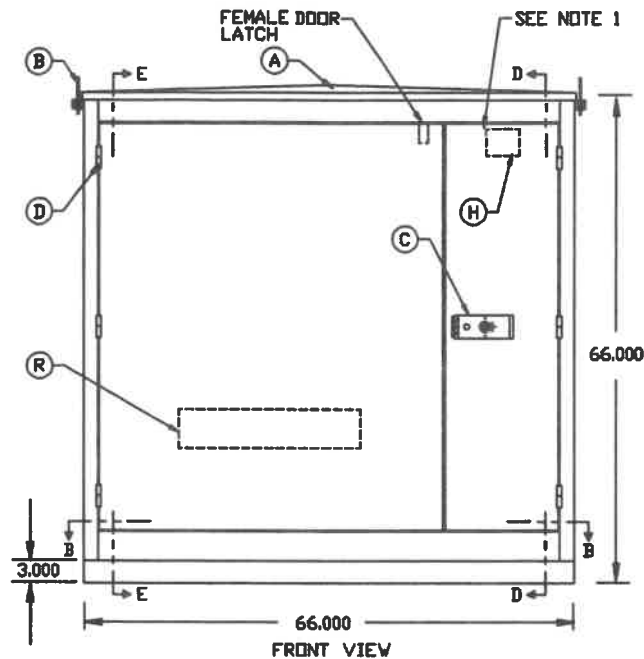
DATE: 07/26/01

APPROVED: J.J. MCEVOY
SUPERVISOR, OH/UG PRODUCT

NO SCALE

NO	DATE	REVISION	BY	CHKD	APPD

SHALLBETTER 25KV, 125KV BIL, 1200KVAR, DEAD-FRONT, PAD-MOUNTED, CAPACITOR BANK



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

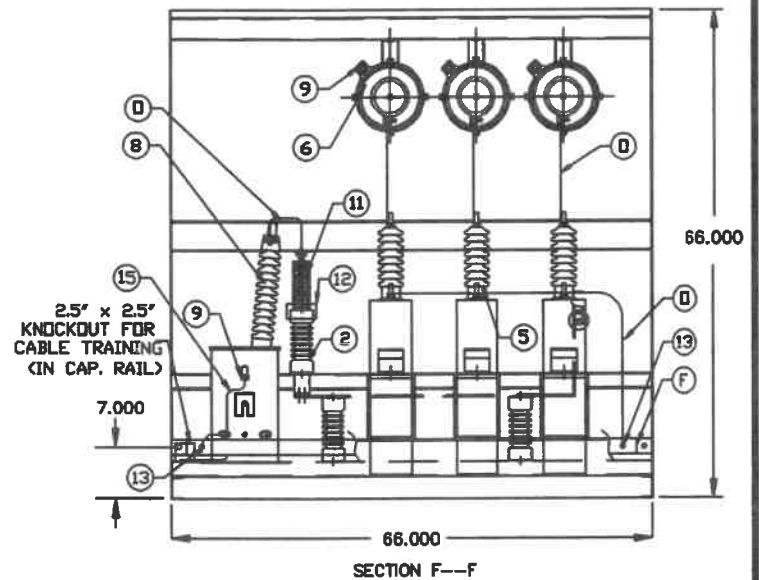
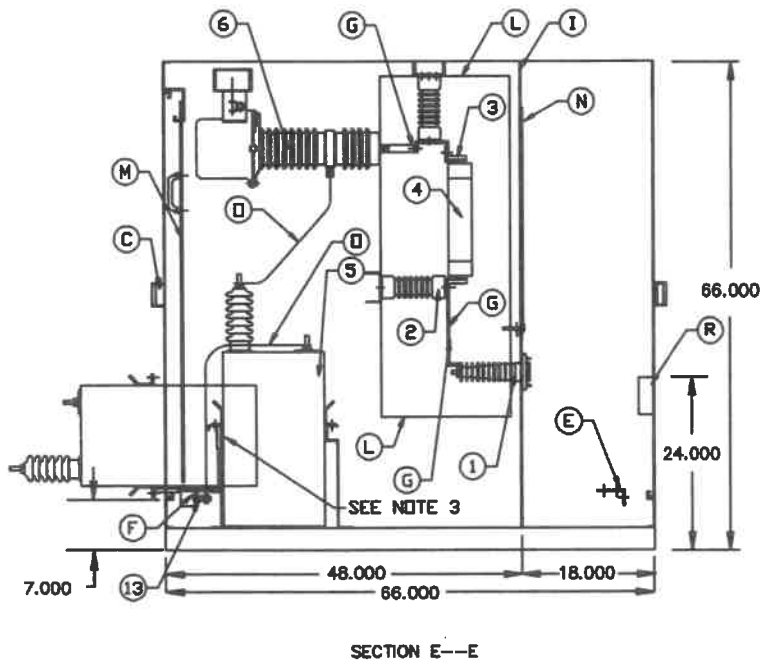
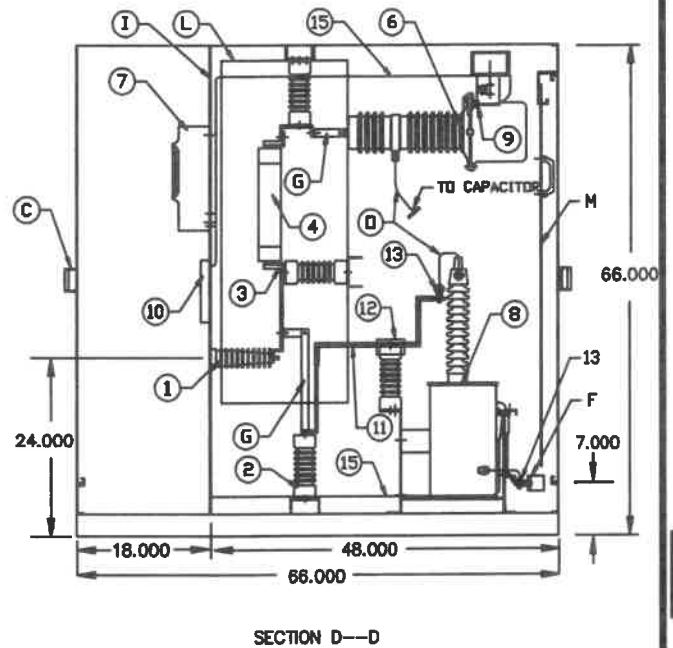
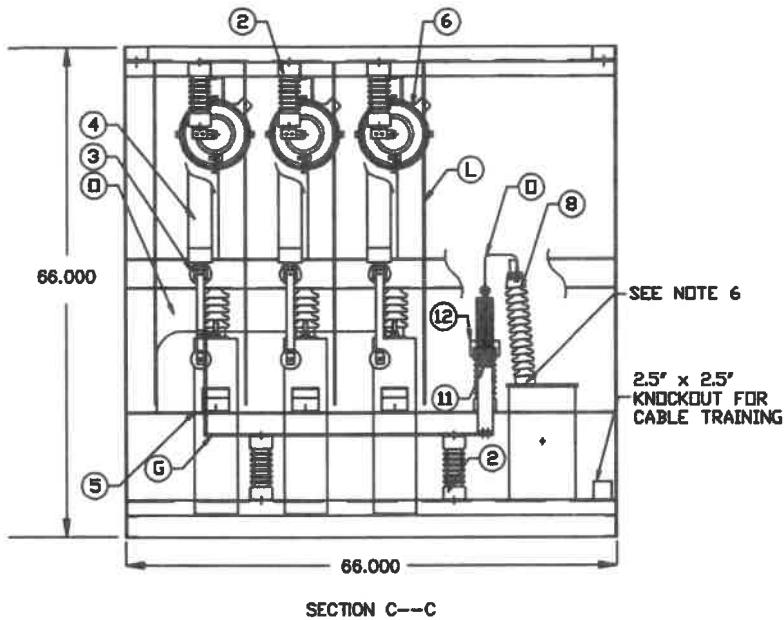
DATE: 07/26/01

APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO	DATE	REVISION	ORIG	DRAWN	APPR



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 07/26/01

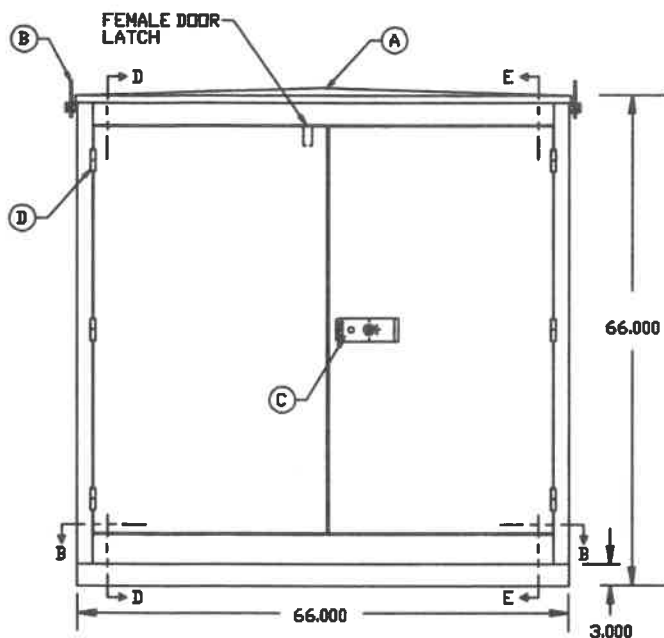
APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

NO	DATE	REVISION	ORIG	DRAWN	APPR

SHALLBETTER, 25KV, 125KV BIL, 1200KVAR, DEAD-FRONT, PAD-MOUNT, CAPACITOR BANK



REAR VIEW

SYSTEM RATING

NOMINAL SYSTEM VOLTAGE	23/13.28 kV GROUNDED WYE
MAXIMUM DESIGN VOLTAGE	25 kV
BASIC INSULATION LEVEL (BIL)	125 kV
CONTINUOUS CURRENT	200 AMP
FUSE TYPE	NX CURRENT-LIMITING
FUSE RATING, MAXIMUM	200E AMP
FUSE INTERRUPTING, SYMMETRICAL	9,400 AMP
kVAR	1200
PHASE	THREE
HERTZ	60 HZ.
WEIGHT	2,150 Lbs.
CATALOG NUMBER	SCBD-P33251200GSW-GA-FPL

CONSTRUCTION NOTES

- NEMA TYPE 3R, 11 GAUGE GALVANNEAL, WELDED CONSTRUCTION, WELDS AND SEAMS GROUND SMOOTH.
- FINISH COAT IS MUNSELL No. 7GY 3.29/1.5, GREEN. PAINT FINISH MEETS OR EXCEEDS A.N.S.I. C57.12.28-1988 PAINT SPECIFICATIONS FOR PAD-MOUNT EQUIPMENT ENCLOSURE INTEGRITY.
- ENCLOSURE TO HAVE A 3", 304L STAINLESS STEEL FORMED CHANNEL BASE.

FEATURES

- ACROSS KINKED ROOF FOR ADDED STRENGTH AND PREVENTING STANDING MOISTURE.
- BREMOVABLE LIFTING PLATES WITH BLIND MOUNTING HOLES.
- CSBI'S 'SENTRY LATCH' 3-POINT POSITIVE LATCH MECHANISM, SECURED AND OPERATED BY 1/2-TURN, CAPTIVE, RECESSED HEX-HEAD BOLT AND SHIELDED PADLOCK SHACKLE.
- HINGE, LOOSE JOINT PIN, 304L STAINLESS STEEL, SOLID WELDED TO DOOR AND CABINET, ALLOWS DOORS TO BE REMOVED IN THE OPEN POSITION ONLY.
- EFRONT GROUND PADS, 304L STAINLESS STEEL, WITH 1/2"-13 UNC THREADED HOLE FOR CUSTOMER SUPPLIED GROUND CONNECTORS. PADS ARE UNPAINTED AND WELDED TO ENCLOSURE.
- FEAR GROUND BUS, FULL LENGTH, CONTINUOUS, SILVER PLATED COPPER, SUPPORTED WITH UNPAINTED, STAINLESS STEEL GROUND PADS WELDED TO ENCLOSURE.
- GBUS BAR, SILVER PLATED COPPER, FREE OF SHARP EDGES OR BURRS.
- HMANUFACTURE'S DATA PLATE, CONTAINS INFORMATION LISTED UNDER SYSTEM RATING, NON-CORROSIVE, PERMANENTLY STAMPED AND ATTACHED TO ENCLOSURE.
- IEQUIPMENT WALL, FULL HEIGHT.
- JDOOR STAYS (RETAINED) HOLD DOORS IN 90°, 110°, OR 140° OPEN POSITION.
- KPARKING STANDS, 14 GAUGE 304L STAINLESS STEEL, WELDED TO EQUIPMENT WALL.
- LBARRIERS, 3/16" GPD-3, GLASS REINFORCED POLYESTER.
- MCOMPARTMENT BARRIER, 1/4" LEXAN, CLEAR POLYCARBONATE, REMOVABLE, WITH NON-CONDUCTIVE HANDLES.
- NEUSE ACCESS BARRIER, 1/4" CLEAR POLYCARBONATE (LEXAN), SECURED WITH 3/4 TURN FASTENERS.
- OCOPPER ROD, HARDDRAWN 3/8" DIA.
- PSCREENED, TAMPER PROOF LOUVERS.
- RSARE FUSE POCKET

SPECIAL NOTES FOR MANUFACTURER ONLY:

- 1NO SIGNS OR LABELS TO BE ON ANY EXTERIOR PART OR INTERIOR DOORS OF ENCLOSURE, PER FP&L SPEC. (SBI DATA PLATE WILL BE ON INTERIOR OF FRONT MALE DOOR).
- 2NO HIGH VOLTAGE CABLE TO BE USED ON ANY PART OF THIS GEAR. ALL HV ELECTRICAL CONNECTIONS TO BE MADE WITH HARDDRAWN BUS OR ROD.
- 3THIS ENCLOSURE UTILIZES A TILT-OUT CAPACITOR RACK. CAPACITORS TO BE ABLE TO INDIVIDUALLY TILTED OUT AT 90°.
- 4ENCLOSURE BOTTOM CHANNEL TO BE A 3" FORMED 304L STAINLESS STEEL CHANNEL.
- 5DOOR LATCH HAS A HEX HEAD BOLT.
- 6POTENTIAL TRANSFORMER IS INTERNALLY FUSED.
- 7THESE NOTES ARE FOR MANUFACTURER ONLY.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: LFV

DRAWN BY: J. SHOUP

DATE: 07/26/01

APPROVED: J.J. MCEVOY

NO SCALE

SUPERVISOR, OH/UG PRODUCT
SUPPORT SERVICES

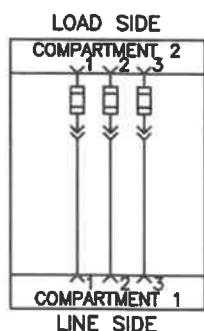
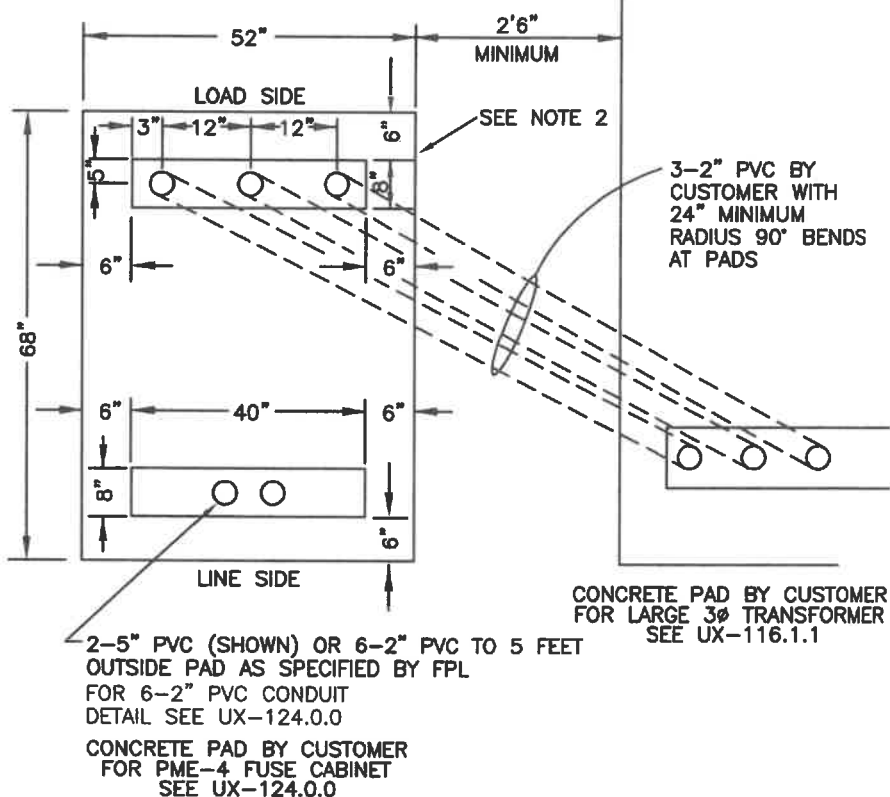
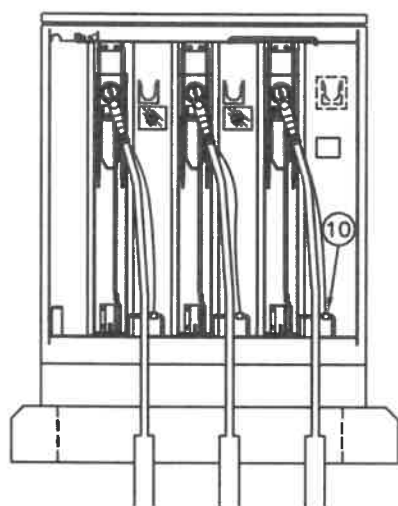
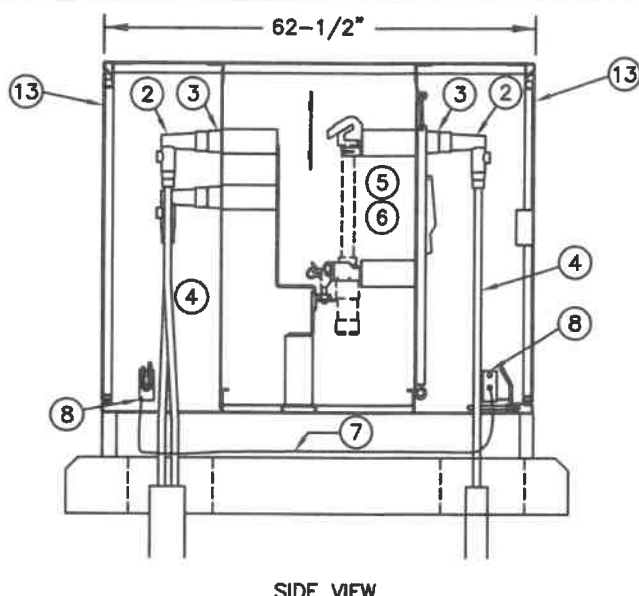
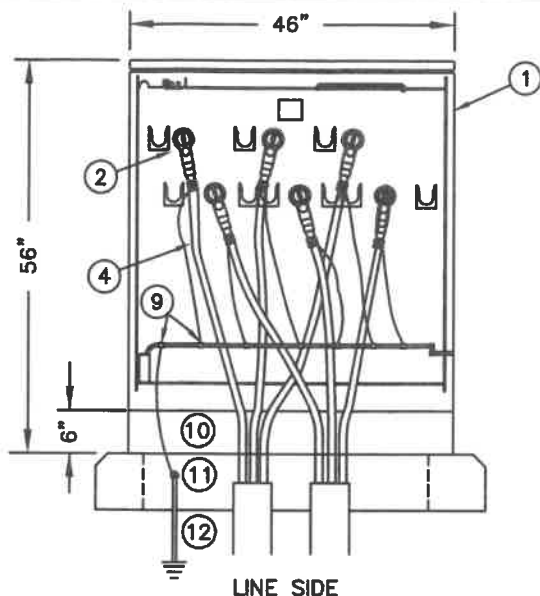
IN	DATE	REVISION	ORIG	DRAWN	APPR



NO SCALE

NO	DATE	REVISION	ORIG	DRAWN	APP
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INSTALLATION OF S&C TYPE PME-4 DEAD FRONT THREE PHASE PAD MOUNTED FUSE CABINET FOR 13 AND 23 KV MAXIMUM FUSE 200 AMP (NEW DESIGN-SIX BUSHINGS ON LINE SIDE)



WEIGHT: 1200 LBS.



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

3	1/30/18	UPDATE DRAWING	ARR	ELS	RDH
2	9/8/03	UPDATE NOTES	CEA	ELS	JJM
1	1/31/03	UPDATE DRAWING TO NEW SIX BUSHING ON LINE SIDE DESIGN	CEA	JES	JJM
0.	DATE	REVISION	ORIG.	DRAWN	APPR.

ORIGINATOR: PMG

DRAWN BY: RAS

DATE: 8/9/96

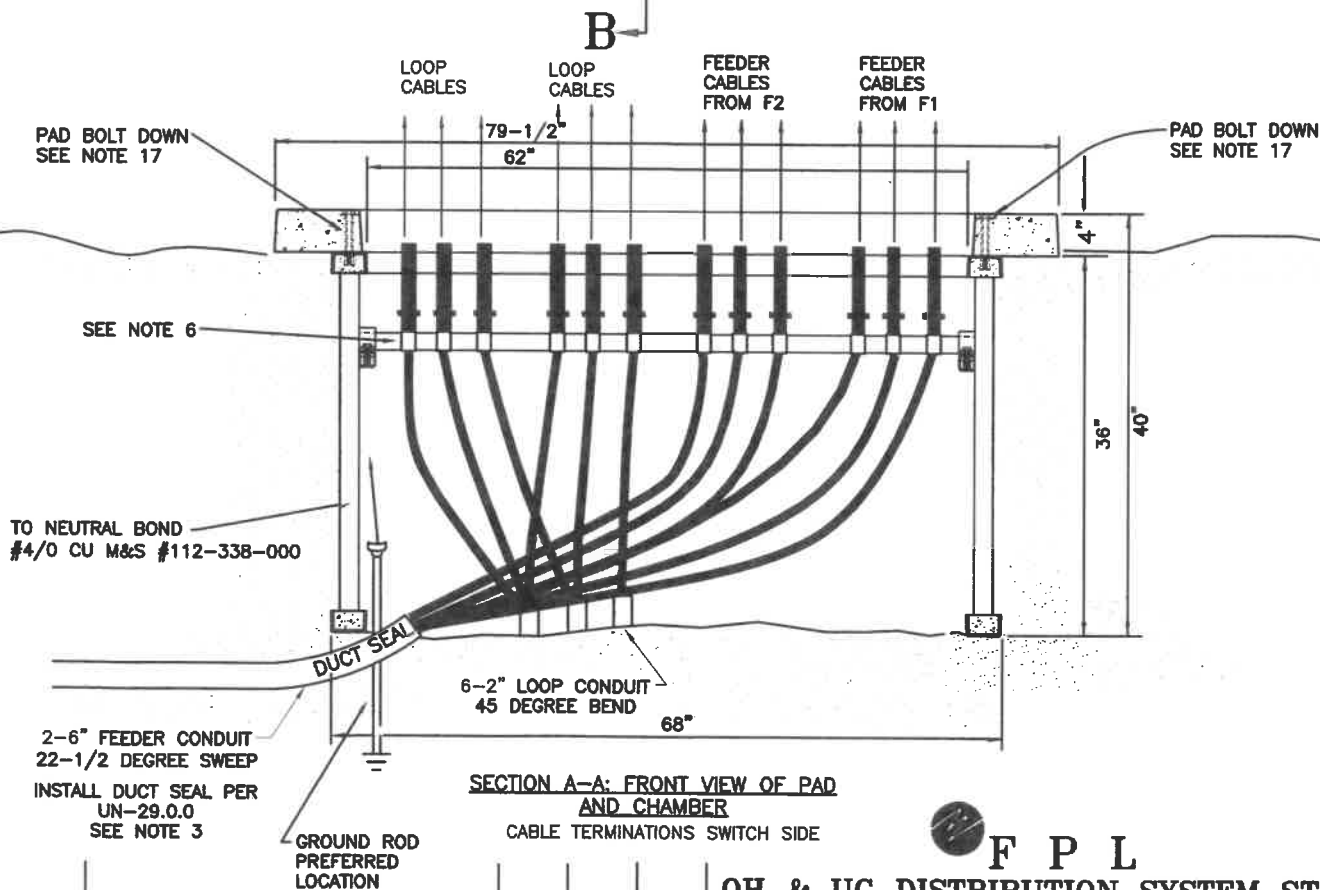
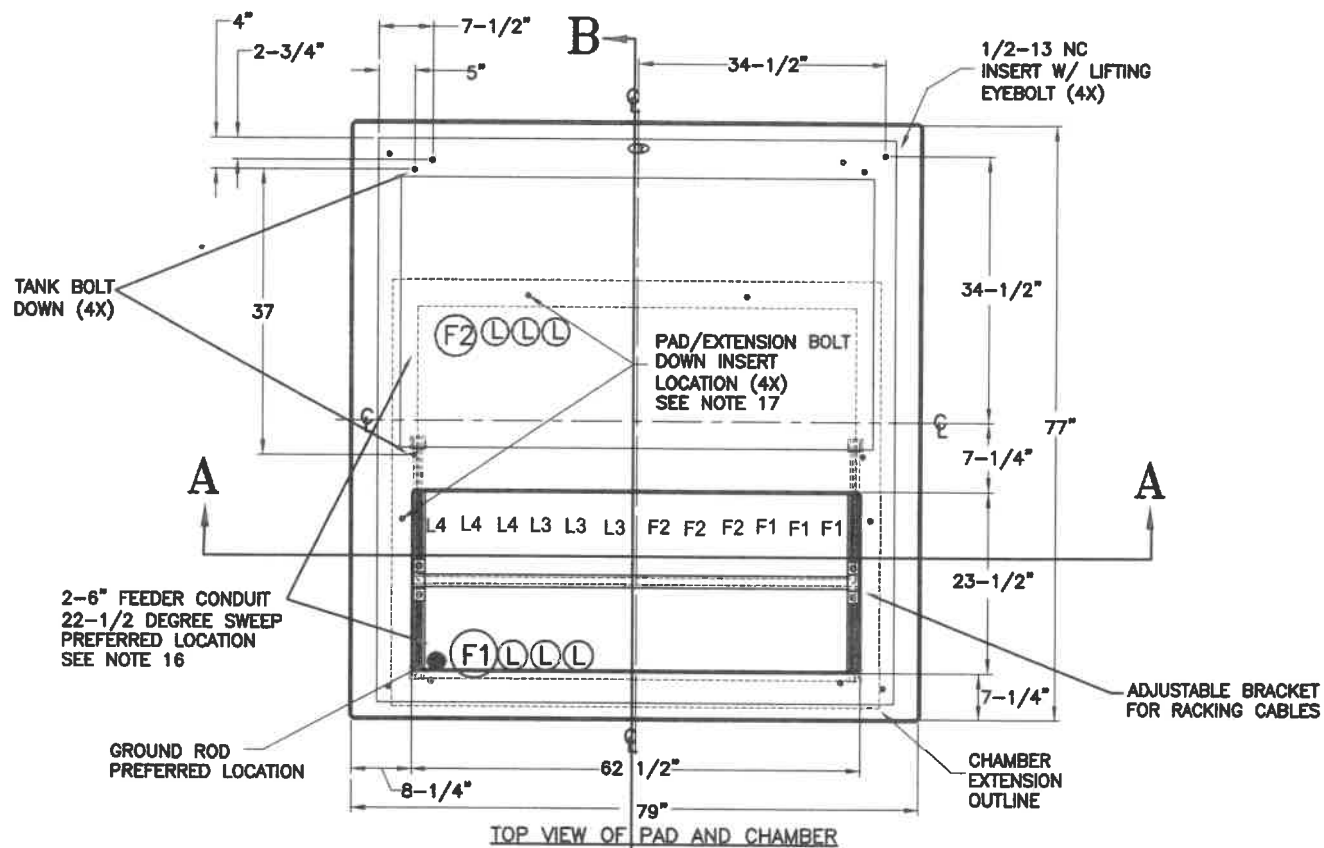
APPROVED: J.J. McEVoy

NO SCALE

SUPERVISOR, OH/UG PRODUCT SUPPORT SERVICES

TYPICAL INSTALLATION OF 25KV S&C VISTA THREE PHASE SWITCH FOR USE IN 13KV OR 23KV BELOW GRADE AND PAD MOUNTED APPLICATIONS

TYPICAL BUSHING POSITION ON VISTA SWITCH MODEL 422 SHOWN
F=FEEDER L=LATERAL



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILLING

DATE: 5/29/09

APPROVED: ARI LIMA

NO SCALE

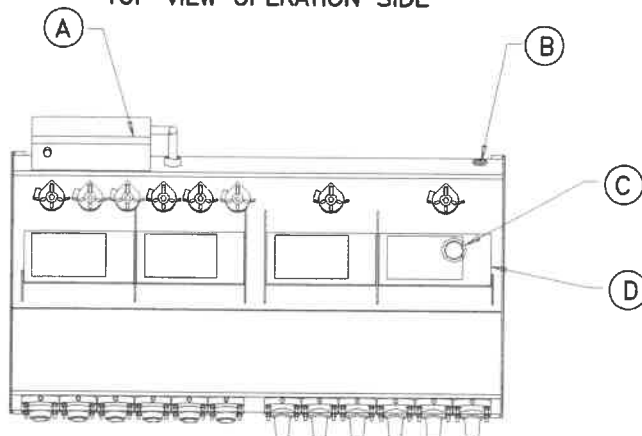
1 11/14/12 LOOP CABLE IDENTIFICATION

JGV ELS WM

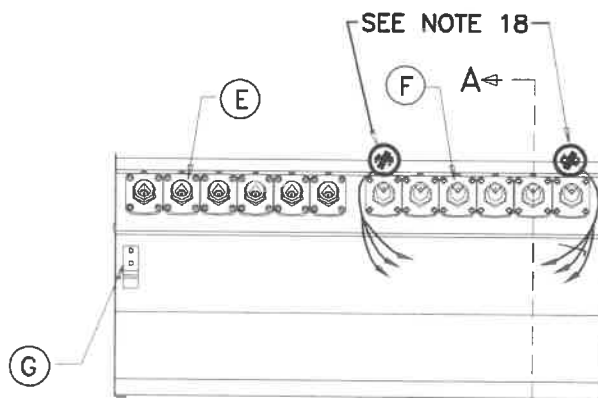
DATE: 5/29/09 APPROVED: ARI LIMA

TYPICAL VISTA SWITCH MODEL 422 SHOWN

TOP VIEW OPERATION SIDE



TOP VIEW TERMINATION SIDE



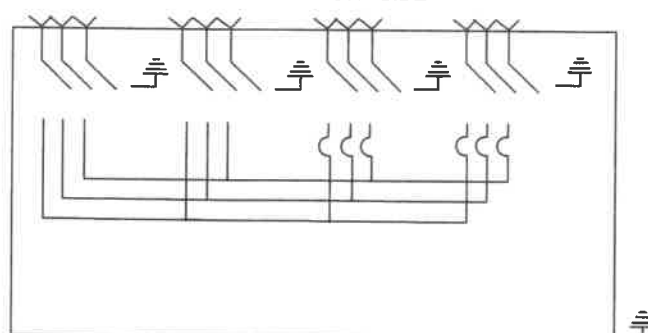
FRONT VIEW TERMINATION SIDE

A←

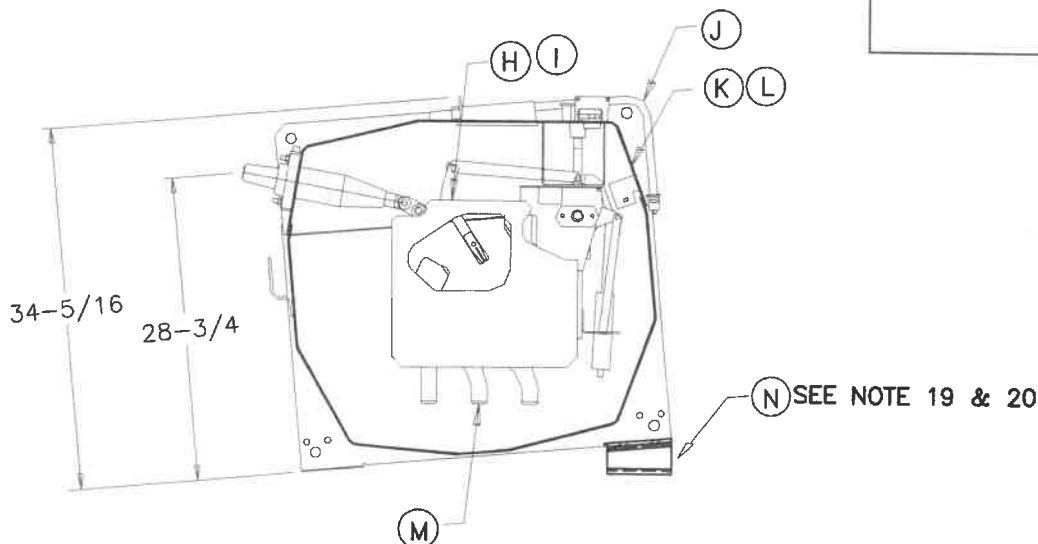
FEATURES IN THIS ASSEMBLY

- A. OVERCURRENT CONTROL
- B. GAS FILL PORT
- C. PRESSURE GAUGE
- D. WINDOW FOR VIEWING OPEN GAP AND GROUNDED POSITION OF LOAD-INTERRUPTER SWITCH OR FAULT INTERRUPTER
- E. 200-AMPERE BUSHING-WELLS FOR FAULT-INTERRUPTER
- F. 600-AMPERE BUSHINGS FOR LOAD-INTERRUPTER SWITCH
- G. TWO-HOLE GROUND PAD
- H. 600-AMPERE THREE-POLE LOAD-INTERRUPTER SWITCH WITH GROUND POSITION
- I. OPERATING MECHANISM
- J. MANUAL OPERATING HANDLE
- K. NAMEPLATE
- L. SUBMERSIBLE SF6-INSULATED TANK
- M. 600-AMPERE ALUMINUM BUS
- N. BASE BRACKET

TERMINATION SIDE



OPERATION SIDE

CONNECTION DIAGRAM

SECTION A-A: FEEDER SWITCH



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILLING

1 11/14/12 CHANGE C-46.0.2 TO C-46.0.1
DATE REVISION

JGV ELS WM
ADIC DRAWN ADD

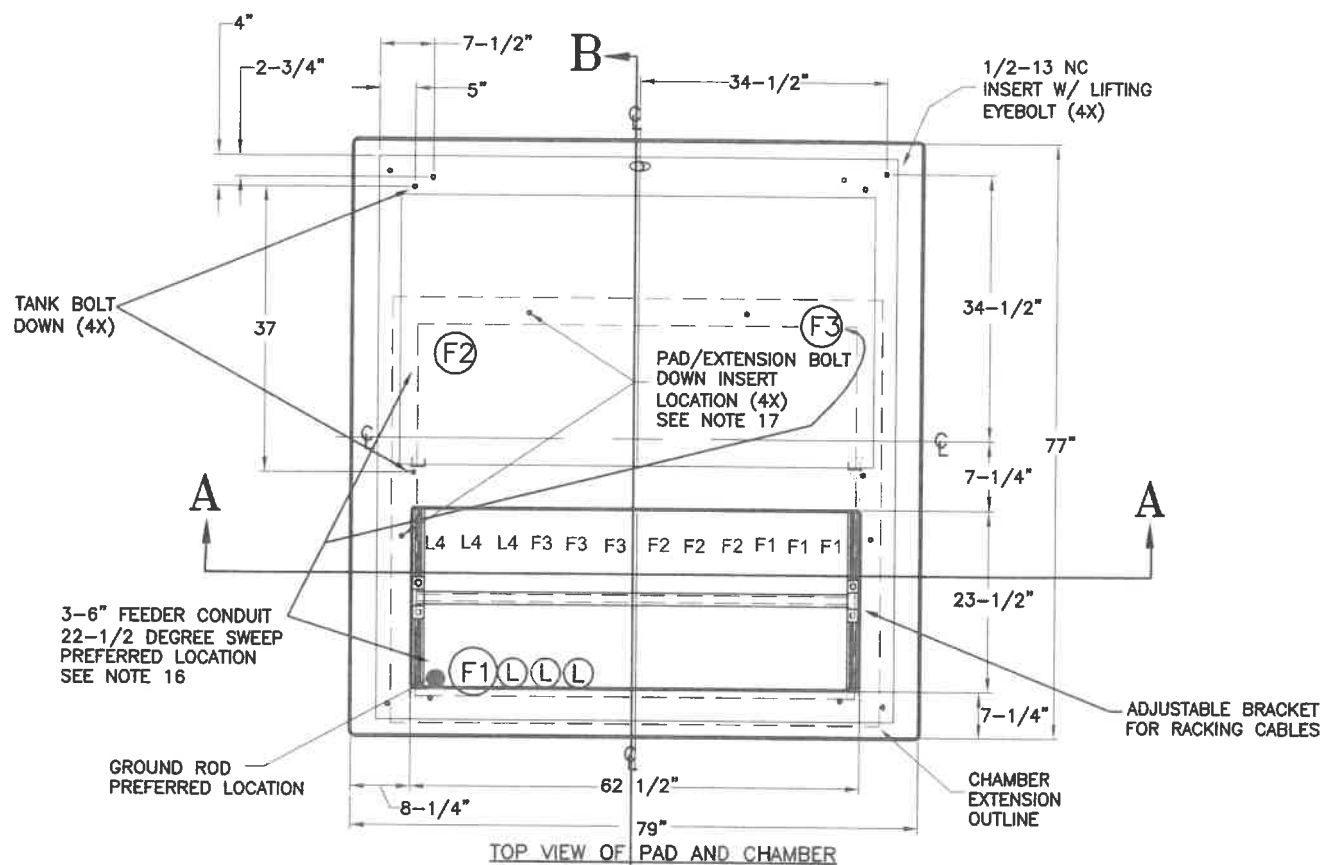
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APPROVED: ARI LIMA

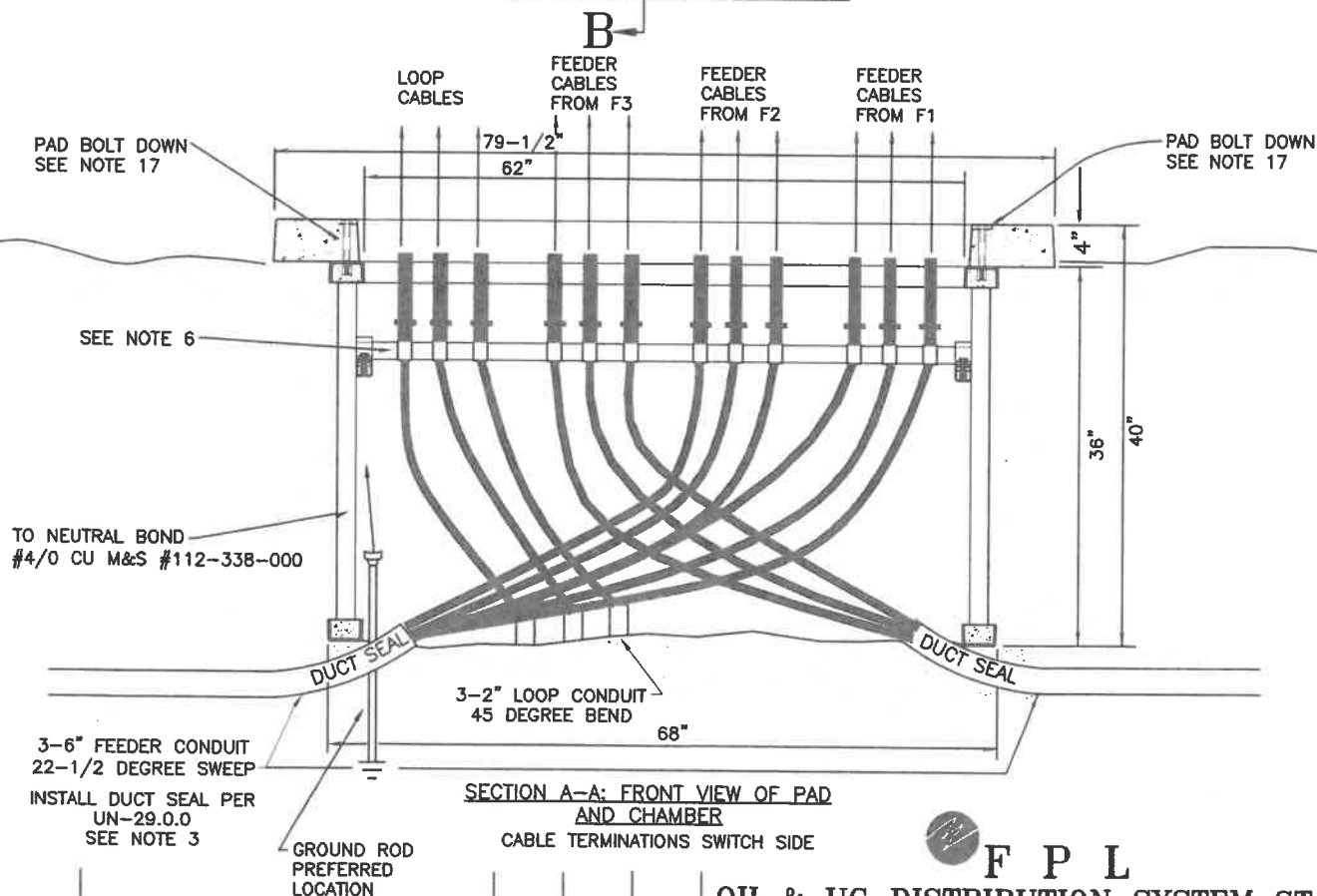
NO SCALE

TYPICAL INSTALLATION OF 25KV S&C VISTA THREE PHASE SWITCH FOR USE IN 13KV OR 23KV BELOW GRADE AND PAD MOUNTED APPLICATIONS

TYPICAL BUSHING POSITION ON VISTA SWITCH MODEL 431 SHOWN
F=FEEDER L=LATERAL



TOP VIEW OF PAD AND CHAMBER



SECTION A-A: FRONT VIEW OF PAD AND CHAMBER
CABLE TERMINATIONS SWITCH SIDE



F P L

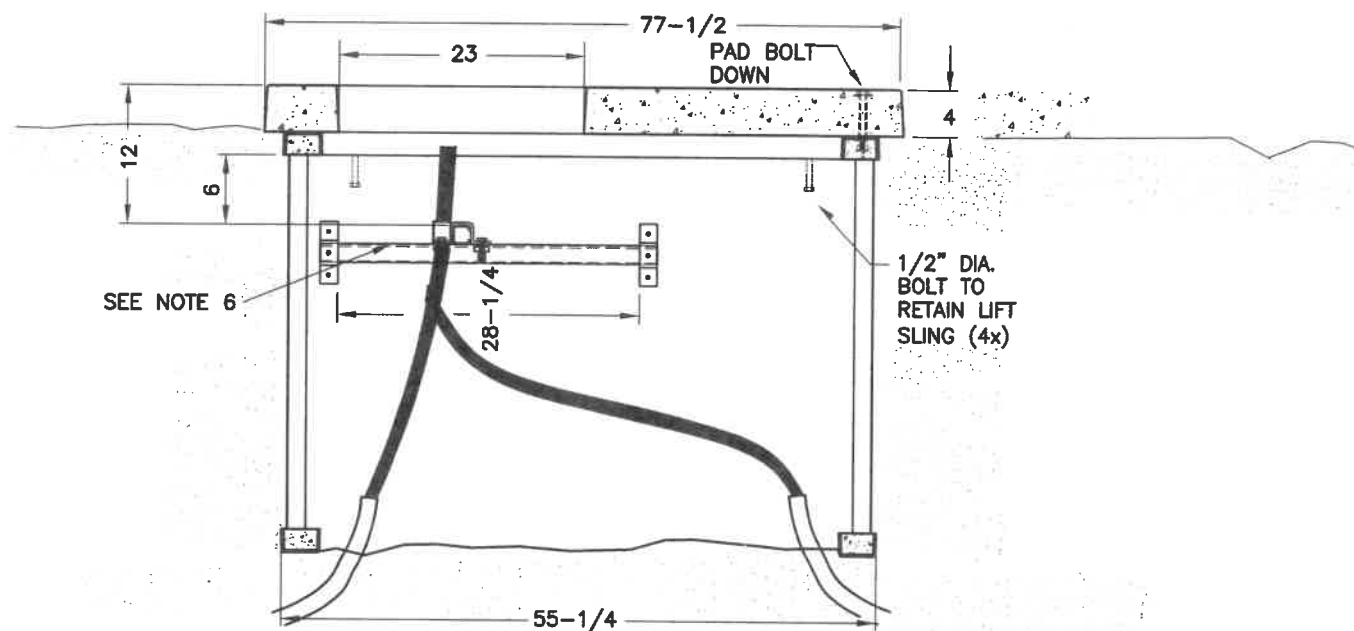
OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: _____

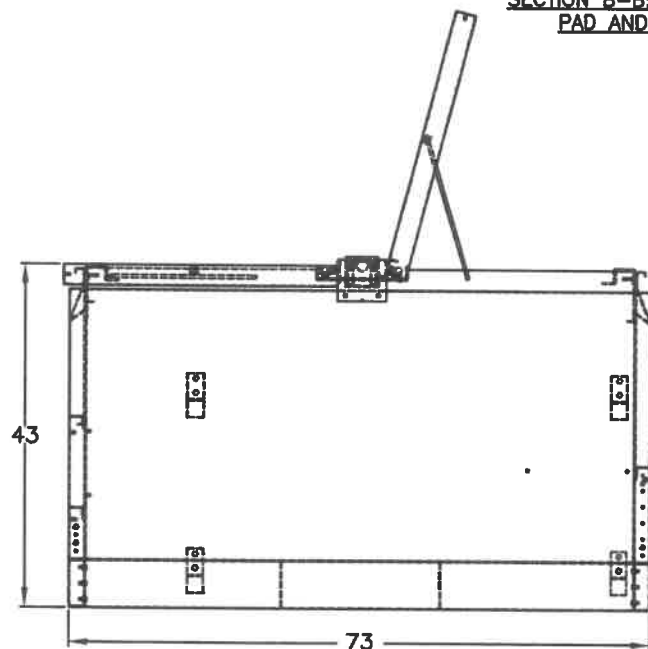
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DATE: _____ APPROVED: _____

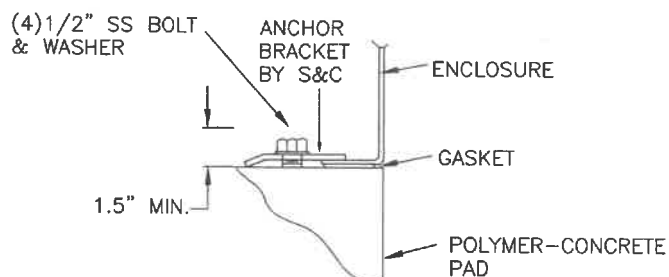
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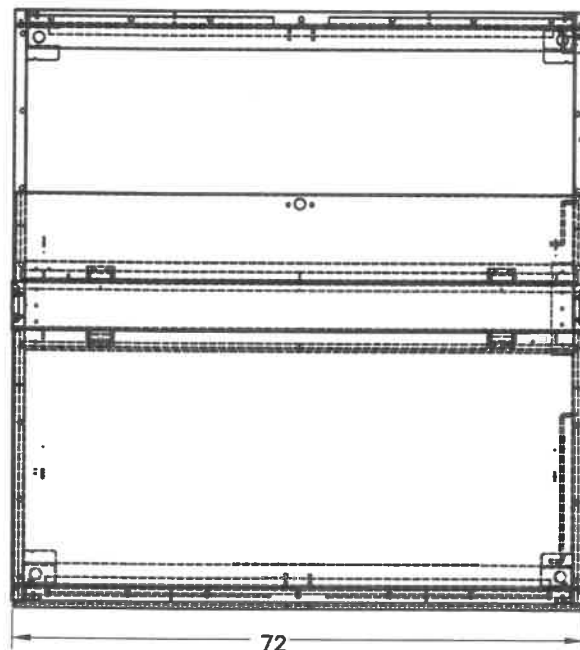
SECTION B-B: SIDE VIEW OF
PAD AND CHAMBER



SWITCH ENCLOSURE SIDE VIEW



ENCLOSURE ANCHOR DETAIL



SWITCH ENCLOSURE TOP VIEW



F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILLING

1 11/14/12 CHANGE C-46.0.1 TO C-46.0.3

JGV ELS WM

DATE: 7/27/09

APPROVED: ARI LIMA

NO SCALE

MATERIAL LIST

ITEM	DESCRIPTION	QUANTITY	M&S NUMBER	WMS CU
1	VISTA 422 (4 "WAYS", 2-THREE PHASE FEEDER GANG SWITCHES AND TWO-THREE PHASE, INDIVIDUALLY PROTECTED LOAD TAPS, WITH A STAINLESS STEEL ENCLOSURE	1	279-209-050	SW-VISTA-422-PAD
	VISTA 431 (4 "WAYS", 3-THREE PHASE FEEDER GANG SWITCHES AND ONE-THREE PHASE, INDIVIDUALLY PROTECTED LOAD TAPS, WITH A STAINLESS STEEL ENCLOSURE		279-211-050	SW-VISTA-431-PAD
	VISTA 440 (4 "WAYS", 4-THREE PHASE FEEDER GANG SWITCHES AND NO PROTECTED TAPS, WITH A STAINLESS STEEL ENCLOSURE		279-210-050	SW-VISTA-440-PAD
2	PAD AND CHAMBER FOR PM DF VISTA SWITCH (77"X 79"X 40" DEEP)	1	162-690-790	PD-SW-W/CC-VISTA
3	600 AMP T-BODY ELBOWS	VARIES	163-639-101	TM-PDF-600-1K
4	200 AMP BUSHINGS (25KV)	VARIES	163-864-001	SW-PD-BSH
5	200 AMP LOADBREAK ELBOWS (25KV)	VARIES	163-502-001	TM-PDF-1/0
6	PROTECTIVE CAP (15KV ONLY)	VARIES	163-022-000	TM-PDF-GC
7	ELBOW SURGE ARRESTERS (25KV ONLY)	VARIES	334-015-005	TM-PDF-LA
8	GROUND ROD CONNECTOR, CLAMP TYPE	1	120-036-106	DG-CLP-5/8
9	GROUND RODS, AS NEEDED	VARIES	130-614-005	DG-PKG-5/8
10	GROUND ROD COUPLINGS	VARIES	130-405-104	DG-C-5/8
11	#4 COPPER WIRE, SDB	6	112-309-000	SW-PMD-GC (Qty - 1)
12	#4/0 CU CABLE, 600V	27	110-101-169	
13	#4/0 CABLE CONNECTORS	6	120-871-005	
14	COPPER TO COPPER BOLTED CONNECTORS	22	102-800-002	SW-PMD-LOCK
15	STANDARD LOCKS	2	546-246-011	
16	CABLE MOUNTING BRACKET, STAINLESS	12	160-310-000	
17	BOLTS, SS, 1/2"X 1-1/2" FOR CABLE BRACKET		140-515-557	SW-VISTA-MT-HDW
18	SPRING, NUTS, SS, FOR 1/2" BOLT FOR CABLE BRACKET		161-463-000	
19	LOCK WASHER, 1/2", FOR CABLE BRACKET		145-294-010	
20	800 AMP FAULT INDICATOR	VARIES	163-297-009	P-CL-FCI-800
21	ROTATABLE FEEDTHRU DEVICE, 200AMP, 25KV	6	163-250-002	SW-VISTA-422-PAD
		3	163-250-002	SW-VISTA-431-PAD

NOTES:

- THE INTERRUPTERS MUST BE PRE-SET BY THE ERC PRIOR TO BEING ISSUED TO THE JOB. CALL 863-4921 OR 863-4900 TO MAKE ARRANGEMENTS.
- THE PAD MOUNTED VISTA SWITCH MAY BE INSTALLED IN AREAS SUBJECT TO FLOODING.
- SEAL THE INCOMING DUCTS PER UN-29.0.0.
- THE SWITCH AND ITS ENCLOSURE MUST BE BOLTED TO THE PAD.
- REFER TO DCS UH-41.0.1 FOR PROPER INSTALLATION OF 600 AMP T-BODY ELBOWS.
- BOTH THE FEEDER CABLES AND LOOP SIDE CABLES ARE TO BE RACKED THROUGH THE CABLE SUPPORT BRACKETS INSTALLED ON THE UNISTRUT IN THE CABLE CHAMBER.
- CABLES MUST NOT BE IN CONTACT WITH THE CABLE CHAMBER OR PAD TOP.
- ALLOW SUFFICIENT LENGTH OF CONCENTRIC NEUTRAL TO REACH GROUNDING BARS AND PERMIT THE FREE MOVEMENT OF THE ELBOWS.
- MAKE CERTAIN OF CABLE LOCATIONS BEFORE DRIVING GROUND RODS.
- APPLY CAULKING COMPOUND TO THE SEAM BETWEEN THE ENCLOSURE AND THE PAD TOP.
- DUST CAPS USED FOR COVERING BUSHINGS AND BUSHING WELLS DURING SHIPMENT MUST BE REMOVED PRIOR TO ENERGIZING THE SWITCH.
- UNUSED LOAD TAPS MUST HAVE BUSHINGS AND PROTECTIVE CAPS INSTALLED.
- UNUSED FEEDER POSITIONS MUST HAVE 600 AMP PROTECTIVE CAPS INSTALLED (M&S #163-645-007).
- AFTER THE SWITCH ENCLOSURE HAS BEEN INSTALLED, THE LIFTING BRACKETS MUST BE REMOVED AND STORED INSIDE THE ENCLOSURE FOR FUTURE USE.
- ENSURE THAT THE WARNING LABEL (M&S #548-560-104) IS INSTALLED ON BOTH THE CABLE COMPARTMENT AND THE OPERATOR SIDES OF THE ENCLOSURE.
- INSTALL FEEDER CONDUITS AS SHOWN IN C-46.0.0 AND C-46.0.2 ON LEFT AND/OR REAR SIDE OF CABLE CHAMBER TO ALLOW FOR BENDING RADIUS OF CABLE.
- BOLTS FOR SECURING PAD TO CHAMBER ARE INCLUDED FROM VENDOR. THERE ARE 4 BOLTING LOCATIONS AS SHOWN ON DRAWINGS.
- INSTALL 800 AMP 3Ø FAULT INDICATORS ON EACH SET OF FEEDER CABLES. SEE UV-14.0.0, UV-14.0.1, & UV-14.0.2.
- FOR PAD MOUNTED APPLICATIONS, THE BASE BRACKETS ("FEET"). "N" AS SHOWN IN C-46.0.1 ARE REQUIRED.
- THE BASE BRACKETS ARE NOT REQUIRED FOR BELOW GRADE ("UNDER-COVER") APPLICATIONS, BUT SHOULD BE KEPT WITH THE SWITCH IN THE POSSIBLE EVENT OF FUTURE RE-USE IN A PAD MOUNTED APPLICATION.
- INSTALL ROTATABLE FEED-THRU DEVICE ON THE LOAD SIDE OF THE VISTA SWITCH (M&S #163-250-002)

4	4/4/19	UPDATE LINE 3	AXR	ELS	RDH
3	2/18/19	UPDATE TABLE	AXR	ELS	RDH
2	11/14/12	UPDATE NOTES 16 AND 19 ADD NOTE 21 AND ITEM 21	JGV	ELS	WM
1	9/2/10	UPDATE ITEM 16	GAP	ELS	BXN
0					

F P L

OH & UG DISTRIBUTION SYSTEM STANDARDS

ORIGINATOR: A. PANTOURIS

DRAWN BY: E. SCHILLING

DATE: 9/1/03

APPROVED: ARI LIMA

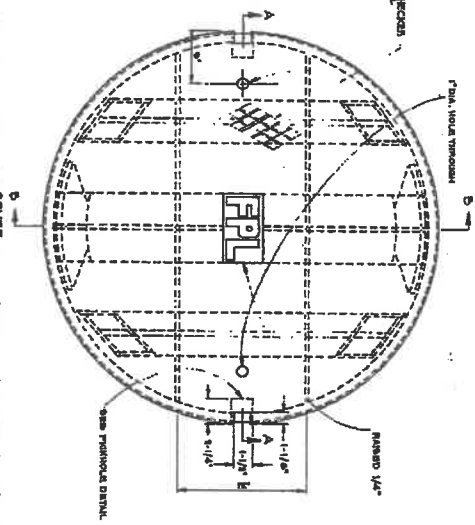
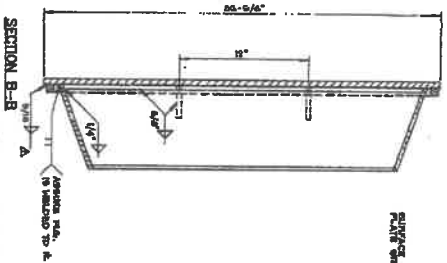
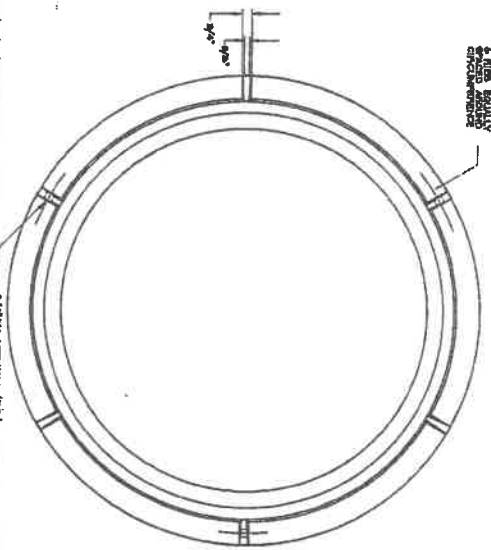
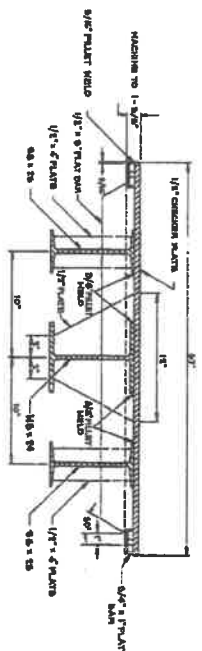
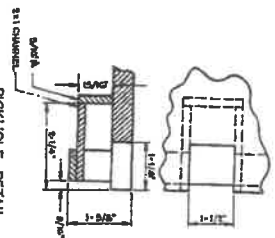
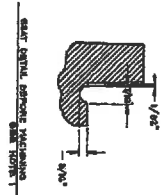
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UX-232.0.0

AIRCRAFT MANHOLE FRAME AND COVER

M&S #161-041-007

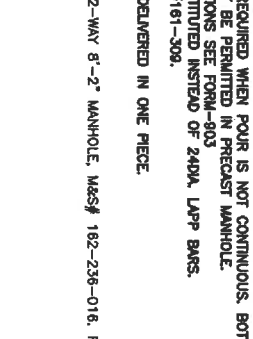
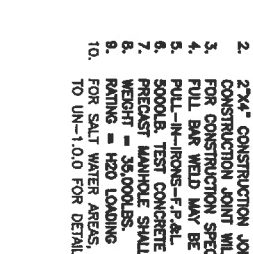
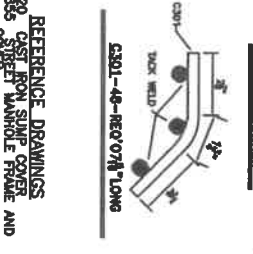
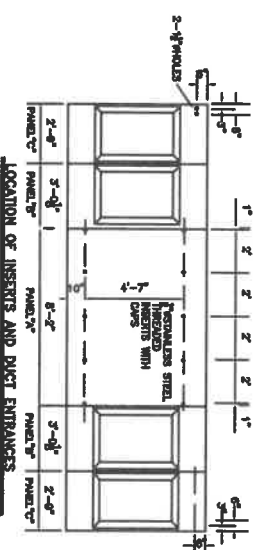
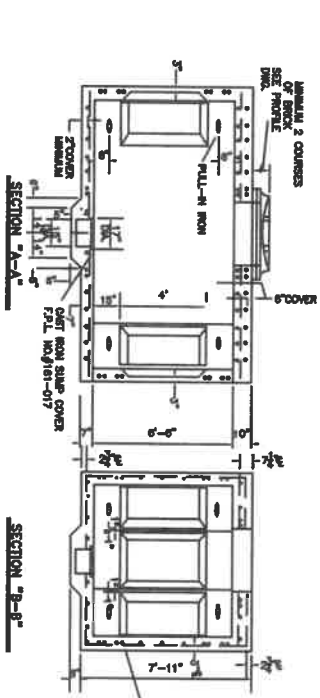
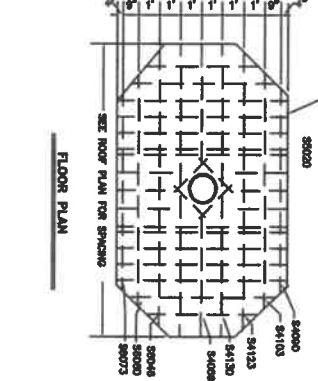
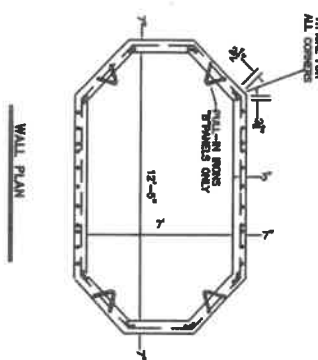
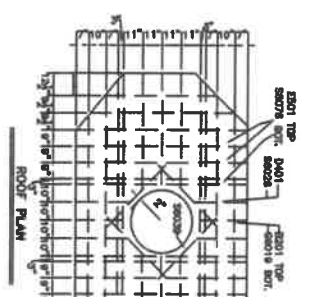
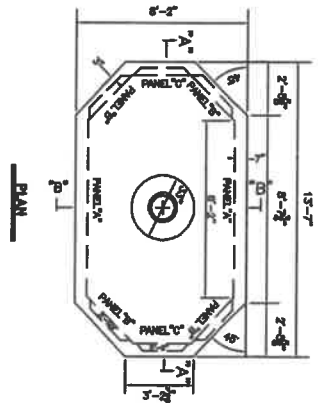
UX-232.0.0



- NOTES:
1. BEARING SURFACES OF COVER AND OF FRAME WHERE IT CONTACTS MUST BE GRIND TRUE TO PREVENT RATTLING OF COVER.
 2. 3" HIGH PFL LETTERS IN CENTER TO BE BEAD WELDED ON GROUND FLUSH CHECKER PLATE.
 3. PICKHOLE SHALL BE 1-8/16" DEEP.
 4. WELDS SHALL BE CONTINUOUS ALL AROUND EXCEPT AS NOTED.
 5. SPECIFICATIONS FOR FRAME CASTING: CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, HARD SPOTS, SHRINKAGE DISTORTION, CRACKS, OR OTHER DEFECTS. THEY SHALL BE SMOOTH, WELL CLEANED BY SPOT BLASTING AND COATED WITH A COAL TAR PITCH VARNISH WHICH WILL RESULT IN A SMOOTH COATING, TOUGH AND TENACIOUS WHEN COOL. NOT EXCEED THE MAXIMUM TENSILE STRENGTH OF THESE CASTINGS SHALL BE ASTM CLASS 30 GRAY IRON. MINIMUM TENSILE STRENGTH 30,000 LBS. PER SQUARE INCH, AND SHALL CONFORM WITH ASTM SPECIFICATION A-48-54.
 6. ALL CASTINGS SHALL BE MANUFACTURED TRUE TO PATTERN. COVERS & FRAMES SHALL FIT TOGETHER IN A SATISFACTORY MANNER. ALL BEARING SURFACES SHALL BE MACHINED TO PREVENT ROCKING & RATTLING UNDER TRAFFIC.
 7. APPROX. TOTAL WEIGHT 750 LBS.
 8. REFER TO UX DRAWING UX-225.0.0, FOR SPECIAL (AIRCRAFT) 2-WAY 7'-8" MANHOLE, M&S #162-237-002.
 9. MANHOLE AND COVER RATED AT 280,000 LBS.

2	1/12/16	UPDATED NOTES	ARR	ELS	ROH
1	8/13/14	ADDED NOTES	ARR	ELS	ROH
NO	DATE	REVISION	ORIG.	DR.	APP.

FLORIDA POWER & LIGHT COMPANY
 DATE: 7/19/86
 SUPERVISOR: J.J. WEAVER
 SUPPORT SERVICES



8	10/13/22	UPDATE NOTE 10	ARR	GYN	DC
7	7/21/17	ADD NOTE 10	ARR	ELS	RDH
6	8/4/16	ADD NOTE 9	ARR	ELS	RDH
5	8/21/15	ADD NOTE 8	ARR	ELS	RDH
4	3/4/15	UPDATE TITLE	ARR	ELS	RDH

ORIG.
DRAWN: J.R. GARCIA

NO SCALE
DATE:

APPROVED
DIRECTOR DISTRIBUTION ENGINEERING

FLORIDA POWER & LIGHT COMPANY

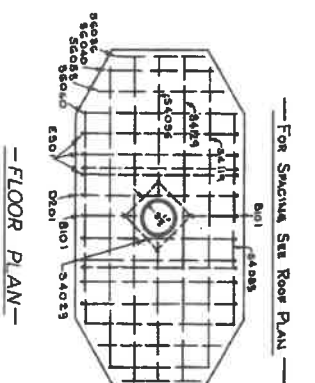
TWO WAY MANHOLE
M&S 162-236-006
APPROX. WEIGHT: 35,000 LBS.

- NOTES:
1. 12'-6" DUCTS FOR ALL WINDOWS.
 2. 2"x4" CONSTRUCTION JOINTS REQUIRED WHEN POUR IS NOT CONTINUOUS. BOTTOM FOR CONSTRUCTION JOINT WILL NOT BE PERMITTED IN PRECAST MANHOLE.
 3. FOR CONSTRUCTION SPECIFICATIONS SEE FORM-803
 4. FULL BAR WELD MAY BE SUBSTITUTED INSTEAD OF 240Y. LAPP BARS.
 5. PULL-IN-IRONS-F.P.A.L. CO. #161-309.
 6. 5000LB. TEST CONCRETE
 7. PRECAST MANHOLE SHALL BE DELIVERED IN ONE PIECE.
 8. WEIGHT = 35,000LBS.
 9. RATING = H20 LOADING
 10. FOR SALT WATER AREAS, USE 2-WAY 8'-2" MANHOLE, M&S# 162-236-016. REFER TO UN-1.0.0 FOR DETAILS.

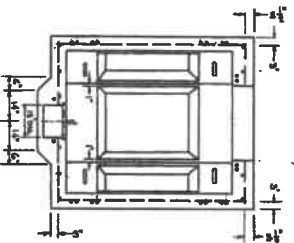
MATERIAL REQUIRED

CONCRETE - 9 CU. YDS
1 - CAST IRON SLUMP COVER - F.P.A.L. CO. #161-017
1 - MANHOLE FRAME AND COVER - F.P.A.L. CO. #161-040
8 - PULL-IN-IRONS - F.P.A.L. CO. #161-309

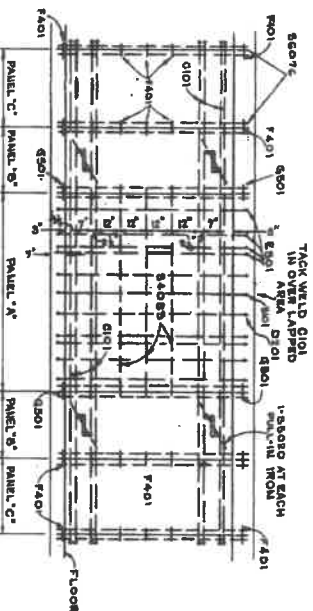
UX-219.0.0



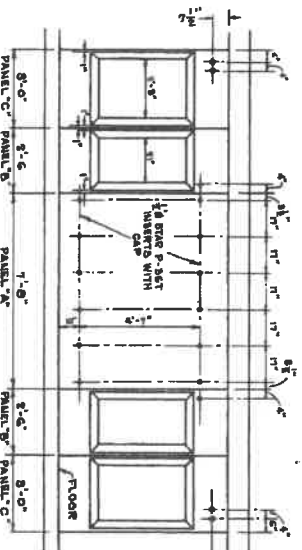
-FLOOR PLAN-



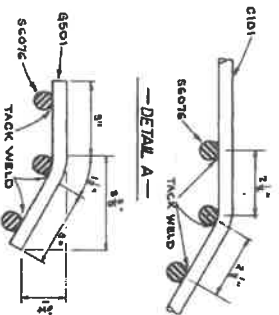
— SECTION B-B —



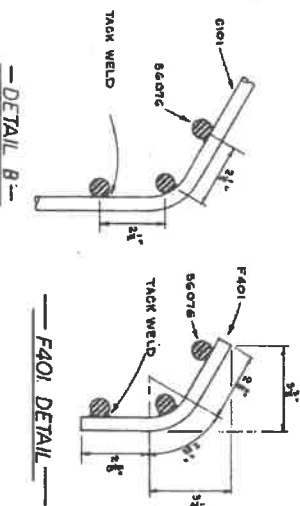
— PANEI REINFORCING —



—LOCATION OF INSERTS AND DUCT ENTRANCES—



— G501 DETAIL —



- DETAIL B -

— F401. DETAIL

1. APPROXIMATE TOTAL WEIGHT - 32,200LBS.
2. RATING = H2O LOADING
3. FOR SALT WATER AREAS, USE 2-WAY 7'-8" MANHOLE.

M&S #162-235-010. REFER TO UN-1.0.0 FOR DETAILS.

REFERENCE DRAWINGS

UX-520 CAST IRON SUMP COVER,
 8-1665 STREET MANHOLE FRAME & COVER
 UX-220 REINFORCING SCHEDULE

5	8/26/19	ADD NOTE 3	ARR	ELS	RDH
4	8/4/16	ADD NOTE	ARR	ELS	RDH
3	8/21/15	ADD NOTE	ARR	ELS	RDH
2	3/4/15	UPDATE TIME	ARR	ELS	RDH
1	7/1/83	ADD MMS NO. & WEIGHT	ARR		

APPROVED: J.J McEVORY

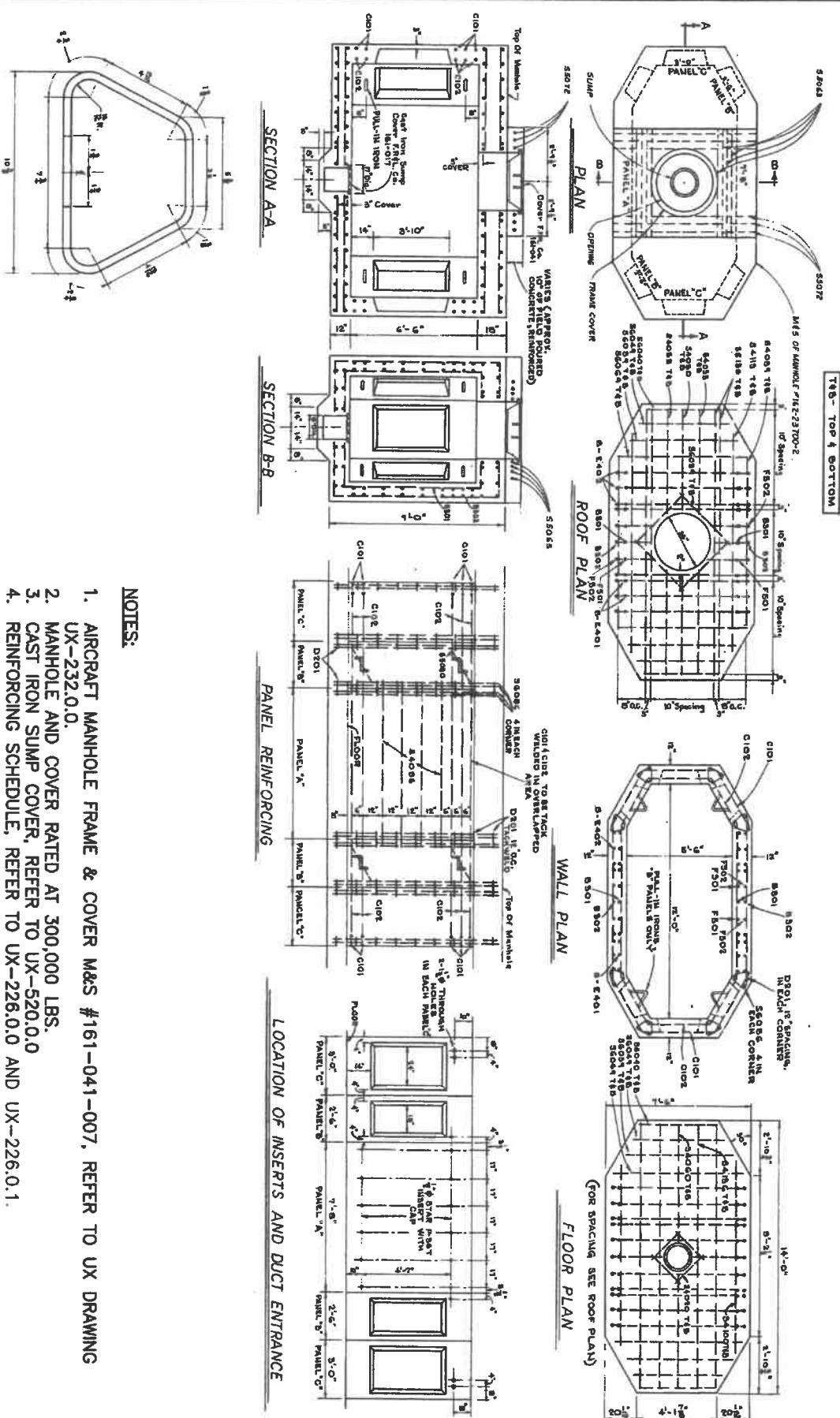
FLORIDA POWER & LIGHT COMPANY

UX-225.0.0

M&S #162-237-002

UX-225.0.0

APPROXIMATE TOTAL WEIGHT - 66,200 LBS.



D201 - 93 - 72 REV'D - 2-7-70

4	10/16/78	UPDATE NOTE 4	ARR	ELS	RDH
3	8/13/74	ADDED MASS NUMBER & WEIGHT	ARR	ELS	RDH
2	7/1/73	ADDED MASS NUMBER & WEIGHT	ARR	ELS	RDH
1	6/2/72	ADD REBAR S5072 & COVER MODIFICATION			

DRAWN: KRB

NO SCALE

DATE: 1-29-70

APPROVED: J.J. McEVY
SUPERVISOR PM/HG BRN/HT

CITY OF DESTIN UNDERGROUNDING PROJECT

APPLICANT-INSTALLED FACILITIES AGREEMENT FOR UNDERGROUND CONVERSION (WR#11341323)

FOR PHASE I

**APPLICANT-INSTALLED FACILITIES AGREEMENT FOR UNDERGROUND
CONVERSIONS (WR # 11341323)**

This Agreement, made and entered into this _____ day of October, 2023, by and between the _____ City of Destin (the "Applicant"), a Florida municipal corporation with an address of _____ 4200 Indian Bayou Trail Destin FL 32541 and FLORIDA POWER & LIGHT COMPANY ("FPL"), a Florida corporation organized under the laws of the State of Florida, with an address of P.O. Box 14000, 700 Universe Boulevard, Juno Beach, FL 33408-0429.

WITNESSETH:

WHEREAS, the Applicant has executed the appropriate underground facilities conversion agreements ("Conversion Agreements") with FPL to convert certain overhead electric distribution facilities (collectively the "Existing Overhead Facilities") to underground distribution facilities (collectively the "Underground Facilities"), as described in the aforementioned Conversion Agreements (hereinafter the "Conversion");

WHEREAS, the Applicant desires to perform itself, or through its Contractors, certain Work as such term is described in Exhibit A associated with the Conversion Agreements;

WHEREAS, FPL is willing, subject to all the terms and conditions set forth below in this Agreement, to allow the Applicant to perform the Work based on Applicant's assurance that such Work will be in accordance with FPL's designs, instructions, standards and specifications, and such Work will not adversely impact FPL or its electric customers;

NOW, THEREFORE, in recognition of the foregoing premises, and in consideration of the covenants and promises set forth herein below, FPL and Applicant do hereby agree as follows:

1. **Compliance with Tariff.** Applicant shall comply with and abide by the requirements, terms, and conditions of this Agreement, the Conversion Agreements, and FPL's electric tariff (the "Tariff").
2. **Conditions for Work to be Performed.** Applicant shall, at its own cost and expense, perform or cause to be performed, all Work, as described in Exhibit A, in accordance with the terms and conditions of this Agreement and the standards and specifications shown in Exhibit B. The Applicant shall provide all survey and staking to ensure that all Underground Facilities are installed as shown in the Conversion Agreements and provide As-Built prints to FPL within two (2) weeks of installation, signed and certified by a Florida registered surveyor along with a FPL "Redline" document.
3. **Commencement of Work.** Applicant shall perform the Work, or any portion of the Work, only upon receipt of a notice to proceed containing the approved drawings, specifications and instructions from FPL ("Notice to Proceed"). After receipt of the Notice to Proceed, Applicant shall provide written notice of intent to commence work to FPL at least five (5)

days prior to commencement of such Work. Applicant shall not perform any excavation work without first notifying Sunshine State One Call for identification and marking of existing underground utilities and complying with the excavation requirements set forth in Florida Statute Chapter 556.

4. **Materials.** All Materials are to be supplied by FPL and shall be picked up by Applicant at a mutually agreed upon location and at a mutually agreed upon time, typically with 5 business days minimum notice, but no more than 15 business days notice, unless mutually agreed upon. Alternatively, FPL will, at Applicant's expense, have the material delivered to a mutually agreed upon location. Applicant assumes liability for any materials lost, stolen or damaged once these materials are picked up by, or delivered to, the Applicant.
5. **Contractors.** Applicant may enter into a contract with a contractor for the performance of the Work, or any portion thereof, provided that the contractor has been approved by FPL in writing prior to execution of such contract. Applicant shall not make any substitution of any contractor for the performance of Work unless the substitution is approved by FPL in writing. The Applicant's contractor(s) shall perform ALL work as outlined within Exhibit A & Exhibit B. No contract or purchase order between Applicant and its contractor(s) shall bind or purport to bind FPL, but each contractor entering into a contract with Applicant with respect to the Work shall name FPL as an intended third-party beneficiary and include a provision permitting its assignment to FPL upon FPL's written request, following default by Applicant or termination or expiration of this Agreement. Applicant shall provide FPL with written certification from each of its contractors performing Work that all warranties, guarantees and obligations of such contractors are equivalent or better than those granted by such contractor to FPL for similar work and shall require that each such contractor name FPL as an intended third party beneficiary of such warranties, guarantees and obligations with the same rights of enforcement as Applicant. Applicant shall assign all representations, warranties, guaranties, and obligations of all contractors at the request and direction of FPL, and without recourse to Applicant, to FPL upon default by Applicant or termination or expiration of this Agreement; provided, however, that, notwithstanding such assignment, Applicant shall be entitled to enforce each such representation, warranty, guaranty, and obligation so long as Applicant has any liability under this Agreement. Applicant hereby assigns to FPL, effective as of the termination or expiration of this Agreement, all representations, warranties, guaranties and obligations of all Contractors.
6. **Right of Entry.** FPL reserves the right, together with its agents or designees to enter the Jobsite as it may elect for the purpose of inspecting the Work, or constructing or installing such collateral work as it may desire, or testing, boring or surveying, or any other purpose.
7. **Inspection and Correction of Deficiencies.**
 - 7.1. All Work shall be properly inspected and tested, if appropriate, by Applicant and shall at all times be subject to additional inspection by FPL and its designee(s).

- 7.2. Neither the failure to make such inspection, nor the failure to discover defective workmanship, materials, or equipment, nor approval of or payment to Applicant for such Work shall prejudice the rights of FPL thereafter to correct or reject the same.
- 7.3. Applicant shall correct any deficiencies found with the Work, including but not limited to discrepancies that are inconsistent with FPL's design, instructions, standards or specifications within two (2) business days. If Applicant does not adequately rectify the identified deficiencies in the required timeframe, FPL may, at its sole discretion, perform, or have performed by its contractor the required repairs and Applicant shall pay FPL for any costs incurred. These requirements apply whether the discovery of deficiencies occurs while Applicant is performing its Work or while FPL, or its contractor, is performing its portion of the work.
- 7.4. If any Work or part thereof is covered over contrary to the requirements of this Agreement or the written request of FPL, it must, if required by FPL, be uncovered for observation and inspection and covered again at Applicant's sole expense.
- 7.5. If any Work that FPL has not specifically requested to observe and inspect prior to being covered has been covered, FPL may request to see such Work or part thereof and it shall be uncovered by Applicant. If such Work or part thereof is found to be in accordance with this Agreement, the cost of uncovering and covering again shall be paid by FPL. If such Work or part thereof fails to meet the requirements of this Agreement, Applicant shall pay all costs of uncovering, correcting, and covering again.
- 7.6. Applicant shall pay FPL for all time spent reviewing and inspecting Applicant's Work.
- 7.7. No electric customers shall be connected to the Underground Facilities prior to all deficiencies being rectified.

8. Indemnity / Liability of Applicant.

- 8.1. Subject to the provisions and limitations of Florida law, Applicant shall protect, defend, indemnify and hold FPL free and unharmed from and against any liabilities whatsoever resulting from or in connection with this Agreement, the Conversion or in connection with the performance of the Work by the Applicant, its employees, agents, Contractors or Contractors' employees. The Applicant's indemnity obligations to FPL shall not apply to any claims or liabilities that are caused by the sole negligence of FPL.
- 8.2. Applicant shall assume full responsibility for all damages and all restoration arising in connection with the Work.

9. **Design Work.** FPL shall provide all design, instruction, standards and specifications necessary to perform the Conversion.
10. **Completion of Work and Ownership.** Applicant shall complete the Work within a reasonable time, consistent with safety, convenience, necessity, and good construction and engineering practices, and notify FPL when said Work is complete. Upon FPL's final written approval of the completion of the Work ("Acceptance"), Applicant acknowledges that all rights, title and interest, free and clear of all liens, in and to the Work shall vest in FPL. If requested by FPL, Applicant shall provide FPL, in a form acceptable to FPL, an affidavit of Applicant certifying payment of all indebtedness to all Contractors and a written release of liens from Applicant and each Contractor.
11. **No Liability by FPL.** FPL assumes no liability due to any damage, misunderstanding of installation drawings or specifications, or any actions due to Applicant or its Contractor.
12. **Suspension for Cause:**
 - 12.1. FPL may at its sole discretion, by Notice, temporarily suspend the Work, or any portion thereof, under this Agreement when the performance by Applicant or its contractor is unsatisfactory by FPL to obtain the results required by this Agreement.
 - 12.2. The methods by which Applicant performs its Work are entirely the responsibility of Applicant. FPL's right to suspend Work is intended solely to verify that the Work being performed by Applicant and its Contractor conforms to the design, instruction, standards and specifications and shall not obligate FPL to review the efficiency, adequacy or safety of Applicant's or its Contractors methods or means of operation or construction.
 - 12.3. Any additional costs incurred by Applicant resulting from such suspension shall be borne solely by Applicant.
 - 12.4. If Applicant immediately corrects the unsatisfactory condition FPL shall authorize resumption of the Work. Applicant's failure to immediately effect correction of the unsatisfactory conditions shall be cause for termination of this Agreement.
13. **Termination for Cause:**
 - 13.1. FPL may, upon Notice to Applicant, and without prejudice to any remedy available to FPL under law, in equity or under this Agreement, terminate the whole or any part of this Agreement for cause and take possession of the Work without termination charge, penalty or obligation in the event Applicant fails to perform a material obligation under this Agreement and fails to cure such material obligation default within a reasonable period of time, but in no event more than ten (10)

business days, after Notice from FPL specifying the nature of such default (any such termination referred to as a "Termination for Cause").

13.2. In the event of Termination for Cause by FPL, Applicant shall:

- a. Unless instructed otherwise in the Notice, immediately stop all Work hereunder;
- b. Issue no further contracts except with the prior written consent of FPL;
- c. Assign to FPL, to the extent requested by FPL, all rights of Applicant under contracts outstanding;
- d. Terminate, to the extent requested by FPL, outstanding contracts;
- e. Fully cooperate and refrain from hindering or interfering in any manner with any other persons or parties currently or prospectively performing the Work; and
- f. Take any other action toward termination, or toward preservation of the Work, that FPL may direct.

13.3. Upon a Termination for Cause, all obligations of FPL hereunder shall terminate effective immediately. Upon such Termination for Cause, FPL may either rework or take over the terminated Work and proceed to provide such materials, supplies, equipment and labor of both FPL and FPL contractors, as may be reasonably necessary to complete said Work. FPL may have any partially fabricated portion of the Work removed from Applicant's or contractor's facilities upon Notice to Applicant. Applicant shall be liable for any increase of FPL's costs, including rework costs, incurred by FPL as a result of FPL's termination of the contract for cause.

13.4. In the event of Termination for Cause, FPL shall have no liability to Applicant for costs incurred by Applicant as a result of such termination.

14. **Termination Prior to Construction.** Applicant may terminate this Agreement at any time prior to the start of construction. If Applicant elects to still complete the Conversion, then the Contribution-In-Aid-of-Construction (CIAC) amount provided in the Conversion Agreement shall be revised accordingly. The revised Conversion Agreement must be executed and any additional CIAC due received by FPL prior to the start of construction.

15. **Assignment.** This Agreement is not assignable.

16. **Applicant's Payments to FPL.** Any monies that are owed by Applicant to FPL under this Agreement shall be paid to FPL within thirty (30) days of FPL producing an invoice.

17. **Notice.** As used herein, the term "Notice" shall mean any formal written correspondence providing notice of action, purpose, intent or the like given under the provisions of this Agreement. Unless otherwise provided in this Agreement, Notice shall be delivered in person, by courier or by certified mail and shall be effective when received. General correspondence is not categorized as Notice.

IN WITNESS WHEREOF, FPL and Applicant have executed this Agreement for the provision of Applicant-Installed facilities to be effective as of the date first above written.

For: _____

By: _____
(signature)

Name: _____
(print or type)

Title: _____
(print or type)

By: _____
(signature)

Name: _____
(print or type)

Title: _____
(print or type)

Approved as to Terms and Conditions: _____
(signature/title)

Approved as to Form and Legal Sufficiency: _____
(signature/title)

For FLORIDA POWER & LIGHT COMPANY

By: _____
(signature)

Name: _____
(print or type)

Title: _____
(print or type)

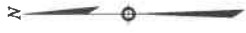
Exhibit A

FPL

CITY OF DESTIN CONVERSION – UG FOR CONVERSION

PROJECT NO. WR 11341323

WR 11341323 - CITY OF DESTIN CONVERSION - UG FOR CONSTRUCTION



LEGEND

- 15 PROPOSED FEEDER SPICE BOX (DCS UN-18.0.0)
- 14 PROPOSED PRIMARY SPICE BOX (DCS UN-19.0.0)
- 13 EXISTING PORT JUNCTION (DCS UN-53.0.0)
- 12 PROPOSED PADMOUNTED TRANSFORMER (DCS I-62.0.0, 65.1.1, 70.0.1)
- 11 EXISTING PADMOUNTED TRANSFORMER (DCS I-62.0.0, 65.1.1, 70.0.1)
- 10 EXISTING OPEN WYE-OPEN DELTA TRANSFORMER (DCS I-66.0.2)
- 9 PROPOSED PADMOUNTED DISCONNECT SWITCH (DCS C-32.0.1, 32.0.2, 32.2.3)
- 8 EXISTING SOLID BLADE SWITCH (UH-20.0.0 F1)
- 7 PROPOSED DISCONNECT SWITCH (UH-15.3.1)

- ☐ INACCESSIBLE
- ☒ 12KV
- ☐ FUTURE 23KV
- ☐ 23KV
- ☒ SALT SPRAY

AS-BUILT COPY		AS-BUILT CREW PRINT		DESIGNED BY		C. OCHOA		W/2 NW	
ADD CERTIFIED COPY TO BE SUBMITTED TO THE CITY OF DESTIN FOR REVIEW AND APPROVAL. All changes shown on this drawing are the responsibility of the designer. All changes shown on this drawing are the responsibility of the designer.		ADD CERTIFIED COPY TO BE SUBMITTED TO THE CITY OF DESTIN FOR REVIEW AND APPROVAL. All changes shown on this drawing are the responsibility of the designer. All changes shown on this drawing are the responsibility of the designer.		DRAWN BY		C. OCHOA		CITY OF DESTIN, PHASE 1	
DATE		DATE		DATE		DATE		UG FOR CONSTRUCTION	
11/14/22		11/14/22		11/14/22		11/14/22		US HWY-90	
MAP NO.		MAP NO.		MAP NO.		MAP NO.		DESTIN/OKALOOSA, FL	
0		0		0		0		GP	
DMS NO.		DMS NO.		DMS NO.		DMS NO.		WR 11341323	
11		11		11		11		-34-323	
FEET		FEET		FEET		FEET			
0		0		0		0			
20		20		20		20			
40		40		40		40			
80		80		80		80			
160		160		160		160			
320		320		320		320			
640		640		640		640			
1280		1280		1280		1280			
2560		2560		2560		2560			
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40960		40960		40960		40960			
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327680		327680		327680		327680			
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GENERAL NOTES:

CONSTRUCTION NOTES - WRB 13341247

REQUIRED DIMENSIONS

FOR CONSTRUCTION NOTES SEE DWG#

COORDINATE WITH:

WR 13341336 - OFF DRN Hardening

WR 13341337 - OFF DRN Hardening

WR 13341340 - OH Pole Ready

WR 13341346 - OH Removal

STANDARD NOTES

ALL CABLE AND/OR CONDUIT ENDS ARE TO BE MARKED WITH AN ELECTRIC MARKER

DO NOT REMOVE CABLE PULL DISTANCE

UNDERGROUND OBSTRUCTIONS ARE TO BE LOCATED PRIOR TO DIGGING

INSTALL INSULATION BOND PER COMPANY'S SPECIFICATIONS AT ALL SINGLE PHASE

GENERAL GROUNDING, GUYING AND U-GUARD NOTES:

- U-GUARDS (DCS UH-14.0.0 AND UH-14.0.2)

- WOOD POLES - USE TAPCON FASTENERS PER ALL BASE SECTION HOLES

- CONCRETE POLES - USE AT LEAST 10 TAPCON FASTENERS PER 10 FOOT U-GUARD SECTION.

- BACK PLATE (UH-14.0.0) REQUIRED ON FIRST 10 FOOT SECTION

- GUYING (DCS G-2.0.0) - GUYS SHALL HAVE A GUY MARKER (GUY GUARD) INSTALLED AT ALL LOCATIONS.

- RISERS (DCS G-10.1.0 AND G-10.2.0) - BOND ALL METAL RISER CONDUITS ON POLES.

- GROUND RODS (DCS G-3.0.1) - TOP MUST BE A MINIMUM OF 6 INCHES BELOW GRADE.

- CALL SURVEYING 1-800-433-4770

ADDITIONAL CONSTRUCTION NOTES

LOC 1.4:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON E. QUAD OF POLE

LOC 1.5:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON N. QUAD OF POLE

LOC 1.4:

- INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 2

- INSTALL 1.5" U-GIRD ON S. QUAD OF POLE

LOC 4.8:

- INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 6.1:

- INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 17.1:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON E. QUAD OF POLE

LOC 23.2:

- INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 34.1:

- INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 33.1:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 36.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 47.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 57.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 62.1:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 67.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 65.1:

CONSTRUCTION NOTES - WRB 13341247

REQUIRED DIMENSIONS

FOR CONSTRUCTION NOTES SEE DWG#

COORDINATE WITH:

WR 13341336 - OFF DRN Hardening

WR 13341337 - OFF DRN Hardening

WR 13341340 - OH Pole Ready

WR 13341346 - OH Removal

STANDARD NOTES

ALL CABLE AND/OR CONDUIT ENDS ARE TO BE MARKED WITH AN ELECTRIC MARKER

DO NOT REMOVE CABLE PULL DISTANCE

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- CALL SURVEYING 1-800-433-4770

ADDITIONAL CONSTRUCTION NOTES

LOC 1.4:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON E. QUAD OF POLE

LOC 1.5:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON N. QUAD OF POLE

LOC 1.4:

- INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 2

- INSTALL 1.5" U-GIRD ON S. QUAD OF POLE

LOC 4.8:

- INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 6.1:

- INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 17.1:

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- INSTALL 1.5" U-GIRD ON E. QUAD OF POLE

LOC 23.2:

- INSTALL 3PH PRIMARY RISER PER DCS UH-15.1.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

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- INSTALL 3PH PRIMARY RISER PER DCS UH-20.0.0 FIG 1

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 33.1:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 36.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 47.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 57.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON W. FACE OF POLE

LOC 62.1:

- INSTALL 3-900A GOAB SWITCH PER GULF SUG 19001

- INSTALL 1.5" U-GIRD ON W. QUAD OF POLE

LOC 67.1:

- INSTALL (2) 3PH PRIMARY RISERS, BACK TO BACK PER DCS UH-15.2.0

- INSTALL 1.5" U-GIRD ON E. FACE OF POLE

LOC 65.1:

RESIDENTIAL SVC SPANS

-CUSTOMER TO TRENCH/BACKFILL AND INSTALL PPL SUPPLIED CONDUIT.

-ALL SPANS IN 2" CONDUIT UNLESS OTHERWISE NOTED

EXISTING 75/37.5KV OPEN DELTA PMTX

- TIE INTO EXISTING PMTX. INSTALL 2-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 34.5

NEW 75/30KV OPEN DELTA PMTX

LOC 10.1

NEW 100/27.5KV OPEN DELTA PMTX

LOC 47.2

NEW 100/30KV OPEN DELTA PMTX

LOC 41.3

NEW 157/25KV OPEN DELTA PMTX

LOC 44.5

3 PHASE PMTX

- INSTALL ALL 3PHASE DEAFRONT LOOP STYLE PADMOUNTED TRANSFORMERS (75/30V THROUGH

75/30KV) PER DCS UH-20.0.1

- INSTALL ALL CONCRETE PADS PER UH-14.0.0

EXISTING 3 PHASE 113KV PMTX:

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 22.2 & 47.6

NEW 3 PHASE 150KV (130/200V)

LOC 5.6, 11.9, 16.1, 20.1, 26.2, 26.6, 26.11, 34.8, 44.3, 47.8, 54.5, 58.4, & 61.2

NEW 3 PHASE 150KV (277/480V)

LOC 6.3

EXISTING 3 PHASE 150KV PMTX:

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 11.4, 39.7, 47.13, 47.14, & 54.13

EXISTING 3 PHASE 225KV PMTX:

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 4.6, 5.4, 6.1, 6.6, 10.4, 44.7, 47.75, 58.2, & 59.4

NEW 3 PHASE 200KV (130/200V)

LOC 26.3, 26.5, 56.1, 59.6, & 61.4

EXISTING 3 PHASE 200KV PMTX:

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 56.5 & 59.21

NEW 3 PHASE 200KV PMTX (130/200V)

LOC 6.2

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

EXISTING 3 PHASE 200KV PMTX:

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 4.4, 5.12, & 11.7

EXISTING 3 PHASE 200KV PMTX:

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 4.5, 5.6, 22.4, & 51.5

EXISTING 3 PHASE 200KV PMTX:

- TIE INTO EXISTING PMTX. INSTALL 3-200AMP 15KV ELBOW TERMINATOR PER DCS UH-29.0.1

LOC 1.1, 2.1, & 11.5

SPUR BOX INSTALLATION

- NEW 5" U-GIRD FEEDER SPUR BOX

- INSTALL 1-3/4" U-GIRD SPUR BOXES PER DCS UH-16.0.0

- INSTALL 1-3/4" STRAIGHT SPUR PER DCS UH-10.0.0 INSIDE SPUR BOXES

LOC 4.9, 12.01, 14.01, 18.01, 22.6, 23.1, 59.01, 64.01, & 67.01

NEW 4" PRIMARY SPUR BOX

- INSTALL ALL 4" PRIMARY SPUR BOXES PER DCS UH-19.0.0

- INSTALL 1/4" - 1/4" STRAIGHT SPUR PER DCS UH-10.0.0 INSIDE SPUR BOXES

LOC 1.2, 2.2, 2.11, 4.1, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, 5.16, 5.17, 5.18, 5.19, 5.20, 5.21, 5.22, 5.23, 5.24, 5.25, 5.26, 5.27, 5.28, 5.29, 5.30, 5.31, 5.32, 5.33, 5.34, 5.35, 5.36, 5.37, 5.38, 5.39, 5.40, 5.41, 5.42, 5.43, 5.44, 5.45, 5.46, 5.47, 5.48, 5.49, 5.50, 5.51, 5.52, 5.53, 5.54, 5.55, 5.56, 5.57, 5.58, 5.59, 5.60, 5.61, 5.62, 5.63, 5.64, 5.65, 5.66, 5.67, 5.68, 5.69, 5.70, 5.71, 5.72, 5.73, 5.74, 5.75, 5.76, 5.77, 5.78, 5.79, 5.80, 5.81, 5.82, 5.83, 5.84, 5.85, 5.86, 5.87, 5.88, 5.89, 5.90, 5.91, 5.92, 5.93, 5.94, 5.95, 5.96, 5.97, 5.98, 5.99, 6.00, 6.01, 6.02, 6.03, 6.04, 6.05, 6.06, 6.07, 6.08, 6.09, 6.10, 6.11, 6.12, 6.13, 6.14, 6.15, 6.16, 6.17, 6.18, 6.19, 6.20, 6.21, 6.22, 6.23, 6.24, 6.25, 6.26, 6.27, 6.28, 6.29, 6.30, 6.31, 6.32, 6.33, 6.34, 6.35, 6.36, 6.37, 6.38, 6.39, 6.40, 6.41, 6.42, 6.43, 6.44, 6.45, 6.46, 6.47, 6.48, 6.49, 6.50, 6.51, 6.52, 6.53, 6.54, 6.55, 6.56, 6.57, 6.58, 6.59, 6.60, 6.61, 6.62, 6.63, 6.64, 6.65, 6.66, 6.67, 6.68, 6.69, 6.70, 6.71, 6.72, 6.73, 6.74, 6.75, 6.76, 6.77, 6.78, 6.79, 6.80, 6.81, 6.82, 6.83, 6.84, 6.85, 6.86, 6.87, 6.88, 6.89, 6.90, 6.91, 6.92, 6.93, 6.94, 6.95, 6.96, 6.97, 6.98, 6.99, 7.00, 7.01, 7.02, 7.03, 7.04, 7.05, 7.06, 7.07, 7.08, 7.09, 7.10, 7.11, 7.12, 7.13, 7.14, 7.15, 7.16, 7.17, 7.18, 7.19, 7.20, 7.21, 7.22, 7.23, 7.24, 7.25, 7.26, 7.27, 7.28, 7.29, 7.30, 7.31, 7.32, 7.33, 7.34, 7.35, 7.36, 7.37, 7.38, 7.39, 7.40, 7.41, 7.42, 7.43, 7.44, 7.45, 7.46, 7.47, 7.48, 7.49, 7.50, 7.51, 7.52, 7.53, 7.54, 7.55, 7.56, 7.57, 7.58, 7.59, 7.60, 7.61, 7.62, 7.63, 7.64, 7.65, 7.66, 7.67, 7.68, 7.69, 7.70, 7.71, 7.72, 7.73, 7.74, 7.75, 7.76, 7.77, 7.78, 7.79, 7.80, 7.81, 7.82, 7.83, 7.84, 7.85, 7.86, 7.87, 7.88, 7.89, 7.90, 7.91, 7.92, 7.93, 7.94, 7.95, 7.96, 7.97, 7.98, 7.99, 8.00, 8.01, 8.02, 8.03, 8.04, 8.05, 8.06, 8.07, 8.08, 8.09, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15, 8.16, 8.17, 8.18, 8.19, 8.20, 8.21, 8.22, 8.23, 8.24, 8.25, 8.26, 8.27, 8.28, 8.29, 8.30, 8.31, 8.32, 8.33, 8.34, 8.35, 8.36, 8.37, 8.38, 8.39, 8.40, 8.41, 8.42, 8.43, 8.44, 8.45, 8.46, 8.47, 8.48, 8.49, 8.50, 8.51, 8.52, 8.53, 8.54, 8.55, 8.56, 8.57, 8.58, 8.59, 8.60, 8.61, 8.62, 8.63, 8.64, 8.65, 8.66, 8.67, 8.68, 8.69, 8.70, 8.71, 8.72, 8.73, 8.74, 8.75, 8.76, 8.77, 8.78, 8.79, 8.80, 8.81, 8.82, 8.83, 8.84, 8.85, 8.86, 8.87, 8.88, 8.89, 8.90, 8.91, 8.92, 8.93, 8.94, 8.95, 8.96, 8.97, 8.98, 8.99, 9.00, 9.01, 9.02, 9.03, 9.04, 9.05, 9.06, 9.07, 9.08, 9.09, 9.10, 9.11, 9.12, 9.13, 9.14, 9.15, 9.16, 9.17, 9.18, 9.19, 9.20, 9.21, 9.22, 9.23, 9.24, 9.25, 9.26, 9.27, 9.28, 9.29, 9.30, 9.31, 9.32, 9.33, 9.34, 9.35, 9.36, 9.37, 9.38, 9.39, 9.40, 9.41, 9.42, 9.43, 9.44, 9.45, 9.46, 9.47, 9.48, 9.49, 9.50, 9.51, 9.52, 9.53, 9.54, 9.55, 9.56, 9.57, 9.58, 9.59, 9.60, 9.61, 9.62, 9.63, 9.64, 9.65, 9.66, 9.67, 9.68, 9.69, 9.70, 9.71, 9.72, 9.73, 9.74, 9.75, 9.76,

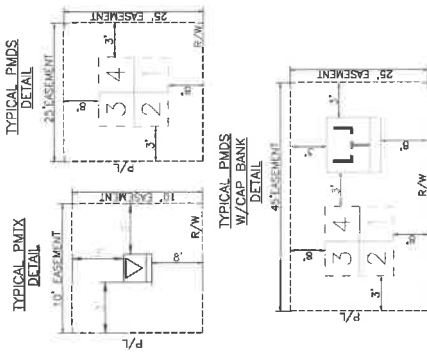
FOR CONTINUATION SEE PAGE X

1B

NOTICE: ALL MATERIALS
PRODUCED FROM CABLE
REPRODUCED FROM
THIS SOURCE

30-100KVA (N.O.)

LOCATION SKETCH
N.T.S.



GENERAL CABLE TIE DOWN DETAILS:
(N.T.S.)

	RW	FEDER	PRIMARY	SEC/3RVC	EOP
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90	---	---	---	---</	

REFERENCE DWG's

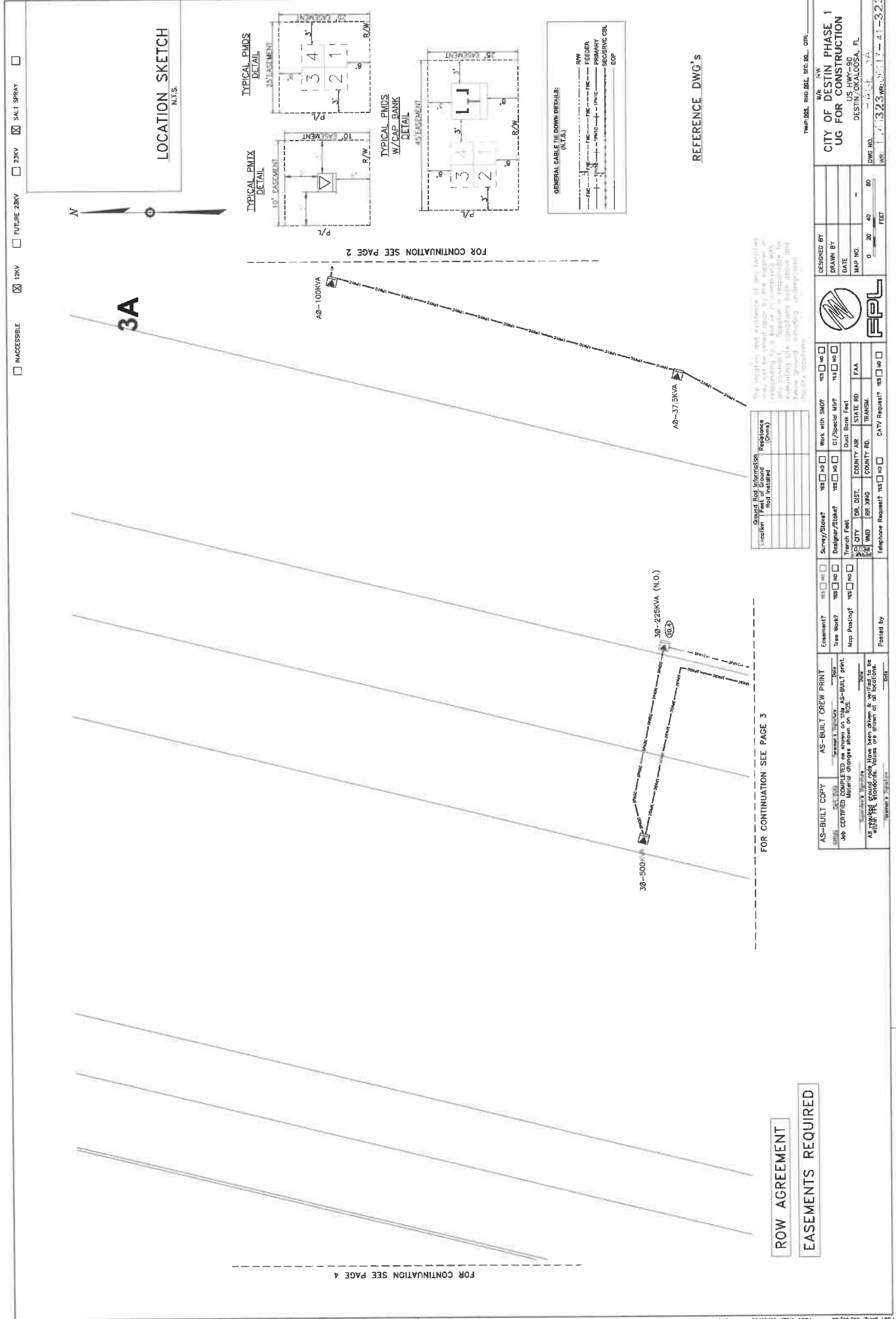
the first step in the process of identifying and evaluating the needs of the community. The first step is to identify the needs of the community. This can be done by conducting a needs assessment. A needs assessment is a systematic process of identifying, analyzing, and prioritizing the needs of a community. It is a key component of the community development process. The second step is to develop a plan of action. This plan should outline the goals and objectives of the community development project, as well as the strategies and resources needed to achieve them. The third step is to implement the plan. This involves working with the community to carry out the project. The fourth step is to evaluate the results. This involves assessing the impact of the project on the community and making adjustments as needed. The fifth step is to sustain the project. This involves ensuring that the project continues to meet the needs of the community over time.

[illegible]

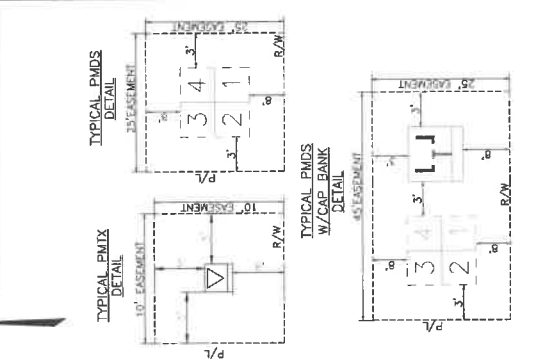
EASEMENTS REQUIRED

TWRP: 005. RWB: 006. SEC: 00. QTR: 00

[illegible]



INACCESSIBLE ☐ FUTURE 23KV ☐ 23KV ☐ SALT SPRAY ☐



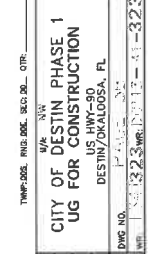
REFERENCE DWG'S

The location and existence of any buildings, structures, or other improvements shown on this map are not to be construed as a warranty or representation by the City of Destin, Florida, or its employees, agents, or contractors. The City of Destin, Florida, and its employees, agents, or contractors shall not be responsible for any damage to property or persons caused by the use of this map.

Location	Ground Rod Information	Resistance (Ohms)
	Feet of Ground Rod Installed	

DESIGNED BY	DATE	MAP NO.	DWG NO.	SCALE	FEET
CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION DESTIN, OKALOOSA, FL					
FPL					
DESIGNED BY	DATE	MAP NO.	DWG NO.	SCALE	FEET
CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION DESTIN, OKALOOSA, FL					
FPL					
DESIGNED BY	DATE	MAP NO.	DWG NO.	SCALE	FEET
CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION DESTIN, OKALOOSA, FL					
FPL					

ROW AGREEMENT
EASEMENTS REQUIRED



	DESIGNED BY	
	DRAWN BY	
	DATE	
	MAP NO.	



FEET

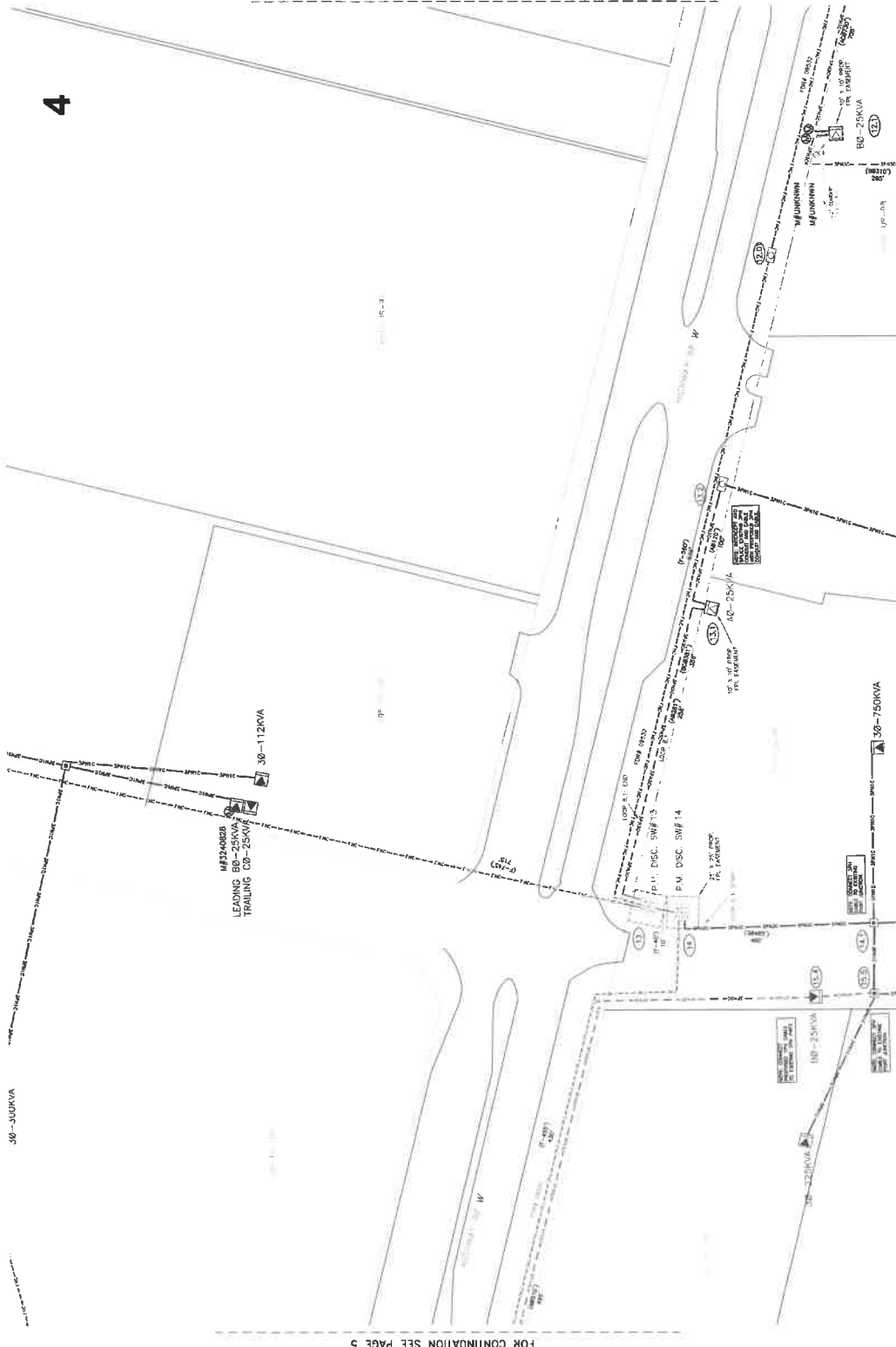
The location and existence of one's totem are never not believed upon by the shapenee, who, depending to it, but for an example, with any content. Togetherness is responsible for

YES ☐ NO ☐	Work with SMO? YES ☐ NO ☐
YES ☐ NO ☐	CI/Special Mtr? YES ☐ NO ☐
Dust Bank Fee	
STATE	FAA
COUNTY AIR	STATE RD
COUNTY RD	TRANSN
YES ☐ NO ☐	CATV Request? YES ☐ NO ☐

Caseant 1 ^o	YES ☐ NO ☐	Survey/Sidoe ^o
Free Work?	YES ☐ NO ☐	Designer/Sidoe ^o
Map Posting?	YES ☐ NO ☐	Trench Feet
		DR. DIST. CITY STATE ZIP WMO RR XING
Posted by		Telephone Request?

AS-BUILT COPY	AS-BUILT CREW PRINT
Date _____ Crew # _____ Job _____ Job CERTIFIED COMPLETED on shown on this AS-BUILT PRINT. Material changes shown on ROS.	Foreman's Name _____ Date _____ Foreman's Signature _____ Date _____ All required ground rods have been driven & verified, to be within 15% tolerances. Values are shown at all locations.

EASEMENTS REQUIRED



ASSESSMENTS REQUIRED

AS-BUILT COPY	AS-BUILT CREW PRINT	Equipment?
JOB CERTIFIED COMPLETED as shown on this AS-BUILT print. Material changes shown on R.O.S.	Date _____ Signature _____ Title _____	Tree Work?
		Map Posting
		Posted by _____

Survey/Stroke?		YES	NO	YES	NO	YES	NO
Designer/Stroke?		YES	NO	YES	NO	YES	NO
French Feet				Duet Bank Feet			
CITY	DR. DIST.	COUNTY	AIR	STATE	RD	FAA	
WMD	RR XING	COUNTY	RD.	TRANS.			
Telephone Request?		YES	NO	CATV Request?		YES	NO

DESIGNED BY	
DRAWN BY	
DATE	
MAP NO.	

CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION
W/A NW
US HWY-90
DESTIN/OKALOOSA, FL

LOCATION SKETCH
N.T.S.

TYPICAL PMTX
DETAIL

TYPICAL PMTX
DETAIL

TRIPAL PMDS
1/CAP BANK

7

GENERAL CABLE TIE DOWN DETAILS:

REFERENCE DWG'S

FOR CONTINUATION SEE PAGE 3

EASEMENTS REQUIRED

[illegible]

The location, and address of any applicant may not be rented, sold, or otherwise disposed of, in whole or in part, to any person, firm, or corporation, without the written consent of the Board of Health, and the applicant shall be responsible for any contract. Suppliers are responsible for negotiating the conditions here above and before a bond is obtained, including underground utilities, structures, etc.

Location	Ground Rod Information Feet at Ground Rod Installed	Resistance (Ohms)

DWG NO.	$\frac{1}{n} \sum_{i=1}^n V_i$	V_n	σ^2
323	701	-	-323

Top

1111

☐ CATV-Required

Request # 43140

	Telephone
--	-----------

Posted by	
-----------	--

of all locations.

ds. Values are shown

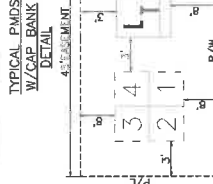
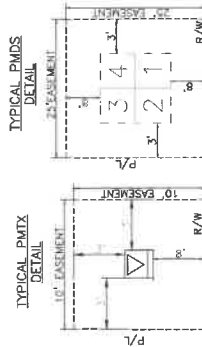
within FPL standers

--

10

The diagram illustrates the power supply system for the 'Kryukovskaya' station. It shows a network of high-voltage lines (30-500kV, 30-250kV, 30-37.5kV, 30-750kV, 30-1000kV, 30-1000kV) and a central node labeled 'H.O.' (High Voltage Oil). The system is designed to supply power to the station and its associated facilities.

N.T.S.



GENERAL CABLE TIE DOWN DETAILS;
(N.T.S.)

R/W
FEEDER
PRIMARY
SEC/SRV C OBL
EOR

REFERENCE DWG's

ROW AGREEMENT

EASEMENTS REQUIRED

The location and existence of any facilities that may be used by the supplier in responding to the RFP is a requirement for any potential supplier to respond to the RFP. Multiple facilities with business units may be acceptable.

Ground Rod Information	Resistance (Ohms)
Test of Ground Rod Installed	

[illegible]

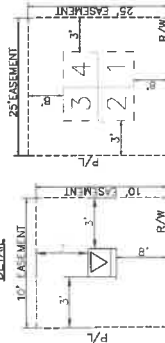


REFERENCE DWG's

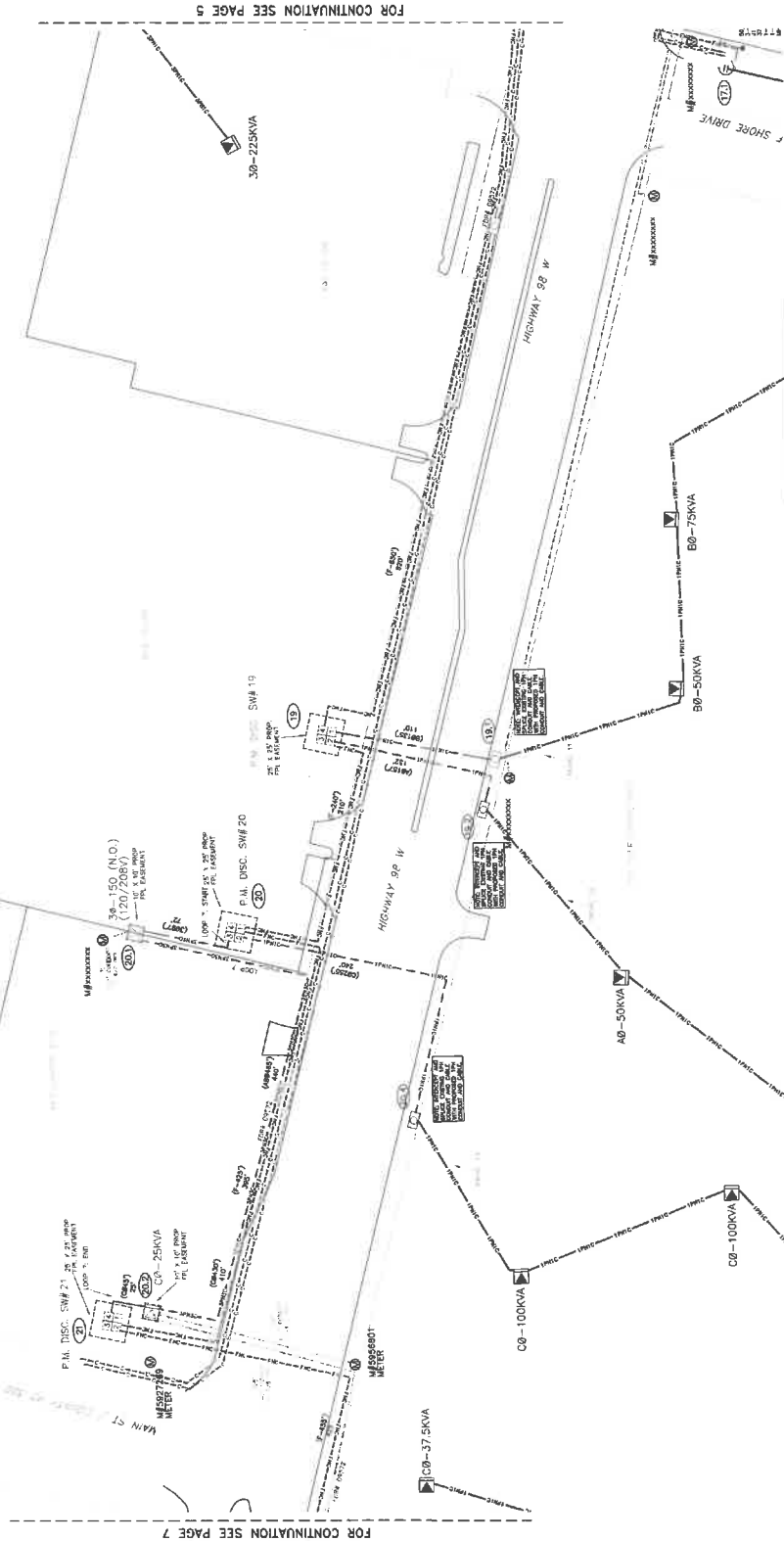
EASEMENTS REQUIRED

The supplier and assistance of any facilities must be provided to the contractor, including the right to use the contractor's equipment, according to a list of completed work items.

1



REFERENCE DWG's



The location and existence of any facilities may not be relied upon by the supplier in responding to a bid or in complying with any contract. Supplier is responsible for evaluating site conditions both above and below ground, including underground facility locations.

[illegible]

AS-BUILT COPY	AS-BUILT CREW PRINT	Enamant?	YES	NO	Survey/State?	YES	NO	Work with S&T?	YES	NO
Job CERTIFIED COMPLETE as shown on this AS-BUILT print. Material changes shown on NCS.	General Notes	True Work?	YES	NO	Danger/State?	YES	NO	C/Special Int?	YES	NO
	Notes	Map Posting?	YES	NO				Duct Bore Feed		
	Notes				CITY	CITY	CITY	COUNTY	STATE	F&A
	Notes				WAD	WAD	WAD	COUNTY	TRANSAL	
	Notes									
	Notes	Posted by			Telephone Request?	YES	NO	C&V Request?	YES	NO

At required ground jobs have been given & verified to be within the horizontal. Values are shown as:

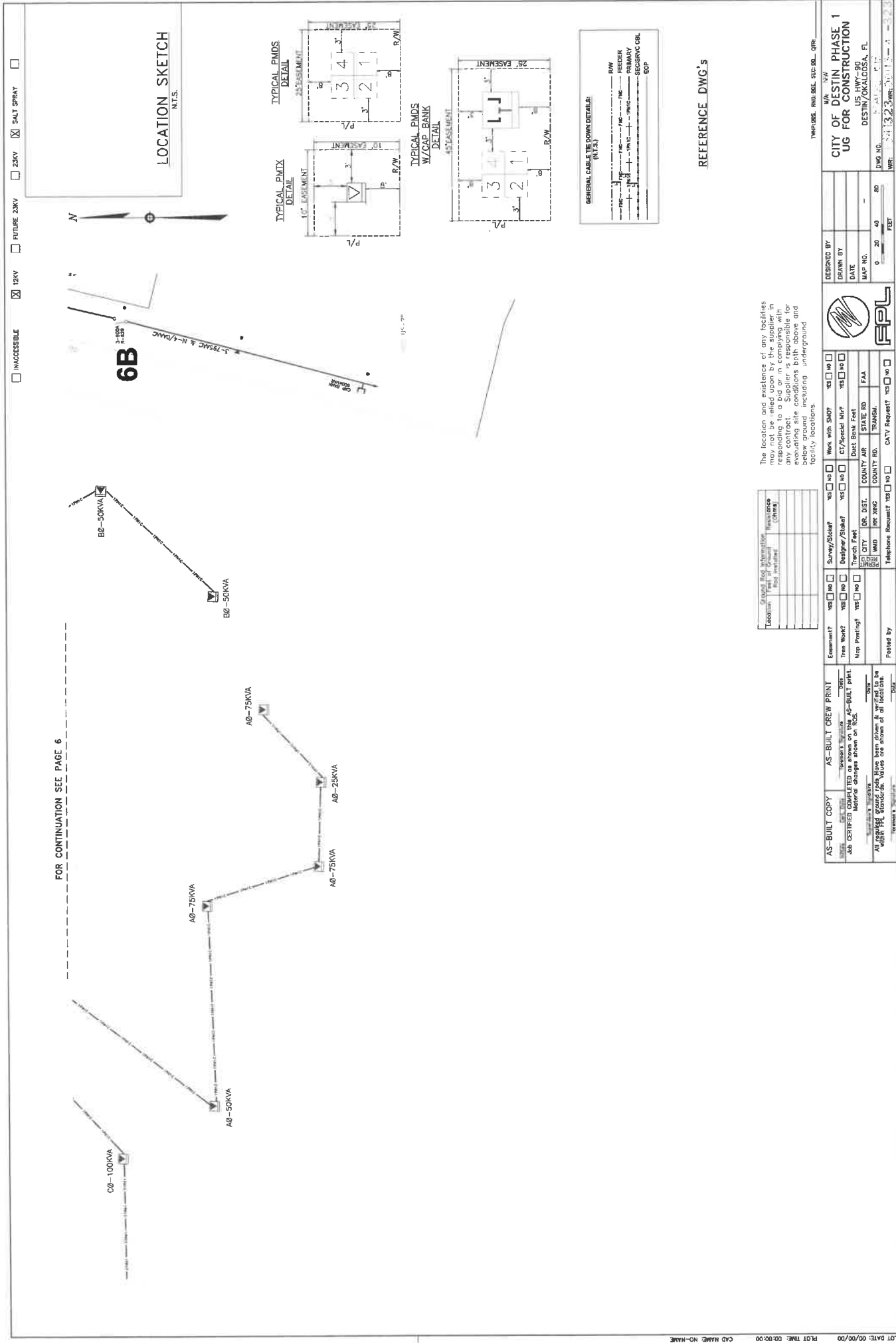
DESIGNED BY	
DRAWN BY	
DATE	
MAP NO.	

0 20 40 60
FEET

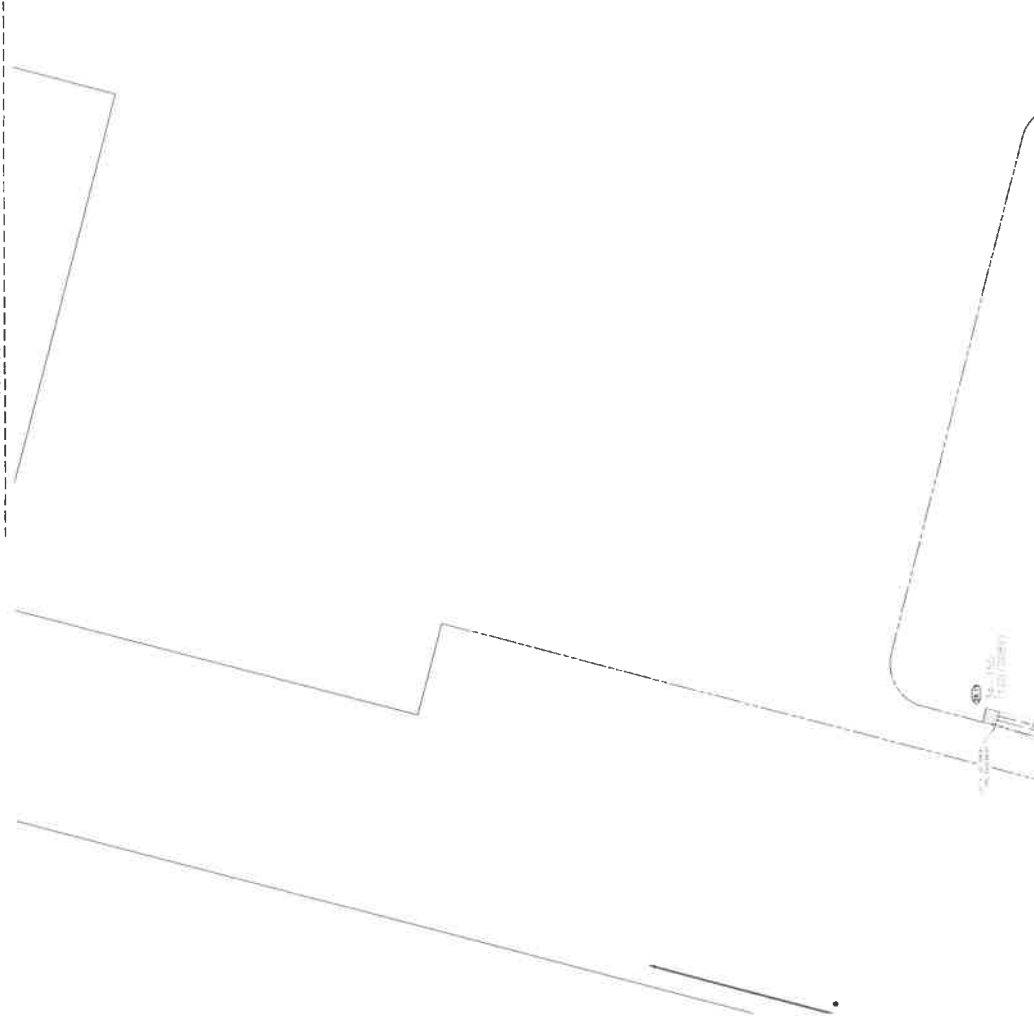
W/R 14W
CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION
US HWY-90
DESTIN/OKALOOSA, FL

ROW AGREEMENT

EASEMENTS REQUIRED

[illegible]

FOR CONTINUATION SEE PAGE 7

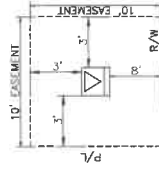


☐ INACCESSIBLE ☒ 12KV ☐ FUTURE 25KV ☐ 25KV ☒ SALT SPRAY ☐

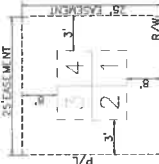
The location and resistance of any facilities will not be noted upon by the supplier. The supplier is responsible for any existing facilities and for any existing facilities. The supplier is responsible for any existing facilities and for any existing facilities.

Location	Ground Rod Information	Resistance (Ohms)
	Ground Rod Installed	
	Ground Rod Installed	
	Ground Rod Installed	
	Ground Rod Installed	
	Ground Rod Installed	

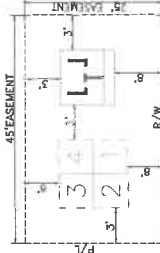
TYPICAL PMTS
DETAIL



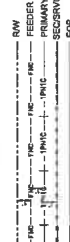
TYPICAL PMDS
DETAIL



TYPICAL PMDS
W/OCP BANK
DETAIL



GENERAL CABLE TIE DOWN DETAILS:
(N.T.S.)



REFERENCE DWG'S

EASEMENTS REQUIRED

AS-BUILT COPY		AS-BUILT DRAIN PRINT		Easement		Survey/Station		Work with SUD?		YES		NO	
Job CERTIFIED COMPLETED as shown on this AS-BUILT print.		Material changes shown on RUS.		Tree Work?		Digging/Station		Dig Back Feet		YES		NO	
Map Posting?		YES		NO		YES		NO		YES		NO	
City		COUNTY		STATE		COUNTY		STATE		COUNTY		STATE	
WMD		COUNTY		TRANS.		COUNTY		TRANS.		COUNTY		TRANS.	
Posted by		Telephone Request?		YES		NO		CITY Request?		YES		NO	
Date		Date		Date		Date		Date		Date		Date	

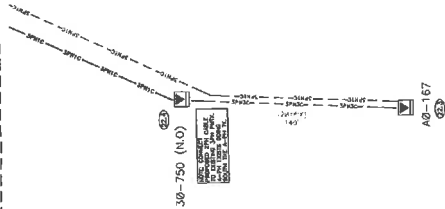
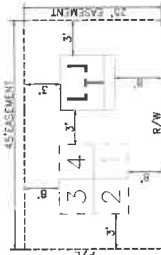
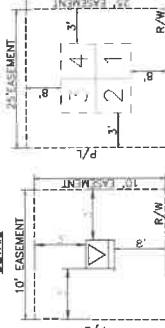
CITY OF DESTIN PHASE 1 UG FOR CONSTRUCTION		US HWY-90 DESTIN/OKALOOSA, FL	
DWC NO.		DWC NO.	
DWC NO.		DWC NO.	

DESIGNED BY	DATE
DRAWN BY	DATE



TEMP: 80F RWD: 80F SUD: 80F DTP: 80F

The location and availability of any facilities must not be relied upon by the applicant in respect of a bid or in complying with any contract. The applicant is responsible for obtaining site conditions both above and below ground including underground facility locations.

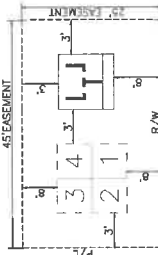
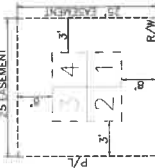
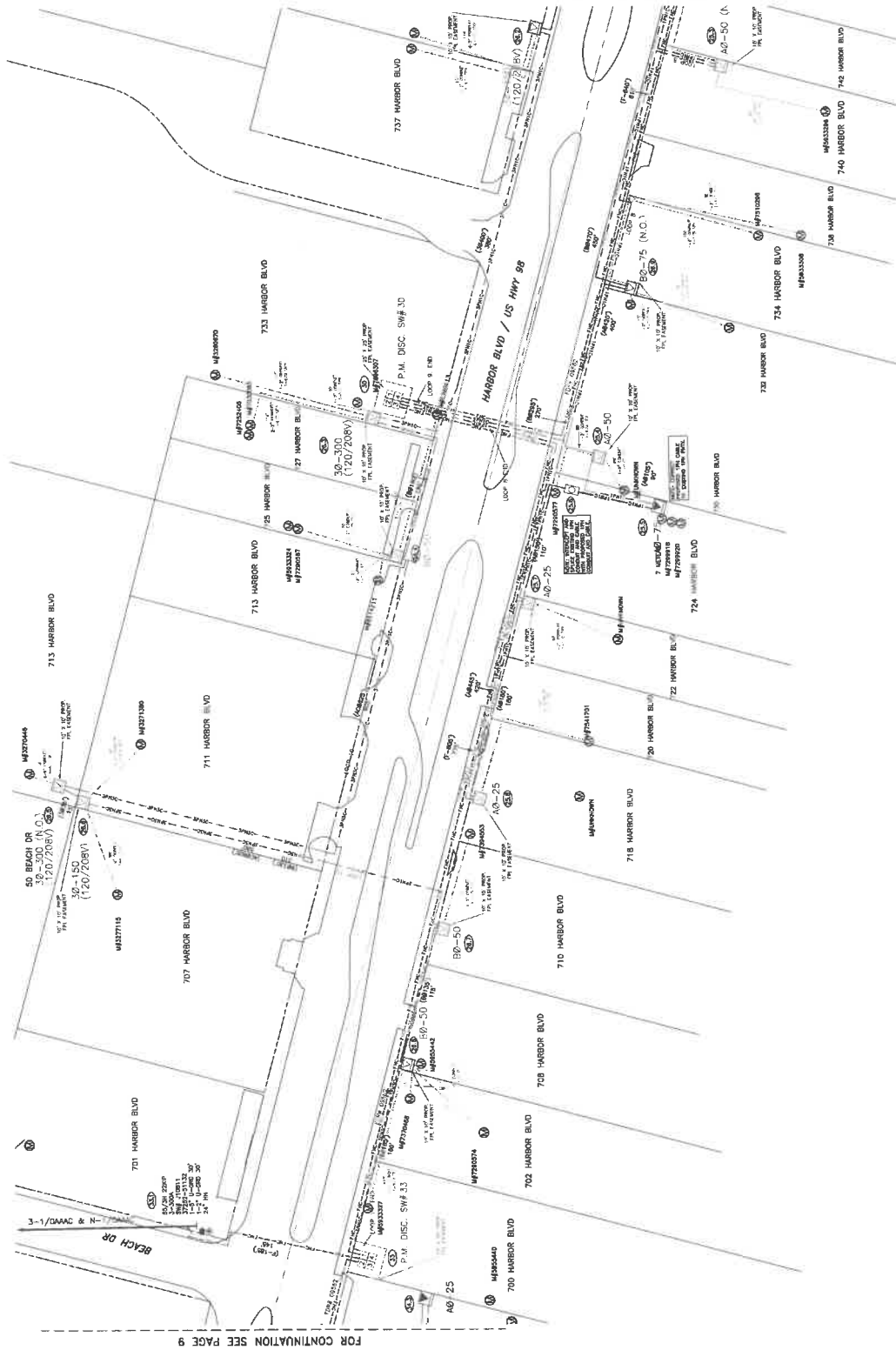
[illegible]

GENERAL CABLE TIE DOWN DETAILS:

REFERENCE DWG's

EASEMENTS REQUIRED

[illegible]

[illegible]

GENERAL CABLE TIE DOWN DETAILS;
(OUTS)

REFERENCE DWG's

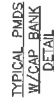
TMAP: 008 RNC: 008 SEC: 00 CTR:

U/k N/W
CITY OF DESTIN PHASE 1
UG FOR CONSTRUCTION

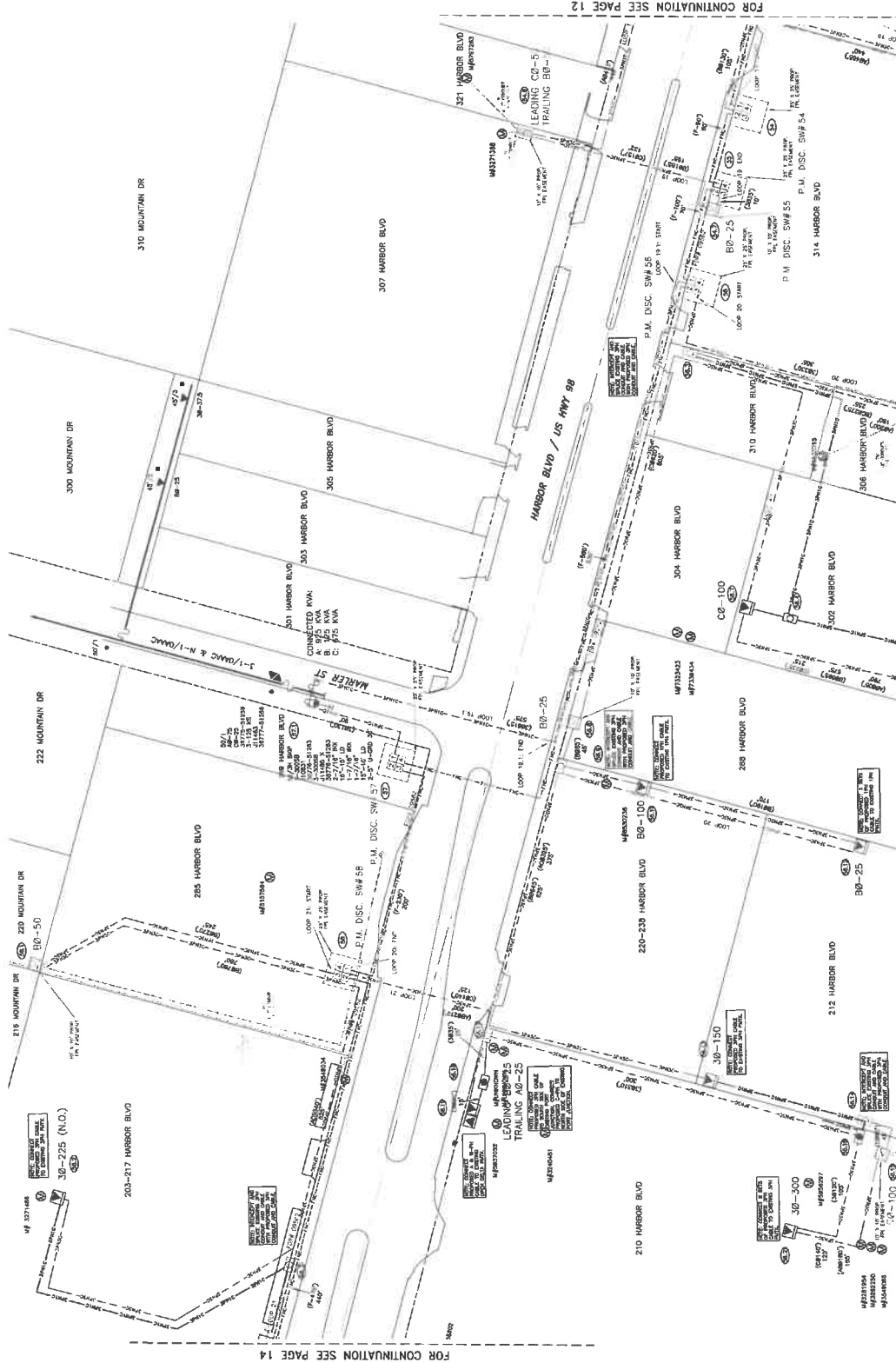
DESTIN/OKALOOSA, FL

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FOR CONTINUATION SEE PAGE 10

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REFERENCE DWG's



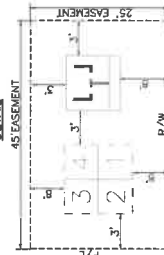
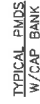
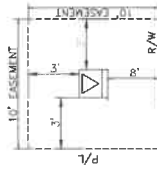
FOR CONTINUATION SEE PAGE 13A

FOR CONTINUATION SEE PAGE 13A

ROW AGREEMENT

EASEMENTS REQUIRED

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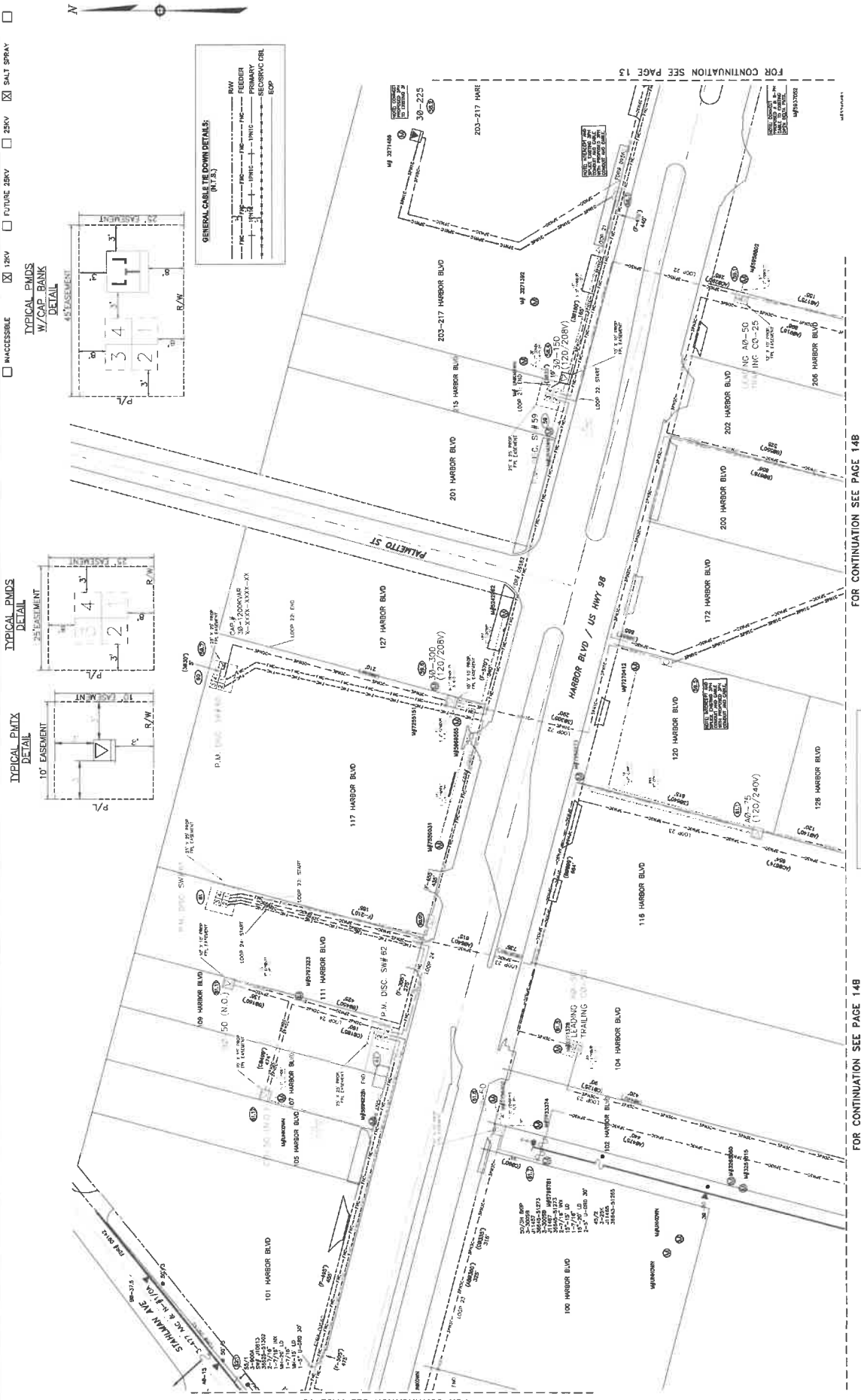
GENERAL CABLE TIE DOWN DETAILS:
(N.T.C.)

RW
FEEDER
PRIMARY
SEC/SRV

FNC FNC FNC + IPN1C + IPN1D

REFERENCE DWG's

[illegible]



FOR CONTINUATION SEE PAGE 148

FOR CONTINUATION SEE PAGE 14B

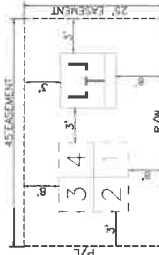
ROW AGREEMENT

EASEMENTS REQUIRED

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production. For example, the use of high-temperature seedlings or high-temperature seedlings in the field can reduce the risk of seedling death and increase the survival rate of seedlings in the field.

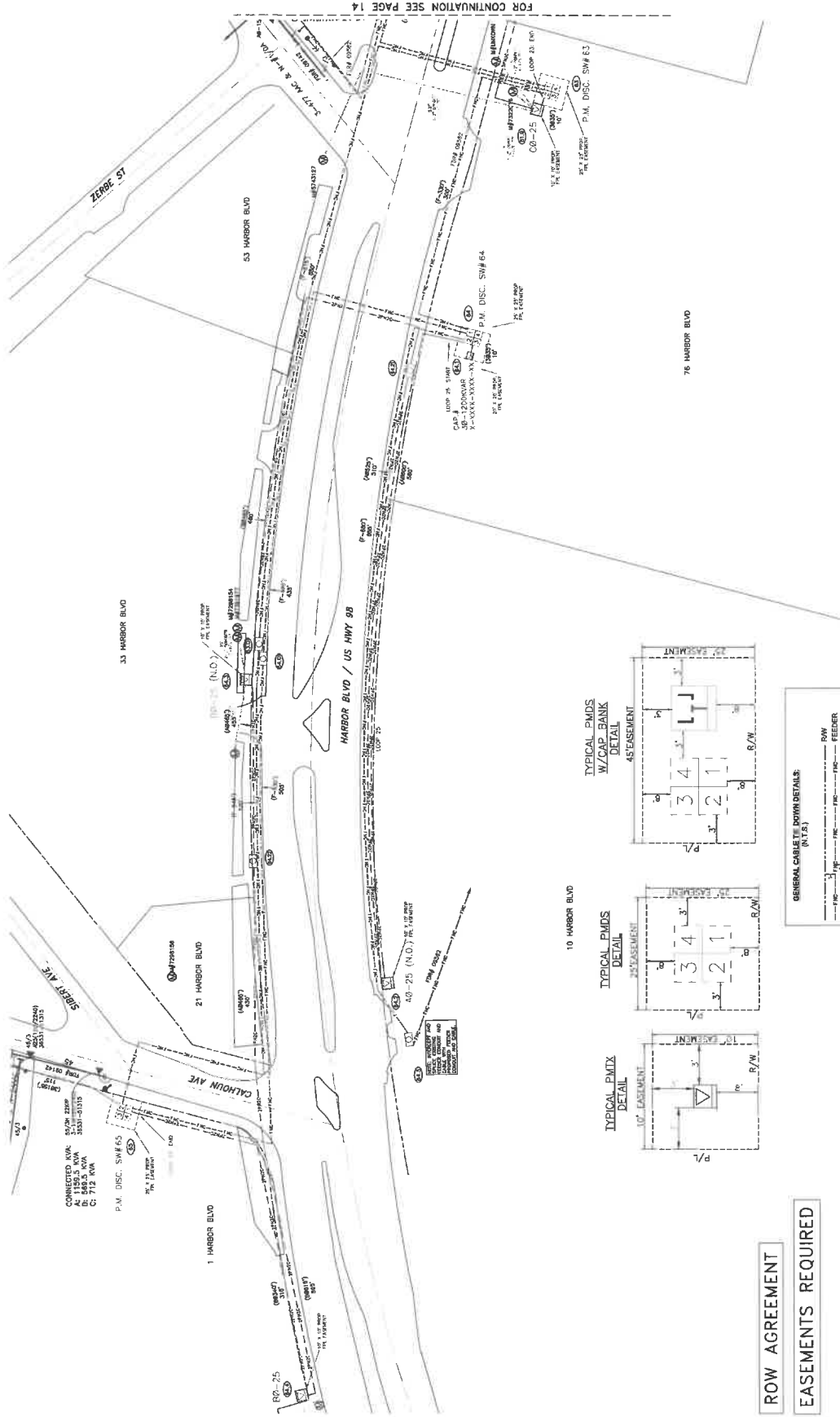
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_____	RAW
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REFERENCE DWG's

AS-BUILT COPY		AS-BUILT CREW PRINT		EASTWEST ☐ NO ☐ YES ☐ SURVEY/STATUS ☐ NO ☐ YES ☐ TRUE NORTH ☐ NO ☐ YES ☐ C/SPERIAL M/T ☐ YES ☐ NO ☐ MAP POSITION? ☐ NO ☐ YES ☐ TRENCH FILL ☐ NO ☐ YES ☐ DIRT STICK FILL ☐ NO ☐ YES ☐ C/S ☐ M/D ☐ DIR. DIST. ☐ COUNTY RD. ☐ STATE RD. ☐ F/A ☐ 50' ☐ 100' ☐ 150' ☐ 200' ☐ 250' ☐ 300' ☐ 350' ☐ 400' ☐ 450' ☐ 500' ☐ 550' ☐ 600' ☐ 650' ☐ 700' ☐ 750' ☐ 800' ☐ 850' ☐ 900' ☐ 950' ☐ 1000' ☐ 1050' ☐ 1100' ☐ 1150' ☐ 1200' ☐ 1250' ☐ 1300' ☐ 1350' ☐ 1400' ☐ 1450' ☐ 1500' ☐ 1550' ☐ 1600' ☐ 1650' ☐ 1700' ☐ 1750' ☐ 1800' ☐ 1850' ☐ 1900' ☐ 1950' ☐ 2000' ☐ 2050' ☐ 2100' ☐ 2150' ☐ 2200' ☐ 2250' ☐ 2300' ☐ 2350' ☐ 2400' ☐ 2450' ☐ 2500' ☐ 2550' ☐ 2600' ☐ 2650' ☐ 2700' ☐ 2750' ☐ 2800' ☐ 2850' ☐ 2900' ☐ 2950' ☐ 3000' ☐ 3050' ☐ 3100' ☐ 3150' ☐ 3200' ☐ 3250' ☐ 3300' ☐ 3350' ☐ 3400' ☐ 3450' ☐ 3500' ☐ 3550' ☐ 3600' ☐ 3650' ☐ 3700' ☐ 3750' ☐ 3800' ☐ 3850' ☐ 3900' ☐ 3950' ☐ 4000' ☐ 4050' ☐ 4100' ☐ 4150' ☐ 4200' ☐ 4250' ☐ 4300' ☐ 4350' ☐ 4400' ☐ 4450' ☐ 4500' ☐ 4550' ☐ 4600' ☐ 4650' ☐ 4700' ☐ 4750' ☐ 4800' ☐ 4850' ☐ 4900' ☐ 4950' ☐ 5000' ☐ 5050' ☐ 5100' ☐ 5150' ☐ 5200' ☐ 5250' ☐ 5300' ☐ 5350' ☐ 5400' ☐ 5450' ☐ 5500' ☐ 5550' ☐ 5600' ☐ 5650' ☐ 5700' ☐ 5750' ☐ 5800' ☐ 5850' ☐ 5900' ☐ 5950' ☐ 6000' ☐ 6050' ☐ 6100' ☐ 6150' ☐ 6200' ☐ 6250' ☐ 6300' ☐ 6350' ☐ 6400' ☐ 6450' ☐ 6500' ☐ 6550' ☐ 6600' ☐ 6650' ☐ 6700' ☐ 6750' ☐ 6800' ☐ 6850' ☐ 6900' ☐ 6950' ☐ 7000' ☐ 7050' ☐ 7100' ☐ 7150' ☐ 7200' ☐ 7250' ☐ 7300' ☐ 7350' ☐ 7400' ☐ 7450' ☐ 7500' ☐ 7550' ☐ 7600' ☐ 7650' ☐ 7700' ☐ 7750' ☐ 7800' ☐ 7850' ☐ 7900' ☐ 7950' ☐ 8000' ☐ 8050' ☐ 8100' ☐ 8150' ☐ 8200' ☐ 8250' ☐ 8300' ☐ 8350' ☐ 8400' ☐ 8450' ☐ 8500' ☐ 8550' ☐ 8600' ☐ 8650' ☐ 8700' ☐ 8750' ☐ 8800' ☐ 8850' ☐ 8900' ☐ 8950' ☐ 9000' ☐ 9050' ☐ 9100' ☐ 9150' ☐ 9200' ☐ 9250' ☐ 9300' ☐ 9350' ☐ 9400' ☐ 9450' ☐ 9500' ☐ 9550' ☐ 9600' ☐ 9650' ☐ 9700' ☐ 9750' ☐ 9800' ☐ 9850' ☐ 9900' ☐ 9950' ☐ 10000' ☐ 10050' ☐ 10100' ☐ 10150' ☐ 10200' ☐ 10250' ☐ 10300' ☐ 10350' ☐ 10400' ☐ 10450' ☐ 10500' ☐ 10550' ☐ 10600' ☐ 10650' ☐ 10700' ☐ 10750' ☐ 10800' ☐ 10850' ☐ 10900' ☐ 10950' ☐ 11000' ☐ 11050' ☐ 11100' ☐ 11150' ☐ 11200' ☐ 11250' ☐ 11300' ☐ 11350' ☐ 11400' ☐ 11450' ☐ 11500' ☐ 11550' ☐ 11600' ☐ 11650' ☐ 11700' ☐ 11750' ☐ 11800' ☐ 11850' ☐ 11900' ☐ 11950' ☐ 12000' ☐ 12050' ☐ 12100' ☐ 12150' ☐ 12200' ☐ 12250' ☐ 12300' ☐ 12350' ☐ 12400' ☐ 12450' ☐ 12500' ☐ 12550' ☐ 12600' ☐ 12650' ☐ 12700' ☐ 12750' ☐ 12800' ☐ 12850' ☐ 12900' ☐ 12950' ☐ 13000' ☐ 13050' ☐ 13100' ☐ 13150' ☐ 13200' ☐ 13250' ☐ 13300' ☐ 13350' ☐ 13400' ☐ 13450' ☐ 13500' ☐ 13550' ☐ 13600' ☐ 13650' ☐ 13700' ☐ 13750' ☐ 13800' ☐ 13850' ☐ 13900' ☐ 13950' ☐ 14000' ☐ 14050' ☐ 14100' ☐ 14150' ☐ 14200' ☐ 14250' ☐ 14300' ☐ 14350' ☐ 14400' ☐ 14450' ☐ 14500' ☐ 14550' ☐ 14600' ☐ 14650' ☐ 14700' ☐ 14750' ☐ 14800' ☐ 14850' ☐ 14900' ☐ 14950' ☐ 15000' ☐ 15050' ☐ 15100' ☐ 15150' ☐ 15200' ☐ 15250' ☐ 15300' ☐ 15350' ☐ 15400' ☐ 15450' ☐ 15500' ☐ 15	
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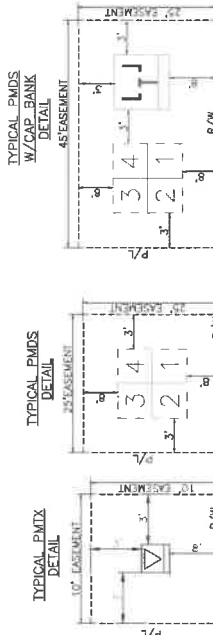
ROW AGREEMENT

EASEMENTS REQUIRED

[illegible]

The location and extent of any railroad crossing, how far ahead signs to the railroad are erected, and the type of crossing will be considered in the final rule-making with respect to the Supplemental Agreement for contract. It is impossible for negotiating the conditions for the railroad crossing, and the railroad will be required to provide a crossing, and the railroad will be required to provide a crossing.

GENERAL CABLE T DOWN DETAILS:



GENERAL CABLE TYPING DETAILS:
(N.T.S.)

RW

FEEDER

PRIMARY

SECONDARY

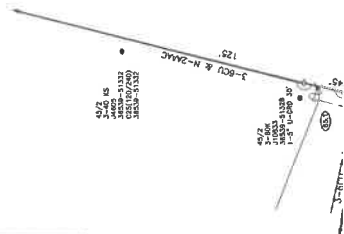
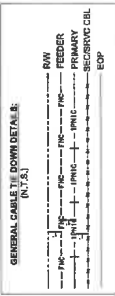
FNC FNC FNC FNC

1NHC 1NHC

EQP

[illegible]

EASEMENTS REQUIRED



The Internet will continue to be the primary source of information for the public, and it will continue to be a major source of information for the media. The Internet will continue to be a major source of information for the media, and it will continue to be a major source of information for the public.

Location	Ground Rod Information	Resistance (Ohms)
	See our Rod Installed	

[illegible]

CITY OF DESTIN UNDERGROUNDING PROJECT

CITY/COUNTY RIGHT-OF-WAY AGREEMENT FOR UNDERGROUND CONVERSION

FOR PHASE I

**CITY/COUNTY RIGHT-OF-WAY
AGREEMENT FOR UNDERGROUND CONVERSIONS**

THIS AGREEMENT (the “**Agreement**”) is made and entered into this _____ day of October, 2023 by and between City of Destin (“**Local Government**”), a Florida municipal corporation or county with an address of 4200 Indian Bayou Trail Destin Florida 32541 and Florida Power & Light Company (“**FPL**”), a Florida corporation with an address of P.O. Box 14000, 700 Universe Boulevard, Juno Beach, FL 33408-0429.

WHEREAS, Local Government has requested that FPL convert certain overhead electric distribution facilities located within the following boundaries (the “**Conversion**”):

The overhead electric distribution facilities located on and along U.S. Highway 98 between Airport Road and the western City Limits at the Marler Bridge, including certain distribution facilities connected to and extending from the facilities on U.S. 98 into adjacent areas as depicted in Exhibit A to the accompanying Applicant-Installed Facilities Agreement, which Exhibit A is an FPL document titled “WR 11341323 – CITY OF DESTIN CONVERSION – UG FOR CONVERSION,”

(collectively, the “**Existing Overhead Facilities**”) to underground facilities, including transformers, switch cabinets and other appurtenant facilities some of which may be installed above ground (collectively, the “**Underground Facilities**”) and has further requested that certain of the Underground Facilities be placed in certain of its road rights-of-way (“**Local Government ROW**”) and/or certain road rights-of-way owned by or under the jurisdiction of other agencies (“**Other ROW**”). Local Government ROW and Other ROW may be referred to collectively as “**ROW**”; and

WHEREAS, the Local Government has agreed to pay FPL the cost of such Conversion as required by FPL’s electric tariff and Section 25-6.115 of the Florida Administrative Code and has or will enter into a separate Underground Facilities Conversion Agreement with FPL; and

WHEREAS, FPL is willing, subject to the terms and conditions set forth in this Agreement, FPL’s electric tariff and Section 25-6.115 of the Florida Administrative Code, to place certain of the Underground Facilities in the ROW.

NOW THEREFORE, in recognition of the foregoing premises and the covenants and agreements set forth herein, and other consideration the sufficiency of which is hereby acknowledged, intending to be legally bound hereby, the parties covenant and agree as follows:

1. The foregoing recitals are true and correct, and are hereby incorporated by reference into this Agreement.

2. Conditions Precedent to Placement of Underground Facilities in ROW

- (a) Local Government covenants, represents and warrants that:
 - (i) Local Government has full legal right and authority to enter into this Agreement;
 - (ii) Local Government has full legal right and authority to take all actions and measures necessary to fulfill Local Government's obligations under this Agreement;
 - (iii) Local Government hereby authorizes the use of the ROW by FPL for the purposes stated herein.
- (b) All applicable permits for FPL to install, construct, or maintain Underground Facilities in ROW must be issued on a timely basis by the appropriate agency, subject to the timely filing for permits by FPL.
- (c) Local Government agrees to provide, at its expense, a legal description that is acceptable to FPL of the ROW to be occupied by the Underground Facilities at a time before FPL initiates the design of the Underground Facilities. Said legal description shall be made part of this Agreement and attached as Exhibit "A".
- (d) FPL agrees to identify and document all existing FPL underground facilities within the ROW that will not be included under this Agreement. Local Government shall reimburse FPL's reasonable costs and expenses to deliver said documentation. Said documentation shall be made part of this Agreement and attached as Exhibit "B".
- (e) FPL warrants that the design of the Underground Facilities to which Local Government has agreed are in compliance with all operational and safety guidelines, codes and standards. FPL and Local Government have mutually agreed upon the location of the facilities within the ROW as per the construction drawings. Said construction drawings shall be attached as Exhibit "C" to this agreement, are part of this agreement, and may be amended to reflect changes to location of facilities as required.

3. Relocation and Rearrangement of FPL Facilities. If the Local Government or other agency with control over the Local Government ROW or Other ROW, for any reason whatsoever, requires that FPL relocate or rearrange, in whole or in part, any Underground Facilities (as they are to exist as a result of this Conversion, or as they may later be modified, upgraded, or otherwise altered) from or within the Local Government ROW or Other ROW, the Local Government, notwithstanding any language to the contrary in any applicable permit or franchise agreement, and prior to any such relocation by FPL, shall provide FPL with a substitute location, satisfactory to FPL, obtain any easements that may be necessary, and shall pay FPL for the costs of any such relocation, adjustment or rearrangement, now or in the future. Local Government shall reimburse FPL for all costs to locate, expose, protect or support the Underground Facilities, whether underground or above ground, in the event of future construction or excavation in close proximity to the Underground Facilities, when such services are required by Local Government or other agency with control over the Local Government

ROW or Other ROW Local Government shall use its best efforts in any design and construction of its future road improvement projects to avoid or mitigate the necessity of relocating or adjusting the Underground Facilities in Local Government ROW and, to the extent reasonably practicable, in Other ROW.

Local Government shall only be responsible for relocation costs associated with replacement facilities conforming to FPL standards in effect at the time of relocation. Any costs associated with the replacement facilities to provide increased capacity, improved reliability, future use facilities, or other such enhancements over and above the FPL standards in effect at the time of the relocation shall not be the responsibility of Local Government.

Nothing herein shall preclude Local Government from obtaining reimbursement for any and all costs requiring FPL to relocate or rearrange any of its Underground Facilities from that entity which initiated the requirement for the relocation or rearrangement of the facilities, excluding only other agencies which own or have jurisdiction over the ROW.

FPL shall be responsible for any and all costs of removal or relocation when such removal or relocation is initiated by FPL. Additionally, FPL agrees that when any portion of a street is excavated by FPL in the location, relocation or repair of any of its facilities when said location, relocation or repair is initiated by FPL, the portion of the street so excavated shall, within a reasonable time and as early as practical after such excavation, be replaced by FPL at its expense in a condition as good as it was at the time of such excavation.

4. **Abandonment or Sale of Local Government ROW.** If the Local Government desires to subsequently abandon or discontinue use of the Local Government ROW, and ownership of the land is transferred to a private party, the Local Government, as a condition of and prior to any such sale, abandonment, or vacation, shall grant FPL an easement satisfactory to FPL for the Underground Facilities then existing within the ROW or require the transferee to so grant FPL an easement satisfactory to FPL at the time of transfer. If ownership of the Local Government ROW is transferred to another public entity, that public entity shall take the ROW subject to the terms and conditions of this Agreement.

5. **Term.** This Agreement shall remain in effect for as long as FPL or any successor or assign owns or operates the Underground Facilities placed in the ROW.

6. **Title and Ownership of Underground Facilities.** Title and ownership of Underground Facilities installed by FPL as a result of this Agreement shall, at all times, remain the property of FPL.

7. **Conversion Outside ROW.** In the event that the FPL Underground Facilities are not, for any reason other than the sole error of FPL or its contractors,

constructed within the ROW, Local Government shall grant or secure, at Local Government's sole cost and expense, new easements or ROW grants for the benefit of FPL for the placement of the Underground Facilities in these areas, and shall secure subordinations of any mortgages affecting these tracts to the interest of FPL. In the alternative, at the discretion of Local Government, Local Government shall reimburse FPL for all costs incurred to remove said facilities which were constructed outside the ROW and for reinstallation within the ROW. FPL shall be responsible at completion of construction for notifying Local Government in writing of FPL's approval and acceptance of the conversion as being constructed within the ROW. Upon acceptance there shall be no further responsibility on the Local Government for relocations referenced in this paragraph.

8. **Agreement Subject to FPL's Electric Tariff.** This Agreement is subject to FPL's electric tariff, including but not limited to the general rules and regulations for electric service and the rules of the Florida Public Service Commission.

9. **Venue; Waiver of Jury Trial.** This Agreement shall be enforceable in Okaloosa County, Florida, and if legal action is necessary by either party with respect to the enforcement of any or all of the terms or conditions herein, exclusive venue for the enforcement of same shall lie in Okaloosa County, Florida. By entering into this Agreement, FPL and the Local Government expressly waive any rights either party may have to a trial by jury of any civil litigation related to or arising out of this Agreement. This Agreement shall be construed in accordance with the laws of the State of Florida.

10. **Attorney Fees.** In the event it becomes necessary for either party to institute or defend legal proceedings as a result of the failure of the other party to comply with the terms, covenants, or provisions of this Agreement, each party in such litigation shall bear its own cost and expenses incurred and extended in connection therewith, including, but not limited to attorneys' fees and court costs through all trial and appellate levels.

11. **Assignment.** The Local Government shall not assign this Agreement without the written consent of FPL.

12. **Recording.** This Agreement shall be adopted by the Local Government and maintained in the official records of Local Government for the duration of the term of this Agreement. This Agreement also shall be recorded in the Official Records of the County in which the Underground Facilities are located, in the place and in the manner in which deeds are typically recorded.

13. **Conflict between Terms of Permit or Franchise Agreement.** In the event of a conflict between the terms of this Agreement and any permit or franchise agreement entered into by Local Government and FPL, the terms of this Agreement shall control.

14. **Notice.** Any notice, instruction or other communication to be given to either party hereunder shall be in writing and shall be hand delivered, telecopied, sent by Federal Express or a comparable overnight service or by U. S. registered or certified mail, with return receipt requested and postage prepaid to each party at their respective addresses set forth below:

As to Local Government:

With copies to:

As to FPL:

IN WITNESS WHEREOF, Florida Power & Light Company and Local Government have executed this Agreement on the date first set forth above.

For **LOCAL GOVERNMENT:**

By: _____
(signature)

Name: _____
(print or type)

Title: _____
(print or type)

By: _____
(signature)

Name: _____
(print or type)

Title: _____
(print or type)

Approved as to Terms and Conditions: _____
(signature/title)

Approved as to Form and Legal Sufficiency: _____
(signature/title)

For **FLORIDA POWER & LIGHT COMPANY**

By: _____
(signature)

Name: _____
(print or type)

Title: _____
(print or type)

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

City Manager Report**AGENDA OUTLINE NUMBER:**

4.I.

TO: City Council**THRU:** Kimberly Kopp, City Attorney
Lance Johnson, City Manager**FROM:** Krystal Strickland, Finance Director
Louis Zunguze, Community Development Director
Jeffrey Cozadd, Grants Manager**DATE:** September 27, 2023**SUBJECT:** Resolution 23-22 -- Reimbursement Resolution for Undergrounding

I. BACKGROUND: At the October 2, 2023 meeting Council approved the draft form of a Request for Proposals to hire an FPL-approved contractor to convert aerial utilities to underground.

At the October 16, 2023 meeting, Council will review the Binding Cost Estimate and Conversion Agreement with FPL.

This resolution will allow the City to reimburse itself for expenditures made prior to the issuance of any debt related to this Undergrounding project, but it does not obligate the City to borrow any money.

II. DISCUSSION:

Funding for the undergrounding of overhead utilities will flow primarily from the restricted portion of the Electric Franchise Fee with supplemental funds from the Harbor CRA and the Town Center CRA. This reimbursement intent resolution allows the City to front cash to order materials and secure a conversion of overhead utility lines to underground with the understanding that the General Fund will be reimbursed with a tax-exempt debt issuance as

soon as reasonable. This allows the General Fund to temporarily use cash that has otherwise been set aside for operating and capital purposes.

Capital funds expended within 60 days prior to the adoption of this resolution will be eligible to be replaced with debt funding. Tax-exempt debt taken to reimburse the General Fund will have a repayment schedule that aligns closely with the net income of the Harbor CRA, the Town Center CRA, and the collection of Electric Franchise Fees.

This debt issuance may be packaged together with debt financing that will be needed for the City to reimburse the General Fund for the purchase of property at 1 Harbor Boulevard and construction funds needed to complete the Crosstown Connector roadway. A borrower can often attain better financing terms when the debt issuance amount is larger, as opposed to doing two smaller financing requests.

By combining the financing request for the acquisition of 1 Harbor Boulevard with Phase 1 of Undergrounding, and Construction of the Crosstown Connector roadway, the City might attract interest of larger institutional bond buyers and may obtain a better rate. The major factors that determine a credit rating for a Municipal Bond include: ***consistency of management, debt level, financial condition, debt security, and economic and demographic profile of the City.***

A. Link to Strategic Goals / Objectives: 1.3 Underground Utilities

B. Effect on Budget (EOB): Adopting this resolution has no effect on the FY 2024 Budget. All potential transactions of purchasing land and borrowing funds are contemplated in the Adopted FY 2024 Budget.

C. Level of Service (LOS):

D. Legislative Sponsor:

III. CONCLUSION: Staff recommends approving the reimbursement intent resolution to keep the broadest array of options open to the City regarding timing and financing of the potential conversion of aerial utility lines to underground.

IV. RECOMMENDED MOTION: I move to approve Resolution 23-22.

Attachments:

1. Resolution 23-22 Reimbursement
Resolution Undergrounding1

RESOLUTION NO. 23-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, ESTABLISHING ITS INTENT TO REIMBURSE CERTAIN EXPENDITURES IN CONNECTION WITH A CAPITAL IMPROVEMENT PROJECT RELATED TO THE UNDERGROUNDING OF ELECTRIC AND OTHER OVERHEAD UTILITIES AS MORE PARTICULARLY DESCRIBED HEREIN, INCURRED WITH PROCEEDS OF A FUTURE TAXABLE OR TAX-EXEMPT FINANCING OR FINANCINGS; PROVIDING CERTAIN OTHER MATTERS IN CONNECTION THEREWITH; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council (the "City Council") of the City of Destin, Florida (the "Issuer") has determined that the need exists to incur debt in order to finance the costs of all or a portion of a capital improvement project consisting primarily of the undergrounding of electric and other overhead utilities located within the Issuer along Highway 98 from Marler Bridge to Airport Road (collectively, the "Project").

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA:

SECTION 1. AUTHORITY. This Resolution is adopted pursuant to the provisions of the Constitution of the State of Florida, Chapter 166, Florida Statutes, the Charter of the Issuer and other applicable provisions of law.

SECTION 2. DECLARATION OF INTENT. The Issuer hereby expresses its intent to be reimbursed from proceeds of a future taxable or tax-exempt financing or financings for capital expenditures to be paid by the Issuer in connection with the Project. Pending reimbursement, the Issuer expects to use legally available funds to pay such costs including but not limited to capital expenditures and other costs associated with the Project. It is reasonably expected that the total amount of debt to be incurred by the Issuer with respect to the Project will not exceed \$15 million. This Resolution is intended to constitute a "declaration of official intent" within the meaning of Section 1.150-2 of the Income Tax Regulations which were promulgated pursuant to the Internal Revenue Code of 1986, as amended, with respect to the debt incurred, in one or more financings, to finance the costs of all or a portion of the Project.

SECTION 3. SEVERABILITY. If any one or more of the provisions of this Resolution shall for any reason be held illegal or invalid, such illegality or invalidity shall not affect any other provision contained herein.

SECTION 4. EFFECTIVE DATE; REPEALER. This Resolution shall be effective immediately upon its adoption. This Resolution supersedes all prior actions of the City Council inconsistent herewith. All resolutions or portions thereof in conflict with the provisions of this Resolution are hereby repealed to the extent of any such conflict.

PASSED AND ADOPTED BY THE CITY OF DESTIN, FLORIDA THIS ____ DAY OF _____, 2023.

Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY FOR THE
CITY OF DESTIN, ONLY:

Kyle S. Bauman, Esq., City Attorney

2023-7111

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Public Hearing**AGENDA OUTLINE NUMBER:**

5.A.

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Kimberly Kopp, City Attorney
Ryan Scott, City Engineer
Louis Zunguze, Community Development Director**DATE:** October 11, 2023**SUBJECT:** First reading of Ordinance 23-15-CC - Requiring undergrounding of utilities; changing the name of Chapter 18 of the Code of Ordinances from "Streets and Public Places" to "Utilities, Streets, and Public Places"; amending Chapter 18 of the Code of Ordinances to establish a new Article V "Undergrounding of Utility Facilities" and making other amendments to Chapter 18 for consistency with Article V.

I. BACKGROUND: On November 1st, 2021, the City of Destin executed Ordinance 21-22-CN granting Gulf Power and its successors an electric franchise. This agreement was accepted by Gulf Power with an effective date of November 17, 2021. This franchise agreement increased the franchise fee from 4% to 6% of billed revenues for a period of 30 years (Section 5 and Section 3) and restricted the new 2% towards undergrounding of overhead utilities. Section 3 (c) of this agreement included a deadline of two years after the acceptance date to complete negotiations and to execute an Underground Facilities Conversion Agreement for phase one. Gulf Power was subsequently taken over by Florida Power & Light (FPL).

In March 2021, the City of Destin executed an agreement with Utility Consultants of Florida (UCoF) to manage the conversion project. This task is underway.

UCoF has received revised data from the telecom providers with specifics to underground 5.69 (conduit) miles including many lateral feeds and replacement of over 100 streetlights within the corridor along Highway US98 from the Marler Bridge to Airport Road.

The undergrounding efforts of the City Council reflect the following goals, policies and objectives:

- (1) The city is responsible for promoting and protecting the public interest and the interests of the residents, visitors, and businesses of the city in having safe, reliable, and affordable utility services.
- (2) Utility companies, including those providing electric power, telecommunications, video, cable television, internet, broadband, and similar services, have the fundamental responsibility and obligation to provide safe and reliable utility services at the lowest possible cost.
- (3) Utility companies are allowed by the city to use rights-of-way and other public properties for the installation and operation of the physical facilities by which they provide their services.
- (4) Coastal areas of Florida, including the City of Destin, are vulnerable to the impacts of weather, including hurricanes, tropical storms, and other weather events that can render utility facilities, particularly overhead or aerial facilities, inoperable for extended periods of time, resulting in significant economic losses and adverse impacts to the city and the quality of life of the city's residents, visitors, and businesses.
- (5) Utility services provided by underground utility facilities are substantially and significantly more reliable and resilient than overhead facilities.
- (6) Underground facilities are generally restored to service following significant weather events much more quickly than overhead facilities, and at significantly lower costs for service restoration.
- (7) The costs of operating and maintaining underground facilities are generally less than the costs of operating and maintaining overhead facilities, in significant part because they are not subject to damage from vegetation and lesser weather events, and because utilities avoid substantial vegetation management costs and other maintenance costs that are incurred with overhead facilities.
- (8) Underground facilities are generally much safer than overhead facilities because they have no risks of poles or wires falling on people or property and because they have virtually no risks of being struck by vehicles.
- (9) Underground utility facilities provide more aesthetically desirable experiences for residents, visitors, and businesses, and they also enhance the value of properties and entire communities.
- (10) It is the city's intent to promote and protect the public and the public interest by requiring that all new utility facilities be installed using underground equipment and

technologies, and further by requiring the conversion of existing overhead utility facilities to underground to the maximum extent possible and practicable.

(11) It is the city's intent to treat all suppliers, sellers, and providers of utility services within the city, and all users of utility services within the city, in a nondiscriminatory manner.

Consistent with these objectives, City Attorney, Kimberly Kopp, and Special Utilities Counsel, Schef Wright, have prepared the attached Ordinance requiring undergrounding of utilities. The City Engineer, Ryan Scott, has also reviewed and provided input during preparations of the proposed Ordinance.

II. DISCUSSION: Except as otherwise specifically provided in the proposed Ordinance, the Ordinance requires that all facilities for providing electrical power, telecommunications, video, cable television, internet, broadband, and similar services (collectively, as used herein, "utility facilities") located within the jurisdiction of the city be placed underground.

Further, the ordinance provides for the conversion of all existing overhead utility facilities to the maximum extent possible and practicable through a coordinated program of phased conversion projects in cooperation and partnership with the affected utilities. Overhead utility facilities existing within the city as of the date of the adoption of this ordinance would be required to be placed underground upon expiration of the applicable franchise, license or agreement with the city, or as soon as reasonably practicable as part of the city's underground conversion program and projects.

Private property owners also share responsibility under the Ordinance. The ordinance requires that all utility facilities located on private property for all new construction and for reconstruction be placed underground. Specifically, within six (6) months after written notice is given by the city or by the applicable utility provider that service is available from underground utility facilities, all owners of property where service is available from such facilities would be required to connect to the underground facilities and terminate all service from the respective overhead facilities.

The proposed ordinance provides for specified exemptions in Section 18-76, and penalties for noncompliance in Section 18-77. Proposed penalties include permit revocation, city code enforcement/compliance proceedings, and any other appropriate legal or equitable remedies at law, including, without limitation, a mandatory injunction to require compliance with this article. The ordinance provides the City is entitled to recover its court costs and attorney's fees incurred in any litigation or administrative proceeding filed to require a property owner to connect to the underground facilities or to otherwise comply with the provisions of this article.

Additionally, in the event the owner(s) of any property within the city fail(s) to connect to the underground facilities within six (6) months after written notice given by the city or by the applicable utility provider that service is available from underground utility facilities, the city may proceed to have the underground connection(s) installed and assess the cost against the property benefited as a lien. The ordinance also recognizes that noncompliance may result in the city having to forfeit substantial credits or similar monetary benefits from

Florida Power and Light Company, pursuant to its tariffs, thus resulting in increased costs to the city of obtaining the benefits of underground utility facilities for the city, its residents, visitors, and businesses. Therefore, if any resident's or residents' failure to comply with this article results in such forfeiture, any such noncomplying resident or residents shall be responsible to the city for the amount of the forfeiture.

A. Link to Strategic Goals / Objectives: 2024 Council Objectives:

1.3 Underground Utilities

B. Effect on Budget (EOB): The primary responsibility will lie with the utility providers and with property owners who are within reasonable range of underground connections. The City may choose to expend electric franchise fees and other sources at hand to assist with conversion from overhead to underground.

C. Level of Service (LOS): Increased levels of service as further detailed herein.

D. Legislative Sponsor: City Council

III. CONCLUSION: Given the Council objectives in obtaining undergrounding on a consistent basis throughout the City for the reasons set forth herein and as expressed in the Ordinance, it is recommended that the City Council approve the Ordinance on first reading.

IV. RECOMMENDED MOTION: I move to approve Ordinance 23-15-CC on first reading and direct the City Clerk to advertise second reading on November 6th, 2023.

Attachments:

1. Ordinance 23-15-CC

ORDINANCE NO. 23-15-CC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, REQUIRING UNDERGROUNDING OF UTILITIES; CHANGING THE NAME OF CHAPTER 18 OF THE CODE OF ORDINANCES FROM “STREETS AND PUBLIC PLACES” TO “UTILITIES, STREETS AND PUBLIC PLACES”; AMENDING CHAPTER 18 OF THE CODE OF ORDINANCES TO ESTABLISH A NEW ARTICLE V “UNDERGROUNDING OF UTILITY FACILITIES” AND MAKING OTHER AMENDMENTS TO CHAPTER 18 FOR CONSISTENCY WITH ARTICLE V; ESTABLISHING PROVISIONS REQUIRING THE UNDERGROUNDING OF UTILITIES; PROVIDING FOR PRIVATE PROPERTY OWNER’S RESPONSIBILITY; PROVIDING FOR DEFINITIONS; PROVIDING FOR PHASED CONVERSION OF EXISTING OVERHEAD UTILITY FACILITIES; PROVIDING FOR CERTAIN PERMITTING REQUIREMENTS; PROHIBITING PERMITS FOR NEW OVERHEAD UTILITY FACILITIES; PROVIDING FOR EXCEPTIONS; PROVIDING FOR PENALTIES; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR INCORPORATION INTO THE CODE OF ORDINANCES; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

SECTION 1. AUTHORITY.

The authority for enactment of this Ordinance is Article 1, Section 1.01 (b) of the City Charter, Section 166.021, Florida Statutes and Chapter 386, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the city is responsible for promoting and protecting the public interest and the interests of the residents, visitors, and businesses of the city in having safe, reliable, and affordable utility services; and

WHEREAS, utility companies, including those providing electric power, telecommunications, video, cable television, internet, broadband, and similar services, have the fundamental responsibility and obligation to provide safe and reliable utility services at the lowest possible cost; and

WHEREAS, utility companies are allowed by the city to use rights-of-way and other public properties for the installation and operation of the physical facilities by which they provide their services; and

WHEREAS, coastal areas of Florida, including the City of Destin, are vulnerable to the impacts of weather, including hurricanes, tropical storms, and other weather events that can render utility facilities, particularly overhead or aerial facilities, inoperable for extended periods of time, resulting in significant economic losses and adverse impacts to the city and the quality of life of the city's residents, visitors, and businesses; and

WHEREAS, utility services provided by underground utility facilities are substantially and significantly more reliable and resilient than overhead facilities; and

WHEREAS, underground facilities are generally restored to service following significant weather events much more quickly than overhead facilities, and at significantly lower costs for service restoration; and

WHEREAS, the costs of operating and maintaining underground facilities are generally less than the costs of operating and maintaining overhead facilities, in significant part because they are not subject to damage from vegetation and lesser weather events, and because utilities avoid substantial vegetation management costs and other maintenance costs that are incurred with overhead facilities; and

WHEREAS, underground facilities are generally much safer than overhead facilities because they have no risks of poles or wires falling on people or property and because they have virtually no risks of being struck by vehicles; and

WHEREAS, underground utility facilities provide more aesthetically desirable experiences for residents, visitors, and businesses, and they also enhance the value of properties and entire communities; and

WHEREAS, it is the city's intent to promote and protect the public and the public interest by requiring that all new utility facilities be installed using underground equipment and technologies, and further by requiring the conversion of existing overhead utility facilities to underground to the maximum extent possible and practicable; and

WHEREAS, it is the city's intent to treat all suppliers, sellers, and providers of utility services within the city, and all users of utility services within the city, in a nondiscriminatory manner; and

WHEREAS, two public hearings have been conducted by the City Council after due public notice.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AS FOLLOWS:

NOTE: Language in all sections of this ordinance that is ~~strike-thru~~ is language proposed to be deleted, underline language is language to be added, language that is not in strike-thru or underlined is not to be changed. The symbol *** represents sections of the Code of Ordinances that have been skipped and remain unchanged.

SECTION 3. AMENDING CHAPTER 18 OF THE CODE OF ORDINANCES, SECTION AMENDING CHAPTER 18 OF THE CODE OF ORDINANCES TO ESTABLISH A NEW ARTICLE V “UNDERGROUNDING OF UTILITY FACILITIES” AND MAKING OTHER AMENDMENTS TO CHAPTER 18 FOR CONSISTENCY WITH ARTICLE V Chapter 18 of the Code of Ordinances is hereby amended as follows:

CHAPTER 18. UTILITIES, STREETS AND PUBLIC PLACES

ARTICLE II. RIGHTS OF WAY.

Sec. 18-42. - Intent and purpose.

It is the intent of the city to promote the public health, safety and general welfare by: providing for the placement or maintenance of communications facilities in the public rights-of-way within the city; adopting and administering reasonable rules and regulations not inconsistent with state and federal law, including F.S. § 337.401, as it may be amended, the city's home-rule authority, and in accordance with the provisions of the Federal Telecommunications Act of 1996 and other federal and state law; establishing reasonable rules and regulations necessary to manage the placement or maintenance of communications facilities in the public rights-of-way by all communications services providers; and minimizing disruption to the public rights-of-way. In regulating its public rights-of-way, the city shall be governed by and shall comply with all applicable federal and state laws. In addition, placement of utilities in City rights-of-way is subject to the requirements of Article V, “Undergrounding of Utility Facilities.”

ARTICLE V. UNDERGROUNDING OF UTILITY FACILITIES

Sec. 18-69. – Findings of fact.

The city council finds the following:

- (1) The city is responsible for promoting and protecting the public interest and the interests of the residents, visitors, and businesses of the city in having safe, reliable, and affordable utility services.

- (2) Utility companies, including those providing electric power, telecommunications, video, cable television, internet, broadband, and similar services, have the fundamental responsibility and obligation to provide safe and reliable utility services at the lowest possible cost.
- (3) Utility companies are allowed by the city to use rights-of-way and other public properties for the installation and operation of the physical facilities by which they provide their services.
- (4) Coastal areas of Florida, including the City of Destin, are vulnerable to the impacts of weather, including hurricanes, tropical storms, and other weather events that can render utility facilities, particularly overhead or aerial facilities, inoperable for extended periods of time, resulting in significant economic losses and adverse impacts to the city and the quality of life of the city's residents, visitors, and businesses.
- (5) Utility services provided by underground utility facilities are substantially and significantly more reliable and resilient than overhead facilities.
- (6) Underground facilities are generally restored to service following significant weather events much more quickly than overhead facilities, and at significantly lower costs for service restoration.
- (7) The costs of operating and maintaining underground facilities are generally less than the costs of operating and maintaining overhead facilities, in significant part because they are not subject to damage from vegetation and lesser weather events, and because utilities avoid substantial vegetation management costs and other maintenance costs that are incurred with overhead facilities.
- (8) Underground facilities are generally much safer than overhead facilities because they have no risks of poles or wires falling on people or property and because they have virtually no risks of being struck by vehicles.
- (9) Underground utility facilities provide more aesthetically desirable experiences for residents, visitors, and businesses, and they also enhance the value of properties and entire communities.
- (10) It is the city's intent to promote and protect the public and the public interest by requiring that all new utility facilities be installed using underground equipment and technologies, and further by requiring the conversion of existing overhead utility facilities to underground to the maximum extent possible and practicable.
- (11) It is the city's intent to treat all suppliers, sellers, and providers of utility services within the city, and all users of utility services within the city, in a nondiscriminatory manner.

Sec. 18-70. – Definitions.

As used in this Article V, terms that are defined within the language of the article shall have the meanings set forth herein, and additionally, the following terms shall have the meanings indicated below.

- (1) “Distribution” or “electrical distribution” shall refer to electrical facilities that operate at voltages below 115,000 volts.
- (2) “Overhead facilities” means facilities that provide utility services by means of overhead or aerial poles, wires, conductors, transformers, fiber optic cable, switches, and other appurtenances that are affixed or connected to poles or other facilities that are located above ground, excluding pedestals, ground-mounted transformers, ground-mounted switches, ground-mounted vaults, and similar facilities for which all connecting wires and cables are underground.
- (3) “Public utility” has the meaning set forth in Section 366.02(1), Florida Statutes.
- (4) “Transmission” or “electrical transmission” shall refer to electrical facilities that operate, or that are designed to operate, at voltages of 115,000 volts or greater.
- (5) “Underground Facilities” means facilities, equipment, and appurtenances that provide utility services by means of underground wires, conductor, fiber optic cable, telecommunications wires and cables, conduit, ground-mounted transformers, ground-mounted switches and switchboxes, ground-mounted vaults, and other facilities that are installed underground or mounted on the ground with all connecting wires and cables serving such ground-mounted facilities installed underground.
- (6) “Utility” means any business entity of any type whatsoever that provides electrical power, telecommunications, video, cable television, internet, broadband, and similar services within the city.
- (7) “Utility facilities” means any and all facilities, equipment, and appurtenances that are used to provide electrical power, telecommunications, video, cable television, internet, broadband, and similar services within the city.
- (8) “Utility services” means electrical power, telecommunications, video, cable television, internet, broadband, and similar services.

Sec. 18-71. Utility facilities required to be underground; poles, overhead wires and associated overhead facilities, structures, and appurtenances unlawful.

Except as otherwise specifically provided in this article, all facilities for providing electrical power, telecommunications, video, cable television, internet, broadband, and similar

services (collective ly, as used herein, "utility facilities") located within the jurisdiction of the city shall be placed underground as provided herein. Poles, overhead wires, and associated overhead structures shall not be permitted except as specifically provided in this article.

All utility facilities required to be placed or installed underground pursuant to the provisions of this article shall be thus placed or installed, to the extent applicable, pursuant to applicable rules of the Florida Public Service Commission or pursuant to applicable tariffs of a public utility, as that term is defined in F.S. § 366.02(1), where such tariffs are fully subject to the regulatory jurisdiction of the Florida Public Service Commission over the rates, terms, and conditions of such tariffs.

Any utility facilities required to be placed or installed underground pursuant to the provisions of this article by entities that are not subject to the regulatory jurisdiction of the Florida Public Service Commission shall be thus placed or installed pursuant to the provisions of this article or pursuant to a binding agreement between the utility and the city.

This article shall apply to all new utility facilities located or proposed to be located within city, county, or state rights-of-way within the city, as well as in easements or on private properties. This article shall also apply to any relocation, refurbishment, upgrading, reconstruction, or restoration of utility facilities already located within the city, excepting only: (a) ordinary maintenance or repair of existing facilities, and (b) restoration of service under emergency conditions, e.g., following a hurricane or similar natural event that damages overhead utility facilities. Other than work within the exceptions set forth in the preceding sentence, any work for which a permit is sought involving the replacement of more than one pole or more than one span of wire, conductor, fiber optic cable, telecommunications wire, or the like shall be considered to be reconstruction and shall be made with underground facilities. Any upgrading of the capacity, capability, or technology of overhead facilities, regardless of the length of such facilities or the number of poles involved in such upgrading, is expressly subject to the mandatory undergrounding provisions of this article.

Sec. 18-72. Existing utilities.

It is the city's intent and goal to provide for the conversion of all existing overhead utility facilities to the maximum extent possible and practicable through a coordinated program of phased conversion projects in cooperation and partnership with the affected utilities. Unless otherwise specifically authorized by this article, overhead utility facilities existing within the city as of the date of the adoption of this ordinance pursuant to franchise, license, or agreement with the city shall be required to be placed underground upon expiration of the franchise, license or agreement with the city, or as soon as reasonably practicable as part of the city's underground conversion program and projects. When a utility relocates, refurbishes, upgrades, reconstructs, or restores the utility's facilities or a substantial portion of its facilities, as defined in section 18-70 above, such relocated, refurbished, upgraded, reconstructed, or restored facilities must be installed underground at the utility's expense. Overhead utility facilities existing as of the date of the adoption of this article pursuant to a franchise, license or agreement with the city may be placed underground before expiration of the franchise, license or agreement with the city, subject

to negotiation of a binding agreement between the city and the utility, or if and to the extent applicable, pursuant to applicable rules of the Florida Public Service Commission and pursuant to applicable tariffs of a public utility, as that term is defined in F.S. § 366.02(1), where such tariffs are fully subject to the regulatory jurisdiction of the Florida Public Service Commission over the rates, terms, and conditions of such tariffs. In the event that any poles remain in areas where the electrical distribution facilities have been converted to underground service and such poles are not promptly removed as part of an undergrounding project or pursuant to a separate agreement, it shall be the responsibility of the utility whose facilities last occupy a position on such poles to remove such poles. If the responsible utility does not remove such poles within ninety (90) days following notice from the city, the city may arrange for their removal and bill the utility for the cost of such removal.

Sec. 18-73. Permit required.

Except as otherwise required by law or provided in an existing franchise, license or agreement, a permit shall be required from the city for the placement of any utility facilities within city, county, or state rights-of-way located within the city, as well as in easements or on private properties. The permit shall be nonexclusive and consistent with federal, state and local law, shall be conditioned upon the payment of a fee by the utility to the city, with the amount of such fee to be determined by subsequent resolution, as may be amended from time to time, for use of the rights-of-way; said fee shall be determined in a reasonable and nondiscriminatory manner consistent with applicable law. For utilities that pay franchise fees or similar fees to the city pursuant to franchise agreements or similar agreements between the utility and the city, no additional payment for the use of the city's rights-of-way shall be required pursuant to this section for as long as those agreements remain in full force and effect and for so long as the utility continues to remit the fees provided for by such agreements. If a telecommunications company or cable television company elects to obtain a state franchise pursuant to F.S. § 610.104, or any similar successor statute, then such company shall thereafter be subject to the fees provided for by this article. The use of the rights-of-way shall also be conditioned upon compliance with all of the code provisions, rules and regulations of the city pertaining thereto as contained within the city's Code of Ordinances or within city's Land Development Code, as may be applicable.

Sec. 18-74. Private property owner's responsibility.

All utility facilities located on private property for all new construction and for reconstruction shall be required to be placed underground. In addition, all utility facilities for private properties subdivided subsequent to the adoption of this article shall be placed underground, including all distribution lines; telecommunications cables; fiber optic cable; service laterals, wiring, and cables; and other appurtenances associated with connecting the property owner's property to the utility's facilities. The property owner is also required to arrange for the service entrances for all utility services to be constructed so as to accept and be fully compatible with underground service.

Within six (6) months after written notice is given by the city or by the applicable utility provider that service is available from underground utility facilities, all owners of property where service is available from such facilities shall connect to the underground facilities and terminate all service from the respective overhead facilities.

Sec. 18-75. Permits for new overhead utility facilities prohibited.

Except as specifically authorized and provided in this article, no permit shall be issued by any city agency or official that will allow:

- (a) The installation of any new overhead wiring, electric supply conductors, fiber optic cable, telephone or other communications cable, or similar utility facilities, or
- (b) The installation of any overhead facilities in connection with any relocation, refurbishment upgrading, reconstruction, or restoration of utilities already located within the city; (excepting, in either case, only those facilities that are expressly and specifically permitted pursuant to this article).

Sec. 18-76. Exceptions.

Unless otherwise provided, this article and any resolution adopted pursuant hereto shall not apply to the following types of facilities:

- (1) Poles and associated overhead structures used exclusively for street lighting, area lighting, or signalization, provided that the electrical wires (conductor) and any necessary telecommunications wire or cables serving such lighting or signalization facilities shall be located underground.
- (2) Overhead wires, electric supply conductors, cable, fiber, or similar facilities owned by the property owner and attached to the exterior surface of the property owner's building by means of a bracket or other fixture and extending from one location on the building to another location on the same building or to an adjacent building without crossing any public street. Any electrical wiring installed overhead pursuant to this provision must be located on the customer's side of the electric utility's meter.
- (3) Radio antennae, associated equipment, and supporting structures for such antennae, used by a utility for furnishing wireless communication services, provided that any wire, cable, fiber optic cable, or similar linear appurtenances associated with such radio antennae and supporting structures are placed underground.
- (4) Pad mounted transformers, junction boxes, and service terminals on pedestals above ground used to distribute electrical, communications, broadband, internet, and community antenna television or similar or associated services in the underground utility systems.

- (5) Risers, pipes, or tubes that are affixed to structures for the purpose of delivering electrical, communication, community antenna television or similar or associated service from the underground system to such structures, including the wires or cables that are enclosed in such risers, pipes, or tubes.
- (6) Where necessary to comply with applicable codes, ordinances, or other laws or regulations, poles up to four (4) feet in height, provided that no wires, cables, or the like shall be run above ground between such poles or between poles and structures.
- (7) To the extent necessary, line terminal structures that are necessary to provide for the transition of overhead utility facilities to underground utility facilities, where such line terminal structures are located at the point where the overhead facilities enter the city and are routed to underground facilities.
- (8) Temporary poles, overhead wires and associated overhead structures located on private property used solely during the course of construction on that private property.
- (9) Temporary poles, wires, electric conductors, telephone or other communications cable, fiber optic cable and associated overhead facilities to provide temporary or emergency service installed subject to the provisions of this article.
- (10) Facilities installed solely for the purposes of (a) effecting ordinary maintenance or repair of existing facilities to those facilities' same state as preceding the events causing the need for maintenance or repair; or (b) restoring service under emergency conditions, e.g., following a hurricane or similar natural event that damages overhead utility facilities.

Sec. 18-75. Penalties.

- (1) Any utility violating the terms of this article shall be subject to having its permit revoked. Any utility violating the terms of this article shall, at the utility's expense, remove any overhead structures, conductor, cable, conduit, wiring or other facilities which are in violation hereof. Any utility violating the terms of this article shall also be subject to the penalties set forth in the city's Code of Ordinances and in the city's Land Development Code, and shall also be subject to other appropriate legal or equitable remedies at law. For purposes of this section, each pole, wire, transformer, cable, or other appurtenance or object placed above ground in violation of this article shall be considered a separate violation.
- (2) Any property owner in violation of this article shall be subject to the penalties and provisions set forth in any applicable provisions of the city's Code of Ordinances or in the city's Land Development Code, and also subject to other appropriate legal or equitable remedies at law, including, without limitation, a mandatory injunction to require compliance with this article. The city shall be entitled to recover its court costs and attorney's fees incurred in any litigation or administrative proceeding filed

to require a property owner to connect to the underground facilities or to otherwise comply with the provisions of this article.

- (3) In the event the owner(s) of any property within the city fails to connect to the underground facilities within six (6) months after written notice given by the city or by the applicable utility provider that service is available from underground utility facilities, then the city may proceed to have the underground connection(s) installed. The cost of the installation, plus ten (10) percent for administration, shall be assessed against the property benefited and it shall become a lien against the property superior to all others except taxes. The city clerk shall file such a lien in the official records of Okaloosa County showing the nature of such lien, the amount thereof, and an accurate legal description of the property, including the street address, which lien shall date from the date of filing and recite the name(s) of the owner(s) thereof. Such lien shall bear interest from the date of filing at the rate of twelve (12) percent per annum and shall be enforceable if unsatisfied at the expiration of one (1) year from the date of filing, as other liens may be enforced by the city. Upon notice of an impending county tax deed sale, the city shall request the clerk of the circuit court to collect all monies due to the city, including such municipal lien with interest.
- (4) Additionally, noncompliance with this article may result in the city having to forfeit substantial credits or similar monetary benefits from Florida Power and Light Company, pursuant to its tariffs, thus resulting in increased costs to the city of obtaining the benefits of underground utility facilities for the city, its residents, visitors, and businesses. If any resident's or residents' failure to comply with this article results in such forfeiture, then any such noncomplying resident or residents shall be responsible to the city for the amount of the forfeiture.

Sec. 18-76. Conflicting City Code. In the event of conflict between this Article 5 and any other applicable City Code, the provisions within this Article 5 shall prevail.

Sections 18-77—18-90. Reserved.

SECTION 4. INCORPORATION INTO CITY CODE OF ORDINANCES. This ordinance shall be incorporated into the City of Destin's Code of Ordinances and any section or paragraph number or letter and any heading may be changed or modified as necessary to effectuate the foregoing.

SECTION 5. CONFLICTING PROVISIONS. Special Acts of the Florida Legislature applicable to the incorporated area of the City of Destin, City Ordinances and City Resolutions, or parts, thereof, in conflict with the provisions of this ordinance are hereby superseded by this ordinance to the extent of such conflict.

SECTION 6. SEVERABILITY. If any section, phase, sentence, or portion of this Ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

SECTION 7. EFFECTIVE DATE. This ordinance shall become effective upon its adoption by the City Council and signature by the Mayor.

ADOPTED this 6th day of November, 2023.

Bobby Wagner, Mayor

ATTEST:

Rey Bailey, City Clerk

The form and legal sufficiency of the foregoing has been reviewed and approved by the City Attorney, for the City of Destin, only.

Kimberly Romano Kopp, City Attorney

First Reading: October 16, 2023
Second Reading: November 6, 2023

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE:

October 16, 2023**TYPE OF AGENDA ITEM:**

Public Hearing**AGENDA OUTLINE NUMBER:**

5.B.

TO: City Council**THRU:** Lance Johnson, City Manager
Kimberly Kopp, City Attorney**FROM:** Lance Johnson, City Manager
Kimberly Kopp, City Attorney**DATE:** October 11, 2023**SUBJECT:** First reading of Ordinance 23-18-CN - Relating to a Natural Gas Utility Franchise of the Okaloosa Gas District; extending Ordinance 13-02-CN for an additional ten years pursuant to the same terms and conditions set forth in Ordinance 13-02-CN

I. BACKGROUND: The Okaloosa Gas District (District) is an independent special district of the State of Florida initially created by Chapter 29334, Laws of Florida, Special Acts of 1953 and recreated by Chapter 2000-443, Laws of Florida, Special Acts of 2000.

The District was created to acquire by purchase or construction, and to own, finance, operate, maintain, extend and improve one or more gas distribution and transmission systems, manufacturing plants, and other facilities necessary to provide natural gas utility services to its areas of service located in Okaloosa, Santa Rosa and Walton County, Florida.

The District has provided natural gas service to the City of Destin since the City's inception.

The City and the District entered into a franchise agreement pursuant to Ordinance 13-02-CN, which is set to expire on October 21, 2023 and neither party has indicated any desire to modify Ordinance 13-02-CN other than to extend the expiration date an additional ten years to October 21, 2033.

Staff believes it is mutually desirable and in the public's best interest to ensure that the

District's gas service be provided in the same safe and efficient manner consistent with federal and state regulatory safety standards as the District has done in the past. Further, staff believes that the granting of a non-exclusive franchise to the District to ensure that these objectives are facilitated and promoted is desirable.

II. DISCUSSION: The existing franchise ordinance 2013-02-CN is attached, and was set to expire on October 21, 2023. No issues or problems with the current franchise have been expressed by either party. Therefore, the sole recommended change is to extend the franchise for an additional ten-year term with no changes:

SECTION V. Term. The franchise shall be granted for a period of ten (10) years through October 21, 2033, provided, however, that the franchise is subject to review at the end of five (5) years upon the request of either party in writing within ninety (90) days of the expiration of the first five (5) years. The purpose of this review is to evaluate any substantial changes in the needs of the City or the District including any developments or innovations in the energy industry. In such event, the parties shall make a good faith effort to mutually resolve such needs or changes. Either party may request a review of the agreement at any time for the purpose of addressing changes in operating environment market conditions, new legislation or any other situations that significantly affect the delivery of natural gas services.

The Ordinance was advertised in the NW FL Daily News on October 11, 2023.

A. Link to Strategic Goals / Objectives: Financially sound city providing service excellence.

B. Effect on Budget (EOB): No change. Gas Franchise fee collections have ranged from \$209,000 to \$325,000 per year over the past five years.

C. Level of Service (LOS):

D. Legislative Sponsor:

III. CONCLUSION:

- It is recommended that the City Council approve the Ordinance on first reading, and direct the City Clerk to advertise for second/final reading.

IV. RECOMMENDED MOTION: I move to approve Ordinance 23-18-CN on first reading and direct the City Clerk to advertise the Ordinance for second reading on November 6, 2023.

Attachments:

1. Okaloosa Gas Franchise Agreement
Ext
2. Ordinance 13-02-CN Natural Gas
Utility Franchise

ORDINANCE 23-18-CN

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO A NATURAL GAS UTILITY FRANCHISE OF THE OKALOOSA GAS DISTRICT; EXTENDING ORDINANCE 13-02-CN FOR AN ADDITIONAL TEN YEARS PURSUANT TO THE SAME TERMS AND CONDITIONS SET FORTH IN ORDINANCE 13-02-CN; PROVIDING FOR REPEALING; SEVERABILITY; AND PROVIDING FOR EFFECTIVE DATE.

WHEREAS, the Okaloosa Gas District (District) is an independent special district of the State of Florida initially created by Chapter 29334, Laws of Florida, Special Acts of 1953 and recreated by Chapter 2000-443, Laws of Florida, Special Acts of 2000; and

WHEREAS, the District has been created to acquire by purchase or construction, and to own, finance, operate, maintain, extend and improve one or more gas distribution and transmission systems, manufacturing plants, and other facilities necessary to provide natural gas utility services to its areas of service located in Okaloosa, Santa Rosa and Walton County, Florida; and

WHEREAS, the District has provided natural gas service to the City of Destin since the City's inception; and

WHEREAS, the City and the District entered into a franchise agreement pursuant to Ordinance 13-02-CN, which is set to expire on October 21, 2023 and neither party desires to modify Ordinance 13-02-CN other than to extend the expiration date an additional ten years to October 21, 2033; and

WHEREAS, the City Council of Destin, Florida and the Okaloosa Gas District find that it is in the best interest of the public to insure that all areas within the City limited continue to be provided with high quality natural gas service; and

WHEREAS, the City Council of Destin, Florida finds it in the public interest to maintain control over the use of public rights-of-way by natural gas providers to ensure against interference with public convenience, to promote aesthetic considerations, to regulate the City's limited right-of-way property to ensure its most efficient and safe use, and to protect the public's investment in right-of-way property; and

WHEREAS, it is mutually desirable and in the public's best interest to ensure that the District's gas service be provided in the same safe and efficient manner consistent with federal and state regulatory safety standards as the District has done in the past; and

WHEREAS, the City Council of Destin, Florida finds that the granting of a non-exclusive franchise to the District to ensure that these objectives are facilitated and promoted is desirable;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DESTIN, FLORIDA, AS FOLLOWS:

NOTE: Language in all sections of this ordinance that is ~~strike-thru~~ is language proposed to be deleted, underline language is language to be added, language that is not in strike-thru or underlined is not to be changed.

Section 1. Modifications to Ordinance 2013-02-CN:
Section V. of Ordinance 2013-02-CN is hereby modified as follows:

SECTION V. Term. The franchise shall be granted for a period of ten (10) years through October 21, 2033, provided, however, that the franchise is subject to review at the end of five (5) years upon the request of either party in writing within ninety (90) days of the expiration of the first five (5) years. The purpose of this review is to evaluate any substantial changes in the needs of the City or the District including any developments or innovations in the energy industry. In such event the parties shall make a good faith effort to mutually resolve such needs or changes. Either party may request review of the agreement at any time for the purpose of addressing changes in operating environment market conditions, new legislation or any other situations that significantly affect delivery of natural gas services.

Section 2. REPEALING CLAUSE.

All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed to the extent of such conflict.

Section 3. SEVERABILITY.

If any section, subsection, sentence, clause or phrase of this ordinance for any reason is held invalid or unconstitutional by the decision of any court of competent jurisdiction or administrative agency, such decision shall not affect the validity of the remaining portions thereof. The District hereby declares that it would have accepted the provisions of this ordinance and each section, subsection, sentence, clause and phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared illegal, invalid or unconstitutional. The invalidity of any portion of this ordinance shall not abate, reduce or otherwise affect any consideration or other obligation by the District of the franchise granted hereunder; provided, however, that the City may amend those provisions invalidated, subject to the District's approval, and provided further that the City may terminate the franchise when, in its sole discretion, it determines that the invalidated provision may not be so amended as to preserve the purposes for which it was agreed to in the original franchise and when said invalidated provision is found by the City to be essential to the franchise as a whole.

Section 4. EFFECTIVE DATE.

This ordinance shall take effect upon its adoption by the City Council and signature of the Mayor, and upon filing of the District's written acceptance with the City Clerk within thirty (30) days of the date of adoption of this ordinance.

ADOPTED THIS _____ DAY OF _____
2023, nunc pro tunc October 21, 2023.

By: _____

Bobby Wagner Mayor

ATTEST:

Rey Bailey, City Clerk

The form and legal sufficiency of the foregoing has been reviewed by the City Attorney.

Kimberly Romano Kopp
City Attorney

1st reading: October 16, 2023
2nd reading: November 6, 2023

APPROVAL AND ACCEPTANCE

The Okaloosa Gas District does hereby approve and accept the foregoing gas franchise ordinance and agrees to perform, assume and comply with all the terms, conditions, covenants and obligations of said franchise ordinance, and authorizes its Chief Executive Officer to execute this Approval and Acceptance.

Dated this _____ day of _____ 2023.

OKALOOSA GAS DISTRICT

BY: _____

Name: _____

Title: _____

ATTEST:

ORDINANCE 13-02-CN

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, RELATING TO A NATURAL GAS UTILITY FRANCHISE TO THE OKALOOSA GAS DISTRICT, CREATED UNDER THE LAWS OF THE STATE OF FLORIDA; PROVIDING FOR DEFINITIONS; PROVIDING FOR THE RIGHT, AUTHORITY, EASEMENT AND PRIVILEGE TO INSTALL, OPERATE AND MAINTAIN A NATURAL GAS MANUFACTURING PLANT OR PLANTS; NATURAL GAS TRANSMISSION AND DISTRIBUTION SYSTEM AND SUCH OTHER NECESSARY FACILITIES FOR THE PURPOSE OF PROVIDING NATURAL GAS SERVICES TO ALL CLASSES OF CUSTOMERS WITHIN THE CITY OF DESTIN, FLORIDA; PROVIDING DEFINITIONS; PROVIDING FOR A GRANT OF FRANCHISE PRIVILEGE; PROVIDING A NON-EXCLUSIVE GRANT; PROVIDING GEOGRAPHIC AREA; PROVIDING A TERM; PROVIDING CONSIDERATION; PROVIDING CUSTOMER RATES; PROVIDING COLLECTION PROVISION; PROVIDING ACCOUNTING; AUDIT; INSPECTION; PROVIDING CITY NOT TO COMPETE; PROVIDING PROPER OPERATION; COMPLIANCE WITH LAWS; PROVIDING RELOCATION AT DISTRICT EXPENSE; PROVIDING RELOCATION FOR PRIVATE ENTERPRISE; PROVIDING RESTORATION; PROVIDING RIGHT TO PURCHASE AFTER EXPIRATION OF FRANCHISE; PROVIDING NOTICE OF EXERCISE OF OPTION; PROVIDING TRANSMISSION SYSTEM AND INTERRUPTIBLE CUSTOMERS; PROVIDING SERVICE POLICIES; PROVIDING MONITORING PERFORMANCE AND COMPLIANCE; PROVIDING ANNEXATION PROVISION; PROVIDING DEFAULT CLAUSE; PROVIDING PROPER OPERATION; PROVIDING HOLD HARMLESS CLAUSE; PROVIDING SOVEREIGN IMMUNITY; PROVIDING CONTINUITY OF SERVICE MANDATORY; PROVIDING FAILURE TO REQUIRE PERFORMANCE, NOT A WAIVER; PROVIDING EXCLUSIVITY OF ORDINANCE SECTIONS; PROVIDING REPEALING CLAUSE; PROVIDING SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF DESTIN, FLORIDA:

SECTION I. Definitions.

Wherever used in this ordinance, the following words shall have the following meaning:

1. "City" means the City of Destin.
2. "District" means the Okaloosa Gas District.

3. "Corporate Limits" means the corporate limits of the city as said limits are now established or as such limits may hereafter be extended.
4. "Transmission System" means the District's main transmission lines, laterals, metering stations, connections and other components thereof used in the transporting of gas to connect to the distribution system within the city and to transport gas to such other distribution systems or points of destination in other cities or unincorporated territories.
5. "Distribution System" means the distribution system of the District lying within the corporate limits of the city and all such distribution facilities of the District in the area adjacent thereto as the city and the District shall mutually in good faith determine to constitute a component part of such distribution system. The terms, however, shall not include any interruptible customer or any connections or metering facilities of the District used in connection with its gas transmission system or any transmission line tap connections for individual customers or metering facilities for such connections.
6. "Interruptible Customer" means natural gas is offered to customer on a contract which anticipates and permits interruption of gas service on short notice.
7. "Non-interruptible Gas" means gas sold to all classes of customers other than interruptible customers.
8. "Agreed" means an express contractual covenant.
9. "Legislative Charter" means the legislative act creating the Okaloosa County Gas District, and repealing and codifying the District's Charter, Chapter 29334, Laws of Florida, 1953, as amended, reestablishing and recreating the Okaloosa Gas District, being Chapter 2000-443, House Bill No. 1637.
10. "Fair Market Value" means the price that a willing seller would take being under no compulsion to sell and the price that a willing purchaser would pay being under no compulsion to purchase.
11. "Gross Revenues" means all sums of money which the District collected from the customers from the sale of gas within the franchise area with the exception of reasonably uncollectible receivables.
12. "Feasible" means the determination of cost effectiveness of extension of service to any and all un-serviced areas in the District using a single formula for analysis of economic data for all areas with final determination made by the District Board of Directors.

SECTION II. Grant of franchise privilege.

District is hereby granted a non-exclusive franchise, including every right and privilege appertaining thereto, to erect, construct, own, install, extend, renew, repair, improve, operate and maintain a gas manufacturing plant or plants, gas transmission system, gas distribution system

and such other facilities or equipment as may be necessary or desirable for the purpose of providing gas services and lawful activities necessary to perform and provide gas services enumerated in the District's Legislative Charter, in, upon, above, over, under and across the present and future highways, sidewalks, easements, dedications and other public property within the franchise area, such mains, pipes and conduits and other property as may be necessary and appurtenance to a gas service system, insofar as is consistent with the ordinances of the City, and the right to transmit same to the inhabitants within the City's corporate limits on the terms and conditions of this franchise. The District shall be required to secure a right-of-way construction permit from the City pursuant to Article I, Section 18-2, Destin City Code (Appendix G, Streets and Public Places, Land Development Code) which will not be unreasonably withheld.

SECTION III. Non-exclusive grant.

The right to use and occupy said highways, sidewalks, easements, dedications and other public property for the purpose herein set forth shall not be exclusive, and Town reserves the right to grant a similar use in said highways, sidewalks, easements, dedications and other public property to any other person.

SECTION IV. Geographic area.

This franchise covers the geographical area of the entire city limits of the City of Destin, Florida. District agrees that the limits of the franchise are subject to expansion or reduction by annexation and contraction of municipal boundaries and that the District has no vested right in a specific area. The District hereby agrees to provide service to any and all areas that may be annexed to the City provided feasibility of the area annexed meets the same feasibility requirements for extension of service as other areas serviced by the District. Subject to reasonable and diligent priority, service to all areas proven feasible should be available within six (6) months of notification by the City that the annexed area desires natural gas service. Any and all annexed areas will fall under the same terms and conditions of this ordinance as the current areas now located within the City. The City agrees to notify the District of the names and addresses of the residents in newly annexed areas within sixty (60) days of the date of annexation.

SECTION V. Term.

The franchise shall be granted for a period of ten (10) years provided, however, that the franchise is subject to review at the end of five (5) years upon the request of either party in writing within ninety (90) days of the expiration of the first five (5) years. The purpose of this review is to evaluate any substantial changes in the needs of the City or the District including any developments or innovations in the energy industry. In such event the parties shall make a good faith effort to mutually resolve such needs or changes. Either party may request review of the agreement at any time for the purpose of addressing changes in operating environment market conditions, new legislation or any other situations that significantly affect delivery of natural gas services.

SECTION VI. Consideration.

A. A. District shall pay to the City a sum equal to six percent (6%) of gross revenues collected from the customers from the sale of gas. Payment to the City shall be made in monthly payments during the year, with the last payment within thirty (30) days of the close of each fiscal year, and without demand by the City. Any adjustment payment due the City resulting from the District's annual audit shall be made to the City by the District within thirty (30) days of the completion of the District's annual audit.

B. It is further understood and agreed that the consideration paid pursuant to this ordinance shall not be added on as a separate item on the customer's bill unless and until such time as the District separately itemizes such amounts in its system-wide billing.

C. No acceptance of any payment shall be construed as an accord that the amount paid is, in fact, the correct amount, nor shall such acceptance of payment be construed as a release of any claim the City may have for further or additional sums. If a recomputation results in additional revenue to be paid to the City, such amount shall be subject to a surcharge of the lesser of twelve percent (12%) per annum, or the prime rate effective the date the payment was originally due as reported in the Wall Street Journal.

D. In the event that any payment is not made within thirty (30) days of when due, interest on such payment shall apply from such date at the prime rate effective the date the payment was originally due as reported in the Wall Street Journal.

E. The District shall pay the City a sum equal to six percent (6%) of gross revenues provided, however, the maximum cost of gas from which the gas franchise fee is calculated shall not exceed twenty-percent (20%) the annualized cost of gas included in the District's approved annual budget for the fiscal year. The preceding limitation of payments will not become effective until at least 75% of the members of the Okaloosa Gas District have approved either a franchise agreement or an amendment to a franchise agreement containing an annualized cost of gas fee cap paragraph.

SECTION VII. Customer Rates.

By acceptance of this franchise, the District specifically agrees that the City's customers' rates are consistent and shall remain consistent with rates to customers within Okaloosa County, including all other municipalities.

SECTION VIII. Collection Provision.

The District hereby agrees to collect and remit to the City any lawfully levied utility taxes now existing or hereinafter enacted upon gas customers of the District within the City limits.

SECTION IX. Accounting; Audit; Inspection.

The District agrees that it will cause an annual audit immediately after the end of each fiscal year to be made of its books, records and accounts by a certified public accountant and will furnish a copy thereof to the City. The District shall keep an accurate set of books and records reflecting the gross revenues derived under and pursuant to the franchise rights herein granted. The City may, upon reasonable notice at any reasonable time during business hours, have its certified public accountant make examinations at the District's office of any and all of its books and records for the purpose of verifying any of the statements of receipts herein provided.

SECTION X. City not to compete.

The City agrees that it shall not, during the term of this franchise, construct, acquire, own or operate, directly or indirectly, a gas plant or gas transmission or gas distribution system within its corporate limits except through the exercise of the option to purchase hereinafter provided in this ordinance or except in the event this franchise is terminated prior to the end of the term of this franchise.

SECTION XI. Proper Operation; Compliance with Laws.

a. All plants, transmission lines, distribution lines, fittings, appliances, appurtenances and all components and installations of the District shall be maintained in reasonably good condition and repair. The District and the City mutually agree that the location, appearance and aesthetic qualities of such facilities are important considerations and agree to cooperate with each other with regard to the location, relocation and construction of such facilities to achieve the most feasible and desirable result compatible with sound economics and the City's ordinances, rules and regulations applicable to rights-of-way.

b. The District shall at all times employ due care and shall install and maintain in use commonly accepted methods and devices for the prevention of failures and accidents which are likely to cause damage, injuries or nuisances to the public.

c. The District shall install and maintain its gas system in accordance with the requirements of US DOT Title 49, § 192, Code of Federal Regulations and Chapter 368, Florida Statutes, and shall conduct operations in compliance with all other applicable federal, state, county and City laws and regulatory standards.

d. All structures and all lines, equipment and connections in, over, under and upon the highways, sidewalks, easements, dedications or other public property shall at all times be kept and maintained in a safe, suitable, substantial condition and in good order and repair.

SECTION XII. Relocation at District expense.

The District agrees that in all cases the location or relocation of all plants, transmission lines, distribution lines, fittings, appliances, appurtenances and all components and installations of the District and the construction thereof or any change or extension, removal or relocation

necessitated by a change by the City of the grade, width or location of any street, alley or other public way, except as provided in succeeding Paragraph XII, the District will promptly, at its own expense, change or move its structures so as to conform thereto and further agrees to restore any and all public right-of-ways disturbed by the District to their original condition (as determined by the City). The District further agrees that it will, in advance of any paving or repaving of any streets, alley, or other public way, and upon reasonable notice thereof, install and construct, at its own expense, all conduit, transmission lines, distribution lines and other installations reasonably necessary for its future use in said street, alley or other public way, so as to prevent, so far as possible, the disturbance by the District of any pavement; provided further, however, that the City further agrees that it will in advance of any such paving or repaving of any street, alley, or other public way, notify the District of such plans in advance and coordinate the same with the District for the purpose of planning to achieve maximum economic cost savings to both parties.

SECTION XIII. Relocation for private enterprise.

It is agreed that in the event of the closing or abandonment of any street, alley or other public way by the City to accommodate the request of private persons or corporations solely for the benefit of such private persons or private corporations containing District gas transmission lines, distribution lines, metering or other facilities, that the City will require as a condition for granting such request that such private persons or corporations defray and pay the actual cost of removing or relocating same.

SECTION XIV. Restoration.

The District agrees to repair all property, public or private, altered or damaged by it, its agents or employees in the performance of its duties herein as good or better condition as it was before being damaged or altered.

SECTION XV. Right to purchase after expiration of franchise.

As a condition precedent to the taking effect of this grant, the City does hereby reserve and the District gives and grants to the said City, the right, after the expiration of ten (10) years to purchase the gas distribution system within the corporation limits of the City, including necessary component parts of the gas distribution system at valuation of fair market value, which fair market value shall be determined by arbitration under Florida Statutes governing arbitration methods. This option to purchase is further subject to the condition that upon the exercise of the option, the City shall take and purchase from the District its entire requirements of gas for use and for resale in the communities and areas supplied by the distribution system, and the District shall sell and deliver to the City such gas to the extent the same is available at such rates and charges as shall be established from time to time by the Board of Directors of the District; such rates and charges to be fair, equitable and just commensurate to the same price charged other like customers.

SECTION XVI. Notice of exercise of option.

In the event the City exercises its option to purchase at the expiration of the term of this franchise as enumerated in preceding Section XIV, such option shall be exercised by giving notice in writing not less than sixty (60) days prior to such expiration signed by the Mayor or other chief executive officer of the City accompanied by a resolution of the governing body of the City authorizing the exercise of such option.

SECTION XVII. Transmission system and interruptible customers.

In the event the City exercises its option to purchase the distribution system, the District shall have the right to continue to supply any interruptible customers theretofore supplied by the distribution system including any such customers situated within the corporate limits of the City. In the event the District so elects to continue to supply any such customer or customers, and shall so notify the City in writing within sixty (60) days after receipt of the notice from the City of the exercise of the option in Section XV of this ordinance, the right, privilege, authority and franchise granted by the City to the District by this ordinance shall continue in force and effect with respect to any such customer or customers, and the City shall, without charge, permit the District to make such use of the facilities of such distribution system as may be necessary to permit the District to supply such customer or customers.

The obligation of the District to make payments provided for in section VI of this ordinance shall thereupon cease and terminate.

SECTION XVIII. Service Policies.

a. The District shall not deny service to any person within the City's corporate limits who requests service based solely upon the service location, except where not feasible based upon the same feasibility requirements of service throughout the service area of the District. The District shall not deny service to any person within the City's corporate limits except for good and reasonable cause shown by the District acceptable to the City.

b. The District shall render efficient service, make repairs promptly and interrupt service only for good cause and for the shortest time possible. Such interruptions, as far as possible, shall be preceded by notice and shall occur during periods of minimum use of the system.

c. The District shall in good faith attempt to investigate all reasonable complaints within twenty-four (24) hours of their receipt and shall in good faith attempt to resolve them within forty-eight (48) hours of receipt, and agents of the District will be available in the City for these purposes. Records of all customer complaints regarding the District's services, including their resolution or disposition, shall be maintained by the District for a period of twelve (12) months and shall be furnished to the City upon request.

SECTION XIX. Monitoring performance and compliance.

The City Manager, or her designee, and representatives from the City may monitor and review the performance of the District and each may report and make recommendations to the City and/or the District regarding the quality of service provided for in this ordinance. For the purposes of this function, "service" shall be defined as the performance of the duties, tasks, and obligations of the District stated herein and the performance of such oilier duties, tasks and obligations as are generally and reasonably regarded as incident to a gas system.

SECTION XX. Annexation provision.

The District hereby agrees to provide service to any and all areas that may be annexed to the City provided feasibility of the area annexed meets the same feasibility requirements for extension of service as other areas within the District. Service to all areas proven feasible should be available within six (6) months of notification by the City that the annexed area desires natural gas service. If an area annexed by the City is already being served by the District, the District will begin to collect all applicable franchise fees (as provided herein) within sixty (60) days of notification by the City. Any and all annexed areas will fall under the same terms and conditions of this ordinance as the current areas now located within the City. The City agrees to notify the District of the names and addresses of the residents in newly annexed areas within sixty (60) days of the date of the annexation.

SECTION XXI. Default clause.

In the event that the District shall default in the observance or performance of any one or more of the agreements, duties or obligations or conditions of this ordinance, and if any such default or defaults shall continue for a period of six (6) months (exclusive of all times during which the District may be delayed or interfered with, without its connivance, by unavoidable accidents, acts of God, natural disasters or the public enemy, labor strikes or the orders of judgments of any commission or court entered in any suit or proceeding brought without is connivance) after written notice thereof to the District from the City stating the alleged default on the part of the District, then and in each and every such case the City, in addition to all other rights and remedies allowed by law, shall be entitled to terminate the grant made to the District under this ordinance.

SECTION XXII. Proper operation.

All plants, transmission lines, distribution lines, fittings, appliances, appurtenances, and all components and installations of the District shall be maintained in reasonably good condition and repair and the District shall observe all federal and state safety requirements and regulations. The District and the City mutually agree that the location, appearance and aesthetic qualities of such facilities are important considerations and agree to participate during the term of this franchise in a cooperative effort in the location, relocation and construction of such facilities to achieve the most feasible and desirable result compatible with sound economic consideration of the District.

SECTION XXIII. Hold harmless clause.

The District shall indemnify and save harmless the City from any and all damages judgments, costs and expenses of any kind which may arise or result by reasons of or in consequence of the acts or neglect of the District, its agents or servants to fully comply with the provisions of this ordinance, and will save and keep harmless the City from any and all damages, judgments, costs and expenses caused by, or incident to, or in any manner resulting from the District's operation, installation, maintenance, construction, relocation or other acts or omissions of the District providing prompt notice in writing of all claims for such damages, costs and expenses and reasonable opportunity to defend against the same are given to the District by the City, together with all information thereon in its possession.

The District agrees to carry adequate liability insurance in accord with prudent industry standards at all times covering its operations, including automobile liability coverage. The District will provide the City proof of insurance and timely notification of the policies.

SECTION XXIV. Sovereign immunity.

Nothing in this Agreement is intended to nor shall be construed to waive either party's rights and immunities under the Florida Constitution, Common law, or Florida Statutes §768.28, as amended from time to time.

SECTION XXV. Continuity of Service Mandatory.

It shall be the right of all customers to continue receiving service insofar as their financial and other obligations to the District are honored. In the event that the District elects to overbuild, rebuild or modify the system, or the City gives notice of intent to terminate or fails to renew this franchise, the District shall act to ensure that all customers receive continuous, uninterrupted service for the duration of the franchise regardless of the circumstances. In the event of a change of franchise, the District shall cooperate with the City in maintaining continuous service to all customers. During such period, District shall be entitled to the revenues for any period during which it operates the system, and shall be entitled to reasonable compensation for its services when it no longer operates the system.

SECTION XXVI. Failure to require performance, not a waiver.

The failure of either party at any time to require performance by the other party of any provision hereof shall not affect the right of either party thereafter to enforce same; nor shall waiver by either party of any breach of any provision hereof be taken or held to be a waiver of any succeeding breach or as a waiver of any provision itself.

SECTION XXVII. Exclusivity of ordinance sections.

Should any section or provision of this ordinance or any portion hereof be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder, as a whole or any part hereof, other than the part declared to be invalid.

SECTION XXVIII. Repealing clause.

All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION XXIX. Severability.

If any section, subsection, sentence, clause or phrase of this ordinance for any reason be held invalid or unconstitutional by the decision of any court of competent jurisdiction or administrative agency, such decision shall not affect the validity of the remaining portions thereof. The District hereby declares that it would have accepted the provisions of this ordinance and each section, subsection, sentence, clause and phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared illegal, invalid or unconstitutional. The invalidity of any portion of this ordinance shall not abate, reduce or otherwise affect any consideration or other obligation by the District of the franchise granted hereunder; provided further, however, that the City may terminate the franchise when the invalidated provision may not be so amended as to preserve the purposes for which it was agreed to in the original franchise and when said invalidated provision is found by the City to be essential to the franchise as a whole.

SECTION XXX. Effective date.

This ordinance shall be in full force and effect from and after its passage and approval; this franchise shall commence on October 21, 2013, for a term of ten (10) years provided the District unconditionally accepts this ordinance in writing filed with the City Clerk on or before the franchise effective date of October __, 2013.

ADOPTED THIS 21ST DAY OF OCTOBER 2013
By:



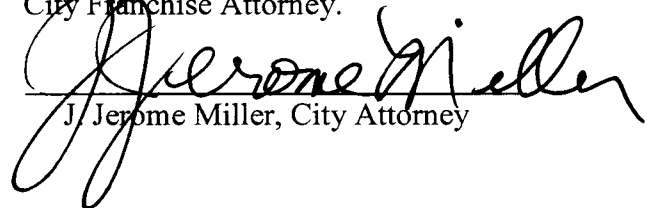
Sarah "Sam" Seevers, Mayor

ATTEST:



Rey Bailey, City Clerk

The form and legal sufficiency of the foregoing has been reviewed by the City Franchise Attorney.



J. Jerome Miller, City Attorney

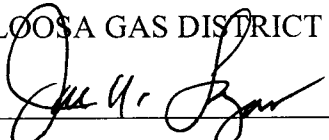
1st reading: October 7, 2013
2nd reading: October 21, 2013

APPROVAL AND ACCEPTANCE

The Okaloosa Gas District does hereby approve and accept the foregoing gas franchise ordinance and agrees to perform, assume and comply with all the terms, conditions, covenants and obligations of said franchise ordinance, and authorizes its Chief Executive Officer to execute this Approval and Acceptance.

Dated this 18th day of DECEMBER 2013.

OKALOOSA GAS DISTRICT

BY: 

Name: JOSE N. LOZANO

Title: CEO

ATTEST:

