

**REGULAR MEETING
DESTIN CITY COUNCIL
AUGUST 19, 2019
ANNEX COUNCIL CHAMBERS
6:00 PM**

*****Core Value of the Month - Stewardship*****

CALL TO ORDER

INVOCATION (Rabbi Shaya Tenenboim - Chabad of Emerald Coast)

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. APPROVAL OF MINUTES

A. Approval of minutes of June 17, 2019 Regular City Council Meeting

2. PROCLAMATIONS / RECOGNITIONS / **SPECIAL PRESENTATIONS / ANNOUNCEMENTS (No public comments)

A. Destin Little League Recognition

B. Updates: Norriego Point Phase III & Joe's Bayou Recreation Area - Pearce Barrett, Project Coordinator, FDEP

C. Future Land Use Map (FLUM) in Crystal Beach Area - Mr. Karl Seekamp, Sovereign Isle

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA (All agenda items other than those under Number 5)

(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)

4. CITY MANAGER REPORTS

A. Membership appointments - Destin Youth Council

B. Update:Municipal Software Project

C. Annual Transportation Concurrency Analysis

D. Request for Direction from City Council Regarding Preparation of an Ordinance Regulating Outdoor Dining/Parking

E. Request for Direction from City Council on Change of Use Ordinance and Invocation of Pending Ordinance Doctrine

F. Request for Direction from City Council Regarding Consolidation of ROI zoning districts and Zoning/FLUM Changes to Areas 4 & 5

G. Request for Direction from City Council to Prepare an Ordinance Addressing Consistency of Zoning and Future Land Use Map - Area 7

- H. Request from Property Owner re: Crystal Sands - Beach Access
- I. Public Recycling, Station at Public Services
- J. Request for Direction from City Council to build Pickleball Courts
- K. 1/2 Cent Sales Tax: Project Selection Process.
- L. Potential Expansion of the Tourism Development Tax Subcounty Special Taxing District
- M. Announcements

1. The next Council meeting will be held on Wednesday September 4th, 2019.

5. PUBLIC HEARINGS

- A. First reading of Ordinance 19-20-LC - Sign Requirements for Short-Term Rentals
- B. Innerlight Engineering Corporation, on behalf of Seaside Acquisition Group, LLC is requesting approval of a Major Deviation to an Existing Development Order and a Major Subdivision identified as "Beach Lofts." The proposed development consists of 12 lots to be developed into 2-story townhome units. The proposed project is generally located East of Beach Dr, addressed as 130 Lola Circle. The total site area is 1.35 acres, more or less.

6. *CONSENT AGENDA (No public comments)

- A. 2019 US Police K9 Association National Field Trials
- B. Mayoral Support for the Defense Community Infrastructure Program

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY (No public comments)

- A. Councilmember Braden
- B. Councilmember Ramswell
- C. Councilmember Menchel
 - 1. Sheriff's Contract discussion
- D. Councilmember Overdier
- E. Councilmember Marler
 - 1. Schedule of Fees: Reconsider changes to Livery fees and STR fees.
 - 2. Boat launch operations.
- F. Councilmember Destin
- G. Councilmember Morgan
- H. Mayor Gary Jarvis
- I. Land Use Attorney
 - 1. Monthly Report of the Technical Review Committee (TRC)
- J. City Attorney

1. East Pass administrative litigation – discussion and direction relating to DOAH case number 19-3356
2. Undergrounding Utilities: Discussion

8. PUBLIC COMMENTS

ADJOURNMENT

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.

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

****** 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.***

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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Note: Persons who wish to provide public comments on agenda items are requested to fill out a blue speaker card and submit it to the City Clerk at the start of the meeting.

Persons who wish to provide public comments on any other matters not on the agenda are requested to fill out a yellow speaker card and submit it to the City Clerk at the start of the meeting.

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**MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
JUNE 17, 2019
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM**

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Gary Jarvis
Councilmember Steven Menchel
Councilmember Cyron Marler
Councilmember Parker Destin

Councilmember Prebble Ramswell
Councilmember Chatham Morgan
Councilmember Skip Overdier
Councilmember Rodney Braden

Destin City Staff

City Manager Lance Johnson
Deputy City Manager Webb Warren
Public Services Director Michael Burgess
Code Compliance Manager Joey Forgione
Community Development Director Louis Zunguze
City Land Use Attorney Kimberly Kopp

City Clerk Rey Bailey
HR Manager Karen Jankowski
Finance Director Bragg Farmer
Parks & Rec. Director Lisa Firth
Public Info Manager Catherine Card
City Attorney Kyle Bauman

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Gary Jarvis called the meeting to order at 6:00 PM. The Mayor asked everyone to observe a moment of silence, which was then followed by the Pledge of Allegiance.

AGENDA APPROVAL

Councilmember Destin moved to continue agenda items 5A and 5B to the July 1, 2019 City Council meeting, pull agenda item 7G1, and approve the agenda, as amended. Councilmember Menchel provided a second to the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

1. APPROVAL OF MINUTES

A. Approval of minutes of May 6, 2019 Regular City Council Meeting

Motion by Councilmember Overdier, seconded by Councilmember Menchel, to approve minutes of May 6, 2019 Regular City Council meeting passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

**2. PROCLAMATIONS / RECOGNITIONS / SPECIAL PRESENTATIONS /
ANNOUNCEMENTS**

A. Presentation – Representatives from Florida Department of Transportation (FDOT) – Mr. Rodney Chamberlain, Mr. Tim Smith and Mr. Jared Perdue, Director of Transportation Development

Mr. Jared Perdue, Director of Transportation, Florida Department of Transportation (FDOT) introduced himself and other members of his department. He stated they are prepared to discuss and answer any questions related to the Destin Crosstown Connector.

Councilmember Morgan asked if the last .4 miles of the crosstown connector FDOT is helping to fund is going to be two-lane road.

Mr. Perdue stated that he cannot answer this question with any degree of specificity since the crosstown connector is not an FDOT project. It is a City of Destin project which is listed as one of the priorities of the Transportation Planning Organization (TPO). When the TPO votes to adopt their top priorities, they become eligible for FDOT funding; and what FDOT has in their work program for the crosstown connector is \$2.7 million for right-of-way acquisition in Fiscal Year 21 and 22. However, it is not an FDOT-administered or FDOT-managed program and they are not making any decisions on the project.

Councilmember Morgan stated that they have a two-lane road; but there are some concerns from the Council that the PD&E study conducted years ago showed a proposed section of Legion Drive, from Main Street to Beach Drive and from Beach Drive to Azalea Road, is expanding to a 4-lane road. He asked if the City can keep this road at two-lanes without intervention from FDOT.

According to Mr. Perdue, the determining factor is the federal document that was produced as part of the study that was conducted. He continued that the City obtains approval from the federal government for the impacts of a corridor. They could make changes within that corridor if they are not causing additional impacts; such as socio-economic or environmental impacts. If they are changing the scope so much that they are modifying the purpose and need that was established as part of the original PD&E, then it could cause some issues. However, this is an issue between the City and the federal government.

Councilmember Morgan asked if FDOT has any plans to rename this corridor the “Alternate US Hwy 98”; to which Mr. Perdue replied there is none because it is strictly a local facility. He added that the City’s would have within their purview to name this road anything they like.

Councilmember Braden noted that the City has a declared multi-modal transportation district (MMTD) and it affects the way they handle concurrency. He asked if it would affect the traffic count on US Hwy 98 if they build either a two-lane or 4-lane road to get traffic off that highway.

Mr. Perdue replied that FDOT has no authority or jurisdiction in that area; but in reading through the City’s multi-modal plan, it appears as though the land use in the land development is responsible for doing certain things as part of that MMTD. He stated that the scope of FDOT’s involvement in this regard would be anywhere that the crosstown connector traffic, whether it is relieving congestion or causing more congestion, impacts FDOT at those connections. In which case, FDOT would be involved with how those connections look. He also stated that in terms of traffic, US Hwy 98 has reached its maximum vehicular capacity. In most cases, it is at a level of service F; especially during peak traffic conditions. However, this is just for vehicular traffic. They also have other modes such as pedestrian, bicycle and transit. The purpose and intent of the crosstown connector, as proclaimed by the City, is to provide more connectivity and more networking for the different modes.

The Mayor asked the following two questions:

- *Are there any public record in FDOT archives that could substantiate claims that due to the level of service on US Hwy 98 traffic corridor that FDOT told the City if they did not create an alternative traffic corridor, FDOT would stop the issuance of permits for projects along the US Hwy 98 corridor?*
- *To substantiate the claim in question 1 above by a former Council member, what permit granting authority does FDOT have that FDOT could use to hold the City hostage with threats of withholding development permits of any kind?*

Mr. Perdue stated they are statutory obligated to provide reasonable access to all private property owners. The City, along with the other local government, is a partner of FDOT; and that the idea of one governmental entity holding the other one hostage is ludicrous.

Next, the Mayor asked if FDOT has the statutory authority or policy to dictate to local government like Destin that would take precedence over the City's capabilities or authorities to control development or density in FDOT traffic corridors.

Mr. Perdue stated that FDOT does not have jurisdiction authority over land use in land development. They are strictly in transportation per Florida Statutes.

Councilmember Overdier asked if FDOT has any plans to provide alternate road to Hwy 98.

According to Mr. Perdue, there are a lot of challenges with alternative corridors. The US Hwy 98 is constrained throughout the entire panhandle; and in most cases, by water on both sides. The crossings over that water are limited. He continued that the local TPO, not FDOT, is the entity that studies and conceives the idea of an alternative corridor; and that FDOT does not consider an alternative corridor that has not already been conceived by the local TPO.

Councilmember Menchel asked Mr. Perdue which study he was referring to when he responded to Councilmember Morgan's questions earlier.

Mr. Perdue explained that for the crosstown connector to be eligible for federal funding, it would have to go through the national environmental permitting process. There would have to be a PD&E study done for that corridor; and that he was assuming it was the City that conducted that study. If so, he would be glad to provide a copy to the City if they have it on file at FDOT. He added that when a PD&E study is done for a State facility, FDOT will manage the study. But, if it is for a local facility, then typically the local government manages the study.

Councilmember Menchel asked if the completion of the crosstown connector would have any impact on the trips on the road (traffic volume) for US Hwy 98.

Mr. Perdue stated he could not give a definitive answer to that question. He could only speculate that by the nature of the crosstown connector and the activity it is going to provide, it could help with some of the local trips; adding that the more connectivity and the better network they provide, the more options would be available to people which could help alleviate congestions in all facilities and not just on US Hwy 98.

Councilmember Menchel asked who could give a more definitive answer to this kind of question.

Mr. Perdue explained he is trying to address this kind of question the best way he can; adding that since it involves a local road and not an FDOT facility, FDOT does not hold the answers to this question. He continued that any improvements the City makes to any of the side streets throughout the City could impact, whether positively or negatively, the congestion on US Hwy 98. He also stated that in theory, providing more connectivity impacts the traffic on all facilities; but there is no definitive decision whether it is going to alleviate a specific type of traffic on US Hwy 98.

Councilmember Menchel asked if there were any plans for transit on the crosstown connector as far as FDOT is concern.

Mr. Perdue replied since it is a local facility, the City of Destin decides what improvements to make to the crosstown connector. He continued it is clear from the information on the City's website that the crosstown connector is intended to support the multi-modal plan within the City, which means the City would provide facilities for all modes.

Next, Councilmember Menchel asked the following series of questions, followed by responses/discussions after each question.

- *“To FDOT’s knowledge, when/if the last four tenth of a mile portion, from Beach Drive to Benning Drive, is completed – does that finish the crosstown connector; or are there any other areas/projects/future expansion/construction projected (i.e, punch through to Calhoun) for the crosstown connector?”*

Mr. Perdue stated that he does not have the answer to this question; adding that the answer should come from the City since it is a City facility.

- *“To FDOT’s knowledge, will the crosstown connector ever be named Alternate Hwy 98?”*

Mr. Perdue replied that to his knowledge, FDOT has no intention for the crosstown connector to be named Alternate Hwy 98 since it is a local facility. He added it is not the purpose and intent of the project.

- *“Could it legally be called Alternate Hwy 98 by the City?”*

Mr. Perdue stated that the City could do so; but the City would then have to re-start the process of establishing the purpose and need for the project; to include going through another PD&E study to determine the intent for the facility.

- *“Would FDOT reroute any vehicle traffic to the crosstown connector?”*

Mr. Perdue stated that in his professional opinion, the crosstown connector would just provide more options for motorists; and that FDOT does not specify or dictate where the motorists go and which facility they should use.

- *“Does FDOT have any money earmarked or development plans for Legion Drive, from Main Street to Beach Drive?”*

Mr. Perdue replied that FDOT currently has the funding in their program for \$2.7 million for right-of-way acquisition for the entire crosstown connector.

- *“From an FDOT perspective, on Harbor Blvd or US Hwy 98, how long does the City of Destin have to come into full compliance with the multi-modal plan?”*

Mr. Perdue noted that the multi-modal plan is something developed by the local government under their jurisdictional authority. When FDOT comes in with the project, they simply try to match their project to the comprehensive plan for that particular jurisdiction. He continued that every facility FDOT designs and constructs accounts for all mode of transportation. Since the City of Destin has a multi-modal plan, when FDOT comes in with a resurfacing project, for instance, they take the funding that has been allocated and take the available right-of-way and do the best they can to fit the comprehensive plan.

- *“Does the City’s multi-modal plan have to be approved by FDOT?”*

Mr. Perdue replied FDOT does not have the approval authority for the multi-modal plan; adding that since FDOT is a partner of the City, they simply review the City’s comprehensive plan and provide any comments they may have with regards to transportation.

Councilmember Menchel stated it was his understanding the City developed the multi-modal plan over a decade ago to alleviate some of the trips on US Hwy 98; and that it was allegedly approved by FDOT for this reason.

Mr. Perdue explained that the multi-modal plan is a part of the City’s larger comprehensive plan. Whenever a local government adopts a comprehensive plan, they send it to FDOT for review and comments since they are a transportation stakeholder and a partner. He continued that there may have been some collaboration when the multi-modal plan was developed and FDOT may have provided some comments; but they do not have approval authority over the City’s comprehensive plan.

- *“Does the creation of the multi-modal plan alleviate traffic concurrency on US Hwy 98?”*

Mr. Perdue explained that the multi-modal plan does not physically alleviate anything. The City must actually build the infrastructure to alleviate traffic congestion by providing more connectivity to the different modes.

- *“Even though FDOT did not mandate the crosstown connector, the City basically approved it. There are certain elements of the plan with which the City is currently not in compliance – such as, having enough parking spaces and 10-foot sidewalks – and yet, the City is getting credit for trips on the road because they have a multi-modal plan. Is this a correct assumption?”*

Mr. Perdue states this is out of his area of expertise; but with regards to FDOT facilities, they are constrained by right-of-way on US Hwy 98. They cannot put 10-foot wide sidewalk without purchasing additional right-of-way. They would consider this an infrastructure project that would have to be prioritized by the TPO and put into their long-range plan.

- *“Is there an approved dedicated right-turn lane into the Emerald Grande coming off the Marler Bridge as part of the 3R project?”*

Mr. Perdue replied affirmatively.

- *“Could you speak on the future roadway that was depicted in the 2016 Master Plan which was a part of the list of questions sent to FDOT?”*

Mr. Perdue stated that he had no knowledge of this subject.

The Mayor asked, *“Does the designation of US Hwy 98 as a multi-modal corridor give FDOT a capability to ignore capacity on Hwy 98 or any other corridor in the State?”*

Mr. Perdue replied by stating that they never ignore capacity, safety or economic development. A multi-modal plan gives FDOT more leverage or capability to make improvements that may otherwise be very controversial. A multi-modal plan really helps FDOT come in with some projects and to be more of a collaborative partner with the City.

The Mayor asked, *“When FDOT prioritizes or funds or partially funds infrastructure improvements, what is the intent or expectation from FDOT from the city that it is working with and for which they set aside the money?”*

Mr. Perdue replied they have a 5-year work program, and every year a tentative 5-year plan is submitted to the legislature for adoption. The plan is reviewed by the legislature and ultimately pass it into law, and then it becomes a 5-year adopted work program which FDOT considers as a commitment that must be delivered.

Councilmember Braden asked, *“If this Council voted to eliminate the multi-modal plan, would FDOT be able to control any development or re-development on US Hwy 98 once it is at 100 percent capacity?”*

According to Mr. Perdue, FDOT funds the projects that are developed and prioritized by the TPO. The multi-modal plan gives FDOT and the City the opportunity to work together collaboratively. He continued that FDOT tries its best to meet the City’s expectations, but they would not know how the City would want the US Hwy 98 corridor to look like without the multi-modal plan. He added that FDOT has no authority over land development.

Councilmember Ramswell asked, *“There is a PD&E dated 2016 which does not specifically indicate whether FDOT or the City provided it or asked for it. However, it clearly indicates that the two options that were merged together to do the crosstown connector would be done in phases and ultimately ending in a four-lane road on Azalea Drive and Legion Drive. Does FDOT have any information about it?”*

Mr. Perdue stated that this project has been around a lot longer than 3 years, and if there was a PD&E done in 2016, it was probably a reevaluation of a previously existing PD&E study. If a project is not constructed after so many years, the study must be updated for reevaluation to make sure they are still accounting for all the impacts. He continued that the local government typically manages the PD&E study for a local facility; but if request FDOT would manage it for the local government because they have a partnership. He added that FDOT would check their record and see what information they have on this issue.

Councilmember Ramswell asked, *“With the 2016 PD&E being the last one that was done based on the information provided by City staff, would it be the PD&E FDOT ultimately would have viewed and decided to fund?”*

Mr. Perdue replied that if it is for the crosstown connector, and it is the approved National Environmental Policy Act (NEPA) document by the federal government, it would be the one upon which the project would be based.

Councilmember Ramswell asked, *“When the County contacted FDOT about the project, a Maria Showalter from FDOT supposedly told the County that any tweaks to the plan would not be considered minor and it would stall and cause the whole process to be reevaluated. Is that your knowledge as well?”*

Mr. Perdue replied it would depend on the context of that conservation because there is a lot of different things a “tweak” could mean. The FDOT has a delegation out of its central office to review and approve those federal documents. They also have experts within FDOT that could review any proposed changes and make that determination.

Councilmember Ramswell asked, *“Since these are TRIP funds, is there a different set of criteria from FDOT that is needed to be met?”*

According to Mr. Perdue, there are a few different levels of environmental and impact statements that they do in a study. For it to be federal fund eligible, they must go through a whole other level. To be eligible for State funds, they need to do some other levels but not quite as much. He also stated there are some differences between what makes the project eligible for the TRIP funds, and what would make it eligible for discretionary federal funds. They must make sure that the document that was prepared, and the purpose, need and intent of the project are being held true. They would have to go back and reevaluate the document that was done to deliver the project and the overall impacts to the corridor. They would also determine at that point for which the grant project is eligible.

Councilmember Ramswell asked, *“There is \$2.7 million allocated for right-of-way acquisition. Do you know the exact locations where the right-of-way fund is to be utilized?”*

Mr. Perdue noted that money was programmed on the overall project limits that were provided to FDOT by the TPO. It would be up to the local government that is managing the project to determine how that money is spent. It would be a reimbursable agreement. The City would acquire the right-of-way and the expenditure would be reimbursed by FDOT.

According to Councilmember Ramswell, based on the information they have received, and based on the comments made by Maria Showalter of FDOT to the County, and based on the fact that according to the PD&E, they would be expanding Legion Drive to 4 lanes, if they do not want to expand that road to 4 lanes, it would require another PD&E and further research. She asked if this is a correct assumption.

Mr. Perdue stated that he cannot answer this question at this time as it must be reviewed by their experts. He continued that a determination could be made on the document depending on the scope of the changes and the intent of the original document regarding the project.

Councilmember Menchel read the following section of a *Traffic Technical Memorandum* dated November 1994 and revised in April 1995:

“Alternate Corridor Analysis. The project area was initially studied to determine feasibility of alternate corridors. The use of the existing Kelly Drive corridor was determined not to be feasible due to proximity to State Road 30. Because of the wide separation from State Road 30 and the increased travel distance, it was determined that the corridor would not be attractive to thru traffic. Public opinion from the steering group meeting indicated the corridor would not be favorable due to location of the Destin Elementary School and dense residential development along Kelly Drive. Utilizing Airport Road, Legion Drive and Azalea Drive was also considered. Because of the limited right-of-way and residential land use along Legion Drive and a number of required relocations to connect these existing roads, this corridor is not considered a feasible location.”

Councilmember Menchel noted that the above statement came from FDOT, and that he could not find anything that contradicts that statement. He asked Mr. Perdue to comment on the memorandum.

Mr. Perdue stated it is quite possible the memorandum was done by FDOT on behalf of the City of Destin by request of the City. However, FDOT is not the focal point for this facility because it is a local facility.

Councilmember Menchel stated he is trying to determine what happened after 1995 that made the corridor a feasible alternative.

Mr. Perdue explained that the statement Councilmember Menchel just read was part of a larger study; and that there is more to a project than just one specific purpose. He continued there are other elements to a project that make it a good transportation infrastructure project while it may not necessarily meet a very specific goal in one segment.

Councilmember Menchel stated this may have been a direct result of the City Council asking FDOT to conduct the 1995 study; however, FDOT came back with a statement that it is not a viable alternate corridor. He asked Mr. Purdue to find out what happened after 1995 that changed FDOT's opinion about this corridor.

Mr. Perdue explained that the statement was regarding vehicular traffic, and that there are other elements of this project to be considered. It does not make the corridor a non-viable transportation project. It was based on traffic data collected at that time, and there probably have been a few updates to the technical memorandum with a different statement than it was in 1995. He would research this issue and get back to Council.

Councilmember Destin inquired as to the methodology FDOT use to determine funding for a local facility.

Mr. Purdue explained there is a statutory formula involved. They look at the overall need as well as population. Since this district is not as densely populated, they have a very specific discretionary allocation. He continued there is not enough funding for all the priorities in every TPO region and so they consider projects with the highest priority. They look at the viability of each project and the progression of the project in the pipeline because there are certain things that

need to be done for a project to be delivered. They would not want to commit funds to a project that is at risk of not being delivered because some part of the process has not been done. He also stated that local investment makes a project competes better. The crosstown connector has been at a very high priority for many years; but, from FDOT's perspective it is a local road and it is not eligible for all the discretionary capacity funds. It is eligible for State funded program like TRIP as well as discretionary federal funds.

Councilmember Destin pointed out that the priorities that have historically been represented on this Council have been that of development community, the Chamber of Commerce and pro-development for growth. They allow many developments, which put the City in such a crippled position from an infrastructure standpoint. He stated that many of their constituents do not want the crosstown connector. They worry about the fact they are currently acquiring rights-of-way for a 4-lane road. There are also some issues regarding the Stahlman interchange not functioning properly and that they do not have a viable plan to get all the crosstown traffic reconnected to US Hwy 98 to quickly move traffic west to the Marler Bridge. He expressed concern that if they just take the \$2.7 million to acquire properties for a two-lane road, FDOT has already alluded to the fact it could very well affect the availability of all the money.

Mr. Perdue noted that FDOT does not have a position on either the 4-laning or 2-laning of the crosstown connector; adding that they simply fund and deliver transportation projects that are local priorities. He also stated they fund projects that are regional in nature, which is why they have a regional TPO; and that they defer to the local TPO board's decisions.

Councilmember Morgan pointed out that the last .4-mile road to be built is a two-lane road. The PD&E shows it could eventually be a 4-lane road. He asked if anyone from FDOT can say with a high degree of certainty that if the City was to request an amendment to the PD&E from FDOT to include the section of Legion Drive and the .4 mile to stay a 2-lane road in perpetuity that they would risk jeopardizing funding from FDOT.

Mr. Perdue stated that the City Council is in a position to approve the project that has been funded as it is currently intended by the TPO. Otherwise, he recommends City staff advising the TPO staff in the Planning Council so that there would be collaborative discussions among the City staff, Planning Council staff and FDOT about the change in the plan. Any modification to the project has to be vetted through all the appropriate organizations.

Councilmember Morgan noted that all the funds that have been allocated for the crosstown connector were to specifically build a 2-lane road. The PD&E and future plans call for a 4-lane road; but in terms of Legion Drive from Main Street to Beach Drive there have been no funds allocated to widen the roads to 4-lane. He asked if they could amend the PD&E and keep the road at 2-lanes in perpetuity and assure the public it is not going to be a 4-lane road.

Mr. Perdue stated this is a staff level issue that need to be vetted by subject matter experts. They have no position on the matter and they just want to make sure the TPO priority is delivered as it was committed in FDOT's 5-year work program.

Councilmember Morgan asked how long it would take to engage in a 4-lane road widening project that is not in the TPO's priority list.

Mr. Perdue stated it is a complicated question, but it could take several years for the crosstown connector because there are a lot of elements involved in the process. It could also be quicker for a slight modification.

According to Councilmember Destin, they could probably convince the TDC to pay for some of the construction costs for this project; adding there have been some proposed legislation to pass on some of the road construction infrastructure projects to the local TDC all over the State.

Councilmember Ramswell noted that the PD&E study looked at 4 different options – No Build, Increasing the Transportation Systems Management and Operations, Multi-Modal Alternatives and Build Alternative. She stated that the first three were not feasible or helpful to the City’s situation, and that all the build alternatives are 4-laning Azalea Drive and Legion Drive. She further stated it is surprising to hear that despite of the statement from the *Traffic Technical Memorandum* which Councilmember Menchel read earlier that this corridor was not considered as a feasible location, that FDOT could still find it viable and fundable.

Mr. Perdue stated that it would all depends on the purpose and need of the study. He continued this is a very complex process where they evaluate different kinds of impacts; and that the statement from the *Traffic Technical Memorandum* Councilmember Menchel read earlier only deals with vehicular traffic on the road. There are other aspects of transportation project to consider such as pedestrian, bicycle and transit.

Councilmember Ramswell noted that some of the comments she heard tonight seemed to indicate that FDOT will take the guidance of whatever the local government has developed and put together and brought before FDOT.

Mr. Perdue stated that it is an accurate statement; adding that while Councilmember Menchel read the traffic part of the study dealing with vehicles, there are many elements involved in a transportation project. Based on the City’s multi-modal plan in their comprehensive plan, the purpose of the crosstown connector is multi-modal networking and connectivity specifically related to bicycles, pedestrian and transit.

Councilmember Morgan moved to direct City staff to coordinate with the local TPO and FDOT to pursue the viability of keeping the crosstown connector portion of Legion Drive from Main Street to Benning Drive at two lanes without jeopardizing funds for the crosstown connector project; seconded by Councilmember Ramswell.

According to Councilmember Marler, when the City purchased the Destin Campground property, he was very heavily involved with affordable workforce housing as a member of the Council. It was never voted on, but it was his intent as well as the Blue-Ribbon Panel for Affordable Workforce Housing empaneled at the time to use the excess land in that area to build affordable housing. They never looked at the possibility of 4-laning that road. He further stated that the crosstown connector was never intended to be an alternate route to US Hwy 98 but for local traffic to get to their destination faster and easier. He added there are a lot of misinformation being circulated about the crosstown connector that are causing most of the problems.

Councilmember Menchel asked if FDOT has control over the synchronization of lights on Harbor Blvd or US Hwy 98.

Mr. Perdue replied it is ultimately FDOT's responsibility. He stated that when they have congested corridor that is connected to other congested corridor, it makes sense to form a partnership because the traffic signal system is a network and not one standalone facility. They have formed a partnership with Okaloosa County. The County actively manages and operates the roadway traffic signal system.

Councilmember Menchel asked who is responsible for the temporary lights on US Hwy 98 with the ongoing constructions on that roadway.

Mr. Perdue replied the contractor is responsible for those lights. The contractor is required to maintain the infrastructure so that it can be actively managed by the maintaining agency.

Councilmember Menchel asked if it was possible some of the traffic light synchronizations are off due the ongoing construction.

Mr. Perdue stated that it is quite possible because all the detection around the intersection that send signals to the computer that cars have arrived is an integral part of that operation. When the contractor is transitioning from the current condition to a temporary condition back to permanent condition, there could be very challenging issues with detection. One intersection with detection problems could affect the entire corridor.

Councilmember Braden asked if there is a way to preserve this road at two lanes from Main Street to Stahlman if they decide to move forward with it.

Mr. Perdue clarified that FDOT will help review the changes the City would like to make and how they would affect the eligibility of FDOT's financial participation. He continued that the City can do whatever they want if they have the funding source.

Councilmember Morgan offered an amended motion to direct City staff to coordinate with the local TPO and FDOT to pursue the viability of keeping the crosstown connector portion from Main Street to Stahlman Avenue at two lanes without jeopardizing funds for the crosstown connector project. Councilmember Ramswell provided a second to the amended motion.

Councilmember Ramswell spoke of the significant number of serious accidents on the Marler Bridge. She asked what it would take to get a flashing sign or something similar at the foot of the bridge to alert motorists of the upcoming traffic light and get them to slowdown.

Mr. Perdue stated that a safety study on this bridge was performed before the resurfacing project was designed. The study looks at the symptoms and evaluate the different movements that are happening and makes a recommendation on how to alleviate the problem. He continued that the right turn lane to the Emerald Grande is supposed to significantly help alleviate the accidents occurring on that bridge. It is a proven effective method for reducing rear end crashes. They will re-evaluate the situation once the resurfacing project is completed to determine the effectiveness of the right turn lane.

Councilmember Ramswell stressed that something needs to be done immediately because some of the accidents have resulted in fatalities; adding they need to be proactive in putting something on that bridge that will get people's attention and get them to slow down.

Mr. Perdue stated that they want to provide the absolute safest facility and will consider the appropriate tools necessary to help avoid accidents on the bridge.

At this time, the Mayor announced he will allow public comments on this subject.

Ms. Cindy Putman noted that she has been a resident of Destin for over 25 years, and that her home is located on Sandalwood Drive. In the last few years she has been in California taking care of her 96-year old mother who is very sick. Last September she was approached by Ms. Marsha Hays who is the City's representative for the property acquisition and offered her a price of \$154,000 plus an additional \$40,000 and professional movers to be provided by FDOT. She stated that she agreed to the offer mainly because she realizes the importance of the crosstown connector to the City. However, the contract she received afterwards was for \$154,000 with no mention of any additional funds and no closing date. She requested that these two items be added to the contract several times. Finally, upon assurance that the sale is going through, she arranged for someone to stay with her mother in California and she flew back to Destin. She entered into a contract to purchase a house in Fort Walton Beach and then flew back to California. One month later and no word from the City, she put up an additional \$5,000 on earnest money contract to secure another month before they close on the new house. Another month went by and with no word from the City, she lost the contract on the house at Fort Walton Beach. Five months later, with her mother's health failing and trying to decide what to do with her treatment, they received a call from the City advising her they would need to close in two weeks. With no one to take care of her mother in California, she was forced to purchase a house online without first driving around the neighborhood and inspecting the house. She notified Ms. Hays of her intention to move and arranged for a professional mover to help her pack and move to the new house. The day after the move is completed, she received an eviction notice from Destin and a bill for \$1500 for rent if she was not out of the property within 30 days. She stated that since she informed Ms. Hays of her intention to move, the eviction notice is totally unnecessary. She also did not feel any compassion from the City throughout this whole ordeal.

Councilmember Morgan states that the City clearly failed Ms. Putnam and that he apologizes for it.

Councilmember Ramswell asked the City Manager to reach out to the contact person from the City to find out what happened so it could be remedied and avoid this type of incident from happening again.

Ms. Becky McFarland spoke next. She stated that she has been a Destin resident since 1981. They purchased a home on Legion Drive in 1988 and lived there for 12 years. She stated that the mid-town connector, as it was known back in those days, was being discussed. They talked about widening Legion Drive and taking two parking areas of their townhomes to make it happen. They were more than happy to oblige because they believe the connector would be beneficial to the City. They are now at full capacity all year long and they need the crosstown connector. They have been expecting it for over 20 years. They now live in a house located at the corner of Seaview Drive and Beach Drive. During spring break, she cannot get out of her driveway unless she backs into her garage and drive forward to get out. She stated most of the people in her neighborhood are not aware the crosstown connector has been stopped. It also came as a surprise to her because the City already spent a lot of money in preparation for this project. The City purchased a campground and evicted the people that lived there; many of which were fishermen. They also purchased two properties on Beach Drive. She stated that the crosstown connector is going to alleviate traffic off Kelly Street, Beach Drive, Benning Drive

and Mountain Drive, and will be a tremendous help to the residents in those areas. It was supposed to stop at Stahlman. It was never intended to go all the way to US Hwy 98. She urged the City Council to move forward with this project.

Mr. Bill McKissick stated that he had lived in his home on Calhoun Avenue for over 24 years. He stated that all cities have traffic problems and there is no perfect solution. He believes directing traffic in the neighborhood on one road will help traffic run smoother and safer. He urged the City Council to move forward with the crosstown connector.

Mr. Mike Buckingham, a Destin resident, stated that he is against the crosstown connector but he would like to clarify statements previously made about people bringing false information to the Council; and that only the developers and/or the people that work for them are in favor of the crosstown connector. He stated that during his previous conversations with FDOT, he learned that Harbor Blvd is nearing its full traffic capacity; and that the City cannot keep allowing construction of big buildings without some kind of traffic alternatives because the road can only hold so much traffic. He stated this is the information he brought to the Council which is based on his conversation with FDOT.

Mr. Claude Perry, a Destin resident and businessman, asked about the timeline for completion of the 3R project, and if there are anything planned for Harbor Blvd beyond resurfacing.

Mr. Perdue stated they have allotted 300 days on milling and resurfacing; adding that resurfacing does not normally take that long but there are a lot of extra work to be done. They are narrowing the travel lanes, adding bike lanes and trying to fit as much as they can with the existing right-of-way. They are also improving a lot of the sidewalk because of issues relating to ADA accessibility. They also have funding for \$1.5 million in their work program in Fiscal Year 2021 for a PD&E study of Harbor Blvd, from Calhoun Avenue to Airport Road. The TPO has a priority for a study of the Stahlman Avenue and US Hwy 98 intersection; but FDOT went ahead and funded the study for the full limit because of the City's multi-modal plan and the desires of the City to develop the harbor district.

Mr. Perry stated that the harbor property owners have always discussed having a trolley system within the harbor district. If the multi-modal plan was to be cancelled would it impact the trolley system on US Hwy 98.

Mr. Perdue noted this question is more geared towards the City of Destin because the multi-modal plan belongs to the City. He continued that FDOT participates in some transit funding, but transit is the responsibility of the local government entity.

Mr. Perry asked if they could get the speed limit reduced from 35 mph to 25 mph on US Hwy 98 since they are narrowing the lanes and adding bike lanes.

Mr. Perdue explained that the posted speed of a roadway is an engineering tool, but it does not actually control the speed that motorists drive. Researchers have proven that lowering the posted speed limit does not necessarily reduce the speed of the vehicles. The way the facility looks and feels influences the behavior of motorists.

Councilmember Morgan asked if US Hwy 98 reaches its full traffic capacity based on FDOT's estimation, whether FDOT has the legal ability to regulate development.

Mr. Perdue replied that FDOT has no legal authority whatsoever over land use and land development.

Having no further comments from the public, The Mayor called for a vote on the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

3. PUBLIC COMMENTS ON AGENDA ITEMS THAT ARE NOT PUBLIC HEARINGS AND ANY OTHER MATTERS NOT ON THE AGENDA

Ms. Marcie Bell, a Destin resident, stated that she attended the May 28th TDC meeting when they were having a preliminary discussion on the proposed Fiscal Year 2020 budget. She noted that the total revenue collected by the TDC was approximately \$24 million. Over 40 percent of that amount had been earmarked for Sales and Marketing, but only 10 percent is earmarked for public safety. They are spending a large amount of this revenue to bring people to this area, but they are spending a lot less money to protect them. She continued that the 10 percent is shared among the Okaloosa County lifeguards (29 percent), Destin lifeguards (39 percent), marine/law enforcement (26 percent), new equipment (4 percent) and reserve (1 percent). She expressed concern over the safety of residents and visitors to their beaches as there are situations happening out on these beaches. For instance, a young man recently drowned. He lost his life because they do not have appropriate resources to protect visitors. She continued there are multiple situations on their beaches that people do not hear about. Residents are saving the lives of tourists. Her own daughter saved someone’s life when she was only 14 years old because she had proper training through the Okaloosa County Junior Lifeguard Program. She urged the City to take the necessary steps to obtain more money for public safety from the TDC.

4. CITY MANAGER REPORTS

A. Purchasing Policy – Resolution 19-07

The City Manager explained this resolution establishes comprehensive purchasing procedures for the City of Destin. This revision of the purchasing resolution adds the federally funded procurement requirements to the policy. This will allow the City to be in compliance with the federal government when purchasing goods and services while using federal funds.

Councilmember Menchel moved to adopt Resolution 19-07; seconded by Councilmember Destin. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

B. Traffic Signal Synchronization – City of Destin

Public Services Director Michael Burgess noted that he received some correspondence from Okaloosa County and District 3 of FDOT stating that the last time US Hwy 98 corridor was assessed for traffic light synchronization was in 2016; which was the same time the pedestrian signals were placed. They also provided the following information:

- The US Hwy 98 arterial in Destin, Florida currently services an average of 368,000 vehicles per week within the retiming project area

- Twenty traffic signals were retimed/coordinated along the approximately 7-mile corridor, which also included the feeder signal at the intersection of State Road 293 and Commons Drive
- Based on the non-intrusive Bluetooth detection data, there is a weekly time savings of approximately 5000 vehicle-hours along the corridor resulting from the retiming efforts
- According to the Synchro model calculations there is also a weekly fuel savings of approximately 10,000 gallons

Mr. Burgess also noted that FDOT made the following recommendations:

- The City of Destin should consider reconstructing the northbound approach of Harborwalk Village and the southbound approach of Stahlman Avenue
- The City of Destin should reduce the southbound skew on Stahlman Avenue as much as practical to allow for 8-Phase Signal Operations and removal of the existing Split Phase Signal Operations

The Mayor asked how robust the County's plan after the completion of the 3R project was as compared to the new technology that was presented by Councilmember Ramswell at a previous Council meeting.

Mr. Burgess stated that he posed this question to Mr. Jason Autrey, Okaloosa County Public Works Director and Mr. Cliff Johnson of FDOT and that it is their belief at this time they would again re-install a loop-based actuation system versus cameras.

Councilmember Menchel noted that on his way to this meeting he witnessed the northbound traffic light on Matthew Blvd turned green and stayed green for 26 seconds. He stated that he has been doing some independent analysis along US Hwy 98 the last few weeks and produced several charts. They have some obvious problems. Some of the timings are off due to the construction, and that he will be back to this Council with some information.

Councilmember Menchel also pointed out that when they had the 6-car wreck on top of the Marler Bridge which resulted in a fatality, it took him an hour and 26 minutes to go from the Brooks Bridge to the Marler Bridge. He later learned that the wreck has long been cleared before he got to the Marler Bridge, but it took that much time because the light on Stahlman Avenue took a while to synchronize. When he finally got to the traffic light at Stahlman Avenue, he could drive 35 mph because there were no cars there. He pointed out that in a situation like this in other cities, law enforcement officers or code enforcement officers go to the traffic control box and pull the manual control. He also mentioned that when travelling east bound on US Hwy 98, traffic is backed up all the way to Wal-Mart no matter what time of the day because of the traffic light at the Matthew Drive intersection.

Councilmember Ramswell noted that the technology she presented was the most current technique that are being employed in different cities. It is far superior to what they have and could make an immediate impact if they are able to employ it.

The Mayor asked staff to obtain a cost comparison of the system currently being utilized by the County and the new technology that was presented by Councilmember Ramswell.

Councilmember Marler commented that the Stahlman traffic light is not the only problem. Something also need to be done about the two pedestrian crossings that follow it. He suggests they either get rid of them or adjust their timing.

C. CRA Board Meeting – July 1, 2019 at 5:45 PM

5. PUBLIC HEARINGS

A. Second reading of Ordinance 19-02-LC – Zoning Map Amendment

Second reading of Ordinance 19-02-LC continued to July 1, 2019 City Council meeting.

B. Second reading of Ordinance 19-03-PC – Future Land Use Map Amendment

Second reading of Ordinance 19-03-PC continued to July 1, 2019 City Council meeting.

C. First reading of Ordinance 19-09-LC – Amends the official zoning map as referenced in the Land Development Code, Section 7.12.01(A)2 zoning maps to include a change in zoning designations of parcels to match the assigned land use designation of the Future Land Use Map of the Comprehensive Plan.

The City Attorney read Ordinance 19-09-LC by title, and then presented it to the City Council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA, AMENDING THE OFFICIAL ZONING MAP AS REFERENCED IN THE LAND DEVELOPMENT CODE, SECTION 7.12.01(A)2 ZONING MAPS, TO INCLUDE A CHANGE IN THE ZONING DESIGNATIONS GENERALLY LISTED AND DEPICTED IN ATTACHED EXHIBIT A, TO MATCH THE ASSIGNED LAND USE DESIGNATION OF THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR JURISDICTION; PROVIDING FOR ZONING MAP AMENDMENT; PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The City Attorney sworn in the following individual for testimony:

Louis Zunguze, Community Development Department Director

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion of this item and turned the matter over to the City Council for discussion and consideration.

Mr. Zunguze gave the following presentation:

Future Land Use Map and Zoning Map Alignment

- Council workshop on February 26, 2019
 - ❖ Future Land Use Map and Zoning Map are not aligned
 - ❖ Staff presented a total of 16 areas with zoning inconsistencies
 - ❖ Conclusion of current Future Land Use Map and Zoning Map alignment effort
- Next Steps
 - ❖ Determine Future Land Use and zoning designations for areas 4,5,7&15
 - Designate City owned parking lots from ROI-GD and NHMU to INST
 - ❖ Amend the Comprehensive Plan policies regarding TCMU height and density
 - ❖ Update Comprehensive Plan (per State coastal requirements)
 - ❖ Update the Land Development Code based on Comprehensive Plan amendments
 - ❖ Update impact fees
- Area 7 – Zoning Inconsistencies
 - ❖ FLU: TCMU – Town Center Mixed Use
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: CG – Commercial General
 - ❖ Change adopted with 2020 FLU
- Area 15 – Zoning Inconsistencies
 - ❖ FLU: CG – Commercial General
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: ROI-TD – Residential, Office & Institutional – Tourist Development
 - ❖ Change adopted with 2020 FLU
- Areas 4 & 5 – Zoning Inconsistencies
 - ❖ FLU: ROI - Residential, Office & Institutional
 - ❖ Ordinance: 15-17
 - ❖ Current Zoning: Medium Density Residential – Village
 - ❖ Change adopted with 2020 FLU
 - ❖ Needs specified designation
 - ROI-VR
 - ROI-GD
 - ROI-TD
 - ROI-CBR
- 452 parcels to be rezoned

Councilmember Overdier moved to approve Ordinance 19-09-LC on first reading and direct staff to advertise it for second reading; seconded by Councilmember Menchel. Motion passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

D. First reading of Ordinance 19-11-CC – Amends the Election Day for the City of Destin

The City Attorney read Ordinance 19-11-CC by title, and then presented it to the City Council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO ELECTION DAY; PROVIDING FOR AUTHORITY; PROVIDING FOR THE AMENDMENT OF THE CODE OF ORDINANCES CHAPTER 9 ELECTIONS BY AMENDING SECTION 9-4 ELECTION DAY; PROVIDING THE ELECTION DAY FOR COUNCIL MEMBERS AND MAYOR TO BE HELD ON THE FIRST TUESDAY FOLLOWING THE FIRST MONDAY OF NOVEMBER IN EACH EVEN-NUMBERED YEAR; PROVIDING FOR REAFFIRMATION OF THE CANDIDATE QUALIFYING DATES PROSCRIBED BY THE CODE OF ORDINANCES CHAPTER 9 ELECTIONS, SECTION 9-8 CANDIDATE QUALIFYING DATES; PROVIDING FOR INCORPORATION INTO THE CODE OF ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The City Attorney noted that per City Council's direction, this ordinance will be held in abeyance if it passes tonight until they receive a response from the State Attorney General clarifying whether the Council has the ability unilaterally to move the election day.

The Mayor asked how long it would take to get the Attorney General's opinion.

The City Attorney stated it could take 3 to 4 months, but there is no guarantee.

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Having none, the Mayor closed the public hearing portion of this item and turned the matter over to the City Council for discussion and consideration.

Councilmember Menchel moved to approve Ordinance 19-11-CC on first reading; seconded by Councilmember Braden. Motion passed 6-1 (Council members Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes"; Councilmember Morgan voted "no").

6. CONSENT AGENDA

- A. Resolution 19-09 – Amending Rules and Procedures for City Council Meetings
- B. Position Reclassification – Administrative Assistant, Parks & Recreation
- C. Airport Road Signing and Pavement Marking Project – RFQ 19-02-PS
- D. Disaster Recovery Services – RFB 19-04-PS

Motion by Councilmember Overdier, seconded by Councilmember Marler, to approve Consent Agenda items 6A thru 6D, as printed above, passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted "yes").

7. COMMENTS/PRESENTATIONS FROM MAYOR, COUNCIL, LAND USE ATTORNEY AND CITY ATTORNEY

- A. Councilmember Braden

Councilmember Braden inquired as to the status of the outdoor parking requirements ordinance.

Mr. Zunguze stated they would bring a document for discussion at the first meeting in July.

B. Councilmember Ramswell

C. Councilmember Menchel

1. Sheriff's Office's proposed Fiscal Year 2020 Budget

Councilmember Menchel noted there is a proposed 6 percent increase for law enforcement services for the next fiscal year. He stated that he supports the Sheriff's Office 100 percent; however, since around 80 percent of the calls for service year-round come from tourists, he feels it would be appropriate for the TDC to be an alternate funding source for Destin's law enforcement services. He added it would not be right for the residents of Destin to pay for 100 percent of the amount when they are only receiving 20 percent of the service.

Councilmember Ramswell noted that in 2015 she worked closely with then State Representative Matt Gaetz on a bill that would give another 10 percent of the TDC funds to public safety and first responders. She continued that two years earlier, Commissioner Fountain tried to work on a similar bill with then Senator Don Gaetz, but they did not gain the necessary traction at that time. In 2015, they actually gained momentum and the bill passed. The bill was worded specifically such that the new 10 percent funding would not supplant existing funds that were being used for public safety and first responders. They added this language specifically knowing that a significant amount of money was already being spent on lifeguards and other public safety related matters on the beach. To this day, the TDC continues to only provide 10 percent for public safety and all their documentations refer to the 10 percent cap; which is not accurate nor was it the intention of the bill. She also stated that the on-line analysis from the senators and representatives regarding this bill reiterate that "these funds are not used to supplant pre-existing expenditures on these services." She added that even back in 2015 and 2016, before this bill was passed, the County was spending between \$1.1 to \$1.2 million, at a minimum, on the lifeguard. They continually fund the lifeguard right now, but they only provide \$1.9 million; which should mean there is at least another \$1 million they could use to fund first responders and public safety throughout the County. She recommends having Councilmember Destin, the City's representative to the TDC, investigate this matter. She could also make another presentation to the TDC if necessary.

Councilmember Destin suggests Councilmember Ramswell contact Ms. Jennifer Adams, the TDC Director, and request to be placed on the agenda for the June 25th TDC meeting for a presentation.

Next, Councilmember Menchel asked staff to advertise the fact that according to the LDC, it is the responsibility of the abutting property owner whose drive accessway or other entrance to that property extends into the public ROW, to maintain said drive accessway or other entrance within the public ROW.

D. Councilmember Overdier

E. Councilmember Marler

F. Councilmember Destin

1. Appointment of Mr. Quinten Selby to the Harbor & Waterways Board

Motion by Councilmember Destin, seconded by Councilmember Ramswell, to appoint Mr. Quinten Selby to the Harbor & Waterways Board passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

Councilmember Destin requested that the City Manager bring some proposed dates for the workshops for the budget building process. He stated that they have talked about creating a more collaborative approach with multiple meetings and workshops towards creating a final budget for Fiscal Year 2020.

The City Manager will provide proposed dates for the budget workshops after the 4th of July Holiday week.

G. Councilmember Morgan

1. Release the property appraisal of 604 Sandalwood Drive – Mr. Greg Leblanc

Item pulled from the agenda.

2. Nomination of Mr. Scott Fischer for membership to the Board of Adjustment

Motion by Councilmember Morgan, seconded by Councilmember Ramswell, to appoint Mr. Scott Fischer to the Board of Adjustment passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Menchel, Ramswell and Braden voted “yes”).

Councilmember Morgan asked the City Manager to invite the Destin Little League Teams to a future meeting to be recognized by the Council for all their successes this year.

H. Mayor Gary Jarvis

The Mayor requested that some lights be installed on the City’s newly acquired parking lot.

I. Land Use Attorney

1. Update on Concluded Litigation (BI Inc. v. City of Destin), Acknowledgement of Dismissal by Third-Party Intervenor, and Request for Executive Session Transcripts of Dismissed Lawsuit

The Land Use Attorney noted that the litigation between BI Inc v. City of Destin has been dismissed with prejudice and concluded back in April 2018. Generally, executive session transcripts are exempt from disclosure under the Public Records Law and the Sunshine Law until such time litigation is concluded; at which time these transcripts can be disclosed to a party that request them. She stated she has attached an email to the agenda packet from the attorney for the Destin Fishing Fleet where he acknowledges as the case intervenor the conclusion of the litigation and requests copies of the executive session transcripts. The City immediately provided copies of these transcripts given that the litigation was over. The attorney for the intervenor has received the benefit of seeing the executive session transcripts including the City’s strategies and negotiations and is now seeking on behalf of his client to essentially force the parties to continue litigating by arguing motions that have been rendered moot by the dismissal. The attorneys for both the BI, Inc and the City of Destin believe that the position of the intervenor is not consistent with Florida law

and the rules of civil procedure and she would like to advise this Council there may be additional costs involve, even though the litigation is concluded, because they have an intervenor who is trying to prolong it.

Councilmember Braden asked if the City would be able to counter sue for any legal fees they acquire.

The Land Use Attorney stated they cannot counter sue at this point, but it is not something she could rule out in the future.

J. City Attorney

PUBLIC COMMENTS

Ms. Marcie Bell reported the following:

- She recently attended the helicopter workshop at the airport as well as the Crab Island meeting at the County building in Shalimar. The National Park Service made some very interesting statements at both meetings
 - ❖ Based on the comments at the helicopter meeting, the general opinion was the FAA is not following their own regulations. They received some admonishment from the Aviation Board, the National Park Service, some of the County Commissioners and members of the public
 - ❖ FAA representatives commented that if an incident is reported to the Sheriff's Office, they cannot do anything about it. They would have to witness it first-hand. Videos older than 6 months do not count
 - ❖ There is a long, arduous process one has to go through to report incidents with helicopters
- She contacted the Code Compliance Department over the weekend in reference to parallel parking at the Osteen property and very satisfied with the response she received. She also contacted the Okaloosa County Sheriff's Office several times about the same issue. They were 5 minutes late in responding behind Code Compliance. Because of their shortness in resources, there are not enough deputies to respond to all the calls they receive
- There are approximately 8 condominium units from Destin on the Gulf west to the jetty; which put about 3,000 people on both public beaches at the west end of Holiday Isle with only one, sometimes two, lifeguards available. The resources are very scarce for 3,000 people especially if there is ever a real emergency. There is also one lifeguard at the East Pass, at the finger jetty, for hundreds of beachgoers

Having no further business at this time, the meeting was adjourned at 8:55 PM.

Gary Jarvis, Mayor

ATTEST:

Rey Bailey, City Clerk



Parks & Recreation Department

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-650-1241 | www.cityofdestin.com

Destin Little League Girls Softball Won the: 2019 Machine Pitch Softball District 1 Champions

President: Howard Wortman

Manager: Brandon Patzig

Assistant Coach: Chad Blakenship

Assistant Coach: Joe Jannazo

- Kendra Ayers
- Anna Beyhl
- Ava Blankenship
- Macy Borgen
- Casey Ciuetat
- Mya Divens
- Leighton Gordon
- Kate Jannazo
- Gretchen Kirby
- Shelby Plasier
- Kira Shock
- Ansley Mueller



Parks & Recreation Department

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-650-1241 | www.cityofdestin.com

Little League Boys Won the following:

2019 District 1 Machine Pitch Champions

2019 District 1 Coach Pitch Champions

2019 Sectional Champions

Manager: Tony Bailey

Assistant Coach: Justin Ray

Assistant Coach: Danny Collins

- Bentlee Bailey
- Logan Connick
- Kingston Dey
- James Espy
- Graham Herndon
- Luke Horin
- Will Horin
- Caleb Kimbrell
- Jax O'Dell
- Hunter Ray
- Colton Romeo
- Max Wortman



Norriego Point Restoration and Recreation Project 60% Design Update to Destin City Council

WWW.TAYLORENGINEERING.COM





Project Status

- **Norriego Point Recreation Facilities Current Design Status – 60%**
- **Final Plans & Permits – October, 2019**
- **Advertise for Bids October – November, 2019 (pending receipt of all permits)**
- **Begin Construction of Recreation Facilities – January, 2020**
- **Finalization of Stabilization – October, 2018**
- **Dune Vegetation Element – April, 2019**
- **Recreational Facilities Finalize Construction – July, 2020**



Recreational Components

Mandatory Recreational Components per the Stipulation Agreement

- Pavilion
- Restrooms
- Showers
- Drinking Fountains
- Environmental Educational Signage
- Multiuse Trail (Boardwalk)



Recreational Components (cont.)

- **Bike Racks**
- **Vehicle Parking along access road adjacent to Park (Note: Construction of this road is not funded through the NRDA Deepwater Horizon Early Restoration Funds.)**
- **Additional Components: Dune Crossovers and emergency vehicle access.**



Norriego Point Current Engineers Opinion of Probable Construction Costs 60% Design

DESCRIPTION	TOTAL COSTS
General Items (Mobilization, Gen. Cond., Survey, QA/QC)	\$245,600
Demo/Site Prep	\$71,400
Temp. Construction Access Road	\$51,700
Utilities	\$202,000
Landscape/Erosion Control	\$27,300
Restroom & Pavilion (showers, water fountains, ramps)	\$505,000
Signage, fencing, kiosks	\$17,000
Boardwalk (harbor, beach & shelter access, entryway, benches)	\$1,612,000
Dune Crossovers (3)	\$320,000
Boardwalk lighting (optional)	\$80,000
TOTAL	\$3,132,000.00

NORRIEGO POINT RECREATION ENHANCEMENT PROJECT OKALOOSA COUNTY, FLORIDA

60% DRAFT

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0-8A	SITE PLAN
0-8B	ROADWAY ALIGNMENT
0-9	GRADING AND DRAINAGE PLAN
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0-10	UTILITY PLAN
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A-1	ARCHITECTURAL NOTES
A-1.1	ARCHITECTURAL SITE
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P-2	PLUMBING SCHEDULES, LEGEND AND DETAILS

PREPARED FOR:



DEEPWATER HORIZON PROGRAM DIVISION OF WATER RESTORATION ASSISTANCE FDEP CONTRACT NO. RM156

CONTRACT MANAGER
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
PROJECT MANAGER: PHILIP L. BARNETT, P.E.
DEEPWATER HORIZON PROGRAM DIVISION OF RM156
NORRIEGO POINT ADAPTATION
3840 COMMERCIAL BLVD. SUITE 200
TALLAHASSEE, FLORIDA 32303
904-485-0000
PHILIP.BARNETT@FLORIDA.GOV

PROPERTY OWNER CONTACT
CITY OF DEERFIELD BEACH
PROJECT MANAGER: MICHAEL BURGESS
400 N. W. 10TH AVE. SUITE 100
DEERFIELD BEACH, FL 33441
561-437-8888
MBURGESS@CITYOFDEERFIELD.BEACH.FL

DESIGNER CONTACT
WYTHAM A. TRAMMELL, P.E.
TAYLOR ENGINEERING, INC.
4800 LEGGERSWAY DRIVE, SUITE C-98
DEERFIELD BEACH, FL 33441
(904) 485-7540
WYTHAM@TAYLORENGINEERING.COM

ARCHITECT CONTACT
WYTHAM A. TRAMMELL, P.E.
TAYLOR ENGINEERING, INC.
P.O. BOX 1506
SANTA ROSA, FL 32459
(904) 485-7540
WYTHAM@TAYLORENGINEERING.COM

ENGINEER CONTACT
SCOTT W. BARNETT, P.E., LEED AP
ENGINEER
2810 CALLAWAY ROAD, SUITE 100
TALLAHASSEE, FLORIDA 32303
(904) 504-4000
(904) 504-4000
SCOTT@BARNETTENGINEERING.COM
CERTIFICATE OF AUTHORIZATION 0000

ENGINEER CONTACT
THOMAS J. MCKINLEY, P.E., LEED AP
H. W. YONGE & ASSOCIATES, INC.
100 EAST CHURCH STREET
TALLAHASSEE, FLORIDA 32302
(904) 485-0001
TJMC@HWAFF.COM
CERTIFICATE OF AUTHORIZATION 0004



VICINITY MAP
1" = 2000' (20:24)
1" = 4000' (11:17)

PROJECT LOCATION
CITY OF DEERFIELD BEACH, OKALOOSA COUNTY, FLORIDA
USDA 7.5 QUADRANGLE MAP DEERFIELD BEACH, FLORIDA
SECTION 36
TOWNSHIP 36
RANGE 25W
LATITUDE: 30.300° - 30.300°
LONGITUDE: 86.910° - 86.910°
ELEVATION: 541.000' - 541.000'
ELEVATION: 1,555.000' - 1,555.000'

**Piazza
Design**
ARCHITECTS

H. W. YONGE & ASSOCIATES, INC.
100 EAST CHURCH STREET
TALLAHASSEE, FLORIDA 32302
HWAFF.COM

GENESIS | HALFF

Call 811 before you dig.

PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

 TAYLOR ENGINEERING INC. 4800 LEGGERSWAY DRIVE SUITE C-98 DEERFIELD BEACH, FL 33441 (904) 485-7540	PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.		60% DRAFT WYTHAM@TAYLORENGINEERING.COM C-1
	PROJECT TITLE NORRIEGO POINT RECREATION ENHANCEMENT PROJECT OKALOOSA COUNTY, FLORIDA		
	PROJECT NO. C-0000-000	DATE APRIL 2010	
	SCALE 1" = 4000' (11:17)		

CHOCTAWHATCHEE BAY

U.S. HWY 98

DESTIN

DESTIN HARBOR

EAST PASS

TO GULF OF MEXICO



ASBUL REFERENCE: JUNE 2018



GRAPHIC SCALE
22704: 1" = 100'
11X17: 1" = 200'



TAYLOR ENGINEERING INC.
4880 LEGENDARY DRIVE
SUITE 200
DESTIN, FLORIDA 32840
(904) 488-7000

CITY OF DESTIN

DATE:

60% DRAFT

BATHSHAW TRIMBLE PLLC 000000

PROJECT TITLE:

**NORRIGO POINT
RECREATION
ENHANCEMENT PROJECT**
CHALDOSEA COUNTY, FLORIDA



THIS SHEET IS FOR GENERAL ADVICE. THIS
SHEET NOT VALID WITHOUT SHEET C-2

PRELIMINARY DRAWING: THIS DRAWING
HAS NOT BEEN IN FINAL FORM. BLUE LINE SHEET
SUBMITTED FOR AGENCY REVIEW

NO.	DATE	BY	CHKD	APP'D
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DESIGN NO.	C2018-000
DATE	APRIL 2019
DESIGNED	MMT
DRAWN	MMT
CHECKED	MMT
INVESTIGATED	MMT
SCALE	AS SHOWN
DRAWING TITLE	

EXISTING CONDITIONS

C-5



TAYLOR ENGINEERING INC.

3430 LINDSEY DRIVE
SUITE 200
GUTHRIE, FLORIDA 32841
(407) 486-7040
WWW.TAYLOR-ENG.COM
TAYLOR-ENG.COM

DATE: 06/15/2010

60% DRAFT

DATE: 06/15/2010

**NORRIS POINT
RECREATION IMPROVEMENT
PROJECT**

GULF SHORE DRIVE
DUNSTON, FL 32841

BUNSHINE STATE ONE CALL OF
FLORIDA
BUNSHINE 811 - ALWAYS CALL 811
BEFORE YOU DIG
1-800-488-4887

THIS DRAWING IS THE PROPERTY OF TAYLOR ENGINEERING INC.
AND NOT BE LOANED, REPRODUCED, COPIED, OR
TRANSMITTED FOR ANY OTHER PURPOSE

NO.	DATE	BY	CHKD.	APP'D.
1	06/15/2010	J. HALL		
2	06/15/2010	J. HALL		
3	06/15/2010	J. HALL		
4	06/15/2010	J. HALL		
5	06/15/2010	J. HALL		
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18	06/15/2010	J. HALL		
19	06/15/2010	J. HALL		
20	06/15/2010	J. HALL		

PROJECT NO.	C-2008-000
DATE	06-15-2010
DRAWN	J. HALL
CHECKED	J. HALL
APPROVED	J. HALL
SCALE	1" = 40'

DRAWING TITLE

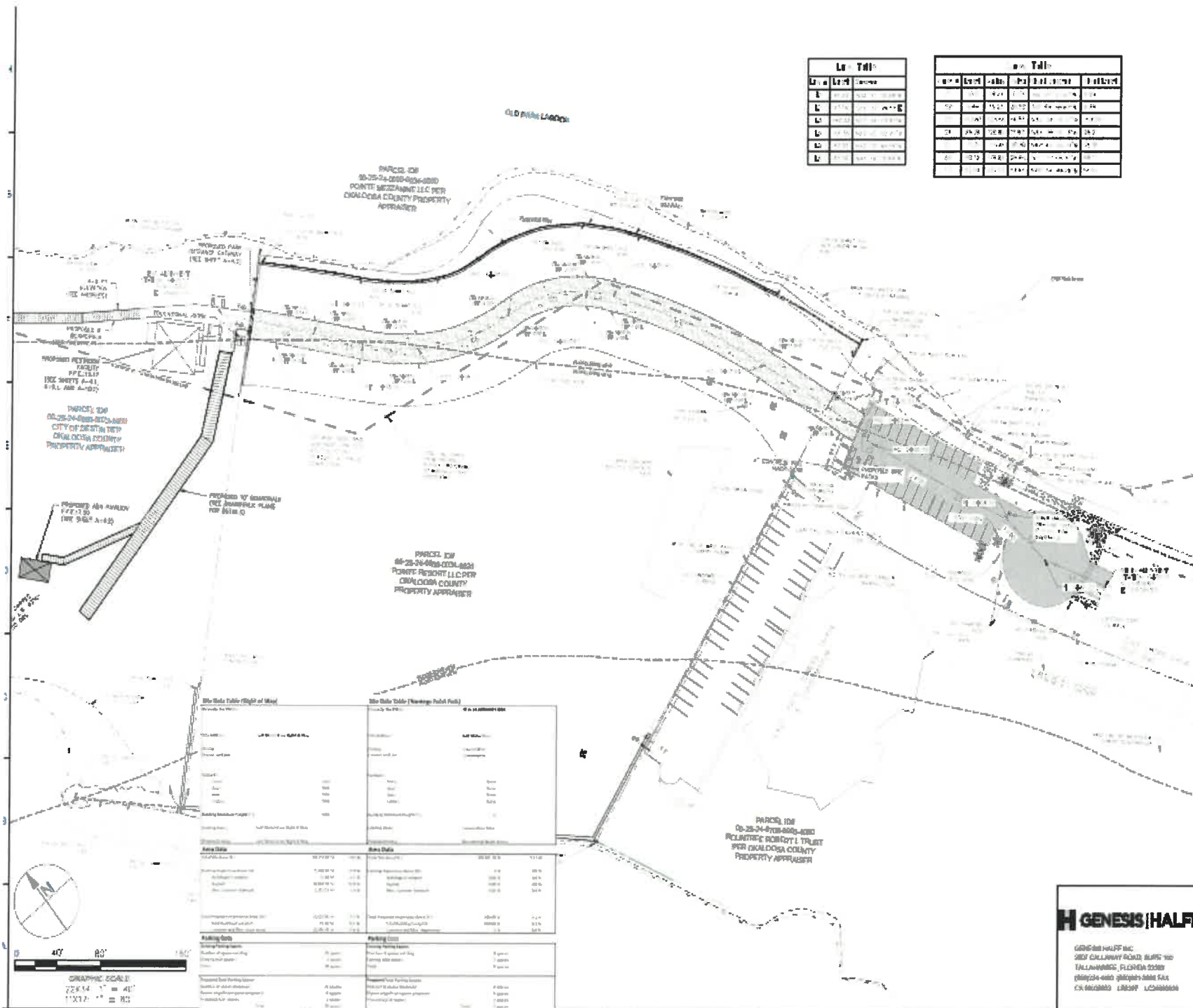
SITE PLAN

C-8

GENESIS/HALFF
GENESIS/HALFF INC.
3801 CALLEWAY ROAD, SUITE 100
TALLAHASSEE, FLORIDA 32309
(904) 834-4444
C. HALL
C. HALL

Lot	Area	Volume
1	1.00	1.00
2	1.00	1.00
3	1.00	1.00
4	1.00	1.00
5	1.00	1.00
6	1.00	1.00
7	1.00	1.00
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10	1.00	1.00

Lot	Area	Volume
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3	1.00	1.00
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6	1.00	1.00
7	1.00	1.00
8	1.00	1.00
9	1.00	1.00
10	1.00	1.00





From Film Class, PG LAUREN HAYMER SMITH

BRIEF TITLE

NORRIEGO POINT RECREATION IMPROVEMENT PROJECT

GULF SHORE DRIVE,
DESTIN, FL 32541

SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811 - ALWAYS CALL 811
BEFORE YOU DIG
1-800-634-3087

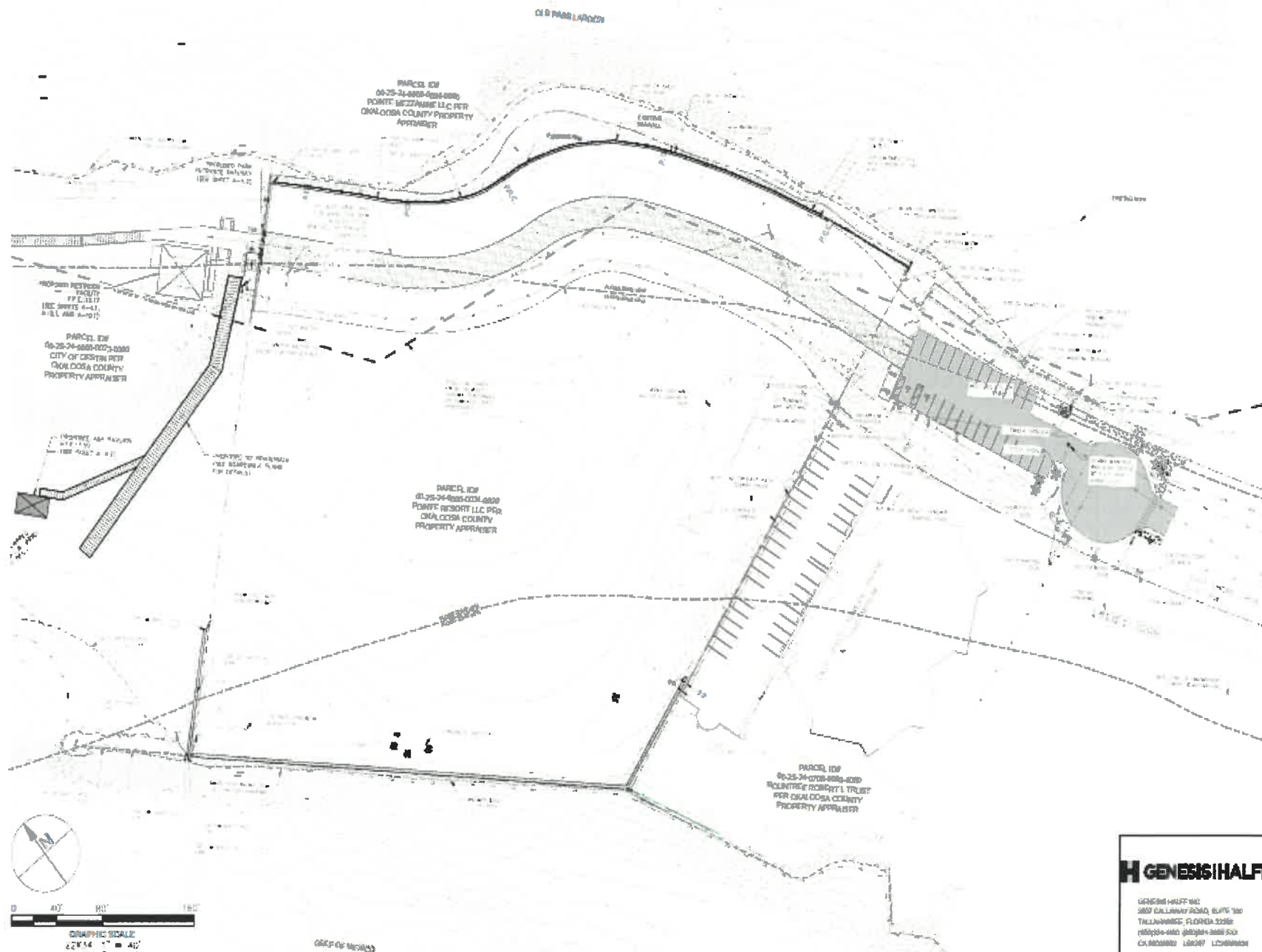
FOR A FREE INFORMATION KIT, CALL 1-800-235-2225
AND FILL IN FORM, SEND TO: BILLY JOE BROWN
TECHNICALS, ONE ALICE ST., DENVER

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PROJECT TITLE	
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UTILITY PLAN

C - 10



GENESIS I HALFT

GEORGE HUFF-III
 2807 GALLINER ROAD, SUITE 100
 TALLAHASSEE, FLORIDA 32308
 904/292-2807 (office) 904/292-2808 (fax)
 904/292-2809 (home) 1/20/97 L/20/97



Taylor Engineering II
4401 BROADWAY DRIVE
SUITE 204
DAVENPORT, FLORIDA 33840
(888) 466-7166

CERTIFICATE OF AUTHORIZATION 6-000

60% DRAFT

MATTHEW THOMPSON, P.E. & S. 00000
REGISTERED TITLE

**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT**
DIALOUSA COUNTY, FLORIDA

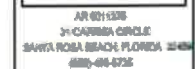
Call before you dig

SEE SHEET C-13 FOR GENERAL NOTES & 1996 POST VALUES WITHOUT 1997 C-1

PROPOSED CONSTRUCTION: 1996 CONSTRUCTION NOT IN FINAL PLANS, ALL ARE FROM 1996/2003/2004/2005/2006/2007/2008/2009/2010/2011/2012/2013/2014/2015/2016/2017/2018/2019/2020/2021/2022/2023/2024/2025/2026/2027/2028/2029/2030/2031/2032/2033/2034/2035/2036/2037/2038/2039/2040/2041/2042/2043/2044/2045/2046/2047/2048/2049/2050/2051/2052/2053/2054/2055/2056/2057/2058/2059/2060/2061/2062/2063/2064/2065/2066/2067/2068/2069/2070/2071/2072/2073/2074/2075/2076/2077/2078/2079/2080/2081/2082/2083/2084/2085/2086/2087/2088/2089/2090/2091/2092/2093/2094/2095/2096/2097/2098/2099/2100/2101/2102/2103/2104/2105/2106/2107/2108/2109/2110/2111/2112/2113/2114/2115/2116/2117/2118/2119/2120/2121/2122/2123/2124/2125/2126/2127/2128/2129/2130/2131/2132/2133/2134/2135/2136/2137/2138/2139/2140/2141/2142/2143/2144/2145/2146/2147/2148/2149/2150/2151/2152/2153/2154/2155/2156/2157/2158/2159/2160/2161/2162/2163/2164/2165/2166/2167/2168/2169/2170/2171/2172/2173/2174/2175/2176/2177/2178/2179/2180/2181/2182/2183/2184/2185/2186/2187/2188/2189/2190/2191/2192/2193/2194/2195/2196/2197/2198/2199/2200/2201/2202/2203/2204/2205/2206/2207/2208/2209/2210/2211/2212/2213/2214/2215/2216/2217/2218/2219/2220/2221/2222/2223/2224/2225/2226/2227/2228/2229/2230/2231/2232/2233/2234/2235/2236/2237/2238/2239/2240/2241/2242/2243/2244/2245/2246/2247/2248/2249/2250/2251/2252/2253/2254/2255/2256/2257/2258/2259/2260/2261/2262/2263/2264/2265/2266/2267/2268/2269/2270/2271/2272/2273/2274/2275/2276/2277/2278/2279/2280/2281/2282/2283/2284/2285/2286/2287/2288/2289/2290/2291/2292/2293/2294/2295/2296/2297/2298/2299/2300/2301/2302/2303/2304/2305/2306/2307/2308/2309/2310/2311/2312/2313/2314/2315/2316/2317/2318/2319/2320/2321/2322/2323/2324/2325/2326/2327/2328/2329/2330/2331/2332/2333/2334/2335/2336/2337/2338/2339/2340/2341/2342/2343/2344/2345/2346/2347/2348/2349/2350/2351/2352/2353/2354/2355/2356/2357/2358/2359/2360/2361/2362/2363/2364/2365/2366/2367/2368/2369/2370/2371/2372/2373/2374/2375/2376/2377/2378/2379/2380/2381/2382/2383/2384/2385/2386/2387/2388/2389/2390/2391/2392/2393/2394/2395/2396/2397/2398/2399/2400/2401/2402/2403/2404/2405/2406/2407/2408/2409/2410/2411/2412/2413/2414/2415/2416/2417/2418/2419/2420/2421/2422/2423/2424/2425/2426/2427/2428/2429/2430/2431/2432/2433/2434/2435/2436/2437/2438/2439/2440/2441/2442/2443/2444/2445/2446/2447/2448/2449/2450/2451/2452/2453/2454/2455/2456/2457/2458/2459/2460/2461/2462/2463/2464/2465/2466/2467/2468/2469/2470/2471/2472/2473/2474/2475/2476/2477/2478/2479/2480/2481/2482/2483/2484/2485/2486/2487/2488/2489/2490/2491/2492/2493/2494/2495/2496/2497/2498/2499/2500/2501/2502/2503/2504/2505/2506/2507/2508/2509/2510/2511/2512/2513/2514/2515/2516/2517/2518/2519/2520/2521/2522/2523/2524/2525/2526/2527/2528/2529/2530/2531/2532/2533/2534/2535/2536/2537/2538/2539/2540/2541/2542/2543/2544/2545/2546/2547/2548/2549/2550/2551/2552/2553/2554/2555/2556/2557/2558/2559/2560/2561/2562/2563/2564/2565/2566/2567/2568/2569/2570/2571/2572/2573/2574/2575/2576/2577/2578/2579/2580/2581/2582/2583/2584/2585/2586/2587/2588/2589/2590/2591/2592/2593/2594/2595/2596/2597/2598/2599/2600/2601/2602/2603/2604/2605/2606/2607/2608/2609/2610/2611/2612/2613/2614/2615/2616/2617/2618/2619/2620/2621/2622/2623/2624/2625/2626/2627/2628/2629/2630/2631/2632/2633/2634/2635/2636/2637/2638/2639/2640/2641/2642/2643/2644/2645/2646/2647/2648/2649/2650/2651/2652/2653/2654/2655/2656/2657/2658/2659/2660/2661/2662/2663/2664/2665/2666/2667/2668/2669/2670/2671/2672/2673/2674/2675/2676/2677/2678/2679/2680/2681/2682/2683/2684/2685/2686/2687/2688/2689/2690/2691/2692/2693/2694/2695/2696/2697/2698/2699/2700/2701/2702/2703/2704/2705/2706/2707/2708/2709/2710/2711/2712/2713/2714/2715/2716/2717/2718/2719/2720/2721/2722/2723/2724/2725/2726/2727/2728/2729/2730/2731/2732/2733/2734/2735/2736/2737/2738/2739/2740/2741/2742/2743/2744/2745/2746/2747/2748/2749/2750/2751/2752/2753/2754/2755/2756/2757/2758/2759/2760/2761/2762/2763/2764/2765/2766/2767/2768/2769/2770/2771/2772/2773/2774/2775/2776/2777/2778/2779/2780/2781/2782/2783/2784/2785/2786/2787/2788/2789/2790/2791/2792/2793/2794/2795/2796/2797/2798/2799/2800/2801/2802/2803/2804/2805/2806/2807/2808/2809/2810/2811/2812/2813/2814/2815/2816/2817/2818/2819/2820/2821/2822/2823/2824/2825/2826/2827/2828/2829/2830/2831/2832/2833/2834/2835/2836/2837/2838/2839/2840/2841/2842/2843/2844/2845/2846/2847/2848/2849/2850/2851/2852/2853/2854/2855/2856/2857/2858/2859/2860/2861/2862/2863/2864/2865/2866/2867/2868/2869/2870/2871/2872/2873/2874/2875/2876/2877/2878/2879/2880/2881/2882/2883/2884/2885/2886/2887/2888/2889/2890/2891/2892/2893/2894/2895/2896/2897/2898/2899/2900/2901/2902/2903/2904/2905/2906/2907/2908/2909/2910/2911/2912/2913/2914/2915/2916/2917/2918/2919/2920/2921/2922/2923/2924/2925/2926/2927/2928/2929/2930/2931/2932/2933/2934/2935/2936/2937/2938/2939/2940/2941/2942/2943/2944/2945/2946/2947/2948/2949/2950/2951/2952/2953/2954/2955/2956/2957/2958/2959/2960/2961/2962/2963/2964/2965/2966/2967/2968/2969/2970/2971/2972/2973/2974/2975/2976/2977/2978/2979/2980/2981/2982/2983/2984/2985/2986/2987/2988/2989/2990/2991/2992/2993/2994/2995/2996/2997/2998/2999/3000/3001/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**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT
BENTON, FLORIDA**

**SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811 - ALWAYS CALL 811
BEFORE YOU DIG
1-800-630-4287**

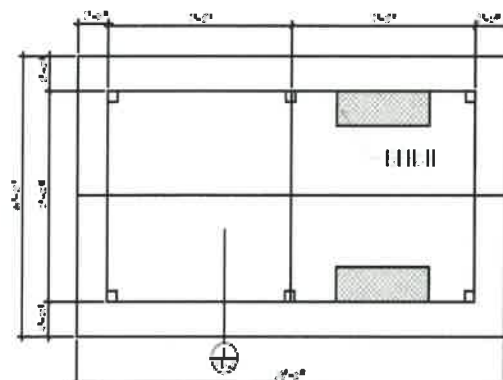
STAG and its subsidiaries are not a public company.
STAG is not a public company.
STAG is not a public company.

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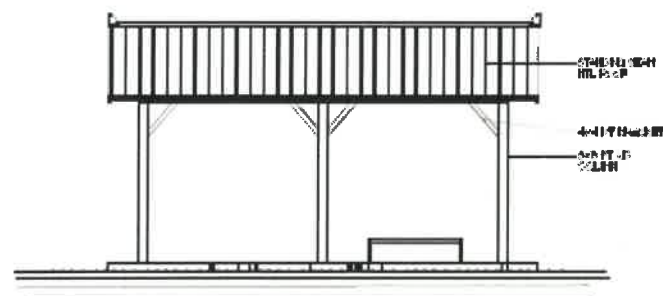
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DATE	0000 00, 0000
COUNTY	0002
CITY	0000
ZIP CODE	000
ADDRESS	000000
PHONE	000 000000

ARCHITECTURAL OUT
STRUCTURES

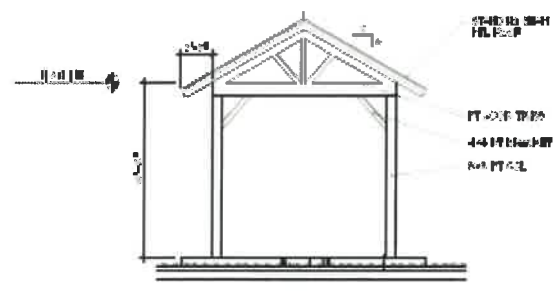
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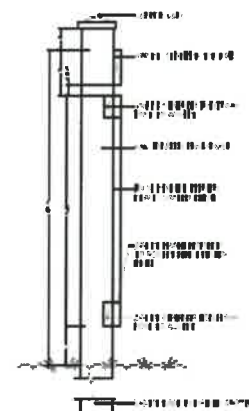
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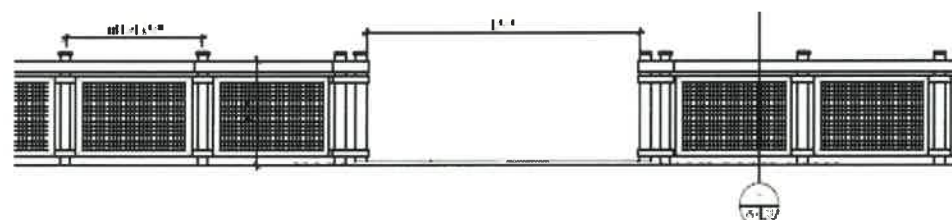
PAVILION ELEVATION



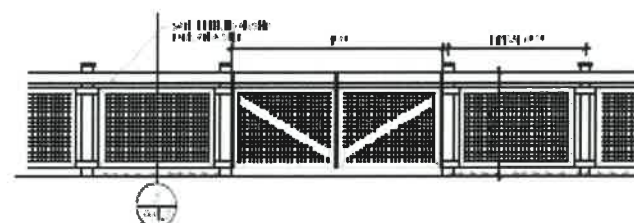
PAVILION ELEVATION



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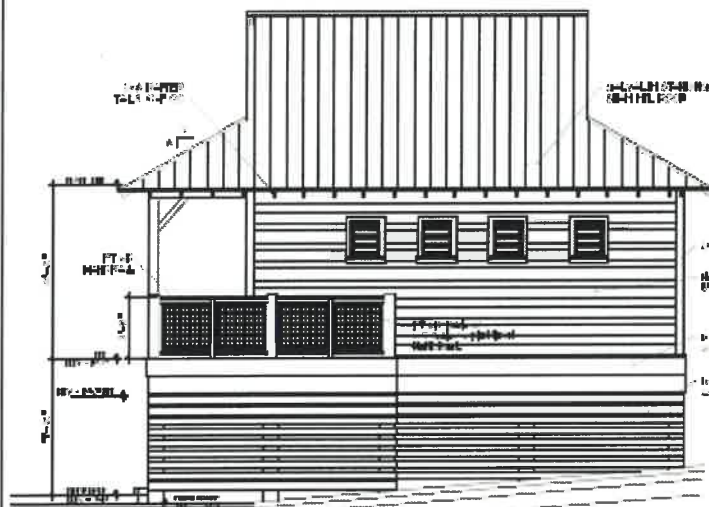


2. TYPICAL FENCE/ ENTRY GATE

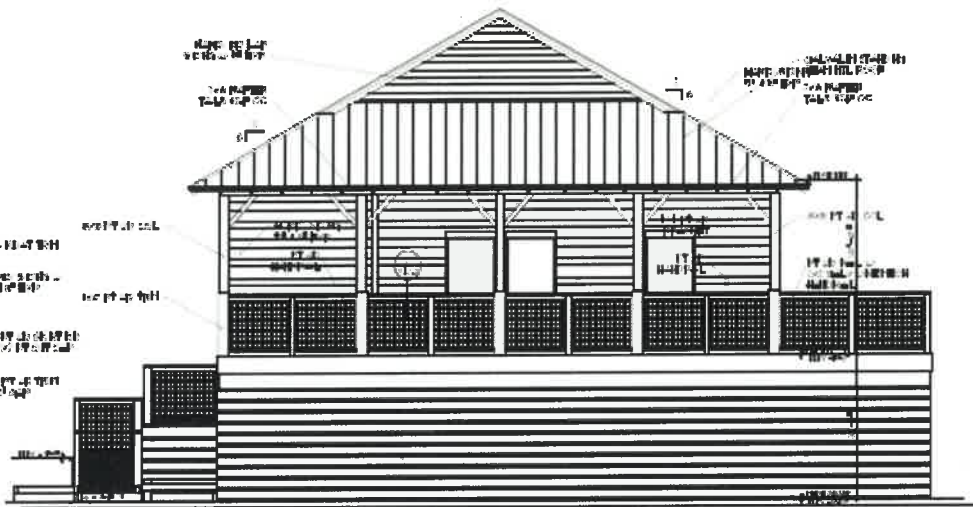


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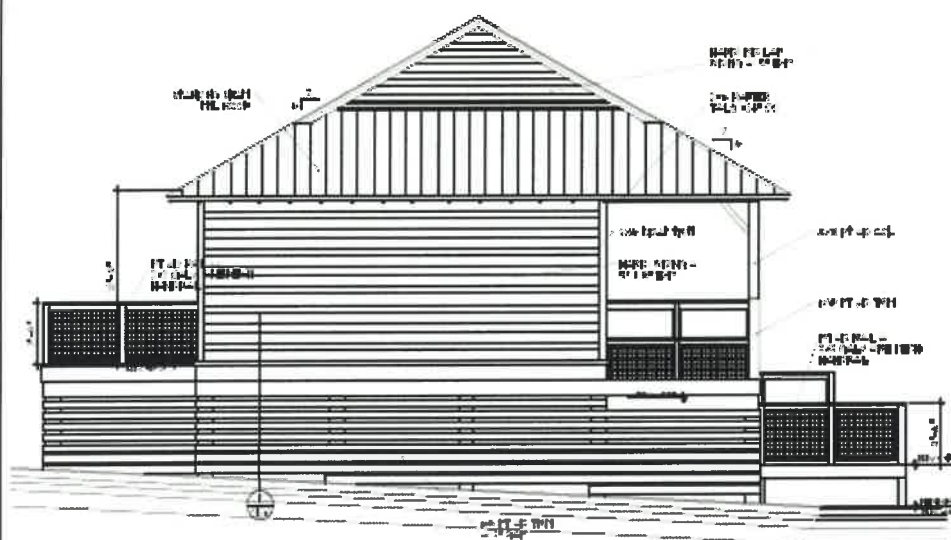




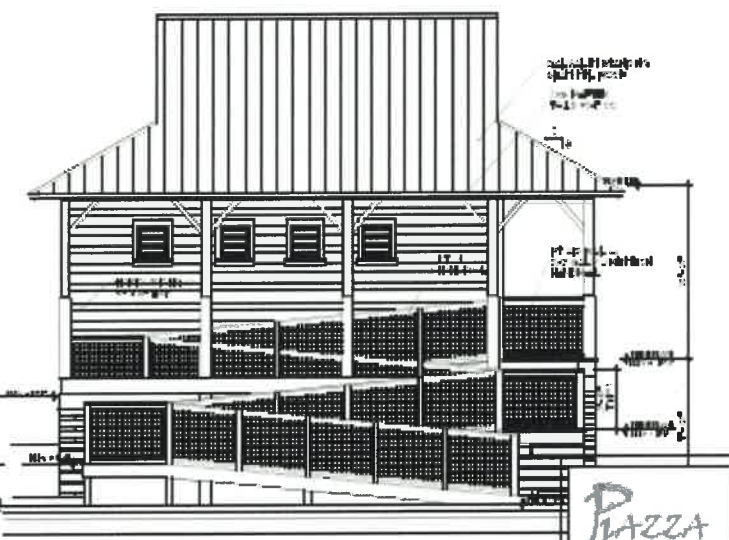
1. WEST SIDE ELEVATION



2. NORTH FRONT ELEVATION



3. SOUTH REAR ELEVATION



4. EAST SIDE ELEVATION

Piazza Design
ARCHITECTS IN CONSULT
JANIS KORN
34 CAMDEN CIRCLE
SANTA ROSA BEACH, FLORIDA 32450
(904) 486-6735

TAYLOR ENGINEERING INC.
4800 LAKESHORE DRIVE
SUITE 100
DEERFIELD BEACH, FLORIDA 33442
(561) 499-7000
19100 BEAUFORT ROAD
SUITE 110
JACKSONVILLE, FLORIDA 32218
(904) 727-7888
COURTESY OF ARCHITECTURAL DRAFTING

60% DRAFT

PROJECT TITLE
**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT**
DEERFIELD BEACH, FLORIDA

SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811 - ALWAYS CALL 811
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1-800-485-4007
PROFESSIONAL EXPANSION: 1-800-485-4007
800-485-4007
PROFESSIONAL EXPANSION: 1-800-485-4007
800-485-4007

PROJECT NO.	CURTIS-100
DATE	MAY 14, 2010
DESIGNED BY	DAVE
DRAWN BY	DAVE
CHECKED BY	DAVE
REVISIONS	NOV 10
SCALE	AS SHOWN

ARCHITECTURAL ELEVATIONS

A-10.1





Pearce L. Barrett III, P.E., FCCM
NRDA Project Coordinator
Pearce.Barrett@dep.state.fl.us
850-245-2106

NORRIEGO POINT RECREATION ENHANCEMENT PROJECT OKALOOSA COUNTY, FLORIDA

60% DRAFT

DRAWING INDEX

C-1	TITLE SHEET
C-2	SIGNATURE SHEET
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C-6	ROADWAY EXISTING CONDITIONS
C-7	DEMOLITION PLAN
C-7A	DEMOLITION PLAN
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E-2	ELECTRICAL PLAN
M-1	HVAC PLAN
P-1	PLUMBING PLANS
P-2	PLUMBING SCHEDULES, LEGEND AND DETAILS

PREPARED FOR:



DEEPWATER HORIZON PROGRAM DIVISION OF WATER RESTORATION ASSISTANCE FDEP CONTRACT NO. RM156

CONTRACT MANAGER
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
PROJECT MANAGER: PEARCE L. BARRETT III, P.E.
DEEPWATER HORIZON PROGRAM DIVISION OF WATER
RESTORATION ASSISTANCE
3800 COMMONWEALTH BOULEVARD, MS 240
TALLAHASSEE, FLORIDA 32309
850-245-2106
PEARCE.BARRETT@FDEP.STATE.FL.US

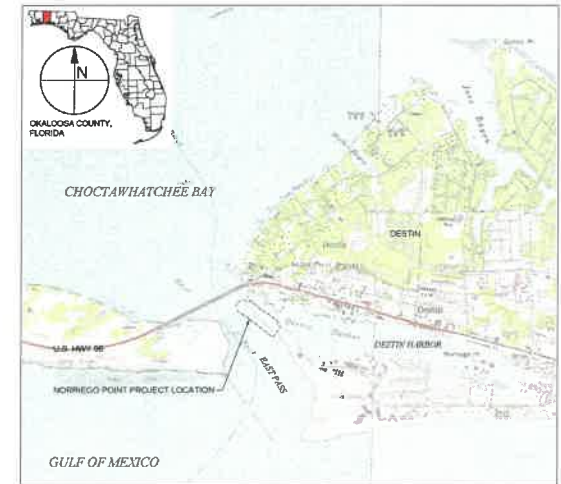
PROPERTY OWNER CONTACT
CITY OF DESTIN
PROJECT MANAGER: MICHAEL BURGESS
4200 INDIAN BAYOU TRAIL
DESTIN, FL 32541
850-837-5899
MBURGESS@CITYOFDESTIN.COM

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TAYLOR ENGINEERING, INC.
4300 LEGENDARY DRIVE, SUITE C248
DESTIN, FLORIDA 32541
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MTRAMMELL@TAYLORENGINEERING.COM

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ENGINEER CONTACT
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TALLAHASSEE, FLORIDA 32303
(850) 224-4100 X104
(850) 294-7593
EGATES@GENESIS+HALFF.COM
CERTIFICATE OF AUTHORIZATION 9860

ENGINEER CONTACT
TIMOTHY J. MITCHELL, P.E., LEED® AP
H. M. YONGE & ASSOCIATES, INC.
102 EAST GARDEN STREET
PENSACOLA, FLORIDA 32502
(904) 454-2991 X 115
TIMMITCHELL@HMYFACE.COM
CERTIFICATE OF AUTHORIZATION: 5254



VICINITY MAP
1"= 2000' (22x34)
1"= 4000' (11x17)

PROJECT LOCATION
CITY OF DESTIN, OKALOOSA COUNTY, FLORIDA
USGS 7.5' QUADRANGLE MAP: DESTIN, FLORIDA
SECTION: 2S
TOWNSHIP: 2S
RANGE: 20W
LATITUDE: 30.360° - 30.365°
LONGITUDE: 86.516° - 86.508°
NORTHING: 511,082 - 512,795
EASTING: 1,333,069 - 1,335,417

**Piazza
Design**
ARCHITECTS/PLANNERS

H.M. YONGE & ASSOCIATES, INC.
CONSULTING PLANNERS & EST. 1969
102 EAST GARDEN STREET, PENSACOLA, FLORIDA 32502

GENESIS | HALFF

TAYLOR ENGINEERING INC.
4300 LEGENDARY DRIVE
SUITE C248
DESTIN, FLORIDA 32541
(850) 490-7040

CERTIFICATE OF AUTHORIZATION # 4013

PRELIMINARY DRAWINGS: THESE
DRAWINGS ARE NOT IN FINAL FORM, BUT
ARE BEING TRANSMITTED FOR AGENCY
REVIEW.

PROJECT TITLE
**NORRIEGO POINT
RECREATION ENHANCEMENT
PROJECT**
OKALOOSA COUNTY, FLORIDA

PROJECT NO
C2015-058
DATE
APRIL 2019

SEAL

60% DRAFT

MATTHEW TRAMMELL, P.E. # 88244

C-1

PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

Call 811 before you dig.

ANTON LUNELL L.P., 04/01/14 12:08 PM, C:\p\projects\0271-046_Norriego_Park\Drawings\0271-046-C-2-1-01.dwg

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H									 TAYLOR ENGINEERING INC. 4300 LEGENDARY DRIVE SUITE C248 DESTIN, FLORIDA 32541 (850) 460-7040																
G									CERTIFICATE OF AUTHORIZATION # 4815 SEAL																
F									60% DRAFT																
E									MATTHEW TRAMMELL, P.E. # 69244 PROJECT TITLE																
D									NORRIEGO POINT RECREATION ENHANCEMENT PROJECT OKALOOSA COUNTY, FLORIDA																
C									Call 811 before you dig. SEE SHEET C-2 FOR GENERAL NOTES. THIS PAGE NOT VALID WITHOUT SHEET C-2 PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.																
B									<table border="1"><thead><tr><th></th><th>DATE</th></tr></thead><tbody><tr><td>PROJECT NO.</td><td>C2015-056</td></tr><tr><td>DATE</td><td>APRIL 2019</td></tr><tr><td>DESIGNED</td><td>MAT</td></tr><tr><td>DRAWN</td><td>AF</td></tr><tr><td>CHECKED</td><td>AF</td></tr><tr><td>REVIEWED</td><td>DG</td></tr><tr><td>SCALE</td><td>AS SHOWN</td></tr></tbody></table>		DATE	PROJECT NO.	C2015-056	DATE	APRIL 2019	DESIGNED	MAT	DRAWN	AF	CHECKED	AF	REVIEWED	DG	SCALE	AS SHOWN
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DESIGNED	MAT																								
DRAWN	AF																								
CHECKED	AF																								
REVIEWED	DG																								
SCALE	AS SHOWN																								
A									DRAWING TITLE SIGNATURE SHEET C-2																

	1	2	3	4	5	6	7	8										
INDemnIFICATION THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNER AND ENGINEER AND THEIR RESPECTIVE REPRESENTATIVES, AGENTS, AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL LAWSUITS, CLAIMS, DAMAGES, LOSSES, AND EXPENSES, INCLUDING ATTORNEY FEES, CAUSED BY, RESULTING FROM, AND/OR INCIDENTAL TO THE PERFORMANCE OF THE WORK UNDER THIS CONTRACT TO THE FULL EXTENT AS ALLOWED BY THE LAWS OF THE STATE OF FLORIDA AND NOT BEYOND ANY EXTENT WHICH WOULD RENDER THESE PROVISIONS VOID OR UNENFORCEABLE. IN THE EVENT OF ANY SUCH INJURY, DEATH, LOSS, OR DAMAGE, OR CLAIMS THEREOF, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER AND THE ENGINEER. DEFINITIONS - OWNER: FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) - ENGINEER: OWNER'S DESIGNATED REPRESENTATIVE FOR CONSTRUCTION OBSERVATION AND ADMINISTRATION. - ENGINEER OF RECORD (EOR): ENGINEER WHOSE NAME AND SEAL IS AFFIXED TO THE DRAWINGS AND SPECIFICATIONS. - RECORD DRAWINGS: A COPY OF THE ORIGINAL SIGNED AND SEALED DRAWINGS KEPT ON-SITE AT ALL TIMES WHERE THE CONTRACTOR SHALL MAINTAIN A RECORD OF ALL DEVIATIONS FROM THE ORIGINAL DRAWINGS MARKED IN RED PENCIL OR PEN. - AS-BUILT SURVEY DRAWINGS: POST-CONSTRUCTION SURVEY DRAWINGS SIGNED AND SEALED BY A FLORIDA LICENSED SURVEYOR AND MAPPER, MARKED "AS-BUILT" DRAWINGS, AND REVIEWED BY THE ENGINEER(S). THE SURVEY SHALL INCLUDE OR THE ENGINEER SHALL MARK ON THESE AS-BUILT SURVEY DRAWINGS ALL SIGNIFICANT DEVIATIONS IN THE WORK AS RECORDED BY THE CONTRACTOR ON THE RECORD DRAWINGS OR AS KNOWN TO THE ENGINEER. IF THE DEVIATIONS ARE TOO EXTENSIVE TO TRANSFER, THE ENGINEER MAY STAPLE TOGETHER THE AS-BUILT SURVEY DRAWINGS WITH THE RECORD DRAWINGS AND MARK THE FIRST SHEET OF EACH AS "AS-BUILT". - U.N.O.: UNLESS NOTED OTHERWISE PROPOSED CONSTRUCTION SEQUENCE - SEE ATTACHED CONSTRUCTION SEQUENCE DRAWING GENERAL NOTES - ALL ELEVATIONS REFERENCE THE 1988 NORTH AMERICAN VERTICAL DATUM (NAVD 88). ELEVATIONS IN FEET U.N.O. - ALL COORDINATES REFERENCE STATE PLANE FLORIDA NORTH NAD 83. COORDINATES IN FEET U.N.O. - DESTIN HARBOR ENTRANCE CHANNEL AND NORRISSE POINT BATHYMETRY SURVEYED MARCH AND APRIL 2015 BY FLORIDAMA GEOSPATIAL SOLUTIONS, LLC. - EXISTING NORRISSE POINT TOPOGRAPHY SURVEYED NOVEMBER 2015 AND JANUARY 2016 BY GUSTIN, COTHERN AND TUCKER, INC. AND JUNE 2018 BY FLORIDAMA GEOSPATIAL SOLUTIONS, LLC. - FEDERAL NAVIGATION CHANNEL LIMITS OBTAINED FROM THE U.S. ARMY CORPS OF ENGINEERS MOBILE DISTRICT WEBSITE HTTP://NAVIGATION.SAN.USACE.ARMY.MIL/SURVEY/SKETAL.ASP?DOCID=DE_DRAWING FILE "DESTIN1 C110415, DESTIN1 C110215, AND DESTIN3 C110315" DATED NOVEMBER 2015. - FEDERAL NAVIGATION CHANNEL MARKERS LOCATED FEBRUARY 2016 BY GUSTIN, COTHERN AND TUCKER, INC. - THE INFORMATION ON THESE DRAWINGS REPRESENTS THE RESULTS OF THE SURVEYS PERFORMED ON THE DATES AS INDICATED. THE INFORMATION FROM THESE SURVEYS CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THE TIME OF THE SURVEYS. - PROJECT AREA AERIAL IMAGERY TAKEN IN JUNE 2016 BY TAYLOR ENGINEERING, INC. SUPPLEMENTARY AERIAL IMAGERY TAKEN MARCH 2013 AND OBTAINED FROM GOOGLE EARTH. AERIAL IMAGERY DISPLAYED HEREON FOR INFORMATIONAL PURPOSES ONLY. NO PHOTOGRAPHIC ACCURACY IS IMPLIED BY THESE MAPS. - TIDAL DATUM OBTAINED FROM NOAA CENTER FOR OPERATIONAL OCEANOGRAPHIC PRODUCTS AND SERVICES (HTTP://HPL.NOAA.GOV/CURRENTS/NOAA_COSV). - THE CONTRACTOR SHALL INVESTIGATE THE PROJECT SITE DURING BIDDING AND PRIOR TO INITIATING ANY CONSTRUCTION. - THE CONTRACTOR SHALL LOCATE AND FIELD VERIFY ALL STRUCTURES AND EXISTING UTILITIES (ABOVE-GROUND AND BELOW-GROUND), WHETHER SHOWN OR NOT ON THE DRAWINGS, BEFORE BEGINNING WORK. CONTRACTOR SHALL ALSO FIELD VERIFY ALL DIMENSIONS AND QUANTITIES. - THE STAGING AND ACCESS AREAS SHOWN ON THE DRAWINGS ARE PROPOSED FOR BIDDING PURPOSES. CONTRACTOR MAY PROPOSE ADDITIONAL STAGING OR ACCESS AREAS BUT WILL BE RESPONSIBLE FOR REVIEWING THE SITES SUITABILITY FOR THE PROPOSED WORK AND, IF ACCEPTABLE, OBTAINING USE AGREEMENTS WITH THE UP-AND PROPERTY OWNER FOR THE PROPOSED WORK. CONTRACTOR MAY PROPOSE ADDITIONAL OR ALTERNATIVE STAGING AREAS, LOADING AREAS, TEMPORARY FACILITIES, OR OTHER WORK LOCATIONS IN THEIR CONSTRUCTION WORK PLAN FOR ENGINEER AND OWNER REVIEW AND ACCEPTANCE. - CONTRACTOR WILL NOT BE ALLOWED TO TRAVERSE, UTILIZE, OR IMPACT ADJACENT PROPERTIES WITHOUT SPECIFIC AUTHORIZATION FROM THE PROPERTY OWNER AND A CONSTRUCTION WORK PLAN ACCEPTED BY THE OWNER AND ENGINEER. - THE CONTRACTOR SHALL CONDUCT CONSTRUCTION AND COORDINATE WITH THE OWNER AND ENGINEER IN SUCH A WAY AS TO ENSURE PUBLIC AND PRIVATE SAFETY IN AND AROUND THE CONSTRUCTION SITE. - THE CONTRACTOR SHALL PLACE BARRICADES AND SIGNS INDICATING THE AREAS	AND LIMITS OF CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE BEACH AREAS ON THE DESTIN HARBOR AND EAST PASS SHORELINES FOR THE GENERAL PUBLIC TO THE GREATEST EXTENT PRACTICAL THROUGHOUT CONSTRUCTION OPERATIONS. HOWEVER, THE CONTRACTOR SHALL EXCLUDE THE PUBLIC FROM WORK AREAS AS NECESSARY TO ENSURE PUBLIC SAFETY. - THE CONTRACTOR SHALL COORDINATE WORK HOURS WITH OWNER AND ENGINEER TO MEET PROJECT SCHEDULE REQUIREMENTS. WORK HOURS SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS AND FDEP AGREEMENT. - THE CONTRACTOR IS RESPONSIBLE FOR FAMILIARIZING THEMSELVES, THEIR PERSONNEL, AND SUBCONTRACTORS WITH THE CONSTRUCTION DRAWINGS, SPECIFICATIONS, REGULATORY AUTHORIZATIONS, AND ALL OTHER CONTRACT DOCUMENTS. - ALL WORK SHALL CONFORM TO THE CONSTRUCTING DRAWINGS, SPECIFICATIONS, REGULATORY AUTHORIZATIONS, AND ANY OTHER CONTRACT DOCUMENTS. THE CONTRACTOR SHALL POST AT THE PROJECT SITE ALL PERMIT NOTICES AND COMPLY WITH ALL TERMS OF THE PERMITS AS PERTAINING TO THE WORK. EXISTING SHEET PILE WALL LOADS - THE CONTRACTOR SHALL TEMPORARILY BRACE EXISTING SHEET PILE WALLS AS NEEDED TO CONTROL EXCESSIVE DEFLECTIONS OR MATERIAL STRESSES DURING CONSTRUCTION. - HEAVY EQUIPMENT SHOULD GENERALLY KEEP AT LEAST 20 FT AWAY FROM ALL WALLS DURING CONSTRUCTION INCLUDING EXCAVATION, SOIL BACKFILLING AND/OR COMPACTION UNLESS SOIL ELEVATIONS ARE MATCHING ON BOTH SIDES. ANY WORK PERFORMED WITHIN 20 FT OF THE WALL SHALL ONLY BE DONE WITH LIGHT EQUIPMENT. - SEE SPECIFICATIONS FOR FURTHER INFORMATION. STRUCTURAL NOTES ARCHITECTURAL NOTES ELECTRICAL NOTES	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">MLW</th> <th style="width: 50%; text-align: center;">NAVD 1988</th> </tr> </thead> <tbody> <tr> <td>TIDAL DATUM REFERENCE:</td> <td>TIDAL DATUM REFERENCE:</td> </tr> <tr> <td>MHW ——— 0.81'</td> <td>MHW ——— 0.73'</td> </tr> <tr> <td>MHW ——— 0.60'</td> <td>MHW ——— 0.72'</td> </tr> <tr> <td>MSL ——— 0.28'</td> <td>MSL ——— 0.4'</td> </tr> <tr> <td>MLW ——— 0.01'</td> <td>MLW ——— 0.13'</td> </tr> <tr> <td>MLW ——— 0.00'</td> <td>MLW ——— 0.12'</td> </tr> <tr> <td>NAVD 88 ——— 0.12'</td> <td>NAVD 88 ——— 0.00'</td> </tr> </tbody> </table> ABBREVIATIONS EL ELEVATION FRP FIBER REINFORCED POLYMER	MLW	NAVD 1988	TIDAL DATUM REFERENCE:	TIDAL DATUM REFERENCE:	MHW ——— 0.81'	MHW ——— 0.73'	MHW ——— 0.60'	MHW ——— 0.72'	MSL ——— 0.28'	MSL ——— 0.4'	MLW ——— 0.01'	MLW ——— 0.13'	MLW ——— 0.00'	MLW ——— 0.12'	NAVD 88 ——— 0.12'	NAVD 88 ——— 0.00'
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NAVD 88 ——— 0.12'	NAVD 88 ——— 0.00'																	



CERTIFICATE OF AUTHORIZATION (F-407)

60% DRAFT

**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT
OKALOOSA COUNTY, FLORIDA**

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SEE SHEET C-2 FOR GENERAL NOTES. THIS
PAGE NOT VALID WITHOUT SHEET C-2

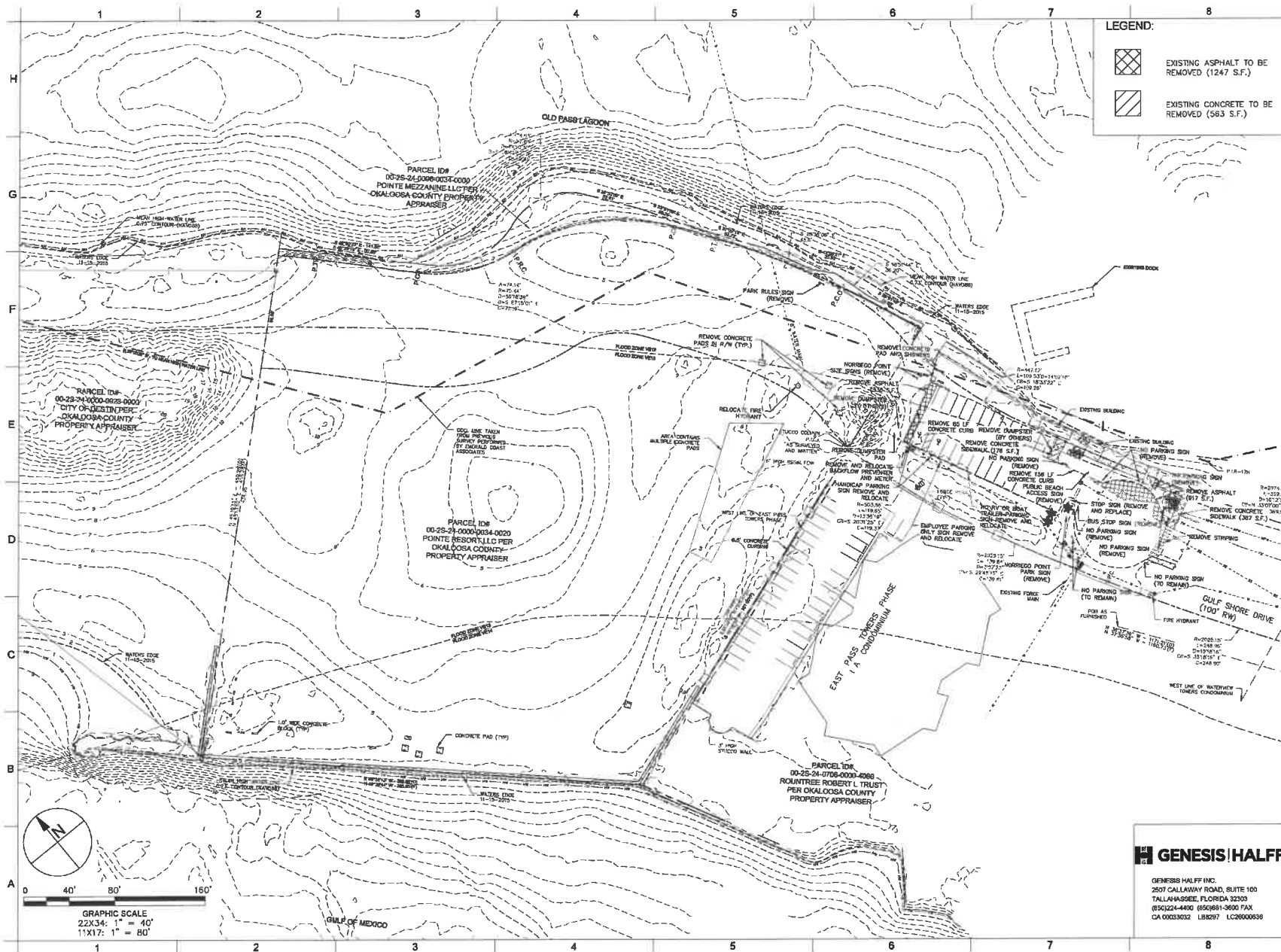
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SCALE
DRAWING TITLE

EXISTING CONDITIONS

C-5



LEGEND:

- EXISTING ASPHALT TO BE REMOVED (1247 S.F.)
- EXISTING CONCRETE TO BE REMOVED (563 S.F.)

TAYLOR ENGINEERING INC.
4300 LEGENDARY DRIVE
SUITE C246
DESTIN, FLORIDA 32541
(904) 463-7040
10199 SOUTHSIDE BOULEVARD
SUITE 310
JACKSONVILLE, FLORIDA 32256
(904) 781-7040
CERTIFICATE OF AUTHORIZATION #0015

60% DRAFT

Echo Kidd Gates, P.E. License Number 50615
PROJECT TITLE
**NORRIEGO POINT
RECREATION IMPROVEMENT
PROJECT**
GULF SHORE DRIVE,
DESTIN, FL 32541

SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811 - ALWAYS CALL 811
BEFORE YOU DIG
1-800-638-4097

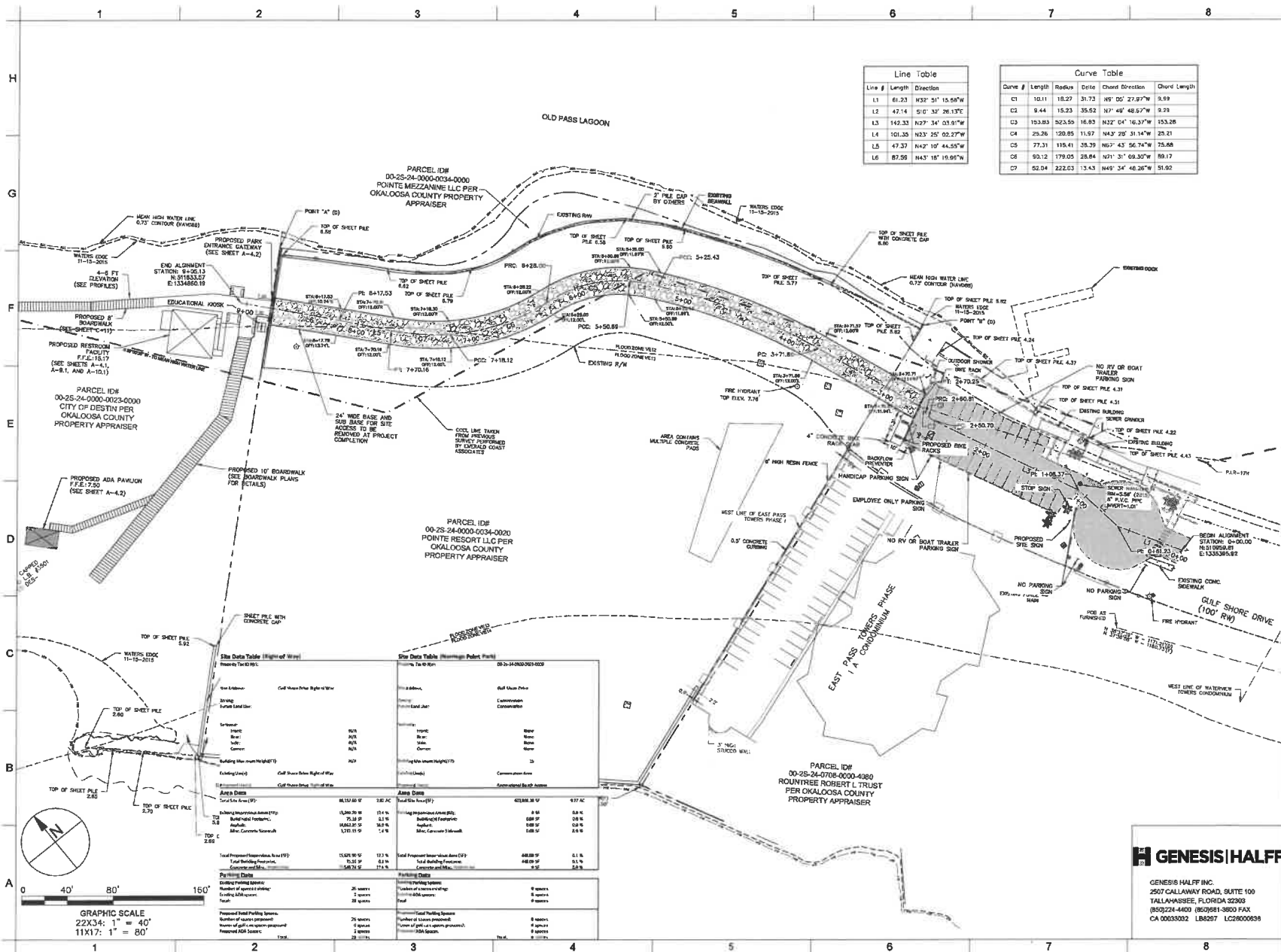
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PROJECT NO.	C2016-058
DATE	05-13-2019
DESIGNED	E.K.G.
DRAWN	A.D.C.
CHECKED	E.K.G.
REVIEWED	REVQY
SCALE	1" = 40'

DRAWING TITLE
DEMOLITION PLAN

C-7A

GENESIS | HALFF
GENESIS HALFF INC.
2507 CALLAWAY ROAD, SUITE 100
TALLAHASSEE, FLORIDA 32303
(850) 224-4400 (850) 681-3600 FAX
CA 00033032 LB2897 LC26000038





Echo Kidd Gates, P.E.	License Number 56615
PROJECT TITLE	

GULF SHORE DRIVE,
DESTIN, FL 32541

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FLORIDA
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[illegible]

PROJECT NO	C2015-058
DATE	06-13-2019
DESIGNED	E.K.G.
DRAWN	A.D.C.
CHECKED	E.K.G.
REVIEWED	REVBY
SCALE	1" = 40'

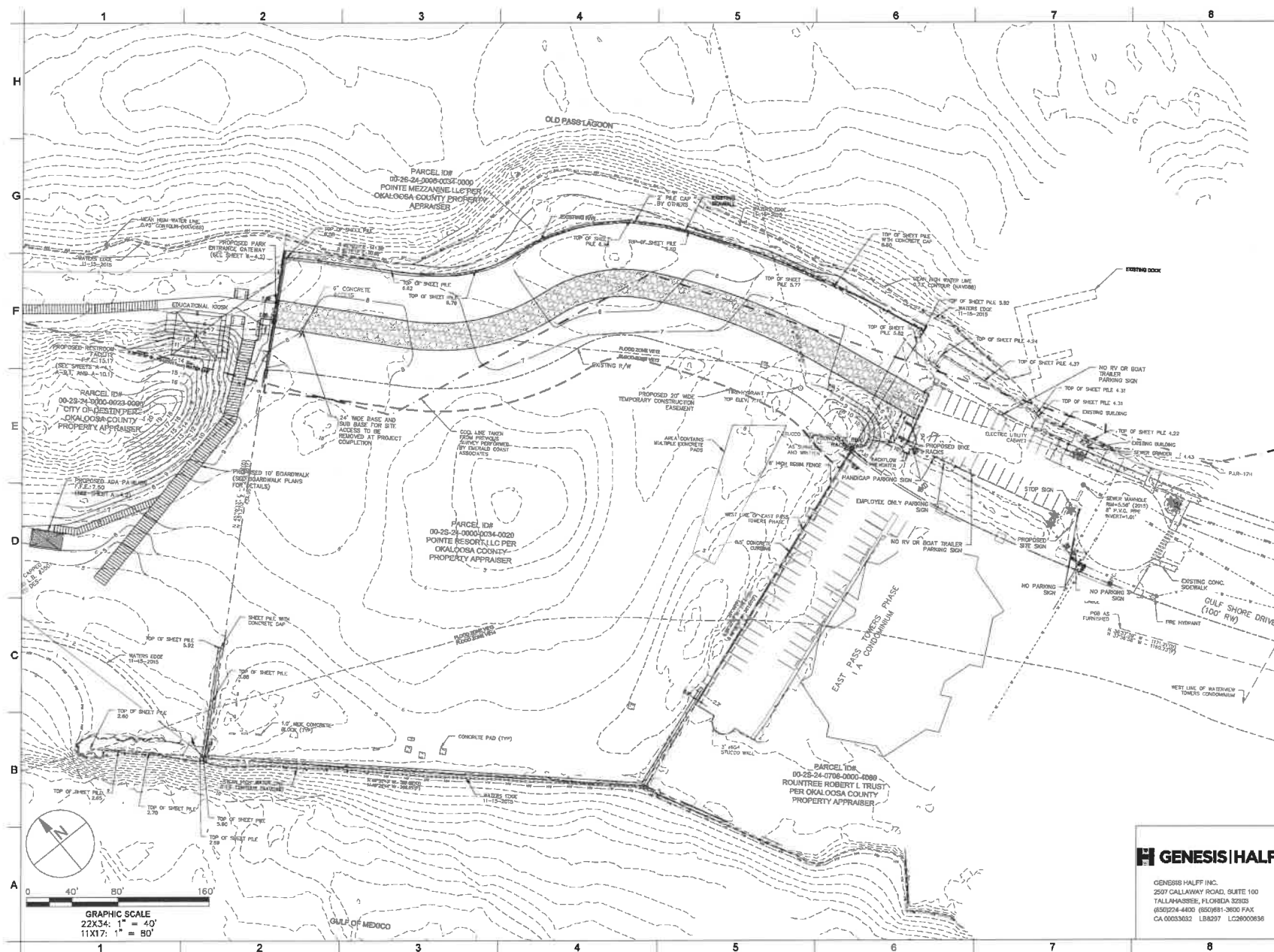
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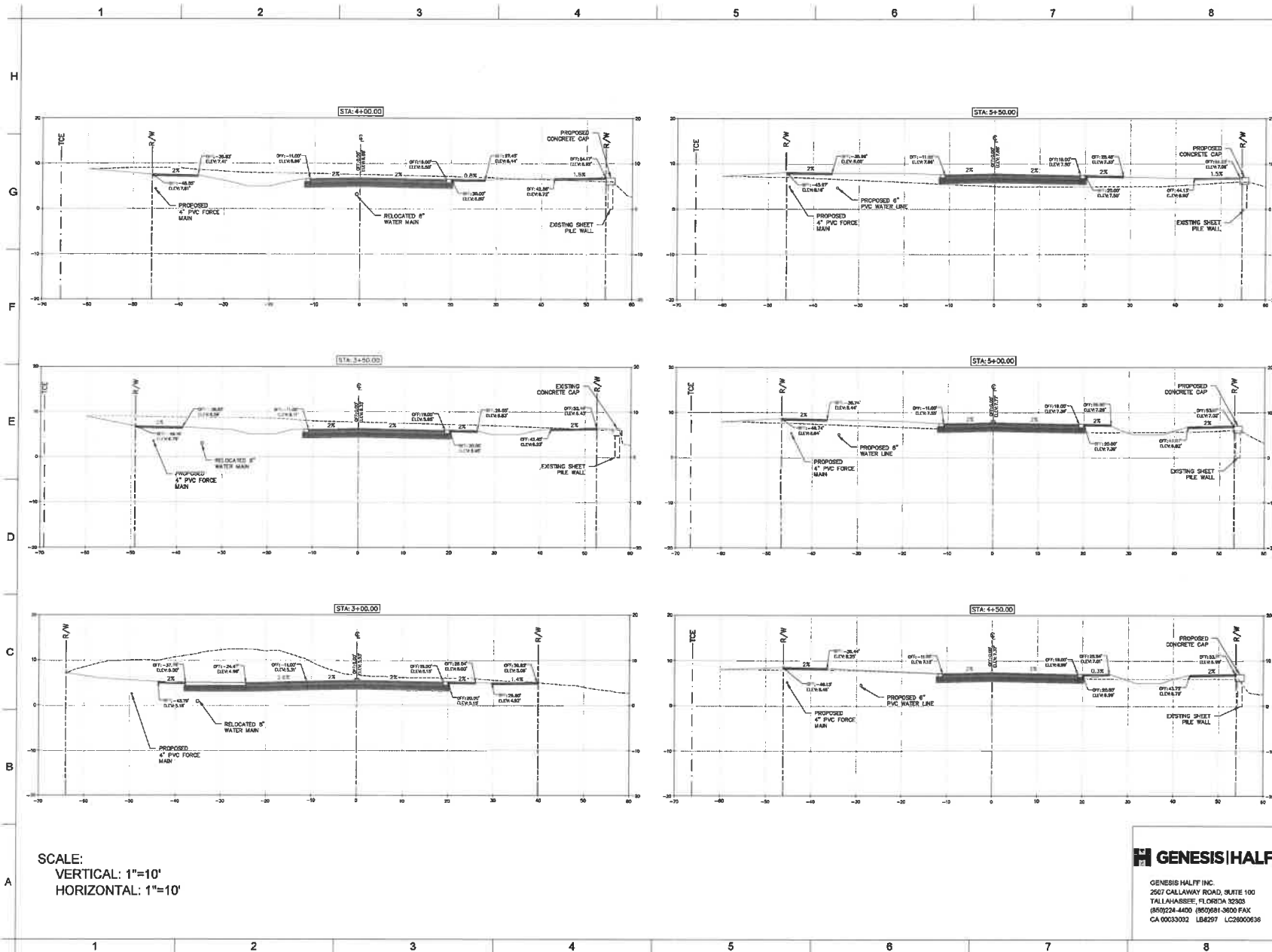
**GRADING AND
DRAINAGE PLAN**

C-9



GENESIS HALFF INC.
2597 CALLAWAY ROAD, SUITE 100
TALLAHASSEE, FLORIDA 32303
(850)224-4400 (850)881-3600 FAX
CA 00033632 LB8297 LC26000636





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4300 LEGENDARY DRIVE
SUITE C248
DESTIN, FLORIDA 32541
(850) 485-7048
10199 SOUTHSIDE BOULEVARD
SUITE 310
JACKSONVILLE, FLORIDA 32256
(904) 731-7040
CERTIFICATE OF AUTHORIZATION #418

SEAL
ECHO KIDD GATES, P.E. License Number 59815
PROJECT TITLE

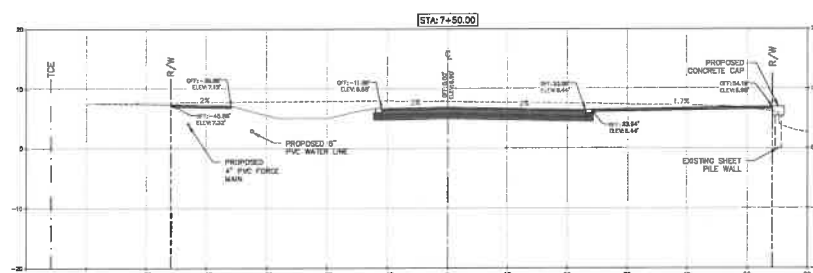
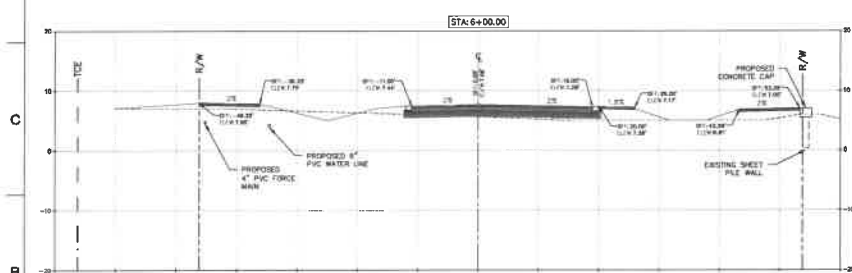
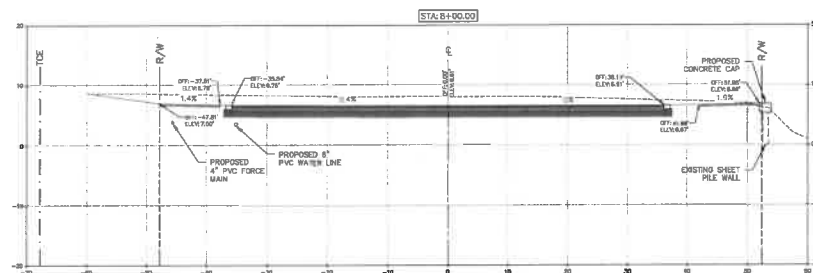
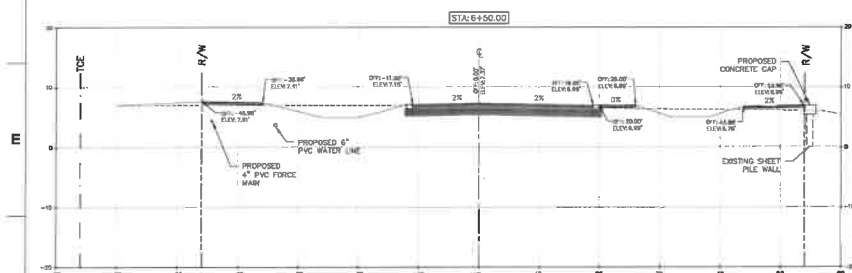
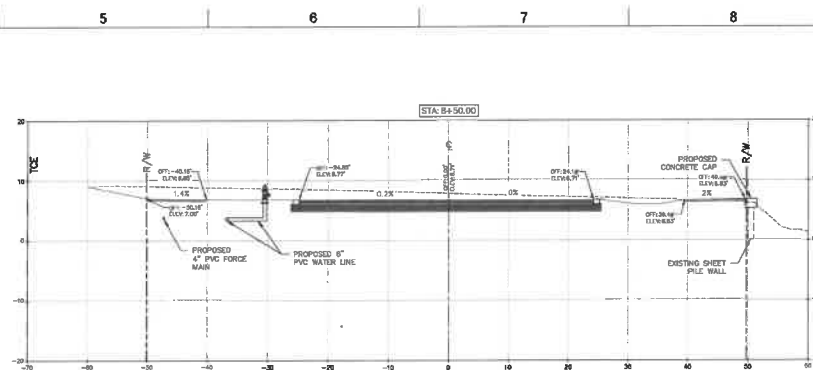
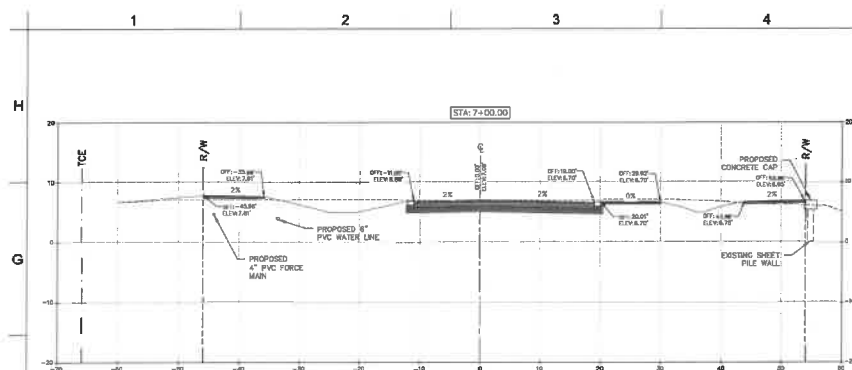
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PROJECT NO.	C2015-056
DATE	05-13-2019
DESIGNED	E.K.G.
DRAWN	A.D.C.
CHECKED	E.K.G.
REVIEWED	REVBY
SCALE	1" = 40'
DRAWING TITLE	ROADWAY PROFILES

GENESIS HALF
GENESIS HALF INC.
2607 CALLAWAY ROAD, SUITE 100
TALLAHASSEE, FLORIDA 32303
(850) 224-4400 (850) 881-3600 FAX
CA 00033002 LB297 LC28000636

C - 9B



SCALE:
VERTICAL: 1"=10'
HORIZONTAL: 1"=10'

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(850)224-4400 (850)681-3800 FAX
CA.00033032 LB8297 LC28000836


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4300 LEGENDARY DRIVE
SUITE C246
DESTIN, FLORIDA 32541
(850) 460-7040
10188 SOUTHSIDE BOULEVARD
SUITE 3110
JACKSONVILLE, FLORIDA 32256
(904) 731-7040
CERTIFICATE OF AUTHORIZATION # 6815

60% DRAFT

Echo Kidd Gates, P.E. License Number 58815

PROJECT TITLE

NORRIEGO POINT
RECREATION IMPROVEMENT
PROJECT

GULF SHORE DRIVE
DESTIN, FL 32541

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PROJECT NO	G2015-058
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DATE	05-13-2019
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DESIGNED	E.K.G.
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DRAWN:	A.D.C.
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CHECKED	E.K.G.
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REVIEWED	REVIEW
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SCALE	1" = 40'
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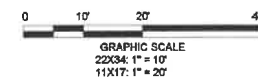
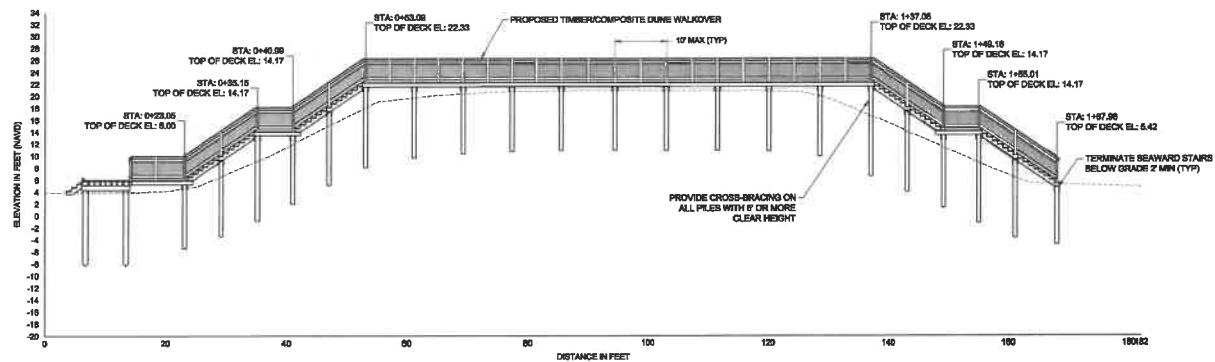
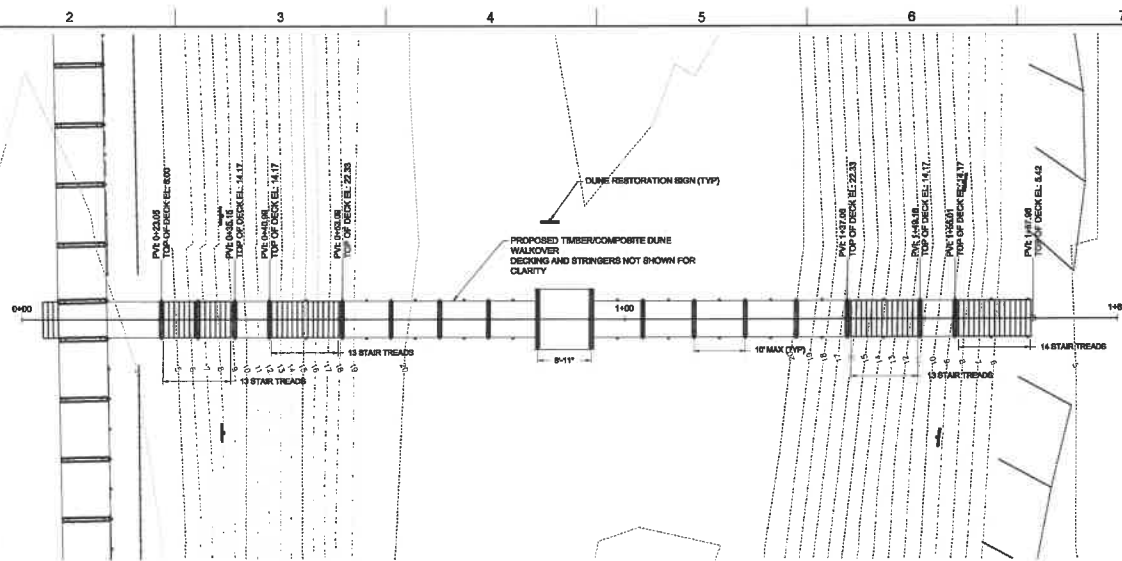
DRAWING TITLE

ROADWAY PROFILES

C - 9C



C-11



SEAL

60% DRAFT

MATTHEW TRAMMELL P.E.# 69244

PROJECT TITLE

**NORRIEGO POINT
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ENHANCEMENT PROJECT
OKALOOSA COUNTY, FLORIDA**

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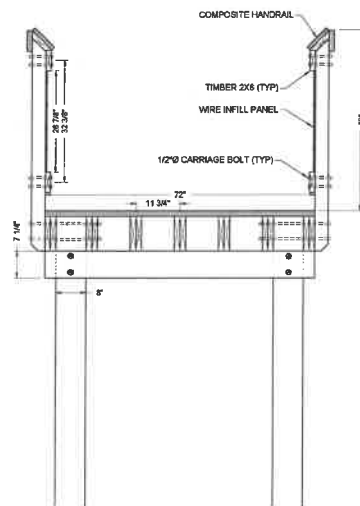
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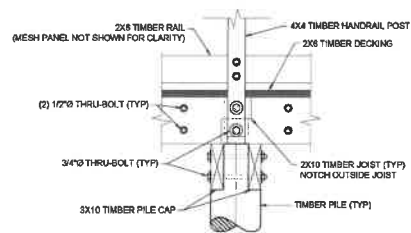
PROJECT NO	C2015-058
DATE	APRIL 2019
DESIGNED	MAT
DRAWN	AF
CHECKED	AF
REVIEWED	OG
SCALE	AS SHOWN

WALKOVER 3 PLAN AND PROFILE

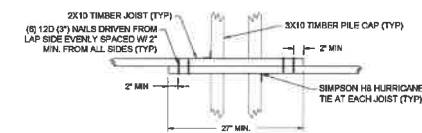
C-15



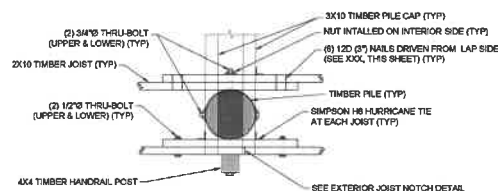
DUNE WALKOVER TYPICAL SECTION



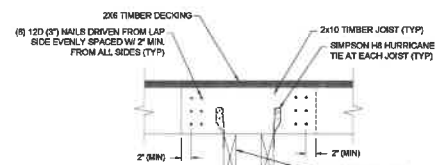
EXTERIOR JOIST NOTCH DETAIL



PLAN



PILE CONNECTION DETAIL



INTERIOR JOIST LAP SPLICE DETAIL

C-17

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AR 0011375
31 CARIBEA CIRCLE
SANTA ROSA BEACH, FLORIDA 32450
(850)-496-5735



60% DRAFT

PROJECT TITLE

**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT
DESTIN, FLORIDA**

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PROJECT NO	C2015-058
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DATE	MAY 14, 20
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DESIGNED	MAT
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DRAWN	SVP
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CHECKED	DG
DATE	REMARKS

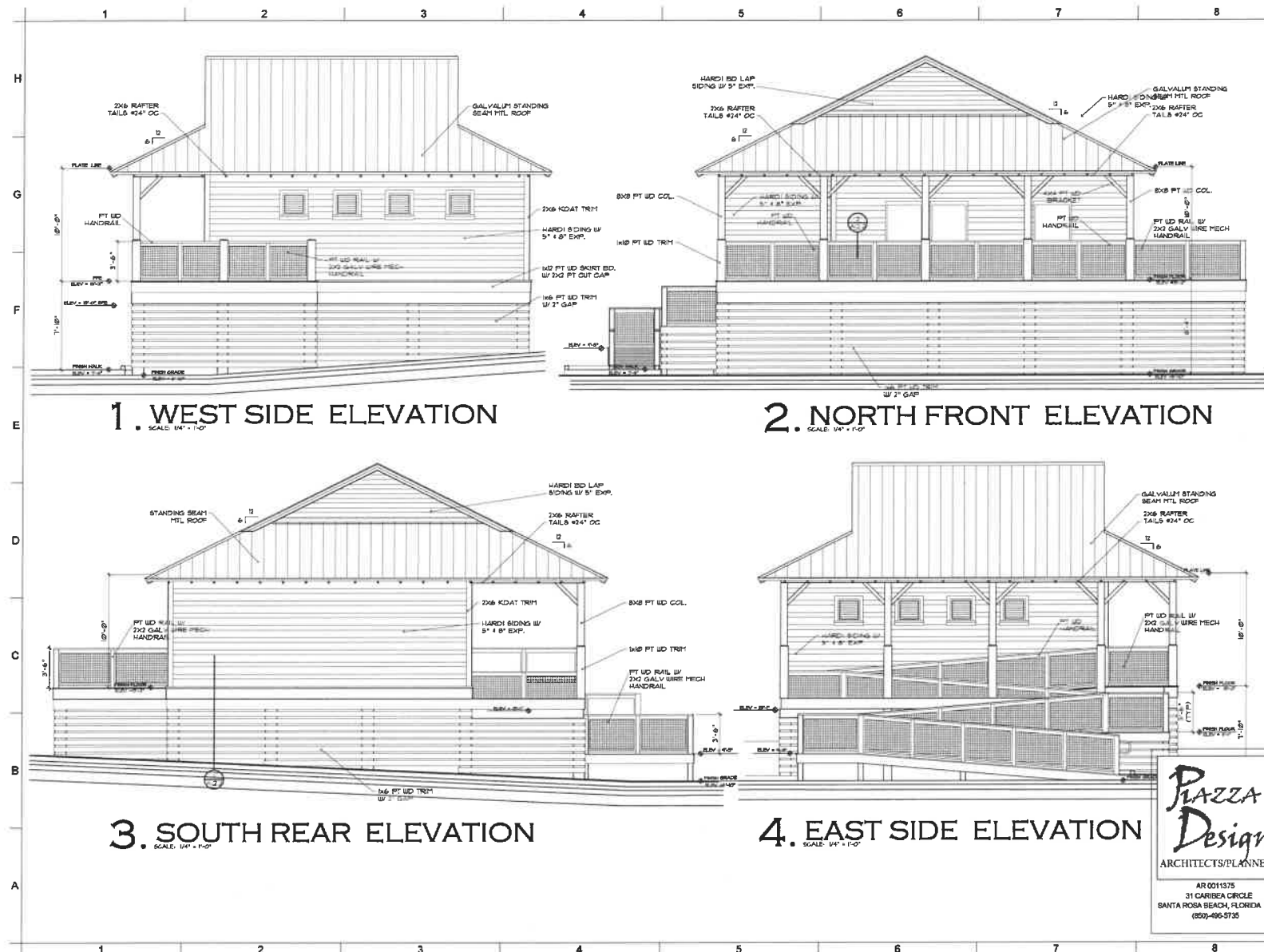
REVIEWED	REVIEW
SCALE	AS SHOWN

SCALE	AS SHOWN
DRAWING TITLE	

DRAWING TITLE

ARCHITECTURAL ELEVATIONS

A-10.1



2. BASIN WIND SPEED = 150 MPH
3. WIND IMPORTANCE FACTOR = 1
4. WIND EXPOSURE 'D'
HEIGHT(BO) x EXPOSURE ADJUSTMENT COEFFICIENT = 1.06
5. GUST FACTOR SUMMARY = 0.85
INTERNAL PRESSURE COEFFICIENTS GCPI = 0.18 / -0.18
6. VELOCITY PRESSURE
 $q = 0.00256 \cdot [K_z][K_{zt}][5.0(2) \cdot 8.66]$
 $q = 0.00256 \cdot [10.85][1.000][6.61] = 18.85 \text{ PSF}$
7. INTERNAL PRESSURE P = $18.85(0.18+0.18) - 18.85(0.30) = -8.82 \text{ PSF}$
8. COMBINED WIND LOADS

A. CODES:
FLORIDA BUILDING CODE, 2017, 6TH EDITION
AMERICAN INSTITUTE OF TIMBER CONSTRUCTION (TIMBER
CONSTRUCTION MANUAL, LATEST EDITION).
BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE
(A.C.I. 318).
BUILDING CODE REQUIREMENTS FOR CONCRETE MASONRY
STRUCTURES (A.C.I. 530).

B. DESIGN LIVE LOADS:
ROOF _____ 20 PSF
FLOORS _____ 40 PSF
LATERAL FORCES _____ 150 MPH

1. All floor framing to be R2 Southern Yellow Pine, V4 dried.
2. All floor joists to be 2x10 at 16" on centers and/or rim joists, unless otherwise noted.
3. All bracing to be solid, min. 8"x8" o.c.
4. Only metal joist hangers shall be used.
5. Head beams to be #1 Structural Grade 5x7 1/2.
6. All isolated connections to be extra strong 5x6-16 bolts.
7. All plywood sheathing to be exterior grade, W/ 56 RD gph, common s. 3" perimeter 4" field.
8. All bottom plates to be pressure treated lumber, 1" x 6" solid.
9. Hurricane anchors, Simpson H 192 to be installed at every truss or rafter.
10. All exposed 1x6 bottom floor framing or noggin to be pressure treated.
11. Decking to be 3/4" Solid Trex Deck or equal with 1/8" gap between treated joists. All decking to be 1/2" thick deck.
12. All exposed framing to be treated.
13. U27 composite deck soiling shall be applied under all exterior plates.
14. Each corner and intersection to have minimum of three studs.
15. Provide "jacks" consisting of all exterior bracing.
15a) 4x4's, threaded rod and washers from floor to top plate, provide 3" sq edge plate 12" max = every corner side, 4 openings 3" provide, longer 3" sq edge plate 0' 2" dist. on end.
16. All exterior walls to be sheathed to sole plates and header plates with Simpson fast and fast 2 each stud.
17. All exterior walls to be 2x10 studs, all manufacturers standards and shall have min. less than 100 lbs nails on each end.
18. Gable end walls shall Simpson 1x6x12 B2 B3 gph, galvanized steel straps on exterior face 16" on centers installed as required by code.
19. Approved galvanized metal corner bracing shall be installed on all outside corners, and shall cover top and bottom plates.
20. All B2 or B3 end sole nail headers to be 2x10x12 W/ U27 1/2" plywood 1/2" 2x4 solid floor joists 16" on centers.
21. All rafters shall have Simpson Hx12133 anchors ridge matching rafters 16" on centers floor 16" on centers nailed on each end.
22. Column anchors are to be 3/4" x 1/2", with bolts 16" on end and studs.
24. Siding to be North Board by Trex, finish Fresh and noiled lacquer.
25. All exterior doors to be 1 3/4" solid, 1 3/4" thick, 1 3/4" thick, 1 3/4" thick, signed and sealed by Structural Engineer.
26. To meet the following pressure design requirements for 50 MPH wind speed and approved wind speed as required by code.
27. Roof trusses shall be designed for the following loads:
a. Top chord live load = 25 psf
b. Top chord dead load = 10 psf
c. Bottom chord dead load = 10 psf
28. Totted Load = 50 lbs/ft

NOTE: UNLESS OTHERWISE NOTED ON DRAWINGS, ALL ALLOWABLE STRESSES AS FOLLOWS:

BENDING STRESS	1000 PSI	1000 PSI
ROTOR STRESS	1000 PSI	1000 PSI
COMPRESSION STRESS PARALLEL TO GRAIN	1000 PSI	1000 PSI
TENSILE OR ELASTIC STRESS PERPENDICULAR TO GRAIN	1000 PSI	1000 PSI

II. STRUCTURAL GLUE LAMINATED TIMBER SHALL BE VISUALLY GRADED SOUTHERN PINE FOLLOWING PERMANENT ALLOWABLE:

BENDING STRESS	2400 PSI	2400 PSI
ROTOR STRESS	2400 PSI	2400 PSI
COMPRESSION STRESS PARALLEL TO GRAIN	2400 PSI	2400 PSI
TENSILE OR ELASTIC STRESS PERPENDICULAR TO GRAIN	2400 PSI	2400 PSI

III. PLYWOOD SHEATHING:

A. EACH CONNECTION AND INDUSTRIAL PANEL SHALL BE IDENTIFIED WITH THE APPLICABLE TRADEMARK OR THE AMERICAN PLYWOOD ASSOCIATION AND SHALL MEET THE REQUIREMENTS OF THE AMERICAN PLYWOOD ASSOCIATION'S STANDARD FOR PLYWOOD PERFORMANCE GRADING. ALL PANELS WHICH HAVE ANY EDGES OR SURFACES VISIBLY EXPOSED TO WEATHER SHALL BE CLASSIFIED OTHERWISE.

B. PANEL ROOF, HALL AND FLOOR SHEATHINGS SHALL BE 1/2" THICK APA STRUCTURAL I RATED SHEATHING. EXTERIOR WALL SHEATHING SHALL BE 5/8" THICK APA STRUCTURAL I RATED SHEATHING. SHEATHING SHALL BE CLASSIFIED OTHERWISE.

IV. ALL PANELS WITH 1/2" EGD COPROD NAIL AT 3" G.C. ALONG SUPPORTED PANEL EDGES SHALL BE IDENTIFIED AT INTERIOR OR EXTERIOR CORNERS OR ON PLANS.

V. ALL BEARING SUD WALLS SHALL HAVE SOLID BLOCCING AT 10'-0" HEIGHT OR AS OTHERWISE NOTED ON BUILDING SECTIONS.

VI. ALL FASTENED ROOF AND EXTERIOR JOINTS, MEMBERS JOINING TRUSSES SHALL BE DESIGNED REVERSED FOR THIS PROJECT FOR A 140 HPI HORN LOAD IN RACE 1-10 LATERAL LOAD, REVERSED FOR A FLUORENCE 1-10 LATERAL LOAD.

VII. UPON ALL DRAWINGS INCLUDING MECHANICAL, ELECTRICAL, PLUMBING ETC. TO ASCERTAIN LOADS FROM EXISTING OR OTHER PROJECTS EXIST ETC. AND PROVIDE MODIFICATION TO TRUSSES IF REQUIRED TO SUPPORT SAME.

VIII. TRUSS LAYOUT AT 5'-0" ON PLANS IS SCHEMATIC AND MAY BE MODIFIED WITH APPROVAL OF ARCHITECT.

IX. ALTHOUGH RIB LAYOUT MAY BE SHOWN ON PLANS, IT IS THE RESPONSIBILITY OF THE TRUSS FABRICATOR TO ACCEPT, APPROVAL, OR MODIFY THE RIB LAYOUT ON PLANS.

X. ALTHOUGH-ROOF FRAMED CONNECTIONS ARE TO BE MADE WITH BOLTS AND ANCHOR JOIST HANGERS AS SHOWN. ICE-HANGERS IS NOT PERMITTED.

XI. ALL JOIST GRANS OF ROOF OR FLOOR SHALL BE IDENTIFIED WITH JACK RACKFITTERS AT SUPPORT ROOF SECTIONS SHALL BE IN ACCORDANCE WITH NIPAN TABLES FOR JOISTS AND RAFTERS.

XII. ALL JOIST AND THE JOIST END OF RAFTERS SHALL BE IDENTIFIED WITH JACK RACKFITTERS.

XIII. HIF RAFTERS SHALL BE 2" DEEPER THAN JACK RAFTERS.

XIV. ALL TRUSSES AND RAFTERS SHALL BE 5" RAYNOR OR HERRIGANE CLIPPED TO SUPPORTING WALLS AND ALL BEAMS SHALL BE IDENTIFIED WITH JACK RACKFITTERS.

XV. SECURE EACH ROOF TRANSPORTER TO ALL BEAMS WITH SIMPSON HURRICANE CLIPS AS INDICATED ON DRAWINGS TO RESIST UP LIFT OR DOWN LIFT OR DRAGS TO VERIFY/MODIFY UP LIFT CONNECTIONS.

XVI. ALL EXTERIOR WALL FRAMING SHALL BE 2"x4" OR 2"x6", UNLESS NOTED OTHERWISE. SECURE ALL PLYWOOD SHEATHING TO ALL EXTERIOR WALLS WITH JACK RACKFITTERS OR EXTERIOR SIDINGS OR CLIP PLATE. WALL PLYWOOD AT 4'-0" AT ALL EDGES TO 4'-0" AT INTERSECTIONS.

XVII. USE SIMPSON 616S OR EQUALS ROUGH SIDING CONNECTORS OR SIMPSON RS STRIPS AS REQUIRED TO SECURE ROOF TRANSPORTERS TO ALL BEAMS.

XVIII. USE SIMPSON 51S 4" SPIES (OR EQUAL) TO SECURE STUDS TO BOTTOM AND TOP PLATES, OR AS INDICATED ON PLAN.

XIX. SECURE ALL EXTERIOR WALLS (OR EQUAL) TO SECURE EACH BEAM BEARING END TO EACH SUPPORT, OR AS INDICATED PER PLAN.

XX. ALL EXTERIOR WALL STUDS (OR EQUAL) OR PER PLAN OR SIMPSON 51S OR EQUAL AT TOP OF EXTERIOR PLYWOOD AND ROOF OR FLOOR OR PER PLAN AS INDICATED PER PLAN.

XXI. CUTOFF, NOTCHING, BORED HOLES IN STUD PLATES, RAFTERS, ETC. SHALL BE DONE IN ACCORDANCE WITH THE 2009 INTERNATIONAL RESISTANCE DESIGN CODE.

XXII. RIDGE DOWNS WHEN INDICATED ON FRAMING PLANS SHALL NOT BE LESS THAN 1" IN THICKNESS OR LESS THAN 1/2" LESS THAN THE THICKNESS OF THE RAFTER. SHALL BE PLACED DIRECTLY OPPOSITE EACH OTHER AND NAIL TO RIDGE BOARD.

XXIII. ALL ROOF BUILDUP GIRDERS, BEAMS, STUDS TO SOLE PLATES, ETC. TO BE CONNECTED AS ALL EXTERIOR BUILDUP SHALL BE IDENTIFIED WITH JACK RACKFITTERS.

XXIV. AT OPENING IN EXTERIOR WALLS, A WALL STUD SHALL BE AT EACH SIDE OF THE OPENING IN THE END OF THE HEADPOST SUPPORTED AS FOLLOWS (UNLESS OTHERWISE NOTED):

A. IF THE HEADPOST IS 10'-0" OR LESS, THE STUD SHALL BE 4" HIGHER TO EACH SIDE OF THE HEADPOST STUD OR MAY BE SUPPORTED BY FRAMING ANCHORS ATTACHED TO WALL STUD.

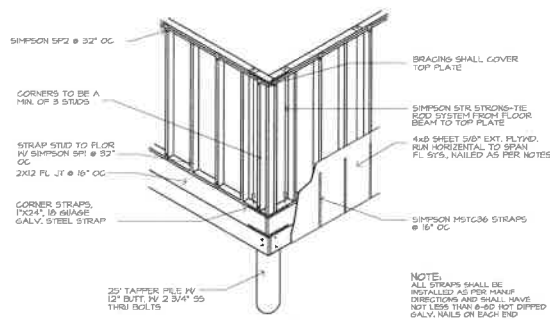
B. IF THE HEADPOST OVER 9'-0" TO LESS THAN 6'-0", EACH END STUD SHALL BEAR ON A SINGLE HEADER STUD.

C. FOR OPENINGS MORE THAN 6'-0" AND LESS THAN 12" IN WIDTH, EACH END SHALL BEAR ON A DOUBLE HEADER STUD.

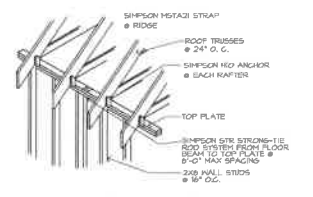
XXV. ALL BEAM SUPPORTING CONCENTRATED LOADS FROM BEAMS ABOVE, EACH END SHALL BEAR ON DOUBLE HEADER STUD.

XXVI. WHEREVER BEAMS ARE TO BE JOINED, PROVIDE MINIMUM DOUBLE OR TRIPLE STUDS, DEPENDS ON BEAM WIDTH AND LOADS, UNDER LOADING.

XXVII. AT AREAS WHERE TRUSSES REQUIRE REINFORCE TO ADJACENT TRUSSES, PROVIDE REINFORCEMENT BY ACCEPTED MEANS.



SCALE: NONE



SCALE: NONE



PROJECT TITLE

NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT
DESTIN, FLORIDA

SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811 - ALWAYS CALL 811
BEFORE YOU DIG

PRELIMINARY DRAWINGS: THESE DRAWINGS ARE NOT IN FINAL FORM, BUT ARE BEING TRANSMITTED FOR AGENCY REVIEW.

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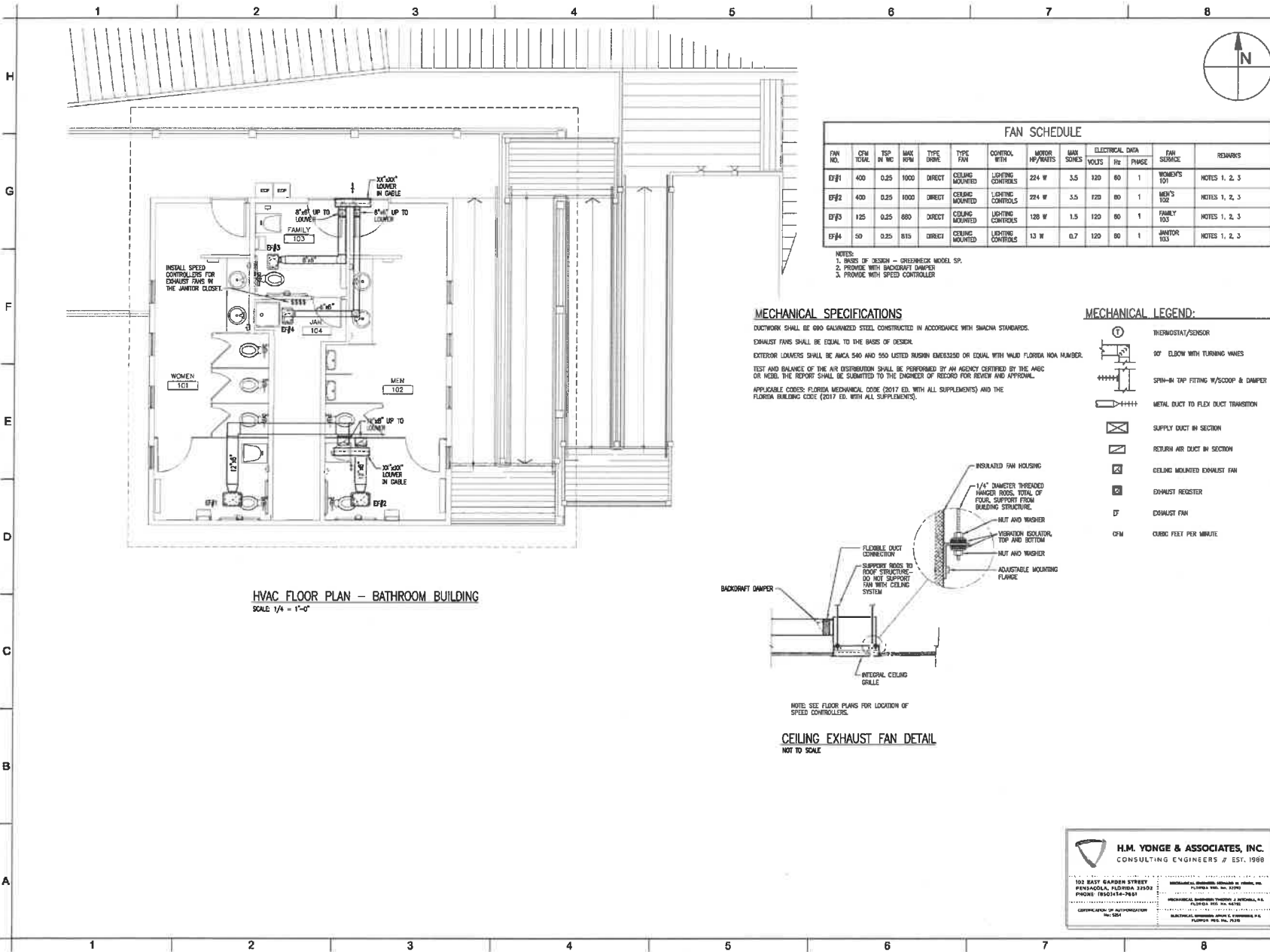
PROJECT NO	C2015-058
DATE	MAY 14, 2015
DESIGNED	MAT
DRAWN	SWP
CHECKED	DG
REVIEWED	REVBY
SCALE	AS SHOWN
DRAWING TITLE	

ARCHITECTURAL
CONSTRUCTION NOTES

A-12.1



AR 0011375
31 CARIBEA CIRCLE
SANTA ROSA BEACH, FLORIDA 32459
(850)-496-5735



TAYLOR ENGINEERING INC.
4300 LEGENDARY DRIVE
SUITE 224H
DESTIN, FLORIDA 32541
(904) 460-7040
10199 SOUTHWEST BOULEVARD
SUITE 310
JACKSONVILLE, FLORIDA 32286
(904) 721-7040
CERTIFICATE OF AUTHORIZATION # 0191

60% DRAFT

PROJECT TITLE
**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT
DESTIN, FLORIDA**

SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811-ALWAYS CALL 811
BEFORE YOU DIG
1-800-838-4087
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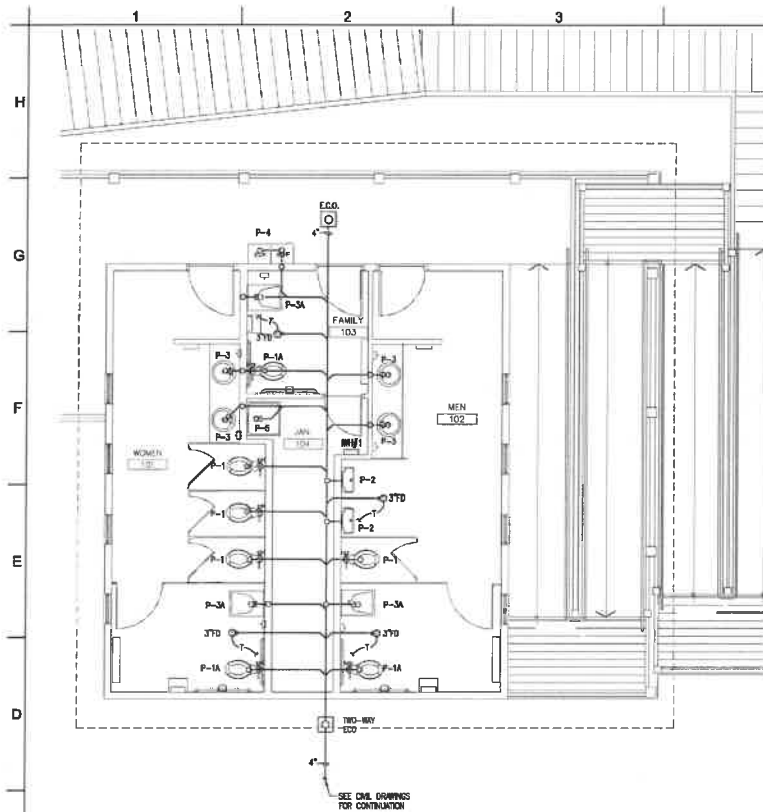
PROJECT NO. C2015-008
DATE MAY 13, 2019
DESIGNED T. MITCHELL
DRAWN T. MITCHELL
CHECKED T. MITCHELL
REVIEWED
SCALE AS SHOWN
DRAWING TITLE

HVAC PLAN

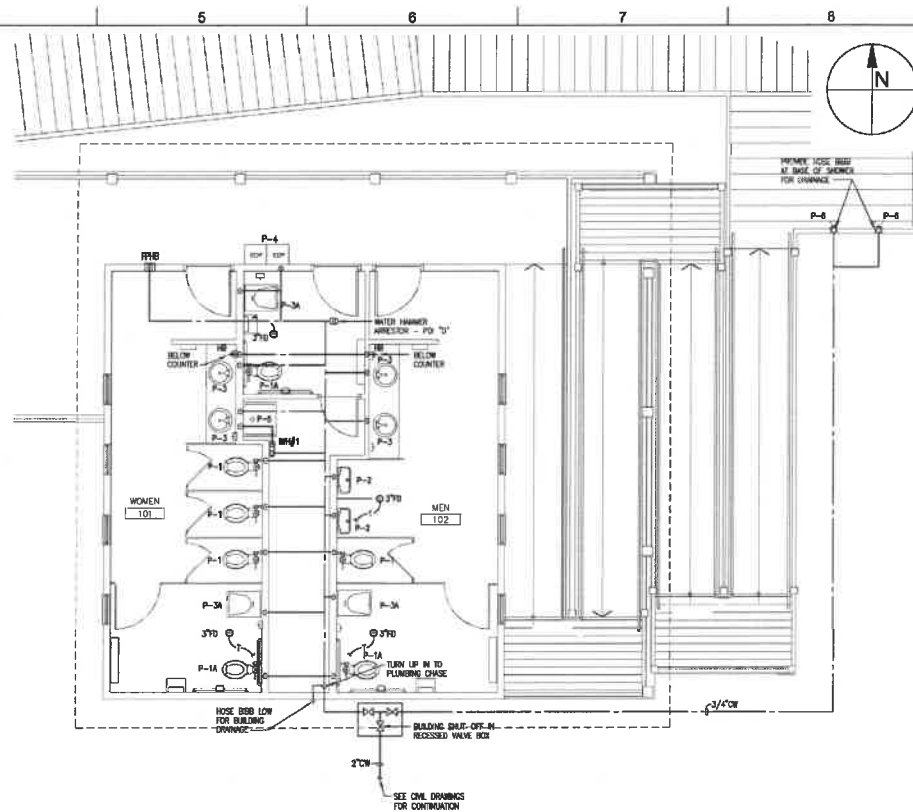
M-1

H.M. YONGE & ASSOCIATES, INC.
CONSULTING ENGINEERS & EST. 1980
102 EAST GARDEN STREET
PENSACOLA, FLORIDA 32503
PHONE (904) 414-7681
FAX (904) 414-7681
CORPORATION OF FLORIDA
REG. NO. 10000
MEMBER OF THE NATIONAL ASSOCIATION OF ARCHITECTS
MEMBER OF THE NATIONAL ASSOCIATION OF ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF MECHANICAL ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF ELECTRICAL ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF CHEMICAL ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF CIVIL ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF MECHANICAL ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF ELECTRICAL ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF CHEMICAL ENGINEERS
MEMBER OF THE NATIONAL ASSOCIATION OF CIVIL ENGINEERS

TAYLOR, W. L. & ASSOCIATES, INC. 4300 LEGENDARY DRIVE SUITE C248 DESTIN, FLORIDA 32541
 DATE: 05/13/2019 10:58 AM FILE: 2019051310581901.DWG PLOT: 2019051310581901.DWG



WASTE PIPING FLOOR PLAN - BATHROOM BUILDING
SCALE: 1/4" = 1'-0"



WATER PIPING FLOOR PLAN - BATHROOM BUILDING
SCALE: 1/4" = 1'-0"

H.M. YONGE & ASSOCIATES, INC.
CONSULTING ENGINEERS / EST. 1999

102 EAST GARDEN STREET
PENSACOLA, FLORIDA 32505
PHONE: (904) 334-7645
FAX: (904) 334-7646
WWW.HMYA.COM

MECHANICAL ENGINEER: H.M. YONGE, P.E.
FLORIDA REG. NO. 10000

PLUMBING ENGINEER: T. MITCHELL, P.E.
FLORIDA REG. NO. 10000

CERTIFICATION OF AUTHORIZATION
P.L. 1000

MECHANICAL ENGINEER: H.M. YONGE, P.E.
FLORIDA REG. NO. 10000

PLUMBING ENGINEER: T. MITCHELL, P.E.
FLORIDA REG. NO. 10000

CERTIFICATION OF AUTHORIZATION
P.L. 1000

TAYLOR ENGINEERING INC.
4300 LEGENDARY DRIVE
SUITE C248
DESTIN, FLORIDA 32541
(850) 480-7040
10199 SOUTHSHORE BOULEVARD
SUITE 810
JACKSONVILLE, FLORIDA 32256
(904) 721-7040
CERTIFICATE OF AUTHORIZATION #1478

60% DRAFT

PROJECT TITLE

**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT
DESTIN, FLORIDA**

SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811 - ALWAYS CALL 811
BEFORE YOU DIG
1-800-838-4087

PRELIMINARY DRAWINGS. THESE DRAWINGS
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TRANSMITTED FOR AGENCY REVIEW.

PROJECT NO.	C2015-058
DATE	MAY 13, 2019
DESIGNED	T. MITCHELL
DRAWN	T. MITCHELL
CHECKED	T. MITCHELL
REVIEWED	
SCALE	AS SHOWN
DRAWING TITLE	

PLUMBING PLANS

P-1

NOTE: ALL PLUMBING FIXTURES SHALL BE WHITE, UNLESS INDICATED OTHERWISE.
PLUMBING CONTRACTOR SHALL COORDINATE ALL PLUMBING FIXTURES AND ROUGH-IN REQUIREMENTS WITH EQUIPMENT SUPPLIER.



WATER	HAMMER	ARRESTOR
PPF SIZE	FIXTURE LIMITS	CROSS REF PDI
1/2"	1-11	A
3/4"	12-32	B
1"	33-60	C
1-1/4"	61-113	D
1-1/2"	114-154	E
2"	155-330	F

SEE PLUMBING FIXTURE CONNECTION SCHEDULE FOR PLUMBING FIXTURE SPECIFICATIONS.

HW AND CW PIPING SHALL BE TYPE L HARD COPPER. MAXIMUM HANGER SPACING IS 6 FT.

WATER PIPING SHALL BE INSULATED WITH 1" THICK HIGH DENSITY FIBERGLASS PIPE INSULATION WITH

AN ALL SERVICE JACKET. MAXIMUM FLAME/SMOKE RATING IS 25/30.

WASTE AND VENT PIPING SHALL BE SCHEDULE 40 PVC-DWV. MAXIMUM HANGER SPACING IS 4 FT.

TRAP PRIMERS SHALL BE PRECISION PLUMBING PRODUCTS (PPP) OR EQUAL

FLOOR DRAINS SHALL BE EQUAL TO ZURN Z415H.

APPLICABLE CODES: FLORIDA BUILDING CODE - PLUMBING (2017 ED. WITH ALL SUPPLEMENTS), FLORIDA BUILDING CODE - BUILDING (2017 ED. WITH ALL SUPPLEMENTS).



H.M. YONGE & ASSOCIATES, INC.
CONSULTING ENGINEERS / EST. 1988

102 EAST GARDEN STREET
PENSACOLA, FLORIDA 32501
PHONE: (904) 434-2851

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CERTIFICATION OF AUTHORIZATION

Page 5294

[illegible]

FLORIDA REG. NO. 31093

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FLORIDA REG. No. 00762

ELECTRONIC SUBMITTER: EDWIN E. YAMAGUCHI, JR.

FLORIDA, §§ 8, 9, 79.175



60% DRAFT

PROJECT TITLE

**NORRIEGO POINT
RECREATION
ENHANCEMENT PROJECT
DESTIN, FLORIDA**

SUNSHINE STATE ONE CALL OF
FLORIDA
SUNSHINE 811 - ALWAYS CALL 811
BEFORE YOU DIG
1-800-638-4097

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[illegible]

PROJECT NO	C2015-058
DATE	MAY 13, 2019
DESIGNED	T. MITCHELL
DRAWN	T. MITCHELL
CHECKED	T. MITCHELL
REVIEWED	
SCALE	AS SHOWN
DRAWING TITLE	

PLUMBING SCHEDULES,
LEGEND AND DETAILS



NRDA RP1 Joe's Bayou Recreation Area Improvements





PROJECT DESCRIPTION

This project which is to enhance recreational opportunities in the Joe's Bayou Recreation Area and Mattie Kelly Park and Nature Walk is being implemented by the FDEP FL TIG Trustee in coordination with the City of Destin and the Choctawhatchee Basin Alliance.

Specifically for Joe's Bayou the project would include construction and improvements to:

- Boating (power and paddle-craft) access;**
- Restroom facilities;**
- Fishing pier;**
- Walking trails and sidewalks;**



PROJECT DESCRIPTION (Cont.)

- **Site work at former Cemex Plant site;**
- **Repair/replacement to retaining wall at Cemex site;**
- **Stormwater pond restoration w/littoral planting and aeration;**
- **Saltmarsh and upland restoration;**
- **Parking improvements and expansion;**
- **Interpretive educational signage;**
- **Lighting improvements; and**



PROJECT DESCRIPTION (cont.)

- **Living shoreline; and**
- **Landscaping/irrigation/benches/trash receptacles.**

MATTIE KELLY PARK IMPROVEMENTS

- **Wetland Enhancements;**
- **Construction of Additional Parking;**
- **Additional Boardwalk; and**
- **Improvements to Drainage and Stormwater Management.**



PROJECT BUDGET

DESCRIPTION	COST
Planning	\$150,000
Engineering, Design and Permitting	\$1,009,566
Construction	\$8,288,050
CES	\$414,403
Contingency	\$1,591,681
TOTAL	\$11,453,700



JOE'S BAYOU

ROADSIDE
STORMWATER
TREATMENT

SHORELINE
ENHANCEMENT

FISHING PIER
REHABILITATION

1.1 ACRE POND REHABILITATION TO
INCLUDE LITTORAL PLANTING,
AERATION AND NATURE TRAIL

SAND BACKFILL AFTER CITY REMOVES
ALL CONCRETE AND AGGREGATE FROM
SITE; REPLACE RETAINING
WALL/BULKHEAD AT SHORELINE,
LANDSCAPE
ADD PARK AMENITIES INCLUDING
RESTROOMS

POND

OLD CEMEX
CONCRETE
3.90 ACRES

EXISTING BOAT RAMP IMPROVEMENTS
TO INCLUDE
ADDING ONE RAMP AND PIER,
ADDITIONAL BOAT TRAILER PARKING,
KAYAK LAUNCH WITH DROP-OFF AREA
KAYAK LAUNCH PIER (50' X 20')
SHEET PILING TO PREVENT SAND
MIGRATION ONTO RAMPS

ADDITIONAL
PARKING

JOE'S BAYOU
BOAT RAMP

MATTIE KELLY
PARK

SCALE: 1"=200'

OVERALL PLAN

IMPROVED
DRAINAGE
CONVEYANCE
AND TREATMENT

2nd St

JOE'S BAYOU



CONCEPTUAL PLAN



ANTICIPATED SCHEDULE

- **Release Request for Statement of Qualifications - October, 2019**
- **Receipt and Shortlist of Professional Firms – November, 2019**
- **Notification of Shortlisted Firms – December, 2019**
- **Presentation and Selection of Professional Design Firm – January, 2020**
- **Negotiation and Execution of Contract with Selected Design Firm – February, 2020**
- **Notice to Proceed – March, 2020**



ANTICIPATED SCHEDULE (cont.)

- **Planning and Public Presentations – April thru May, 2020**
- **Engineering, Permitting, Preparation of Final Construction Documents – June, 2020 thru June, 2021**
- **Release for Bids – July, 2021**
- **Start of Construction – November, 2021**
- **Complete Construction – April, 2023**



Pearce L. Barrett III, P.E., FCCM
NRDA Project Coordinator
Pearce.Barrett@dep.state.fl.us
850-245-2106

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: Presentation

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: Future Land Use Map (FLUM) in Crystal Beach Area - Mr. Karl Seekamp, Sovereign Isle

I. BACKGROUND: This item was requested by, and will be presented by, Mr. Karl Seekamp, resident.

II. DISCUSSION:

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. Speaker Form - Carl Seekamp
2. Presentation - FLUM in Crystal Beach Area



SPEAKER'S FORM
City of Destin Council Meeting

In an effort to better serve the community, the City Council requests that items or requests to be presented before Council be provided to the City Clerk by noon on Wednesday of the week prior to the meeting. Any related materials that you wish to distribute to Council in support of your item must be submitted at that time as well [see note at bottom of page]. This will give Council adequate time to review your request and make any necessary inquiries. In addition, the staff may need to contact you in response to your topic of concern or in response to action directed by the Council.

As you complete the form below, please note that certain fields marked by * are required. Late or incomplete forms, particularly where required information is omitted, will be deferred by Council to a future meeting pending receipt of all information.

The City appreciates your cooperation and adherence to these guidelines.

***** PLEASE PRINT *****

DATE OF REQUEST: 7 AUG 2019 *COUNCIL MEETING DATE: 19 AUG 2019
*NAME: KARL SEEKAMP *PHONE #: 850 499 7312
ADDRESS: 4589 WOODWIND DR EMAIL: CHOPPERKARL@MSN.COM
*TOPIC/ISSUE CORRECTION OF FLUM IN CRYSTAL BEACH AREA

*HAVE YOU SPOKEN WITH CITY STAFF ABOUT THIS ISSUE? If so, who and when?

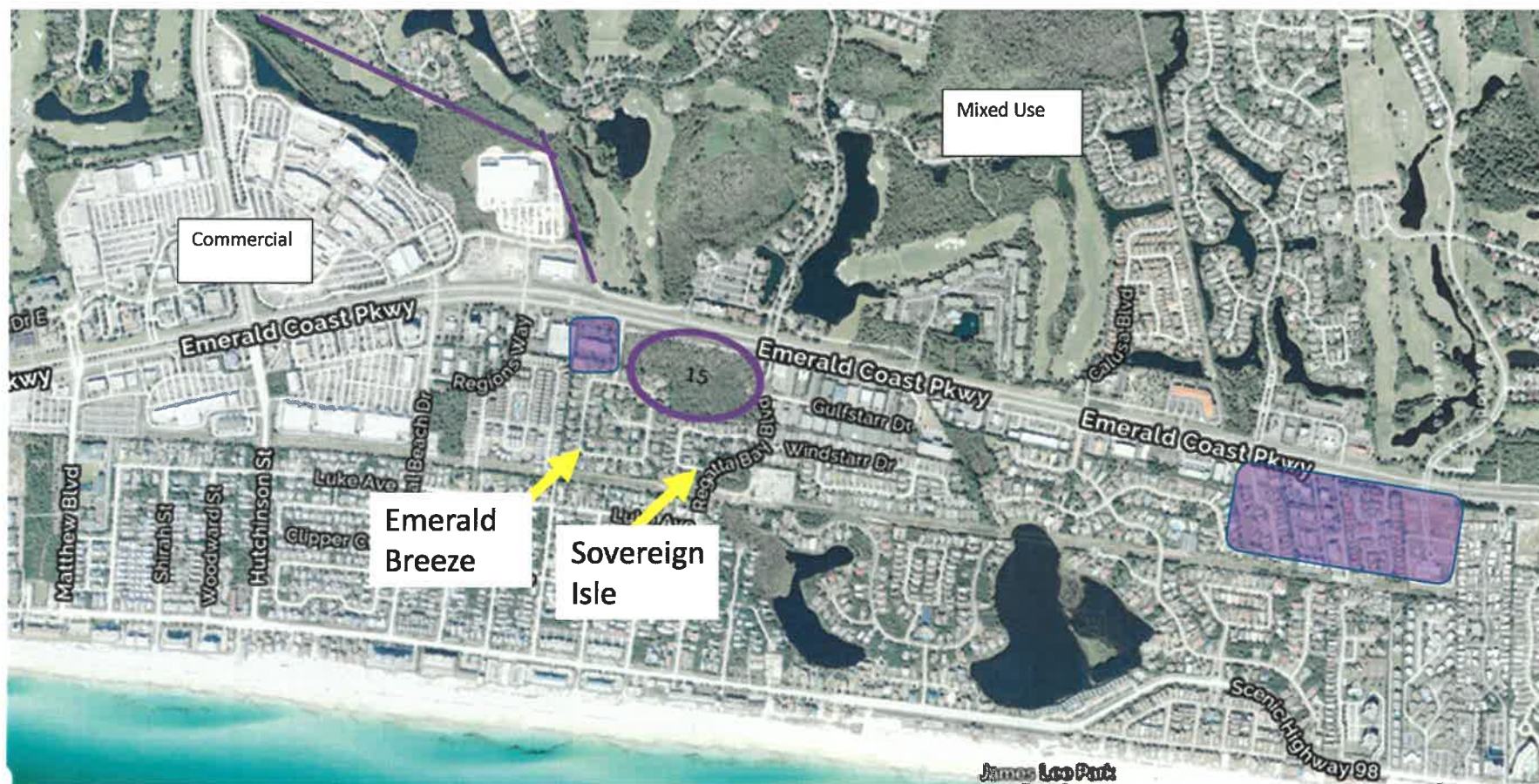
*DESIRED ACTION BY COUNCIL? CONSIDER PROPOSAL

PRESENTATION MATERIALS ATTACHED?: YES ☒ NO ☐ # OF PAGES 4

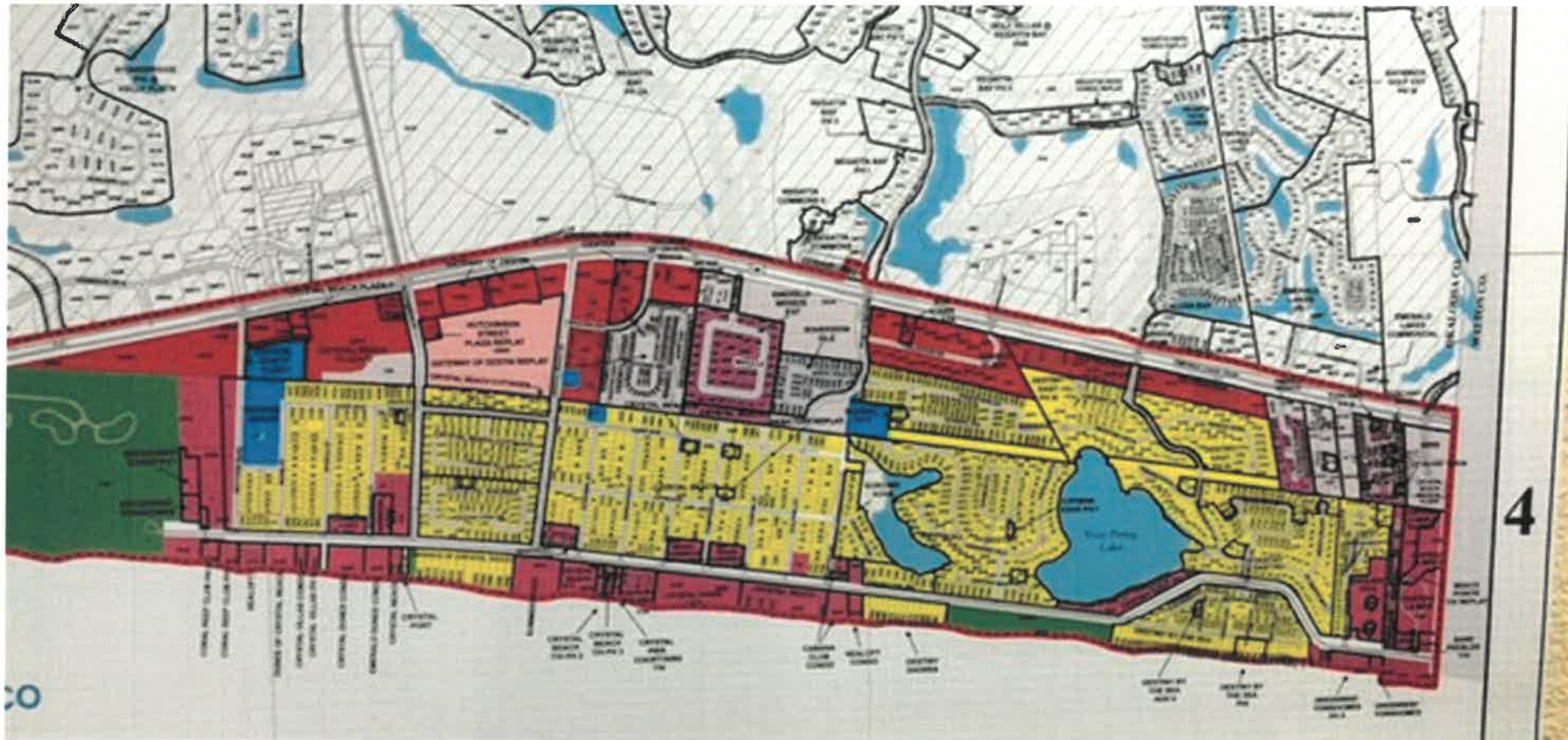
NOTE: Only one set of materials is required for submission unless color copies are desired. The City will make and distribute the correct number of black/white copies to the Mayor, Council and appropriate staff. However, those persons desiring color copies to be distributed must provide 21 complete sets at the time of submission.

Correct FLUM in Crystal Beach area

- Make FLUM
 - Compatible w/existing neighboring development and zoning
 - Consistent w/Comprehensive Plan
 - Consistent w/needs and desires of residents



Current Zoning Map



Zoning Definitions of Neighborhood

Sovereign Isle



Community Development Department
Planning Division
4200 Indian Bayou Trail, Destin, FL 32541
Phone (850) 337-3123 • Fax (850) 460-2171
www.cityofdestin.com/index.aspx?nid=91

ZONING
DISTRICT
FACTSHEET

The purpose and intent of establishing zoning districts is to ensure that all development is consistent with the goals, objectives and policies of the Comprehensive Plan, by establishing a series of zoning districts that indicate what uses are allowed and site development regulations that control the use of land in each district. All development within each zoning district shall be consistent with the purposes stated for each district. (LDC 7.12.05)

RESIDENTIAL, OFFICE & INSTITUTIONAL – CRYSTAL BEACH RESIDENTIAL (ROI-CBR)

Purpose and Intent: The Residential, Office & Institutional – Crystal Beach Residential zoning district shall apply to areas developed, redeveloped and/or maintained and conserved as permanent or seasonal single-family detached residential dwelling units. It is the intent of the ROI-CBR zoning district to specifically not allow the following uses to be located in the district: permanent or seasonal multi-family attached residential dwelling units; commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations; and all non-residential uses.

Table 7-2: Table of Allowable Uses (excerpt from LDC 7.12.06)

PERMITTED USES:	Permanent or long-term residential uses
	Single-family detached dwelling
Seasonal or short-term residential uses	Single-family detached dwelling
	Other residential uses
CONDITIONAL USES:	None
	Accessory uses:
Footnotes:	None

Emerald Breeze



City of Destin
Community Development Department
Planning Division
4200 Indian Bayou Trail, Destin, FL 32541
Phone (850) 837-4242 • Fax (850) 650-0693

ZONING
DISTRICT
FACTSHEET

The purpose and intent of establishing zoning districts is to ensure that all development is consistent with the goals, objectives and policies of the Comprehensive Plan, by establishing a series of zoning districts that indicate what uses are allowed and site development regulations that control the use of land in each district. All development within each zoning district shall be consistent with the purposes stated for each district. (LDC 7.12.05)

RESIDENTIAL, OFFICE & INSTITUTIONAL – VILLAGE RESIDENTIAL (ROI-VR)

Purpose and Intent: The Residential, Office, and Institutional - Village Residential zoning district shall apply to areas developed, redeveloped and/or maintained and conserved as permanent single-family detached residential dwelling units. It is the intent of the ROI - VR zoning district to specifically not allow the following uses to be located in the district: seasonal single-family detached residential dwelling units; seasonal or permanent or multi-family attached residential dwelling units; commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations; and all non-residential uses.

Table 7-2: Table of Allowable Uses (excerpt from LDC 7.12.06)

PERMITTED USES:	Permanent or long-term residential uses
	Single-family detached dwelling
Seasonal or short-term residential uses	Single-family detached dwelling
	Other residential uses
CONDITIONAL USES:	None
	Accessory uses:
Footnotes:	None

Crystal Beach



Community Development Department
Planning Division
4200 Indian Bayou Trail, Destin, FL 32541
Phone (850) 337-3123 • Fax (850) 837-7949
www.cityofdestin.com/index.aspx?nid=91

ZONING
DISTRICT
FACTSHEET

The purpose and intent of establishing zoning districts is to ensure that all development is consistent with the goals, objectives and policies of the Comprehensive Plan, by establishing a series of zoning districts that indicate what uses are allowed and site development regulations that control the use of land in each district. All development within each zoning district shall be consistent with the purposes stated for each district. (LDC 7.12.05)

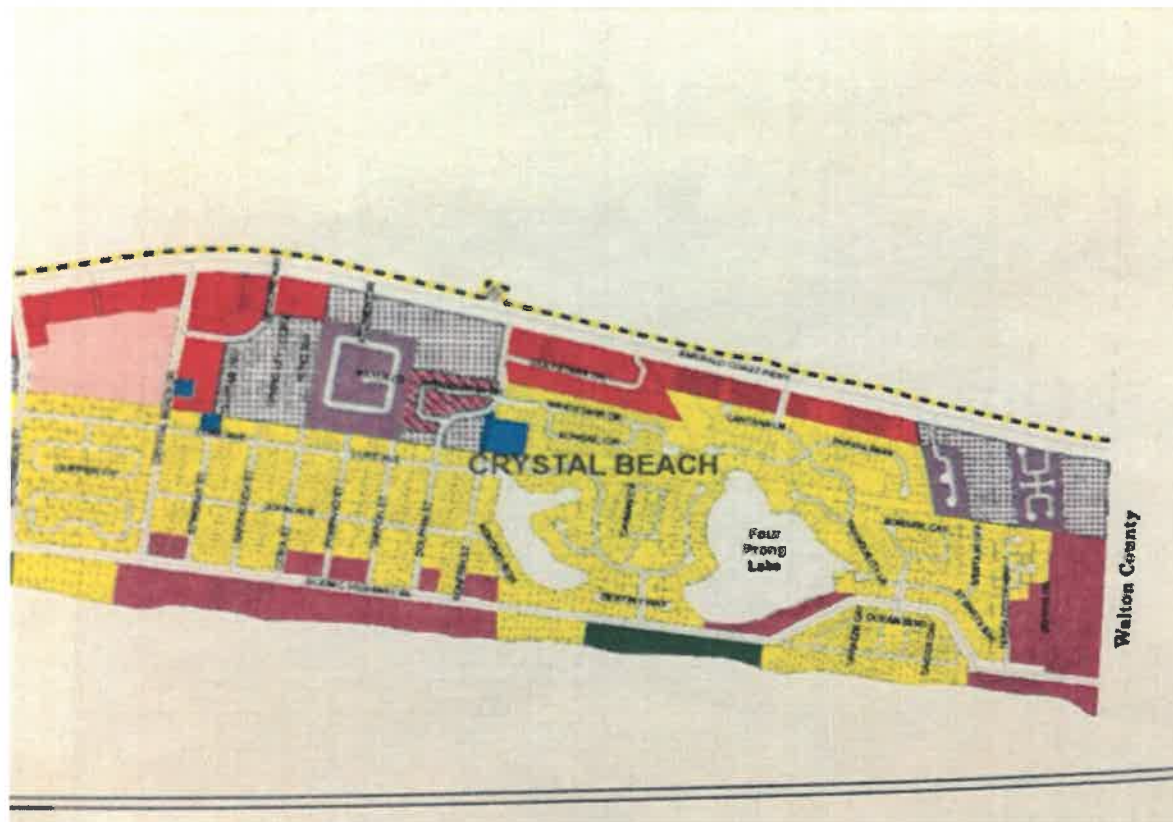
CRYSTAL BEACH NEIGHBORHOOD (CBN)

Purpose and Intent: The Crystal Beach Neighborhood zoning district shall apply to areas developed, redeveloped and/or maintained and conserved as permanent or seasonal single-family detached or multi-family attached residential dwelling units. Very limited supportive non-residential uses are allowed and are strictly limited to: places of worship, parks, playgrounds, community buildings and similar public service facilities serving the residents of the area, childcare centers and other auxiliary neighborhood commercial uses which are approved as part of a planned unit development (PUD) for the exclusive use of the residents of the PUD. It is the intent of the CBN zoning district to specifically not allow the following uses to be located in the district: commercial hotels, motels, bed and breakfast establishments, or other commercial transient living accommodations.

Table 7-2: Table of Allowable Uses (excerpt from LDC 7.12.06)

PERMITTED USES:	Permanent or long-term residential uses
	Single-family detached dwelling
Seasonal or short-term residential uses	Single-family detached dwelling
	Other residential uses
CONDITIONAL USES:	None
	Accessory uses:
Footnotes:	None

Zoning Map Posted Prior to 5 Aug



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Rey Bailey, City Clerk

DATE: August 13, 2019

SUBJECT: Membership appointments - Destin Youth Council

I. BACKGROUND: The Destin City Council created a youth council to obtain a teen's perspective on how policies affect the youth in the community; and to provide Destin's youth with the opportunity to participate in the City's decision-making process through recommendations to the City Council that address youth issues.

II. DISCUSSION: Members of the Destin Youth Council must reside within the city limits of Destin and must be a high school student. Members shall maintain at least a 2.25 GPA. Terms shall be for one year, and expires June 30th of each calendar year. Members may re-apply every year provided they remain within the grade limits of the membership qualification.

A. Link to Strategic Goals / Objectives: Enhanced Quality of Life

B. Effect on Budget (EOB): No significant budgetary impact. The Clerk's Office provides staff support to the Destin Youth Council.

C. Level of Service (LOS): A maximum of 14 members can serve on the Destin Youth Council. A fully seated council is necessary in order to effectively procure the business for which it was established.

III. CONCLUSION: Copies of the Youth Council membership applications were provided to area high schools and made available on the City of Destin website and City Hall. Request for membership was also advertised in the Destin Log. The City received 5 applications. The Youth Council has a maximum membership of 14.

IV. RECOMMENDED MOTION:

Procedures for nomination and appointment of applicants are within Council's discretion. The Council can make individual or group appointments.

A. I move to appoint (name of applicant) for membership to the Destin Youth Council

or

B. I move to appoint all 5 applicants to the Destin Youth Council

Attachments:

1. Youth Council App - Katherine O'Leary
2. Youth Council App - Michael O'Leary
3. Youth Council App - Cooper Stanford
4. Youth Council App - Alexandra Rodriguez
5. Youth Council App - Elizabeth Wasson

City of Destin
4200 Indian Bayou Trail
Destin, FL 32541
(Attn: Office of the City Clerk)

Applicant Information:

Name: Katherine O'Leary
Home Address: [REDACTED]
E-mail Address: [REDACTED]
Phone Number: [REDACTED] Date of Birth [REDACTED]
School: [REDACTED] Current Grade [REDACTED]

Applicant Experience:

Please list activities in which you have participated. Include organizations, school-related activities, and community activities.

Name of Organization: STUDENT GOVERNMENT (CLASS OFFICE)
Title or Position: PRESIDENT
Period of Involvement: 10th + 11th grade Hours per week: [REDACTED]
Name of Sponsor: Kim Hill Phone Number: 850-833-4114

Name of Organization: KEY CLUB
Title or Position: EDITOR
Period of Involvement: 10th + 11th Hours per week: [REDACTED]
Name of Sponsor: Ms. Harrell-Claude Phone Number: 850-833-4114

Name of Organization: CROSSPOINT METHODIST
Title or Position: WORSHIP TEAM MEMBER / social media INTERN
Period of Involvement: 9th + 10th Hours per week: [REDACTED]
Name of Sponsor: Brandon Pierce Phone Number: 205-614-0771

Employment:

Beginning with your present or most recent job, please list your employment history.

Type of Work: OLD FLORIDA FISH HOUSE
Period of Work: Jan 2019 - Present Hours per week: _____
Name of Employer: Grand Phone Number: 850-534-3045

Type of Work: Coastal Dune Co
Period of Work: May 2019 - Present Hours per week: _____
Name of Employer: Lauren Finckle Phone Number: 314-6000-517-2022

Type of Work: Bentley Banquet
Period of Work: May 2019 Present Hours per week: _____
Name of Employer: Herzog Live Phone Number: 850-428-3902

Sponsor and Personal References

Name	Address	Phone number
Lauren Finckle	8000 E. Hwy 30A 5221 E. Hwy 30A	314 517-2022
Charlie NHS Marello - principal	800 John Sims Parkway	850- 833-4114
Kim Hill - NHS Class President Sponsor		850- 833-4114

Additional Information:

To give each applicant the opportunity to demonstrate his or her eligibility for the Youth Council, answer the following questions limiting each response to 100 words or less. Use separate sheet of paper if necessary and attach response sheet to the application and submit together.

1. Why do you believe that you would be a good candidate for the Youth Council? Any special qualities?

I BELIEVE I AM A GOOD APPLICANT FOR THE COUNCIL BECAUSE I AM A VISIONARY AND STRONGLY BELIEVE IN THE GROWTH OF OUR COMMUNITY AND INVOLVEMENT OF THE YOUNGER GENERATIONS. I AM A VERY DILIGENT WORKER AND CONSTANTLY IDEATE WAYS TO BETTER OUR CITY, I AM ALSO VERY TASK ORIENTED AND LOVE TO COMPLETE PROJECTS EFFICIENTLY.

2. What do you envision a Youth Council as being? Why should there be one?

I ENVISION THE YOUTH COUNCIL BEING COMPRISED OF YOUNG CRUSADERS THAT CHAMPION CHANGE IN THE PROBLEMS THEY SEE IN THEIR DAY TO DAY LIVES. THIS GENERATION IS SO IMPORTANT BECAUSE IT'S THESE INDIVIDUALS THAT WILL GROW TO BE OUR FUTURE AND LEAD OUR COUNTRY TO TOMORROW.

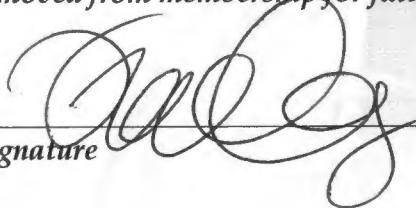
3. In your opinion, what is the most critical issue facing youth in your school, in your neighborhood, and in your city? What can a Youth Council do to solve such a problem?

I BELIEVE THE MOST CRITICAL ISSUE FACING YOUTH TODAY IS SUBSTANCE ABUSE. TEENAGERS HAVE EASY ACCESS TO DRUGS, ALCOHOL, AND SMOKING PARAPHERNALIA WHICH CULTIVATES HABITS THAT SOLIDIFY IN THEIR ADULTHOODS. I BELIEVE THE YOUTH COUNCIL IS ABLE TO SPREAD AWARENESS AND EDUCATE THE COMMUNITY ON THE RISKS AND DANGERS OF THIS LIFESTYLE AND SUGGEST HEALTHIER ALTERNATIVES.

Applicant Statement

I hereby certify that the information I have given is true and correct to the best of my knowledge. I understand that provision of false information may disqualify my consideration. I authorize the release of this information for verification purposes and understand it will be used only to process my application. I also understand that by submitting this form, I am submitting an application to participate as a member of the Destin Youth Council and that said application is only complete upon receipt of the Parental/Guardian Consent and Liability Release form and receipt of GPA certification form and class rank verification form signed by my school counselor. Upon submission of the application, I understand that I will be considered for membership with all other applicants and that I may or may not be selected for membership. If selected, I agree to attend all meetings and events and understand that I will be removed from membership for failure to do so.

Signature



Date

7/21

Parental Consent

I, the undersigned, do hereby consent to my child's participation in the Destin Youth Council. I acknowledge that I have read and understand the Destin Youth Council By-Laws and allow my child to attend all meetings and events relative to this program; and that I understand that my child will be removed from membership for failure to do so. I also acknowledge that upon submission of the application, my child will be considered for membership with all other applicants and that my child may or may not be selected for membership. I further acknowledge that my child's participation in this program is voluntary and I agree to release the City of Destin and all of their employees, officials, and any and all individuals and organizations assisting or participating in the program from any and all claims for personal injuries and property damage which my child may suffer while participating as a member of the Destin Youth Council.

Signature of Parent or Guardian



Date

7-21-19

2019-2020 Destin Youth Council Program

GPA Verification Form

To Be Completed by the Student

This form must be signed by your counselor or other school official, verifying your weighted GPA on a 4.00 scale. Please complete the information below and sign and date the release of information section. Ask your high school counselor to complete the remainder of the form and return it to you to include with your application.

Applicant's full name: Katherine O'Leary Grade 12

High School name: Niceville High School

Release of Information

I grant permission to release all information regarding my GPA to the City of Destin, as deemed necessary for consideration for membership to the Destin Youth Council.

Signature of Applicant [Signature] Date 7-2-19

To Be Completed by your High School Counselor

Please provide requested information below and return the form to the student so that he or she may submit it with the application.

High School name Katherine O'Leary

The above named student has a cumulative weighted GPA on a 4.00 scale of 4.25

Student's current grade level 12

[Signature]
Signature of Authorized Official

7-23-2019
Date

Registrar / Durdan
School Official's Title

850 833-4114
Phone

City of Destin
4200 Indian Bayou Trail
Destin, FL 32541
(Attn: Office of the City Clerk)

Applicant Information:

Name: _____

Michael OLeary

Home Address: _____

E-mail Address: _____

Phone Number: _____

Date of Birth _____

School: _____

Current Grade: _____

Applicant Experience:

Please list activities in which you have participated. Include organizations, school-related activities, and community activities.

Name of Organization: _____

CROSSPOINT CHURCH - Nacmille

Title or Position: _____

Community helper

Period of Involvement: _____

1 week June 2018
1 week July 2017

Hours per week: _____

40 hrs a week - 2 summer

Name of Sponsor: _____

CROSSPOINT Church

Phone Number: _____

850

678-4411

Name of Organization: _____

Nacmille High School

Title or Position: _____

Class President Sophomore

Period of Involvement: _____

Hours per week: _____

Name of Sponsor: _____

Becca Childress

Phone Number: _____

850 833-8114

Name of Organization: _____

FCA

Title or Position: _____

Group leader

Period of Involvement: _____

6th to present

Hours per week: _____

Name of Sponsor: _____

Jan Kelley

Phone Number: _____

850 833-4114

Employment:

Beginning with your present or most recent job, please list your employment history.

Type of Work: tutor
Period of Work: May - Present Hours per week: 10
Name of Employer: UB FLOREN Phone Number: 850-
FISH HOUSE 534-3045

Type of Work: Store employee - Stock/serve
Period of Work: May - Present Hours per week: 6
Name of Employer: Costa Dine Phone Number: 850-213-0532
CO.

Type of Work: _____
Period of Work: _____ Hours per week: _____
Name of Employer: _____ Phone Number: _____

Sponsor and Personal References

Name	Address	Phone number
Wes Nelson	Acenille High School Soccer Coach	850 - 217-7301
Seth Oken	NHS - Football Coach	850-420 0604
Charlie Marell O	NHS - Principal	850 833 4114

2019-2020 Destin Youth Council Program

GPA Verification Form

To Be Completed by the Student

This form must be signed by your counselor or other school official, verifying your weighted GPA on a 4.00 scale. Please complete the information below and sign and date the release of information section. Ask your high school counselor to complete the remainder of the form and return it to you to include with your application.

Applicant's full name: Michael OLeary Grade 10

High School name: Niceville High School

Release of Information

I grant permission to release all information regarding my GPA to the City of Destin, as deemed necessary for consideration for membership to the Destin Youth Council.

Signature of Applicant [Signature] Date 6-19-19

To Be Completed by your High School Counselor

Please provide requested information below and return the form to the student so that he or she may submit it with the application.

High School name Niceville H. H. S. School

The above named student has a cumulative weighted GPA on a 4.00 scale of 4.3000 weighted

Student's current grade level 10

[Signature]
Signature of Authorized Official

6/19/19
Date

Guidance Counselor
School Official's Title

850 833 4114
Phone

City of Destin
4200 Indian Bayou Trail
Destin, FL 32541
(Attn: Office of the City Clerk)

Applicant Information:

Name: Cooper Stanford
Home Address: [REDACTED]
E-mail Address: [REDACTED]
Phone Number: [REDACTED] Date of Birth [REDACTED]
School: [REDACTED] Current Grade [REDACTED]

Applicant Experience:

Please list activities in which you have participated. Include organizations, school-related activities, and community activities.

Name of Organization: NHS Football Team
Title or Position: player
Period of Involvement: June 2018 - present Hours per week: 20
Name of Sponsor: Grant Thompson Phone Number: 850.833.4114

Name of Organization: Destin Middle FCA (Fellowship of Christian Athletes)
Title or Position: Officer
Period of Involvement: 2016-2018 Hours per week: 5
Name of Sponsor: Jennifer Kelly Phone Number: 850.496.0065

Name of Organization: Destin Little League
Title or Position: Asst. Coach
Period of Involvement: 3-2019 - 5-2019 Hours per week: 7
Name of Sponsor: Chad Wandrick Phone Number: 540.226.9197

Employment:

Beginning with your present or most recent job, please list your employment history.

Type of Work: Ben & Jerry's
Period of Work: 6-19-18-present Hours per week: 15-20
Name of Employer: Emerald Coast Scoops Phone Number: 850.460.8884

Type of Work: _____
Period of Work: _____ Hours per week: _____
Name of Employer: _____ Phone Number: _____

Type of Work: _____
Period of Work: _____ Hours per week: _____
Name of Employer: _____ Phone Number: _____

Sponsor and Personal References

Name	Address	Phone number
Grant Meyer Principal Destin Middle	4608 Legendary Marina Drive, Destin	850.833.7655
Stephen Reeder	4045 Lauren Court Destin, FL	850.803.5046
Charlie Marell Principal Niceville High	800 E John Sims Pkwy Niceville, FL 32578	850.833.4114

Additional Information:

To give each applicant the opportunity to demonstrate his or her eligibility for the Youth Council, answer the following questions limiting each response to 100 words or less. Use separate sheet of paper if necessary and attach response sheet to the application and submit together.

1. Why do you believe that you would be a good candidate for the Youth Council? Any special qualities?

I believe I would be a great council member because I would bring new ideas and intelligence. I know Destin like the back of my hand, I have lived here my whole life. I feel like I could contribute to the council tremendously.

2. What do you envision a Youth Council as being? Why should there be one?

I envision a youth council being a group of young men & women coming together to express their thoughts about our community. I feel like a youth council could bring in smarter and more up to date problems in our society, that some wouldn't see before.

3. In your opinion, what is the most critical issue facing youth in your school, in your neighborhood, and in your city? What can a Youth Council do to solve such a problem?

The youth in my school, there are too many kids being left out and not included. If they were included their school experience would be ten times better. In my neighborhood too many kids don't interact with each other. In our city I feel like less and less kids are going outside and interacting with one another. The youth council could come up with ways and plans to stop these issues from happening in our community.

Applicant Statement

I hereby certify that the information I have given is true and correct to the best of my knowledge. I understand that provision of false information may disqualify my consideration. I authorize the release of this information for verification purposes and understand it will be used only to process my application. I also understand that by submitting this form, I am submitting an application to participate as a member of the Destin Youth Council and that said application is only complete upon receipt of the Parental/Guardian Consent and Liability Release form and receipt of GPA certification form and class rank verification form signed by my school counselor. Upon submission of the application, I understand that I will be considered for membership with all other applicants and that I may or may not be selected for membership. If selected, I agree to attend all meetings and events and understand that I will be removed from membership for failure to do so.

Cooper Stanford

Signature

8/1/19

Date

Parental Consent

I, the undersigned, do hereby consent to my child's participation in the Destin Youth Council. I acknowledge that I have read and understand the Destin Youth Council By-Laws and allow my child to attend all meetings and events relative to this program; and that I understand that my child will be removed from membership for failure to do so. I also acknowledge that upon submission of the application, my child will be considered for membership with all other applicants and that my child may or may not be selected for membership. I further acknowledge that my child's participation in this program is voluntary and I agree to release the City of Destin and all of their employees, officials, and any and all individuals and organizations assisting or participating in the program from any and all claims for personal injuries and property damage which my child may suffer while participating as a member of the Destin Youth Council.

Kim Stanford

Signature of Parent or Guardian

8/1/19

Date

2019-2020 Destin Youth Council Program

GPA Verification Form

To Be Completed by the Student

This form must be signed by your counselor or other school official, verifying your weighted GPA on a 4.00 scale. Please complete the information below and sign and date the release of information section. Ask your high school counselor to complete the remainder of the form and return it to you to include with your application.

Applicant's full name: Cooper Adams Stanford Grade 10

High School name: Niceville High School

Release of Information

I grant permission to release all information regarding my GPA to the City of Destin, as deemed necessary for consideration for membership to the Destin Youth Council.

Signature of Applicant Cooper Stanford Date 8-2-19

To Be Completed by your High School Counselor

Please provide requested information below and return the form to the student so that he or she may submit it with the application.

High School name Niceville High School

The above named student has a cumulative weighted GPA on a 4.00 scale of 4.25

Student's current grade level 10

Jerral A Horton
Signature of Authorized Official

8/2/19
Date

Assistant Principal
School Official's Title

850-833-4114
Phone

City of Destin
4200 Indian Bayou Trail
Destin, FL 32541
(Attn: Office of the City Clerk)

Applicant Information:

Name: Alexandra Rodriguez

Home Address: [REDACTED]

E-mail Address: [REDACTED]

Phone Number: [REDACTED] Date of Birth [REDACTED]

School: [REDACTED] Current Grade: [REDACTED]

Applicant Experience:

Please list activities in which you have participated. Include organizations, school-related activities, and community activities.

Name of Organization: Destin Library

Title or Position: Volunteer

Period of Involvement: All through High School Hours per week: 5

Name of Sponsor: _____ Phone Number: _____

Name of Organization: National Honors Society

Title or Position: Member

Period of Involvement: 10-12 grade Hours per week: 1

Name of Sponsor: _____ Phone Number: _____

Name of Organization: Boys and Girls Club of Destin

Title or Position: Volunteer

Period of Involvement: Summer 2018 Hours per week: 10

Name of Sponsor: _____ Phone Number: _____

Employment:

Beginning with your present or most recent job, please list your employment history.

Type of Work: Server at The Gulf
Period of Work: Feb. 2018 - August 2017 Hours per week: 30
Name of Employer: Olga Boistein Phone Number: _____

Type of Work: Cashier at Fresh Market
Period of Work: Feb. 2019 - Present Hours per week: 20
Name of Employer: Amanda Phone Number: _____

Type of Work: _____
Period of Work: _____ Hours per week: _____
Name of Employer: _____ Phone Number: _____

Sponsor and Personal References

Name	Address	Phone number
Amanda	4495 Commands Drive West Destin, FL 32541	1 850-650-0989
Bert Little	923 Denton Blvd Apalachicola, FL 32347	850-885-5132
Lisa Haddorff	NWFSC 100 East College Blvd Niceville FL, 32578	850-729-6457

Additional Information:

To give each applicant the opportunity to demonstrate his or her eligibility for the Youth Council, answer the following questions limiting each response to 100 words or less. Use separate sheet of paper if necessary and attach response sheet to the application and submit together.

- 1. Why do you believe that you would be a good candidate for the Youth Council? Any special qualities?**

I would be a great candidate for the Youth Council because of my previous years as a member and my organizational and creative skills.

- 2. What do you envision a Youth Council as being? Why should there be one?**

I envision a youth council as being a place where young adults can speak their minds about how they believe the city should be changed for the better. There should be a youth council in order to allow the youth of our community to speak their minds.

- 3. In your opinion, what is the most critical issue facing youth in your school, in your neighborhood, and in your city? What can a Youth Council do to solve such a problem?**

I believe the most critical issue facing youth in our community is involvement. With our age of technology and cell-phones, children are becoming more indifferent to their classmates and others around them. Without the interaction that kids need in order to grow mentally and emotionally, more and more kids are growing up to become isolated from others. Creating more community events and activities that get kids involved in something else other than their phones will absolutely help with this growing epidemic.

Applicant Statement

I hereby certify that the information I have given is true and correct to the best of my knowledge. I understand that provision of false information may disqualify my consideration. I authorize the release of this information for verification purposes and understand it will be used only to process my application. I also understand that by submitting this form, I am submitting an application to participate as a member of the Destin Youth Council and that said application is only complete upon receipt of the Parental/Guardian Consent and Liability Release form and receipt of GPA certification form and class rank verification form signed by my school counselor. Upon submission of the application, I understand that I will be considered for membership with all other applicants and that I may or may not be selected for membership. If selected, I agree to attend all meetings and events and understand that I will be removed from membership for failure to do so.

Alexandra Rodriguez
Signature

7/31/19
Date

Parental Consent

I, the undersigned, do hereby consent to my child's participation in the Destin Youth Council. I acknowledge that I have read and understand the Destin Youth Council By-Laws and allow my child to attend all meetings and events relative to this program; and that I understand that my child will be removed from membership for failure to do so. I also acknowledge that upon submission of the application, my child will be considered for membership with all other applicants and that my child may or may not be selected for membership. I further acknowledge that my child's participation in this program is voluntary and I agree to release the City of Destin and all of their employees, officials, and any and all individuals and organizations assisting or participating in the program from any and all claims for personal injuries and property damage which my child may suffer while participating as a member of the Destin Youth Council.

Telicia Amatore
Signature of Parent or Guardian

7/31/19
Date

2019-2020 Destin Youth Council Program

GPA Verification Form

To Be Completed by the Student

This form must be signed by your counselor or other school official, verifying your weighted GPA on a 4.00 scale. Please complete the information below and sign and date the release of information section. Ask your high school counselor to complete the remainder of the form and return it to you to include with your application.

Applicant's full name: Alexandra Rodriguez Grade 12

High School name: Niceville High School

Release of Information

I grant permission to release all information regarding my GPA to the City of Destin, as deemed necessary for consideration for membership to the Destin Youth Council.

Signature of Applicant Alexandra Rodriguez Date 7/31/19

To Be Completed by your High School Counselor

Please provide requested information below and return the form to the student so that he or she may submit it with the application.

High School name Niceville High School

The above named student has a cumulative weighted GPA on a 4.00 scale of 4.4333

Student's current grade level 12

Sharon Robinson
Signature of Authorized Official

08/07/19
Date

Guidance Counselor
School Official's Title

850-833-4114
Phone

City of Destin
4200 Indian Bayou Trail
Destin, FL 32541
(Attn: Office of the City Clerk)

Applicant Information:

Name: Elizabeth Wasson
Home Address: [REDACTED]
E-mail Address: [REDACTED]
Phone Number: [REDACTED] Date of Birth [REDACTED]
School: [REDACTED] Current Grade: [REDACTED]

Applicant Experience:

Please list activities in which you have participated. Include organizations, school-related activities, and community activities.

Name of Organization: Niceville High School Eagle Pride
Title or Position: Wind Ensemble
Period of Involvement: 2 years Hours per week: 9 Hours
Name of Sponsor: Daniel Wooten Phone Number: (850) 833-4114

Name of Organization: Crosspoint United Methodist Church Youth
Title or Position: Participant
Period of Involvement: 3 years Hours per week: 2 hours
Name of Sponsor: ~~Phyllis~~ Krysta Forte Phone Number: (850) 218-7286

Name of Organization: Niceville High School Leadership
Title or Position: Member
Period of Involvement: 2017-2018 Hours per week: 5 hours
Name of Sponsor: Krissinda Chambers Phone Number: (850) 833-4114

Employment:

Beginning with your present or most recent job, please list your employment history.

Type of Work: Formula Fresh Superfood and Smoothie bar

Period of Work: 2 months + Summer Hours per week: 20 hours

Name of Employer: ~~Keaton~~ last year Phone Number: (850) 837 1801

Michael Ciambriello

and
Keaton Thiem

Type of Work: _____

Period of Work: N/A Hours per week: _____

Name of Employer: N/A Phone Number: _____

Type of Work: N/A

Period of Work: N/A Hours per week: _____

Name of Employer: _____ Phone Number: _____

Sponsor and Personal References

Name	Address	Phone number
Mrs. Merri Willis	116 West Country Club Dr.	(850) 837 0016
^{Livfzu} Mrs. Dottie Livfzu	159 Indian Bayou Dr.	(850) 837 1325
Ms. Karen O'Brien	211 Panther Court	(850) 803 4202

Additional Information:

To give each applicant the opportunity to demonstrate his or her eligibility for the Youth Council, answer the following questions limiting each response to 100 words or less. Use separate sheet of paper if necessary and attach response sheet to the application and submit together.

1. Why do you believe that you would be a good candidate for the Youth Council? Any special qualities?

I believe that I would be a good candidate because I have many good leadership qualities. I ~~have been~~ was captain of the Destin Middle School dance team for two years, and I was student government treasurer at Niceville High School for two years. These experiences have taught me to be good at communicating and have helped to build my hard work drive.

2. What do you envision a Youth Council as being? Why should there be one?

I envision that a youth council would be a group of distinguished individuals working together to express their views of their home town. I feel there should be one because my generation is the future and we see things from a different perspective than adults. This could help overall better our community.

3. In your opinion, what is the most critical issue facing youth in your school, in your neighborhood, and in your city? What can a Youth Council do to solve such a problem?

I think the most critical issue in my school is not finding a place to fit in and express your ideas. In my neighborhood the issue is not establishing a community and the same can be said for the city. Our city and neighborhoods stand divided and I believe there is a need for unity to prosper. A Youth Council could be that the start to solving this problem by showing adults in our community that the youth can stand united. The youth council would also provide opportunity for my generation to express their ideas and feel valued.

2019-2020 Destin Youth Council Program

GPA Verification Form

To Be Completed by the Student

This form must be signed by your counselor or other school official, verifying your weighted GPA on a 4.00 scale. Please complete the information below and sign and date the release of information section. Ask your high school counselor to complete the remainder of the form and return it to you to include with your application.

Applicant's full name: Elizabeth Wasson Grade 10

High School name: Niceville High School

Release of Information

I grant permission to release all information regarding my GPA to the City of Destin, as deemed necessary for consideration for membership to the Destin Youth Council.

Signature of Applicant [Signature] Date 5/30/19

To Be Completed by your High School Counselor

Please provide requested information below and return the form to the student so that he or she may submit it with the application.

High School name Niceville High School

The above named student has a cumulative weighted GPA on a 4.00 scale of 4.2857

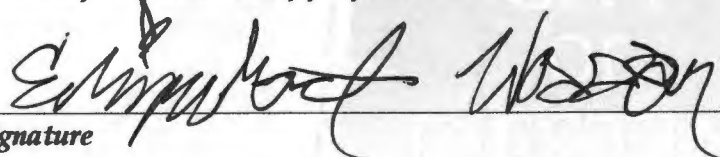
Student's current grade level 10

[Signature]
Signature of Authorized Official
05/30/19
Date

[Signature]
School Official's Title
850-833-4114
Phone

Applicant Statement

I hereby certify that the information I have given is true and correct to the best of my knowledge. I understand that provision of false information may disqualify my consideration. I authorize the release of this information for verification purposes and understand it will be used only to process my application. I also understand that by submitting this form, I am submitting an application to participate as a member of the Destin Youth Council and that said application is only complete upon receipt of the Parental/Guardian Consent and Liability Release form and receipt of GPA certification form and class rank verification form signed by my school counselor. Upon submission of the application, I understand that I will be considered for membership with all other applicants and that I may or may not be selected for membership. If selected, I agree to attend all meetings and events and understand that I will be removed from membership for failure to do so.

 5/30/19
Signature Date

Parental Consent

I, the undersigned, do hereby consent to my child's participation in the Destin Youth Council. I acknowledge that I have read and understand the Destin Youth Council By-Laws and allow my child to attend all meetings and events relative to this program; and that I understand that my child will be removed from membership for failure to do so. I also acknowledge that upon submission of the application, my child will be considered for membership with all other applicants and that my child may or may not be selected for membership. I further acknowledge that my child's participation in this program is voluntary and I agree to release the City of Destin and all of their employees, officials, and any and all individuals and organizations assisting or participating in the program from any and all claims for personal injuries and property damage which my child may suffer while participating as a member of the Destin Youth Council.

 5/30/19
Signature of Parent or Guardian Date

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Louis Zunguze, Community Development Director
Michael Burgess, Public Services Director
Bragg Farmer, Finance Director

FROM: Webb Warren, Deputy City Manager

DATE: August 14, 2019

SUBJECT: Update:Municipal Software Project

I. BACKGROUND: On August 5th, it was requested that staff provide regular updates at council meetings on the status of the Municipal Software System project.

II. DISCUSSION:

Since the August 5th meeting, the following major action items have taken place on the Municipal Software Project.

1.) ENERGOV QUOTE

The Deputy City Manager, IT Manager, Public Services Director, and Community Development Director jointly reviewed the quote from Tyler Technologies for the Energov solution. The quote was then signed by the City Manager and a Purchase Order has been requested. The exact start date has not been formally memorialized by Tyler's Technology's implementation team, but all involved have a continued expectation of a late 2019 formal start date.

2.) DOCUMENT SCANNING

Destin's IT staff and the Community Development Department staff are defining the data standards to be expected in the final deliverables and memorializing those standards into a scanning contract. This effort will ensure that Destin will be provided the a product with the best metadata and compatibility for the Energov product. The scanning contract is expected to

be executed as soon as possible.

3.) DEVELOPMENT REVIEW PROCESSES & WORK FLOW CRITICAL PATHS

The Community Development staff has set up and chairs the Interdepartmental Development Software Task Force Team comprised of Community Development, Code Compliance, Public Services, Clerk's Office and IT staff to review and streamline all development review processes, application forms and work flow project critical paths, in preparation of the EnerGov software implementation process.

4.) GIS INTERFACE

The Deputy City Manager, IT Manager and GIS Manager met with the Tyler Technologies team to work on details concerning the GIS implementation portion of the project. Staff analyzed EnerGov's spatial data model and requirements for the project. Staff is using this information to prepare Destin's spatial data for the project. Some challenges have been identified with the shared Property Appraiser's parcel data, but those issues are being mitigated by staff.

5.) INTERLOCAL COLLABORATION

The Deputy City Manager met with Okaloosa County's Information Technology Director to leverage our strategic partnership to enhance our GIS and technological capabilities for the project. The meeting reinforced our ongoing partnership and commitment to sharing data between the property appraiser, Okaloosa County GIS and the City of Destin.

This partnership will save the City licensing costs in the GIS realm as well as provide accurate and timely delivery of data that is shared between the different entities.

- A. **Link to Strategic Goals / Objectives:** Service Excellence
- B. **Effect on Budget (EOB):** Items are budgeted for
- C. **Level of Service (LOS):** Increased Level of Service

III. CONCLUSION: Destin staff continues to work hard in preparation for the EnerGov Project. This project is a huge undertaking requiring many internal and external parts & partnerships. The formal start date is pending Tyler Technologies final approval, but continues to be expected in late 2019 at a time of the year that is best fit for Community Development's workload.

IV. RECOMMENDED MOTION: No motion needed

Attachments:

None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019**TYPE OF AGENDA ITEM:** Presentation

TO: City Council**THRU:** Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney**FROM:** Louis Zunguze, Community Development Director**DATE:** August 13, 2019**SUBJECT:** Annual Transportation Concurrency Analysis

I. BACKGROUND:

Attached for your review, is the 2018 Annual Transportation Concurrency Report outlining the analysis of an evaluation of the need for transportation mobility solutions to address congestion on Destin roadways. The Report addresses several transportation policy mandates outlined in the City of Destin Comprehensive Plan, including the required monitoring of multimodal traffic and the implementation of a concurrency management system. The Report is prepared annually and developed to monitor the City of Destin's Multimodal Transportation District (MMTD) and provide an early warning system for capacity issues on US Highway 98 and the City's collector roads.

II. DISCUSSION:

The Report contains three main components of the Annual Transportation Concurrency Analysis which are:

- A summary of current traffic count data;
- A determination of maximum service volumes for each road link within an analysis segment; and
- A determination of available capacity based on current trips and committed motor vehicle trips from development orders. The Report also includes information on hurricane clearance times, and pedestrian volumes along US Highway 98.

A. Link to Strategic Goals / Objectives: Quality Mobility**B. Effect on Budget (EOB):** There is no anticipated effect on the budget at

this time.

C. Level of Service (LOS): Improved Level of Service

III. CONCLUSION:

Staff will provide a presentation to the Council addressing the following key items:

- The Concurrency Analysis and Policy
- Deliverables
- Traffic Counts
- Emerging Trends
- Capacity in the Multi-Modal Transportation District (MMTD)
- MMTD Monitoring
- The Model used to conduct the Concurrency Analysis

RECOMMENDATIONS:

Staff will conclude by outlining several recommended next steps for Council's consideration, with respect to:

1. Methodology

Consideration to refine or revise the methodology regarding:

- Data collection
- Monitoring thresholds
- Concurrency determination

2. Policy

Consideration to revise land use policies regarding:

- Modeling future transportation network based on future growth projections from Future Land Use Map (FLUM) designations.
- Revising Future Land Use Map (FLUM) and /or future roadway network to balance growth with road network capacity, as part of the Evaluation & Appraisal Process (EAR).
- Updating the Impact Fee Schedule to mitigate the impacts of new development.
- Prioritizing transportation projects as part of the annual Capital Improvement Program (CIP) assessment.

IV. RECOMMENDED MOTION:

Attachments:

1. 2018 Annual Trans Concurrency
Analysis
2. 2018_ATCA_Appendices_031919
3. Staff Powerpoint



2018 ANNUAL TRANSPORTATION CONCURRENCY ANALYSIS

MARCH 19, 2019

CITY OF DESTIN

4200 INDIAN BAYOU TRAIL • DESTIN, FL 32541

2018 ANNUAL TRANSPORTATION CONCURRENCY ANALYSIS



THE CITY OF DESTIN

4200 Indian Bayou Trail
Destin, FL 32541
850.837.4242

Prepared by

3TP VENTURES
Think ► Plan ► Do

2018 Traffic Counts

Peggy Malone & Associates

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REPORT SUMMARY

The Annual Transportation Concurrency Analysis (ATCA) evaluates the need for transportation mobility solutions to address congestion on Destin roadways. The ATCA addresses several transportation policy edicts in the Destin Comprehensive Plan, including the required monitoring of multimodal traffic and the implementation of a concurrency management system. The ATCA was developed to monitor Destin's Multimodal Transportation District (MMTD) and provide an early warning system for capacity issues on US Highway 98 and the City's collector roads.

Key Findings

The 2018 ATCA key findings include:

- **US Highway 98 continues to have sufficient Annual Average Daily Traffic (AADT) capacity.** In fact, many portions of US 98 have seen declining traffic volumes as compared to 2005, when baseline traffic data was established. However, an improved methodology for calculating maximum service volumes means that more US Highway 98 segments are approaching the capacity threshold for additional monitoring.
- **Capacity issues exist on the full length of Commons Drive**, which is a change from the 2017 report. Portions of Commons Drive were identified as over capacity in 2017 but not the full length, while Legion Road was identified as over capacity in 2017 but is no longer listed as such.
- **Pedestrian crossing volumes along US 98 are generally increasing**, with some crossings seeing major pedestrian traffic increases.
- Due to roadway construction, **no new traffic counts were taken on US Highway 98**, limiting the scope of this year's ATCA.

Report Contents

The three main components of the Annual Transportation Concurrency Analysis are:

- A summary of current traffic count data;
- A determination of maximum service volumes for each link within an analysis segment; and
- A determination of available capacity based on current trips and committed motor vehicle trips from development orders.

The ATCA also includes information on hurricane clearance times, and pedestrian volumes along US Highway 98.

The concurrency analysis undertaken in this ACTA report is done every year, but this year's report includes some notable changes, including:

- A new methodology for determining maximum service volumes has decreased the threshold of available capacity used for monitoring of traffic conditions on many roadways; and
- New volume counts were obtained for collector roads, but US Highway 98 construction prevented the collection of new counts on this facility. As such, 2017 counts are used.



Evaluation Methodology

Since the adoption of the Multimodal Transportation District (MMTD) in 2005, traffic data is not used to assess transportation concurrency for development projects. Rather, it is used to monitor roadway conditions as developments add new trips to the CMS network. This allows the City to compare current traffic conditions with baseline traffic conditions for US Highway 98 established in 2005.

The ACTA report focuses on roadways within the City's Concurrency Management System (CMS) in accordance with Comprehensive Plan Policy 2-1.3.25: Compare Current Traffic Volumes with Baseline Conditions. The roadways identified as part of the City's CMS include US Highway 98 and a system of collector roadways that serve the major mobility needs of Destin. The CMS roadways are identified in Figure 1.

The analysis used to determine the available roadway capacity for the City is consistent with the methodology described in the Interlocal Settlement Agreement with Okaloosa County. The agreement provides the technical and administrative framework for the City/County Unified Transportation Concurrency Management System (UTCMS). The intent of the UTCMS is to ensure a consistent approach by both agencies when evaluating proposed developments. The UTCMS methodology also provides for the tracking of both City and County project trips to provide a realistic assessment of existing conditions on US Highway 98 and collector roadways.

The general evaluation process is as follows:

- Existing traffic volumes are determined through a mix of field data collection and calculations to account for seasonal variations;
- Future trips associated with approved but not yet completed development projects – known as committed trips - are determined;
- Maximum service volumes are calculated for all roadway links, based on a series of roadway characteristics and surrounding development context; and
- Available traffic capacity is calculated by comparing existing plus committed trips to maximum service volumes.

Traffic volume counts were collected at mid-block locations on collector roadway links and turning movement counts were collected at signalized intersections not located along US Highway 98. The traffic data and turning movements provide link volumes for roadway links in the City's CMS.

The ATCA and CMS/MMTD Capacity Table measure roadway capacity and track development commitments based on peak hour two-way volumes. This methodology provides for a consistent tracking of available roadway capacity in situations, such as Destin, where the directionality of PM peak traffic differs from one year to the next.



Figure 1 | CMS Segments in the Multimodal Transportation District

CMS SEGMENTS IN THE MMTD





TRAFFIC DATA

Traffic data collected for the City's ATCA typically includes:

- 72-hour mid-block traffic volume counts on US Highway 98 links;
- Intersection turning movement counts at signalized intersections;
- 24-hour mid-block volume counts on collector roadway links; and
- Intersection signal timing information including traffic signal cycle length and green to cycle length ratios (G/C).

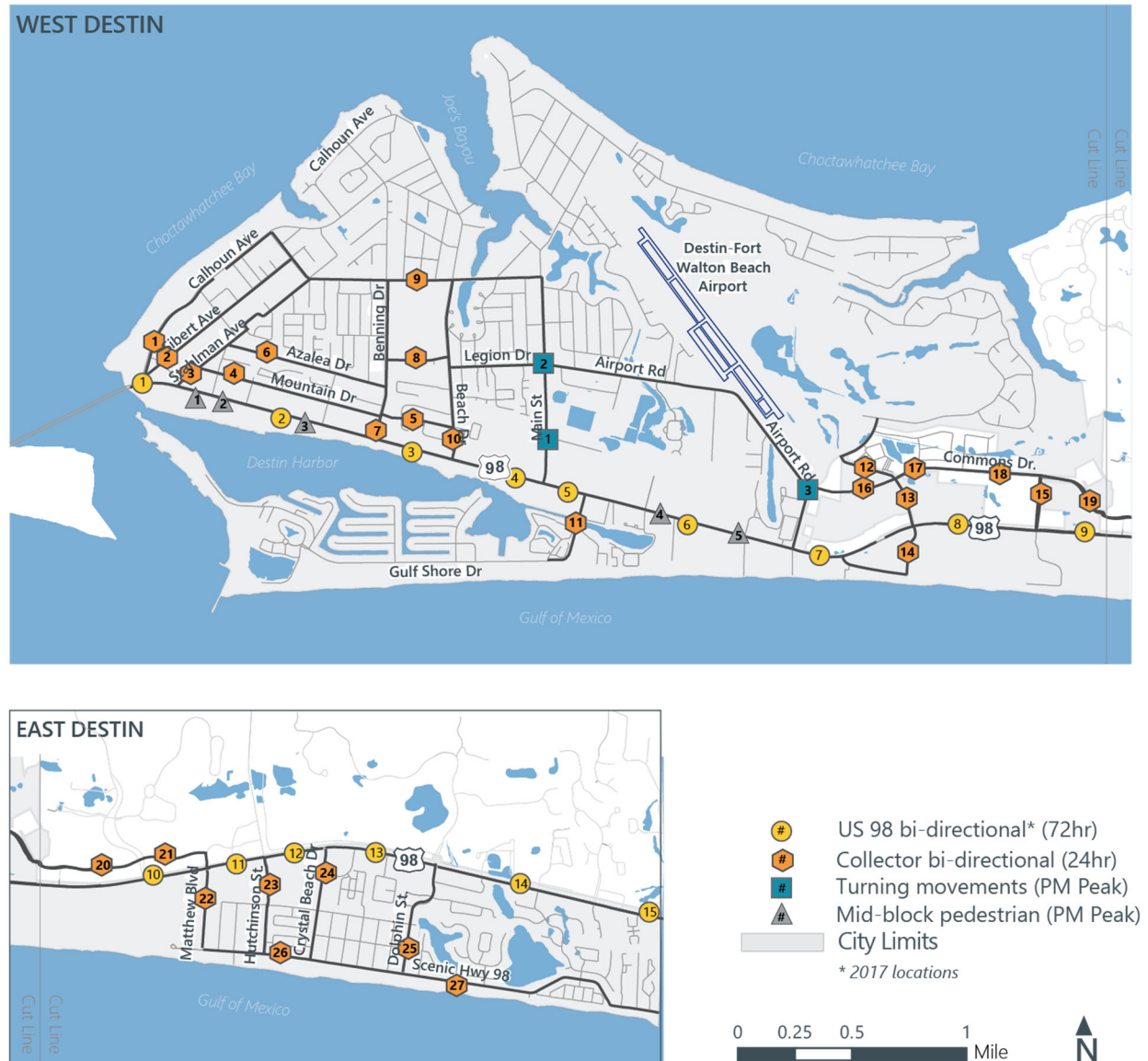
This year's traffic data were collected during the week of July 23, 2018. However, no counts were taken on US Highway 98 this year due to construction. As such, **data provided for US Highway 98 will be from the City's 2017 traffic collection effort.**

Traffic count locations along US Highway 98 from 2017 along with collector road mid-block counts, signalized collector turning movements, and mid-block pedestrian counts from 2018 are illustrated in Figure 2. The count data is included in Appendix D, E, and F.



Figure 2 | Traffic Count Locations

COUNT LOCATIONS





72-Hour Volume Counts

72-hour mid-block traffic volume counts were collected during the week of July 25, 2017 on each of the 15 links of US Highway 98. These data were used to determine two-way traffic volumes for comparison to the adopted US Highway 98 baseline Annual Average Daily Traffic (AADT) condition for monitoring the MMTD.

Because the amount of traffic on the road is greatly dependent upon the season, the Florida Department of Transportation (FDOT) develops seasonal adjustment factors. These factors are used to adjust base count data to accommodate fluctuations in travel behavior by day of the week and month of the year. This allows counts collected during any week of the year to be converted and compared with counts from another week. Seasonal adjustment factors are calculated as the average of the past three years' conditions as published on Florida Department of Transportation's Florida Traffic Online Web Application.

US Highway 98 traffic count locations are divided into three segments to aid in the analysis of the roadway. These segments and the associated roadway connections are shown in Figure 3.

Figure 3 | US Highway 98 Segments

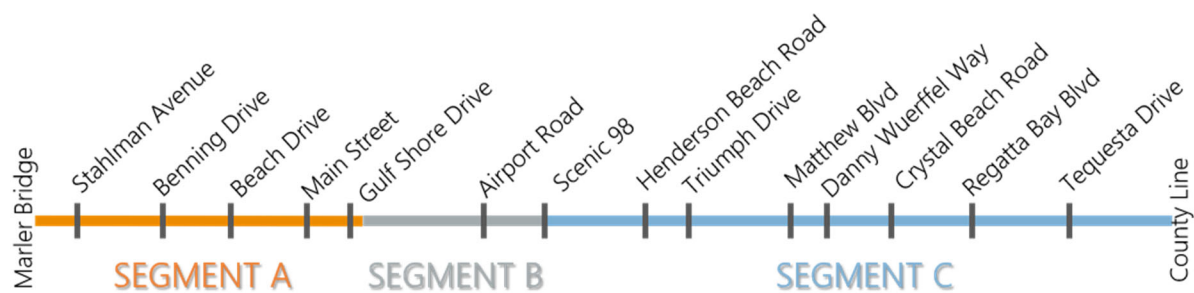


Table 1 displays the PM peak hour traffic volumes for US Highway 98 based on the seasonally-adjusted 72-hour counts for the past five years.



Table 1 | US Highway 98 Volumes by Segment

ROADWAY	2013	2014	2015	2016	2017	TREND*
US HIGHWAY 98 SEGMENT A						
Marler Bridge to Gulf Shore Drive	14,837	15,272	15,034	15,296	14,026	-1.3%
Marler Bridge to Stahlman Avenue	2,875	3,146	2,890	2,944	3,075	1.9%
Stahlman Avenue to Benning Drive	2,875	2,851	2,694	2,891	2,505	-3.1%
Benning Drive to Beach Drive	3,049	3,009	3,072	2,995	2,815	-1.9%
Beach Drive to Main Street	3,047	3,140	3,018	3,055	2,841	-1.6%
Main Street to Gulf Shore Drive	2,991	3,126	3,360	3,411	2,790	-1.2%
US HIGHWAY 98 SEGMENT B						
Gulf Shore Drive to Scenic Highway 98	6,625	6,873	7,285	6,328	6,206	-1.3%
Gulf Shore Drive to Airport Road	3,309	3,397	3,706	3,241	3,047	-1.7%
Airport Road to Scenic Highway 98	3,316	3,476	3,579	3,087	3,159	-0.9%
US HIGHWAY 98 SEGMENT C						
Scenic Highway 98 to Walton County Line	29,068	29,287	30,106	28,321	28,371	-0.6%
Scenic Highway 98 to Henderson Bch. Road	3,276	3,643	3,842	3,370	3,431	1.5%
Henderson Bch. Road to Triumph Drive	3,589	3,627	4,110	3,354	3,390	-0.7%
Triumph Drive to Matthew Blvd.	3,770	3,738	4,070	3,529	3,848	0.9%
Matthew Blvd. to Danny Wuerffel Way	3,758	3,520	3,534	3,519	3,380	-2.6%
Danny Wuerffel Way to Crystal Beach Drive	3,677	3,598	3,617	3,704	3,620	-0.4%
Crystal Beach Drive to Regatta Bay Blvd	3,676	3,784	3,722	3,837	3,491	-1.2%
Regatta Bay Blvd to Tequesta Drive	3,733	3,700	3,554	3,619	3,822	0.7%
Tequesta Drive to Walton County Line	3,589	3,677	3,657	3,389	3,389	-1.6%
* Trend = Annual average percent change						

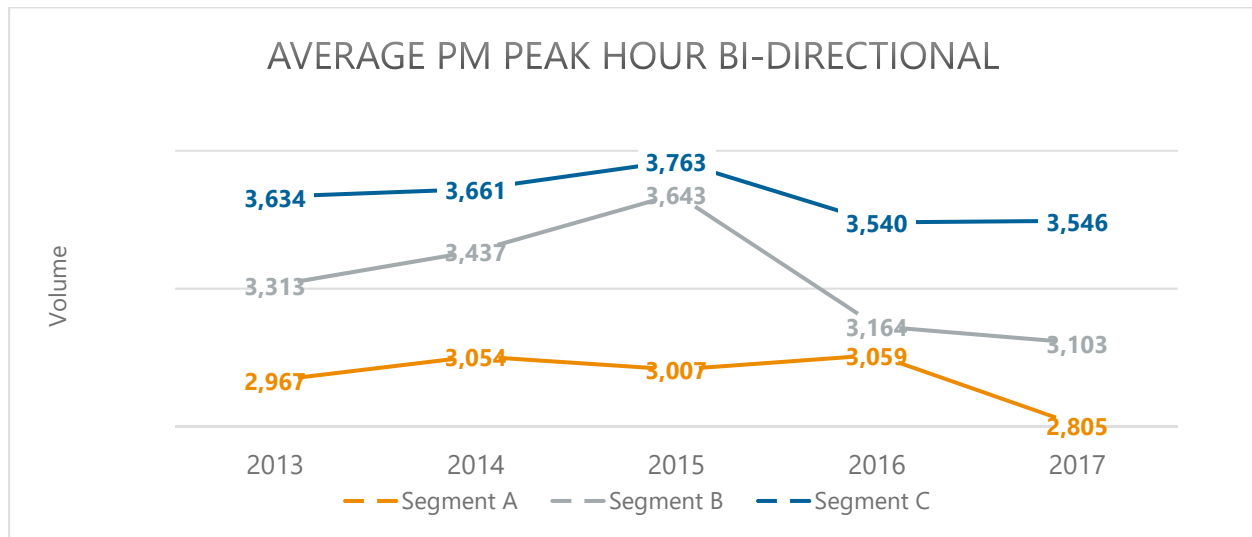
The recent trend on US Highway 98 is one of slightly declining traffic volumes in the PM peak period. Link traffic volumes on US Highway 98 decreased by an average of nearly 3 percent between 2016 and 2017, coming on the heels of a nearly 5 percent decrease from 2015 to 2016. In a reversal of 2017 findings, where Segment A link traffic increased slightly while Segments B and C traffic dropped significantly, 2017 volumes were stagnant on Segments B and C (2% drop and 0.1% increase, respectively) while Segment A had the



large drop – in this case a more than 8 percent decline from 2017. These trends mirror the 2015 report, which also showed decreased traffic volume on Segment A and slightly increased volumes on Segments B and C.

Figure 4 illustrates the US Highway 98 segment volume average trends since 2013.

Figure 4 | US Highway 98 Peak Hour Volumes



Turning Movement Counts

Intersection turning movement counts were collected at the three signalized intersections in the City of Destin not located on US Highway 98. These intersections are:

- Main Street at 98 Palms Blvd;
- Airport Road at Main Street; and
- Airport Road at Commons Drive.

The turning movement counts were used to determine the PM peak hour link volumes for collector roadways that have a terminus at a signalized intersection. Link volumes are calculated by adding the total intersection movements associated with each link. FDOT seasonal adjustment factors were used to factor the data to reflect average annual traffic conditions. In addition to providing link volumes, turning movement counts are used as part of the Synchro model used to monitor traffic conditions within the City.

24-Hour Volume Counts

24-hour mid-block traffic counts were collected at 27 locations in the City of Destin. These counts were used to identify the two-way traffic volumes that could not be calculated from the turning movement counts. These counts were collected during the week of July 23rd, 2018 at the following locations:

- Calhoun Avenue between US Hwy 98 and Kelly Street;
- Sibert Avenue between Calhoun Avenue and Kelly Street;
- Stahlman Avenue between US Hwy 98 and Kelly Street;



- Mountain Drive between Stahlman Avenue and Benning Drive;
- Mountain Drive between Benning Drive and Beach Drive;
- Azalea Drive between Stahlman Avenue and Benning Drive;
- Benning Drive between US Hwy 98 and Kelly Street;
- Legion Drive between Benning Drive and Beach Drive;
- Kelly Street between Calhoun Avenue and Main Street;
- Beach Drive between US Hwy 98 and Kelly Street;
- Gulf Shore Drive between US Hwy 98 and Durango Road;
- Indian Bayou Trail between Commons Drive and Country Club Drive;
- Indian Bayou Trail between US Hwy 98 and Commons Drive;
- Restaurant Row between US Hwy 98 and Emerald Coast Parkway;
- Henderson Beach Blvd. between US Hwy 98 and Commons Drive;
- Commons Drive between Airport Road and Indian Bayou Trail;
- Commons Drive between Indian Bayou Trail and Diamond Cove;
- Commons Drive between Diamond Cove and Henderson Beach Road;
- Commons Drive between Henderson Beach Road and Triumph Drive;
- Commons Drive between Triumph Drive and Kelly Plantation Drive;
- Commons Drive between Kelly Plantation Drive and Matthew Boulevard;
- Matthew Blvd between US Hwy 98 and Scenic Hwy 98;
- Hutchinson Street between US Hwy 98 and Scenic Hwy 98;
- Crystal Beach Drive between US Hwy 98 and Scenic Hwy 98;
- Dolphin Street between US Hwy 98 and Scenic Hwy 98;
- Scenic Hwy 98 between Matthew Boulevard and Dolphin St; and
- Scenic Hwy 98 between Dolphin St and Walton County Line.

Table 2 lists the two-way PM peak volumes for the system of urban collector roadways since 2014. Figure 5 that follows summarizes overall volume change by segment during the last 5 years.

As with all 24 hour counts, it is difficult to be sure that the observed shifts noted in the table below reflect a broad trend rather than a temporary pattern of movement. However, the data suggests that drivers on the collector network in the predominantly residential areas on the western and eastern edges of the city continue to use collector roadways as an alternative to US Highway 98, while the roadways in the more commercial and recreational areas are not siphoning off as much traffic.



Table 2 | Collector Road Volumes

Segment	5-Year Trend					Trend
	2014	2015	2016	2017	2018	
Airport Road between US Hwy 98 and Commons Drive	544	795	524	717	792	14.8%
Northbound	254	262	250	436	485	21.0%
Southbound	290	533	274	281	307	11.7%
Airport Road between Commons Drive and Main Street	1,977	2,138	1,709	2,120	1,930	0.8%
Northbound	1,053	1,110	1,203	1,263	1,101	1.5%
Southbound	924	1,028	506	857	829	6.6%
Azalea Drive between Stahlman Avenue and Benning Drive	380	409	404	392	522	9.2%
Northbound	164	188	144	223	187	7.6%
Southbound	216	221	260	169	335	20.8%
Beach Drive between US Hwy 98 and Kelly Street	271	283	289	254	453	18.2%
Northbound	124	136	148	118	261	29.9%
Southbound	147	147	141	136	192	8.4%
Benning Drive between US Hwy 98 and Kelly Street	235	278	267	288	358	11.6%
Northbound	117	160	137	170	217	18.6%
Southbound	118	118	131	118	141	5.1%
Calhoun Avenue between US Hwy 98 and Kelly Street	342	226	257	376	543	17.6%
Northbound	148	149	80	114	244	27.8%
Southbound	194	77	177	262	299	33.0%
Commons Drive between Airport Road and Indian Bayou Trail	1,682	1,663	1,185	1,670	1,656	2.6%
Northbound	811	721	563	936	773	4.0%
Southbound	871	942	622	734	883	3.1%
Commons Drive between Indian Bayou Trail and Diamond Cove	1,231	1,318	1,248	1,347	1,819	11.2%
Northbound	642	711	697	775	938	10.2%
Southbound	589	607	550	572	881	12.9%
Commons Drive between Diamond Cove and Henderson Beach Road	1,202	1,389	1,348	1,343	1,612	8.1%
Northbound	643	711	726	752	784	5.1%
Southbound	559	678	623	591	828	12.0%
Commons Drive between Henderson Beach Road and Triumph Drive	1,255	1,364	1,357	1,376	1,814	10.4%
Northbound	649	724	702	743	820	6.2%
Southbound	606	640	656	633	994	15.4%
Commons Drive between Triumph Drive and Kelly Plantation Drive	1,066	1,411	1,240	1,214	1,821	17.0%
Northbound	564	609	675	679	822	10.1%
Southbound	502	802	565	535	999	27.9%
Commons Drive between Kelly Plantation Drive and Matthew Boulevard	1,126	1,106	1,047	1,078	1,696	13.3%
Northbound	604	536	572	498	783	9.9%
Southbound	522	570	475	580	913	18.0%
Crystal Beach Drive between Scenic Hwy 98 and US Hwy 98	659	533	499	535	446	-8.7%
Northbound	340	340	319	338	230	-8.0%
Southbound	319	193	180	197	216	-6.8%
Gulf Shore Drive between US Hwy 98 and Curve	986	984	888	1,032	1,049	2.0%
Northbound	431	431	486	529	561	6.9%



Segment	5-Year Trend					Trend
	2014	2015	2016	2017	2018	
Southbound	555	553	402	503	488	-1.4%
Henderson Beach Rd between US Hwy 98 and Commons Dr	483	429	686	569	519	5.7%
Northbound	218	164	267	226	248	8.1%
Southbound	265	265	419	343	271	4.7%
Hutchinson Street between US Hwy 98 and Scenic Hwy 98	869	873	915	880	532	-9.5%
Northbound	392	392	548	475	284	-3.4%
Southbound	477	481	367	405	248	-12.8%
Indian Bayou Trail between Commons Drive and Country Club Drive	192	193	184	231	184	0.2%
Northbound	85	88	84	57	71	-2.2%
Southbound	107	105	101	174	113	8.0%
Indian Bayou Trail between US Hwy 98 and Commons Drive	456	693	555	625	148	-7.9%
Northbound	317	122	405	488	78	26.7%
Southbound	139	571	150	137	70	44.8%
Kelly Street between Calhoun Avenue and Main Street	692	810	695	587	825	7.0%
Northbound	293	339	290	219	334	7.3%
Southbound	399	471	405	368	491	7.1%
Legion Drive between Benning Drive and Beach Drive	312	443	338	545	482	17.0%
Northbound	122	136	126	160	160	7.8%
Southbound	190	307	212	385	322	23.9%
Legion Drive between Beach Drive and Main Street	1,236	1,286	1,308	1,313	1,134	-1.9%
Northbound	494	488	485	529	421	-3.3%
Southbound	742	798	822	784	713	-0.8%
Main Street between US Hwy 98 and 98 Palms Boulevard*	1,403	1,378	1,169	1,158	662	-15.2%
Northbound	653	655	663	685	326	-11.9%
Southbound	750	723	506	473	336	-17.3%
Main Street between 98 Palms Blvd and Airport Road*	1,403	1,378	1,169	1,158	971	-8.5%
Northbound	653	655	663	685	510	-5.2%
Southbound	750	723	506	473	461	-10.7%
Main Street between Airport Road and Kelly Street	919	1,062	970	1,072	1,002	2.7%
Northbound	534	677	605	687	602	4.3%
Southbound	385	385	365	385	400	1.0%
Matthew Boulevard between Scenic Hwy 98 and US Hwy 98	712	538	559	657	589	-3.3%
Northbound	315	315	369	375	326	1.4%
Southbound	397	223	190	282	263	-4.3%
Mountain Drive between Stahlman Ave and Benning Drive	578	92	595	574	686	119.7%
Northbound	334	24	238	173	283	209.0%
Southbound	244	68	357	401	403	91.4%
Mountain Drive between Benning Drive and Beach Drive	509	553	638	678	582	4.0%
Northbound	243	268	267	262	251	1.0%
Southbound	266	285	371	416	331	7.3%
Regatta Bay Blvd between Scenic Hwy 98 and US Hwy 98	293	276	272	319	330	3.4%
Northbound	176	192	170	195	191	2.6%
Southbound	117	84	102	124	139	6.7%
Restaurant Row between US Hwy 98 and Emerald Coast Parkway	222	324	174	52	52	-17.6%
Northbound	151	106	88	36	36	-26.5%
Southbound	71	218	87	16	16	16.3%
Scenic Hwy 98 between Matthew Boulevard and Dolphin St	325	263	740	794	913	46.2%

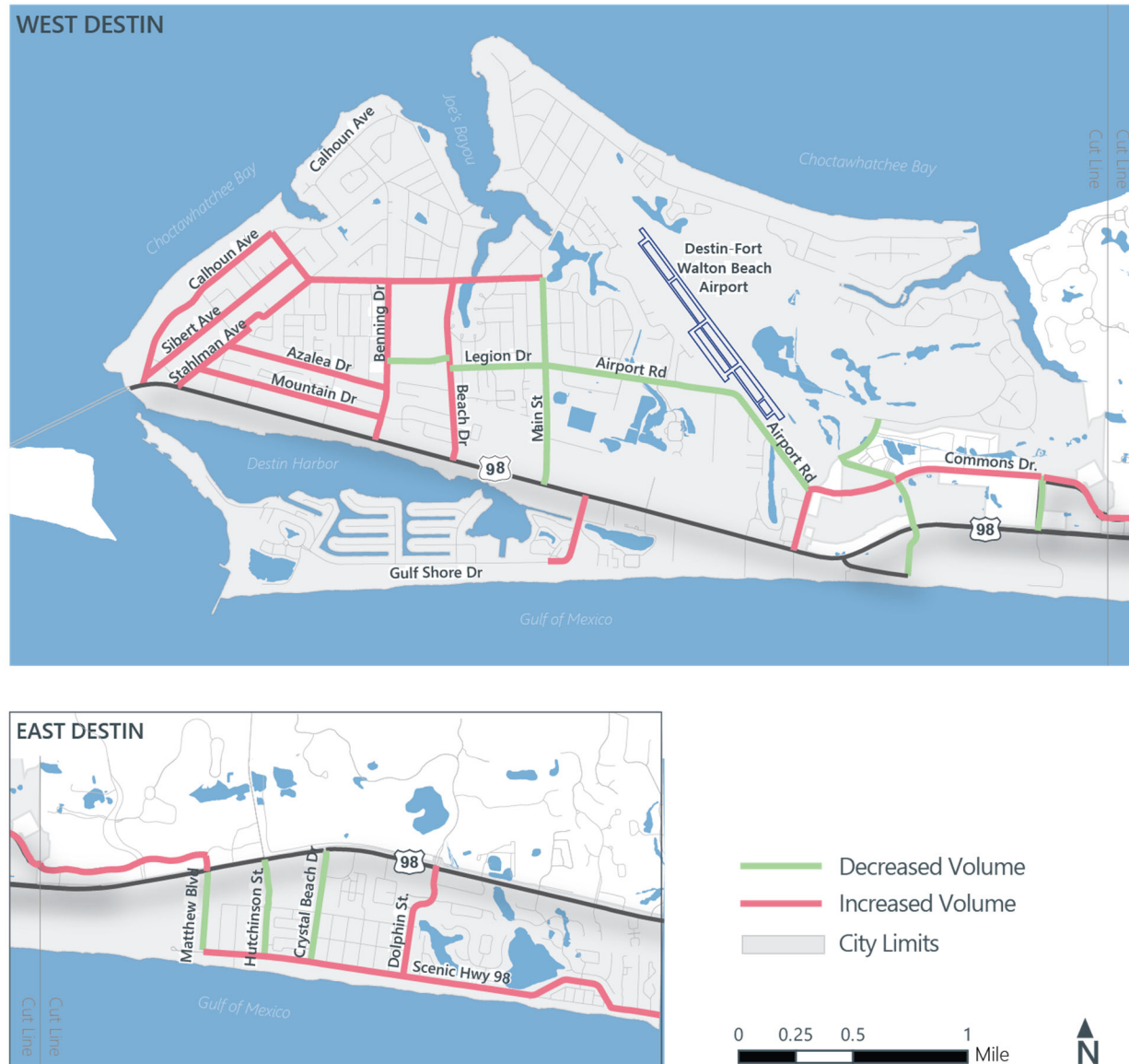


Segment	5-Year Trend					Trend
	2014	2015	2016	2017	2018	
Northbound	107	160	406	332	416	52.5%
Southbound	218	103	335	462	497	54.5%
Scenic Hwy 98 between Dolphin St and Walton County Line	921	287	914	592	964	44.3%
Northbound	365	107	363	279	419	48.9%
Southbound	556	180	551	313	545	42.4%
Sibert Avenue between Calhoun Avenue and Kelly Street	365	263	283	347	473	9.6%
Northbound	229	160	154	203	297	11.0%
Southbound	136	103	129	144	176	8.7%
Stahlman Avenue between US Hwy 98 and Kelly Street	561	515	668	765	897	13.3%
Northbound	200	154	184	198	381	24.1%
Southbound	361	361	483	567	516	10.6%
* Previous years data was provided for Main Street from US Highway 98 to Airport Road						



Figure 5 | 5-Year Traffic Volume Changes

TRAFFIC VOLUME CHANGES 2014-2018





A reasonableness test was conducted on the 2018 traffic counts, with links identified when traffic volume change exceeded 25% of either the maximum or minimum volumes from 2007 through 2017. Four links were evaluated under this reasonableness test:

- Calhoun Avenue between US Hwy 98 and Kelly Street;
- Sibert Avenue between Calhoun Avenue and Kelly Street;
- Commons Drive between Henderson Beach Road and Triumph Drive, and
- Commons Drive between Kelly Plantation Drive and Matthew Boulevard.

It appears the change in volumes are due to known factors. The volume increases on Calhoun Avenue and Sibert Avenue reflect a rise in development activity in the surrounding area. This area also provides parking for activities on Destin's Harbor Boardwalk. The volume increases on the flagged Commons Drive links include diverted traffic due to the construction and lane reductions on US Highway 98 as well as significant development activity in the area. The volumes on the flagged links are consistent with the other links of Commons Drive.



MAXIMUM SERVICE VOLUME ANALYSIS

The maximum service volumes are the maximum number of two-way trips that a link can accommodate in the PM peak hour. Maximum service volumes (MSV) for US Highway 98 and Destin's collector road network are shown in Table 3 and Table 4, respectively.

Table 3 | Maximum Two-way Peak Hour Service Volumes on US Highway 98

Roadway Link	Maximum Service Volume
	2018
US Highway 98 Segment A	
Marler Bridge to Stahlman Avenue	2,848
Stahlman Avenue to Benning Drive	2,848
Benning Drive to Beach Drive	2,848
Beach Drive to Main Street	3,015
Main Street to Gulf Shore Drive	3,015
US Highway 98 Segment B	
Gulf Shore Drive to Airport Road	3,015
Airport Road to Scenic Highway 98	4,545
US Highway 98 Segment C	
Scenic Highway 98 to Henderson Beach Road	4,545
Henderson Beach Road to Triumph Drive	4,545
Triumph Drive to Matthew Blvd.	4,293
Matthew Blvd. to Danny Wuerffel Way	4,293
Danny Wuerffel Way to Crystal Beach Drive	4,545
Crystal Beach Drive to Regatta Bay Blvd	4,545
Regatta Bay Blvd to Tequesta Drive	4,545
Tequesta Drive to Walton County Line	4,293

Table 4 | Maximum Two-way Peak Hour Service Volume on Collector Roadways

Roadway Link	Maximum Service Volume
	2018
Airport Road between US Hwy 98 and Commons Drive	2,920
Airport Road between Commons Drive and Main Street	2,920
Azalea Drive between Stahlman Avenue and Benning Drive	931
Beach Drive between US Hwy 98 and Kelly Street	998
Benning Drive between US Hwy 98 and Kelly Street	998
Calhoun Avenue between US Hwy 98 and Kelly Street	931
Commons Drive between Airport Road and Indian Bayou Trail	1,330
Commons Drive between Indian Bayou Trail and Diamond Cove	1,330
Commons Drive between Diamond Cove and Henderson Beach Road	1,330
Commons Drive between Henderson Beach Road and Triumph Drive	1,397
Commons Drive between Triumph Drive and Kelly Plantation Drive	1,397



Roadway Link	Maximum Service Volume
	2018
Commons Drive between Kelly Plantation Drive and Matthew Boulevard	1,330
Crystal Beach Drive between Scenic Hwy 98 and US Hwy 98	1,264
Gulf Shore Drive between US Hwy 98 and Curve	2,628
Henderson Beach Road between US Hwy 98 and Commons Drive	1,330
Hutchinson Street between US Hwy 98 and Scenic Hwy 98	1,330
Indian Bayou Trail between Commons Drive and Country Club Drive	931
Indian Bayou Trail between US Hwy 98 and Commons Drive	998
Kelly Street between Calhoun Avenue and Main Street	931
Legion Drive between Benning Drive and Beach Drive	931
Legion Drive between Beach Drive and Main Street	1,264
Main Street between US Hwy 98 and 98 Palms Blvd	2,774
Main Street between 98 Palms Blvd and Airport Rd	2,774
Main Street between Airport Road and Kelly Street	1,264
Matthew Boulevard between Scenic Hwy 98 and US Hwy 98	1,264
Mountain Drive between Stahlman Avenue and Benning Drive	931
Mountain Drive between Benning Drive and Beach Drive	931
Regatta Bay Boulevard between Scenic Hwy 98 and US Hwy 98	1,264
Restaurant Row between US Hwy 98 and Emerald Coast Parkway	931
Scenic Hwy 98 between Matthew Boulevard and Dolphin St	1,264
Scenic Hwy 98 between Dolphin St and Walton County Line	1,330
Sibert Avenue between Calhoun Avenue and Kelly Street	931
Stahlman Avenue between US Hwy 98 and Kelly Street	998

Those comparing maximum service volumes across time will notice that the US Highway 98 figures are different than in previous versions of this report. The methodology for calculating MSV has been updated for this year's report, consistent with Comprehensive Plan Policy 2.1.3.37: Refine or Revise Methodology. MSVs used to monitor US 98 roadway links were calculated using FDOT's Generalized Annual Average Daily Volumes tables as found in the 2018 FDOT Quality/Level of Service Handbook Tables, using the adopted level of service standard E. The FDOT handbook is recommended by FDOT in the development and review of roadway capacity for planning-level analyses such as this one. In prior years, the MSV for US Highway 98 links were determined by Synchro using the Highway Capacity Manual (HCM) signalized intersection capacity analysis methodology. The Synchro method is useful in the analysis of projects that may exacerbate capacity issues but is not well matched to the planning-level evaluation required in the ATCA.

Maximum service volume calculations for collector roads remains the same as previous reports. As FDOT no longer provides data for collector road calculations, consistency with previous reports and utilizing the 2012 LOS Handbook for the collector roadways was deemed the best option.



DETERMINATION OF COMMITTED TRIPS AND AVAILABLE CAPACITY

Traditional concurrency requirements no longer apply to the segments of US Highway 98 with the adoption of the MMTD. In accordance with Comprehensive Plan Policy 2-1.3.25: Compare Current Traffic Volumes with Baseline Conditions, these segments are monitored annually and reported through updated versions of this report to determine if any segment is approaching 115 percent of the baseline condition as established in the 2005 report. At that time, regional solutions to traffic congestion on US Highway 98 will be discussed with FDOT, the Florida Department of Economic Opportunity (FDEO), the Okaloosa-Walton Transportation Planning Organization (TPO), and adjacent jurisdictions.

The ATCA monitors capacity on US Highway 98 and Destin's collector road network. The available capacity on each link of US Highway 98 and the collector roads is determined by the difference in the maximum allowable service volume (as calculated in the previous section of this report) and the existing plus committed trip volumes. The City and County maintain separate databases of committed project trips to allow an accurate assessment of available capacity. Appendix A lists the committed PM peak hour two-way trips for projects with approved traffic concurrency reports and development orders for the City of Destin, at the time of data collection (July 2017). Appendix B lists the committed trips for Okaloosa County. Projects with tentative development approval for which traffic reviews have been completed but no development orders issued are also included in Appendix A and Appendix B. There are two primary findings of this available capacity analysis:

- All segments of US Highway 98 are operating below the capacity threshold set for monitoring purposes in the original 2005 ATCA. However, the using the FDOT methodology for maximum service volumes has decreased the capacity threshold, thus reducing the gap between current volumes and capacity. While previous versions of this report typically showed traffic volumes several thousand trips lower than the capacity threshold, this new methodology often calculates available capacity in the low hundreds.
- The entire stretch of Commons Drive is over capacity, though the only portion of Commons Drive within the City is between Airport Road and Indian Bayou Trail. Previous versions of this report calculated only the portions of Commons Drive west of Triumph Drive as over capacity. Previous calculations also found Legion Road to be over capacity. In this year's report, Legion Road is slightly below this threshold.

Available capacity for US Highway 98 is shown in Table 5; capacity on collector roadways in the CMS network is shown in Table 6. Figure 6 identifies over-capacity and under-capacity links on the CMS roadway network.



Table 5 | Available Capacity on US Highway 98

Roadway Link	Max Service Volume	115% Max Link Volume ¹	Existing Background Traffic ²	Committed City Trips	Committed County Trips	Existing Plus Committed Trips	Remaining Capacity	Tentative Trips	Remaining Capacity Less Tentative Trips
US Highway 98 Segment A									
Marler Bridge to Stahlman Avenue	2,848	3,275	3,075	91	0	3,166	109	0	109
Stahlman Avenue to Benning Drive	2,848	3,275	2,505	108	0	2,613	662	0	662
Benning Drive to Beach Drive	2,848	3,275	2,815	119	0	2,934	341	0	341
Beach Drive to Main Street	3,015	3,467	2,841	126	0	2,967	500	0	500
Main Street to Gulf Shore Drive	3,015	3,467	2,790	116	0	2,906	561	0	561
US Highway 98 Segment B									
Gulf Shore Drive to Airport Road	3,015	3,467	3,047	166	0	3,213	254	0	254
Airport Road to Scenic Highway 98	4,545	5,227	3,159	84	0	3,243	1,984	0	1,984
US Highway 98 Segment C									
Scenic Highway 98 to Henderson Beach Road	4,545	5,227	3,431	88	479	3,998	1,229	0	1,229
Henderson Beach Road to Triumph Drive	4,545	5,227	3,390	57	510	3,957	1,270	0	1,270
Triumph Drive to Matthew Blvd.	4,293	4,936	3,848	54	547	4,449	488	0	488
Matthew Blvd. to Danny Wuerffel Way	4,293	4,936	3,380	50	653	4,083	854	0	854
Danny Wuerffel Way to Crystal Beach Drive	4,545	5,227	3,620	25	696	4,341	885	0	885
Crystal Beach Drive to Regatta Bay Blvd	4,545	5,227	3,491	2	240	3,733	1,494	0	1,494
Regatta Bay Blvd to Tequesta Drive	4,545	5,227	3,822	2	232	4,056	1,171	0	1,171
Tequesta Drive to Walton County Line	4,293	4,936	3,389	3	218	3,610	1,326	0	1,326

1Maximum link volume at the adopted LOS E

2Based on traffic data collected between July 12-13 and/or July 26-27, 2017.



Table 6 | Available Capacity on Other CMS Segments

Roadway Link	Max Service Volume ¹	Existing Background Traffic ²	Committed City Trips	Committed County Trips	Existing Plus Committed Trips	Remaining Capacity	Tentative Trips	Remaining Capacity Less Tentative Trips
Airport Road between US Hwy 98 and Commons Drive	2,920	792	50	0	842	2,078	0	2,078
Airport Road between Commons Drive and Main Street	2,920	1,930	83	0	2,013	907	0	907
Azalea Drive between Stahlman Avenue and Benning Drive	931	522	10	0	532	399	0	399
Beach Drive between US Hwy 98 and Kelly Street	998	453	64	0	517	481	0	481
Benning Drive between US Hwy 98 and Kelly Street	998	358	28	0	386	612	0	612
Calhoun Avenue between US Hwy 98 and Kelly Street	931	543	62	0	605	326	0	326
Commons Drive between Airport Road and Indian Bayou Trail	1,330	1,656	27	0	1,683	-353	0	-353
<i>Commons Drive between Indian Bayou Trail and Diamond Cove*</i>	1,330	1,819	38	118	1,975	-645	0	-645
<i>Commons Drive between Diamond Cove and Henderson Beach Road*</i>	1,330	1,612	37	118	1,767	-437	0	-437
<i>Commons Drive between Henderson Beach Road and Triumph Drive*</i>	1,397	1,814	129	118	2,061	-665	0	-665
<i>Commons Drive between Triumph Drive and Kelly Plantation Drive*</i>	1,397	1,821	73	146	2,040	-644	0	-644
<i>Commons Drive between Kelly Plantation Drive and Matthew Boulevard</i>	1,330	1,696	69	146	1,911	-581	0	-581
Crystal Beach Drive between Scenic Hwy 98 and US Hwy 98	1,264	446	106	0	552	712	0	712
Gulf Shore Drive between US Hwy 98 and Curve	2,628	1,049	91	0	1,140	1,488	0	1,488
<i>Henderson Beach Road between US Hwy 98 and Commons Drive*</i>	1,330	519	62	0	581	749	0	749
Hutchinson Street between US Hwy 98 and Scenic Hwy 98	1,330	532	47	0	579	751	0	751
Indian Bayou Trail between Commons Drive and Country Club Drive	931	184	5	0	189	742	0	742
Indian Bayou Trail between US Hwy 98 and Commons Drive	998	148	4	0	152	846	0	846
Kelly Street between Calhoun Avenue and Main Street	931	825	67	0	892	39	0	39
Legion Drive between Benning Drive and Beach Drive	931	482	23	0	505	426	0	426
Legion Drive between Beach Drive and Main Street	1,264	1,134	39	0	1,173	91	0	91
Main Street between US Hwy 98 and 98 Palms Blvd	2,774	662	97	0	759	2,015	0	2,015
Main Street between 98 Palms Blvd and Airport Rd	2,774	971	0	0	971	1,803	0	1,803
Main Street between Airport Road and Kelly Street	1,264	1,002	52	0	1,054	210	0	210
Matthew Boulevard between Scenic Hwy 98 and US Hwy 98	1,264	589	223	0	812	452	0	452
Mountain Drive between Stahlman Avenue and Benning Drive	931	686	7	0	693	238	0	238
Mountain Drive between Benning Drive and Beach Drive	931	582	0	0	582	349	0	349
Regatta Bay Boulevard between Scenic Hwy 98 and US Hwy 98	1,264	330	11	0	341	923	0	923
Restaurant Row between US Hwy 98 and Emerald Coast Parkway	931	52	60	0	112	819	0	819



Roadway Link	Max Service Volume ¹	Existing Background Traffic ²	Committed City Trips	Committed County Trips	Existing Plus Committed Trips	Remaining Capacity	Tentative Trips	Remaining Capacity Less Tentative Trips
Scenic Hwy 98 between Matthew Boulevard and Dolphin St	1,264	913	122	0	1,035	229	0	229
Scenic Hwy 98 between Dolphin St and Walton County Line	1,330	964	23	0	987	343	0	343
Sibert Avenue between Calhoun Avenue and Kelly Street	931	473	0	0	473	458	0	458
Stahlman Avenue between US Hwy 98 and Kelly Street	998	897	40	0	937	61	0	61

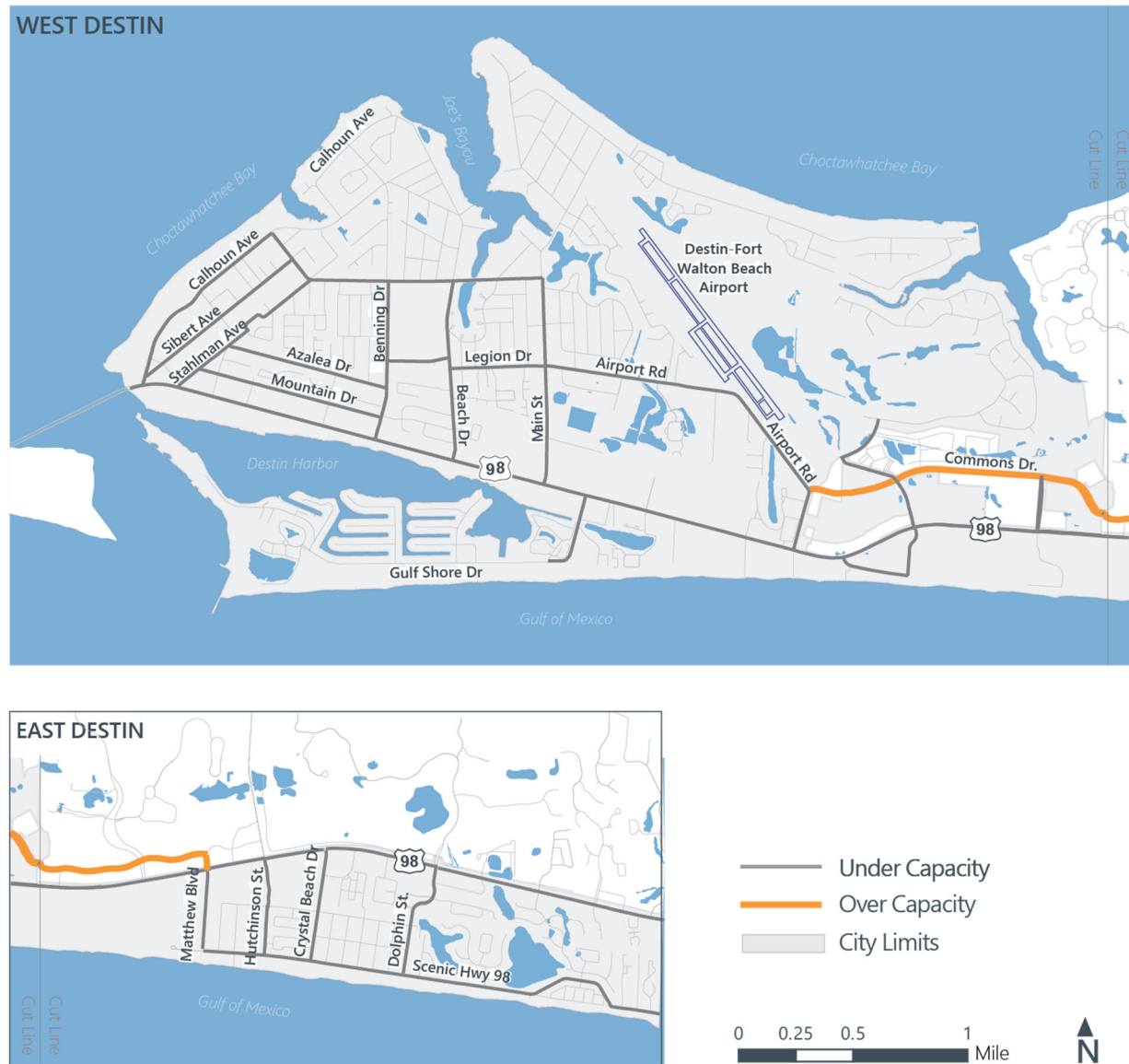
* Links are in Okaloosa County and are monitored for informational purposes and for coordination with the County

1 Maximum link volume at the adopted LOS D
2 Based on traffic data collected week of July 23, 2018



Figure 6 | Summary of Capacity on CMS Roadways

CAPACITY IN THE MMTD





MULTIMODAL TRANSPORTATION DISTRICT

The Comprehensive Plan establishes the Multimodal Transportation District (MMTD) to replace the traditional concurrency requirements governing available road capacity and automobile trip making with a system that assesses concurrency based on pedestrian-oriented site design and multimodal infrastructure development. The borders of the MMTD as originally defined in Comprehensive Plan Policy 2-.3.3: MMTD Boundaries are shown in Figure 7.

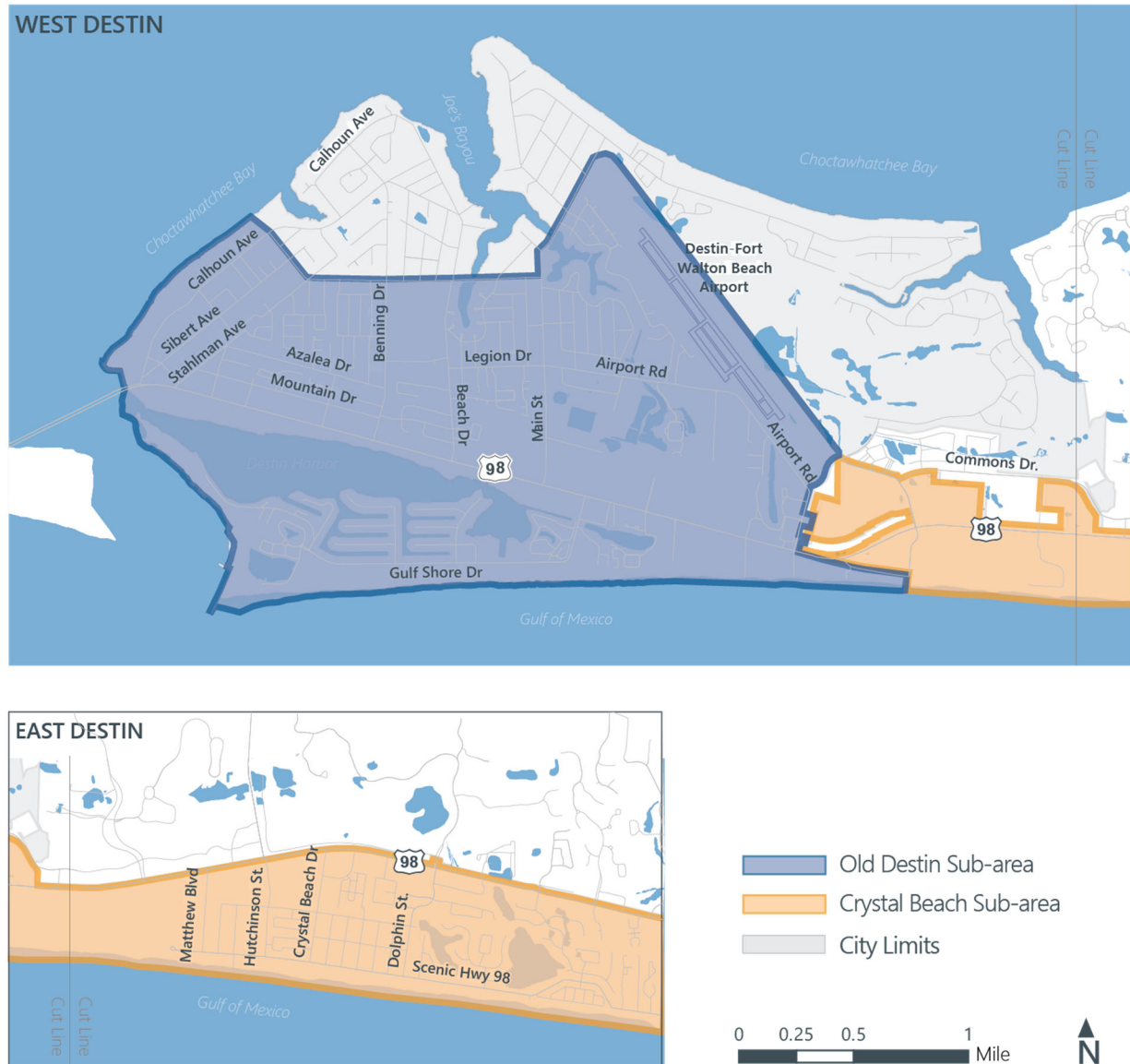
Per Policy 2-1.3.4, developments proposed in the MMTD that satisfy the following two conditions shall be deemed in compliance with transportation concurrency requirements for vehicular traffic:

1. Follows urban form and multimodal facility design standards as described in Comprehensive Plan Policy 2- 1.3.5: Design Development to be Supportive of Multimodal Transportation and Reductions in Vehicle Miles Traveled (VMT).
2. Provides on-site and off-site improvements that contribute to achieving the adopted multimodal level of service standards. These improvements should mitigate transportation impacts in the immediate project vicinity. The amount of mitigation required will correspond to the project's impact as calculated through application of the City's transportation impact fee. Eligible capital improvements are those located within the MMTD and are included in the Capital Improvements Element of this Plan.



Figure 7 | Multimodal Transportation District (MMTD) Boundaries

MULTIMODAL TRANSPORTATION DISTRICT



The City has committed to monitor implementation of the Multimodal Transportation District (MMTD) through both the Annual Concurrency Analysis (Comprehensive Plan Policy 2.1-3.24) and a Biennial MMTD Monitoring Report (Comprehensive Plan Policy 2.1-3.22). The 2005 ATCA established the baseline condition for traffic volume on US Highway 98. Annual and Biennial updates monitor the change in volume against the baseline condition. For the purposes of this evaluation, traffic volume on US Highway 98 is measured in terms of the average annual daily traffic volume plus committed peak directional trips. If the data demonstrate that the average annual daily traffic volume plus committed trips on US



Highway 98 is approaching 115 percent of the baseline condition, the City shall initiate meetings with FDEO, FDOT, TPO, and adjacent jurisdictions to evaluate progress and discuss regional solutions to address traffic conditions on US Highway 98, including the creation of additional capacity or justification for why the creation of additional capacity would be detrimental to the overall success of the MMTD. The comparison between the baseline condition and current conditions is displayed in Table 7. All the links of US Highway 98 continue to have available capacity.

Table 7 | US Highway 98: 2016 to Baseline Comparison

Roadway link	2005 AADT plus committed trips	Baseline: 2005 + 15%	2016 AADT plus committed trips	Available AADT capacity	Percent change from 2005
US HIGHWAY 98 SEGMENT A					
Marler Bridge to Stahlman Ave	50,699	58,304	44,579	13,725	-12%
Stahlman Ave to Benning Dr	51,845	59,621	46,684	12,937	-10%
Benning Dr to Beach Dr	56,236	64,672	49,942	14,730	-11%
Beach Dr to Main St	57,439	66,055	50,916	15,139	-11%
Main St to Gulf Shore Dr	59,704	68,660	55,982	12,678	-6%
US HIGHWAY 98 SEGMENT B					
Gulf Shore Dr to Airport Rd	62,444	71,958	54,724	17,234	-12%
Airport Rd to Scenic Hwy 98	65,347	75,294	49,781	25,513	-24%
US HIGHWAY 98 SEGMENT C					
Scenic Hwy 98 to Henderson Bch Rd	62,437	71,827	67,435	4,392	8%
Henderson Beach Blvd to Triumph Dr	64,687	74,390	64,462	9,927	0%
Triumph Dr to Matthew Blvd	64,675	74,377	67,176	7,201	4%
Matthew Blvd to Danny Wuerffel Way	65,808	75,679	69,083	6,596	5%
Danny Wuerffel Way to Crystal Bch Dr	66,859	76,983	73,551	3,433	10%
Crystal Beach Dr to Regatta Bay Blvd	66,859	76,983	61,523	15,461	-8%
Regatta Bay Blvd to Tequesta Dr	66,859	76,983	58,986	17,998	-12%
Tequesta Dr to Walton County Line	66,859	76,983	55,156	21,828	-18%

HURRICANE CLEARANCE TIME ANALYSIS

The Comprehensive Plan Policy 2.1.7: Analyze Hurricane Evacuation Clearance Time requires a hurricane clearance time analysis. To date, the study needed for this analysis has yet to be completed. However, an interim hurricane clearance time analysis utilized available data provided by the West Florida Regional Planning Council (WFRPC) through the regional transportation component of the Florida Statewide Regional Evacuation Study Program (SRESP). This component was developed to provide evacuation



clearance times to emergency management personnel to plan for different storm events and was updated in 2015 with model network data. The clearance time includes the time required for evacuees to secure their homes and prepare to leave, the time spent by all vehicles traveling along the evacuation route network, and the additional time spent on the road caused by traffic and road congestion. It should be noted that the clearance time does not relate to the time any one vehicle spends traveling along the evacuation route.

The regional transportation component of the SRESP provides hurricane evacuation clearance times at the County level. Analyzing the data at the roadway segment level required a detailed analysis of the regional planning model network outputs. The analysis included clearance time information for operational scenarios developed by the WFRPC in coordination with the local county emergency manager for each evacuation level.

The clearance time in hours for each evacuation level are provided in Table 8 below for the three segments of US Highway 98, as well as for Okaloosa County. The evacuation clearance time for all segments of US Highway 98 are lower than the countywide time for all evacuation levels. This would indicate the relatively close proximity to multiple evacuation routes and destinations. However, the clearance time includes a multitude of variables other than vehicular travel times, making it difficult to draw specific conclusions regarding the transportation network. A detailed carrying capacity study of all evacuation routes within the City would allow for the development of specific transportation improvement needs, hurricane preparedness actions, or land use controls to assure timely evacuation of the entire City.

Table 8 | Hurricane Clearance Times (hours)

Roadway Link	Evacuation Level				
	A	B	C	D	E
US Highway 98 Segment A	10.5	12.4	11.7	13.2	16.9
US Highway 98 Segment B	6.0	11.8	12.3	16.3	16.8
US Highway 98 Segment C	8.8	11.6	12.7	13.6	17.3
Okaloosa County	14.5	15.0	15.0	21.0	25.0



PEDESTRIAN COUNTS

The 2016 ATCA evaluated pedestrian counts for the first time, in accordance with Comprehensive Plan Policy 2-1.3.11: Create Safe Pedestrian and Cycling Roadway Crossings. In 2015, pedestrian crossings were available at 14 signalized intersections along US Highway 98. FDOT installed five new mid-block crossings in July 2016. Pedestrian counts on all crossings were completed in 2016 and 2017, but construction limited 2018 data collection to the five mid-block crossings. Data was collected on the week of July 23, 2018.

Interestingly, two of the crossings – west of Palmetto Street and west of Marler Street – have emerged as the primary crossings, accounting for more than 80% of all crossings during the data collection period, with more than 200 additional crossings counted as compared to 2017. The remaining three crossings all saw fewer crossings than in 2016, though the changes were minimal.

Table 9 | Pedestrian Crossing Volumes

Roadway Intersection	2015	2016	2017	2018	Trend
US 98 at Stahlman Avenue	12	44	94		190%
US 98 west of Palmetto Street*	-	81	130	226	67%
US 98 west of Marler Street*	-	48	30	146	175%
US 98 west of Melvin Street*	-	21	20	18	-7%
US 98 at Benning Drive	29	38	16		-13%
US 98 at Beach Drive	18	18	12		-17%
US 98 at Main Street	18	21	16		-4%
US 98 at Gulf Shore Drive	16	18	12		-10%
US 98 east of Palm Street*	-	43	33	20	-31%
US 98 west of Gulf Terrance Drive*	-	38	26	36	3%
US 98 at Airport Road	60	60	16		-37%
US 98 at Scenic Highway 98	35	40	10		-30%
US 98 at Henderson Beach Road	5	14	2		47%
US 98 at Triumph Drive	2	8	0		100%
US 98 at Matthew Boulevard	1	4	3		138%
US 98 at Danny Wuerffel Way	2	8	8		150%
US 98 at Crystal Beach Drive	5	14	2		47%
US 98 at Regatta Bay Boulevard	0	4	1		N/A
US 98 at Tequesta Drive	1	4	1		113%

* Mid-block crossing installed July 2016



SUMMARY OF FINDINGS

The two-way link traffic volumes on US Highway 98 continues to decrease, and no links on US Highway 98 were operating over capacity. Link traffic volumes on US Highway 98 decreased by an average of nearly 3 percent between 2016 and 2017, coming on the heels of a nearly 5 percent decrease from 2015 to 2016. New capacity calculation methods suggest that US 98 is nearing capacity, with available trips often in the low hundreds on many segments. Construction on US 98 prevented data collection in 2018, but data will be collected as soon as construction is complete.

Traffic volumes on the collector roadways remain relatively stable. Given the short data collection period, 24 hours, it is difficult to be sure that any observed shifts reflect a broad trend rather than a temporary pattern of movement. Commons Drive, including all segments between Indian Bayou Trail and Matthew Boulevard, is operating at a failing level of service based on existing traffic counts and the anticipated trips to be added by new developments. Commons Drive between Airport Road and Indian Bayou Trail is within City limits. All other segments are in the County and are monitored for informational and coordination purposes only.

Commons Drive experienced considerable traffic growth between 2017 and 2018. As noted earlier in this report, the growth likely results from diverted traffic due to the construction and lane reductions on US Highway 98 as well as significant development activity in the area. It is anticipated that the completion of the Highway 98 widening to Airport Road will alter the travel patterns in this area.

Pedestrian volumes pale in comparison to vehicular volumes but are increasing and should continue to be monitored.

This report continues to serve as one of several monitoring tools for the MMTD to ensure that traffic conditions on US Highway 98 do not significantly degrade beyond the existing conditions. If degradation were to approach 115% of the 2005 conditions, the City would be required to coordinate with FDEO, FDOT, TPO, and adjacent jurisdictions to evaluate the progress of the MMTD and regional solutions to congestion on US Highway 98. The 2016 ATCA provides the tenth annual comparison of current US Highway 98 traffic to the baseline conditions established in the 2005 ATCA. All the US Highway 98 links continue to operate below the 115% of the 2005 baseline condition threshold.

**APPENDIX A: CITY OF DESTIN COMMITTED TRIPS**

Committed Project Trips - D.O. Issued – Not Constructed	Direction	Committed Trips
Beach Lofts (SP-05-08) [DO-05-33 issued on 08-12-05] VESTED - Infrastructure installed		12
Captain Leonard Destin Park (SP -17-07)	EB/NB	6
	WB/SB	16
Destin House - Boat Storage (11-12-SP) [DO-11-08 issued on 08-08-11]	WB/SB	1
	EB/NB	4
Destin Motor Company, 3rd Amendment (16-01-SP) [DO-16-10 issued on 05-16-16]	WB/SB	0
	EB/NB	0
Destin Oaks (13-19-SP) [DO-14-06 issued on 03-17-14]	WB/SB	0
	EB/NB	0
Destin Oaks, 1st Amendment (14-23-SP) [DO-14-12 issued 06-10-14]	WB/SB	14
	EB/NB	16
Destin Oaks, 2nd Amendment (15-12-SP) [DO-15-09 issued on 07-15-15]	WB/SB	0
	EB/NB	0
Destin Oaks, 3rd Amendment (15-31-SP) [DO-16-03 issued on 12-04-15]	WB/SB	0
	EB/NB	0
Destin Oaks, 4th Amendment (16-19-SP) [DO-16-12 issued on 06-09-16]	WB/SB	0
	EB/NB	0
Destin Shoppes (16-05-SP) [DO-16-09 issued on 05-16-16]	WB/SB	172
	EB/NB	161
Emerald Coast Centre, 3rd Amendment (15001 Emerald Coast Parkway) 16-06-SP [DO 17-01]	EB/NB	122
	WB/SB	122
Gregg Orr Maine Boat Yacht Sales (SP-18-06) [DO 18-14 issued on 06-15-18]	EB/NB	2
	WB/SB	4
Harbor Docks Fish House (SP-17-23) [DO-18-17 issued 8-30-18]	EB/NB	3
	WB/SB	0
Harborwalk Village, 3rd Amendment (SP-06-02) [DO-10-02 issued on 12-18-09]		311
Henderson Beach Villas (SP-16-14) [DO-17-05 issued on 06-29-17]	EB/NB	6
	WB/SB	1
Legacy Lifestyles (16-37 SP) [DO 18-02 issued 11-13-17]	EB/NB	54
	WB/SB	53
Lot 160 - Destin Pointe (SP-09-08) [DO-10-06 issued on 06-07-10]		17
Marbella, 6th Amendment (Villas) (11-15-SP) [DO-11-07 issued on 07-18-11]	WB/SB	0
	EB/NB	0



Old Bay Village - Phase 2, 2nd Amendment (13-03-SP) [DO-13-02 issued on 12-07-12] VESTED - Infrastructure installed	WB/SB	-2
	EB/NB	-2
Osprey Landing (14-16-SP) [DO-14-13 issued on 06-30-14]	WB/SB	14
	EB/NB	16
Perry's (SP-08-12) [DO-09-16 issued on 08-04-09]		53
Prince Retail/Office Center (14-06-SP) [DO-14-09 issued on 04-24-14]	WB/SB	106
	EB/NB	115
Scallywag's (13-06-SP) [DO-13-06 issued on 03-29-13]	WB/SB	114
	EB/NB	111
SunDestin Condominiums Additions, 1st Amendment (18-11-SP) [DO 18-06 issued 2-9-18] - di minimis	EB/NB	0
	WB/SB	0
The Pointe Beach & Yacht Club (SP-09-07) [DO-09-17 issued on 09-29-09]		114
	EB/NB	0
	WB/SB	0



APPENDIX B: OKALOOSA COUNTY COMMITTED TRIPS

Traffic Concurrency

Committed Trips
as of May, 2018

Segment: US 98E (County Line to CR 2378),
Commons Drive, and
SR 293 (US 98 to Mid-Bay Bridge)

Commons Drive, and SR 293 (US 98 to Mid-Bay Bridge)											Commons Drive (WB/EB)		SR 293 (NB/SB)		
Project Name/Location	Date Approved	Remaining PM Peak Hour Trips	US 98 (Westbound/Eastbound)								SR 293 to Kelly P. Entrance	Kelly P. Entrance to Two Trees Road	US 98 to Commons Drive	Commons Drive to Mid- Bay Bridge	
			County Line to Tequesta Drive	Tequesta Drive to Regatta Bay Blvd.	Regatta Bay Blvd. to Crystal Beach Dr.	Crystal Beach Dr. to SR 293	SR 293 to Matthew Blvd.	Matthew Blvd. to Triumph	Triumph Drive to Henderson Beach Rd.	Henderson Beach Rd. to CR 2378					
Otto's Car Wash	7/17/17	51	0	0	2	2	2	9	9	5	2	3	0	0	
Triump/Commons Dr			0	0	1	1	1	8	9	5	2	3	0	0	
Parkway Parcels at Kelly Plantation	11/5/13	131 ¹	0	1	3	5	8	24	24	20	5	24	0	0	
Commons Dr/US 98			2	6	9	12	16	11	12	11	9	19	0	0	
Regatta Bay PUD	10/8/08	193 ¹	37	42	35	35	26	26	17	9	4	4	0	4	
Future Projects			31	35	42	42	32	32	21	11	5	5	0	6	
Kelly Plantation PUD	12/16/03	71 ¹	10	10	10	10	8	5	9	9	6	2	6	6	
			9	9	9	9	7	3	8	8	10	6	5	5	
Mid Bay RAC - Northeast	9/2000	1030 ¹	69	69	69	257	262	200	196	196	52	26	210	210	
Corner of SR 293 & US 98			38	38	38	301	281	219	195	195	51	26	244	244	
Mid Bay Marina (Phase II)	12/11/00	79	15	15	15	15	4	4	4	4	0	0	25	25	
Southeast end of Mid Bay Bridge			7	7	7	7	6	6	6	6	0	0	12	12	
Total Committed Trips															
		Westbound	131	137	134	324	310	268	259	243	69	59	241	245	Northbound
		Eastbound	87	95	106	372	343	279	251	236	77	59	261	267	Southbound

Notes:

¹ Projects with C.O. issued before the background trips were taken shall be subtracted from the remaining PM peak hour trips.
The background trips to be used in the traffic analysis must be ≤ one (1) year old.



APPENDIX C: US HIGHWAY 98 SYNCHRO RESULTS

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	1639	4	4	1548	90	0	4	0	63	0	47
Future Volume (vph)	47	1639	4	4	1548	90	0	4	0	63	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	11	14	12	12	12	10	12	10	10	12	10
Storage Length (ft)	65		0	96		0	0		130	0		130
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							0.98
Frt					0.988							0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1829	3455	0	1805	3482	0	0	1900	0	1652	0	1492
Flt Permitted	0.094			0.130						0.752		
Satd. Flow (perm)	181	3455	0	247	3482	0	0	1900	0	1307	0	1458
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11							73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		4681			1855			208			474	
Travel Time (s)		91.2			36.1			4.7			10.8	
Confl. Peds. (#/hr)						1			22			5
Confl. Bikes (#/hr)						1						1
Peak Hour Factor	0.85	0.96	0.96	0.50	0.94	0.64	0.50	0.50	0.31	0.80	0.93	0.64
Heavy Vehicles (%)	2%	1%	0%	0%	2%	5%	0%	0%	0%	2%	0%	1%
Adj. Flow (vph)	55	1707	4	8	1647	141	0	8	0	79	0	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	1711	0	8	1788	0	0	8	0	79	0	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	1.04	0.92	1.00	1.00	1.00	1.09	1.00	1.09	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1		1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left		Right
Leading Detector (ft)	50	50		50	50		20	100		50		50
Trailing Detector (ft)	0	0		0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0	0		0		0
Detector 1 Size(ft)	50	50		50	50		20	100		50		50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Turn Type	pm+pt	NA		Perm	NA			NA		D.Pm		Perm
Protected Phases	1	6			2			8				
Permitted Phases	6			2			8			8		8

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		2	2		8	8		8		8
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		5.0	5.0		5.0		5.0
Minimum Split (s)	18.0	145.0		127.0	127.0		35.0	35.0		35.0		35.0
Total Split (s)	18.0	145.0		127.0	127.0		35.0	35.0		35.0		35.0
Total Split (%)	10.0%	80.6%		70.6%	70.6%		19.4%	19.4%		19.4%		19.4%
Maximum Green (s)	12.0	139.0		121.0	121.0		29.0	29.0		29.0		29.0
Yellow Time (s)	4.0	4.0		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		2.0		2.0
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			0.0		-1.5		-1.5
Total Lost Time (s)	4.5	4.5		4.5	4.5			6.0		4.5		4.5
Lead/Lag	Lead			Lag								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	3.0	2.0		3.0	3.0		2.0	2.0		2.0		2.0
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None		None
Walk Time (s)				5.0	5.0		7.0	7.0		7.0		7.0
Flash Dont Walk (s)				15.0	15.0		20.0	20.0		20.0		20.0
Pedestrian Calls (#/hr)				0	0		0	0		0		0
Act Effct Green (s)	154.2	154.2		144.1	144.1			15.3		16.8		16.8
Actuated g/C Ratio	0.86	0.86		0.80	0.80			0.08		0.09		0.09
v/c Ratio	0.24	0.58		0.04	0.64			0.05		0.65		0.36
Control Delay	3.8	3.3		6.0	5.8			72.8		101.8		18.4
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0		0.0
Total Delay	3.8	3.3		6.0	5.8			72.8		101.8		18.4
LOS	A	A		A	A			E		F		B
Approach Delay		3.3			5.8			72.8			61.8	
Approach LOS		A			A			E			E	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	65 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	180
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization	78.8%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 3: Benning Dr/Benning Dr. & US Hwy 98



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	500	490	0
Future Volume (vph)	0	0	0	500	490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr t						
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1863	1863
Link Speed (mph)	30			30	30	
Link Distance (ft)	141			139	387	
Travel Time (s)	3.2			3.2	8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	543	533	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	543	533	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.6%			ICU Level of Service A		
Analysis Period (min)	15					

							
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	0	1988	154	36	1758	99	40
Future Volume (vph)	0	1988	154	36	1758	99	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	228		360	125		175	0
Storage Lanes	1		1	1		1	0
Taper Length (ft)	25			25		25	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.97	0.95
Ped Bike Factor						1.00	
Frt			0.850			0.968	
Flt Protected				0.950		0.962	
Satd. Flow (prot)	1900	3574	1583	1770	3610	3375	0
Flt Permitted				0.046		0.962	
Satd. Flow (perm)	1900	3574	1583	86	3610	3375	0
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			135			17	
Link Speed (mph)		45			45	35	
Link Distance (ft)		1159			2271	1593	
Travel Time (s)		17.6			34.4	31.0	
Confl. Peds. (#/hr)				9			1
Peak Hour Factor	0.68	0.90	0.86	0.75	0.93	0.63	0.95
Heavy Vehicles (%)	0%	1%	2%	2%	0%	1%	2%
Adj. Flow (vph)	0	2209	179	48	1890	157	42
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	2209	179	48	1890	199	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right
Median Width(ft)		20			30	0	
Link Offset(ft)		0			0	0	
Crosswalk Width(ft)		16			16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	15		15	9
Number of Detectors	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	20	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	50	50	50	50	50	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	
Protected Phases	1	6		5	2	4	
Permitted Phases	6		6	2		4	
Detector Phase	1	6	6	5	2	4	
Switch Phase							



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	3.0	10.0	10.0	5.0	10.0	5.0	
Minimum Split (s)	14.0	122.0	122.0	22.0	130.0	36.0	
Total Split (s)	14.0	122.0	122.0	22.0	130.0	36.0	
Total Split (%)	7.8%	67.8%	67.8%	12.2%	72.2%	20.0%	
Maximum Green (s)	7.2	115.2	115.2	15.2	123.2	30.3	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	3.7	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	4.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	1.1	1.1	3.0	2.0	1.1	
Recall Mode	None	C-Min	C-Min	None	C-Min	None	
Walk Time (s)		8.0	8.0			7.0	
Flash Dont Walk (s)		9.0	9.0			23.0	
Pedestrian Calls (#/hr)		0	0			0	
Act Effct Green (s)		144.6	144.6	155.7	155.7	14.8	
Actuated g/C Ratio		0.80	0.80	0.86	0.86	0.08	
v/c Ratio		0.77	0.14	0.32	0.61	0.68	
Control Delay		5.3	0.8	22.8	1.5	84.8	
Queue Delay		0.1	0.0	0.0	0.0	0.0	
Total Delay		5.4	0.8	22.8	1.6	84.8	
LOS		A	A	C	A	F	
Approach Delay		5.0			2.1	84.8	
Approach LOS		A			A	F	

Intersection Summary

Area Type:	Other
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Cycle Length: 180

Actuated Cycle Length: 180

Offset: 50 (28%), Referenced to phase 2:WBTL and 6:EBTU, Start of Yellow

Natural Cycle: 180

Control Type: Actuated-Coordinated

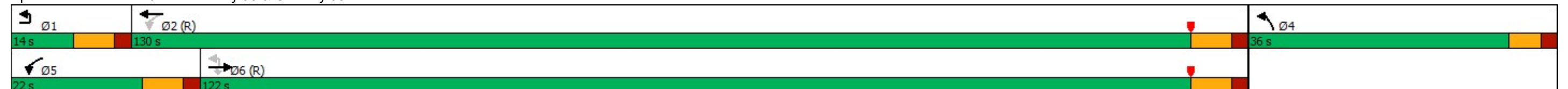
Maximum v/c Ratio: 0.77

Intersection Signal Delay: 7.3

Intersection Capacity Utilization 67.7%	ICU Level of Service C
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Analysis Period (min) 15

Splits and Phases: 6: Scenic Hwy 98 & US Hwy 98



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	348	1544	178	63	1754	523	222	234	44	515	249	356
Future Volume (vph)	348	1544	178	63	1754	523	222	234	44	515	249	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	11	12	12	12
Storage Length (ft)	810		320	400		0	200		200	565		0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor			0.99			0.99				1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1599	3502	5085	1568	3467	1863	1546	3467	1881	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1579	3502	5085	1546	3467	1863	1546	3463	1881	1573
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205			381			140			175
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		1346			1378			387			1102	
Travel Time (s)		20.4			20.9			8.8			16.7	
Confl. Peds. (#/hr)						1				1		1
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.77	0.96	0.87	0.78	0.98	0.87	0.68	0.71	0.73	0.93	0.91	0.94
Heavy Vehicles (%)	2%	2%	1%	0%	2%	3%	1%	2%	1%	1%	1%	1%
Adj. Flow (vph)	452	1608	205	81	1790	601	326	330	60	554	274	379
Shared Lane Traffic (%)												
Lane Group Flow (vph)	452	1608	205	81	1790	601	326	330	60	554	274	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			45			24			35	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	4.0	4.0	5.0	5.0	5.0
Minimum Split (s)	32.0	104.0	104.0	18.0	90.0	90.0	34.0	22.0	22.0	36.0	24.0	24.0
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	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%	13.3%
Maximum Green (s)	25.2	97.2	97.2	11.2	83.2	83.2	28.3	16.3	16.3	29.2	17.2	17.2
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	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	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3	5.3	4.2	4.2	4.2	5.3	5.3	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.5	1.5	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0
Flash Dont Walk (s)		22.0	22.0		22.0	22.0		23.0	23.0		23.0	23.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	26.4	97.8	97.8	10.8	82.3	82.3	23.6	20.1	20.1	31.2	27.6	27.6
Actuated g/C Ratio	0.15	0.54	0.54	0.06	0.46	0.46	0.13	0.11	0.11	0.17	0.15	0.15
v/c Ratio	0.90	0.58	0.22	0.38	0.77	0.66	0.72	1.59	0.20	0.92	0.95	0.97
Control Delay	103.9	18.3	2.2	78.9	28.8	10.3	83.9	331.0	1.5	94.4	113.2	77.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.9	18.3	2.2	78.9	28.8	10.3	83.9	331.0	1.5	94.4	113.2	77.8
LOS	F	B	A	E	C	B	F	F	A	F	F	E
Approach Delay		33.9			25.9			190.9			93.5	
Approach LOS		C			C			F			F	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 20 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 180

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay: 58.6

Intersection LOS: E

Intersection Capacity Utilization 87.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: SR 293 & US Hwy 98



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1188	88	144	1088	12	100	32	180	84	76	456
Future Volume (vph)	176	1188	88	144	1088	12	100	32	180	84	76	456
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	11	11	13	12	12	12	12	11	12	11	11
Storage Length (ft)	164		0	88		0	0		58	0		100
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96			1.00			1.00	0.98		1.00	0.98
Frt		0.989			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.966			0.974	
Satd. Flow (prot)	1925	3283	0	1865	3518	0	0	1835	1546	0	1762	1531
Flt Permitted	0.169			0.112				0.417			0.561	
Satd. Flow (perm)	343	3283	0	220	3518	0	0	790	1513	0	1012	1500
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			1				120			224
Link Speed (mph)		35			35			30			20	
Link Distance (ft)		800			4681			392			770	
Travel Time (s)		15.6			91.2			8.9			26.3	
Confl. Peds. (#/hr)	72		140	4		72	4		4	4		4
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.90	0.95	0.88	0.70	0.94	0.75	0.78	0.61	0.80	0.68	0.69	0.98
Heavy Vehicles (%)	0%	1%	2%	0%	2%	1%	0%	0%	1%	2%	1%	2%
Adj. Flow (vph)	196	1251	100	206	1157	16	128	52	225	124	110	465
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	1351	0	206	1173	0	0	180	225	0	234	465
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		14			14			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.04	1.04	0.96	1.00	1.00	1.00	1.00	1.04	1.00	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	1	1
Detector Template				Left			Left			Left		
Leading Detector (ft)	50	156		50	100		20	25	25	20	25	25
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50		20	25	25	20	25	25
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		150			94			0				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0							
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	88.0		26.0	92.0		33.0	33.0	33.0	33.0	33.0	33.0
Total Split (s)	25.0	92.0		28.0	95.0		60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	13.9%	51.1%		15.6%	52.8%		33.3%	33.3%	33.3%	33.3%	33.3%	33.3%
Maximum Green (s)	19.0	86.0		22.0	89.0		54.3	54.3	54.3	54.3	54.3	54.3
Yellow Time (s)	4.0	4.0		4.0	4.0		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
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5	-1.5		-1.5	-1.5
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.2	4.2		4.2	4.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		Min	Min	Min	None	None	None
Walk Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		18.0			18.0		18.0	18.0	18.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	119.5	104.3		124.3	106.9			44.7	44.7		44.7	44.7
Actuated g/C Ratio	0.66	0.58		0.69	0.59			0.25	0.25		0.25	0.25
v/c Ratio	0.54	0.71		0.66	0.56			0.92	0.48		0.93	0.86
Control Delay	16.4	32.1		37.6	12.6			110.9	28.0		106.9	48.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	16.4	32.1		37.6	12.6			110.9	28.0		106.9	48.2
LOS	B	C		D	B			F	C		F	D
Approach Delay		30.1			16.4			64.9			67.9	
Approach LOS		C			B			E			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 120 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 35.5	Intersection LOS: D
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 10: Stahlman Ave & US Hwy 98

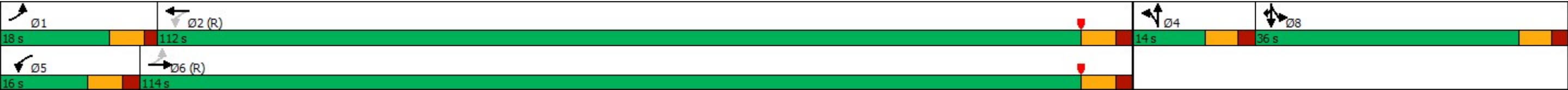


												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	1595	0	0	1501	78	0	0	0	106	0	122
Future Volume (vph)	122	1595	0	0	1501	78	0	0	0	106	0	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	14	13	11	12	12	12	12	12	12	12
Storage Length (ft)	340		0	171		85	0		0	37		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt					0.991							0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1728	3421	0	1963	3388	0	0	1900	0	0	1787	1568
Flt Permitted	0.092										0.950	
Satd. Flow (perm)	167	3421	0	1963	3388	0	0	1900	0	0	1787	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6							134
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1855			2179			293			719	
Travel Time (s)		36.1			42.4			6.7			16.3	
Confl. Peds. (#/hr)							2					
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.71	0.95	0.50	0.69	0.96	0.83	0.38	0.50	0.50	0.88	0.91	0.91
Heavy Vehicles (%)	1%	2%	11%	0%	2%	1%	0%	0%	3%	1%	0%	3%
Adj. Flow (vph)	172	1679	0	0	1564	94	0	0	0	120	0	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1679	0	0	1658	0	0	0	0	0	120	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	0.92	0.96	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	50	50		50	50		20	100		20	100	50
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		20	100		20	100	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA					Split	NA	Prot
Protected Phases	1	6		5	2		4	4		8	8	8
Permitted Phases	6			2								

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	18.0	114.0		16.0	112.0		14.0	14.0		36.0	36.0	36.0
Total Split (s)	18.0	114.0		16.0	112.0		14.0	14.0		36.0	36.0	36.0
Total Split (%)	10.0%	63.3%		8.9%	62.2%		7.8%	7.8%		20.0%	20.0%	20.0%
Maximum Green (s)	12.5	108.0		10.0	106.0		8.3	8.3		30.3	30.3	30.3
Yellow Time (s)	4.0	4.0		4.0	4.0		3.7	3.7		3.7	3.7	3.7
All-Red Time (s)	1.5	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			0.0	-1.5
Total Lost Time (s)	4.0	4.5		4.5	4.5			4.2			5.7	4.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)					7.0					7.0	7.0	7.0
Flash Dont Walk (s)					16.0					23.0	23.0	23.0
Pedestrian Calls (#/hr)					0					0	0	0
Act Effct Green (s)	152.9	152.4			126.9						17.4	18.9
Actuated g/C Ratio	0.85	0.85			0.70						0.10	0.10
v/c Ratio	0.52	0.58			0.69						0.70	0.47
Control Delay	21.4	7.6			9.5						98.8	15.3
Queue Delay	0.0	0.0			0.0						0.0	0.0
Total Delay	21.4	7.6			9.5						98.8	15.3
LOS	C	A			A						F	B
Approach Delay		8.8			9.5						54.7	
Approach LOS		A			A						D	

Intersection Summary		
Area Type:	Other	
Cycle Length:	180	
Actuated Cycle Length:	180	
Offset:	30 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle:	180	
Control Type:	Actuated-Coordinated	
Maximum v/c Ratio:	0.70	
Intersection Signal Delay:	12.2	Intersection LOS: B
Intersection Capacity Utilization	68.4%	ICU Level of Service C
Analysis Period (min)	15	

Splits and Phases: 15: Beach Dr & US Hwy 98



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	122	1595	1501	78	106	122
Future Volume (vph)	122	1595	1501	78	106	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	10	11	11
Storage Length (ft)	165			68	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Ped Bike Factor					1.00	0.99
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	3455	3539	1478	3319	1516
Flt Permitted	0.116				0.950	
Satd. Flow (perm)	216	3455	3539	1478	3308	1495
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				52		140
Link Speed (mph)		35	35		25	
Link Distance (ft)		2179	170		1103	
Travel Time (s)		42.4	3.3		30.1	
Confl. Peds. (#/hr)					1	1
Peak Hour Factor	0.85	0.94	0.92	0.73	0.73	0.87
Heavy Vehicles (%)	2%	1%	2%	2%	2%	3%
Adj. Flow (vph)	144	1697	1632	107	145	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	144	1697	1632	107	145	140
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		13	13		23	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.04	1.00	1.09	1.04	1.04
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	100	100	20	20	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	8	8	
Permitted Phases	6			2	8	8
Detector Phase	1	6	2	8	8	8

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0	4.0	4.0	4.0
Minimum Split (s)	28.0	152.0	124.0	28.0	28.0	28.0
Total Split (s)	28.0	152.0	124.0	28.0	28.0	28.0
Total Split (%)	15.6%	84.4%	68.9%	15.6%	15.6%	15.6%
Maximum Green (s)	22.0	146.0	118.0	22.3	22.3	22.3
Yellow Time (s)	4.0	4.0	4.0	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	4.5	4.5	4.5	4.2	4.2	4.2
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	3.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			16.0	22.0	22.0	22.0
Pedestrian Calls (#/hr)			2	6	6	6
Act Effct Green (s)	156.3	156.3	142.2	161.7	15.0	15.0
Actuated g/C Ratio	0.87	0.87	0.79	0.90	0.08	0.08
v/c Ratio	0.53	0.57	0.58	0.08	0.53	0.55
Control Delay	14.2	2.8	5.9	0.3	85.1	18.5
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	14.2	2.9	6.1	0.3	85.1	18.5
LOS	B	A	A	A	F	B
Approach Delay		3.8	5.8		52.4	
Approach LOS		A	A		D	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 163 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 180

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 8.2

Intersection LOS: A

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 18: US Hwy 98 & Main St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	14	31	26	9	188	19	281	26	188	279	41
Future Volume (vph)	41	14	31	26	9	188	19	281	26	188	279	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	0		100	150		0	150		0
Storage Lanes	1		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.987			0.981	
Flt Protected	0.950				0.964		0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	0	1796	1583	1770	3493	0	1770	3472	0
Flt Permitted	0.732				0.835		0.543			0.502		
Satd. Flow (perm)	1364	1863	1583	0	1555	1583	1011	3493	0	935	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			204		12			22	
Link Speed (mph)		30			30			25			30	
Link Distance (ft)		460			1234			1103			1639	
Travel Time (s)		10.5			28.0			30.1			37.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	15	34	28	10	204	21	305	28	204	303	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	15	34	0	38	204	21	333	0	204	348	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	18.0	34.0		18.0	34.0	
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	19.0	41.0		22.0	44.0	
Total Split (%)	31.5%	31.5%	31.5%	31.5%	31.5%	31.5%	20.7%	44.6%		23.9%	47.8%	
Maximum Green (s)	23.6	23.6	23.6	23.6	23.6	23.6	13.3	35.3		16.3	38.3	
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	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	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)	5.4	5.4	5.4		5.4	5.4	5.7	5.7		5.7	5.7	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0			0	
Act Effct Green (s)	23.6	23.6	23.6		23.6	23.6	48.6	35.3		54.6	38.3	
Actuated g/C Ratio	0.26	0.26	0.26		0.26	0.26	0.53	0.38		0.59	0.42	
v/c Ratio	0.13	0.03	0.07		0.10	0.37	0.03	0.25		0.29	0.24	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	27.6	26.0	0.3		27.0	6.2	7.2	19.2		13.4	23.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	27.6	26.0	0.3		27.0	6.2	7.2	19.2		13.4	23.0	
LOS	C	C	A		C	A	A	B		B	C	
Approach Delay		17.5			9.5			18.5			19.5	
Approach LOS		B			A			B			B	

Intersection Summary	
Area Type:	Other
Cycle Length:	92
Actuated Cycle Length:	92
Offset: 59 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.37
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 41.9%	ICU Level of Service A
Analysis Period (min)	15

Splits and Phases: 19: Main St/Main Street & 98 Palms Boulevard



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	1372	208	176	1419	51	188	86	204	129	141	39
Future Volume (vph)	51	1372	208	176	1419	51	188	86	204	129	141	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	255		461	360		160	150		0	188		175
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor						0.98			0.99	1.00	1.00	
Frt			0.850			0.850			0.850		0.969	
Flt Protected	0.950			0.950			0.950	0.980		0.950		
Satd. Flow (prot)	1678	3574	1599	1711	3539	1599	1698	1741	1599	1752	3467	0
Flt Permitted	0.115			0.085			0.950	0.980		0.950		
Satd. Flow (perm)	203	3574	1599	153	3539	1572	1698	1741	1577	1747	3467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229			84			165		14	
Link Speed (mph)		35			35			30			20	
Link Distance (ft)		825			4893			1326			666	
Travel Time (s)		16.1			95.3			30.1			22.7	
Confl. Peds. (#/hr)				2		2			1	2		1
Peak Hour Factor	0.71	0.95	0.91	0.82	0.98	0.80	0.79	0.86	0.83	0.91	0.80	0.86
Heavy Vehicles (%)	4%	1%	1%	2%	2%	1%	1%	2%	1%	3%	0%	3%
Adj. Flow (vph)	72	1444	229	215	1448	64	238	100	246	142	176	45
Shared Lane Traffic (%)							28%					
Lane Group Flow (vph)	72	1444	229	215	1448	64	171	167	246	142	221	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100	20	20	100	20	20	100	20	20	100	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
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	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0	30.0	8.0	8.0	8.0	12.0	12.0	
Minimum 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 (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%	
Maximum Green (s)	10.3	96.3	96.3	18.3	104.3	104.3	22.3	22.3	22.3	20.6	20.6	
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)	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	-1.1	
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.3	4.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)		16.0	16.0		16.0	16.0	24.0	24.0	24.0	24.0	24.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	
Act Effct Green (s)	110.9	101.7	101.7	124.1	110.4	110.4	23.1	23.1	23.1	19.3	19.3	
Actuated g/C Ratio	0.62	0.56	0.56	0.69	0.61	0.61	0.13	0.13	0.13	0.11	0.11	
v/c Ratio	0.36	0.72	0.23	0.83	0.67	0.06	0.79	0.75	0.71	0.76	0.58	
Control Delay	16.2	29.8	5.7	75.0	9.5	0.6	99.7	95.8	36.6	102.5	77.4	
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	16.2	30.0	5.7	75.0	9.5	0.6	99.7	95.8	36.6	102.5	77.4	
LOS	B	C	A	E	A	A	F	F	D	F	E	
Approach Delay		26.2			17.3			72.0			87.2	
Approach LOS		C			B			E			F	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	125 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	180
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	33.8
Intersection LOS:	C
Intersection Capacity Utilization	81.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 20: Gulfshore Dr & US Hwy 98



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1889	0	8	1525	345	24	0	24	188	0	91
Future Volume (vph)	79	1889	0	8	1525	345	24	0	24	188	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	12	12	12	11	11	12	12	12
Storage Length (ft)	385		270	240		185	0		50	130		0
Storage Lanes	1		1	1		1	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor								0.98				0.94
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950				0.950		0.950	0.950	
Satd. Flow (prot)	1787	3455	2049	1787	3539	1568	0	1745	1531	1681	1681	1568
Flt Permitted	0.068			0.058				0.950		0.950	0.950	
Satd. Flow (perm)	128	3455	2049	109	3539	1568	0	1703	1531	1681	1681	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182			101			115
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		4893			1159			213			1347	
Travel Time (s)		74.1			17.6			5.8			36.7	
Confl. Peds. (#/hr)	22		23				14					24
Peak Hour Factor	0.74	0.96	0.64	0.80	0.87	0.83	0.56	0.38	0.63	0.80	0.25	0.79
Heavy Vehicles (%)	1%	1%	2%	1%	2%	3%	0%	0%	2%	2%	0%	3%
Adj. Flow (vph)	107	1968	0	10	1753	416	43	0	38	235	0	115
Shared Lane Traffic (%)										38%		
Lane Group Flow (vph)	107	1968	0	10	1753	416	0	43	38	146	89	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50	50	5	50	20	20	50	50	50	50	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50	50	5	50	20	20	50	50	50	50	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	2.9	10.0	10.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	18.0	114.0	114.0	16.0	112.0	112.0	16.0	16.0	16.0	34.0	34.0	34.0
Total Split (s)	18.0	114.0	114.0	16.0	112.0	112.0	16.0	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%	8.9%	18.9%	18.9%	18.9%
Maximum Green (s)	11.2	107.2	107.2	9.2	105.2	105.2	10.6	10.6	10.6	28.0	28.0	28.0
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	3.4	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	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	0.0		-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	6.8		3.4	3.4	4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.1	2.0	2.0	1.0	2.0	2.0	1.1	1.1	1.1	1.0	1.0	1.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		5.0	5.0		5.0	5.0				5.0	5.0	5.0
Flash Dont Walk (s)		16.0	16.0		16.0	16.0				23.0	23.0	23.0
Pedestrian Calls (#/hr)		0	0		0	0				0	0	0
Act Effct Green (s)	138.9	134.5		127.7	121.9	119.9		9.7	9.7	21.1	21.1	21.1
Actuated g/C Ratio	0.77	0.75		0.71	0.68	0.67		0.05	0.05	0.12	0.12	0.12
v/c Ratio	0.51	0.76		0.08	0.73	0.38		0.46	0.21	0.74	0.45	0.42
Control Delay	33.2	15.8		4.9	17.0	3.1		97.2	2.8	96.3	78.4	17.0
Queue Delay	0.0	0.0		0.0	0.1	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	15.8		4.9	17.1	3.1		97.2	2.8	96.3	78.4	17.0
LOS	C	B		A	B	A		F	A	F	E	B
Approach Delay		16.7			14.4			52.9			65.7	
Approach LOS		B			B			D			E	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	50 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	180
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	19.9
Intersection LOS:	B
Intersection Capacity Utilization	85.1%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 23: Airport/Airport Rd & US Hwy 98



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	1845	24	24	2162	119	32	4	24	143	12	162
Future Volume (vph)	91	1845	24	24	2162	119	32	4	24	143	12	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	11
Storage Length (ft)	350		200	310		0	140		0	185		390
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor								0.99				
Frt			0.850		0.991			0.882				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.964	
Satd. Flow (prot)	1787	3539	1583	1805	5033	0	1805	1655	0	1698	1727	1531
Flt Permitted	0.034			0.055			0.950			0.950	0.964	
Satd. Flow (perm)	64	3539	1583	104	5033	0	1805	1655	0	1698	1727	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92		9			29				200
Link Speed (mph)		45			45			15			30	
Link Distance (ft)		2362			1457			569			642	
Travel Time (s)		35.8			22.1			25.9			14.6	
Confl. Peds. (#/hr)									2			
Peak Hour Factor	0.80	0.93	0.56	0.60	0.96	0.79	0.64	0.50	0.83	0.82	0.50	0.81
Heavy Vehicles (%)	1%	2%	2%	0%	2%	4%	0%	0%	0%	1%	0%	2%
Adj. Flow (vph)	114	1984	43	40	2252	151	50	8	29	174	24	200
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	114	1984	43	40	2403	0	50	37	0	104	94	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			35			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	100	20	20	100		20	100		20	100	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2								8
Detector Phase	1	6	6	5	2		4	4		8	8	8

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	30.0	30.0	4.0	30.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	30.0	116.0	116.0	18.0	104.0		20.0	20.0		26.0	26.0	26.0
Total Split (s)	30.0	116.0	116.0	18.0	104.0		20.0	20.0		26.0	26.0	26.0
Total Split (%)	16.7%	64.4%	64.4%	10.0%	57.8%		11.1%	11.1%		14.4%	14.4%	14.4%
Maximum Green (s)	23.2	109.2	109.2	11.2	97.2		14.3	14.3		20.3	20.3	20.3
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		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	-1.5
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3		4.2	4.2		4.2	4.2	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	2.2	2.2	3.0	2.0		1.1	1.1		1.1	1.1	1.1
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		16.0	16.0		16.0		24.0	24.0		24.0	24.0	24.0
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	0
Act Effct Green (s)	142.3	131.4	131.4	130.2	122.2		10.0	10.0		16.0	16.0	16.0
Actuated g/C Ratio	0.79	0.73	0.73	0.72	0.68		0.06	0.06		0.09	0.09	0.09
v/c Ratio	0.59	0.77	0.04	0.26	0.70		0.50	0.31		0.69	0.61	0.63
Control Delay	58.4	9.0	0.1	10.5	14.5		98.5	37.9		101.7	95.1	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.4	9.0	0.1	10.5	14.5		98.5	37.9		101.7	95.1	17.5
LOS	E	A	A	B	B		F	D		F	F	B
Approach Delay		11.5			14.5			72.7			57.8	
Approach LOS		B			B			E			E	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	115 (64%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle:	180
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	17.6
Intersection LOS:	B
Intersection Capacity Utilization	77.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 29: Henderson Beach/Henderson Beach Rd & US Hwy 98



						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗		↑↑↑		
Traffic Volume (vph)	2003	0	0	2233	0	0
Future Volume (vph)	2003	0	0	2233	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.86	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	1863	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	3539	1863	0	6408	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	1437			1136	182	
Travel Time (s)	21.8			17.2	4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2177	0	0	2427	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2177	0	0	2427	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.7%			ICU Level of Service B		
Analysis Period (min)	15					

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	44	1932	2313	12	123	55
Future Volume (vph)	44	1932	2313	12	123	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			180	140	250
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.91	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	3574	5136	1615	3433	1615
Flt Permitted	0.047				0.950	
Satd. Flow (perm)	89	3574	5136	1615	3433	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				8		80
Link Speed (mph)		45	45		25	
Link Distance (ft)		1457	3996		424	
Travel Time (s)		22.1	60.5		11.6	
Peak Hour Factor	0.76	0.98	0.97	0.93	0.89	0.69
Heavy Vehicles (%)	0%	1%	1%	0%	2%	0%
Adj. Flow (vph)	58	1971	2385	13	138	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	1971	2385	13	138	80
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	100	100	20	20	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
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)	20.0	154.0	134.0	134.0	26.0	26.0

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	20.0	154.0	134.0	134.0	26.0	26.0
Total Split (%)	11.1%	85.6%	74.4%	74.4%	14.4%	14.4%
Maximum Green (s)	13.2	147.2	127.2	127.2	20.0	20.0
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)	-1.5	-1.5	-1.5	0.0	-1.5	-1.5
Total Lost Time (s)	5.3	5.3	5.3	6.8	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Walk Time (s)			5.0	5.0	5.0	5.0
Flash Dont Walk (s)			19.0	19.0	24.0	24.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	156.1	156.1	144.2	142.7	14.1	14.1
Actuated g/C Ratio	0.87	0.87	0.80	0.79	0.08	0.08
v/c Ratio	0.35	0.64	0.58	0.01	0.51	0.40
Control Delay	12.4	6.7	10.1	4.6	86.2	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	6.8	10.1	4.6	86.2	19.6
LOS	B	A	B	A	F	B
Approach Delay		6.9	10.0		61.8	
Approach LOS		A	B		E	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 117 (65%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 180

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 11.1

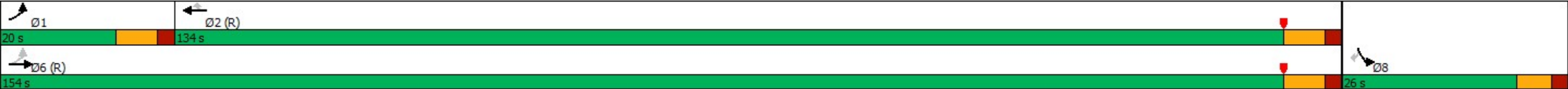
Intersection LOS: B

Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 33: US Hwy 98 & Triumph Drive



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1845	186	32	2277	87	253	51	36	162	48	16
Future Volume (vph)	67	1845	186	32	2277	87	253	51	36	162	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	250		1000	447		0	107		141	0		135
Storage Lanes	1		1	1		0	1		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.993			0.933				0.850
Flt Protected	0.950			0.950			0.950				0.965	
Satd. Flow (prot)	1805	5048	0	1787	5055	0	3286	1680	0	0	1788	1583
Flt Permitted	0.039			0.040			0.950				0.965	
Satd. Flow (perm)	74	5048	0	75	5055	0	3286	1680	0	0	1788	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			6			19				99
Link Speed (mph)		45			45			30			20	
Link Distance (ft)		3996			1346			944			389	
Travel Time (s)		60.5			20.4			21.5			13.3	
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.76	0.94	0.80	0.85	0.96	0.72	0.79	0.74	0.64	0.91	0.73	0.66
Heavy Vehicles (%)	0%	1%	2%	1%	2%	0%	3%	2%	2%	2%	4%	2%
Adj. Flow (vph)	88	1963	233	38	2372	121	320	69	56	178	66	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	2196	0	38	2493	0	320	125	0	0	244	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			40			22			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	50	50		50	50		20	100		50	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	50	50		50	50		20	100		50	100	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2								8
Detector Phase	1	6		5	2		4	4		8	8	8

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	18.0	100.0		18.0	100.0		32.0	32.0		30.0	30.0	30.0
Total Split (s)	18.0	100.0		18.0	100.0		32.0	32.0		30.0	30.0	30.0
Total Split (%)	10.0%	55.6%		10.0%	55.6%		17.8%	17.8%		16.7%	16.7%	16.7%
Maximum Green (s)	11.2	93.2		11.2	93.2		26.3	26.3		24.3	24.3	24.3
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		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5			-1.5	-1.5
Total Lost Time (s)	5.3	5.3		5.3	5.3		4.2	4.2			4.2	4.2
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	2.5		1.2	1.2		3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		5.0			5.0					15.0	15.0	15.0
Flash Dont Walk (s)		18.0			23.0					24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)	112.9	103.7		107.2	98.8		22.5	22.5			28.8	28.8
Actuated g/C Ratio	0.63	0.58		0.60	0.55		0.12	0.12			0.16	0.16
v/c Ratio	0.58	0.75		0.31	0.90		0.78	0.55			0.85	0.07
Control Delay	47.3	31.5		28.3	24.5		89.5	71.3			98.5	0.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	47.3	31.5		28.3	24.5		89.5	71.3			98.5	0.4
LOS	D	C		C	C		F	E			F	A
Approach Delay		32.1			24.6			84.4			89.8	
Approach LOS		C			C			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 35 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 180
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 35.7
Intersection LOS: D
Intersection Capacity Utilization 80.1%
ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 35: Matthew Blvd & US Hwy 98



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1778	107	48	2099	127	253	40	71	154	32	91
Future Volume (vph)	63	1778	107	48	2099	127	253	40	71	154	32	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	425		0	430		0	325		535	44		44
Storage Lanes	1		1	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	0.86	0.95	0.95	1.00	0.97	1.00	1.00
Ped Bike Factor			0.96									
Frt			0.850		0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5136	1599	1805	6347	0	1698	1787	1583	3502	1900	1599
Flt Permitted	0.036			0.074			0.950			0.950		
Satd. Flow (perm)	68	5136	1532	141	6347	0	1698	1787	1583	3502	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			92		14				99			102
Link Speed (mph)		35			45			30			15	
Link Distance (ft)		1378			1437			752			228	
Travel Time (s)		26.8			21.8			17.1			10.4	
Confl. Peds. (#/hr)	6		5									
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.71	0.95	0.81	0.86	0.96	0.70	0.83	0.77	0.80	0.70	0.82	0.89
Heavy Vehicles (%)	0%	1%	1%	0%	2%	0%	1%	1%	2%	0%	0%	1%
Adj. Flow (vph)	89	1872	132	56	2186	181	305	52	89	220	39	102
Shared Lane Traffic (%)							0%					
Lane Group Flow (vph)	89	1872	132	56	2367	0	305	52	89	220	39	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			35			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	100	20	20	100		20	100	20	20	100	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2					4			8
Detector Phase	1	6	6	5	2		4	4	4	8	8	8

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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)	28.0	96.0	96.0	24.0	92.0		30.0	30.0	30.0	30.0	30.0	30.0
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%
Maximum Green (s)	21.2	89.2	89.2	17.2	85.2		24.3	24.3	24.3	24.3	24.3	24.3
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)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.3	5.3	5.3	5.3	5.3		4.2	4.2	4.2	4.2	4.2	4.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		5.0	5.0		5.0					5.0	5.0	5.0
Flash Dont Walk (s)		16.0	16.0		16.0					40.0	40.0	40.0
Pedestrian Calls (#/hr)		0	0		0					0	0	0
Act Effct Green (s)	121.2	111.0	111.0	114.6	105.6		25.8	25.8	25.8	17.7	17.7	17.7
Actuated g/C Ratio	0.67	0.62	0.62	0.64	0.59		0.14	0.14	0.14	0.10	0.10	0.10
v/c Ratio	0.56	0.59	0.13	0.33	0.63		1.26	0.20	0.29	0.64	0.21	0.41
Control Delay	60.8	17.8	5.7	18.2	37.6		202.0	70.4	10.8	86.3	75.7	16.4
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	60.8	17.8	5.7	18.2	37.6		202.0	70.4	10.8	86.3	75.7	16.4
LOS	E	B	A	B	D		F	E	B	F	E	B
Approach Delay		18.9			37.2			148.5			65.4	
Approach LOS		B			D			F			E	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 46 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 180
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 41.2
Intersection LOS: D
Intersection Capacity Utilization 64.7%
ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 39: Crystal Beach/Crystal Beach Dr & US Hwy 98



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	2055	75	40	2051	48	162	12	71	83	4	20
Future Volume (vph)	44	2055	75	40	2051	48	162	12	71	83	4	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	10	10	12
Storage Length (ft)	425		350	325		325	170		0	110		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98									
Frt			0.850			0.850		0.867			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3539	1583	1770	1811	0	1668	1518	0
Flt Permitted	0.950			0.950			0.527			0.460		
Satd. Flow (perm)	1787	3574	1566	1787	3539	1583	982	1811	0	808	1518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101			88		129			29	
Link Speed (mph)		45			55			25			25	
Link Distance (ft)		1136			724			938			378	
Travel Time (s)		17.2			9.0			25.6			10.3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.75	0.97	0.61	0.62	0.96	0.92	0.92	0.70	0.52	0.72	0.45	0.68
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%	2%	4%	3%	1%	2%	4%
Adj. Flow (vph)	59	2119	123	65	2136	52	176	17	137	115	9	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	2119	123	65	2136	52	176	154	0	115	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		50			45			25			25	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.09	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	100	20	20	100	20	20	100		20	100	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	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	6	5	2	2	7	4		3	8	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	35.0	35.0	4.0	35.0	35.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	18.0	126.0	126.0	18.0	126.0	126.0	20.0	16.0		20.0	16.0	
Total Split (s)	18.0	126.0	126.0	18.0	126.0	126.0	20.0	16.0		20.0	16.0	
Total Split (%)	10.0%	70.0%	70.0%	10.0%	70.0%	70.0%	11.1%	8.9%		11.1%	8.9%	
Maximum Green (s)	11.2	119.2	119.2	11.2	119.2	119.2	14.6	10.6		14.6	10.6	
Yellow Time (s)	4.8	4.8	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		2.0	2.0	
Lost Time Adjust (s)	-1.5	-2.0	-2.0	-1.5	-2.0	-2.0	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	5.3	4.8	4.8	5.3	4.8	4.8	3.9	3.9		3.9	3.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		22.0	22.0		22.0	22.0		22.0			22.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	11.5	124.1	124.1	11.8	124.4	124.4	27.7	11.1		23.5	10.0	
Actuated g/C Ratio	0.06	0.69	0.69	0.07	0.69	0.69	0.15	0.06		0.13	0.06	
v/c Ratio	0.52	0.86	0.11	0.56	0.87	0.05	0.76	0.66		0.65	0.34	
Control Delay	121.1	24.0	1.1	82.0	27.7	2.3	89.8	32.7		85.1	40.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	121.1	24.0	1.1	82.0	27.7	2.3	89.8	32.7		85.1	40.2	
LOS	F	C	A	F	C	A	F	C		F	D	
Approach Delay		25.3			28.7			63.1			73.9	
Approach LOS		C			C			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 180
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 30.8
Intersection LOS: C
Intersection Capacity Utilization 79.8%
ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 47: Regatta Bay Blvd/Regatta Bay & US Hwy 98



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	2150	4	0	1992	36	8	0	8	16	0	143
Future Volume (vph)	103	2150	4	0	1992	36	8	0	8	16	0	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		225	200		250	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00		0.97			0.98						
Frt			0.850			0.850		0.930			0.900	0.850
Flt Protected	0.950							0.976			0.984	
Satd. Flow (prot)	1787	3574	1583	1900	3539	1599	0	1632	0	0	1547	1475
Flt Permitted	0.950							0.761			0.906	
Satd. Flow (perm)	1787	3574	1541	1900	3539	1566	0	1272	0	0	1424	1475
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56			97		105			105	105
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		3074			1268			830			292	
Travel Time (s)		59.9			24.7			22.6			8.0	
Confl. Peds. (#/hr)	1		1									
Confl. Bikes (#/hr)			5			1						
Peak Hour Factor	0.81	0.97	0.69	0.71	0.94	0.65	0.55	0.50	0.50	0.89	0.25	0.87
Heavy Vehicles (%)	1%	1%	2%	0%	2%	1%	0%	0%	11%	2%	0%	4%
Adj. Flow (vph)	127	2216	6	0	2119	55	15	0	16	18	0	164
Shared Lane Traffic (%)												22%
Lane Group Flow (vph)	127	2216	6	0	2119	55	0	31	0	0	54	128
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		35			30			0			15	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	100	20	20	100	20	20	100		20	100	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4			8		8
Detector Phase	1	6	6	5	2	2	4	4		8	8	8

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	6.0	30.0	30.0	6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	24.0	146.0	146.0	16.0	138.0	138.0	18.0	18.0		18.0	18.0	18.0
Total Split (s)	24.0	146.0	146.0	16.0	138.0	138.0	18.0	18.0		18.0	18.0	18.0
Total Split (%)	13.3%	81.1%	81.1%	8.9%	76.7%	76.7%	10.0%	10.0%		10.0%	10.0%	10.0%
Maximum Green (s)	17.2	139.2	139.2	9.2	131.2	131.2	12.6	12.6		12.6	12.6	12.6
Yellow Time (s)	4.8	4.8	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	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-0.5			-0.5	-0.5
Total Lost Time (s)	4.8	4.8	4.8	4.8	4.8	4.8		4.9			4.9	4.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)		13.0	13.0		13.0	13.0	20.0	20.0		20.0	20.0	20.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	0
Act Effct Green (s)	17.5	160.8	160.8		138.5	138.5		9.5			9.5	9.5
Actuated g/C Ratio	0.10	0.89	0.89		0.77	0.77		0.05			0.05	0.05
v/c Ratio	0.73	0.69	0.00		0.78	0.04		0.19			0.31	0.72
Control Delay	75.3	8.2	0.0		15.3	0.1		2.5			4.6	43.4
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Delay	75.3	8.2	0.0		15.3	0.1		2.5			4.6	43.4
LOS	E	A	A		B	A		A			A	D
Approach Delay		11.8			14.9			2.5			31.9	
Approach LOS		B			B			A			C	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	141 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	180
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	14.0
Intersection LOS:	B
Intersection Capacity Utilization	84.1%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 49: Tequesta Dr & US Hwy 98

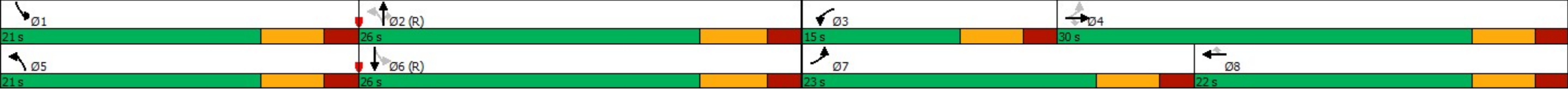


												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	282	122	206	496	399	192	186	232	242	133	25
Future Volume (vph)	17	282	122	206	496	399	192	186	232	242	133	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	10	11	11	11	10	11	10	11	11	11
Storage Length (ft)	165		197	118		165	307		0	145		145
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			0.98			0.97			0.98			
Frt			0.850			0.850			0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1801	1492	3351	3455	1546	1685	1837	1492	1728	3381	0
Flt Permitted	0.182			0.950			0.631			0.502		
Satd. Flow (perm)	346	1801	1467	3351	3455	1503	1119	1837	1469	913	3381	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			434			252		22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		793			4471			1639			560	
Travel Time (s)		18.0			101.6			37.3			12.7	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)			6			2			4			
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	2%	1%	1%	1%	1%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	21	348	151	224	539	434	209	202	252	295	162	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	348	151	224	539	434	209	202	252	295	192	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			22			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	1.09	1.04	1.04	1.04	1.09	1.04	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2	6		
Minimum Split (s)	23.0	30.0	30.0	15.0	22.0	22.0	21.0	26.0	26.0	21.0	26.0	
Total Split (s)	23.0	30.0	30.0	15.0	22.0	22.0	21.0	26.0	26.0	21.0	26.0	
Total Split (%)	25.0%	32.6%	32.6%	16.3%	23.9%	23.9%	22.8%	28.3%	28.3%	22.8%	28.3%	
Maximum Green (s)	17.3	24.3	24.3	9.3	16.3	16.3	15.3	20.0	20.0	15.3	20.0	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	4.0	4.0	3.7	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)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.5	4.5	4.2	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Walk Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	2.0	11.0	11.0	11.0	11.0	11.0	2.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
Act Effct Green (s)	40.8	25.8	25.8	10.8	17.8	17.8	38.6	21.5	21.5	38.6	21.5	
Actuated g/C Ratio	0.44	0.28	0.28	0.12	0.19	0.19	0.42	0.23	0.23	0.42	0.23	
v/c Ratio	0.05	0.69	0.28	0.57	0.81	0.68	0.37	0.47	0.47	0.56	0.24	
Control Delay	14.8	37.8	4.6	44.7	46.2	9.4	15.6	34.2	13.1	20.6	26.2	
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	14.8	37.8	4.6	44.7	46.2	9.4	15.6	34.2	13.1	20.6	26.2	
LOS	B	D	A	D	D	A	B	C	B	C	C	
Approach Delay	27.2			32.6			20.3			22.8		
Approach LOS	C			C			C			C		

Intersection Summary	
Area Type:	Other
Cycle Length:	92
Actuated Cycle Length:	92
Offset: 44 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle:	95
Control Type:	Pretimed
Maximum v/c Ratio:	0.81
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min)	15

Splits and Phases: 56: Main Street & Legion/Airport Rd

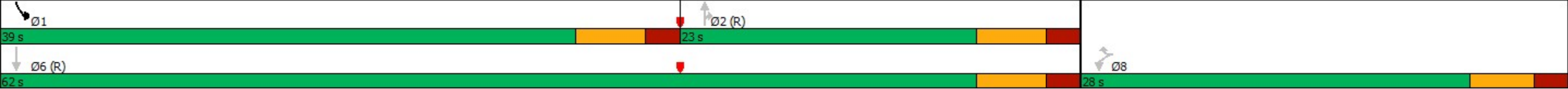


						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	104	745	358	127	626	203
Future Volume (vph)	104	745	358	127	626	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	175		90	110	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor				0.97	1.00	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1599	3539	1599	1608	3574
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1599	3539	1554	1606	3574
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		744		153		
Link Speed (mph)	30		30			30
Link Distance (ft)	1524		1347			2756
Travel Time (s)	34.6		30.6			62.6
Confl. Peds. (#/hr)				1	1	
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.84	0.84	0.83	0.83	0.99	0.99
Heavy Vehicles (%)	0%	1%	2%	1%	1%	1%
Parking (#/hr)					0	
Adj. Flow (vph)	124	887	431	153	632	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	887	431	153	632	205
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.14	1.00
Turning Speed (mph)	15	9		9	15	
Turn Type	Perm	Perm	NA	custom	Prot	NA
Protected Phases					1	
Permitted Phases	8	8	2	2		6
Minimum Split (s)	12.7	12.7	22.0	22.0	13.0	21.0
Total Split (s)	28.0	28.0	23.0	23.0	39.0	62.0
Total Split (%)	31.1%	31.1%	25.6%	25.6%	43.3%	68.9%
Maximum Green (s)	22.3	22.3	17.0	17.0	33.0	56.0
Yellow Time (s)	3.7	3.7	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)	-1.5	-1.5	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.2	4.2	4.0	4.0	4.0	4.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Walk Time (s)			5.0	5.0		

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Flash Dont Walk (s)			11.0	11.0		
Pedestrian Calls (#/hr)			0	0		
Act Effct Green (s)	23.8	23.8	19.0	19.0	35.0	58.0
Actuated g/C Ratio	0.26	0.26	0.21	0.21	0.39	0.64
v/c Ratio	0.26	0.91	0.58	0.34	1.01	0.09
Control Delay	28.0	21.3	35.9	10.3	68.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	21.3	35.9	10.3	68.2	6.2
LOS	C	C	D	B	E	A
Approach Delay	22.2		29.2			53.0
Approach LOS	C		C			D

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Pretimed
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	34.5
Intersection Capacity Utilization	66.3%
Analysis Period (min)	15
	Intersection LOS: C
	ICU Level of Service C

Splits and Phases: 58: Airport & Commons





APPENDIX D: US HIGHWAY 98 COUNT DATA

LOCATION: Harbor Blvd W of Calhoun Ave										
SPECIFIC LOCATION: Harbor Blvd W of Calhoun Ave										
CITY/STATE: Destin, FL										
QC JOB #: 14451301										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		195	208	172		192			192	
12:15 AM		124	161	152		146			146	
12:30 AM		132	138	119		130			130	
12:45 AM		104	109	111		108			108	
1:00 AM		95	95	112		101			101	
1:15 AM		76	70	68		71			71	
1:30 AM		47	67	51		55			55	
1:45 AM		56	56	58		57			57	
2:00 AM		46	38	47		44			44	
2:15 AM		52	40	70		54			54	
2:30 AM		44	51	49		48			48	
2:45 AM		40	61	66		56			56	
3:00 AM		39	38	57		45			45	
3:15 AM		36	36	42		38			38	
3:30 AM		35	41	41		39			39	
3:45 AM		35	60	51		49			49	
4:00 AM		61	45	50		52			52	
4:15 AM		71	79	70		73			73	
4:30 AM		101	103	92		99			99	
4:45 AM		122	113	122		119			119	
5:00 AM		142	146	155		148			148	
5:15 AM		165	173	172		170			170	
5:30 AM		209	217	233		220			220	
5:45 AM		275	249	254		259			259	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd W of Calhoun Ave SPECIFIC LOCATION: Harbor Blvd W of Calhoun Ave CITY/STATE: Destin, FL										QC JOB #: 14451301 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 26-Jul-17	Wed 27-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	330	342	337	337		336			336	
6:15 AM	470	455	440	440		455			455	
6:30 AM	534	570	529	529		544			544	
6:45 AM	576	571	562	562		570			570	
7:00 AM	578	560	606	606		581			581	
7:15 AM	645	703	702	702		683			683	
7:30 AM	790	745	727	727		754			754	
7:45 AM	752	708	773	773		744			744	
8:00 AM	663	682	655	655		667			667	
8:15 AM	706	704	714	714		708			708	
8:30 AM	635	676	724	724		678			678	
8:45 AM	664	694	717	717		692			692	
9:00 AM	627	646	686	686		653			653	
9:15 AM	647	678	719	719		681			681	
9:30 AM	683	681	704	704		689			689	
9:45 AM	676	700	718	718		698			698	
10:00 AM	678	678	712	712		689			689	
10:15 AM	703	725	698	698		709			709	
10:30 AM	676	660	740	740		692			692	
10:45 AM	692	699	735	735		709			709	
11:00 AM	654	664	672	672		663			663	
11:15 AM	695	699	736	736		710			710	
11:30 AM	751	684	668	668		701			701	
11:45 AM	688	671	632	632		664			664	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd W of Calhoun Ave SPECIFIC LOCATION: Harbor Blvd W of Calhoun Ave CITY/STATE: Destin, FL										QC JOB #: 14451301 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		686	669	653		669			669	
12:15 PM		652	662	656		657			657	
12:30 PM		658	674	746		693			693	
12:45 PM		718	667	692		692			692	
1:00 PM		718	672	708		699			699	
1:15 PM		738	754	755		749			749	
1:30 PM		741	740	753		745			745	
1:45 PM		724	778	688		730			730	
2:00 PM		776	754	736		755			755	
2:15 PM		776	818	763		786			786	
2:30 PM		768	772	843		794			794	
2:45 PM		800	780	819		800			800	
3:00 PM		736	787	830		784			784	
3:15 PM		758	802	869		810			810	
3:30 PM		819	858	801		826			826	
3:45 PM		861	848	832		847			847	
4:00 PM		871	839	777		829			829	
4:15 PM		884	853	848		862			862	
4:30 PM		900	848	828		859			859	
4:45 PM		842	853	849		848			848	
5:00 PM		859	810	868		846			846	
5:15 PM		800	780	838		806			806	
5:30 PM		850	749	795		798			798	
5:45 PM		780	840	750		790			790	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd W of Calhoun Ave SPECIFIC LOCATION: Harbor Blvd W of Calhoun Ave CITY/STATE: Destin, FL									
QC JOB #: 14451301 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017									
Start Time	Mon 25-Jul-17	Tue 26-Jul-17	Wed 27-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic
6:00 PM	733	878	837	816		816			816
6:15 PM	768	773	675	739		739			739
6:30 PM	718	696	744	719		719			719
6:45 PM	615	662	654	644		644			644
7:00 PM	681	596	645	641		641			641
7:15 PM	550	545	630	575		575			575
7:30 PM	569	582	645	599		599			599
7:45 PM	508	530	602	547		547			547
8:00 PM	546	540	512	533		533			533
8:15 PM	570	526	592	563		563			563
8:30 PM	489	462	514	488		488			488
8:45 PM	488	428	488	468		468			468
9:00 PM	436	384	534	451		451			451
9:15 PM	470	434	565	490		490			490
9:30 PM	479	396	484	453		453			453
9:45 PM	378	348	490	405		405			405
10:00 PM	411	330	454	398		398			398
10:15 PM	422	357	506	428		428			428
10:30 PM	355	332	436	374		374			374
10:45 PM	320	323	398	347		347			347
11:00 PM	284	287	370	314		314			314
11:15 PM	311	281	378	323		323			323
11:30 PM	244	234	280	253		253			253
11:45 PM	202	172	272	215		215			215
Day Total	48077	47692	49722	48500		48500			48500
% Weekday Average	99.1%	98.3%	102.5%						
% Week Average	99.1%	98.3%	102.5%	100.0%					
AM Peak	7:30 AM	7:30 AM	7:45 AM	7:30 AM					
Volume	790	745	773	754					754
PM Peak	4:30 PM	6:00 PM	3:15 PM	4:15 PM					
Volume	900	878	869	862					862
Comments:									

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Marler St & Malvin St										
SPECIFIC LOCATION: Harbor Blvd btwn Marler St & Malvin St										
CITY/STATE: Destin, FL										
QC JOB #: 14451302										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		191	202	148		180			180	
12:15 AM		118	156	136		137			137	
12:30 AM		126	135	132		131			131	
12:45 AM		96	116	113		108			108	
1:00 AM		94	99	103		99			99	
1:15 AM		84	99	69		84			84	
1:30 AM		52	63	69		61			61	
1:45 AM		69	74	63		69			69	
2:00 AM		48	48	66		54			54	
2:15 AM		50	42	71		54			54	
2:30 AM		46	53	40		46			46	
2:45 AM		39	56	69		55			55	
3:00 AM		44	39	56		46			46	
3:15 AM		43	36	41		40			40	
3:30 AM		44	44	44		44			44	
3:45 AM		40	63	52		52			52	
4:00 AM		70	45	46		54			54	
4:15 AM		58	76	61		65			65	
4:30 AM		82	98	86		89			89	
4:45 AM		131	122	116		123			123	
5:00 AM		126	146	153		142			142	
5:15 AM		150	164	168		161			161	
5:30 AM		234	230	248		237			237	
5:45 AM		246	249	242		246			246	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Marler St & Malvin St SPECIFIC LOCATION: Harbor Blvd btwn Marler St & Malvin St CITY/STATE: Destin, FL										QC JOB #: 14451302 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		315	284	304		301			301	
6:15 AM		390	385	405		393			393	
6:30 AM		448	483	429		453			453	
6:45 AM		537	493	534		521			521	
7:00 AM		502	523	550		525			525	
7:15 AM		599	610	633		614			614	
7:30 AM		647	652	648		649			649	
7:45 AM		674	638	668		660			660	
8:00 AM		596	669	627		631			631	
8:15 AM		658	634	669		654			654	
8:30 AM		644	686	727		686			686	
8:45 AM		591	617	666		625			625	
9:00 AM		596	684	653		644			644	
9:15 AM		612	637	615		621			621	
9:30 AM		682	659	699		680			680	
9:45 AM		636	713	723		691			691	
10:00 AM		677	724	636		679			679	
10:15 AM		658	696	688		681			681	
10:30 AM		638	739	665		681			681	
10:45 AM		638	609	676		641			641	
11:00 AM		686	646	672		668			668	
11:15 AM		670	705	664		680			680	
11:30 AM		726	672	686		695			695	
11:45 AM		714	639	591		648			648	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Marler St & Malvin St										
SPECIFIC LOCATION: Harbor Blvd btwn Marler St & Malvin St										
CITY/STATE: Destin, FL										
QC JOB #: 14451302										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri 27-Jul-17	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		714	586	574		625			625	
12:15 PM		644	569	594		602			602	
12:30 PM		658	620	650		643			643	
12:45 PM		663	536	636		612			612	
1:00 PM		689	616	662		656			656	
1:15 PM		696	605	704		668			668	
1:30 PM		664	620	706		663			663	
1:45 PM		706	666	618		663			663	
2:00 PM		662	603	569		611			611	
2:15 PM		662	723	649		678			678	
2:30 PM		685	675	692		684			684	
2:45 PM		698	707	708		704			704	
3:00 PM		628	648	628		635			635	
3:15 PM		587	697	716		667			667	
3:30 PM		661	663	641		655			655	
3:45 PM		636	658	720		671			671	
4:00 PM		644	648	637		643			643	
4:15 PM		667	688	649		668			668	
4:30 PM		600	683	659		647			647	
4:45 PM		636	573	644		618			618	
5:00 PM		626	576	596		599			599	
5:15 PM		550	498	612		553			553	
5:30 PM		605	498	594		566			566	
5:45 PM		534	570	570		558			558	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Marler St & Malvin St										
SPECIFIC LOCATION: Harbor Blvd btwn Marler St & Malvin St										
CITY/STATE: Destin, FL										
QC JOB #: 14451302										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		628	598	596		607			607	
6:15 PM		582	568	552		567			567	
6:30 PM		522	612	546		560			560	
6:45 PM		534	618	518		557			557	
7:00 PM		540	600	510		550			550	
7:15 PM		502	596	444		514			514	
7:30 PM		447	639	463		516			516	
7:45 PM		450	604	498		517			517	
8:00 PM		552	675	498		575			575	
8:15 PM		612	605	564		594			594	
8:30 PM		542	550	452		515			515	
8:45 PM		544	494	491		510			510	
9:00 PM		527	415	511		484			484	
9:15 PM		560	468	507		512			512	
9:30 PM		517	442	445		468			468	
9:45 PM		438	435	446		440			440	
10:00 PM		494	376	426		432			432	
10:15 PM		443	396	447		429			429	
10:30 PM		396	350	439		395			395	
10:45 PM		344	311	395		350			350	
11:00 PM		323	307	437		356			356	
11:15 PM		317	298	406		340			340	
11:30 PM		242	228	321		264			264	
11:45 PM		242	193	269		235			235	
Day Total		43628	43556	43829		43674			43674	
% Weekday Average		99.9%	99.7%	100.4%						
% Week Average		99.9%	99.7%	100.4%		100.0%				
AM Peak		11:30 AM	10:30 AM	8:30 AM		11:30 AM			11:30 AM	
Volume		726	739	727		695			695	
PM Peak		12:00 PM	2:15 PM	3:45 PM		2:45 PM			2:45 PM	
Volume		714	723	720		704			704	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr										
SPECIFIC LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451303										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	182	182	192	144		173			173	
12:15 AM	133	133	166	132		144			144	
12:30 AM	116	116	127	141		128			128	
12:45 AM	99	99	111	118		109			109	
1:00 AM	87	87	110	96		98			98	
1:15 AM	82	82	108	66		85			85	
1:30 AM	54	54	68	66		63			63	
1:45 AM	62	62	59	59		60			60	
2:00 AM	47	47	53	56		52			52	
2:15 AM	49	49	44	73		55			55	
2:30 AM	41	41	53	36		43			43	
2:45 AM	40	40	52	70		54			54	
3:00 AM	43	43	38	52		44			44	
3:15 AM	43	43	41	42		42			42	
3:30 AM	39	39	42	46		42			42	
3:45 AM	39	39	64	52		52			52	
4:00 AM	72	72	43	46		54			54	
4:15 AM	60	60	72	65		66			66	
4:30 AM	92	92	92	90		91			91	
4:45 AM	130	130	135	118		128			128	
5:00 AM	125	125	138	145		136			136	
5:15 AM	166	166	171	164		167			167	
5:30 AM	228	228	231	258		239			239	
5:45 AM	252	252	246	252		250			250	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr SPECIFIC LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr CITY/STATE: Destin, FL										QC JOB #: 14451303 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		344	302	313		320			320	
6:15 AM		393	398	425		405			405	
6:30 AM		479	499	447		475			475	
6:45 AM		544	501	558		534			534	
7:00 AM		523	574	598		565			565	
7:15 AM		617	651	656		641			641	
7:30 AM		672	675	701		683			683	
7:45 AM		738	719	764		740			740	
8:00 AM		693	692	709		698			698	
8:15 AM		678	719	752		716			716	
8:30 AM		679	761	817		752			752	
8:45 AM		681	687	734		701			701	
9:00 AM		631	711	731		691			691	
9:15 AM		707	748	726		727			727	
9:30 AM		710	726	773		736			736	
9:45 AM		705	752	778		745			745	
10:00 AM		772	783	721		759			759	
10:15 AM		685	764	726		725			725	
10:30 AM		724	782	741		749			749	
10:45 AM		682	634	747		688			688	
11:00 AM		724	696	705		708			708	
11:15 AM		738	779	767		761			761	
11:30 AM		740	711	714		722			722	
11:45 AM		746	750	711		736			736	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr										
SPECIFIC LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451303										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		789	714	650		718			718	
12:15 PM		742	733	716		730			730	
12:30 PM		781	724	706		737			737	
12:45 PM		720	718	686		708			708	
1:00 PM		782	748	765		765			765	
1:15 PM		788	711	779		759			759	
1:30 PM		728	721	715		721			721	
1:45 PM		773	710	705		729			729	
2:00 PM		672	727	720		706			706	
2:15 PM		707	796	704		736			736	
2:30 PM		808	749	759		772			772	
2:45 PM		746	771	760		759			759	
3:00 PM		772	740	570		694			694	
3:15 PM		680	767	796		748			748	
3:30 PM		772	802	744		773			773	
3:45 PM		735	756	763		751			751	
4:00 PM		732	790	744		755			755	
4:15 PM		723	769	769		754			754	
4:30 PM		678	798	733		736			736	
4:45 PM		669	695	741		702			702	
5:00 PM		732	427	632		597			597	
5:15 PM		658	366	648		557			557	
5:30 PM		684	378	648		570			570	
5:45 PM		670	464	638		591			591	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

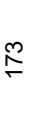
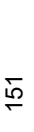
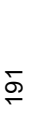
Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr SPECIFIC LOCATION: Harbor Blvd btwn Benning Dr & Beach Dr CITY/STATE: Destin, FL									
QC JOB #: 14451303 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017									
Start Time	Mon 25-Jul-17	Tue 26-Jul-17	Wed 27-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic
6:00 PM	699	620	678	695		666			666
6:15 PM	702	656	695	548		684			684
6:30 PM	599	684	592	584		610			610
6:45 PM	634	637	584	483		621			621
7:00 PM	594	646	528	585		608			608
7:15 PM	584	642	570	513		570			570
7:30 PM	533	649	601	558		570			570
7:45 PM	566	676	576	558		609			609
8:00 PM	648	708	576	576		623			623
8:15 PM	658	672	558	558		640			640
8:30 PM	616	628	558	558		601			601
8:45 PM	579	527	558	558		561			561
9:00 PM	593	471	558	558		541			541
9:15 PM	588	480	662	662		577			577
9:30 PM	526	455	375	375		452			452
9:45 PM	471	479	270	270		407			407
10:00 PM	522	402	379	379		434			434
10:15 PM	471	410	521	521		467			467
10:30 PM	407	362	466	466		412			412
10:45 PM	348	318	429	429		365			365
11:00 PM	340	312	432	432		361			361
11:15 PM	320	296	396	396		337			337
11:30 PM	238	215	348	348		267			267
11:45 PM	229	199	264	264		231			231
Day Total	47892	47188	47821	47821		47634			47634
% Weekday Average	100.5%	99.1%	100.4%	100.4%					
% Week Average	100.5%	99.1%	100.4%	100.4%		100.0%			
AM Peak	10:00 AM	10:00 AM	8:30 AM	8:30 AM		11:15 AM			11:15 AM
Volume	772	783	817	817		761			761
PM Peak	2:30 PM	3:30 PM	3:15 PM	3:15 PM		3:30 PM			3:30 PM
Volume	808	802	796	796		773			773
Comments:									

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Beach Dr & Main St SPECIFIC LOCATION: Harbor Blvd btwn Beach Dr & Main St CITY/STATE: Destin, FL										QC JOB #: 14451304 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	178	191	151	173	173	173			173	
12:15 AM	130	169	134	144	144	144			144	
12:30 AM	116	117	131	121	121	121			121	
12:45 AM	101	105	124	110	110	110			110	
1:00 AM	92	112	98	101	101	101			101	
1:15 AM	84	103	64	84	84	84			84	
1:30 AM	55	63	63	60	60	60			60	
1:45 AM	62	53	56	57	57	57			57	
2:00 AM	46	45	60	50	50	50			50	
2:15 AM	50	41	72	54	54	54			54	
2:30 AM	38	50	37	42	42	42			42	
2:45 AM	38	54	66	53	53	53			53	
3:00 AM	41	32	58	44	44	44			44	
3:15 AM	36	39	38	38	38	38			38	
3:30 AM	41	41	41	41	41	41			41	
3:45 AM	40	55	54	50	50	50			50	
4:00 AM	69	46	44	53	53	53			53	
4:15 AM	60	77	62	66	66	66			66	
4:30 AM	82	87	81	83	83	83			83	
4:45 AM	128	124	118	123	123	123			123	
5:00 AM	126	142	137	135	135	135			135	
5:15 AM	166	164	181	170	170	170			170	
5:30 AM	226	240	258	241	241	241			241	
5:45 AM	250	257	254	254	254	254			254	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Beach Dr & Main St SPECIFIC LOCATION: Harbor Blvd btwn Beach Dr & Main St CITY/STATE: Destin, FL										QC JOB #: 14451304 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		355	306	345		335			335	
6:15 AM		420	427	448		432			432	
6:30 AM		502	484	448		478			478	
6:45 AM		558	548	591		566			566	
7:00 AM		523	577	600		567			567	
7:15 AM		630	626	639		632			632	
7:30 AM		698	709	743		717			717	
7:45 AM		720	725	732		726			726	
8:00 AM		695	714	714		708			708	
8:15 AM		755	754	788		766			766	
8:30 AM		694	787	772		751			751	
8:45 AM		730	752	749		744			744	
9:00 AM		666	744	730		713			713	
9:15 AM		699	732	736		722			722	
9:30 AM		785	748	822		785			785	
9:45 AM		697	755	755		736			736	
10:00 AM		741	793	748		761			761	
10:15 AM		740	799	762		767			767	
10:30 AM		712	776	718		735			735	
10:45 AM		706	656	797		720			720	
11:00 AM		749	738	713		733			733	
11:15 AM		732	746	744		741			741	
11:30 AM		764	749	760		758			758	
11:45 AM		730	738	722		730			730	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Beach Dr & Main St SPECIFIC LOCATION: Harbor Blvd btwn Beach Dr & Main St CITY/STATE: Destin, FL										QC JOB #: 14451304 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		808	737	698		748			748	
12:15 PM		764	754	750		756			756	
12:30 PM		816	711	721		749			749	
12:45 PM		772	791	741		768			768	
1:00 PM		799	770	760		776			776	
1:15 PM		769	683	755		736			736	
1:30 PM		732	785	753		757			757	
1:45 PM		708	695	740		714			714	
2:00 PM		800	802	795		799			799	
2:15 PM		774	824	768		789			789	
2:30 PM		804	758	782		781			781	
2:45 PM		765	741	770		759			759	
3:00 PM		776	786	734		765			765	
3:15 PM		727	830	760		772			772	
3:30 PM		772	824	734		777			777	
3:45 PM		764	770	765		766			766	
4:00 PM		784	796	775		785			785	
4:15 PM		824	827	785		812			812	
4:30 PM		741	780	779		767			767	
4:45 PM		759	756	819		778			778	
5:00 PM		763	544	694		667			667	
5:15 PM		755	600	675		677			677	
5:30 PM		753	579	712		681			681	
5:45 PM		749	650	689		696			696	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Beach Dr & Main St										
SPECIFIC LOCATION: Harbor Blvd btwn Beach Dr & Main St										
CITY/STATE: Destin, FL										
QC JOB #: 14451304										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		769	792	723		761			761	
6:15 PM		770	727	772		756			756	
6:30 PM		693	695	606		665			665	
6:45 PM		680	660	621		654			654	
7:00 PM		642	693	642		659			659	
7:15 PM		704	648	565		639			639	
7:30 PM		610	697	551		619			619	
7:45 PM		641	692	632		655			655	
8:00 PM		676	689	592		652			652	
8:15 PM		667	704	636		669			669	
8:30 PM		638	631	612		627			627	
8:45 PM		588	525	616		576			576	
9:00 PM		596	462	519		526			526	
9:15 PM		592	486	608		562			562	
9:30 PM		515	472	547		511			511	
9:45 PM		504	480	528		504			504	
10:00 PM		507	403	557		489			489	
10:15 PM		504	411	559		491			491	
10:30 PM		406	354	463		408			408	
10:45 PM		352	332	444		376			376	
11:00 PM		355	318	434		369			369	
11:15 PM		305	300	387		331			331	
11:30 PM		229	217	338		261			261	
11:45 PM		238	183	260		227			227	
Day Total		49915	49154	50124		49732			49732	
% Weekday Average		100.4%	98.8%	100.8%						
% Week Average		100.4%	98.8%	100.8%		100.0%				
AM Peak		9:30 AM	10:15 AM	9:30 AM		9:30 AM			9:30 AM	
Volume		785	799	822		785			785	
PM Peak		4:15 PM	3:15 PM	4:45 PM		4:15 PM			4:15 PM	
Volume		824	830	819		812			812	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr										
SPECIFIC LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451305										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		148	155	129		144			144	
12:15 AM		107	135	108		117			117	
12:30 AM		99	91	104		98			98	
12:45 AM		91	86	98		92			92	
1:00 AM		78	91	82		84			84	
1:15 AM		64	83	55		67			67	
1:30 AM		53	56	55		55			55	
1:45 AM		51	43	48		47			47	
2:00 AM		42	32	57		44			44	
2:15 AM		44	37	54		45			45	
2:30 AM		32	39	33		35			35	
2:45 AM		30	42	44		39			39	
3:00 AM		37	30	47		38			38	
3:15 AM		33	34	38		35			35	
3:30 AM		34	34	33		34			34	
3:45 AM		36	44	44		41			41	
4:00 AM		48	31	37		39			39	
4:15 AM		46	62	44		51			51	
4:30 AM		66	65	58		63			63	
4:45 AM		89	110	88		96			96	
5:00 AM		93	106	101		100			100	
5:15 AM		114	129	122		122			122	
5:30 AM		158	166	179		168			168	
5:45 AM		164	158	168		163			163	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr										
SPECIFIC LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451305										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		240	194	221		218			218	
6:15 AM		258	241	268		256			256	
6:30 AM		280	261	254		265			265	
6:45 AM		310	296	318		308			308	
7:00 AM		331	360	354		348			348	
7:15 AM		382	364	394		380			380	
7:30 AM		402	390	426		406			406	
7:45 AM		402	404	397		401			401	
8:00 AM		442	422	430		431			431	
8:15 AM		472	479	520		490			490	
8:30 AM		437	485	446		456			456	
8:45 AM		447	458	434		446			446	
9:00 AM		466	463	487		472			472	
9:15 AM		429	466	436		444			444	
9:30 AM		470	485	527		494			494	
9:45 AM		448	481	495		475			475	
10:00 AM		466	484	460		470			470	
10:15 AM		452	500	499		484			484	
10:30 AM		473	500	448		474			474	
10:45 AM		435	372	508		438			438	
11:00 AM		503	478	504		495			495	
11:15 AM		476	435	462		458			458	
11:30 AM		469	482	461		471			471	
11:45 AM		479	479	508		489			489	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

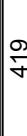
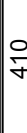
Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr										QC JOB #: 14451305
SPECIFIC LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr										DIRECTION: EB/WB
CITY/STATE: Destin, FL										DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		488	459	424		457			457	
12:15 PM		494	496	511		500			500	
12:30 PM		516	468	457		480			480	
12:45 PM		477	489	418		461			461	
1:00 PM		519	516	486		507			507	
1:15 PM		452	430	440		441			441	
1:30 PM		477	482	482		480			480	
1:45 PM		448	476	459		461			461	
2:00 PM		506	536	521		521			521	
2:15 PM		508	523	467		499			499	
2:30 PM		538	494	473		502			502	
2:45 PM		510	508	466		495			495	
3:00 PM		520	519	481		507			507	
3:15 PM		484	527	503		505			505	
3:30 PM		475	522	490		496			496	
3:45 PM		509	544	495		516			516	
4:00 PM		538	540	499		526			526	
4:15 PM		524	536	532		531			531	
4:30 PM		540	471	530		514			514	
4:45 PM		491	516	539		515			515	
5:00 PM		476	240	457		391			391	
5:15 PM		525	276	251		351			351	
5:30 PM		510	265	303		359			359	
5:45 PM		514	310	318		381			381	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr SPECIFIC LOCATION: Harbor Blvd btwn Main St & Gulf Shore Dr CITY/STATE: Destin, FL										QC JOB #: 14451305 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		486	410	362		419			419	
6:15 PM		510	505	410		475			475	
6:30 PM		476	462	343		427			427	
6:45 PM		486	414	288		396			396	
7:00 PM		466	492	242		400			400	
7:15 PM		494	464	222		393			393	
7:30 PM		440	460	297		399			399	
7:45 PM		425	445	232		367			367	
8:00 PM		456	406	233		365			365	
8:15 PM		416	408	353		392			392	
8:30 PM		443	412	369		408			408	
8:45 PM		418	339	382		380			380	
9:00 PM		358	280	332		323			323	
9:15 PM		320	323	340		328			328	
9:30 PM		325	278	312		305			305	
9:45 PM		309	287	288		295			295	
10:00 PM		334	257	316		302			302	
10:15 PM		297	277	319		298			298	
10:30 PM		286	258	300		281			281	
10:45 PM		261	242	282		262			262	
11:00 PM		271	227	295		264			264	
11:15 PM		226	225	253		235			235	
11:30 PM		188	188	228		201			201	
11:45 PM		180	139	196		172			172	
Day Total		32636	31179	30279		31369			31369	
% Weekday Average		104.0%	99.4%	96.5%						
% Week Average		104.0%	99.4%	96.5%		100.0%				
AM Peak		11:00 AM	10:15 AM	9:30 AM		11:00 AM			11:00 AM	
Volume		503	500	527		495			495	
PM Peak		4:30 PM	3:45 PM	4:45 PM		4:15 PM			4:15 PM	
Volume		540	544	539		531			531	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd E of Sandpoint Dr SPECIFIC LOCATION: Harbor Blvd E of Sandpoint Dr CITY/STATE: Destin, FL										QC JOB #: 14451306 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 26-Jul-17	Wed 27-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	176	190	158	146	175	175			175	
12:15 AM	132	144	146	110	141	141			141	
12:30 AM	116	120	113	85	115	115			115	
12:45 AM	108	85	93	64	102	102			102	
1:00 AM	89	93	85	61	89	89			89	
1:15 AM	70	102	64	61	79	79			79	
1:30 AM	57	58	61	50	59	59			59	
1:45 AM	54	44	50	46	49	49			49	
2:00 AM	53	36	46	48	45	45			45	
2:15 AM	42	41	48	38	44	44			44	
2:30 AM	36	40	38	54	38	38			38	
2:45 AM	43	50	44	37	40	40			40	
3:00 AM	39	38	44	37	35	35			35	
3:15 AM	44	33	36	46	44	44			44	
3:30 AM	33	36	37	46	45	45			45	
3:45 AM	48	38	46	50	57	57			57	
4:00 AM	53	36	46	83	84	84			84	
4:15 AM	52	69	50	92	102	102			102	
4:30 AM	90	78	107	120	119	119			119	
4:45 AM	107	116	167	171	167	167			167	
5:00 AM	120	213	214	224	204	204			204	
5:15 AM	163	214	230		219	219			219	
5:30 AM	176									
5:45 AM	213									
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd E of Sandpoint Dr										
SPECIFIC LOCATION: Harbor Blvd E of Sandpoint Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451306										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		289	253	284		275			275	
6:15 AM		363	335	388		362			362	
6:30 AM		444	449	440		444			444	
6:45 AM		499	536	537		524			524	
7:00 AM		490	536	570		532			532	
7:15 AM		609	581	591		594			594	
7:30 AM		648	622	718		663			663	
7:45 AM		702	685	676		688			688	
8:00 AM		674	701	727		701			701	
8:15 AM		762	767	819		783			783	
8:30 AM		736	782	812		777			777	
8:45 AM		712	794	771		759			759	
9:00 AM		709	772	795		759			759	
9:15 AM		828	823	828		826			826	
9:30 AM		792	826	877		832			832	
9:45 AM		813	870	847		843			843	
10:00 AM		805	805	866		825			825	
10:15 AM		805	866	826		832			832	
10:30 AM		852	843	869		855			855	
10:45 AM		838	718	876		811			811	
11:00 AM		828	822	832		827			827	
11:15 AM		828	820	829		826			826	
11:30 AM		810	874	796		827			827	
11:45 AM		804	802	905		837			837	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd E of Sandpoint Dr										
SPECIFIC LOCATION: Harbor Blvd E of Sandpoint Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451306										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	884	822	832	794		833			833	
12:15 PM	837	832	829	836		835			835	
12:30 PM	852	829	872	850		844			844	
12:45 PM	846	872	808	828		842			842	
1:00 PM	816	857	841	826		834			834	
1:15 PM	873	841	784	830		847			847	
1:30 PM	820	784	823	812		811			811	
1:45 PM	845	823	868	845		827			827	
2:00 PM	869	868	875	775		861			861	
2:15 PM	880	885	817	850		847			847	
2:30 PM	878	817	852	868		848			848	
2:45 PM	895	852	844	834		872			872	
3:00 PM	814	844	910	798		831			831	
3:15 PM	779	847	826	848		829			829	
3:30 PM	776	836	795	853		828			828	
3:45 PM	836	824	835	803		837			837	
4:00 PM	824	849	788	834		824			824	
4:15 PM	842	795	715	843		827			827	
4:30 PM	880	808	659	838		858			858	
4:45 PM	795	842	723	846		806			806	
5:00 PM	808	792	752	766		789			789	
5:15 PM	842	856				780			780	
5:30 PM	792					787			787	
5:45 PM	856					791			791	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Harbor Blvd E of Sandpoint Dr SPECIFIC LOCATION: Harbor Blvd E of Sandpoint Dr CITY/STATE: Destin, FL										QC JOB #: 14451306 DIRECTION: EB/WB DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 26-Jul-17	Wed 27-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	772	867	794	880	811	811			811	
6:15 PM	814	806	791	791	833	833			833	
6:30 PM	770	760	732	732	774	774			774	
6:45 PM	773	728	747	735	744	744			744	
7:00 PM	796	747	737	698	787	787			787	
7:15 PM	780	772	724	737	762	762			762	
7:30 PM	737	724	768	737	720	720			720	
7:45 PM	731	766	758	740	745	745			745	
8:00 PM	750	779	754	673	751	751			751	
8:15 PM	701	754	627	626	746	746			746	
8:30 PM	786	634	627	626	760	760			760	
8:45 PM	685	596	691	589	664	664			664	
9:00 PM	629	520	626	630	617	617			617	
9:15 PM	623	564	571	512	611	611			611	
9:30 PM	601	492	480	415	597	597			597	
9:45 PM	554	454	416	377	545	545			545	
10:00 PM	587	466	332	314	557	557			557	
10:15 PM	488	416	304	258	508	508			508	
10:30 PM	437	332	288	230	455	455			455	
10:45 PM	388	304	223	169	400	400			400	
11:00 PM	375	288	169	258	365	365			365	
11:15 PM	296	223	169	258	320	320			320	
11:30 PM	230	223	169	258	256	256			256	
11:45 PM	232	169	258	258	220	220			220	
Day Total	53428	52584	54704	53577	53577	53577			53577	
% Weekday Average	99.7%	98.1%	102.1%							
% Week Average	99.7%	98.1%	102.1%			100.0%				
AM Peak	10:30 AM	11:30 AM	11:45 AM			10:30 AM			10:30 AM	
Volume	852	874	905			855			855	
PM Peak	2:45 PM	3:15 PM	6:15 PM			2:45 PM			2:45 PM	
Volume	895	910	880			872			872	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										
SPECIFIC LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										
CITY/STATE: Destin, FL										
QC JOB #: 14451307										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		182	172	167		174			174	
12:15 AM		136	150	147		144			144	
12:30 AM		114	124	103		114			114	
12:45 AM		92	79	115		95			95	
1:00 AM		87	98	78		88			88	
1:15 AM		62	100	69		77			77	
1:30 AM		57	63	62		61			61	
1:45 AM		49	42	50		47			47	
2:00 AM		48	40	49		46			46	
2:15 AM		44	42	46		44			44	
2:30 AM		32	37	42		37			37	
2:45 AM		44	52	51		49			49	
3:00 AM		39	34	46		40			40	
3:15 AM		38	32	38		36			36	
3:30 AM		34	45	40		40			40	
3:45 AM		41	37	40		39			39	
4:00 AM		52	39	39		43			43	
4:15 AM		49	70	49		56			56	
4:30 AM		92	80	81		84			84	
4:45 AM		106	101	96		101			101	
5:00 AM		113	125	117		118			118	
5:15 AM		162	156	165		161			161	
5:30 AM		176	208	217		200			200	
5:45 AM		222	205	237		221			221	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										QC JOB #: 14451307
SPECIFIC LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										DIRECTION: EB/WB
CITY/STATE: Destin, FL										DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		288	262	295		282			282	
6:15 AM		370	358	377		368			368	
6:30 AM		496	492	444		477			477	
6:45 AM		500	539	549		529			529	
7:00 AM		522	572	572		555			555	
7:15 AM		640	618	597		618			618	
7:30 AM		638	664	766		689			689	
7:45 AM		732	694	674		700			700	
8:00 AM		708	755	729		731			731	
8:15 AM		732	694	788		738			738	
8:30 AM		780	810	809		800			800	
8:45 AM		734	816	786		779			779	
9:00 AM		684	721	757		721			721	
9:15 AM		834	829	806		823			823	
9:30 AM		749	816	833		799			799	
9:45 AM		804	827	856		829			829	
10:00 AM		854	821	849		841			841	
10:15 AM		729	784	806		773			773	
10:30 AM		870	776	871		839			839	
10:45 AM		812	695	853		787			787	
11:00 AM		816	724	801		780			780	
11:15 AM		813	812	851		825			825	
11:30 AM		794	818	784		799			799	
11:45 AM		791	821	873		828			828	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										
SPECIFIC LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										
CITY/STATE: Destin, FL										
QC JOB #: 14451307										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		791	755	753		766			766	
12:15 PM		762	747	777		762			762	
12:30 PM		818	852	836		835			835	
12:45 PM		824	846	801		824			824	
1:00 PM		773	855	796		808			808	
1:15 PM		840	860	825		842			842	
1:30 PM		778	813	803		798			798	
1:45 PM		838	827	822		829			829	
2:00 PM		838	858	829		842			842	
2:15 PM		877	867	804		849			849	
2:30 PM		878	845	869		864			864	
2:45 PM		889	862	932		894			894	
3:00 PM		833	882	833		849			849	
3:15 PM		757	862	839		819			819	
3:30 PM		822	870	841		844			844	
3:45 PM		838	876	894		869			869	
4:00 PM		871	806	856		844			844	
4:15 PM		852	849	840		847			847	
4:30 PM		848	884	852		861			861	
4:45 PM		842	844	881		856			856	
5:00 PM		813	822	867		834			834	
5:15 PM		869	770	917		852			852	
5:30 PM		817	800	920		846			846	
5:45 PM		886	854	893		878			878	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										
SPECIFIC LOCATION: US Hwy 98 btwn Airport Rd & Scenic Hwy 98										
CITY/STATE: Destin, FL										
QC JOB #: 14451307										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		791	920	874		862			862	
6:15 PM		801	871	904		859			859	
6:30 PM		799	760	822		794			794	
6:45 PM		781	781	817		793			793	
7:00 PM		773	747	814		778			778	
7:15 PM		794	810	773		792			792	
7:30 PM		731	746	733		737			737	
7:45 PM		727	797	726		750			750	
8:00 PM		762	757	730		750			750	
8:15 PM		697	794	767		753			753	
8:30 PM		754	716	733		734			734	
8:45 PM		659	597	716		657			657	
9:00 PM		590	606	616		604			604	
9:15 PM		630	522	686		613			613	
9:30 PM		600	565	670		612			612	
9:45 PM		591	484	577		551			551	
10:00 PM		558	466	644		556			556	
10:15 PM		490	490	578		519			519	
10:30 PM		456	417	543		472			472	
10:45 PM		408	333	501		414			414	
11:00 PM		387	320	418		375			375	
11:15 PM		309	304	406		340			340	
11:30 PM		226	241	324		264			264	
11:45 PM		232	173	282		229			229	
Day Total		53261	53172	55404		53945			53945	
% Weekday Average		98.7%	98.6%	102.7%						
% Week Average		98.7%	98.6%	102.7%		100.0%				
AM Peak		10:30 AM	9:15 AM	11:45 AM		10:00 AM			10:00 AM	
Volume		870	829	873		841			841	
PM Peak		2:45 PM	6:00 PM	2:45 PM		2:45 PM			2:45 PM	
Volume		889	920	932		894			894	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
SPECIFIC LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
CITY/STATE: Destin, FL										
QC JOB #: 14451308										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	182	164	158	151	113	168			168	
12:15 AM	149	166	151	113	118	155			155	
12:30 AM	112	119	113	118	88	115			115	
12:45 AM	104	84	107	88	82	102			102	
1:00 AM	89	107	95	63	40	95			95	
1:15 AM	62	52	48	58	45	80			80	
1:30 AM	52	48	58	45	31	61			61	
1:45 AM	48	58	45	31	52	48			48	
2:00 AM	58	45	31	52	30	53			53	
2:15 AM	45	31	52	30	38	43			43	
2:30 AM	31	52	30	38	37	35			35	
2:45 AM	52	30	38	37	40	52			52	
3:00 AM	30	38	37	40	42	36			36	
3:15 AM	38	37	40	42	49	36			36	
3:30 AM	31	33	42	50	77	36			36	
3:45 AM	33	42	50	77	114	35			35	
4:00 AM	42	50	70	94	105	41			41	
4:15 AM	50	77	114	105	122	56			56	
4:30 AM	95	110	130	122	173	89			89	
4:45 AM	110	115	157	173	210	110			110	
5:00 AM	115	167	191	210	226	122			122	
5:15 AM	167	178	217	226		166			166	
5:30 AM	178	250				193			193	
5:45 AM	250					231			231	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
SPECIFIC LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
CITY/STATE: Destin, FL										
QC JOB #: 14451308										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon 25-Jul-17	Tue 26-Jul-17	Wed 27-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	301	265	294	294		287			287	
6:15 AM	353	379	361	361		364			364	
6:30 AM	472	497	470	470		480			480	
6:45 AM	542	551	579	579		557			557	
7:00 AM	496	521	572	572		530			530	
7:15 AM	634	630	584	584		616			616	
7:30 AM	666	685	733	733		695			695	
7:45 AM	710	686	750	750		715			715	
8:00 AM	732	740	690	690		721			721	
8:15 AM	717	708	788	788		738			738	
8:30 AM	769	763	832	832		788			788	
8:45 AM	706	803	754	754		754			754	
9:00 AM	721	730	828	828		760			760	
9:15 AM	770	771	770	770		770			770	
9:30 AM	783	806	802	802		797			797	
9:45 AM	826	872	900	900		866			866	
10:00 AM	753	842	815	815		803			803	
10:15 AM	822	807	838	838		822			822	
10:30 AM	808	922	862	862		864			864	
10:45 AM	848	843	891	891		861			861	
11:00 AM	886	807	881	881		858			858	
11:15 AM	792	788	836	836		805			805	
11:30 AM	820	899	866	866		862			862	
11:45 AM	890	908	889	889		896			896	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
SPECIFIC LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
CITY/STATE: Destin, FL										
QC JOB #: 14451308										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		821	864	808		831			831	
12:15 PM		884	858	845		862			862	
12:30 PM		873	899	860		877			877	
12:45 PM		830	849	902		860			860	
1:00 PM		894	878	868		880			880	
1:15 PM		839	858	875		857			857	
1:30 PM		878	884	864		875			875	
1:45 PM		866	915	918		900			900	
2:00 PM		815	844	890		850			850	
2:15 PM		926	903	860		896			896	
2:30 PM		924	864	890		893			893	
2:45 PM		841	870	938		883			883	
3:00 PM		830	938	917		895			895	
3:15 PM		860	925	832		872			872	
3:30 PM		884	876	916		892			892	
3:45 PM		949	870	926		915			915	
4:00 PM		900	888	883		890			890	
4:15 PM		908	981	951		947			947	
4:30 PM		940	932	952		941			941	
4:45 PM		958	942	962		954			954	
5:00 PM		923	847	990		920			920	
5:15 PM		941	852	985		926			926	
5:30 PM		897	868	1000		922			922	
5:45 PM		1012	953	943		969			969	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
SPECIFIC LOCATION: Us Hwy 98 btwn Restaurant Rd & Henderson Beach Rd										
CITY/STATE: Destin, FL										
QC JOB #: 14451308										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		929	1026	931		962			962	
6:15 PM		949	953	1015		972			972	
6:30 PM		883	821	904		869			869	
6:45 PM		857	820	960		879			879	
7:00 PM		871	834	926		877			877	
7:15 PM		852	816	913		860			860	
7:30 PM		765	772	828		788			788	
7:45 PM		765	791	768		775			775	
8:00 PM		794	808	782		795			795	
8:15 PM		726	728	807		754			754	
8:30 PM		746	701	756		734			734	
8:45 PM		679	630	700		670			670	
9:00 PM		646	633	670		650			650	
9:15 PM		652	554	678		628			628	
9:30 PM		572	573	681		609			609	
9:45 PM		609	540	611		587			587	
10:00 PM		536	494	709		580			580	
10:15 PM		502	488	598		529			529	
10:30 PM		487	407	563		486			486	
10:45 PM		394	387	485		422			422	
11:00 PM		358	320	441		373			373	
11:15 PM		304	302	389		332			332	
11:30 PM		243	260	338		280			280	
11:45 PM		241	176	280		232			232	
Day Total		55693	55579	58282		56517			56517	
% Weekday Average		98.5%	98.3%	103.1%						
% Week Average		98.5%	98.3%	103.1%		100.0%				
AM Peak		11:45 AM	10:30 AM	9:45 AM		11:45 AM			11:45 AM	
Volume		890	922	900		896			896	
PM Peak		5:45 PM	6:00 PM	6:15 PM		6:15 PM			6:15 PM	
Volume		1012	1026	1015		972			972	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										
SPECIFIC LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										
CITY/STATE: Destin, FL										
QC JOB #: 14451309										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		159	149	155		154			154	
12:15 AM		145	142	139		142			142	
12:30 AM		118	120	119		119			119	
12:45 AM		92	84	107		94			94	
1:00 AM		89	105	80		91			91	
1:15 AM		66	82	77		75			75	
1:30 AM		47	63	61		57			57	
1:45 AM		49	42	50		47			47	
2:00 AM		57	53	45		52			52	
2:15 AM		45	34	44		41			41	
2:30 AM		30	40	45		38			38	
2:45 AM		47	54	46		49			49	
3:00 AM		32	34	42		36			36	
3:15 AM		38	33	38		36			36	
3:30 AM		33	36	44		38			38	
3:45 AM		30	33	38		34			34	
4:00 AM		42	45	37		41			41	
4:15 AM		50	65	53		56			56	
4:30 AM		88	78	81		82			82	
4:45 AM		108	111	100		106			106	
5:00 AM		113	130	118		120			120	
5:15 AM		159	143	160		154			154	
5:30 AM		172	196	202		190			190	
5:45 AM		253	203	240		232			232	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										
SPECIFIC LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										
CITY/STATE: Destin, FL										
QC JOB #: 14451309										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		286	237	270		264			264	
6:15 AM		359	372	362		364			364	
6:30 AM		476	467	465		469			469	
6:45 AM		508	502	557		522			522	
7:00 AM		512	553	567		544			544	
7:15 AM		595	603	557		585			585	
7:30 AM		684	700	672		685			685	
7:45 AM		722	719	703		715			715	
8:00 AM		690	750	710		717			717	
8:15 AM		732	682	763		726			726	
8:30 AM		763	750	815		776			776	
8:45 AM		718	812	719		750			750	
9:00 AM		692	749	834		758			758	
9:15 AM		804	780	782		789			789	
9:30 AM		792	780	829		800			800	
9:45 AM		859	882	929		890			890	
10:00 AM		786	841	814		814			814	
10:15 AM		815	833	817		822			822	
10:30 AM		842	912	872		875			875	
10:45 AM		792	860	825		826			826	
11:00 AM		906	828	876		870			870	
11:15 AM		799	812	794		802			802	
11:30 AM		840	873	870		861			861	
11:45 AM		897	942	932		924			924	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										QC JOB #: 14451309
SPECIFIC LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										DIRECTION: EB/WB
CITY/STATE: Destin, FL										DATE: Jul 25 2017 - Jul 27 2017
Start Time	Mon 25-Jul-17	Tue 25-Jul-17	Wed 26-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		802	857	814		824			824	
12:15 PM		852	857	814		841			841	
12:30 PM		908	929	913		917			917	
12:45 PM		824	853	852		843			843	
1:00 PM		906	908	875		896			896	
1:15 PM		852	905	896		884			884	
1:30 PM		884	890	858		877			877	
1:45 PM		888	924	962		925			925	
2:00 PM		856	876	836		856			856	
2:15 PM		882	894	870		882			882	
2:30 PM		936	908	874		906			906	
2:45 PM		862	846	885		864			864	
3:00 PM		866	938	900		901			901	
3:15 PM		874	909	849		877			877	
3:30 PM		890	896	860		882			882	
3:45 PM		912	899	904		905			905	
4:00 PM		966	856	904		909			909	
4:15 PM		904	969	956		943			943	
4:30 PM		931	928	894		918			918	
4:45 PM		959	923	924		935			935	
5:00 PM		882	913	934		910			910	
5:15 PM		978	828	952		919			919	
5:30 PM		907	844	948		900			900	
5:45 PM		954	880	986		940			940	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										
SPECIFIC LOCATION: US Hwy 98 btwn Henderson Beach Rd & Commons Dr Circle										
CITY/STATE: Destin, FL										
QC JOB #: 14451309										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		954	964	857		925			925	
6:15 PM		931	944	928		934			934	
6:30 PM		932	830	942		901			901	
6:45 PM		891	822	861		858			858	
7:00 PM		844	859	905		869			869	
7:15 PM		820	853	876		850			850	
7:30 PM		774	832	808		805			805	
7:45 PM		775	780	751		769			769	
8:00 PM		852	772	797		807			807	
8:15 PM		723	755	792		757			757	
8:30 PM		760	704	770		745			745	
8:45 PM		700	652	696		683			683	
9:00 PM		649	596	624		623			623	
9:15 PM		669	567	638		625			625	
9:30 PM		582	575	645		601			601	
9:45 PM		628	525	581		578			578	
10:00 PM		547	497	693		579			579	
10:15 PM		515	507	542		521			521	
10:30 PM		476	416	576		489			489	
10:45 PM		376	383	464		408			408	
11:00 PM		359	309	422		363			363	
11:15 PM		276	280	359		305			305	
11:30 PM		238	248	343		276			276	
11:45 PM		227	178	268		224			224	
Day Total		55904	55592	57053		56181			56181	
% Weekday Average		99.5%	99.0%	101.6%						
% Week Average		99.5%	99.0%	101.6%		100.0%				
AM Peak		11:00 AM	11:45 AM	11:45 AM		11:45 AM			11:45 AM	
Volume		906	942	932		924			924	
PM Peak		5:15 PM	4:15 PM	5:45 PM		4:15 PM			4:15 PM	
Volume		978	969	986		943			943	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451310										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 22-Aug-17	Wed 23-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	133	133	92	106		110			110	
12:15 AM	132	132	86	104		107			107	
12:30 AM	31	31	92	98		74			74	
12:45 AM	64	64	70	66		67			67	
1:00 AM	68	68	65	86		73			73	
1:15 AM	60	60	48	78		62			62	
1:30 AM	55	55	44	61		53			53	
1:45 AM	33	33	44	51		43			43	
2:00 AM	44	44	49	45		46			46	
2:15 AM	22	22	27	30		26			26	
2:30 AM	23	23	33	23		26			26	
2:45 AM	47	47	43	32		41			41	
3:00 AM	22	22	26	35		28			28	
3:15 AM	23	23	35	36		31			31	
3:30 AM	30	30	39	45		38			38	
3:45 AM	56	56	30	45		44			44	
4:00 AM	46	46	53	36		45			45	
4:15 AM	58	58	49	60		56			56	
4:30 AM	94	94	78	89		87			87	
4:45 AM	117	117	140	113		123			123	
5:00 AM	134	134	127	116		126			126	
5:15 AM	168	168	158	141		156			156	
5:30 AM	203	203	167	205		192			192	
5:45 AM	288	288	274	271		278			278	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451310										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		340	338	361		346			346	
6:15 AM		512	462	495		490			490	
6:30 AM		652	650	630		644			644	
6:45 AM		674	698	672		681			681	
7:00 AM		677	671	594		647			647	
7:15 AM		834	795	868		832			832	
7:30 AM		897	898	838		878			878	
7:45 AM		1026	864	831		907			907	
8:00 AM		828	883	968		893			893	
8:15 AM		925	870	864		886			886	
8:30 AM		952	923	945		940			940	
8:45 AM		1008	878	1008		965			965	
9:00 AM		904	917	943		921			921	
9:15 AM		863	839	859		854			854	
9:30 AM		958	869	926		918			918	
9:45 AM		948	898	880		909			909	
10:00 AM		876	804	908		863			863	
10:15 AM		889	870	878		879			879	
10:30 AM		826	826	880		844			844	
10:45 AM		894	839	908		880			880	
11:00 AM		908	831	967		902			902	
11:15 AM		871	854	883		869			869	
11:30 AM		888	991	916		932			932	
11:45 AM		881	874	876		877			877	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451310										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		926	928	925		926			926	
12:15 PM		914	941	976		944			944	
12:30 PM		860	900	957		906			906	
12:45 PM		955	927	948		943			943	
1:00 PM		979	872	898		916			916	
1:15 PM		946	916	992		951			951	
1:30 PM		883	928	989		933			933	
1:45 PM		864	932	902		899			899	
2:00 PM		901	904	932		912			912	
2:15 PM		875	942	957		925			925	
2:30 PM		925	943	971		946			946	
2:45 PM		943	908	992		948			948	
3:00 PM		920	947	1004		957			957	
3:15 PM		1052	1013	1047		1037			1037	
3:30 PM		1088	1002	1057		1049			1049	
3:45 PM		972	1037	1008		1006			1006	
4:00 PM		986	1080	1008		1025			1025	
4:15 PM		1017	1045	1068		1043			1043	
4:30 PM		1050	1014	1058		1041			1041	
4:45 PM		1054	1004	1034		1031			1031	
5:00 PM		1055	1118	1134		1102			1102	
5:15 PM		1161	1073	1054		1096			1096	
5:30 PM		1102	1083	972		1052			1052	
5:45 PM		974	988	984		982			982	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

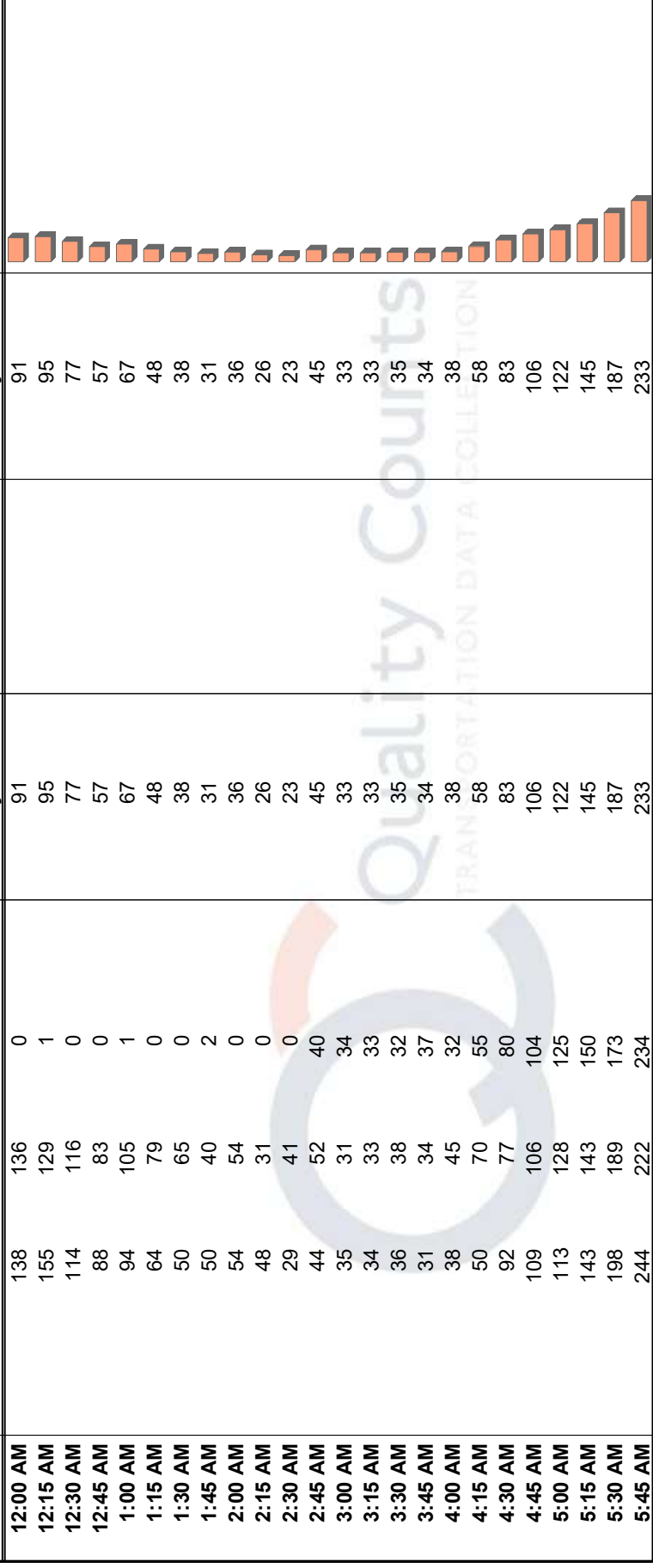
Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Kelly Plantation Dr & Matthew Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451310										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		990	1005	997		997			997	
6:15 PM		909	892	951		917			917	
6:30 PM		823	876	880		860			860	
6:45 PM		876	813	861		850			850	
7:00 PM		748	841	890		826			826	
7:15 PM		776	764	756		765			765	
7:30 PM		713	741	758		737			737	
7:45 PM		757	709	753		740			740	
8:00 PM		656	674	752		694			694	
8:15 PM		615	641	742		666			666	
8:30 PM		546	582	675		601			601	
8:45 PM		469	567	599		545			545	
9:00 PM		456	508	559		508			508	
9:15 PM		448	472	562		494			494	
9:30 PM		384	496	497		459			459	
9:45 PM		326	360	452		379			379	
10:00 PM		303	335	453		364			364	
10:15 PM		280	316	388		328			328	
10:30 PM		250	269	320		280			280	
10:45 PM		210	260	304		258			258	
11:00 PM		182	224	254		220			220	
11:15 PM		181	198	216		198			198	
11:30 PM		137	166	202		168			168	
11:45 PM		110	158	166		145			145	
Day Total		57529	57523	59724		58258			58258	
% Weekday Average		98.7%	98.7%	102.5%						
% Week Average		98.7%	98.7%	102.5%		100.0%				
AM Peak Volume		7:45 AM 1026	11:30 AM 991	8:45 AM 1008		8:45 AM 965			8:45 AM 965	
PM Peak Volume		5:15 PM 1161	5:00 PM 1118	5:00 PM 1134		5:00 PM 1102			5:00 PM 1102	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St										
SPECIFIC LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St										
CITY/STATE: Destin, FL										
QC JOB #: 14451311										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		138	136	0		91			91	
12:15 AM		155	129	1		95			95	
12:30 AM		114	116	0		77			77	
12:45 AM		88	83	0		57			57	
1:00 AM		94	105	1		67			67	
1:15 AM		64	79	0		48			48	
1:30 AM		50	65	0		38			38	
1:45 AM		50	40	2		31			31	
2:00 AM		54	54	0		36			36	
2:15 AM		48	31	0		26			26	
2:30 AM		29	41	0		23			23	
2:45 AM		44	52	40		45			45	
3:00 AM		35	31	34		33			33	
3:15 AM		34	33	33		33			33	
3:30 AM		36	38	32		35			35	
3:45 AM		31	34	37		34			34	
4:00 AM		38	45	32		38			38	
4:15 AM		50	70	55		58			58	
4:30 AM		92	77	80		83			83	
4:45 AM		109	106	104		106			106	
5:00 AM		113	128	125		122			122	
5:15 AM		143	143	150		145			145	
5:30 AM		198	189	173		187			187	
5:45 AM		244	222	234		233			233	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/5/2017 2:03 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St
SPECIFIC LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St
CITY/STATE: Destin, FL

QC JOB #: 14451311

DIRECTION: EB/WB

DATE: Jul 25 2017 - Jul 27 2017

Start Time	Mon 25-Jul-17	Tue 26-Jul-17	Wed 27-Jul-17	Thu 27-Jul-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	273	249	258	258		260			260	
6:15 AM	340	358	371	371		356			356	
6:30 AM	454	457	398	398		436			436	
6:45 AM	510	551	545	545		535			535	
7:00 AM	510	498	481	481		496			496	
7:15 AM	614	605	564	564		594			594	
7:30 AM	691	730	639	639		687			687	
7:45 AM	705	706	665	665		692			692	
8:00 AM	714	734	718	718		722			722	
8:15 AM	683	731	736	736		717			717	
8:30 AM	643	686	686	686		672			672	
8:45 AM	826	903	802	802		844			844	
9:00 AM	672	726	691	691		696			696	
9:15 AM	805	796	792	792		798			798	
9:30 AM	836	856	848	848		847			847	
9:45 AM	792	822	764	764		793			793	
10:00 AM	772	821	834	834		809			809	
10:15 AM	902	844	804	804		850			850	
10:30 AM	729	830	816	816		792			792	
10:45 AM	858	904	854	854		872			872	
11:00 AM	851	773	864	864		829			829	
11:15 AM	834	823	857	857		838			838	
11:30 AM	872	862	932	932		889			889	
11:45 AM	820	903	799	799		841			841	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/5/2017 2:03 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St										
SPECIFIC LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St										
CITY/STATE: Destin, FL										
QC JOB #: 14451311										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		859	938	919		905			905	
12:15 PM		838	872	872		861			861	
12:30 PM		881	820	821		841			841	
12:45 PM		914	918	911		914			914	
1:00 PM		890	857	898		882			882	
1:15 PM		879	836	860		858			858	
1:30 PM		882	974	795		884			884	
1:45 PM		864	897	866		876			876	
2:00 PM		880	924	985		930			930	
2:15 PM		900	866	906		891			891	
2:30 PM		925	897	910		911			911	
2:45 PM		900	878	928		902			902	
3:00 PM		865	939	842		882			882	
3:15 PM		840	889	821		850			850	
3:30 PM		884	807	781		824			824	
3:45 PM		846	881	779		835			835	
4:00 PM		943	980	773		899			899	
4:15 PM		922	926	932		927			927	
4:30 PM		920	968	952		947			947	
4:45 PM		915	931	971		939			939	
5:00 PM		941	936	877		918			918	
5:15 PM		920	819	895		878			878	
5:30 PM		897	744	912		851			851	
5:45 PM		936	814	884		878			878	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/5/2017 2:03 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St										
SPECIFIC LOCATION: US Hwy 98 btwn Matthew Blvd & Hutchinson St										
CITY/STATE: Destin, FL										
QC JOB #: 14451311										
DIRECTION: EB/WB										
DATE: Jul 25 2017 - Jul 27 2017										
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM		962	816	826		868			868	
6:15 PM		840	739	886		822			822	
6:30 PM		896	725	870		830			830	
6:45 PM		876	683	741		767			767	
7:00 PM		834	681	686		734			734	
7:15 PM		742	706	727		725			725	
7:30 PM		764	553	683		667			667	
7:45 PM		712	589	728		676			676	
8:00 PM		732	572	708		671			671	
8:15 PM		736	571	694		667			667	
8:30 PM		663	523	667		618			618	
8:45 PM		671	459	622		584			584	
9:00 PM		606	415	561		527			527	
9:15 PM		590	447	598		545			545	
9:30 PM		550	475	501		509			509	
9:45 PM		578	448	485		504			504	
10:00 PM		489	525	405		473			473	
10:15 PM		470	417	422		436			436	
10:30 PM		412	606	362		460			460	
10:45 PM		334	422	329		362			362	
11:00 PM		354	294	294		314			314	
11:15 PM		256	278	278		271			271	
11:30 PM		226	213	213		217			217	
11:45 PM		208	171	171		183			183	
Day Total	54699	52854	52398	53319		53319			53319	
% Weekday Average	102.6%	99.1%	98.3%							
% Week Average	102.6%	99.1%	98.3%	100.0%						
AM Peak	10:15 AM	10:45 AM	11:30 AM	11:30 AM		889			11:30 AM	
Volume	902	904	932			889			889	
PM Peak	6:00 PM	4:00 PM	2:00 PM	4:30 PM		947			4:30 PM	
Volume	962	980	985	947		947			947	
Comments:										

Report generated on 9/5/2017 2:03 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr SPECIFIC LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr CITY/STATE: Destin, FL										QC JOB #: 14451312 DIRECTION: EB/WB DATE: Aug 22 2017 - Aug 24 2017									
Start Time	Mon 22-Aug-17	Tue 22-Aug-17	Wed 23-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile									
12:00 AM		44	84	88		72			72										
12:15 AM		64	60	67		64			64										
12:30 AM		47	79	80		69			69										
12:45 AM		40	39	49		43			43										
1:00 AM		62	64	62		63			63										
1:15 AM		71	42	60		58			58										
1:30 AM		58	54	46		53			53										
1:45 AM		50	54	38		47			47										
2:00 AM		41	41	40		41			41										
2:15 AM		21	26	15		21			21										
2:30 AM		30	32	28		30			30										
2:45 AM		33	44	34		37			37										
3:00 AM		25	29	37		30			30										
3:15 AM		45	26	42		38			38										
3:30 AM		24	49	33		35			35										
3:45 AM		53	44	41		46			46										
4:00 AM		46	68	64		59			59										
4:15 AM		58	66	61		62			62										
4:30 AM		108	81	100		96			96										
4:45 AM		138	162	112		137			137										
5:00 AM		127	158	144		143			143										
5:15 AM		208	169	165		181			181										
5:30 AM		260	212	215		229			229										
5:45 AM		312	285	287		295			295										
Day Total																			
% Weekday Average																			
% Week Average																			
AM Peak																			
Volume																			
PM Peak																			
Volume																			
Comments:																			

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr										
SPECIFIC LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451312										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	382	400	355	526	724	379			379	
6:15 AM	582	464	526	724	840	524			524	
6:30 AM	736	806	829	702	947	755			755	
6:45 AM	806	803	736	997	1012	825			825	
7:00 AM	803	865	1012	1257	916	747			747	
7:15 AM	865	1012	1257	916	967	936			936	
7:30 AM	1012	1257	916	967	1078	1076			1076	
7:45 AM	1257	916	967	1078	1063	1130			1130	
8:00 AM	916	967	1078	1063	937	1017			1017	
8:15 AM	967	1078	1063	937	929	1016			1016	
8:30 AM	980	1047	882	898	964	1013			1013	
8:45 AM	1047	882	898	964	894	1032			1032	
9:00 AM	882	898	964	894	873	932			932	
9:15 AM	898	964	894	873	837	895			895	
9:30 AM	964	894	873	837	864	967			967	
9:45 AM	894	873	864	837	800	943			943	
10:00 AM	873	837	800	836	757	836			836	
10:15 AM	837	800	836	757	883	891			891	
10:30 AM	864	836	757	883	860	811			811	
10:45 AM	876	803	860	826	818	847			847	
11:00 AM	903	860	826	818	839	853			853	
11:15 AM	860	826	818	839	839	865			865	
11:30 AM	826	872	818	839	839	855			855	
11:45 AM	826	872	818	839	839	839			839	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr										
SPECIFIC LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr										
CITY/STATE: Destin, FL										
QC JOB #: 14451312										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 22-Aug-17	Wed 23-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM		876	858	909		881			881	
12:15 PM		888	924	905		906			906	
12:30 PM		883	855	872		870			870	
12:45 PM		855	965	936		919			919	
1:00 PM		874	891	884		883			883	
1:15 PM		989	852	922		921			921	
1:30 PM		886	1010	961		952			952	
1:45 PM		930	1014	816		920			920	
2:00 PM		863	944	797		868			868	
2:15 PM		956	882	1006		948			948	
2:30 PM		874	956	938		923			923	
2:45 PM		878	870	886		878			878	
3:00 PM		904	861	942		902			902	
3:15 PM		898	904	1004		935			935	
3:30 PM		918	971	956		948			948	
3:45 PM		997	969	980		982			982	
4:00 PM		904	1014	947		955			955	
4:15 PM		907	870	966		914			914	
4:30 PM		1052	916	894		954			954	
4:45 PM		906	1009	925		947			947	
5:00 PM		982	1029	941		984			984	
5:15 PM		926	1027	944		966			966	
5:30 PM		942	974	827		914			914	
5:45 PM		865	843	840		849			849	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr SPECIFIC LOCATION: Us Hwy 98 btwn Hutchinson St & Crystal Beach Dr CITY/STATE: Destin, FL									
QC JOB #: 14451312 DIRECTION: EB/WB DATE: Aug 22 2017 - Aug 24 2017									
Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic
6:00 PM	824	878	816	839	839	839			839
6:15 PM	876	855	788	840	840	840			840
6:30 PM	836	828	791	818	818	818			818
6:45 PM	722	778	800	767	767	767			767
7:00 PM	708	733	763	735	735	735			735
7:15 PM	752	820	721	764	764	764			764
7:30 PM	757	759	729	748	748	748			748
7:45 PM	835	829	700	788	788	788			788
8:00 PM	686	715	626	676	676	676			676
8:15 PM	749	723	708	727	727	727			727
8:30 PM	614	564	665	614	614	614			614
8:45 PM	485	633	613	577	577	577			577
9:00 PM	516	513	492	507	507	507			507
9:15 PM	460	486	530	492	492	492			492
9:30 PM	368	442	455	422	422	422			422
9:45 PM	321	462	450	411	411	411			411
10:00 PM	296	312	453	354	354	354			354
10:15 PM	253	256	373	294	294	294			294
10:30 PM	245	224	225	231	231	231			231
10:45 PM	151	224	298	224	224	224			224
11:00 PM	160	190	233	194	194	194			194
11:15 PM	196	193	217	202	202	202			202
11:30 PM	136	120	202	153	153	153			153
11:45 PM	111	120	186	139	139	139			139
Day Total	56989	58290	57421	57568	57568	57568			57568
% Weekday Average	99.0%	101.3%	99.7%						
% Week Average	99.0%	101.3%	99.7%	100.0%					
AM Peak	7:45 AM	7:30 AM	7:30 AM	7:45 AM					7:45 AM
Volume	1257	1119	1098	1130					1130
PM Peak	4:30 PM	5:00 PM	2:15 PM	5:00 PM					5:00 PM
Volume	1052	1029	1006	984					984
Comments:									

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451313										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 22-Aug-17	Wed 23-Aug-17	Thu 24-Aug-17	Fri 24-Aug-17	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	251	251	287	351		296			296	
12:15 AM	239	239	256	333		276			276	
12:30 AM	226	226	221	267		238			238	
12:45 AM	195	195	148	219		187			187	
1:00 AM	130	130	172	206		169			169	
1:15 AM	123	123	164	200		162			162	
1:30 AM	112	112	138	140		130			130	
1:45 AM	97	97	89	124		103			103	
2:00 AM	73	73	86	113		91			91	
2:15 AM	82	82	65	90		79			79	
2:30 AM	65	65	73	97		78			78	
2:45 AM	40	40	44	61		48			48	
3:00 AM	62	62	52	68		61			61	
3:15 AM	78	78	43	77		66			66	
3:30 AM	44	44	40	39		41			41	
3:45 AM	39	39	48	53		47			47	
4:00 AM	43	43	44	42		43			43	
4:15 AM	28	28	27	32		29			29	
4:30 AM	15	15	33	25		24			24	
4:45 AM	44	44	36	21		34			34	
5:00 AM	19	19	20	30		23			23	
5:15 AM	33	33	20	31		28			28	
5:30 AM	37	37	30	26		31			31	
5:45 AM	48	48	40	40		43			43	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd SPECIFIC LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd CITY/STATE: Destin, FL										QC JOB #: 14451313 DIRECTION: EB/WB DATE: Aug 22 2017 - Aug 24 2017
Start Time	Mon 22-Aug-17	Tue 22-Aug-17	Wed 23-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM		48	40	46		45			45	
6:15 AM		52	54	58		55			55	
6:30 AM		72	80	87		80			80	
6:45 AM		108	127	118		118			118	
7:00 AM		127	126	122		125			125	
7:15 AM		176	171	174		174			174	
7:30 AM		203	195	221		206			206	
7:45 AM		314	310	250		291			291	
8:00 AM		334	354	373		354			354	
8:15 AM		500	466	505		490			490	
8:30 AM		592	641	599		611			611	
8:45 AM		654	686	702		681			681	
9:00 AM		755	702	655		704			704	
9:15 AM		829	836	861		842			842	
9:30 AM		971	1010	891		957			957	
9:45 AM		1028	930	954		971			971	
10:00 AM		941	1006	990		979			979	
10:15 AM		934	883	930		916			916	
10:30 AM		1044	1041	1024		1036			1036	
10:45 AM		1052	1025	1099		1059			1059	
11:00 AM		878	954	1017		950			950	
11:15 AM		1020	958	1018		999			999	
11:30 AM		954	926	954		945			945	
11:45 AM		992	980	984		985			985	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451313										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 25-Aug-17	Fri 26-Aug-17	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	986	943	968	968	966	966			966	
12:15 PM	912	946	968	968	942	942			942	
12:30 PM	948	1002	1036	1036	995	995			995	
12:45 PM	1008	938	907	907	951	951			951	
1:00 PM	1053	934	1056	1056	1014	1014			1014	
1:15 PM	1033	1022	1126	1126	1060	1060			1060	
1:30 PM	1013	1065	1024	1024	1034	1034			1034	
1:45 PM	1035	1032	980	980	1016	1016			1016	
2:00 PM	1069	1050	1212	1212	1110	1110			1110	
2:15 PM	1087	1074	1158	1158	1106	1106			1106	
2:30 PM	1028	1054	1118	1118	1067	1067			1067	
2:45 PM	1056	1085	1087	1087	1076	1076			1076	
3:00 PM	1067	988	1002	1002	1019	1019			1019	
3:15 PM	1071	1034	1126	1126	1077	1077			1077	
3:30 PM	934	1034	1052	1052	1007	1007			1007	
3:45 PM	980	1110	1048	1048	1046	1046			1046	
4:00 PM	988	1070	990	990	1016	1016			1016	
4:15 PM	1000	1100	984	984	1028	1028			1028	
4:30 PM	1017	1103	1061	1061	1060	1060			1060	
4:45 PM	1038	1034	1068	1068	1047	1047			1047	
5:00 PM	1070	1124	1060	1060	1085	1085			1085	
5:15 PM	1151	1152	1109	1109	1137	1137			1137	
5:30 PM	1164	1046	1216	1216	1142	1142			1142	
5:45 PM	1110	1208	1101	1101	1140	1140			1140	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Regions Way & Regatta Bay Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451313										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	1194	1244	1244	1147		1195			1195	
6:15 PM	1088	1172	1172	1207		1156			1156	
6:30 PM	1107	1232	1232	1163		1167			1167	
6:45 PM	1250	1214	1214	1119		1194			1194	
7:00 PM	1351	1260	1260	1268		1293			1293	
7:15 PM	1281	1320	1320	1095		1232			1232	
7:30 PM	1166	1145	1145	1093		1135			1135	
7:45 PM	1124	1124	1124	1124		1124			1124	
8:00 PM	934	1072	1072	1115		1040			1040	
8:15 PM	956	994	994	911		954			954	
8:30 PM	884	904	904	884		891			891	
8:45 PM	870	896	896	828		865			865	
9:00 PM	738	768	768	872		793			793	
9:15 PM	730	792	792	731		751			751	
9:30 PM	683	705	705	754		714			714	
9:45 PM	666	652	652	678		665			665	
10:00 PM	606	672	672	640		639			639	
10:15 PM	554	566	566	644		588			588	
10:30 PM	497	524	524	567		529			529	
10:45 PM	405	506	506	537		483			483	
11:00 PM	414	479	479	438		444			444	
11:15 PM	408	465	465	458		444			444	
11:30 PM	367	458	458	448		424			424	
11:45 PM	283	378	378	383		348			348	
Day Total	61075	62367	62367	62878		62109			62109	
% Weekday Average	98.3%	100.4%	100.4%	101.2%						
% Week Average	98.3%	100.4%	100.4%	101.2%		100.0%				
AM Peak	10:45 AM	10:30 AM	10:30 AM	10:45 AM		10:45 AM			10:45 AM	
Volume	1052	1041	1041	1099		1059			1059	
PM Peak	7:00 PM	7:15 PM	7:15 PM	7:00 PM		7:00 PM			7:00 PM	
Volume	1351	1320	1320	1268		1293			1293	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451314										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 22-Aug-17	Wed 23-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		54	79	86		73			73	
12:15 AM		68	58	79		68			68	
12:30 AM		53	62	71		62			62	
12:45 AM		35	36	48		40			40	
1:00 AM		48	47	53		49			49	
1:15 AM		55	38	57		50			50	
1:30 AM		38	37	33		36			36	
1:45 AM		39	38	37		38			38	
2:00 AM		37	40	33		37			37	
2:15 AM		22	21	25		23			23	
2:30 AM		14	29	22		22			22	
2:45 AM		35	34	15		28			28	
3:00 AM		20	22	28		23			23	
3:15 AM		28	15	24		22			22	
3:30 AM		35	28	27		30			30	
3:45 AM		37	34	35		35			35	
4:00 AM		47	39	41		42			42	
4:15 AM		49	51	50		50			50	
4:30 AM		62	67	73		67			67	
4:45 AM		100	119	108		109			109	
5:00 AM		101	116	116		111			111	
5:15 AM		146	138	156		147			147	
5:30 AM		198	174	188		187			187	
5:45 AM		257	259	229		248			248	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451314										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	285	293	293	326		301			301	
6:15 AM	419	390	390	488		432			432	
6:30 AM	536	549	549	588		558			558	
6:45 AM	560	582	582	710		617			617	
7:00 AM	638	604	604	652		631			631	
7:15 AM	678	719	719	836		744			744	
7:30 AM	796	808	808	946		850			850	
7:45 AM	922	808	808	942		891			891	
8:00 AM	802	825	825	979		869			869	
8:15 AM	780	763	763	939		827			827	
8:30 AM	874	876	876	984		911			911	
8:45 AM	886	872	872	1042		933			933	
9:00 AM	764	802	802	941		836			836	
9:15 AM	794	750	750	922		822			822	
9:30 AM	830	832	832	868		843			843	
9:45 AM	850	849	849	944		881			881	
10:00 AM	810	712	712	817		780			780	
10:15 AM	768	799	799	908		825			825	
10:30 AM	819	826	826	829		825			825	
10:45 AM	814	775	775	849		813			813	
11:00 AM	885	787	787	964		879			879	
11:15 AM	809	821	821	874		835			835	
11:30 AM	840	910	910	852		867			867	
11:45 AM	874	885	885	886		882			882	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd
SPECIFIC LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd
CITY/STATE: Destin, FL

QC JOB #: 14451314

DIRECTION: EB/WB

DATE: Aug 22 2017 - Aug 24 2017

Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 25-Aug-17	Fri 26-Aug-17	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	854	805	868	1006	949	869			869	
12:15 PM	874	868	835	879	1006	916			916	
12:30 PM	856	835	905	894	967	857			857	
12:45 PM	831	844	768	846	779	897			897	
1:00 PM	876	894	917	917	898	848			848	
1:15 PM	846	879	917	917	898	902			902	
1:30 PM	846	879	917	917	898	877			877	
1:45 PM	846	879	917	917	898	895			895	
2:00 PM	846	879	917	917	898	842			842	
2:15 PM	846	879	917	917	898	879			879	
2:30 PM	846	879	917	917	898	912			912	
2:45 PM	846	879	917	917	898	892			892	
3:00 PM	846	879	917	917	898	908			908	
3:15 PM	846	879	917	917	898	931			931	
3:30 PM	846	879	917	917	898	984			984	
3:45 PM	846	879	917	917	898	979			979	
4:00 PM	846	879	917	917	898	1003			1003	
4:15 PM	846	879	917	917	898	982			982	
4:30 PM	846	879	917	917	898	1021			1021	
4:45 PM	846	879	917	917	898	1009			1009	
5:00 PM	846	879	917	917	898	1054			1054	
5:15 PM	846	879	917	917	898	1060			1060	
5:30 PM	846	879	917	917	898	960			960	
5:45 PM	846	879	917	917	898	947			947	

Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd										
SPECIFIC LOCATION: US Hwy 98 btwn Gulfstarr Dr & Calusa Blvd										
CITY/STATE: Destin, FL										
QC JOB #: 14451314										
DIRECTION: EB/WB										
DATE: Aug 22 2017 - Aug 24 2017										
Start Time	Mon 22-Aug-17	Tue 23-Aug-17	Wed 24-Aug-17	Thu 24-Aug-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	750	750	854	970		858			858	
6:15 PM	760	760	790	878		809			809	
6:30 PM	726	726	787	859		791			791	
6:45 PM	651	651	743	822		739			739	
7:00 PM	604	604	681	800		695			695	
7:15 PM	593	593	653	704		650			650	
7:30 PM	580	580	610	702		631			631	
7:45 PM	554	554	587	655		599			599	
8:00 PM	528	528	596	597		574			574	
8:15 PM	461	461	498	668		542			542	
8:30 PM	421	421	446	573		480			480	
8:45 PM	369	369	468	527		455			455	
9:00 PM	370	370	404	428		401			401	
9:15 PM	349	349	399	436		395			395	
9:30 PM	306	306	378	437		374			374	
9:45 PM	239	239	332	358		310			310	
10:00 PM	254	254	273	386		304			304	
10:15 PM	204	204	249	314		256			256	
10:30 PM	178	178	188	220		195			195	
10:45 PM	119	119	178	224		174			174	
11:00 PM	146	146	170	111		142			142	
11:15 PM	144	144	168	96		136			136	
11:30 PM	122	122	116	96		111			111	
11:45 PM	82	82	112	81		92			92	
Day Total	50524	50524	52358	57269		53386			53386	
% Weekday Average	94.6%	94.6%	98.1%	107.3%						
% Week Average	94.6%	94.6%	98.1%	107.3%		100.0%				
AM Peak Volume	7:45 AM 922	7:45 AM 922	11:30 AM 910	8:45 AM 1042		8:45 AM 933			8:45 AM 933	
PM Peak Volume	5:15 PM 1029	5:15 PM 1029	5:15 PM 1097	5:00 PM 1137		5:15 PM 1060			5:15 PM 1060	
Comments:										

Report generated on 9/4/2017 11:30 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



APPENDIX E: COLLECTOR ROADWAY COUNT DATA

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Car

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	61	45	0	122	42	5	9	2	58	8	77	6	0	91	11	7	17	2	37	308
04:15 PM	7	80	57	0	144	47	1	8	0	56	6	62	6	0	74	12	2	9	1	24	298
04:30 PM	10	68	42	2	122	48	2	2	3	55	3	74	4	0	81	6	2	9	1	18	276
04:45 PM	8	70	44	0	122	51	1	7	0	59	9	68	3	1	81	2	3	6	6	17	279
Total	41	279	188	2	510	188	9	26	5	228	26	281	19	1	327	31	14	41	10	96	1161
05:00 PM	4	62	45	0	111	62	0	11	0	73	3	79	7	1	90	2	0	2	1	5	279
05:15 PM	4	73	47	0	124	66	0	5	0	71	1	67	1	2	71	0	0	11	2	13	279
05:30 PM	1	59	43	0	103	48	0	2	1	51	4	84	3	0	91	1	1	2	1	5	250
05:45 PM	4	86	36	0	126	42	0	3	1	46	4	63	1	0	68	1	0	4	1	6	246
Total	13	280	171	0	464	218	0	21	2	241	12	293	12	3	320	4	1	19	5	29	1054
06:00 PM	2	64	31	0	97	53	0	5	0	58	1	59	2	0	62	2	2	2	3	9	226
06:15 PM	5	58	29	0	92	57	1	0	0	58	2	68	2	0	72	3	0	3	3	9	231
06:30 PM	2	75	35	1	113	48	0	4	2	54	3	72	1	1	77	2	2	2	0	6	250
06:45 PM	4	61	35	0	100	50	0	3	0	53	4	70	1	1	76	3	0	1	1	5	234
Total	13	258	130	1	402	208	1	12	2	223	10	269	6	2	287	10	4	8	7	29	941
07:00 PM	2	61	17	0	80	27	0	1	0	28	4	45	2	0	51	0	1	2	0	3	162
07:15 PM	1	61	28	0	90	35	1	1	0	37	1	52	2	0	55	1	3	6	2	12	194
07:30 PM	1	58	22	0	81	46	0	4	2	52	3	58	1	0	62	0	0	3	4	7	202
07:45 PM	2	36	28	1	67	39	0	2	4	45	3	63	1	0	67	0	0	1	1	2	181
Total	6	216	95	1	318	147	1	8	6	162	11	218	6	0	235	1	4	12	7	24	739
Grand Total	73	1033	584	4	1694	761	11	67	15	854	59	1061	43	6	1169	46	23	80	29	178	3895
Apprch %	4.3	61	34.5	0.2		89.1	1.3	7.8	1.8		5	90.8	3.7	0.5		25.8	12.9	44.9	16.3		
Total %	1.9	26.5	15	0.1	43.5	19.5	0.3	1.7	0.4	21.9	1.5	27.2	1.1	0.2	30	1.2	0.6	2.1	0.7	4.6	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	16	61	45	122	42	5	9	56	8	77	6	91	11	7	17	35	304
04:15 PM	7	80	57	144	47	1	8	56	6	62	6	74	12	2	9	23	297
04:30 PM	10	68	42	120	48	2	2	52	3	74	4	81	6	2	9	17	270
04:45 PM	8	70	44	122	51	1	7	59	9	68	3	80	2	3	6	11	272
Total Volume	41	279	188	508	188	9	26	223	26	281	19	326	31	14	41	86	1143
% App. Total	8.1	54.9	37		84.3	4	11.7		8	86.2	5.8		36	16.3	47.7		
PHF	.641	.872	.825	.882	.922	.450	.722	.945	.722	.912	.792	.896	.646	.500	.603	.614	.940

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Truck

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	6
05:00 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	1	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	7	2	0	9	5	0	0	0	5	0	3	0	0	3	0	0	0	0	0	17
Apprch %	0	77.8	22.2	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	41.2	11.8	0	52.9	29.4	0	0	0	29.4	0	17.6	0	0	17.6	0	0	0	0	0	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	1	1	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total Volume	0	3	1	4	3	0	0	3	0	1	0	1	0	0	0	0	8
% App. Total	0	75	25		100	0	0		0	100	0		0	0	0		
PHF	.000	.750	.250	.500	.750	.000	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000	.667

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Bicycles on Road

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Apprch %	33.3	66.7	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	25	50	0	0	75	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Combined

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	62	45	0	124	42	5	9	2	58	8	77	6	0	91	11	7	17	2	37	310
04:15 PM	7	80	57	0	144	47	1	8	0	56	6	63	6	0	75	12	2	9	1	24	299
04:30 PM	10	69	42	2	123	49	2	2	3	56	3	74	4	0	81	6	2	9	1	18	278
04:45 PM	8	71	44	0	123	52	1	7	0	60	9	68	3	1	81	2	3	6	6	17	281
Total	42	282	188	2	514	190	9	26	5	230	26	282	19	1	328	31	14	41	10	96	1168
05:00 PM	4	64	46	0	114	63	0	11	0	74	3	79	7	1	90	2	0	2	1	5	283
05:15 PM	4	75	47	0	126	66	0	5	0	71	1	67	1	2	71	0	0	11	2	13	281
05:30 PM	1	59	43	0	103	48	0	2	1	51	4	84	3	0	91	1	1	2	1	5	250
05:45 PM	4	87	36	0	127	43	0	3	1	47	4	63	1	0	68	1	0	4	1	6	248
Total	13	285	172	0	470	220	0	21	2	243	12	293	12	3	320	4	1	19	5	29	1062
06:00 PM	2	64	31	0	97	53	0	5	0	58	1	59	2	0	62	2	2	2	3	9	226
06:15 PM	5	59	29	0	93	58	1	0	0	59	2	68	2	0	72	3	0	3	3	9	233
06:30 PM	2	75	35	1	113	48	0	4	2	54	3	72	1	1	77	2	2	2	0	6	250
06:45 PM	4	61	35	0	100	50	0	3	0	53	4	70	1	1	76	3	0	1	1	5	234
Total	13	259	130	1	403	209	1	12	2	224	10	269	6	2	287	10	4	8	7	29	943
07:00 PM	2	61	18	0	81	28	0	1	0	29	4	45	2	0	51	0	1	2	0	3	164
07:15 PM	1	61	28	0	90	35	1	1	0	37	1	52	2	0	55	1	3	6	2	12	194
07:30 PM	1	58	22	0	81	46	0	4	2	52	3	60	1	0	64	0	0	3	4	7	204
07:45 PM	2	36	28	1	67	39	0	2	4	45	3	63	1	0	67	0	0	1	1	2	181
Total	6	216	96	1	319	148	1	8	6	163	11	220	6	0	237	1	4	12	7	24	743
Grand Total	74	1042	586	4	1706	767	11	67	15	860	59	1064	43	6	1172	46	23	80	29	178	3916
Apprch %	4.3	61.1	34.3	0.2		89.2	1.3	7.8	1.7		5	90.8	3.7	0.5		25.8	12.9	44.9	16.3		
Total %	1.9	26.6	15	0.1	43.6	19.6	0.3	1.7	0.4	22	1.5	27.2	1.1	0.2	29.9	1.2	0.6	2	0.7	4.5	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	62	45	124	42	5	9	56	8	77	6	91	11	7	17	35	306
04:15 PM	7	80	57	144	47	1	8	56	6	63	6	75	12	2	9	23	298
04:30 PM	10	69	42	121	49	2	2	53	3	74	4	81	6	2	9	17	272
04:45 PM	8	71	44	123	52	1	7	60	9	68	3	80	2	3	6	11	274
Total Volume	42	282	188	512	190	9	26	225	26	282	19	327	31	14	41	86	1150
% App. Total	8.2	55.1	36.7		84.4	4	11.6		8	86.2	5.8		36	16.3	47.7		
PHF	.618	.881	.825	.889	.913	.450	.722	.938	.722	.916	.792	.898	.646	.500	.603	.614	.940

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Car

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	37	50	0	93	61	90	55	0	206	62	48	35	1	146	31	70	4	0	105	550
04:15 PM	6	30	40	1	77	72	113	73	0	258	53	40	26	3	122	36	80	4	0	120	577
04:30 PM	7	37	50	1	95	91	130	51	0	272	54	50	53	4	161	31	64	4	0	99	627
04:45 PM	6	30	71	2	109	89	120	56	0	265	58	45	42	4	149	29	65	3	0	97	620
Total	25	134	211	4	374	313	453	235	0	1001	227	183	156	12	578	127	279	15	0	421	2374
05:00 PM	8	31	58	0	97	110	138	44	0	292	60	44	43	0	147	34	69	7	1	111	647
05:15 PM	4	35	63	1	103	109	108	55	0	272	60	47	54	1	162	28	84	3	0	115	652
05:30 PM	3	36	62	1	102	96	126	40	1	263	56	58	36	0	150	22	59	5	0	86	601
05:45 PM	3	40	56	0	99	79	131	47	1	258	41	43	38	1	123	43	68	1	0	112	592
Total	18	142	239	2	401	394	503	186	2	1085	217	192	171	2	582	127	280	16	1	424	2492
06:00 PM	4	30	55	1	90	74	118	30	0	222	43	48	36	2	129	35	66	5	0	106	547
06:15 PM	5	31	46	1	83	76	116	52	0	244	43	51	40	0	134	17	67	1	0	85	546
06:30 PM	4	39	56	0	99	64	112	30	0	206	51	53	32	0	136	38	47	1	0	86	527
06:45 PM	5	28	49	1	83	80	95	35	0	210	52	44	36	2	134	30	43	3	0	76	503
Total	18	128	206	3	355	294	441	147	0	882	189	196	144	4	533	120	223	10	0	353	2123
07:00 PM	5	33	35	1	74	55	86	32	0	173	25	29	29	1	84	20	68	1	2	91	422
07:15 PM	3	29	39	0	71	62	88	39	0	189	37	35	30	1	103	22	51	3	2	78	441
07:30 PM	2	29	35	1	67	68	55	26	0	149	40	39	24	1	104	20	42	5	0	67	387
07:45 PM	4	15	27	0	46	46	48	29	0	123	39	35	30	3	107	19	31	3	0	53	329
Total	14	106	136	2	258	231	277	126	0	634	141	138	113	6	398	81	192	12	4	289	1579
Grand Total	75	510	792	11	1388	1232	1674	694	2	3602	774	709	584	24	2091	455	974	53	5	1487	8568
Apprch %	5.4	36.7	57.1	0.8		34.2	46.5	19.3	0.1		37	33.9	27.9	1.1		30.6	65.5	3.6	0.3		
Total %	0.9	6	9.2	0.1	16.2	14.4	19.5	8.1	0	42	9	8.3	6.8	0.3	24.4	5.3	11.4	0.6	0.1	17.4	

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	37	50	94	91	130	51	272	54	50	53	157	31	64	4	99	622
04:45 PM	6	30	71	107	89	120	56	265	58	45	42	145	29	65	3	97	614
05:00 PM	8	31	58	97	110	138	44	292	60	44	43	147	34	69	7	110	646
05:15 PM	4	35	63	102	109	108	55	272	60	47	54	161	28	84	3	115	650
Total Volume	25	133	242	400	399	496	206	1101	232	186	192	610	122	282	17	421	2532
% App. Total	6.2	33.2	60.5		36.2	45	18.7		38	30.5	31.5		29	67	4		
PHF	.781	.899	.852	.935	.907	.899	.920	.943	.967	.930	.889	.947	.897	.839	.607	.915	.974

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Truck

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	3	0	4	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	1	4	0	0	5	9
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	7
04:45 PM	0	0	0	0	0	3	2	2	0	7	1	0	0	0	1	0	2	0	0	2	10
Total	0	1	3	0	4	5	7	2	0	14	3	0	0	0	3	2	10	0	0	12	33
05:00 PM	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	1	5	3	0	9	1	0	2	0	3	0	1	0	0	1	13
06:00 PM	0	0	0	0	0	4	1	1	0	6	0	0	0	0	0	0	1	0	0	1	7
06:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	7	2	1	0	10	0	0	1	0	1	0	2	0	0	2	13
07:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
07:15 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	5
07:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	3	6	0	0	9	0	1	1	0	2	1	1	0	0	2	13
Grand Total	0	1	3	0	4	16	20	6	0	42	4	1	4	0	9	3	14	0	0	17	72
Apprch %	0	25	75	0		38.1	47.6	14.3	0		44.4	11.1	44.4	0		17.6	82.4	0	0		
Total %	0	1.4	4.2	0	5.6	22.2	27.8	8.3	0	58.3	5.6	1.4	5.6	0	12.5	4.2	19.4	0	0	23.6	

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	3	4	2	1	0	3	0	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	2	0	2	2	0	0	2	1	4	0	5	9
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	4	0	5	7
04:45 PM	0	0	0	0	3	2	2	7	1	0	0	1	0	2	0	2	10
Total Volume	0	1	3	4	5	7	2	14	3	0	0	3	2	10	0	12	33
% App. Total	0	25	75		35.7	50	14.3		100	0	0		16.7	83.3	0		
PHF	.000	.250	.250	.250	.417	.875	.250	.500	.375	.000	.000	.375	.500	.625	.000	.600	.825

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Bicycles on Road

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Combined

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	38	53	0	97	63	91	55	0	209	62	48	35	1	146	31	70	4	0	105	557
04:15 PM	6	30	40	1	77	72	115	73	0	260	55	40	26	3	124	37	84	4	0	125	586
04:30 PM	7	37	50	1	95	91	132	51	0	274	54	50	53	4	161	32	68	4	0	104	634
04:45 PM	6	30	71	2	109	92	122	58	0	272	59	45	42	4	150	29	67	3	0	99	630
Total	25	135	214	4	378	318	460	237	0	1015	230	183	156	12	581	129	289	15	0	433	2407
05:00 PM	8	31	58	0	97	110	140	45	0	295	61	45	44	0	150	34	69	7	1	111	653
05:15 PM	4	35	63	1	103	109	109	57	0	275	60	47	54	1	162	28	85	3	0	116	656
05:30 PM	3	36	62	1	102	96	127	40	1	264	56	58	36	0	150	22	59	5	0	86	602
05:45 PM	3	40	56	0	99	80	132	47	1	260	41	43	39	1	124	43	68	1	0	112	595
Total	18	142	239	2	401	395	508	189	2	1094	218	193	173	2	586	127	281	16	1	425	2506
06:00 PM	4	30	55	1	90	78	119	31	0	228	43	48	36	2	129	35	67	5	0	107	554
06:15 PM	5	31	46	1	83	78	117	52	0	247	43	51	40	0	134	17	68	1	0	86	550
06:30 PM	4	39	56	0	99	65	112	30	0	207	51	53	32	0	136	38	47	1	0	86	528
06:45 PM	5	28	49	1	83	80	95	35	0	210	52	44	37	2	135	30	43	3	0	76	504
Total	18	128	206	3	355	301	443	148	0	892	189	196	145	4	534	120	225	10	0	355	2136
07:00 PM	5	33	35	1	74	55	89	32	0	176	25	29	29	1	84	21	68	1	2	92	426
07:15 PM	3	29	39	0	71	65	90	39	0	194	37	35	30	1	103	22	51	3	2	78	446
07:30 PM	2	29	35	1	67	68	56	26	0	150	40	40	25	1	106	20	42	5	0	67	390
07:45 PM	4	15	27	0	46	46	48	29	0	123	39	35	30	3	107	19	32	3	0	54	330
Total	14	106	136	2	258	234	283	126	0	643	141	139	114	6	400	82	193	12	4	291	1592
Grand Total	75	511	795	11	1392	1248	1694	700	2	3644	778	711	588	24	2101	458	988	53	5	1504	8641
Apprch %	5.4	36.7	57.1	0.8		34.2	46.5	19.2	0.1		37	33.8	28	1.1		30.5	65.7	3.5	0.3		
Total %	0.9	5.9	9.2	0.1	16.1	14.4	19.6	8.1	0	42.2	9	8.2	6.8	0.3	24.3	5.3	11.4	0.6	0.1	17.4	

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	37	50	94	91	132	51	274	54	50	53	157	32	68	4	104	629
04:45 PM	6	30	71	107	92	122	58	272	59	45	42	146	29	67	3	99	624
05:00 PM	8	31	58	97	110	140	45	295	61	45	44	150	34	69	7	110	652
05:15 PM	4	35	63	102	109	109	57	275	60	47	54	161	28	85	3	116	654
Total Volume	25	133	242	400	402	503	211	1116	234	187	193	614	123	289	17	429	2559
% App. Total	6.2	33.2	60.5		36	45.1	18.9		38.1	30.5	31.4		28.7	67.4	4		
PHF	.781	.899	.852	.935	.914	.898	.909	.946	.959	.935	.894	.953	.904	.850	.607	.925	.978

Peggy Malone & Associates

(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Car

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	49	160	0	209	173	39	1	213	31	48	0	0	79	501
04:15 PM	38	143	0	181	178	31	2	211	35	69	0	0	104	496
04:30 PM	59	166	4	229	181	30	0	211	30	58	0	0	88	528
04:45 PM	54	160	0	214	179	19	1	199	31	78	0	0	109	522
Total	200	629	4	833	711	119	4	834	127	253	0	0	380	2047
05:00 PM	57	157	1	215	198	28	0	226	34	97	0	0	131	572
05:15 PM	50	167	2	219	192	21	0	213	39	75	0	0	114	546
05:30 PM	42	142	0	184	176	36	0	212	23	108	0	0	131	527
05:45 PM	33	127	1	161	181	28	0	209	21	78	0	1	100	470
Total	182	593	4	779	747	113	0	860	117	358	0	1	476	2115
06:00 PM	28	130	1	159	198	24	0	222	20	59	0	0	79	460
06:15 PM	28	123	0	151	192	19	0	211	15	50	0	0	65	427
06:30 PM	28	126	1	155	171	35	0	206	17	51	0	0	68	429
06:45 PM	34	110	0	144	189	39	0	228	22	53	0	0	75	447
Total	118	489	2	609	750	117	0	867	74	213	0	0	287	1763
07:00 PM	26	102	1	129	154	28	0	182	18	39	0	0	57	368
07:15 PM	25	110	2	137	139	29	0	168	23	44	1	0	68	373
07:30 PM	29	89	1	119	133	28	2	163	28	30	0	0	58	340
07:45 PM	13	72	0	85	105	30	0	135	17	31	0	0	48	268
Total	93	373	4	470	531	115	2	648	86	144	1	0	231	1349
Grand Total	593	2084	14	2691	2739	464	6	3209	404	968	1	1	1374	7274
Apprch %	22	77.4	0.5		85.4	14.5	0.2		29.4	70.5	0.1	0.1		
Total %	8.2	28.6	0.2	37	37.7	6.4	0.1	44.1	5.6	13.3	0	0	18.9	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	54	160	214	179	19	198	31	78	0	109	521
05:00 PM	57	157	214	198	28	226	34	97	0	131	571
05:15 PM	50	167	217	192	21	213	39	75	0	114	544
05:30 PM	42	142	184	176	36	212	23	108	0	131	527
Total Volume	203	626	829	745	104	849	127	358	0	485	2163
% App. Total	24.5	75.5		87.8	12.2		26.2	73.8	0		
PHF	.890	.937	.955	.941	.722	.939	.814	.829	.000	.926	.947

Peggy Malone & Associates

(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Truck

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	1	2	2	0	4	1	0	0	0	1	6
04:15 PM	0	3	0	3	2	0	0	2	1	0	0	0	1	6
04:30 PM	1	1	0	2	3	3	0	6	0	0	0	0	0	8
04:45 PM	1	0	0	1	5	0	0	5	1	3	0	0	4	10
Total	2	5	0	7	12	5	0	17	3	3	0	0	6	30
05:00 PM	0	1	0	1	4	0	0	4	0	3	0	0	3	8
05:15 PM	3	0	0	3	3	1	0	4	0	1	0	0	1	8
05:30 PM	0	0	0	0	3	1	0	4	1	1	0	0	2	6
05:45 PM	0	0	0	0	2	0	0	2	1	1	0	0	2	4
Total	3	1	0	4	12	2	0	14	2	6	0	0	8	26
06:00 PM	1	0	0	1	5	0	0	5	0	1	0	0	1	7
06:15 PM	0	1	0	1	1	1	0	2	1	0	0	0	1	4
06:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	1	2
06:45 PM	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	1	1	0	2	7	2	0	9	3	1	0	0	4	15
07:00 PM	0	0	0	0	4	1	0	5	0	0	0	0	0	5
07:15 PM	0	0	0	0	3	0	0	3	0	1	0	0	1	4
07:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	7	1	0	8	2	1	0	0	3	11
Grand Total	6	7	0	13	38	10	0	48	10	11	0	0	21	82
Apprch %	46.2	53.8	0		79.2	20.8	0		47.6	52.4	0	0		
Total %	7.3	8.5	0	15.9	46.3	12.2	0	58.5	12.2	13.4	0	0	25.6	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound					
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:30 PM												
04:30 PM	1	1	2	3	3	6	0	0	0	0	8	
04:45 PM	1	0	1	5	0	5	1	3	0	4	10	
05:00 PM	0	1	1	4	0	4	0	3	0	3	8	
05:15 PM	3	0	3	3	1	4	0	1	0	1	8	
Total Volume	5	2	7	15	4	19	1	7	0	8	34	
% App. Total	71.4	28.6		78.9	21.1		12.5	87.5	0			
PHF	.417	.500	.583	.750	.333	.792	.250	.583	.000	.500	.850	

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(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Bicycles on Road

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	1	0	0	1	2	0	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	1	0	0	1	3	0	0	0	3	4
Total	0	0	0	0	1	0	0	1	5	0	0	0	5	6
07:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
07:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	2
07:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
Total	1	4	0	5	3	0	0	3	1	0	0	0	1	9
Grand Total	1	4	0	5	5	0	0	5	8	0	0	0	8	18
Apprch %	20	80	0		100	0	0		100	0	0	0		
Total %	5.6	22.2	0	27.8	27.8	0	0	27.8	44.4	0	0	0	44.4	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 06:45 PM											
06:45 PM	0	0	0	1	0	1	3	0	0	3	4
07:00 PM	0	2	2	1	0	1	0	0	0	0	3
07:15 PM	0	0	0	0	0	0	1	0	0	1	1
07:30 PM	1	0	1	1	0	1	0	0	0	0	2
Total Volume	1	2	3	3	0	3	4	0	0	4	10
% App. Total	33.3	66.7		100	0		100	0	0		
PHF	.250	.250	.375	.750	.000	.750	.333	.000	.000	.333	.625

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(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Combined

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	49	161	0	210	175	41	1	217	32	48	0	0	80	507
04:15 PM	38	146	0	184	180	31	2	213	36	69	0	0	105	502
04:30 PM	60	167	4	231	185	33	0	218	31	58	0	0	89	538
04:45 PM	55	160	0	215	184	19	1	204	33	81	0	0	114	533
Total	202	634	4	840	724	124	4	852	132	256	0	0	388	2080
05:00 PM	57	158	1	216	202	28	0	230	34	100	0	0	134	580
05:15 PM	53	167	2	222	195	22	0	217	39	76	0	0	115	554
05:30 PM	42	142	0	184	179	37	0	216	24	109	0	0	133	533
05:45 PM	33	127	1	161	183	28	0	211	22	79	0	1	102	474
Total	185	594	4	783	759	115	0	874	119	364	0	1	484	2141
06:00 PM	29	130	1	160	203	24	0	227	21	60	0	0	81	468
06:15 PM	28	124	0	152	193	20	0	213	17	50	0	0	67	432
06:30 PM	28	126	1	155	172	35	0	207	18	51	0	0	69	431
06:45 PM	34	110	0	144	190	40	0	230	26	53	0	0	79	453
Total	119	490	2	611	758	119	0	877	82	214	0	0	296	1784
07:00 PM	26	104	1	131	159	29	0	188	18	39	0	0	57	376
07:15 PM	25	110	2	137	142	29	0	171	24	45	1	0	70	378
07:30 PM	30	89	1	120	134	28	2	164	30	30	0	0	60	344
07:45 PM	13	74	0	87	106	30	0	136	17	31	0	0	48	271
Total	94	377	4	475	541	116	2	659	89	145	1	0	235	1369
Grand Total	600	2095	14	2709	2782	474	6	3262	422	979	1	1	1403	7374
Apprch %	22.1	77.3	0.5		85.3	14.5	0.2		30.1	69.8	0.1	0.1		
Total %	8.1	28.4	0.2	36.7	37.7	6.4	0.1	44.2	5.7	13.3	0	0	19	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	60	167	227	185	33	218	31	58	0	89	534
04:45 PM	55	160	215	184	19	203	33	81	0	114	532
05:00 PM	57	158	215	202	28	230	34	100	0	134	579
05:15 PM	53	167	220	195	22	217	39	76	0	115	552
Total Volume	225	652	877	766	102	868	137	315	0	452	2197
% App. Total	25.7	74.3		88.2	11.8		30.3	69.7	0		
PHF	.938	.976	.966	.948	.773	.943	.878	.788	.000	.843	.949

Study Name D-US Hwy 98 & W of Palmetto St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Pedestrians

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	9	6
4:15 PM	8	8
4:30 PM	8	9
4:45 PM	8	27
5:00 PM	9	18
5:15 PM	14	19
5:30 PM	11	13
5:45 PM	18	2
6:00 PM	8	9
6:15 PM	4	17
6:30 PM	8	19
6:45 PM	5	20
7:00 PM	12	38
7:15 PM	0	55
7:30 PM	6	52
7:45 PM	19	44
	147	356

Study Name D-US Hwy 98 & W of Palmetto St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Bicycles

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	1	0
4:15 PM	0	0
4:30 PM	0	1
4:45 PM	0	2
5:00 PM	1	1
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	1
6:00 PM	1	0
6:15 PM	0	0
6:30 PM	0	1
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
	3	6

Station: Site 1
 ID: 000000010661
 Location: Calhoun Ave, btw US 98 & Kelly St
 Direction: NORTH

File: D0724013.prn
 City: 18-241 JD Min
 County: 30.39703, -86.51258

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	35											3	35	3	35
00:30			2	26											2	26	2	26
00:45			6	36											6	36	6	36
01:00			3	24											3	24	3	24
01:15			2	32											2	32	2	32
01:30			0	26											0	26	0	26
01:45			1	33											1	33	1	33
02:00			3	29											3	29	3	29
02:15			0	27											0	27	0	27
02:30			1	26											1	26	1	26
02:45			0	20											0	20	0	20
03:00			2	36											2	36	2	36
03:15			0	20											0	20	0	20
03:30			1	31											1	31	1	31
03:45			1	24											1	24	1	24
04:00			0	27											0	27	0	27
04:15			1	25											1	25	1	25
04:30			1	36											1	36	1	36
04:45			1	26											1	26	1	26
05:00			1	36											1	36	1	36
05:15			4	39											4	39	4	39
05:30			1	78											1	78	1	78
05:45			5	91											5	91	5	91
06:00			2	24											2	24	2	24
06:15			4	37											4	37	4	37
06:30			9	46											9	46	9	46
06:45			11	40											11	40	11	40
07:00			15	48											15	48	15	48
07:15			13	43											13	43	13	43
07:30			21	27											21	27	21	27
07:45			21	29											21	29	21	29
08:00			23	29											23	29	23	29
08:15			21	34											21	34	21	34
08:30			18	19											18	19	18	19
08:45			20	16											20	16	20	16
09:00			27	19											27	19	27	19
09:15			18	10											18	10	18	10
09:30			26	12											26	12	26	12
09:45			23	10											23	10	23	10
10:00			18	11											18	11	18	11
10:15			23	8											23	8	23	8
10:30			14	5											14	5	14	5
10:45			18	4											18	4	18	4
11:00			16	7											16	7	16	7
11:15			18	5											18	5	18	5
11:30			20	5											20	5	20	5
11:45			17	6											17	6	17	6
12:00			23	3											23	3	23	3
TOTALS			1758												1758		1758	
AM Times			12:00												12:00		12:00	
AM Peaks			120												120		120	
AM PHF			0.83												0.83		0.83	
PM Times			17:00												17:00		17:00	
PM Peaks			244												244		244	
PM PHF			0.67												0.67		0.67	

Starting: 7/24/2018

Station: Site 1
 ID: 000000010661
 Location: Calhoun Ave, btw US 98 & Kelly St
 Direction: SOUTH

File: D0724013.prn
 City: 18-241 JD Min
 County: 30.39703, -86.51258

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			7	26											7	26	7	26
00:30			4	31											4	31	4	31
00:45			0	21											0	21	0	21
01:00			6	23											6	23	6	23
01:15			1	29											1	29	1	29
01:30			1	36											1	36	1	36
01:45			1	36											1	36	1	36
02:00			1	31											1	31	1	31
02:15			0	38											0	38	0	38
02:30			2	25											2	25	2	25
02:45			0	36											0	36	0	36
03:00			2	31											2	31	2	31
03:15			0	27											0	27	0	27
03:30			0	37											0	37	0	37
03:45			0	27											0	27	0	27
04:00			2	47											2	47	2	47
04:15			0	61											0	61	0	61
04:30			1	52											1	52	1	52
04:45			2	63											2	63	2	63
05:00			2	68											2	68	2	68
05:15			1	81											1	81	1	81
05:30			4	74											4	74	4	74
05:45			2	76											2	76	2	76
06:00			3	57											3	57	3	57
06:15			11	56											11	56	11	56
06:30			8	65											8	65	8	65
06:45			10	54											10	54	10	54
07:00			12	48											12	48	12	48
07:15			15	42											15	42	15	42
07:30			16	42											16	42	16	42
07:45			23	42											23	42	23	42
08:00			22	39											22	39	22	39
08:15			23	49											23	49	23	49
08:30			13	30											13	30	13	30
08:45			19	36											19	36	19	36
09:00			26	22											26	22	26	22
09:15			29	14											29	14	29	14
09:30			17	21											17	21	17	21
09:45			20	21											20	21	20	21
10:00			16	21											16	21	16	21
10:15			20	14											20	14	20	14
10:30			23	8											23	8	23	8
10:45			23	6											23	6	23	6
11:00			22	5											22	5	22	5
11:15			20	7											20	7	20	7
11:30			24	7											24	7	24	7
11:45			41	3											41	3	41	3
12:00			22	1											22	1	22	1
TOTALS			2203												2203		2203	
AM Times			11:45												11:45		11:45	
AM Peaks			120												120		120	
AM PHF			0.73												0.73		0.73	
PM Times			17:00												17:00		17:00	
PM Peaks			299												299		299	
PM PHF			0.92												0.92		0.92	

Starting: 7/24/2018

Station: Site 2
 ID: 000000010753
 Location: Sibert Ave, btw Calhoun & Kelly St
 Direction: NORTH

File: D0724014.prn
 City: 18-241 JD Min
 County: 30.39703, -86.51128

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	48											2	48	2	48
00:30			8	54											8	54	8	54
00:45			3	46											3	46	3	46
01:00			1	38											1	38	1	38
01:15			2	44											2	44	2	44
01:30			1	50											1	50	1	50
01:45			0	68											0	68	0	68
02:00			3	42											3	42	3	42
02:15			2	57											2	57	2	57
02:30			1	40											1	40	1	40
02:45			1	51											1	51	1	51
03:00			0	48											0	48	0	48
03:15			0	32											0	32	0	32
03:30			0	47											0	47	0	47
03:45			2	46											2	46	2	46
04:00			3	60											3	60	3	60
04:15			1	43											1	43	1	43
04:30			1	60											1	60	1	60
04:45			1	45											1	45	1	45
05:00			0	46											0	46	0	46
05:15			3	54											3	54	3	54
05:30			2	69											2	69	2	69
05:45			5	57											5	57	5	57
06:00			3	67											3	67	3	67
06:15			1	75											1	75	1	75
06:30			8	87											8	87	8	87
06:45			12	68											12	68	12	68
07:00			15	63											15	63	15	63
07:15			16	53											16	53	16	53
07:30			24	54											24	54	24	54
07:45			27	32											27	32	27	32
08:00			47	29											47	29	47	29
08:15			24	28											24	28	24	28
08:30			21	35											21	35	21	35
08:45			17	17											17	17	17	17
09:00			47	18											47	18	47	18
09:15			38	17											38	17	38	17
09:30			22	10											22	10	22	10
09:45			34	12											34	12	34	12
10:00			26	9											26	9	26	9
10:15			22	11											22	11	22	11
10:30			30	11											30	11	30	11
10:45			20	7											20	7	20	7
11:00			16	9											16	9	16	9
11:15			27	8											27	8	27	8
11:30			43	1											43	1	43	1
11:45			54	7											54	7	54	7
12:00			35	6											35	6	35	6

TOTALS			2550												2550		2550	

AM Times			11:45												11:45		11:45	
AM Peaks			191												191		191	
AM PHF			0.88												0.88		0.88	

PM Times			18:00												18:00		18:00	
PM Peaks			297												297		297	
PM PHF			0.85												0.85		0.85	

Station: Site 2
 ID: 000000010753
 Location: Sibert Ave, btw Calhoun & Kelly St
 Direction: SOUTH

File: D0724014.prn
 City: 18-241 JD Min
 County: 30.39703, -86.51128

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			17	21											17	21	17	21
00:30			6	18											6	18	6	18
00:45			7	18											7	18	7	18
01:00			1	17											1	17	1	17
01:15			1	20											1	20	1	20
01:30			0	23											0	23	0	23
01:45			1	25											1	25	1	25
02:00			0	25											0	25	0	25
02:15			2	20											2	20	2	20
02:30			0	31											0	31	0	31
02:45			2	20											2	20	2	20
03:00			0	23											0	23	0	23
03:15			0	18											0	18	0	18
03:30			0	26											0	26	0	26
03:45			0	32											0	32	0	32
04:00			0	28											0	28	0	28
04:15			0	30											0	30	0	30
04:30			1	28											1	28	1	28
04:45			2	42											2	42	2	42
05:00			2	39											2	39	2	39
05:15			1	48											1	48	1	48
05:30			4	46											4	46	4	46
05:45			6	43											6	43	6	43
06:00			6	26											6	26	6	26
06:15			8	24											8	24	8	24
06:30			18	41											18	41	18	41
06:45			17	37											17	37	17	37
07:00			16	41											16	41	16	41
07:15			13	35											13	35	13	35
07:30			27	33											27	33	27	33
07:45			30	23											30	23	30	23
08:00			23	25											23	25	23	25
08:15			17	23											17	23	17	23
08:30			23	31											23	31	23	31
08:45			22	20											22	20	22	20
09:00			18	20											18	20	18	20
09:15			12	7											12	7	12	7
09:30			10	12											10	12	10	12
09:45			18	12											18	12	18	12
10:00			12	15											12	15	12	15
10:15			14	14											14	14	14	14
10:30			20	8											20	8	20	8
10:45			14	7											14	7	14	7
11:00			14	9											14	9	14	9
11:15			19	10											19	10	19	10
11:30			13	15											13	15	13	15
11:45			16	17											16	17	16	17
12:00			13	18											13	18	13	18
TOTALS			1630												1630		1630	
AM Times			07:30												07:30		07:30	
AM Peaks			97												97		97	
AM PHF			0.81												0.81		0.81	
PM Times			17:00												17:00		17:00	
PM Peaks			176												176		176	
PM PHF			0.92												0.92		0.92	

Station: Site 3
 ID: 000000010763
 Location: Stahlman Ave, btw US Hwy 98 & Kelly
 Direction: NORTH

File: D0724015.prn
 City: 18-241 JD Min
 County: 30.39618, -86.50937

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			11	46											11	46	11	46
00:30			5	50											5	50	5	50
00:45			5	62											5	62	5	62
01:00			8	46											8	46	8	46
01:15			2	60											2	60	2	60
01:30			10	50											10	50	10	50
01:45			4	58											4	58	4	58
02:00			6	49											6	49	6	49
02:15			7	63											7	63	7	63
02:30			4	58											4	58	4	58
02:45			2	40											2	40	2	40
03:00			1	62											1	62	1	62
03:15			3	64											3	64	3	64
03:30			3	58											3	58	3	58
03:45			1	48											1	48	1	48
04:00			1	73											1	73	1	73
04:15			2	63											2	63	2	63
04:30			3	66											3	66	3	66
04:45			2	84											2	84	2	84
05:00			3	79											3	79	3	79
05:15			5	104											5	104	5	104
05:30			5	108											5	108	5	108
05:45			4	90											4	90	4	90
06:00			4	65											4	65	4	65
06:15			8	63											8	63	8	63
06:30			17	106											17	106	17	106
06:45			11	62											11	62	11	62
07:00			23	50											23	50	23	50
07:15			31	41											31	41	31	41
07:30			43	71											43	71	43	71
07:45			39	40											39	40	39	40
08:00			50	39											50	39	50	39
08:15			45	53											45	53	45	53
08:30			36	91											36	91	36	91
08:45			36	50											36	50	36	50
09:00			41	44											41	44	41	44
09:15			34	22											34	22	34	22
09:30			29	16											29	16	29	16
09:45			51	15											51	15	51	15
10:00			32	18											32	18	32	18
10:15			44	16											44	16	44	16
10:30			39	25											39	25	39	25
10:45			45	10											45	10	45	10
11:00			44	11											44	11	44	11
11:15			34	9											34	9	34	9
11:30			37	12											37	12	37	12
11:45			46	13											46	13	46	13
12:00			61	15											61	15	61	15
TOTALS			3415												3415		3415	
AM Times			12:00												12:00		12:00	
AM Peaks			219												219		219	
AM PHF			0.88												0.88		0.88	
PM Times			17:00												17:00		17:00	
PM Peaks			381												381		381	
PM PHF			0.88												0.88		0.88	

Station: Site 3
 ID: 000000010763
 Location: Stahlman Ave, btw US Hwy 98 & Kelly
 Direction: SOUTH

File: D0724015.prn
 City: 18-241 JD Min
 County: 30.39618, -86.50937

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			16	66											16	66	16	66
00:30			6	72											6	72	6	72
00:45			7	63											7	63	7	63
01:00			4	91											4	91	4	91
01:15			5	97											5	97	5	97
01:30			2	90											2	90	2	90
01:45			1	96											1	96	1	96
02:00			3	101											3	101	3	101
02:15			1	108											1	108	1	108
02:30			1	91											1	91	1	91
02:45			2	80											2	80	2	80
03:00			1	66											1	66	1	66
03:15			0	76											0	76	0	76
03:30			0	92											0	92	0	92
03:45			2	102											2	102	2	102
04:00			1	130											1	130	1	130
04:15			3	140											3	140	3	140
04:30			5	116											5	116	5	116
04:45			1	126											1	126	1	126
05:00			8	134											8	134	8	134
05:15			6	90											6	90	6	90
05:30			2	85											2	85	2	85
05:45			5	119											5	119	5	119
06:00			9	111											9	111	9	111
06:15			10	119											10	119	10	119
06:30			22	105											22	105	22	105
06:45			20	116											20	116	20	116
07:00			28	111											28	111	28	111
07:15			30	97											30	97	30	97
07:30			35	108											35	108	35	108
07:45			38	105											38	105	38	105
08:00			31	74											31	74	31	74
08:15			43	79											43	79	43	79
08:30			34	62											34	62	34	62
08:45			42	56											42	56	42	56
09:00			30	55											30	55	30	55
09:15			48	26											48	26	48	26
09:30			39	22											39	22	39	22
09:45			38	24											38	24	38	24
10:00			45	18											45	18	45	18
10:15			45	17											45	17	45	17
10:30			42	20											42	20	42	20
10:45			39	19											39	19	39	19
11:00			47	17											47	17	47	17
11:15			45	20											45	20	45	20
11:30			56	17											56	17	56	17
11:45			66	17											66	17	66	17
12:00			73	8											73	8	73	8
TOTALS			4691												4691		4691	
AM Times			11:45												11:45		11:45	
AM Peaks			277												277		277	
AM PHF			0.95												0.95		0.95	
PM Times			16:15												16:15		16:15	
PM Peaks			516												516		516	
PM PHF			0.92												0.92		0.92	

Station: Site 4
 ID: 000000004096
 Location: Mountain Dr, btw Stahlman & Benning
 Direction: WEST

File: D0724016.prn
 City: 18-241 JD Min
 County: 30.39394, -86.49710

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			7	67											7	67	7	67
00:30			6	68											6	68	6	68
00:45			2	69											2	69	2	69
01:00			1	61											1	61	1	61
01:15			3	79											3	79	3	79
01:30			5	71											5	71	5	71
01:45			2	67											2	67	2	67
02:00			3	66											3	66	3	66
02:15			2	65											2	65	2	65
02:30			1	66											1	66	1	66
02:45			1	62											1	62	1	62
03:00			0	55											0	55	0	55
03:15			0	59											0	59	0	59
03:30			2	46											2	46	2	46
03:45			0	57											0	57	0	57
04:00			0	54											0	54	0	54
04:15			0	64											0	64	0	64
04:30			0	69											0	69	0	69
04:45			0	46											0	46	0	46
05:00			0	58											0	58	0	58
05:15			3	65											3	65	3	65
05:30			4	54											4	54	4	54
05:45			2	36											2	36	2	36
06:00			5	53											5	53	5	53
06:15			0	73											0	73	0	73
06:30			3	62											3	62	3	62
06:45			4	51											4	51	4	51
07:00			9	53											9	53	9	53
07:15			13	49											13	49	13	49
07:30			20	38											20	38	20	38
07:45			22	56											22	56	22	56
08:00			27	23											27	23	27	23
08:15			29	57											29	57	29	57
08:30			34	74											34	74	34	74
08:45			28	69											28	69	28	69
09:00			39	28											39	28	39	28
09:15			35	28											35	28	35	28
09:30			30	18											30	18	30	18
09:45			42	10											42	10	42	10
10:00			34	16											34	16	34	16
10:15			74	9											74	9	74	9
10:30			53	22											53	22	53	22
10:45			48	10											48	10	48	10
11:00			41	8											41	8	41	8
11:15			65	6											65	6	65	6
11:30			53	2											53	2	53	2
11:45			59	8											59	8	59	8
12:00			65	7											65	7	65	7
TOTALS			3110												3110		3110	
AM Times			12:00												12:00		12:00	
AM Peaks			269												269		269	
AM PHF			0.97												0.97		0.97	
PM Times			13:15												13:15		13:15	
PM Peaks			283												283		283	
PM PHF			0.90												0.90		0.90	

Starting: 7/24/2018

Station: Site 4

ID: 000000004096

Location: Mountain Dr, btw Stahlman & Benning

Direction: EAST

File: D0724016.prn

City: 18-241 JD Min

County: 30.39394, -86.49710

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	51											6	51	6	51
00:30			2	53											2	53	2	53
00:45			2	51											2	51	2	51
01:00			4	67											4	67	4	67
01:15			2	58											2	58	2	58
01:30			1	67											1	67	1	67
01:45			1	71											1	71	1	71
02:00			2	57											2	57	2	57
02:15			0	68											0	68	0	68
02:30			2	57											2	57	2	57
02:45			1	53											1	53	1	53
03:00			1	52											1	52	1	52
03:15			0	49											0	49	0	49
03:30			0	75											0	75	0	75
03:45			0	77											0	77	0	77
04:00			1	89											1	89	1	89
04:15			0	78											0	78	0	78
04:30			0	84											0	84	0	84
04:45			5	99											5	99	5	99
05:00			1	94											1	94	1	94
05:15			0	111											0	111	0	111
05:30			0	99											0	99	0	99
05:45			4	85											4	85	4	85
06:00			3	94											3	94	3	94
06:15			2	87											2	87	2	87
06:30			8	111											8	111	8	111
06:45			9	82											9	82	9	82
07:00			10	88											10	88	10	88
07:15			15	60											15	60	15	60
07:30			24	75											24	75	24	75
07:45			21	81											21	81	21	81
08:00			27	51											27	51	27	51
08:15			30	49											30	49	30	49
08:30			28	43											28	43	28	43
08:45			32	41											32	41	32	41
09:00			28	15											28	15	28	15
09:15			33	16											33	16	33	16
09:30			24	18											24	18	24	18
09:45			44	17											44	17	44	17
10:00			45	10											45	10	45	10
10:15			33	14											33	14	33	14
10:30			32	10											32	10	32	10
10:45			26	12											26	12	26	12
11:00			45	8											45	8	45	8
11:15			43	12											43	12	43	12
11:30			52	6											52	6	52	6
11:45			49	4											49	4	49	4
12:00			38	2											38	2	38	2
TOTALS			3387												3387		3387	
AM Times			12:00												12:00		12:00	
AM Peaks			193												193		193	
AM PHF			0.91												0.91		0.91	
PM Times			16:45												16:45		16:45	
PM Peaks			403												403		403	
PM PHF			0.91												0.91		0.91	

Station: Site 5
 ID: 000000004064
 Location: Mountain Dr, btw Benning & Beach
 Direction: EAST

File: D0724020.prn
 City: 18-241 JD Min
 County: 30.39355, -86.49335

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	55											3	55	3	55
00:30			1	61											1	61	1	61
00:45			3	57											3	57	3	57
01:00			5	64											5	64	5	64
01:15			4	63											4	63	4	63
01:30			1	67											1	67	1	67
01:45			3	48											3	48	3	48
02:00			3	55											3	55	3	55
02:15			4	61											4	61	4	61
02:30			1	56											1	56	1	56
02:45			0	50											0	50	0	50
03:00			1	43											1	43	1	43
03:15			2	48											2	48	2	48
03:30			0	54											0	54	0	54
03:45			0	52											0	52	0	52
04:00			0	47											0	47	0	47
04:15			0	51											0	51	0	51
04:30			0	45											0	45	0	45
04:45			0	62											0	62	0	62
05:00			1	70											1	70	1	70
05:15			4	49											4	49	4	49
05:30			3	43											3	43	3	43
05:45			2	44											2	44	2	44
06:00			2	64											2	64	2	64
06:15			1	49											1	49	1	49
06:30			4	42											4	42	4	42
06:45			4	43											4	43	4	43
07:00			8	53											8	53	8	53
07:15			19	38											19	38	19	38
07:30			13	36											13	36	13	36
07:45			28	28											28	28	28	28
08:00			24	50											24	50	24	50
08:15			30	51											30	51	30	51
08:30			19	57											19	57	19	57
08:45			37	24											37	24	37	24
09:00			46	19											46	19	46	19
09:15			23	17											23	17	23	17
09:30			38	11											38	11	38	11
09:45			35	15											35	15	35	15
10:00			51	15											51	15	51	15
10:15			57	15											57	15	57	15
10:30			42	8											42	8	42	8
10:45			42	10											42	10	42	10
11:00			33	7											33	7	33	7
11:15			39	5											39	5	39	5
11:30			54	7											54	7	54	7
11:45			61	11											61	11	61	11
12:00			57	7											57	7	57	7
TOTALS			2735												2735		2735	
AM Times			11:45												11:45		11:45	
AM Peaks			234												234		234	
AM PHF			0.96												0.96		0.96	
PM Times			12:45												12:45		12:45	
PM Peaks			251												251		251	
PM PHF			0.94												0.94		0.94	

Station: Site 5
 ID: 000000004064
 Location: Mountain Dr, btw Benning & Beach
 Direction: WEST

File: D0724020.prn
 City: 18-241 JD Min
 County: 30.39355, -86.49335

TIME		MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane	2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
	00:15			1	36											1	36	1	36
	00:30			2	42											2	42	2	42
	00:45			0	50											0	50	0	50
	01:00			2	52											2	52	2	52
	01:15			1	45											1	45	1	45
	01:30			1	55											1	55	1	55
	01:45			2	38											2	38	2	38
	02:00			0	54											0	54	0	54
	02:15			3	53											3	53	3	53
	02:30			1	35											1	35	1	35
	02:45			1	40											1	40	1	40
	03:00			0	42											0	42	0	42
	03:15			0	55											0	55	0	55
	03:30			1	50											1	50	1	50
	03:45			1	74											1	74	1	74
	04:00			1	59											1	59	1	59
	04:15			1	56											1	56	1	56
	04:30			4	71											4	71	4	71
	04:45			2	84											2	84	2	84
	05:00			0	93											0	93	0	93
	05:15			0	81											0	81	0	81
	05:30			2	73											2	73	2	73
	05:45			1	63											1	63	1	63
	06:00			1	69											1	69	1	69
	06:15			8	90											8	90	8	90
	06:30			8	66											8	66	8	66
	06:45			13	66											13	66	13	66
	07:00			9	41											9	41	9	41
	07:15			13	59											13	59	13	59
	07:30			26	67											26	67	26	67
	07:45			23	28											23	28	23	28
	08:00			22	32											22	32	22	32
	08:15			21	26											21	26	21	26
	08:30			23	34											23	34	23	34
	08:45			28	18											28	18	28	18
	09:00			22	11											22	11	22	11
	09:15			18	18											18	18	18	18
	09:30			37	18											37	18	37	18
	09:45			34	7											34	7	34	7
	10:00			31	12											31	12	31	12
	10:15			26	12											26	12	26	12
	10:30			19	8											19	8	19	8
	10:45			31	4											31	4	31	4
	11:00			34	9											34	9	34	9
	11:15			37	5											37	5	37	5
	11:30			40	5											40	5	40	5
	11:45			26	2											26	2	26	2
	12:00			38	3											38	3	38	3

TOTALS				2626												2626		2626	
AM Times				12:00												12:00		12:00	
AM Peaks				166												166		166	
AM PHF				0.83												0.83		0.83	
PM Times				16:45												16:45		16:45	
PM Peaks				331												331		331	
PM PHF				0.89												0.89		0.89	

Station: Site 6
 ID: 000000004159
 Location: Azalea Dr, btw Stahlman & Benning
 Direction: EAST

File: D0724018.prn
 City: 18-241 JD Min
 County: 30.39596, -86.49746

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	33											3	33	3	33
00:30			3	37											3	37	3	37
00:45			3	35											3	35	3	35
01:00			4	33											4	33	4	33
01:15			5	29											5	29	5	29
01:30			3	23											3	23	3	23
01:45			3	27											3	27	3	27
02:00			1	22											1	22	1	22
02:15			2	43											2	43	2	43
02:30			1	25											1	25	1	25
02:45			0	31											0	31	0	31
03:00			2	40											2	40	2	40
03:15			0	34											0	34	0	34
03:30			0	31											0	31	0	31
03:45			0	44											0	44	0	44
04:00			0	26											0	26	0	26
04:15			3	36											3	36	3	36
04:30			2	47											2	47	2	47
04:45			4	39											4	39	4	39
05:00			1	42											1	42	1	42
05:15			4	40											4	40	4	40
05:30			4	56											4	56	4	56
05:45			1	49											1	49	1	49
06:00			5	24											5	24	5	24
06:15			6	27											6	27	6	27
06:30			6	22											6	22	6	22
06:45			11	21											11	21	11	21
07:00			13	23											13	23	13	23
07:15			17	22											17	22	17	22
07:30			27	23											27	23	27	23
07:45			25	17											25	17	25	17
08:00			31	22											31	22	31	22
08:15			29	36											29	36	29	36
08:30			33	25											33	25	33	25
08:45			25	25											25	25	25	25
09:00			34	9											34	9	34	9
09:15			18	6											18	6	18	6
09:30			25	9											25	9	25	9
09:45			19	13											19	13	19	13
10:00			28	4											28	4	28	4
10:15			25	9											25	9	25	9
10:30			28	7											28	7	28	7
10:45			21	4											21	4	21	4
11:00			28	6											28	6	28	6
11:15			27	5											27	5	27	5
11:30			30	5											30	5	30	5
11:45			41	7											41	7	41	7
12:00			39	3											39	3	39	3

TOTALS			1836												1836		1836	
AM Times			11:45												11:45		11:45	
AM Peaks			150												150		150	
AM PHF			0.91												0.91		0.91	
PM Times			17:00												17:00		17:00	
PM Peaks			187												187		187	
PM PHF			0.83												0.83		0.83	

Station: Site 6
 ID: 000000004159
 Location: Azalea Dr, btw Stahlman & Benning
 Direction: WEST

File: D0724018.prn
 City: 18-241 JD Min
 County: 30.39596, -86.49746

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	37											1	37	1	37
00:30			6	30											6	30	6	30
00:45			1	40											1	40	1	40
01:00			0	32											0	32	0	32
01:15			0	42											0	42	0	42
01:30			0	41											0	41	0	41
01:45			0	49											0	49	0	49
02:00			1	54											1	54	1	54
02:15			0	46											0	46	0	46
02:30			0	38											0	38	0	38
02:45			0	30											0	30	0	30
03:00			1	30											1	30	1	30
03:15			0	42											0	42	0	42
03:30			0	52											0	52	0	52
03:45			0	57											0	57	0	57
04:00			0	63											0	63	0	63
04:15			1	58											1	58	1	58
04:30			2	87											2	87	2	87
04:45			2	82											2	82	2	82
05:00			6	90											6	90	6	90
05:15			0	76											0	76	0	76
05:30			2	73											2	73	2	73
05:45			5	83											5	83	5	83
06:00			5	75											5	75	5	75
06:15			15	61											15	61	15	61
06:30			15	80											15	80	15	80
06:45			21	54											21	54	21	54
07:00			17	44											17	44	17	44
07:15			15	56											15	56	15	56
07:30			31	37											31	37	31	37
07:45			36	29											36	29	36	29
08:00			24	40											24	40	24	40
08:15			18	27											18	27	18	27
08:30			34	19											34	19	34	19
08:45			32	15											32	15	32	15
09:00			23	14											23	14	23	14
09:15			23	7											23	7	23	7
09:30			20	4											20	4	20	4
09:45			27	6											27	6	27	6
10:00			22	6											22	6	22	6
10:15			25	8											25	8	25	8
10:30			23	4											23	4	23	4
10:45			24	1											24	1	24	1
11:00			23	8											23	8	23	8
11:15			26	5											26	5	26	5
11:30			26	4											26	4	26	4
11:45			33	3											33	3	33	3
12:00			29	3											29	3	29	3
TOTALS			2457												2457		2457	
AM Times			12:00												12:00		12:00	
AM Peaks			136												136		136	
AM PHF			0.85												0.85		0.85	
PM Times			16:30												16:30		16:30	
PM Peaks			335												335		335	
PM PHF			0.93												0.93		0.93	

Station: Site 7
 ID: 000000010679
 Location: Benning Dr, btw US Hwy 98 & Kelly
 Direction: NORTH

File: D0724017.prn
 City: 18-241 JD Min
 County: 30.39326, -86.49567

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	21											6	21	6	21
00:30			3	40											3	40	3	40
00:45			3	37											3	37	3	37
01:00			4	37											4	37	4	37
01:15			4	44											4	44	4	44
01:30			3	51											3	51	3	51
01:45			1	49											1	49	1	49
02:00			3	51											3	51	3	51
02:15			3	57											3	57	3	57
02:30			4	37											4	37	4	37
02:45			1	26											1	26	1	26
03:00			0	32											0	32	0	32
03:15			4	29											4	29	4	29
03:30			1	29											1	29	1	29
03:45			0	52											0	52	0	52
04:00			0	55											0	55	0	55
04:15			1	50											1	50	1	50
04:30			0	60											0	60	0	60
04:45			0	48											0	48	0	48
05:00			0	44											0	44	0	44
05:15			1	62											1	62	1	62
05:30			0	37											0	37	0	37
05:45			1	38											1	38	1	38
06:00			1	48											1	48	1	48
06:15			3	43											3	43	3	43
06:30			7	43											7	43	7	43
06:45			4	41											4	41	4	41
07:00			12	49											12	49	12	49
07:15			8	46											8	46	8	46
07:30			15	30											15	30	15	30
07:45			18	48											18	48	18	48
08:00			19	37											19	37	19	37
08:15			8	55											8	55	8	55
08:30			12	39											12	39	12	39
08:45			19	38											19	38	19	38
09:00			25	18											25	18	25	18
09:15			17	15											17	15	17	15
09:30			18	13											18	13	18	13
09:45			12	13											12	13	12	13
10:00			22	19											22	19	22	19
10:15			18	11											18	11	18	11
10:30			18	9											18	9	18	9
10:45			24	7											24	7	24	7
11:00			26	10											26	10	26	10
11:15			20	5											20	5	20	5
11:30			17	4											17	4	17	4
11:45			23	3											23	3	23	3
12:00			26	9											26	9	26	9
TOTALS			2074												2074		2074	
AM Times			12:00												12:00		12:00	
AM Peaks			124												124		124	
AM PHF			0.78												0.78		0.78	
PM Times			15:45												15:45		15:45	
PM Peaks			217												217		217	
PM PHF			0.90												0.90		0.90	

Starting: 7/24/2018

Station: Site 7
 ID: 000000010679
 Location: Benning Dr, btw US Hwy 98 & Kelly
 Direction: SOUTH

File: D0724017.prn
 City: 18-241 JD Min
 County: 30.39326, -86.49567

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	30											3	30	3	30
00:30			5	31											5	31	5	31
00:45			2	40											2	40	2	40
01:00			0	24											0	24	0	24
01:15			1	39											1	39	1	39
01:30			1	29											1	29	1	29
01:45			3	31											3	31	3	31
02:00			0	31											0	31	0	31
02:15			0	38											0	38	0	38
02:30			0	30											0	30	0	30
02:45			1	31											1	31	1	31
03:00			0	34											0	34	0	34
03:15			3	22											3	22	3	22
03:30			0	29											0	29	0	29
03:45			1	23											1	23	1	23
04:00			0	35											0	35	0	35
04:15			0	30											0	30	0	30
04:30			3	32											3	32	3	32
04:45			4	44											4	44	4	44
05:00			3	30											3	30	3	30
05:15			9	26											9	26	9	26
05:30			9	28											9	28	9	28
05:45			4	26											4	26	4	26
06:00			5	32											5	32	5	32
06:15			6	34											6	34	6	34
06:30			13	34											13	34	13	34
06:45			8	29											8	29	8	29
07:00			21	27											21	27	21	27
07:15			16	23											16	23	16	23
07:30			14	24											14	24	14	24
07:45			28	34											28	34	28	34
08:00			25	16											25	16	25	16
08:15			31	28											31	28	31	28
08:30			28	32											28	32	28	32
08:45			33	16											33	16	33	16
09:00			34	17											34	17	34	17
09:15			31	11											31	11	31	11
09:30			23	9											23	9	23	9
09:45			24	10											24	10	24	10
10:00			26	12											26	12	26	12
10:15			27	4											27	4	27	4
10:30			23	8											23	8	23	8
10:45			33	2											33	2	33	2
11:00			21	2											21	2	21	2
11:15			38	2											38	2	38	2
11:30			34	4											34	4	34	4
11:45			43	5											43	5	43	5
12:00			14	2											14	2	14	2
TOTALS			1781												1781		1781	
AM Times			11:00												11:00		11:00	
AM Peaks			136												136		136	
AM PHF			0.79												0.79		0.79	
PM Times			16:00												16:00		16:00	
PM Peaks			141												141		141	
PM PHF			0.80												0.80		0.80	

Station: Site 8
 ID: 000000010631
 Location: Legion Dr, btw Benning & Beach
 Direction: EAST

File: D0724019.prn
 City: 18-241 JD Min
 County: 30.39717, -86.49478

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	29											1	29	1	29
00:30			2	35											2	35	2	35
00:45			4	25											4	25	4	25
01:00			2	25											2	25	2	25
01:15			3	29											3	29	3	29
01:30			0	25											0	25	0	25
01:45			2	30											2	30	2	30
02:00			2	26											2	26	2	26
02:15			0	24											0	24	0	24
02:30			0	33											0	33	0	33
02:45			1	24											1	24	1	24
03:00			0	30											0	30	0	30
03:15			0	30											0	30	0	30
03:30			0	22											0	22	0	22
03:45			2	21											2	21	2	21
04:00			2	43											2	43	2	43
04:15			1	25											1	25	1	25
04:30			1	35											1	35	1	35
04:45			2	33											2	33	2	33
05:00			1	16											1	16	1	16
05:15			3	41											3	41	3	41
05:30			2	33											2	33	2	33
05:45			3	46											3	46	3	46
06:00			1	40											1	40	1	40
06:15			5	28											5	28	5	28
06:30			8	24											8	24	8	24
06:45			4	22											4	22	4	22
07:00			14	16											14	16	14	16
07:15			10	23											10	23	10	23
07:30			21	17											21	17	21	17
07:45			26	22											26	22	26	22
08:00			20	12											20	12	20	12
08:15			27	17											27	17	27	17
08:30			27	21											27	21	27	21
08:45			32	24											32	24	32	24
09:00			21	22											21	22	21	22
09:15			20	8											20	8	20	8
09:30			15	7											15	7	15	7
09:45			17	5											17	5	17	5
10:00			15	4											15	4	15	4
10:15			28	5											28	5	28	5
10:30			24	3											24	3	24	3
10:45			24	5											24	5	24	5
11:00			25	3											25	3	25	3
11:15			22	4											22	4	22	4
11:30			19	4											19	4	19	4
11:45			29	1											29	1	29	1
12:00			27	1											27	1	27	1
TOTALS			1533												1533		1533	
AM Times			11:45												11:45		11:45	
AM Peaks			120												120		120	
AM PHF			0.86												0.86		0.86	
PM Times			17:15												17:15		17:15	
PM Peaks			160												160		160	
PM PHF			0.87												0.87		0.87	

Station: Site 8
 ID: 000000010631
 Location: Legion Dr, btw Benning & Beach
 Direction: WEST

File: D0724019.prn
 City: 18-241 JD Min
 County: 30.39717, -86.49478

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	27											3	27	3	27
00:30			2	25											2	25	2	25
00:45			4	33											4	33	4	33
01:00			2	35											2	35	2	35
01:15			1	30											1	30	1	30
01:30			1	33											1	33	1	33
01:45			0	36											0	36	0	36
02:00			0	44											0	44	0	44
02:15			1	43											1	43	1	43
02:30			0	34											0	34	0	34
02:45			0	36											0	36	0	36
03:00			0	35											0	35	0	35
03:15			0	29											0	29	0	29
03:30			0	39											0	39	0	39
03:45			0	46											0	46	0	46
04:00			0	48											0	48	0	48
04:15			0	40											0	40	0	40
04:30			3	49											3	49	3	49
04:45			0	81											0	81	0	81
05:00			1	64											1	64	1	64
05:15			4	92											4	92	4	92
05:30			2	65											2	65	2	65
05:45			0	86											0	86	0	86
06:00			1	79											1	79	1	79
06:15			3	72											3	72	3	72
06:30			4	67											4	67	4	67
06:45			8	67											8	67	8	67
07:00			9	53											9	53	9	53
07:15			10	43											10	43	10	43
07:30			11	56											11	56	11	56
07:45			17	30											17	30	17	30
08:00			23	27											23	27	23	27
08:15			13	31											13	31	13	31
08:30			19	16											19	16	19	16
08:45			35	24											35	24	35	24
09:00			23	10											23	10	23	10
09:15			17	12											17	12	17	12
09:30			22	6											22	6	22	6
09:45			14	7											14	7	14	7
10:00			25	8											25	8	25	8
10:15			24	8											24	8	24	8
10:30			22	10											22	10	22	10
10:45			23	9											23	9	23	9
11:00			19	4											19	4	19	4
11:15			20	5											20	5	20	5
11:30			21	5											21	5	21	5
11:45			30	7											30	7	30	7
12:00			29	6											29	6	29	6
TOTALS			2178												2178		2178	
AM Times			12:00												12:00		12:00	
AM Peaks			114												114		114	
AM PHF			0.86												0.86		0.86	
PM Times			17:15												17:15		17:15	
PM Peaks			322												322		322	
PM PHF			0.88												0.88		0.88	

Station: Site 9
 ID: 000000010669
 Location: Kelly St, btw Calhoun & Main
 Direction: EAST

File: D0724022.prn
 City: 18-241 JD Min
 County: 30.40249, -86.48670

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG		
Lane	1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
	00:15			7	79											7	79	7	79
	00:30			6	66											6	66	6	66
	00:45			2	75											2	75	2	75
	01:00			3	53											3	53	3	53
	01:15			3	83											3	83	3	83
	01:30			3	71											3	71	3	71
	01:45			1	80											1	80	1	80
	02:00			2	71											2	71	2	71
	02:15			1	65											1	65	1	65
	02:30			0	74											0	74	0	74
	02:45			1	68											1	68	1	68
	03:00			2	66											2	66	2	66
	03:15			0	66											0	66	0	66
	03:30			2	77											2	77	2	77
	03:45			4	68											4	68	4	68
	04:00			3	58											3	58	3	58
	04:15			2	71											2	71	2	71
	04:30			1	78											1	78	1	78
	04:45			6	82											6	82	6	82
	05:00			3	85											3	85	3	85
	05:15			8	76											8	76	8	76
	05:30			8	88											8	88	8	88
	05:45			13	71											13	71	13	71
	06:00			16	79											16	79	16	79
	06:15			11	82											11	82	11	82
	06:30			19	85											19	85	19	85
	06:45			32	86											32	86	32	86
	07:00			47	81											47	81	47	81
	07:15			38	57											38	57	38	57
	07:30			52	57											52	57	52	57
	07:45			67	50											67	50	67	50
	08:00			77	38											77	38	77	38
	08:15			59	55											59	55	59	55
	08:30			50	65											50	65	50	65
	08:45			71	41											71	41	71	41
	09:00			70	42											70	42	70	42
	09:15			56	21											56	21	56	21
	09:30			59	25											59	25	59	25
	09:45			75	32											75	32	75	32
	10:00			51	28											51	28	51	28
	10:15			54	10											54	10	54	10
	10:30			50	14											50	14	50	14
	10:45			51	18											51	18	51	18
	11:00			48	15											48	15	48	15
	11:15			58	10											58	10	58	10
	11:30			75	5											75	5	75	5
	11:45			79	5											79	5	79	5
	12:00			61	7											61	7	61	7

TOTALS				4086												4086		4086	
AM Times				11:30												11:30		11:30	
AM Peaks				294												294		294	
AM PHF				0.93												0.93		0.93	
PM Times				18:15												18:15		18:15	
PM Peaks				334												334		334	
PM PHF				0.97												0.97		0.97	

Station: Site 9
 ID: 000000010669
 Location: Kelly St, btw Calhoun & Main
 Direction: WEST

File: D0724022.prn
 City: 18-241 JD Min
 County: 30.40249, -86.48670

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			8	62											8	62	8	62
00:30			5	54											5	54	5	54
00:45			5	62											5	62	5	62
01:00			4	54											4	54	4	54
01:15			4	53											4	53	4	53
01:30			1	77											1	77	1	77
01:45			3	57											3	57	3	57
02:00			0	61											0	61	0	61
02:15			2	67											2	67	2	67
02:30			2	82											2	82	2	82
02:45			4	54											4	54	4	54
03:00			0	65											0	65	0	65
03:15			0	58											0	58	0	58
03:30			2	81											2	81	2	81
03:45			0	87											0	87	0	87
04:00			2	96											2	96	2	96
04:15			2	78											2	78	2	78
04:30			1	97											1	97	1	97
04:45			1	125											1	125	1	125
05:00			4	107											4	107	4	107
05:15			3	141											3	141	3	141
05:30			7	118											7	118	7	118
05:45			7	111											7	111	7	111
06:00			7	103											7	103	7	103
06:15			12	99											12	99	12	99
06:30			24	90											24	90	24	90
06:45			28	92											28	92	28	92
07:00			29	89											29	89	29	89
07:15			21	70											21	70	21	70
07:30			30	79											30	79	30	79
07:45			40	72											40	72	40	72
08:00			45	58											45	58	45	58
08:15			37	70											37	70	37	70
08:30			39	49											39	49	39	49
08:45			43	50											43	50	43	50
09:00			50	27											50	27	50	27
09:15			40	33											40	33	40	33
09:30			52	29											52	29	52	29
09:45			47	31											47	31	47	31
10:00			45	34											45	34	45	34
10:15			47	18											47	18	47	18
10:30			49	17											49	17	49	17
10:45			43	11											43	11	43	11
11:00			52	19											52	19	52	19
11:15			47	20											47	20	47	20
11:30			48	12											48	12	48	12
11:45			60	8											60	8	60	8
12:00			52	11											52	11	52	11
TOTALS			4092												4092		4092	
AM Times			12:00												12:00		12:00	
AM Peaks			230												230		230	
AM PHF			0.93												0.93		0.93	
PM Times			16:45												16:45		16:45	
PM Peaks			491												491		491	
PM PHF			0.87												0.87		0.87	

Station: Site 10
 ID: 000000010629
 Location: Beach Dr, btw US 98 & Kelly
 Direction: NORTH

File: D0724021.prn
 City: 18-241 JD Min
 County: 30.39193, -86.49014

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG					
Lane	1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm			
	00:15			12	33											12	33	12	33			
	00:30			4	36											4	36	4	36			
	00:45			12	37											12	37	12	37			
	01:00			11	29											11	29	11	29			
	01:15			4	25											4	25	4	25			
	01:30			10	32											10	32	10	32			
	01:45			4	36											4	36	4	36			
	02:00			4	32											4	32	4	32			
	02:15			3	25											3	25	3	25			
	02:30			3	37											3	37	3	37			
	02:45			3	48											3	48	3	48			
	03:00			1	34											1	34	1	34			
	03:15			3	29											3	29	3	29			
	03:30			2	35											2	35	2	35			
	03:45			4	39											4	39	4	39			
	04:00			3	43											3	43	3	43			
	04:15			4	54											4	54	4	54			
	04:30			3	40											3	40	3	40			
	04:45			6	51											6	51	6	51			
	05:00			3	59											3	59	3	59			
	05:15			4	79											4	79	4	79			
	05:30			3	60											3	60	3	60			
	05:45			5	63											5	63	5	63			
	06:00			0	51											0	51	0	51			
	06:15			6	57											6	57	6	57			
	06:30			13	58											13	58	13	58			
	06:45			23	65											23	65	23	65			
	07:00			22	64											22	64	22	64			
	07:15			24	46											24	46	24	46			
	07:30			28	55											28	55	28	55			
	07:45			25	62											25	62	25	62			
	08:00			44	36											44	36	44	36			
	08:15			38	40											38	40	38	40			
	08:30			48	32											48	32	48	32			
	08:45			37	35											37	35	37	35			
	09:00			59	23											59	23	59	23			
	09:15			39	26											39	26	39	26			
	09:30			37	17											37	17	37	17			
	09:45			31	27											31	27	31	27			
	10:00			31	17											31	17	31	17			
	10:15			25	17											25	17	25	17			
	10:30			28	18											28	18	28	18			
	10:45			23	12											23	12	23	12			
	11:00			39	16											39	16	39	16			
	11:15			24	15											24	15	24	15			
	11:30			25	18											25	18	25	18			
	11:45			26	11											26	11	26	11			
	12:00			33	18											33	18	33	18			

TOTALS				2631															2631		2631	
AM Times				08:30															08:30		08:30	
AM Peaks				183															183		183	
AM PHF				0.78															0.78		0.78	
PM Times				17:00															17:00		17:00	
PM Peaks				261															261		261	
PM PHF				0.83															0.83		0.83	

Station: Site 10
 ID: 000000010629
 Location: Beach Dr, btw US 98 & Kelly
 Direction: SOUTH

File: D0724021.prn
 City: 18-241 JD Min
 County: 30.39193, -86.49014

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			7	58											7	58	7	58
00:30			4	54											4	54	4	54
00:45			10	39											10	39	10	39
01:00			9	41											9	41	9	41
01:15			5	36											5	36	5	36
01:30			5	31											5	31	5	31
01:45			3	39											3	39	3	39
02:00			3	33											3	33	3	33
02:15			1	37											1	37	1	37
02:30			3	25											3	25	3	25
02:45			2	30											2	30	2	30
03:00			1	36											1	36	1	36
03:15			2	35											2	35	2	35
03:30			0	47											0	47	0	47
03:45			2	41											2	41	2	41
04:00			3	45											3	45	3	45
04:15			4	40											4	40	4	40
04:30			6	43											6	43	6	43
04:45			6	37											6	37	6	37
05:00			14	42											14	42	14	42
05:15			10	36											10	36	10	36
05:30			16	38											16	38	16	38
05:45			11	32											11	32	11	32
06:00			13	33											13	33	13	33
06:15			15	28											15	28	15	28
06:30			23	40											23	40	23	40
06:45			33	27											33	27	33	27
07:00			38	33											38	33	38	33
07:15			35	33											35	33	35	33
07:30			42	26											42	26	42	26
07:45			41	31											41	31	41	31
08:00			59	25											59	25	59	25
08:15			52	35											52	35	52	35
08:30			46	24											46	24	46	24
08:45			54	32											54	32	54	32
09:00			43	25											43	25	43	25
09:15			45	8											45	8	45	8
09:30			39	14											39	14	39	14
09:45			43	22											43	22	43	22
10:00			46	19											46	19	46	19
10:15			34	12											34	12	34	12
10:30			43	15											43	15	43	15
10:45			48	10											48	10	48	10
11:00			34	13											34	13	34	13
11:15			29	15											29	15	29	15
11:30			33	9											33	9	33	9
11:45			27	10											27	10	27	10
12:00			37	10											37	10	37	10
TOTALS			2523												2523		2523	
AM Times			08:00												08:00		08:00	
AM Peaks			211												211		211	
AM PHF			0.89												0.89		0.89	
PM Times			12:15												12:15		12:15	
PM Peaks			192												192		192	
PM PHF			0.83												0.83		0.83	

Station: Site 11-NB
 ID: 000000010657
 Location: Gulf Shore Dr, btw US Hwy 98 & Durango
 Direction: NORTH

File: D0724023.prn
 City: 18-241 JD Min
 County: 30.38776, -86.48083

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			10	122											10	122	10	122
00:30			6	114											6	114	6	114
00:45			4	111											4	111	4	111
01:00			6	118											6	118	6	118
01:15			2	111											2	111	2	111
01:30			5	110											5	110	5	110
01:45			2	103											2	103	2	103
02:00			9	96											9	96	9	96
02:15			1	104											1	104	1	104
02:30			4	75											4	75	4	75
02:45			3	126											3	126	3	126
03:00			2	96											2	96	2	96
03:15			2	102											2	102	2	102
03:30			0	102											0	102	0	102
03:45			3	125											3	125	3	125
04:00			6	95											6	95	6	95
04:15			3	126											3	126	3	126
04:30			3	125											3	125	3	125
04:45			7	152											7	152	7	152
05:00			13	137											13	137	13	137
05:15			18	147											18	147	18	147
05:30			11	119											11	119	11	119
05:45			16	109											16	109	16	109
06:00			19	137											19	137	19	137
06:15			24	117											24	117	24	117
06:30			41	126											41	126	41	126
06:45			39	118											39	118	39	118
07:00			52	135											52	135	52	135
07:15			62	120											62	120	62	120
07:30			69	117											69	117	69	117
07:45			68	112											68	112	68	112
08:00			97	140											97	140	97	140
08:15			115	126											115	126	115	126
08:30			100	90											100	90	100	90
08:45			117	64											117	64	117	64
09:00			132	59											132	59	132	59
09:15			143	63											143	63	143	63
09:30			147	54											147	54	147	54
09:45			119	44											119	44	119	44
10:00			116	51											116	51	116	51
10:15			126	37											126	37	126	37
10:30			126	38											126	38	126	38
10:45			118	31											118	31	118	31
11:00			130	23											130	23	130	23
11:15			130	18											130	18	130	18
11:30			130	22											130	22	130	22
11:45			110	9											110	9	110	9
12:00			140	13											140	13	140	13
TOTALS			7095												7095		7095	
AM Times			09:00												09:00		09:00	
AM Peaks			541												541		541	
AM PHF			0.92												0.92		0.92	
PM Times			16:30												16:30		16:30	
PM Peaks			561												561		561	
PM PHF			0.92												0.92		0.92	

Station: Site 11-SB
 ID: 000000004084
 Location: Gulf Shore Dr, btw US Hwy 98 & Durango
 Direction: SOUTH

File: D0724024.prn
 City: 18-241 JD Min
 County: 30.38776, -86.48083

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			10	117											10	117	10	117
00:30			11	99											11	99	11	99
00:45			7	110											7	110	7	110
01:00			3	116											3	116	3	116
01:15			6	121											6	121	6	121
01:30			6	115											6	115	6	115
01:45			4	119											4	119	4	119
02:00			0	113											0	113	0	113
02:15			3	106											3	106	3	106
02:30			4	91											4	91	4	91
02:45			4	89											4	89	4	89
03:00			1	100											1	100	1	100
03:15			1	106											1	106	1	106
03:30			3	110											3	110	3	110
03:45			1	110											1	110	1	110
04:00			5	116											5	116	5	116
04:15			5	83											5	83	5	83
04:30			1	87											1	87	1	87
04:45			4	97											4	97	4	97
05:00			7	117											7	117	7	117
05:15			14	128											14	128	14	128
05:30			8	117											8	117	8	117
05:45			12	120											12	120	12	120
06:00			28	119											28	119	28	119
06:15			29	120											29	120	29	120
06:30			34	122											34	122	34	122
06:45			56	119											56	119	56	119
07:00			42	108											42	108	42	108
07:15			57	120											57	120	57	120
07:30			78	124											78	124	78	124
07:45			82	119											82	119	82	119
08:00			76	121											76	121	76	121
08:15			64	124											64	124	64	124
08:30			84	118											84	118	84	118
08:45			94	110											94	110	94	110
09:00			98	121											98	121	98	121
09:15			92	88											92	88	92	88
09:30			114	97											114	97	114	97
09:45			100	86											100	86	100	86
10:00			102	79											102	79	102	79
10:15			108	64											108	64	108	64
10:30			99	49											99	49	99	49
10:45			125	40											125	40	125	40
11:00			100	31											100	31	100	31
11:15			107	25											107	25	107	25
11:30			109	25											109	25	109	25
11:45			105	16											105	16	105	16
12:00			106	15											106	15	106	15
TOTALS			6856												6856		6856	
AM Times			10:45												10:45		10:45	
AM Peaks			441												441		441	
AM PHF			0.88												0.88		0.88	
PM Times			19:30												19:30		19:30	
PM Peaks			488												488		488	
PM PHF			0.98												0.98		0.98	

Station: Site 12
 ID: 000000002731
 Location: Indian Bayou, btw Commons & Country Club
 Direction: EAST

File: D0724027.prn
 City: 18-241 JD Min
 County: 30.39188, -86.46113

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	17											2	17	2	17
00:30			2	19											2	19	2	19
00:45			1	15											1	15	1	15
01:00			2	12											2	12	2	12
01:15			3	14											3	14	3	14
01:30			1	11											1	11	1	11
01:45			0	16											0	16	0	16
02:00			1	14											1	14	1	14
02:15			0	19											0	19	0	19
02:30			0	22											0	22	0	22
02:45			1	12											1	12	1	12
03:00			1	17											1	17	1	17
03:15			0	11											0	11	0	11
03:30			0	15											0	15	0	15
03:45			0	9											0	9	0	9
04:00			1	16											1	16	1	16
04:15			0	16											0	16	0	16
04:30			1	18											1	18	1	18
04:45			0	14											0	14	0	14
05:00			1	11											1	11	1	11
05:15			6	22											6	22	6	22
05:30			6	17											6	17	6	17
05:45			5	14											5	14	5	14
06:00			0	8											0	8	0	8
06:15			1	15											1	15	1	15
06:30			0	8											0	8	0	8
06:45			4	10											4	10	4	10
07:00			8	14											8	14	8	14
07:15			12	13											12	13	12	13
07:30			7	21											7	21	7	21
07:45			14	10											14	10	14	10
08:00			14	20											14	20	14	20
08:15			19	11											19	11	19	11
08:30			7	11											7	11	7	11
08:45			9	12											9	12	9	12
09:00			28	7											28	7	28	7
09:15			21	7											21	7	21	7
09:30			15	6											15	6	15	6
09:45			10	3											10	3	10	3
10:00			13	5											13	5	13	5
10:15			13	14											13	14	13	14
10:30			22	5											22	5	22	5
10:45			13	2											13	2	13	2
11:00			11	3											11	3	11	3
11:15			20	7											20	7	20	7
11:30			12	4											12	4	12	4
11:45			17	1											17	1	17	1
12:00			25	2											25	2	25	2
TOTALS			919												919		919	
AM Times			11:45												11:45		11:45	
AM Peaks			78												78		78	
AM PHF			0.78												0.78		0.78	
PM Times			13:45												13:45		13:45	
PM Peaks			71												71		71	
PM PHF			0.81												0.81		0.81	

Station: Site 12
 ID: 000000002731
 Location: Indian Bayou, btw Commons & Country Club
 Direction: WEST

File: D0724027.prn
 City: 18-241 JD Min
 County: 30.39188, -86.46113

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	27											1	27	1	27
00:30			0	30											0	30	0	30
00:45			0	30											0	30	0	30
01:00			0	26											0	26	0	26
01:15			0	24											0	24	0	24
01:30			0	24											0	24	0	24
01:45			1	26											1	26	1	26
02:00			0	31											0	31	0	31
02:15			0	25											0	25	0	25
02:30			1	17											1	17	1	17
02:45			0	15											0	15	0	15
03:00			0	16											0	16	0	16
03:15			0	27											0	27	0	27
03:30			1	20											1	20	1	20
03:45			0	16											0	16	0	16
04:00			2	26											2	26	2	26
04:15			1	24											1	24	1	24
04:30			2	23											2	23	2	23
04:45			0	13											0	13	0	13
05:00			2	23											2	23	2	23
05:15			2	21											2	21	2	21
05:30			3	15											3	15	3	15
05:45			4	18											4	18	4	18
06:00			8	14											8	14	8	14
06:15			4	18											4	18	4	18
06:30			11	11											11	11	11	11
06:45			20	13											20	13	20	13
07:00			11	15											11	15	11	15
07:15			14	13											14	13	14	13
07:30			14	16											14	16	14	16
07:45			24	13											24	13	24	13
08:00			32	7											32	7	32	7
08:15			20	14											20	14	20	14
08:30			26	7											26	7	26	7
08:45			31	17											31	17	31	17
09:00			30	3											30	3	30	3
09:15			28	3											28	3	28	3
09:30			29	2											29	2	29	2
09:45			31	4											31	4	31	4
10:00			27	4											27	4	27	4
10:15			22	8											22	8	22	8
10:30			14	2											14	2	14	2
10:45			25	2											25	2	25	2
11:00			20	2											20	2	20	2
11:15			18	1											18	1	18	1
11:30			27	2											27	2	27	2
11:45			22	0											22	0	22	0
12:00			29	0											29	0	29	0
TOTALS			1265												1265		1265	
AM Times			08:45												08:45		08:45	
AM Peaks			118												118		118	
AM PHF			0.95												0.95		0.95	
PM Times			12:15												12:15		12:15	
PM Peaks			113												113		113	
PM PHF			0.94												0.94		0.94	

Station: Site 13-NB
 ID: 000000010620
 Location: Indian Bayou Trail, US Hwy 98 & Commons
 Direction: NORTH

File: D0724026.prn
 City: 18-241 JD Min
 County: 30.38980, -86.45750

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	12											2	12	2	12
00:30			0	22											0	22	0	22
00:45			1	22											1	22	1	22
01:00			0	18											0	18	0	18
01:15			0	16											0	16	0	16
01:30			0	10											0	10	0	10
01:45			1	10											1	10	1	10
02:00			0	13											0	13	0	13
02:15			1	19											1	19	1	19
02:30			1	10											1	10	1	10
02:45			0	13											0	13	0	13
03:00			0	12											0	12	0	12
03:15			0	16											0	16	0	16
03:30			0	10											0	10	0	10
03:45			1	13											1	13	1	13
04:00			0	15											0	15	0	15
04:15			0	14											0	14	0	14
04:30			1	14											1	14	1	14
04:45			0	15											0	15	0	15
05:00			2	19											2	19	2	19
05:15			2	20											2	20	2	20
05:30			3	23											3	23	3	23
05:45			2	15											2	15	2	15
06:00			1	17											1	17	1	17
06:15			6	11											6	11	6	11
06:30			4	13											4	13	4	13
06:45			3	15											3	15	3	15
07:00			2	20											2	20	2	20
07:15			3	10											3	10	3	10
07:30			2	10											2	10	2	10
07:45			6	15											6	15	6	15
08:00			12	19											12	19	12	19
08:15			11	9											11	9	11	9
08:30			8	9											8	9	8	9
08:45			12	7											12	7	12	7
09:00			12	5											12	5	12	5
09:15			13	9											13	9	13	9
09:30			14	4											14	4	14	4
09:45			13	4											13	4	13	4
10:00			18	8											18	8	18	8
10:15			12	10											12	10	12	10
10:30			17	7											17	7	17	7
10:45			18	2											18	2	18	2
11:00			11	1											11	1	11	1
11:15			16	1											16	1	16	1
11:30			10	2											10	2	10	2
11:45			9	2											9	2	9	2
12:00			21	1											21	1	21	1
TOTALS			833												833		833	
AM Times			12:00												12:00		12:00	
AM Peaks			77												77		77	
AM PHF			0.88												0.88		0.88	
PM Times			12:30												12:30		12:30	
PM Peaks			78												78		78	
PM PHF			0.89												0.89		0.89	

Station: Site 13-SB
 ID: 000000010713
 Location: Indian Bayou Trail, US Hwy 98 & Commons
 Direction: SOUTH

File: D0724025.prn
 City: 18-241 JD Min
 County: 30.38980, -86.45750

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	15											0	15	0	15
00:30			0	21											0	21	0	21
00:45			1	18											1	18	1	18
01:00			1	16											1	16	1	16
01:15			1	14											1	14	1	14
01:30			0	11											0	11	0	11
01:45			1	16											1	16	1	16
02:00			0	13											0	13	0	13
02:15			2	14											2	14	2	14
02:30			0	13											0	13	0	13
02:45			0	10											0	10	0	10
03:00			0	13											0	13	0	13
03:15			0	17											0	17	0	17
03:30			0	14											0	14	0	14
03:45			0	16											0	16	0	16
04:00			0	13											0	13	0	13
04:15			0	8											0	8	0	8
04:30			1	13											1	13	1	13
04:45			1	11											1	11	1	11
05:00			2	8											2	8	2	8
05:15			1	9											1	9	1	9
05:30			2	13											2	13	2	13
05:45			0	17											0	17	0	17
06:00			1	19											1	19	1	19
06:15			1	15											1	15	1	15
06:30			0	15											0	15	0	15
06:45			5	15											5	15	5	15
07:00			7	16											7	16	7	16
07:15			7	12											7	12	7	12
07:30			4	12											4	12	4	12
07:45			7	14											7	14	7	14
08:00			14	16											14	16	14	16
08:15			9	12											9	12	9	12
08:30			9	10											9	10	9	10
08:45			9	11											9	11	9	11
09:00			10	11											10	11	10	11
09:15			11	7											11	7	11	7
09:30			11	10											11	10	11	10
09:45			7	9											7	9	7	9
10:00			13	11											13	11	13	11
10:15			9	3											9	3	9	3
10:30			16	10											16	10	16	10
10:45			17	7											17	7	17	7
11:00			12	5											12	5	12	5
11:15			9	4											9	4	9	4
11:30			4	2											4	2	4	2
11:45			6	2											6	2	6	2
12:00			14	1											14	1	14	1
TOTALS			787												787		787	
AM Times			12:00												12:00		12:00	
AM Peaks			68												68		68	
AM PHF			0.81												0.81		0.81	
PM Times			12:15												12:15		12:15	
PM Peaks			70												70		70	
PM PHF			0.83												0.83		0.83	

Station: Site 14
 ID: 000000010751
 Location: Restaurant Rd, btw US 98 & Emerald Coast
 Direction: NORTH

File: D0724028.prn
 City: 18-241 JD Min
 County: 30.38624, -86.45676

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	11											2	11	2	11
00:30			0	15											0	15	0	15
00:45			2	18											2	18	2	18
01:00			0	28											0	28	0	28
01:15			0	23											0	23	0	23
01:30			0	21											0	21	0	21
01:45			0	22											0	22	0	22
02:00			0	34											0	34	0	34
02:15			1	25											1	25	1	25
02:30			1	15											1	15	1	15
02:45			0	20											0	20	0	20
03:00			1	16											1	16	1	16
03:15			0	20											0	20	0	20
03:30			1	26											1	26	1	26
03:45			1	29											1	29	1	29
04:00			0	14											0	14	0	14
04:15			1	23											1	23	1	23
04:30			1	24											1	24	1	24
04:45			1	27											1	27	1	27
05:00			2	29											2	29	2	29
05:15			1	34											1	34	1	34
05:30			0	23											0	23	0	23
05:45			3	28											3	28	3	28
06:00			3	35											3	35	3	35
06:15			1	40											1	40	1	40
06:30			1	28											1	28	1	28
06:45			2	38											2	38	2	38
07:00			3	36											3	36	3	36
07:15			7	33											7	33	7	33
07:30			6	22											6	22	6	22
07:45			10	52											10	52	10	52
08:00			12	42											12	42	12	42
08:15			17	58											17	58	17	58
08:30			14	32											14	32	14	32
08:45			8	22											8	22	8	22
09:00			8	19											8	19	8	19
09:15			14	17											14	17	14	17
09:30			8	16											8	16	8	16
09:45			15	22											15	22	15	22
10:00			17	17											17	17	17	17
10:15			18	17											18	17	18	17
10:30			21	11											21	11	21	11
10:45			12	5											12	5	12	5
11:00			21	12											21	12	21	12
11:15			19	5											19	5	19	5
11:30			19	3											19	3	19	3
11:45			14	4											14	4	14	4
12:00			29	1											29	1	29	1
TOTALS			1429												1429		1429	
AM Times			11:15												11:15		11:15	
AM Peaks			81												81		81	
AM PHF			0.70												0.70		0.70	
PM Times			19:45												19:45		19:45	
PM Peaks			184												184		184	
PM PHF			0.79												0.79		0.79	

Starting: 7/24/2018

Station: Site 14
 ID: 000000010751
 Location: Restaurant Rd, btw US 98 & Emerald Coast
 Direction: SOUTH

File: D0724028.prn
 City: 18-241 JD Min
 County: 30.38624, -86.45676

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	11											3	11	3	11
00:30			2	11											2	11	2	11
00:45			1	11											1	11	1	11
01:00			1	11											1	11	1	11
01:15			0	14											0	14	0	14
01:30			0	18											0	18	0	18
01:45			0	10											0	10	0	10
02:00			1	9											1	9	1	9
02:15			0	10											0	10	0	10
02:30			3	16											3	16	3	16
02:45			1	14											1	14	1	14
03:00			0	13											0	13	0	13
03:15			0	12											0	12	0	12
03:30			0	20											0	20	0	20
03:45			1	24											1	24	1	24
04:00			0	22											0	22	0	22
04:15			0	13											0	13	0	13
04:30			1	15											1	15	1	15
04:45			0	33											0	33	0	33
05:00			0	17											0	17	0	17
05:15			1	31											1	31	1	31
05:30			1	32											1	32	1	32
05:45			1	28											1	28	1	28
06:00			4	31											4	31	4	31
06:15			3	26											3	26	3	26
06:30			7	23											7	23	7	23
06:45			5	25											5	25	5	25
07:00			2	24											2	24	2	24
07:15			7	34											7	34	7	34
07:30			12	12											12	12	12	12
07:45			9	13											9	13	9	13
08:00			5	13											5	13	5	13
08:15			5	19											5	19	5	19
08:30			13	24											13	24	13	24
08:45			13	20											13	20	13	20
09:00			11	13											11	13	11	13
09:15			17	10											17	10	17	10
09:30			17	5											17	5	17	5
09:45			10	11											10	11	10	11
10:00			8	13											8	13	8	13
10:15			9	5											9	5	9	5
10:30			13	4											13	4	13	4
10:45			9	14											9	14	9	14
11:00			24	4											24	4	24	4
11:15			20	3											20	3	20	3
11:30			14	1											14	1	14	1
11:45			11	3											11	3	11	3
12:00			10	2											10	2	10	2
TOTALS			1022												1022		1022	
AM Times			11:00												11:00		11:00	
AM Peaks			69												69		69	
AM PHF			0.72												0.72		0.72	
PM Times			17:15												17:15		17:15	
PM Peaks			122												122		122	
PM PHF			0.95												0.95		0.95	

Station: Site 15
 ID: 000000010645
 Location: Henderson Bch, btw US Hwy 98 & Commons
 Direction: NORTH

File: D0724004.prn
 City: 18-241 KF Min
 County: 30.38935, -86.44733

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	63											3	63	3	63
00:30			10	53											10	53	10	53
00:45			6	46											6	46	6	46
01:00			4	43											4	43	4	43
01:15			4	46											4	46	4	46
01:30			2	46											2	46	2	46
01:45			4	41											4	41	4	41
02:00			1	53											1	53	1	53
02:15			0	48											0	48	0	48
02:30			2	57											2	57	2	57
02:45			0	46											0	46	0	46
03:00			1	56											1	56	1	56
03:15			1	87											1	87	1	87
03:30			3	59											3	59	3	59
03:45			0	38											0	38	0	38
04:00			3	41											3	41	3	41
04:15			0	50											0	50	0	50
04:30			2	57											2	57	2	57
04:45			0	58											0	58	0	58
05:00			10	53											10	53	10	53
05:15			0	52											0	52	0	52
05:30			3	40											3	40	3	40
05:45			3	38											3	38	3	38
06:00			4	37											4	37	4	37
06:15			7	25											7	25	7	25
06:30			9	34											9	34	9	34
06:45			9	32											9	32	9	32
07:00			18	28											18	28	18	28
07:15			16	46											16	46	16	46
07:30			10	41											10	41	10	41
07:45			12	48											12	48	12	48
08:00			24	43											24	43	24	43
08:15			18	51											18	51	18	51
08:30			30	27											30	27	30	27
08:45			32	28											32	28	32	28
09:00			25	24											25	24	25	24
09:15			23	23											23	23	23	23
09:30			32	22											32	22	32	22
09:45			29	18											29	18	29	18
10:00			35	20											35	20	35	20
10:15			43	22											43	22	43	22
10:30			54	21											54	21	54	21
10:45			41	12											41	12	41	12
11:00			42	17											42	17	42	17
11:15			19	11											19	11	19	11
11:30			35	9											35	9	35	9
11:45			47	7											47	7	47	7
12:00			51	6											51	6	51	6
TOTALS			2550												2550		2550	
AM Times			11:45												11:45		11:45	
AM Peaks			214												214		214	
AM PHF			0.85												0.85		0.85	
PM Times			14:45												14:45		14:45	
PM Peaks			248												248		248	
PM PHF			0.71												0.71		0.71	

Starting: 7/24/2018

Station: Site 15

ID: 000000010645

Location: Henderson Bch, btw US Hwy 98 & Commons

Direction: SOUTH

File: D0724004.prn

City: 18-241 KF Min

County: 30.38935, -86.44733

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			9	72											9	72	9	72
00:30			4	63											4	63	4	63
00:45			4	84											4	84	4	84
01:00			2	52											2	52	2	52
01:15			6	51											6	51	6	51
01:30			2	51											2	51	2	51
01:45			3	61											3	61	3	61
02:00			4	74											4	74	4	74
02:15			2	54											2	54	2	54
02:30			2	57											2	57	2	57
02:45			1	63											1	63	1	63
03:00			3	55											3	55	3	55
03:15			1	64											1	64	1	64
03:30			0	55											0	55	0	55
03:45			3	43											3	43	3	43
04:00			0	55											0	55	0	55
04:15			3	58											3	58	3	58
04:30			2	70											2	70	2	70
04:45			4	58											4	58	4	58
05:00			7	59											7	59	7	59
05:15			7	59											7	59	7	59
05:30			11	60											11	60	11	60
05:45			10	58											10	58	10	58
06:00			15	61											15	61	15	61
06:15			11	56											11	56	11	56
06:30			19	76											19	76	19	76
06:45			18	50											18	50	18	50
07:00			31	45											31	45	31	45
07:15			31	33											31	33	31	33
07:30			41	38											41	38	41	38
07:45			38	49											38	49	38	49
08:00			38	24											38	24	38	24
08:15			35	25											35	25	35	25
08:30			40	30											40	30	40	30
08:45			38	27											38	27	38	27
09:00			38	22											38	22	38	22
09:15			33	26											33	26	33	26
09:30			44	21											44	21	44	21
09:45			52	15											52	15	52	15
10:00			47	10											47	10	47	10
10:15			61	22											61	22	61	22
10:30			59	9											59	9	59	9
10:45			49	11											49	11	49	11
11:00			47	4											47	4	47	4
11:15			53	8											53	8	53	8
11:30			65	7											65	7	65	7
11:45			70	4											70	4	70	4
12:00			62	5											62	5	62	5

TOTALS			3179												3179		3179	
AM Times			12:00												12:00		12:00	
AM Peaks			281												281		281	
AM PHF			0.84												0.84		0.84	
PM Times			12:15												12:15		12:15	
PM Peaks			271												271		271	
PM PHF			0.81												0.81		0.81	

Station: Site 16
 ID: 000000023955
 Location: Commons Dr, btw Airport & Indian Bayou
 Direction: EAST

File: D0724001.prn
 City: 18-241 KF Min
 County: 30.38971, -86.45879

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			21	183											21	183	21	183
00:30			7	179											7	179	7	179
00:45			12	172											12	172	12	172
01:00			15	155											15	155	15	155
01:15			13	152											13	152	13	152
01:30			5	170											5	170	5	170
01:45			4	171											4	171	4	171
02:00			6	165											6	165	6	165
02:15			9	148											9	148	9	148
02:30			1	161											1	161	1	161
02:45			5	190											5	190	5	190
03:00			7	185											7	185	7	185
03:15			0	189											0	189	0	189
03:30			6	158											6	158	6	158
03:45			5	144											5	144	5	144
04:00			7	189											7	189	7	189
04:15			5	187											5	187	5	187
04:30			6	183											6	183	6	183
04:45			9	192											9	192	9	192
05:00			19	186											19	186	19	186
05:15			21	187											21	187	21	187
05:30			14	208											14	208	14	208
05:45			22	178											22	178	22	178
06:00			45	152											45	152	45	152
06:15			27	155											27	155	27	155
06:30			50	137											50	137	50	137
06:45			61	133											61	133	61	133
07:00			93	132											93	132	93	132
07:15			98	116											98	116	98	116
07:30			107	129											107	129	107	129
07:45			115	120											115	120	115	120
08:00			158	84											158	84	158	84
08:15			123	107											123	107	123	107
08:30			139	109											139	109	139	109
08:45			155	105											155	105	155	105
09:00			189	84											189	84	189	84
09:15			150	73											150	73	150	73
09:30			147	46											147	46	147	46
09:45			146	49											146	49	146	49
10:00			146	45											146	45	146	45
10:15			133	48											133	48	133	48
10:30			141	33											141	33	141	33
10:45			166	38											166	38	166	38
11:00			139	24											139	24	139	24
11:15			141	35											141	35	141	35
11:30			148	25											148	25	148	25
11:45			165	22											165	22	165	22
12:00			206	19											206	19	206	19
TOTALS			9459												9459		9459	
AM Times			12:00												12:00		12:00	
AM Peaks			740												740		740	
AM PHF			0.90												0.90		0.90	
PM Times			16:45												16:45		16:45	
PM Peaks			773												773		773	
PM PHF			0.93												0.93		0.93	

Station: Site 16
 ID: 000000023955
 Location: Commons Dr, btw Airport & Indian Bayou
 Direction: WEST

File: D0724001.prn
 City: 18-241 KF Min
 County: 30.38971, -86.45879

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			29	222											29	222	29	222
00:30			14	221											14	221	14	221
00:45			14	209											14	209	14	209
01:00			16	222											16	222	16	222
01:15			9	175											9	175	9	175
01:30			8	223											8	223	8	223
01:45			8	199											8	199	8	199
02:00			7	191											7	191	7	191
02:15			3	206											3	206	3	206
02:30			2	193											2	193	2	193
02:45			5	173											5	173	5	173
03:00			0	183											0	183	0	183
03:15			4	188											4	188	4	188
03:30			1	215											1	215	1	215
03:45			3	210											3	210	3	210
04:00			3	199											3	199	3	199
04:15			5	234											5	234	5	234
04:30			8	212											8	212	8	212
04:45			6	220											6	220	6	220
05:00			8	217											8	217	8	217
05:15			12	208											12	208	12	208
05:30			14	209											14	209	14	209
05:45			24	216											24	216	24	216
06:00			32	198											32	198	32	198
06:15			23	226											23	226	23	226
06:30			41	216											41	216	41	216
06:45			37	216											37	216	37	216
07:00			57	222											57	222	57	222
07:15			67	193											67	193	67	193
07:30			69	159											69	159	69	159
07:45			85	155											85	155	85	155
08:00			119	136											119	136	119	136
08:15			113	144											113	144	113	144
08:30			109	125											109	125	109	125
08:45			115	122											115	122	115	122
09:00			120	66											120	66	120	66
09:15			134	75											134	75	134	75
09:30			132	72											132	72	132	72
09:45			132	66											132	66	132	66
10:00			132	59											132	59	132	59
10:15			124	71											124	71	124	71
10:30			114	78											114	78	114	78
10:45			134	50											134	50	134	50
11:00			185	37											185	37	185	37
11:15			159	46											159	46	159	46
11:30			173	40											173	40	173	40
11:45			163	37											163	37	163	37
12:00			179	44											179	44	179	44
TOTALS			10549												10549		10549	
AM Times			12:00												12:00		12:00	
AM Peaks			831												831		831	
AM PHF			0.94												0.94		0.94	
PM Times			16:15												16:15		16:15	
PM Peaks			883												883		883	
PM PHF			0.94												0.94		0.94	

Station: Site 17
 ID: 000000010760
 Location: Commons Dr, btw Indian Bayou & Diamond C
 Direction: EAST

File: D0724002.prn
 City: 18-241 KF Min
 County: 30.39066, -86.45695

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			20	202											20	202	20	202
00:30			6	216											6	216	6	216
00:45			8	209											8	209	8	209
01:00			10	212											10	212	10	212
01:15			5	167											5	167	5	167
01:30			6	224											6	224	6	224
01:45			5	170											5	170	5	170
02:00			4	170											4	170	4	170
02:15			6	159											6	159	6	159
02:30			3	150											3	150	3	150
02:45			3	190											3	190	3	190
03:00			4	167											4	167	4	167
03:15			0	198											0	198	0	198
03:30			6	193											6	193	6	193
03:45			6	161											6	161	6	161
04:00			8	183											8	183	8	183
04:15			5	195											5	195	5	195
04:30			7	205											7	205	7	205
04:45			9	236											9	236	9	236
05:00			17	229											17	229	17	229
05:15			23	242											23	242	23	242
05:30			9	231											9	231	9	231
05:45			21	205											21	205	21	205
06:00			54	182											54	182	54	182
06:15			35	153											35	153	35	153
06:30			59	161											59	161	59	161
06:45			66	156											66	156	66	156
07:00			95	144											95	144	95	144
07:15			99	113											99	113	99	113
07:30			108	109											108	109	108	109
07:45			123	117											123	117	123	117
08:00			155	65											155	65	155	65
08:15			127	107											127	107	127	107
08:30			142	101											142	101	142	101
08:45			174	102											174	102	174	102
09:00			191	91											191	91	191	91
09:15			150	62											150	62	150	62
09:30			170	37											170	37	170	37
09:45			167	44											167	44	167	44
10:00			164	43											164	43	164	43
10:15			143	42											143	42	143	42
10:30			140	24											140	24	140	24
10:45			167	27											167	27	167	27
11:00			140	23											140	23	140	23
11:15			143	29											143	29	143	29
11:30			151	20											151	20	151	20
11:45			169	20											169	20	169	20
12:00			229	12											229	12	229	12
TOTALS			10050												10050		10050	
AM Times			12:00												12:00		12:00	
AM Peaks			856												856		856	
AM PHF			0.93												0.93		0.93	
PM Times			16:45												16:45		16:45	
PM Peaks			938												938		938	
PM PHF			0.97												0.97		0.97	

Station: Site 17
 ID: 000000010760
 Location: Commons Dr, btw Indian Bayou & Diamond C
 Direction: WEST

File: D0724002.prn
 City: 18-241 KF Min
 County: 30.39066, -86.45695

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			24	216											24	216	24	216
00:30			18	205											18	205	18	205
00:45			15	205											15	205	15	205
01:00			18	217											18	217	18	217
01:15			10	182											10	182	10	182
01:30			10	206											10	206	10	206
01:45			8	189											8	189	8	189
02:00			9	172											9	172	9	172
02:15			4	194											4	194	4	194
02:30			2	181											2	181	2	181
02:45			3	165											3	165	3	165
03:00			1	171											1	171	1	171
03:15			4	183											4	183	4	183
03:30			2	194											2	194	2	194
03:45			3	212											3	212	3	212
04:00			1	182											1	182	1	182
04:15			5	199											5	199	5	199
04:30			6	210											6	210	6	210
04:45			3	207											3	207	3	207
05:00			5	198											5	198	5	198
05:15			11	199											11	199	11	199
05:30			9	205											9	205	9	205
05:45			18	207											18	207	18	207
06:00			21	209											21	209	21	209
06:15			15	231											15	231	15	231
06:30			27	215											27	215	27	215
06:45			29	218											29	218	29	218
07:00			49	217											49	217	49	217
07:15			61	191											61	191	61	191
07:30			59	154											59	154	59	154
07:45			73	151											73	151	73	151
08:00			94	137											94	137	94	137
08:15			90	144											90	144	90	144
08:30			98	135											98	135	98	135
08:45			95	112											95	112	95	112
09:00			122	79											122	79	122	79
09:15			121	77											121	77	121	77
09:30			107	72											107	72	107	72
09:45			124	69											124	69	124	69
10:00			105	58											105	58	105	58
10:15			112	78											112	78	112	78
10:30			115	74											115	74	115	74
10:45			120	64											120	64	120	64
11:00			162	41											162	41	162	41
11:15			148	52											148	52	148	52
11:30			150	48											150	48	150	48
11:45			139	49											139	49	139	49
12:00			177	40											177	40	177	40
TOTALS			10016												10016		10016	
AM Times			12:00												12:00		12:00	
AM Peaks			803												803		803	
AM PHF			0.93												0.93		0.93	
PM Times			18:15												18:15		18:15	
PM Peaks			881												881		881	
PM PHF			0.95												0.95		0.95	

Station: Site 18
 ID: 000000010726
 Location: Commons Dr, btw Diamond Cove & Henderson
 Direction: EAST

File: D0724003.prn
 City: 18-0241 KF Min
 County: 30.39083, -86.45183

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			13	171											13	171	13	171
00:30			6	182											6	182	6	182
00:45			7	178											7	178	7	178
01:00			7	172											7	172	7	172
01:15			3	152											3	152	3	152
01:30			4	159											4	159	4	159
01:45			4	163											4	163	4	163
02:00			3	177											3	177	3	177
02:15			6	131											6	131	6	131
02:30			1	151											1	151	1	151
02:45			3	171											3	171	3	171
03:00			4	158											4	158	4	158
03:15			0	183											0	183	0	183
03:30			3	149											3	149	3	149
03:45			2	138											2	138	2	138
04:00			2	162											2	162	2	162
04:15			2	166											2	166	2	166
04:30			5	168											5	168	5	168
04:45			7	200											7	200	7	200
05:00			19	188											19	188	19	188
05:15			22	199											22	199	22	199
05:30			14	197											14	197	14	197
05:45			17	167											17	167	17	167
06:00			57	151											57	151	57	151
06:15			36	130											36	130	36	130
06:30			55	144											55	144	55	144
06:45			67	146											67	146	67	146
07:00			91	105											91	105	91	105
07:15			88	101											88	101	88	101
07:30			117	109											117	109	117	109
07:45			115	110											115	110	115	110
08:00			154	73											154	73	154	73
08:15			132	85											132	85	132	85
08:30			141	97											141	97	141	97
08:45			171	101											171	101	171	101
09:00			195	91											195	91	195	91
09:15			147	59											147	59	147	59
09:30			158	43											158	43	158	43
09:45			168	30											168	30	168	30
10:00			150	35											150	35	150	35
10:15			136	34											136	34	136	34
10:30			147	21											147	21	147	21
10:45			157	26											157	26	157	26
11:00			144	19											144	19	144	19
11:15			147	19											147	19	147	19
11:30			142	15											142	15	142	15
11:45			167	15											167	15	167	15
12:00			199	12											199	12	199	12
TOTALS			9088												9088		9088	
AM Times			12:00												12:00		12:00	
AM Peaks			730												730		730	
AM PHF			0.92												0.92		0.92	
PM Times			16:45												16:45		16:45	
PM Peaks			784												784		784	
PM PHF			0.98												0.98		0.98	

Station: Site 18
 ID: 000000010726
 Location: Commons Dr, btw Diamond Cove & Henderson
 Direction: WEST

File: D0724003.prn
 City: 18-0241 KF Min
 County: 30.39083, -86.45183

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			16	211											16	211	16	211
00:30			12	210											12	210	12	210
00:45			9	205											9	205	9	205
01:00			12	202											12	202	12	202
01:15			9	190											9	190	9	190
01:30			8	206											8	206	8	206
01:45			5	185											5	185	5	185
02:00			5	168											5	168	5	168
02:15			2	179											2	179	2	179
02:30			0	182											0	182	0	182
02:45			2	154											2	154	2	154
03:00			0	166											0	166	0	166
03:15			3	189											3	189	3	189
03:30			1	176											1	176	1	176
03:45			3	211											3	211	3	211
04:00			1	183											1	183	1	183
04:15			5	194											5	194	5	194
04:30			4	217											4	217	4	217
04:45			1	210											1	210	1	210
05:00			5	204											5	204	5	204
05:15			8	163											8	163	8	163
05:30			8	175											8	175	8	175
05:45			20	198											20	198	20	198
06:00			17	195											17	195	17	195
06:15			11	219											11	219	11	219
06:30			21	203											21	203	21	203
06:45			23	206											23	206	23	206
07:00			46	196											46	196	46	196
07:15			54	173											54	173	54	173
07:30			49	142											49	142	49	142
07:45			67	143											67	143	67	143
08:00			73	128											73	128	73	128
08:15			92	137											92	137	92	137
08:30			86	129											86	129	86	129
08:45			97	104											97	104	97	104
09:00			121	68											121	68	121	68
09:15			118	73											118	73	118	73
09:30			110	71											110	71	110	71
09:45			111	75											111	75	111	75
10:00			108	49											108	49	108	49
10:15			113	70											113	70	113	70
10:30			118	61											118	61	118	61
10:45			123	51											123	51	123	51
11:00			152	36											152	36	152	36
11:15			138	43											138	43	138	43
11:30			149	38											149	38	149	38
11:45			137	39											137	39	137	39
12:00			175	26											175	26	175	26
TOTALS			9501												9501		9501	
AM Times			12:00												12:00		12:00	
AM Peaks			801												801		801	
AM PHF			0.95												0.95		0.95	
PM Times			12:15												12:15		12:15	
PM Peaks			828												828		828	
PM PHF			0.98												0.98		0.98	

Station: Site 19
 ID: 000000023939
 Location: Commons Dr, Henderson Bch & Triumph
 Direction: EAST

File: D0724005.prn
 City: 18-241 KF Min
 County: 30.39056, -86.44647

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			15	190											15	190	15	190
00:30			7	193											7	193	7	193
00:45			8	177											8	177	8	177
01:00			6	187											6	187	6	187
01:15			6	168											6	168	6	168
01:30			3	182											3	182	3	182
01:45			4	172											4	172	4	172
02:00			1	201											1	201	1	201
02:15			5	164											5	164	5	164
02:30			2	173											2	173	2	173
02:45			2	175											2	175	2	175
03:00			2	178											2	178	2	178
03:15			1	219											1	219	1	219
03:30			2	171											2	171	2	171
03:45			2	156											2	156	2	156
04:00			2	184											2	184	2	184
04:15			0	174											0	174	0	174
04:30			5	205											5	205	5	205
04:45			8	201											8	201	8	201
05:00			20	201											20	201	20	201
05:15			21	209											21	209	21	209
05:30			11	209											11	209	11	209
05:45			18	174											18	174	18	174
06:00			58	150											58	150	58	150
06:15			37	126											37	126	37	126
06:30			60	153											60	153	60	153
06:45			71	145											71	145	71	145
07:00			97	122											97	122	97	122
07:15			99	105											99	105	99	105
07:30			120	124											120	124	120	124
07:45			103	109											103	109	103	109
08:00			158	88											158	88	158	88
08:15			129	99											129	99	129	99
08:30			145	105											145	105	145	105
08:45			182	87											182	87	182	87
09:00			207	89											207	89	207	89
09:15			147	53											147	53	147	53
09:30			178	37											178	37	178	37
09:45			153	33											153	33	153	33
10:00			170	37											170	37	170	37
10:15			143	34											143	34	143	34
10:30			147	23											147	23	147	23
10:45			179	30											179	30	179	30
11:00			179	21											179	21	179	21
11:15			154	20											154	20	154	20
11:30			155	9											155	9	155	9
11:45			171	11											171	11	171	11
12:00			208	13											208	13	208	13

TOTALS			9687												9687		9687	
AM Times			12:00												12:00		12:00	
AM Peaks			768												768		768	
AM PHF			0.92												0.92		0.92	
PM Times			16:45												16:45		16:45	
PM Peaks			820												820		820	
PM PHF			0.98												0.98		0.98	

Starting: 7/24/2018

Station: Site 19

ID: 000000023939

Location: Commons Dr, Henderson Bch & Triumph

Direction: WEST

File: D0724005.prn

City: 18-241 KF Min

County: 30.39056, -86.44647

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			24	241											24	241	24	241
00:30			9	234											9	234	9	234
00:45			9	264											9	264	9	264
01:00			10	205											10	205	10	205
01:15			11	217											11	217	11	217
01:30			7	232											7	232	7	232
01:45			5	224											5	224	5	224
02:00			5	218											5	218	5	218
02:15			3	213											3	213	3	213
02:30			0	212											0	212	0	212
02:45			3	177											3	177	3	177
03:00			0	205											0	205	0	205
03:15			1	204											1	204	1	204
03:30			1	193											1	193	1	193
03:45			2	239											2	239	2	239
04:00			1	207											1	207	1	207
04:15			5	236											5	236	5	236
04:30			3	248											3	248	3	248
04:45			2	232											2	232	2	232
05:00			5	254											5	254	5	254
05:15			7	172											7	172	7	172
05:30			5	204											5	204	5	204
05:45			17	242											17	242	17	242
06:00			18	238											18	238	18	238
06:15			10	247											10	247	10	247
06:30			28	267											28	267	28	267
06:45			22	228											22	228	22	228
07:00			47	207											47	207	47	207
07:15			68	172											68	172	68	172
07:30			55	149											55	149	55	149
07:45			78	144											78	144	78	144
08:00			77	129											77	129	77	129
08:15			101	131											101	131	101	131
08:30			93	146											93	146	93	146
08:45			97	110											97	110	97	110
09:00			134	74											134	74	134	74
09:15			126	80											126	80	126	80
09:30			126	73											126	73	126	73
09:45			132	78											132	78	132	78
10:00			134	50											134	50	134	50
10:15			136	71											136	71	136	71
10:30			117	65											117	65	117	65
10:45			149	52											149	52	149	52
11:00			178	29											178	29	178	29
11:15			178	48											178	48	178	48
11:30			172	38											172	38	172	38
11:45			178	34											178	34	178	34
12:00			202	27											202	27	202	27
TOTALS			10751												10751		10751	
AM Times			12:00												12:00		12:00	
AM Peaks			941												941		941	
AM PHF			0.89												0.89		0.89	
PM Times			17:45												17:45		17:45	
PM Peaks			994												994		994	
PM PHF			0.93												0.93		0.93	

Station: Site 20
 ID: 000000010672
 Location: Commons Dr, btw Triumph & Kelly Plantati
 Direction: EAST

File: D0724006.prn
 City: 18-241 KF Min
 County: 30.38824, -86.43640

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			7	206											7	206	7	206
00:30			5	204											5	204	5	204
00:45			6	192											6	192	6	192
01:00			7	182											7	182	7	182
01:15			4	185											4	185	4	185
01:30			4	200											4	200	4	200
01:45			5	173											5	173	5	173
02:00			3	205											3	205	3	205
02:15			3	182											3	182	3	182
02:30			3	182											3	182	3	182
02:45			2	179											2	179	2	179
03:00			2	186											2	186	2	186
03:15			1	211											1	211	1	211
03:30			2	166											2	166	2	166
03:45			1	190											1	190	1	190
04:00			2	172											2	172	2	172
04:15			0	181											0	181	0	181
04:30			1	188											1	188	1	188
04:45			3	196											3	196	3	196
05:00			7	219											7	219	7	219
05:15			14	203											14	203	14	203
05:30			12	204											12	204	12	204
05:45			15	169											15	169	15	169
06:00			42	147											42	147	42	147
06:15			30	139											30	139	30	139
06:30			56	158											56	158	56	158
06:45			70	139											70	139	70	139
07:00			80	118											80	118	80	118
07:15			88	124											88	124	88	124
07:30			106	136											106	136	106	136
07:45			107	108											107	108	107	108
08:00			141	95											141	95	141	95
08:15			119	86											119	86	119	86
08:30			130	106											130	106	130	106
08:45			148	78											148	78	148	78
09:00			165	83											165	83	165	83
09:15			157	60											157	60	157	60
09:30			167	45											167	45	167	45
09:45			147	30											147	30	147	30
10:00			144	42											144	42	144	42
10:15			156	33											156	33	156	33
10:30			139	27											139	27	139	27
10:45			169	29											169	29	169	29
11:00			175	19											175	19	175	19
11:15			154	23											154	23	154	23
11:30			148	13											148	13	148	13
11:45			202	10											202	10	202	10
12:00			183	13											183	13	183	13
TOTALS			9568												9568		9568	
AM Times			11:45												11:45		11:45	
AM Peaks			795												795		795	
AM PHF			0.96												0.96		0.96	
PM Times			16:45												16:45		16:45	
PM Peaks			822												822		822	
PM PHF			0.94												0.94		0.94	

Station: Site 20
 ID: 000000010672
 Location: Commons Dr, btw Triumph & Kelly Plantati
 Direction: WEST

File: D0724006.prn
 City: 18-241 KF Min
 County: 30.38824, -86.43640

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			15	220											15	220	15	220
00:30			9	236											9	236	9	236
00:45			9	223											9	223	9	223
01:00			10	175											10	175	10	175
01:15			5	195											5	195	5	195
01:30			8	202											8	202	8	202
01:45			8	211											8	211	8	211
02:00			5	211											5	211	5	211
02:15			1	198											1	198	1	198
02:30			1	198											1	198	1	198
02:45			3	177											3	177	3	177
03:00			0	204											0	204	0	204
03:15			1	191											1	191	1	191
03:30			0	192											0	192	0	192
03:45			4	216											4	216	4	216
04:00			0	206											0	206	0	206
04:15			5	244											5	244	5	244
04:30			1	227											1	227	1	227
04:45			3	216											3	216	3	216
05:00			14	251											14	251	14	251
05:15			7	237											7	237	7	237
05:30			9	244											9	244	9	244
05:45			14	252											14	252	14	252
06:00			20	260											20	260	20	260
06:15			15	232											15	232	15	232
06:30			25	255											25	255	25	255
06:45			28	225											28	225	28	225
07:00			55	185											55	185	55	185
07:15			62	165											62	165	62	165
07:30			59	130											59	130	59	130
07:45			78	115											78	115	78	115
08:00			101	103											101	103	101	103
08:15			103	123											103	123	103	123
08:30			94	125											94	125	94	125
08:45			107	84											107	84	107	84
09:00			147	62											147	62	147	62
09:15			120	84											120	84	120	84
09:30			143	70											143	70	143	70
09:45			138	57											138	57	138	57
10:00			123	46											123	46	123	46
10:15			134	62											134	62	134	62
10:30			132	58											132	58	132	58
10:45			152	38											152	38	152	38
11:00			196	29											196	29	196	29
11:15			161	45											161	45	161	45
11:30			191	34											191	34	191	34
11:45			181	30											181	30	181	30
12:00			245	24											245	24	245	24
TOTALS			10509												10509		10509	
AM Times			12:00												12:00		12:00	
AM Peaks			924												924		924	
AM PHF			0.94												0.94		0.94	
PM Times			17:45												17:45		17:45	
PM Peaks			999												999		999	
PM PHF			0.96												0.96		0.96	

Station: Site 21
 ID: 000000004100
 Location: Commons Dr, btw Kelly Plantation & Matth
 Direction: EAST

File: D0724007.prn
 City: 18-241 KF Min
 County: 30.38879, -86.43257

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			8	197											8	197	8	197
00:30			8	183											8	183	8	183
00:45			6	185											6	185	6	185
01:00			6	167											6	167	6	167
01:15			4	179											4	179	4	179
01:30			3	186											3	186	3	186
01:45			4	176											4	176	4	176
02:00			2	199											2	199	2	199
02:15			3	173											3	173	3	173
02:30			3	167											3	167	3	167
02:45			2	167											2	167	2	167
03:00			2	206											2	206	2	206
03:15			1	179											1	179	1	179
03:30			1	154											1	154	1	154
03:45			0	177											0	177	0	177
04:00			3	162											3	162	3	162
04:15			0	161											0	161	0	161
04:30			1	182											1	182	1	182
04:45			3	186											3	186	3	186
05:00			7	211											7	211	7	211
05:15			11	197											11	197	11	197
05:30			8	189											8	189	8	189
05:45			13	160											13	160	13	160
06:00			40	146											40	146	40	146
06:15			32	121											32	121	32	121
06:30			55	141											55	141	55	141
06:45			63	130											63	130	63	130
07:00			79	118											79	118	79	118
07:15			92	120											92	120	92	120
07:30			107	134											107	134	107	134
07:45			106	107											106	107	106	107
08:00			130	87											130	87	130	87
08:15			113	79											113	79	113	79
08:30			109	96											109	96	109	96
08:45			141	78											141	78	141	78
09:00			158	76											158	76	158	76
09:15			151	63											151	63	151	63
09:30			157	48											157	48	157	48
09:45			137	34											137	34	137	34
10:00			122	36											122	36	122	36
10:15			153	36											153	36	153	36
10:30			134	24											134	24	134	24
10:45			157	29											157	29	157	29
11:00			173	20											173	20	173	20
11:15			141	24											141	24	141	24
11:30			148	14											148	14	148	14
11:45			180	10											180	10	180	10
12:00			171	14											171	14	171	14
TOTALS			9076												9076		9076	
AM Times			12:00												12:00		12:00	
AM Peaks			736												736		736	
AM PHF			0.93												0.93		0.93	
PM Times			16:45												16:45		16:45	
PM Peaks			783												783		783	
PM PHF			0.93												0.93		0.93	

Station: Site 21
 ID: 000000004100
 Location: Commons Dr, btw Kelly Plantation & Matth
 Direction: WEST

File: D0724007.prn
 City: 18-241 KF Min
 County: 30.38879, -86.43257

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			15	187											15	187	15	187
00:30			9	221											9	221	9	221
00:45			7	195											7	195	7	195
01:00			10	172											10	172	10	172
01:15			5	190											5	190	5	190
01:30			3	173											3	173	3	173
01:45			7	187											7	187	7	187
02:00			7	195											7	195	7	195
02:15			1	181											1	181	1	181
02:30			1	182											1	182	1	182
02:45			2	173											2	173	2	173
03:00			0	198											0	198	0	198
03:15			1	179											1	179	1	179
03:30			0	188											0	188	0	188
03:45			4	197											4	197	4	197
04:00			0	189											0	189	0	189
04:15			5	222											5	222	5	222
04:30			3	217											3	217	3	217
04:45			1	199											1	199	1	199
05:00			15	215											15	215	15	215
05:15			7	220											7	220	7	220
05:30			10	207											10	207	10	207
05:45			13	222											13	222	13	222
06:00			16	251											16	251	16	251
06:15			12	204											12	204	12	204
06:30			24	236											24	236	24	236
06:45			28	191											28	191	28	191
07:00			57	158											57	158	57	158
07:15			55	159											55	159	55	159
07:30			63	122											63	122	63	122
07:45			78	108											78	108	78	108
08:00			88	105											88	105	88	105
08:15			100	109											100	109	100	109
08:30			85	131											85	131	85	131
08:45			97	89											97	89	97	89
09:00			137	63											137	63	137	63
09:15			106	79											106	79	106	79
09:30			118	75											118	75	118	75
09:45			126	59											126	59	126	59
10:00			126	45											126	45	126	45
10:15			115	60											115	60	115	60
10:30			119	58											119	58	119	58
10:45			141	38											141	38	141	38
11:00			178	34											178	34	178	34
11:15			154	42											154	42	154	42
11:30			168	33											168	33	168	33
11:45			164	31											164	31	164	31
12:00			231	22											231	22	231	22
TOTALS			9723												9723		9723	
AM Times			12:00												12:00		12:00	
AM Peaks			834												834		834	
AM PHF			0.90												0.90		0.90	
PM Times			17:45												17:45		17:45	
PM Peaks			913												913		913	
PM PHF			0.91												0.91		0.91	

Station: Site 22
 ID: 000000040565
 Location: Matthew Bl, btw US Hwy 98 & scenic Hwy98
 Direction: NORTH

File: D0724008.prn
 City: 18-241 KF Min
 County: 30.38704, -86.43043

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			11	51											11	51	11	51
00:30			15	55											15	55	15	55
00:45			7	51											7	51	7	51
01:00			2	60											2	60	2	60
01:15			6	44											6	44	6	44
01:30			7	47											7	47	7	47
01:45			8	53											8	53	8	53
02:00			5	49											5	49	5	49
02:15			2	47											2	47	2	47
02:30			1	53											1	53	1	53
02:45			0	56											0	56	0	56
03:00			3	65											3	65	3	65
03:15			2	65											2	65	2	65
03:30			2	42											2	42	2	42
03:45			2	64											2	64	2	64
04:00			0	62											0	62	0	62
04:15			0	69											0	69	0	69
04:30			0	70											0	70	0	70
04:45			3	69											3	69	3	69
05:00			4	75											4	75	4	75
05:15			6	90											6	90	6	90
05:30			2	73											2	73	2	73
05:45			8	87											8	87	8	87
06:00			5	76											5	76	5	76
06:15			15	89											15	89	15	89
06:30			11	71											11	71	11	71
06:45			14	52											14	52	14	52
07:00			21	46											21	46	21	46
07:15			18	62											18	62	18	62
07:30			24	53											24	53	24	53
07:45			29	44											29	44	29	44
08:00			47	52											47	52	47	52
08:15			52	47											52	47	52	47
08:30			46	33											46	33	46	33
08:45			39	22											39	22	39	22
09:00			45	20											45	20	45	20
09:15			42	18											42	18	42	18
09:30			66	26											66	26	66	26
09:45			55	18											55	18	55	18
10:00			61	30											61	30	61	30
10:15			57	29											57	29	57	29
10:30			50	12											50	12	50	12
10:45			54	19											54	19	54	19
11:00			67	28											67	28	67	28
11:15			55	18											55	18	55	18
11:30			59	10											59	10	59	10
11:45			67	9											67	9	67	9
12:00			49	9											49	9	49	9
TOTALS			3434												3434		3434	
AM Times			11:00												11:00		11:00	
AM Peaks			248												248		248	
AM PHF			0.93												0.93		0.93	
PM Times			17:15												17:15		17:15	
PM Peaks			326												326		326	
PM PHF			0.91												0.91		0.91	

Starting: 7/24/2018

Station: Site 22

ID: 000000040565

Location: Matthew Bl, btw US Hwy 98 & scenic Hwy98

Direction: SOUTH

File: D0724008.prn

City: 18-241 KF Min

County: 30.38704, -86.43043

TIME	MON		TUE 24		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	62											1	62	1	62
00:30			8	50											8	50	8	50
00:45			5	60											5	60	5	60
01:00			2	48											2	48	2	48
01:15			5	52											5	52	5	52
01:30			3	51											3	51	3	51
01:45			1	54											1	54	1	54
02:00			0	53											0	53	0	53
02:15			1	63											1	63	1	63
02:30			2	55											2	55	2	55
02:45			2	69											2	69	2	69
03:00			0	61											0	61	0	61
03:15			0	74											0	74	0	74
03:30			1	59											1	59	1	59
03:45			2	48											2	48	2	48
04:00			0	70											0	70	0	70
04:15			0	50											0	50	0	50
04:30			3	59											3	59	3	59
04:45			2	56											2	56	2	56
05:00			2	51											2	51	2	51
05:15			5	62											5	62	5	62
05:30			2	50											2	50	2	50
05:45			15	63											15	63	15	63
06:00			8	54											8	54	8	54
06:15			11	64											11	64	11	64
06:30			11	54											11	54	11	54
06:45			18	47											18	47	18	47
07:00			23	36											23	36	23	36
07:15			24	51											24	51	24	51
07:30			37	59											37	59	37	59
07:45			40	53											40	53	40	53
08:00			47	41											47	41	47	41
08:15			42	55											42	55	42	55
08:30			39	52											39	52	39	52
08:45			61	52											61	52	61	52
09:00			40	41											40	41	40	41
09:15			43	41											43	41	43	41
09:30			47	29											47	29	47	29
09:45			53	44											53	44	53	44
10:00			42	34											42	34	42	34
10:15			33	25											33	25	33	25
10:30			69	28											69	28	69	28
10:45			39	22											39	22	39	22
11:00			45	17											45	17	45	17
11:15			34	11											34	11	34	11
11:30			52	6											52	6	52	6
11:45			60	8											60	8	60	8
12:00			57	10											57	10	57	10
TOTALS			3291												3291		3291	
AM Times			11:30												11:30		11:30	
AM Peaks			231												231		231	
AM PHF			0.93												0.93		0.93	
PM Times			14:45												14:45		14:45	
PM Peaks			263												263		263	
PM PHF			0.89												0.89		0.89	



APPENDIX F: TURNING MOVEMENT COUNT DATA

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Car

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	61	45	0	122	42	5	9	2	58	8	77	6	0	91	11	7	17	2	37	308
04:15 PM	7	80	57	0	144	47	1	8	0	56	6	62	6	0	74	12	2	9	1	24	298
04:30 PM	10	68	42	2	122	48	2	2	3	55	3	74	4	0	81	6	2	9	1	18	276
04:45 PM	8	70	44	0	122	51	1	7	0	59	9	68	3	1	81	2	3	6	6	17	279
Total	41	279	188	2	510	188	9	26	5	228	26	281	19	1	327	31	14	41	10	96	1161
05:00 PM	4	62	45	0	111	62	0	11	0	73	3	79	7	1	90	2	0	2	1	5	279
05:15 PM	4	73	47	0	124	66	0	5	0	71	1	67	1	2	71	0	0	11	2	13	279
05:30 PM	1	59	43	0	103	48	0	2	1	51	4	84	3	0	91	1	1	2	1	5	250
05:45 PM	4	86	36	0	126	42	0	3	1	46	4	63	1	0	68	1	0	4	1	6	246
Total	13	280	171	0	464	218	0	21	2	241	12	293	12	3	320	4	1	19	5	29	1054
06:00 PM	2	64	31	0	97	53	0	5	0	58	1	59	2	0	62	2	2	2	3	9	226
06:15 PM	5	58	29	0	92	57	1	0	0	58	2	68	2	0	72	3	0	3	3	9	231
06:30 PM	2	75	35	1	113	48	0	4	2	54	3	72	1	1	77	2	2	2	0	6	250
06:45 PM	4	61	35	0	100	50	0	3	0	53	4	70	1	1	76	3	0	1	1	5	234
Total	13	258	130	1	402	208	1	12	2	223	10	269	6	2	287	10	4	8	7	29	941
07:00 PM	2	61	17	0	80	27	0	1	0	28	4	45	2	0	51	0	1	2	0	3	162
07:15 PM	1	61	28	0	90	35	1	1	0	37	1	52	2	0	55	1	3	6	2	12	194
07:30 PM	1	58	22	0	81	46	0	4	2	52	3	58	1	0	62	0	0	3	4	7	202
07:45 PM	2	36	28	1	67	39	0	2	4	45	3	63	1	0	67	0	0	1	1	2	181
Total	6	216	95	1	318	147	1	8	6	162	11	218	6	0	235	1	4	12	7	24	739
Grand Total	73	1033	584	4	1694	761	11	67	15	854	59	1061	43	6	1169	46	23	80	29	178	3895
Apprch %	4.3	61	34.5	0.2		89.1	1.3	7.8	1.8		5	90.8	3.7	0.5		25.8	12.9	44.9	16.3		
Total %	1.9	26.5	15	0.1	43.5	19.5	0.3	1.7	0.4	21.9	1.5	27.2	1.1	0.2	30	1.2	0.6	2.1	0.7	4.6	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	16	61	45	122	42	5	9	56	8	77	6	91	11	7	17	35	304
04:15 PM	7	80	57	144	47	1	8	56	6	62	6	74	12	2	9	23	297
04:30 PM	10	68	42	120	48	2	2	52	3	74	4	81	6	2	9	17	270
04:45 PM	8	70	44	122	51	1	7	59	9	68	3	80	2	3	6	11	272
Total Volume	41	279	188	508	188	9	26	223	26	281	19	326	31	14	41	86	1143
% App. Total	8.1	54.9	37		84.3	4	11.7		8	86.2	5.8		36	16.3	47.7		
PHF	.641	.872	.825	.882	.922	.450	.722	.945	.722	.912	.792	.896	.646	.500	.603	.614	.940

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Truck

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	6
05:00 PM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	1	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	7	2	0	9	5	0	0	0	5	0	3	0	0	3	0	0	0	0	0	17
Apprch %	0	77.8	22.2	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	41.2	11.8	0	52.9	29.4	0	0	0	29.4	0	17.6	0	0	17.6	0	0	0	0	0	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	1	1	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Total Volume	0	3	1	4	3	0	0	3	0	1	0	1	0	0	0	0	8
% App. Total	0	75	25		100	0	0		0	100	0		0	0	0		
PHF	.000	.750	.250	.500	.750	.000	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000	.667

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
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Groups Printed- Bicycles on Road

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Apprch %	33.3	66.7	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	25	50	0	0	75	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peggy Malone & Associates

(888) 247-8602

File Name : A-Main St and 98 Palms Blvd PM
 Site Code :
 Start Date : 7/24/2018
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Groups Printed- Combined

	Main St Southbound					98 Palms Blvd Westbound					Main St Northbound					98 Palms Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	62	45	0	124	42	5	9	2	58	8	77	6	0	91	11	7	17	2	37	310
04:15 PM	7	80	57	0	144	47	1	8	0	56	6	63	6	0	75	12	2	9	1	24	299
04:30 PM	10	69	42	2	123	49	2	2	3	56	3	74	4	0	81	6	2	9	1	18	278
04:45 PM	8	71	44	0	123	52	1	7	0	60	9	68	3	1	81	2	3	6	6	17	281
Total	42	282	188	2	514	190	9	26	5	230	26	282	19	1	328	31	14	41	10	96	1168
05:00 PM	4	64	46	0	114	63	0	11	0	74	3	79	7	1	90	2	0	2	1	5	283
05:15 PM	4	75	47	0	126	66	0	5	0	71	1	67	1	2	71	0	0	11	2	13	281
05:30 PM	1	59	43	0	103	48	0	2	1	51	4	84	3	0	91	1	1	2	1	5	250
05:45 PM	4	87	36	0	127	43	0	3	1	47	4	63	1	0	68	1	0	4	1	6	248
Total	13	285	172	0	470	220	0	21	2	243	12	293	12	3	320	4	1	19	5	29	1062
06:00 PM	2	64	31	0	97	53	0	5	0	58	1	59	2	0	62	2	2	2	3	9	226
06:15 PM	5	59	29	0	93	58	1	0	0	59	2	68	2	0	72	3	0	3	3	9	233
06:30 PM	2	75	35	1	113	48	0	4	2	54	3	72	1	1	77	2	2	2	0	6	250
06:45 PM	4	61	35	0	100	50	0	3	0	53	4	70	1	1	76	3	0	1	1	5	234
Total	13	259	130	1	403	209	1	12	2	224	10	269	6	2	287	10	4	8	7	29	943
07:00 PM	2	61	18	0	81	28	0	1	0	29	4	45	2	0	51	0	1	2	0	3	164
07:15 PM	1	61	28	0	90	35	1	1	0	37	1	52	2	0	55	1	3	6	2	12	194
07:30 PM	1	58	22	0	81	46	0	4	2	52	3	60	1	0	64	0	0	3	4	7	204
07:45 PM	2	36	28	1	67	39	0	2	4	45	3	63	1	0	67	0	0	1	1	2	181
Total	6	216	96	1	319	148	1	8	6	163	11	220	6	0	237	1	4	12	7	24	743
Grand Total	74	1042	586	4	1706	767	11	67	15	860	59	1064	43	6	1172	46	23	80	29	178	3916
Apprch %	4.3	61.1	34.3	0.2		89.2	1.3	7.8	1.7		5	90.8	3.7	0.5		25.8	12.9	44.9	16.3		
Total %	1.9	26.6	15	0.1	43.6	19.6	0.3	1.7	0.4	22	1.5	27.2	1.1	0.2	29.9	1.2	0.6	2	0.7	4.5	

	Main St Southbound				98 Palms Blvd Westbound				Main St Northbound				98 Palms Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	62	45	124	42	5	9	56	8	77	6	91	11	7	17	35	306
04:15 PM	7	80	57	144	47	1	8	56	6	63	6	75	12	2	9	23	298
04:30 PM	10	69	42	121	49	2	2	53	3	74	4	81	6	2	9	17	272
04:45 PM	8	71	44	123	52	1	7	60	9	68	3	80	2	3	6	11	274
Total Volume	42	282	188	512	190	9	26	225	26	282	19	327	31	14	41	86	1150
% App. Total	8.2	55.1	36.7		84.4	4	11.6		8	86.2	5.8		36	16.3	47.7		
PHF	.618	.881	.825	.889	.913	.450	.722	.938	.722	.916	.792	.898	.646	.500	.603	.614	.940

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
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Groups Printed- Car

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	37	50	0	93	61	90	55	0	206	62	48	35	1	146	31	70	4	0	105	550
04:15 PM	6	30	40	1	77	72	113	73	0	258	53	40	26	3	122	36	80	4	0	120	577
04:30 PM	7	37	50	1	95	91	130	51	0	272	54	50	53	4	161	31	64	4	0	99	627
04:45 PM	6	30	71	2	109	89	120	56	0	265	58	45	42	4	149	29	65	3	0	97	620
Total	25	134	211	4	374	313	453	235	0	1001	227	183	156	12	578	127	279	15	0	421	2374
05:00 PM	8	31	58	0	97	110	138	44	0	292	60	44	43	0	147	34	69	7	1	111	647
05:15 PM	4	35	63	1	103	109	108	55	0	272	60	47	54	1	162	28	84	3	0	115	652
05:30 PM	3	36	62	1	102	96	126	40	1	263	56	58	36	0	150	22	59	5	0	86	601
05:45 PM	3	40	56	0	99	79	131	47	1	258	41	43	38	1	123	43	68	1	0	112	592
Total	18	142	239	2	401	394	503	186	2	1085	217	192	171	2	582	127	280	16	1	424	2492
06:00 PM	4	30	55	1	90	74	118	30	0	222	43	48	36	2	129	35	66	5	0	106	547
06:15 PM	5	31	46	1	83	76	116	52	0	244	43	51	40	0	134	17	67	1	0	85	546
06:30 PM	4	39	56	0	99	64	112	30	0	206	51	53	32	0	136	38	47	1	0	86	527
06:45 PM	5	28	49	1	83	80	95	35	0	210	52	44	36	2	134	30	43	3	0	76	503
Total	18	128	206	3	355	294	441	147	0	882	189	196	144	4	533	120	223	10	0	353	2123
07:00 PM	5	33	35	1	74	55	86	32	0	173	25	29	29	1	84	20	68	1	2	91	422
07:15 PM	3	29	39	0	71	62	88	39	0	189	37	35	30	1	103	22	51	3	2	78	441
07:30 PM	2	29	35	1	67	68	55	26	0	149	40	39	24	1	104	20	42	5	0	67	387
07:45 PM	4	15	27	0	46	46	48	29	0	123	39	35	30	3	107	19	31	3	0	53	329
Total	14	106	136	2	258	231	277	126	0	634	141	138	113	6	398	81	192	12	4	289	1579
Grand Total	75	510	792	11	1388	1232	1674	694	2	3602	774	709	584	24	2091	455	974	53	5	1487	8568
Apprch %	5.4	36.7	57.1	0.8		34.2	46.5	19.3	0.1		37	33.9	27.9	1.1		30.6	65.5	3.6	0.3		
Total %	0.9	6	9.2	0.1	16.2	14.4	19.5	8.1	0	42	9	8.3	6.8	0.3	24.4	5.3	11.4	0.6	0.1	17.4	

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	37	50	94	91	130	51	272	54	50	53	157	31	64	4	99	622
04:45 PM	6	30	71	107	89	120	56	265	58	45	42	145	29	65	3	97	614
05:00 PM	8	31	58	97	110	138	44	292	60	44	43	147	34	69	7	110	646
05:15 PM	4	35	63	102	109	108	55	272	60	47	54	161	28	84	3	115	650
Total Volume	25	133	242	400	399	496	206	1101	232	186	192	610	122	282	17	421	2532
% App. Total	6.2	33.2	60.5		36.2	45	18.7		38	30.5	31.5		29	67	4		
PHF	.781	.899	.852	.935	.907	.899	.920	.943	.967	.930	.889	.947	.897	.839	.607	.915	.974

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
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Groups Printed- Truck

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	3	0	4	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	1	4	0	0	5	9
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	7
04:45 PM	0	0	0	0	0	3	2	2	0	7	1	0	0	0	1	0	2	0	0	2	10
Total	0	1	3	0	4	5	7	2	0	14	3	0	0	0	3	2	10	0	0	12	33
05:00 PM	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	1	5	3	0	9	1	0	2	0	3	0	1	0	0	1	13
06:00 PM	0	0	0	0	0	4	1	1	0	6	0	0	0	0	0	0	1	0	0	1	7
06:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	7	2	1	0	10	0	0	1	0	1	0	2	0	0	2	13
07:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
07:15 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	5
07:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	3	6	0	0	9	0	1	1	0	2	1	1	0	0	2	13
Grand Total	0	1	3	0	4	16	20	6	0	42	4	1	4	0	9	3	14	0	0	17	72
Apprch %	0	25	75	0		38.1	47.6	14.3	0		44.4	11.1	44.4	0		17.6	82.4	0	0		
Total %	0	1.4	4.2	0	5.6	22.2	27.8	8.3	0	58.3	5.6	1.4	5.6	0	12.5	4.2	19.4	0	0	23.6	

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	3	4	2	1	0	3	0	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	2	0	2	2	0	0	2	1	4	0	5	9
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	4	0	5	7
04:45 PM	0	0	0	0	3	2	2	7	1	0	0	1	0	2	0	2	10
Total Volume	0	1	3	4	5	7	2	14	3	0	0	3	2	10	0	12	33
% App. Total	0	25	75		35.7	50	14.3		100	0	0		16.7	83.3	0		
PHF	.000	.250	.250	.250	.417	.875	.250	.500	.375	.000	.000	.375	.500	.625	.000	.600	.825

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
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Groups Printed- Bicycles on Road

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Peggy Malone & Associates

(888) 247-8602

File Name : B-Main St and Legion Dr_Airport Rd PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Combined

	Main St Southbound					Airport Rd Westbound					Main St Northbound					Legion Dr Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	38	53	0	97	63	91	55	0	209	62	48	35	1	146	31	70	4	0	105	557
04:15 PM	6	30	40	1	77	72	115	73	0	260	55	40	26	3	124	37	84	4	0	125	586
04:30 PM	7	37	50	1	95	91	132	51	0	274	54	50	53	4	161	32	68	4	0	104	634
04:45 PM	6	30	71	2	109	92	122	58	0	272	59	45	42	4	150	29	67	3	0	99	630
Total	25	135	214	4	378	318	460	237	0	1015	230	183	156	12	581	129	289	15	0	433	2407
05:00 PM	8	31	58	0	97	110	140	45	0	295	61	45	44	0	150	34	69	7	1	111	653
05:15 PM	4	35	63	1	103	109	109	57	0	275	60	47	54	1	162	28	85	3	0	116	656
05:30 PM	3	36	62	1	102	96	127	40	1	264	56	58	36	0	150	22	59	5	0	86	602
05:45 PM	3	40	56	0	99	80	132	47	1	260	41	43	39	1	124	43	68	1	0	112	595
Total	18	142	239	2	401	395	508	189	2	1094	218	193	173	2	586	127	281	16	1	425	2506
06:00 PM	4	30	55	1	90	78	119	31	0	228	43	48	36	2	129	35	67	5	0	107	554
06:15 PM	5	31	46	1	83	78	117	52	0	247	43	51	40	0	134	17	68	1	0	86	550
06:30 PM	4	39	56	0	99	65	112	30	0	207	51	53	32	0	136	38	47	1	0	86	528
06:45 PM	5	28	49	1	83	80	95	35	0	210	52	44	37	2	135	30	43	3	0	76	504
Total	18	128	206	3	355	301	443	148	0	892	189	196	145	4	534	120	225	10	0	355	2136
07:00 PM	5	33	35	1	74	55	89	32	0	176	25	29	29	1	84	21	68	1	2	92	426
07:15 PM	3	29	39	0	71	65	90	39	0	194	37	35	30	1	103	22	51	3	2	78	446
07:30 PM	2	29	35	1	67	68	56	26	0	150	40	40	25	1	106	20	42	5	0	67	390
07:45 PM	4	15	27	0	46	46	48	29	0	123	39	35	30	3	107	19	32	3	0	54	330
Total	14	106	136	2	258	234	283	126	0	643	141	139	114	6	400	82	193	12	4	291	1592
Grand Total	75	511	795	11	1392	1248	1694	700	2	3644	778	711	588	24	2101	458	988	53	5	1504	8641
Apprch %	5.4	36.7	57.1	0.8		34.2	46.5	19.2	0.1		37	33.8	28	1.1		30.5	65.7	3.5	0.3		
Total %	0.9	5.9	9.2	0.1	16.1	14.4	19.6	8.1	0	42.2	9	8.2	6.8	0.3	24.3	5.3	11.4	0.6	0.1	17.4	

	Main St Southbound				Airport Rd Westbound				Main St Northbound				Legion Dr Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	37	50	94	91	132	51	274	54	50	53	157	32	68	4	104	629
04:45 PM	6	30	71	107	92	122	58	272	59	45	42	146	29	67	3	99	624
05:00 PM	8	31	58	97	110	140	45	295	61	45	44	150	34	69	7	110	652
05:15 PM	4	35	63	102	109	109	57	275	60	47	54	161	28	85	3	116	654
Total Volume	25	133	242	400	402	503	211	1116	234	187	193	614	123	289	17	429	2559
% App. Total	6.2	33.2	60.5		36	45.1	18.9		38.1	30.5	31.4		28.7	67.4	4		
PHF	.781	.899	.852	.935	.914	.898	.909	.946	.959	.935	.894	.953	.904	.850	.607	.925	.978

Peggy Malone & Associates

(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Car

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	49	160	0	209	173	39	1	213	31	48	0	0	79	501
04:15 PM	38	143	0	181	178	31	2	211	35	69	0	0	104	496
04:30 PM	59	166	4	229	181	30	0	211	30	58	0	0	88	528
04:45 PM	54	160	0	214	179	19	1	199	31	78	0	0	109	522
Total	200	629	4	833	711	119	4	834	127	253	0	0	380	2047
05:00 PM	57	157	1	215	198	28	0	226	34	97	0	0	131	572
05:15 PM	50	167	2	219	192	21	0	213	39	75	0	0	114	546
05:30 PM	42	142	0	184	176	36	0	212	23	108	0	0	131	527
05:45 PM	33	127	1	161	181	28	0	209	21	78	0	1	100	470
Total	182	593	4	779	747	113	0	860	117	358	0	1	476	2115
06:00 PM	28	130	1	159	198	24	0	222	20	59	0	0	79	460
06:15 PM	28	123	0	151	192	19	0	211	15	50	0	0	65	427
06:30 PM	28	126	1	155	171	35	0	206	17	51	0	0	68	429
06:45 PM	34	110	0	144	189	39	0	228	22	53	0	0	75	447
Total	118	489	2	609	750	117	0	867	74	213	0	0	287	1763
07:00 PM	26	102	1	129	154	28	0	182	18	39	0	0	57	368
07:15 PM	25	110	2	137	139	29	0	168	23	44	1	0	68	373
07:30 PM	29	89	1	119	133	28	2	163	28	30	0	0	58	340
07:45 PM	13	72	0	85	105	30	0	135	17	31	0	0	48	268
Total	93	373	4	470	531	115	2	648	86	144	1	0	231	1349
Grand Total	593	2084	14	2691	2739	464	6	3209	404	968	1	1	1374	7274
Apprch %	22	77.4	0.5		85.4	14.5	0.2		29.4	70.5	0.1	0.1		
Total %	8.2	28.6	0.2	37	37.7	6.4	0.1	44.1	5.6	13.3	0	0	18.9	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	54	160	214	179	19	198	31	78	0	109	521
05:00 PM	57	157	214	198	28	226	34	97	0	131	571
05:15 PM	50	167	217	192	21	213	39	75	0	114	544
05:30 PM	42	142	184	176	36	212	23	108	0	131	527
Total Volume	203	626	829	745	104	849	127	358	0	485	2163
% App. Total	24.5	75.5		87.8	12.2		26.2	73.8	0		
PHF	.890	.937	.955	.941	.722	.939	.814	.829	.000	.926	.947

Peggy Malone & Associates

(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Truck

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	1	2	2	0	4	1	0	0	0	1	6
04:15 PM	0	3	0	3	2	0	0	2	1	0	0	0	1	6
04:30 PM	1	1	0	2	3	3	0	6	0	0	0	0	0	8
04:45 PM	1	0	0	1	5	0	0	5	1	3	0	0	4	10
Total	2	5	0	7	12	5	0	17	3	3	0	0	6	30
05:00 PM	0	1	0	1	4	0	0	4	0	3	0	0	3	8
05:15 PM	3	0	0	3	3	1	0	4	0	1	0	0	1	8
05:30 PM	0	0	0	0	3	1	0	4	1	1	0	0	2	6
05:45 PM	0	0	0	0	2	0	0	2	1	1	0	0	2	4
Total	3	1	0	4	12	2	0	14	2	6	0	0	8	26
06:00 PM	1	0	0	1	5	0	0	5	0	1	0	0	1	7
06:15 PM	0	1	0	1	1	1	0	2	1	0	0	0	1	4
06:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	1	2
06:45 PM	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	1	1	0	2	7	2	0	9	3	1	0	0	4	15
07:00 PM	0	0	0	0	4	1	0	5	0	0	0	0	0	5
07:15 PM	0	0	0	0	3	0	0	3	0	1	0	0	1	4
07:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	7	1	0	8	2	1	0	0	3	11
Grand Total	6	7	0	13	38	10	0	48	10	11	0	0	21	82
Apprch %	46.2	53.8	0		79.2	20.8	0		47.6	52.4	0	0		
Total %	7.3	8.5	0	15.9	46.3	12.2	0	58.5	12.2	13.4	0	0	25.6	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound					
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:30 PM												
04:30 PM	1	1	2	3	3	6	0	0	0	0	8	
04:45 PM	1	0	1	5	0	5	1	3	0	4	10	
05:00 PM	0	1	1	4	0	4	0	3	0	3	8	
05:15 PM	3	0	3	3	1	4	0	1	0	1	8	
Total Volume	5	2	7	15	4	19	1	7	0	8	34	
% App. Total	71.4	28.6		78.9	21.1		12.5	87.5	0			
PHF	.417	.500	.583	.750	.333	.792	.250	.583	.000	.500	.850	

Peggy Malone & Associates

(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Bicycles on Road

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	1	0	0	1	2	0	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	1	0	0	1	3	0	0	0	3	4
Total	0	0	0	0	1	0	0	1	5	0	0	0	5	6
07:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
07:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	2
07:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	3
Total	1	4	0	5	3	0	0	3	1	0	0	0	1	9
Grand Total	1	4	0	5	5	0	0	5	8	0	0	0	8	18
Apprch %	20	80	0		100	0	0		100	0	0	0		
Total %	5.6	22.2	0	27.8	27.8	0	0	27.8	44.4	0	0	0	44.4	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 06:45 PM											
06:45 PM	0	0	0	1	0	1	3	0	0	3	4
07:00 PM	0	2	2	1	0	1	0	0	0	0	3
07:15 PM	0	0	0	0	0	0	1	0	0	1	1
07:30 PM	1	0	1	1	0	1	0	0	0	0	2
Total Volume	1	2	3	3	0	3	4	0	0	4	10
% App. Total	33.3	66.7		100	0		100	0	0		
PHF	.250	.250	.375	.750	.000	.750	.333	.000	.000	.333	.625

Peggy Malone & Associates

(888) 247-8602

File Name : C-Airport Rd and Commons Dr PM
 Site Code :
 Start Date : 7/24/2018
 Page No : 1

Groups Printed- Combined

	Airport Rd Southbound				Commons Dr Westbound				Airport Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	49	161	0	210	175	41	1	217	32	48	0	0	80	507
04:15 PM	38	146	0	184	180	31	2	213	36	69	0	0	105	502
04:30 PM	60	167	4	231	185	33	0	218	31	58	0	0	89	538
04:45 PM	55	160	0	215	184	19	1	204	33	81	0	0	114	533
Total	202	634	4	840	724	124	4	852	132	256	0	0	388	2080
05:00 PM	57	158	1	216	202	28	0	230	34	100	0	0	134	580
05:15 PM	53	167	2	222	195	22	0	217	39	76	0	0	115	554
05:30 PM	42	142	0	184	179	37	0	216	24	109	0	0	133	533
05:45 PM	33	127	1	161	183	28	0	211	22	79	0	1	102	474
Total	185	594	4	783	759	115	0	874	119	364	0	1	484	2141
06:00 PM	29	130	1	160	203	24	0	227	21	60	0	0	81	468
06:15 PM	28	124	0	152	193	20	0	213	17	50	0	0	67	432
06:30 PM	28	126	1	155	172	35	0	207	18	51	0	0	69	431
06:45 PM	34	110	0	144	190	40	0	230	26	53	0	0	79	453
Total	119	490	2	611	758	119	0	877	82	214	0	0	296	1784
07:00 PM	26	104	1	131	159	29	0	188	18	39	0	0	57	376
07:15 PM	25	110	2	137	142	29	0	171	24	45	1	0	70	378
07:30 PM	30	89	1	120	134	28	2	164	30	30	0	0	60	344
07:45 PM	13	74	0	87	106	30	0	136	17	31	0	0	48	271
Total	94	377	4	475	541	116	2	659	89	145	1	0	235	1369
Grand Total	600	2095	14	2709	2782	474	6	3262	422	979	1	1	1403	7374
Apprch %	22.1	77.3	0.5		85.3	14.5	0.2		30.1	69.8	0.1	0.1		
Total %	8.1	28.4	0.2	36.7	37.7	6.4	0.1	44.2	5.7	13.3	0	0	19	

	Airport Rd Southbound			Commons Dr Westbound			Airport Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	60	167	227	185	33	218	31	58	0	89	534
04:45 PM	55	160	215	184	19	203	33	81	0	114	532
05:00 PM	57	158	215	202	28	230	34	100	0	134	579
05:15 PM	53	167	220	195	22	217	39	76	0	115	552
Total Volume	225	652	877	766	102	868	137	315	0	452	2197
% App. Total	25.7	74.3		88.2	11.8		30.3	69.7	0		
PHF	.938	.976	.966	.948	.773	.943	.878	.788	.000	.843	.949



APPENDIX G: PEDESTRIAN COUNT DATA

Study Name D-US Hwy 98 & W of Palmetto St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Pedestrians

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	9	6
4:15 PM	8	8
4:30 PM	8	9
4:45 PM	8	27
5:00 PM	9	18
5:15 PM	14	19
5:30 PM	11	13
5:45 PM	18	2
6:00 PM	8	9
6:15 PM	4	17
6:30 PM	8	19
6:45 PM	5	20
7:00 PM	12	38
7:15 PM	0	55
7:30 PM	6	52
7:45 PM	19	44
	147	356

Study Name D-US Hwy 98 & W of Palmetto St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Bicycles

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	1	0
4:15 PM	0	0
4:30 PM	0	1
4:45 PM	0	2
5:00 PM	1	1
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	1
6:00 PM	1	0
6:15 PM	0	0
6:30 PM	0	1
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
	3	6

Study Name E-US Hwy 98 & W of Marler St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Pedestrians

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	0	0
4:15 PM	0	1
4:30 PM	0	0
4:45 PM	0	4
5:00 PM	0	10
5:15 PM	8	4
5:30 PM	7	12
5:45 PM	0	24
6:00 PM	1	24
6:15 PM	16	24
6:30 PM	6	13
6:45 PM	0	20
7:00 PM	11	20
7:15 PM	6	22
7:30 PM	13	43
7:45 PM	18	13
	86	234

Study Name E-US Hwy 98 & W of Marler St

Start Date 07/24/2018

Start Time 4:00 PM

Site Code Bicycles

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	0	1
4:15 PM	0	0
4:30 PM	0	2
4:45 PM	0	1
5:00 PM	0	0
5:15 PM	1	0
5:30 PM	0	1
5:45 PM	0	0
6:00 PM	1	1
6:15 PM	0	0
6:30 PM	0	1
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	1
7:45 PM	0	0
	2	8

Study Name F-US Hwy 98 & Melvin St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Pedestrians

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	3	5
4:15 PM	1	1
4:30 PM	0	1
4:45 PM	0	3
5:00 PM	4	5
5:15 PM	0	1
5:30 PM	5	0
5:45 PM	1	0
6:00 PM	2	0
6:15 PM	0	6
6:30 PM	0	0
6:45 PM	0	2
7:00 PM	0	1
7:15 PM	1	0
7:30 PM	1	0
7:45 PM	5	3
	23	28

Study Name F-US Hwy 98 & Melvin St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Bicycles

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	1	0
4:15 PM	0	0
4:30 PM	0	1
4:45 PM	0	1
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	2	0
	3	2

Study Name G-US Hwy 98 & E of Palm St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Pedestrians

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	0	4
4:15 PM	0	0
4:30 PM	1	5
4:45 PM	0	0
5:00 PM	0	6
5:15 PM	0	8
5:30 PM	1	0
5:45 PM	1	0
6:00 PM	0	0
6:15 PM	6	0
6:30 PM	0	2
6:45 PM	0	0
7:00 PM	0	1
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
	9	26

Study Name G-US Hwy 98 & E of Palm St
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Bicycles

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	0	0
4:15 PM	0	0
4:30 PM	2	0
4:45 PM	0	0
5:00 PM	0	1
5:15 PM	1	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	2
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	0	0
7:30 PM	0	0
7:45 PM	0	0
	3	3

Study Name H-US Hwy 98 & W of Gulf Terrace Dr
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Pedestrians

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	3	0
4:15 PM	0	0
4:30 PM	1	2
4:45 PM	1	3
5:00 PM	9	3
5:15 PM	0	0
5:30 PM	1	5
5:45 PM	0	0
6:00 PM	6	4
6:15 PM	2	2
6:30 PM	3	6
6:45 PM	1	0
7:00 PM	6	0
7:15 PM	0	0
7:30 PM	3	6
7:45 PM	21	0
	57	31

Study Name H-US Hwy 98 & W of Gulf Terrace Dr
Start Date 07/24/2018
Start Time 4:00 PM
Site Code Bicycles

Channel Direction	Pathway 1	Pathway 1
	Northbound	Southbound
4:00 PM	1	0
4:15 PM	0	0
4:30 PM	0	0
4:45 PM	0	3
5:00 PM	0	1
5:15 PM	0	0
5:30 PM	1	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	1	0
6:45 PM	0	0
7:00 PM	1	4
7:15 PM	4	1
7:30 PM	1	0
7:45 PM	0	1
	9	10

City of Destin

2018 ANNUAL TRANSPORTATION CONCURRENCY ANALYSIS



July 2019

prepared for: City of Destin, FL

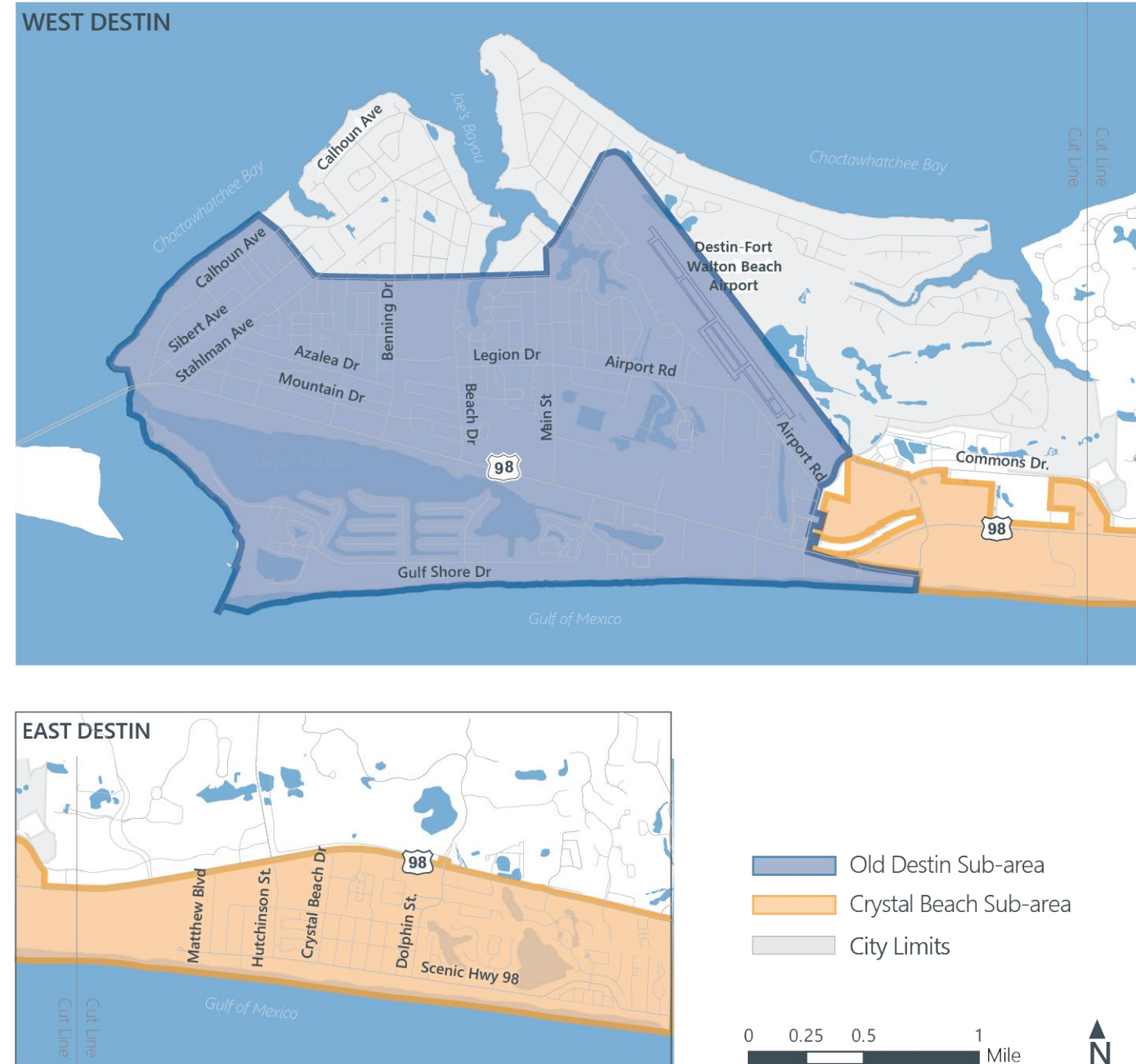


prepared by: **3TP VENTURES**
Think ► Plan ► Do

Introduction

The Comprehensive Plan establishes the Multimodal Transportation District (MMTD) to replace the traditional concurrency requirements governing available road capacity and automobile trip making with a system that assesses concurrency based on pedestrian-oriented site design and multimodal infrastructure development.

MULTIMODAL TRANSPORTATION DISTRICT



Introduction

Road capacity projects and multimodal improvements required to accommodate the development allowed for in the future land use map are outlined in the transportation element of the comprehensive plan and funded through the multimodal impact fee.



The Concurrency Analysis and Policy

The Annual Transportation Concurrency Analysis (ATCA) and Biennial Report are monitoring tools designed to:

- Document existing conditions for development review
- Monitor the MMTD
- Help prioritize transportation projects as part of the annual capital improvement program (CIP) assessment

	Collect Traffic Counts.
Policy 2-1.2.5:	Monitor Multimodal Transportation District.
Policy 2-1.3.21:	
Policy 2-1.3.22:	Use Multimodal Transportation District Performance Measures.
Policy 2-1.3.23:	Document Existing Conditions.
Policy 2-1.3.24:	Compare Current Traffic Volumes with Baseline Conditions.
Policy 2-1.5.7:	
Policy 2-1.7.1:	Implement a Unified Transportation Concurrency Management System.
	Analyze Hurricane Evacuation Clearance Time.



Deliverables

- Collect traffic counts
- Report trends and conditions
- Revise transportation model
- Update development committed trips tracking database



Traffic Counts

Data collection period target 2nd week in July

Counts not taken on Highway 98 due to construction activity

3 turning movement counts

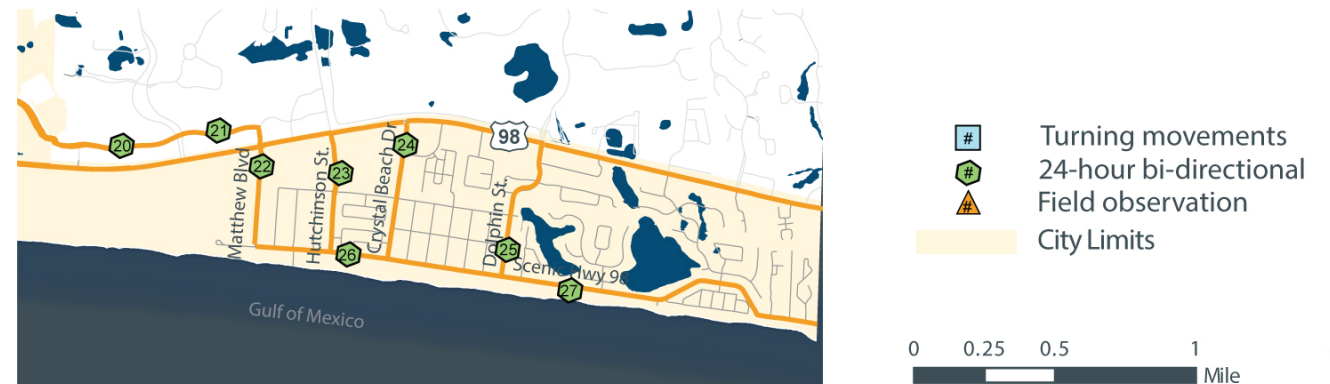
27 mid-block counts

5 pedestrian counts

COUNT LOCATIONS: WEST DESTIN



COUNT LOCATIONS: EAST DESTIN



Trends

Increasing volumes in Old Destin and Crystal Beach

Decreasing volumes in town center/main street area

Highway 98 construction impacting movements east of Airport Road

TRAFFIC VOLUME CHANGES 2014-2018

WEST DESTIN



EAST DESTIN



- Decreased Volume
- Increased Volume
- City Limits

0 0.25 0.5 1 Mile



Capacity in the MMTD

Monitoring Maximum Service Volume (MSV)

- US 98 - LOS E
- Collectors – LOS D

In prior years, the MSV for US Highway 98 was determined by Synchro using the Highway Capacity Manual (HCM) signalized intersection

This year MSV for Highway 98 based on 2018 FDOT Quality/Level of Service Handbook Tables

CMS SEGMENTS IN THE MMTD



Capacity in the MMTD

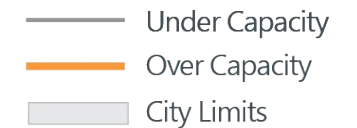
- Commons Drive, including all segments between Airport Road and Matthew Boulevard, is operating at a failing level of service based

CAPACITY IN THE MMTD

WEST DESTIN



EAST DESTIN



MMTD Monitoring

Comp Plan Policy 2-1.3.25 establishes the monitoring threshold for the MMTD.

Roadway link	2005 AADT plus committed trips	Baseline: 2005 + 15%	2018 AADT plus committed trips	Available AADT capacity	Percent change from 2005
US HIGHWAY 98 SEGMENT A					
Marler Bridge to Stahlman Ave	50,699	58,304	44,579	13,725	-12%
Stahlman Ave to Benning Dr	51,845	59,621	46,684	12,937	-10%
Benning Dr to Beach Dr	56,236	64,672	49,942	14,730	-11%
Beach Dr to Main St	57,439	66,055	50,916	15,139	-11%
Main St to Gulf Shore Dr	59,704	68,660	55,982	12,678	-6%
US HIGHWAY 98 SEGMENT B					
Gulf Shore Dr to Airport Rd	62,444	71,958	54,724	17,234	-12%
Airport Rd to Scenic Hwy 98	65,347	75,294	49,781	25,513	-24%
US HIGHWAY 98 SEGMENT C					
Scenic Hwy 98 to Henderson Bch Rd	62,437	71,827	67,435	4,392	8%
Henderson Beach Blvd to Triumph Dr	64,687	74,390	64,462	9,927	0%
Triumph Dr to Matthew Blvd	64,675	74,377	67,176	7,201	4%
Matthew Blvd to Danny Wuerffel Way	65,808	75,679	69,083	6,596	5%
Danny Wuerffel Way to Crystal Bch Dr	66,859	76,983	73,551	3,433	10%
Crystal Beach Dr to Regatta Bay Blvd	66,859	76,983	61,523	15,461	-8%
Regatta Bay Blvd to Tequesta Dr	66,859	76,983	58,986	17,998	-12%
Tequesta Dr to Walton County Line	66,859	76,983	55,156	21,828	-18%

Model

- Updated
 - Roadway geometry changes
 - Traffic count data
 - Signal timings
- Transportation model to serve as basis for planning including development review and CIP prioritization

CMS SEGMENTS IN THE MMTD



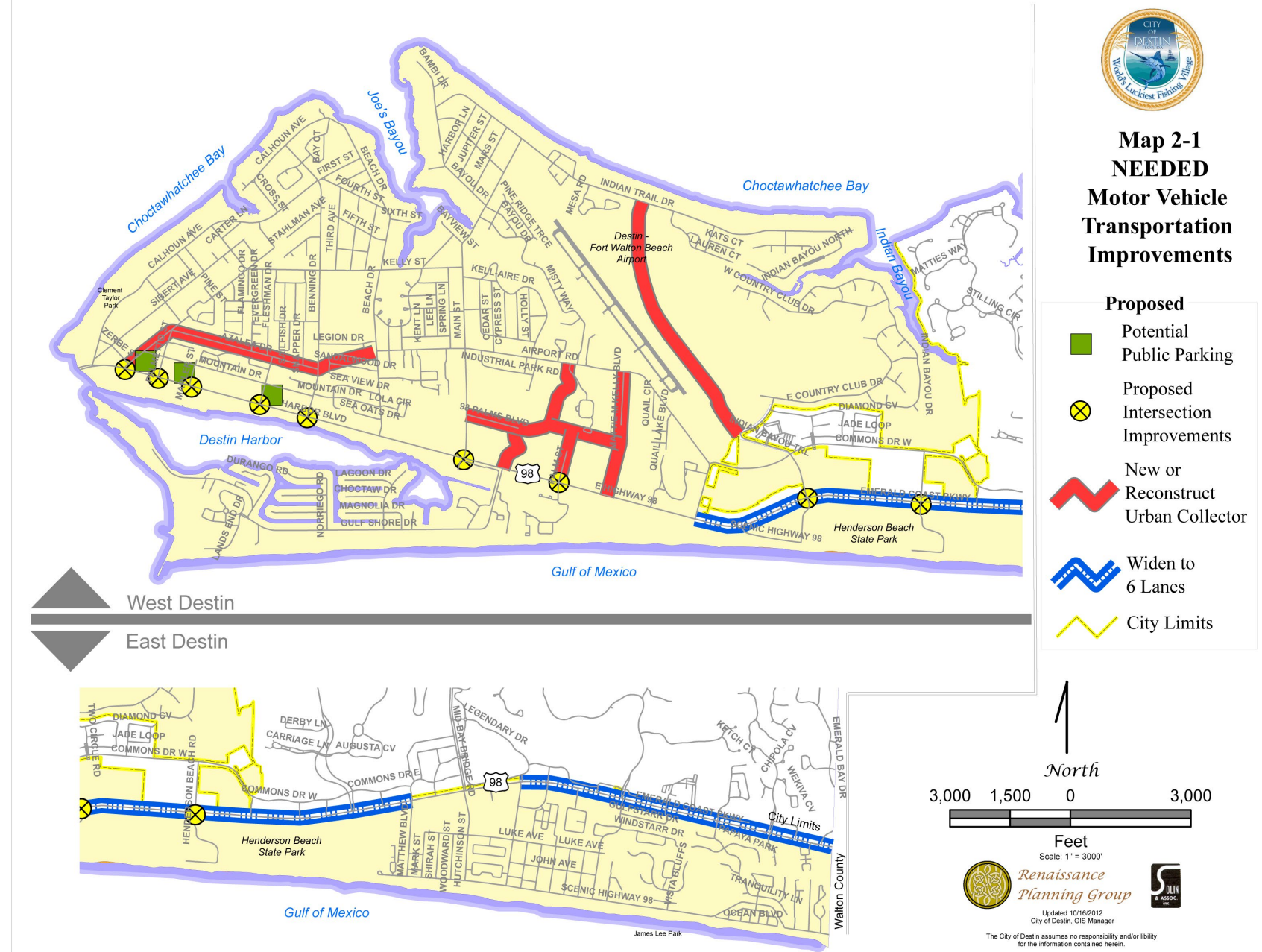
Next steps: Change monitoring procedures?

- Policy 2-1.3.27: Refine or Revise Methodology. The City may elect to refine or revise this methodology based on experience gleaned through implementation of these procedures.
 - Data collection
 - Time of year
 - Length of counts
 - Locations
 - Monitoring thresholds
 - Level of service
 - Methodology
 - Concurrency determination



Next steps: Change policies

- Model the future transportation network (Comp Plan Map 2-1) with future growth from FLUM designations.
- Revise FLUM and /or future roadway network to balance growth with capacity as part of the evaluation and appraisal process
- Update impact fee to mitigate new development



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney

FROM: Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: Request for Direction from City Council Regarding Preparation of an Ordinance Regulating Outdoor Dining/Parking

I. BACKGROUND: Please see attached staff report prepared by the Community Development Director, which staff report requests Council direction on preparation of an ordinance regulating outdoor dining and parking.

II. DISCUSSION:

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION:

IV. RECOMMENDED MOTION:

Attachments:

1. 19-14-LC_Outdoor Dining Parking
Discussion Agenda Item for 08192019
PD



COMMUNITY DEVELOPMENT DEPARTMENT

AGENDA ITEM

CITY COUNCIL MEETING DATE: August 19, 2019**TYPE OF AGENDA ITEM:** Agenda Item

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director**CC:** Kimberly Romano Kopp, City Land Use Attorney**DATE:** August 9, 2019**SUBJECT:** Ordinance 19-14-LC Establishment of Outdoor Dining Area Parking Standards

BACKGROUND: The City's Land Development Code does not have parking standards for outdoor dining areas that extend beyond the indoor seating areas of restaurants and drinking establishments. Parking requirements for restaurants and drinking establishments are incorporated in Article 8.06.04., of the City's Land Development Code. However, the Land Development Code does not include parking standards for exterior seating areas. The lack of parking standards for outdoor seating areas has contributed to parking deficiencies at restaurants and drinking establishments throughout the City, especially in the Harbor area.

DEFINITION: In addition to a lack of parking requirements, there is no definition for outdoor dining/seating areas in the Land Development Code. The following is a proposed definition to be included in the Land Development Code:

The extension of an existing use of a restaurant or drinking establishment to an adjacent, outside area. Outdoor dining/seating areas may be covered or uncovered patios or balconies, or other ground surfaces on the site not included in the gross floor area.

PURPOSE: To address the need for outdoor dining parking standards, the City Council directed staff to establish parking regulations for establishments which propose outdoor dining areas. The intent of establishing parking requirements for outdoor dining and drinking establishments is to ensure that applications for new outdoor dining areas include the necessary parking spaces for customers. Additionally, the proposed ordinance for outdoor seating areas shall not restrict public access to or create hazards in any public right of way.

APPLICABILITY: Any outdoor dining areas expanded or created after the date of adoption of this ordinance are required to provide parking per the following proposed parking standard options:

Option 1: Outdoor dining parking ratio may be determined by the type of dining establishment (This varies from 1 per 75 sq. ft., to 1 per 150 sq. ft.). (These parking standards are already adopted in Table 8-6: Number of Vehicle and Bicycle Parking Spaces Required., of the Land Development Code.)

Benefits of Option 1:

- Creates consistency for applicants by applying the same parking standards to the permanent structure and the outdoor dining areas on a site.
- Utilizes parking standards already established in the Land Development Code.

Option 2: Establishes a new minimum parking requirement of 1 parking space for every 200 square feet of outdoor dining space. (Outdoor dining areas less than 200 square feet are not required to provide parking spaces.)

Benefits of Option 2:

- Creates one simple standard for all outdoor dining areas based on square footage (200 square feet).
- Provides a citywide standard that will provide uniform implementation during development review, as all outdoor dining areas will be required to meet the same standard, regardless of the specific type of establishment.

GENERAL OUTDOOR DINING PARKING REQUIREMENTS: Regardless of the selected option, parking standards for outdoor seating areas for drinking establishments and food service places and restaurants must meet certain dimensional requirements. Additionally, parking standards for outdoor dining should include locational criteria to ensure the health, safety, and welfare of patrons. Thus, the Land Development Code must be revised to include the following requirements:

1. Outdoor seating areas shall be measured from the structure to the furthest point of the outdoor seating area, and around the perimeter of any table or seating.
2. For outdoor seating areas fronting U.S. Highway 98, outdoor seating areas must provide the following:
 - a. Outdoor seating areas must be a minimum of 10 feet from the right of way
 - b. Fence/barrier between 2 to 4 feet in height.
3. Prohibited outdoor seating areas include (but are not limited to) the following:
 - a. Accessways or driveways
 - b. Pedestrian pathways (sidewalks and interior pathways)
 - c. Obstructing customer circulation paths

- d. Required parking spaces

RECOMMENDATION: Direct staff to prepare Ordinance which incorporates **Option 2**, to establish minimum parking standards for outdoor dining areas to be added to Article 8.06.00., of the City's Land Development Code.

8.06.00. - Vehicle and bicycle parking standards.

8.06.10. *Number of vehicle and bicycle parking spaces required.*

- A. *Non-MMTD parking standards.* For those lots or parcels located outside of the Multimodal Transportation District (MMTD), the number of vehicle parking spaces required shall be equal to at least the minimum requirements for the specific use or uses, which may have multiple applications to a particular parcel, as set forth in Table 8-6: Number of vehicle and bicycle parking spaces required. It is important to note that bicycle parking spaces are not required for those developments located outside of the boundaries of the MMTD as indicated on Map 8-4: Multimodal Transportation District Map.
- B. *MMTD parking standards.* Within the Old Destin MMTD sub-area, the number of vehicle parking spaces provided on-site shall not exceed the maximums and shall not be less than 80 percent of the minimums indicated in Table 8-6: Number of vehicle and bicycle parking spaces required, for the specific use or uses. Outside of the Old Destin MMTD sub-area the number of vehicle parking spaces required shall be equal to at least the minimum requirements as listed in Table 8-6 for the specific use or uses, which may have multiple applications to a particular parcel. Within both the Old Destin and Crystal Beach MMTD sub-areas, bicycle parking spaces are required. The number of required bicycle parking spaces shall be equal to at least the minimum requirements indicated in Table 8-6 for the specific use or uses.

Sector 72 Accommodation and Food Services		
721 Accommodation		
721110 Hotels and motels	1 space for first sleeping room and 0.50 space for each additional sleeping room in a unit, plus 1 space per 20 units (for support staff), plus if there are accessory uses provided therein, additional parking shall be provided for those accessory uses at the rate of the requirements for such uses provided in other subsections.	5%
721191 Bed-and-breakfast inns	1 space for every room for rent	5%
721199 Other traveler accommodation, C.T.L.A.	1 space for every sleeping room in a unit, plus 1 space per 20 units (for support staff), plus if there are accessory uses provided therein, additional parking shall be provided for those accessory uses at the rate of the requirements for such uses provided in other subsections.	5%
7212 RV parks and recreational camps	1 space for every lot or campsite	0%
7213 Rooming and boarding houses	1 space for every room for rent, plus 2 spaces	5%
722110 Full-service restaurants (quality or high turnover sit-down)	1 space for every 100 square feet of gross floor area	10%
722211 Limited-service restaurants (delivery/carry-out/drive-in)	1 space for every 150 square feet of gross floor area	5%
722211 Limited-service restaurants (fast-food)	1 space for every 75 square feet of gross floor area	10%
7224 Drinking places, alcoholic beverages (cocktail lounges)	1 space for every 75 (85) square feet of gross floor area	5%
<u>722 Outdoor Dining Spaces</u>	<u>Parking ratio is determined by the type of dining establishment</u>	

8.06.11. *Computation of required number of vehicle and bicycle parking space.*

- A. *Number of vehicle parking spaces.* When determination of the number of vehicle parking spaces required by this Code results in a fractional space, the fraction of one-half or less may be disregarded, and a fraction in excess of one-half shall be counted as one parking space.
- B. *Places of public assembly.*
1. *Benches and pews.* In stadiums, sports arenas, churches and other places of assembly in which those in attendance occupy benches, pews or other similar seating facilities, each 20 inches of the seating facilities shall be counted as one seat.
 2. *Fixed seats and assembly seats.* In cases where a place of assembly has both fixed and open assembly area, requirements shall be computed separately for each type and added together.
- C. *Number of bicycle parking spaces.* Minimum requirements for bicycle parking are calculated as a percentage of the number of spaces required for vehicle parking for each land use indicated in Table 8-6: Number of vehicle and bicycle parking spaces required. When determination of the number of bicycle parking spaces required by this code results in a fractional space, the fraction of one-half or less may be disregarded, and a fraction in excess of one-half shall be counted as one bicycle parking space. In all cases where bicycle parking is required, no fewer than two spaces shall be required.

D. Outdoor seating areas for drinking establishments and food service places and restaurants:

1. Outdoor seating areas shall be treated as an extension of the indoor space, and have the same parking ratio requirement as the indoor structure's use classification.

2. Outdoor seating areas shall be measured from the structure to the furthest point of the outdoor seating area, and around the perimeter of any tables or seating.

3. Prohibited Outdoor seating areas include (but not limited to) the following:

A. Accessways or driveways

B. Pedestrian pathways (Sidewalks and interior pathways)

C. Obstructing customer circulation paths

D. Required parking spaces

4. These parking standards apply to all outdoor dining areas permitted after the date of adoption.

5. Parking standards for outdoor dining areas are not held to the same standards established in the MMTD.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: Request for Direction from City Council on Change of Use Ordinance and Invocation of Pending Ordinance Doctrine

I. BACKGROUND: Please see attached staff report, prepared by the Community Development Director. Staff is requesting direction from the City Council to draft an Ordinance regulating changes of use within the City. Further, the City Land Use Attorney is requesting that the City Council invoke the Pending Ordinance Doctrine.

II. DISCUSSION:

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION: Staff and the City Land Use Attorney desire that the Mayor, with City Council consensus, announce the invocation of the Pending Ordinance doctrine, in recognition that staff and the City Land Use Attorney are currently drafting an ordinance amending the Land Development Code to address changes of use within the City, as described in the attached staff report.

IV. RECOMMENDED MOTION:

I move to direct staff to prepare Ordinance 19-16-LC to add a new section to the Land Development Code establishing a change of use regulatory process in accordance with the above staff report. Further, pursuant to *Smith v. City of Clearwater*, 383 So. 2d 681 (Fla. 2d DCA 1980) a “zoning in progress” is hereby announced as to the above referenced Land Development Code (“Code”) amendments regulating changes of use within the City, thereby invoking the Pending Ordinance Doctrine. Consideration of all applications for development approval, including any application for development order, development order amendment, building permit, or zoning approval, which is received by the City after the

date hereof, and which may be affected by the above referenced Code amendments, shall be compliant with such Code amendments.

Attachments:

1. 19-16-LC_Change of Use Discussion
Agenda Item



COMMUNITY DEVELOPMENT DEPARTMENT

AGENDA ITEM

CITY COUNCIL MEETING DATE: August 19, 2019**TYPE OF AGENDA ITEM:** Agenda Item

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director**CC:** Kimberly Romano Kopp, City Land Use Attorney**DATE:** August 9, 2019**SUBJECT:** Ordinance 19-16-LC: Establishment of a Change of Use Program

BACKGROUND: Given the size of our City, “new” development is going to be primarily generated through redevelopment opportunities. Additionally, existing developments are required to be consistent with any existing development orders. To that end, there is a need for a citywide “Change of Use” development review process that will address any use of a building or land that changes, or proposes to change the nature or intensity of its current use. Within the City of Destin, the current planning review process in place for a change of use proposal is through the submittal of a Business Tax Receipt application or through submittal of a Development Order amendment or exemption application (Article 2.05.02, Land Development Code). Both the Development Order Exemption and The Business Tax Receipt (BTR) (note that BTRs are considered non-regulatory), are limited in scope and therefore staff is not able to review such applications for complete compliance with land use regulations.

A Change of Use review process for the City would address all allowable uses, where changes in use are occurring, and afford staff the opportunity to ensure that all land use regulations are adhered to, as well as, considering potential impacts related to access, fire protection, lighting, noise, parking, signage, traffic, traffic safety, and vehicular access. Furthermore, a Change of Use Process is needed to limit the number of potential nonconformities that could arise as a result of redevelopment efforts.

DEFINITION: In addition to the need to adopt a clear review process for changes of use, there is a need to define “change of use” in the Land Development Code. The following is a proposed definition to be included in the Land Development Code:

Change of Use is defined as a change in the purpose or level of activity within a building or on a parcel of land that results in a change in application of the requirements of the Land Development Code.

DISCUSSION: Currently, Article 2 of the Land Development Code, which provides requirements for City development review processes, does not address changes of use for a parcel where the nature and intensity of a use is changed or intensified on a site. In other words, there is no clear process to review a building or parcel of land that has one use, but over time adds other uses and/or intensifies the impact of the uses on parcel/building that have the potential to be, inconsistent with land use regulations and negatively impact surrounding properties.

Policies 1-1.1.5 and 1-1.1.6 of the Comprehensive Plan require all development and redevelopment to provide on-site and off-site infrastructure improvements necessary to accommodate impacts generated by the subject development, as well as, require a site plan review process necessary to enforce the policies of the Comprehensive Plan and Land Development Code. Further, the City’s Land Development Code includes special design criteria in Article 7.09.01., to establish standards and regulations to promote and protect the desired character of the City.

APPLICABILITY: A Change of Use Permit may be required for the following types of changes (which may include permanent, seasonal and temporary uses):

1. **Properties and/or structures (including portions of a property or structure) that request a different land use than what the existing or previous use is or was.** (Examples may include, professional or technical services or retail uses moving into where a warehouse use was in use previously.)
2. **Properties and/or structures where the intensity of a use is increased** and results in additional required parking, structure or site modifications, etc. (Examples include, a restaurant use that relocates to a retail location within a shopping center.)
3. **The addition of a use to a site with a number of different uses currently in operation,** resulting in multiple uses on one site. (Examples may include a commercial building with multiple suites that may include commercial, retail, or restaurant uses.)
4. **Home occupations.** (Examples may include home offices for businesses or realtors, or computer software consultants that provide technical assistance to customers.)
5. **Off-site businesses.** (Examples may include appliance repair or construction services where there may be an established home office, but business or construction occurs off site and not on the premises.)

CHANGE OF USE APPLICATION REQUIREMENTS:

1. Complete application to include the following (at a minimum):
 - a. Identification of the type of change of use (i.e., properties and structures requesting a different land use; increases in density/intensity; addition of a use to a site with a

different use current in operation resulting in multiple uses on one site; home occupations; and off-site businesses

- b. Applicant Information
 - c. Owner Information
 - d. Subject Property Address & Parcel ID
 - e. Detailed description of proposed change of use
 - f. Current and/or Previous use of property
 - g. Duration of Change of Use (permanent, seasonal or temporary)
- 2. Owner Authorization
 - 3. Proof of Ownership
 - 4. Shared Parking Agreement (if applicable)
 - 5. List of all uses on the property, as well as the gross floor area of each use
 - 6. Floor Plan (if applicable)
 - 7. Site Plan**, drawn to scale to include:
 - a. Property lines
 - b. All existing structures
 - c. Parking Space Layout

**A more detailed site plan may be requested by Staff, depending on the scope of the change of use.

RECOMMENDATION: Direct staff to prepare Ordinance 19-16-LC to add a new section to the Land Development Code establishing a change of use regulatory process. Article 2.23., Land Development Code, is a section of the Land Development Code that follows the City's Building Permit Application and Development Order Application review requirements. As such, Article 2.23, is the proper location to include a new section in the Land Development Code dedicated to establishing a change of use program.

MOTION: I move to direct staff to prepare Ordinance 19-16-LC to add a new section to the Land Development Code establishing a change of use regulatory process in accordance with the above staff report. Further, Pursuant to *Smith v. City of Clearwater*, 383 So. 2d 681 (Fla. 2d DCA 1980) a "zoning in progress" is hereby announced as to the above referenced Land Development Code ("Code") amendments, thereby invoking the Pending Ordinance Doctrine. Consideration of all applications for development approval, including any application for development order, development order amendment, building permit, or zoning approval, which is received by the City after the date hereof, and which may be affected by the above referenced Code amendments, shall be compliant with such Code amendments.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney

FROM: Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: Request for Direction from City Council Regarding Consolidation of ROI zoning districts and Zoning/FLUM Changes to Areas 4 & 5

I. BACKGROUND: Please see attached staff report, prepared by the Community Development Director, requesting direction from the City Council regarding (1) preparation of a zoning map amendment to rezone areas commonly referred to at prior public meetings as Areas 4 and 5 to ROI-GD (see maps within attachment) and (2) amend the LDC to consolidate ROI-VR and ROI-GD and (3) amend the FLUM and zoning maps to change all parcels zoned or designated ROI -VR to ROI-GD.

The above would require multiple ordinances.

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:
- B. Effect on Budget (EOB):
- C. Level of Service (LOS):

III. CONCLUSION:

IV. RECOMMENDED MOTION:

I move to direct Staff to prepare a Zoning Map Amendment to rezone Areas 4 & 5 to ROI-GD, amend the Land Development Code to consolidate ROI-VR and ROI-GD, and Amend the Future Land Use Map and Zoning Map to change all parcels zoned ROI-VR to ROI-GD.

Attachments:

1. FLUM-ZONING MAP 4-5 ROI
Changes

**COMMUNITY DEVELOPMENT DEPARTMENT****AGENDA ITEM****CITY COUNCIL MEETING DATE:** August 19, 2019**TYPE OF AGENDA ITEM:** Staff Report and Recommendation

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Community Development Director**CC:** Kimberly Romano Kopp, City Land Use Attorney**DATE:** August 9, 2019**SUBJECT:** FLUM and Zoning Map Alignment: Areas 4 & 5

BACKGROUND:

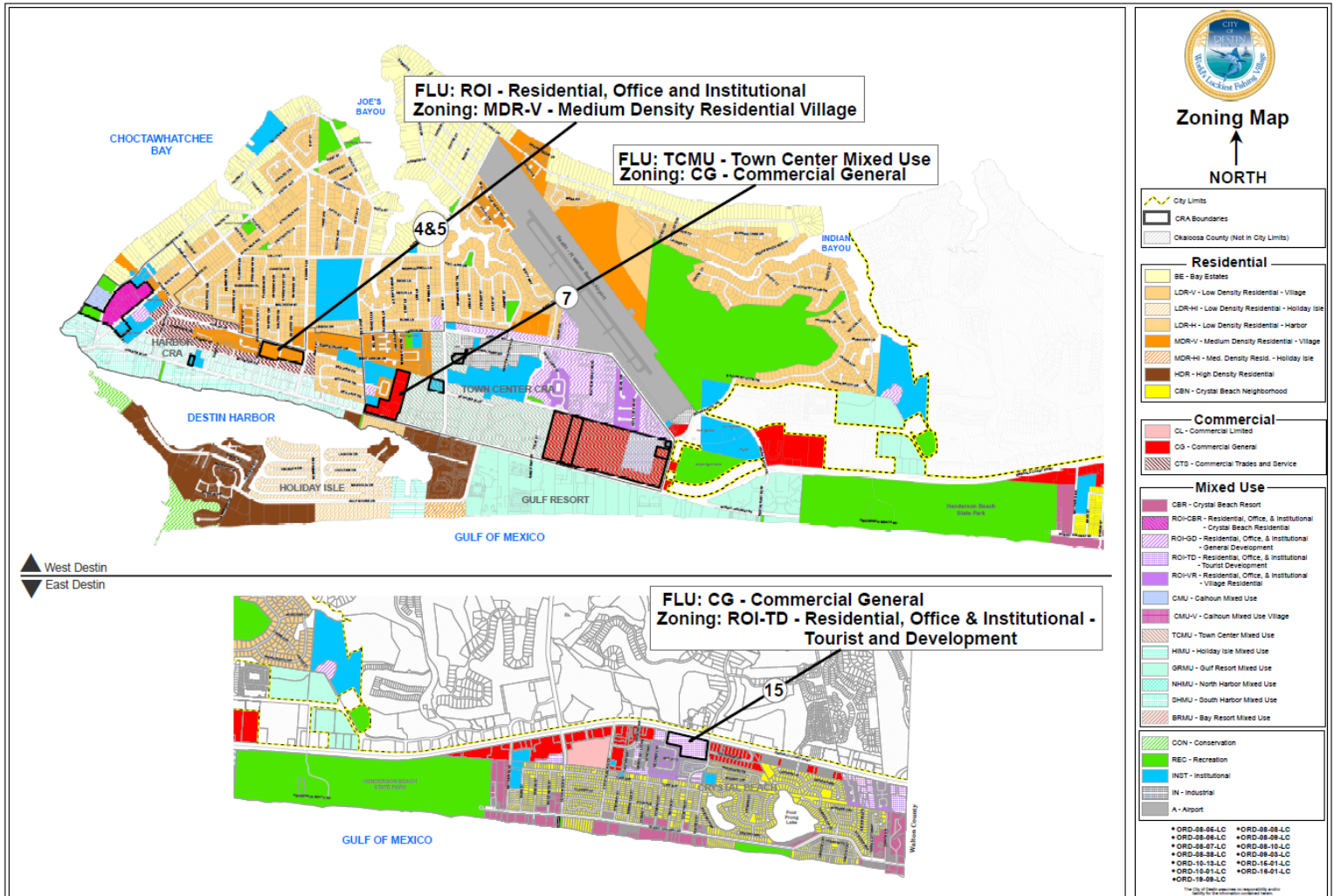
The City has recently (March 2016) approved changes to the Future Land Use Map of the City's Comprehensive Plan. However, the Zoning Map of the City's Land Development Code was not updated to reflect these changes, as required by Florida Statutes. Additionally, there are two properties in the City which received development orders, while having an incompatible zoning district.

The City Council has directed the Community Development Staff to address the existing discrepancies between the Zoning Map and the Future Land Use Map for the City of Destin, as outlined in Comprehensive Plan Objective 1-2.1. These discrepancies are grouped into 15 primary areas, covering 484 parcels of land.

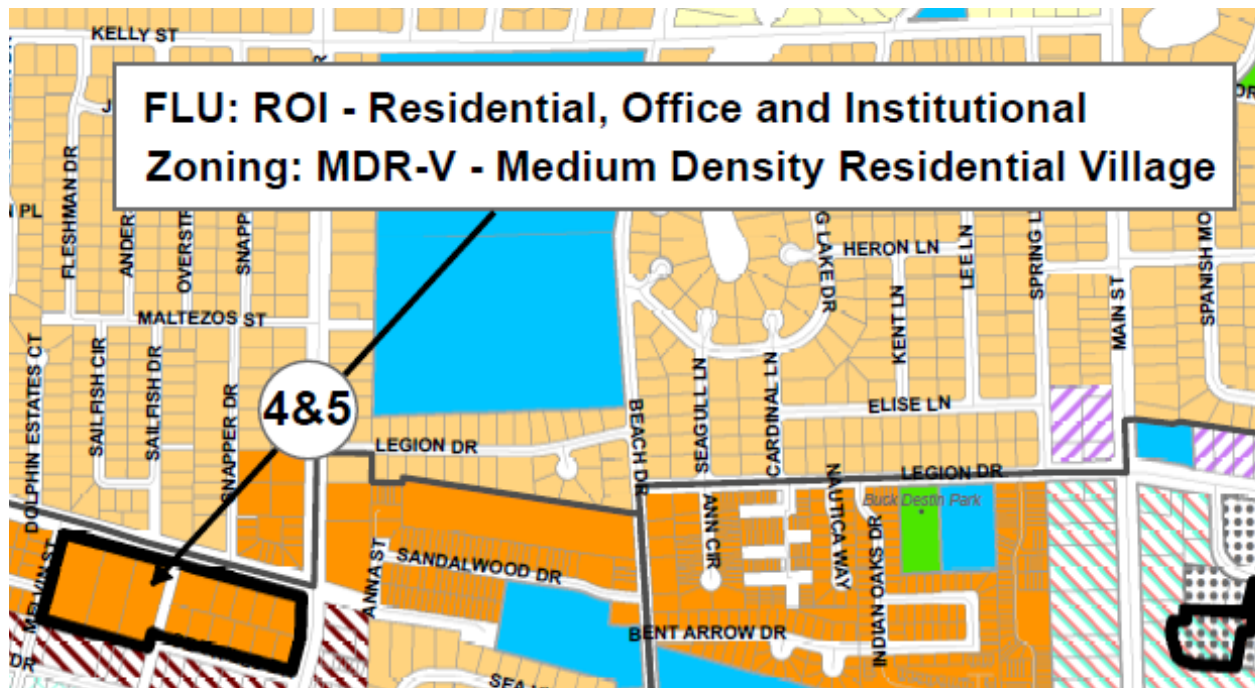
The following timeline outlines the City's effort towards the alignment of the Zoning Map and Future Land Use Map:

- **February 26, 2019:** City Council Workshop was held to discuss the alignment of the Zoning Map and Future Land Use Map. Staff identified 16 areas of discrepancy.
- **March 4, 2019:** City Council directed Staff to rezone all areas to be consistent with the Comprehensive Plan, except areas 7 & 15.
- **April 18, 2019:** Staff proposed the FLUM and Zoning Map Alignment to the Local Planning Agency (LPA)
- **May 16, 2019:** LPA made the recommendation to City Council to approve the proposed alignment (without areas 7 & 15)

- **June 3, 2019:** City Council removed areas 4 & 5 from the proposed alignment for further consideration
- **June 17, 2019:** First Reading and Approval of Ordinance 19-09-LC (Zoning Map Amendment), with areas 4, 5, 7, & 15 removed
- **July 1, 2019:** Second Reading and Approval of Ordinance 19-09-LC with areas 4, 5, 7, & 15 removed
- **July 10, 2019:** City Council held Workshop to discuss the appropriate Future Land Use and Zoning Map designations of areas 4, 5, 7 & 15



Currently, Areas 4 & 5 are not consistent with the Future Land Use Map. In order to remedy this discrepancy, the appropriate zoning district should be selected for these parcels.

DISCUSSION:

Area	Future Land Use	Current Zoning	
4	ROI	MDR-V	*Must provide specific ROI designation
5	ROI	MDR-V	*Must provide specific ROI designation

Comparison of Existing Conditions to FLUM Residential, Office & Institutional (ROI) Classification Intent:

- Areas 4 and 5 are located in a transitional area directly between Low Density Residential and Commercial Trades and Services
- Located at the corner of two thoroughfares: Benning Drive and Azalea Drive
- Additional landscaping and creative urban design shall be required of any future developments to ensure a smooth transition

Currently, there are four ROI zoning districts which are derived from the ROI Future Land Use that could be applied to areas 4 and 5:

1. General Development (ROI-GD)
2. Village Residential (ROI-VR)
3. Tourist Development (ROI-TD)
4. Crystal Beach Residential (ROI-CBR)

The two zoning districts that are most compatible with this location are ROI-GD, and ROI-VR which are primarily focused around long-term residential uses. ROI-VR is specifically designed to conserve long-term residential uses and does not allow any non-residential uses. ROI-GD accommodates permanent residential uses, as well as supportive uses to the neighborhoods, such as offices and institutional uses.

Staff is proposing the consolidation of ROI-GD and ROI-VR, in which the ROI-VR zoning district would be eliminated, and all non-residential uses in the ROI-GD classification would become conditional, instead of permitted. These conditional uses would be reviewed by the LPA and approved or denied by City Council. The following outlines additional justifications for this change:

1. **Supportive Uses for Neighborhoods** – The ROI-GD zoning district allows supportive uses including institutional and office uses in addition to permanent residential uses. These are utilized to support the needs of existing residential developments. Examples of such uses could be doctors' offices, daycares, drycleaners, etc.
2. **Traffic Reduction** – By introducing supportive uses to residential areas, the need to travel to heavier commercial areas located on Collector or Arterial roadways is reduced. Residents in those areas can utilize the services provided locally, and trips onto Highway 98 and similar roadways becomes unnecessary.
3. **Too Many Zoning Districts** – Currently, the City of Destin has 29 zoning districts, many of which have very similar functions. The consolidation of the ROI zoning districts which both have a focus of preserving the long-term residential character of those areas is the first step to cleaning up the multitude of zoning districts, without sacrificing any development rights of the citizens of Destin.
4. **Conditional Use Process** – In order to preserve the residential integrity of the ROI zoning district, any office or institutional use will be required to go through the conditional use process to ensure compatibility with existing neighborhoods. Under this review conditions could be placed on the site design, hours of operation, etc.
5. **No Nonconformities Created** – By consolidating these two zoning districts, there are no nonconforming uses which are created as a result of this change. Those areas that were previously zoned ROI-VR are now granted additional uses (if conditionally approved), and no uses which are currently allowed in ROI-GD are removed.

STAFF RECOMMENDATION:

Staff recommends that areas 4 & 5 be rezoned to match the Future Land Use, ROI. Regarding the specific ROI Zoning District, Staff recommends the following actions:

1. Amend the Land Development Code to consolidate ROI-VR and ROI-GD zoning districts,
2. Amend the Zoning Map and Future Land Use Map to change all parcels zoned ROI-VR to ROI-GD.
3. Amend the Zoning Map to change areas 4 & 5 to ROI-GD to be consistent with the Future Land Use Map.

COMPREHENSIVE PLAN CONSISTENCY: The proposed Zoning Map and Land Development Code recommendations implement the following Comprehensive Plan policies: Future Land Use Element Objective 1-3.6: Prevent Inconsistent Land Use.; Future Land Use Element Policy 1-3.6.1: Managing Future Land Use; and Future Land Use Element Policy 1-3.6.4: Identification of Land Use and Zoning Inconsistencies.

MOTIONS:

I move to direct Staff to prepare a Zoning Map Amendment to rezone Areas 4 & 5 to ROI-GD, amend the Land Development Code to consolidate ROI-VR and ROI-GD, and Amend the Future Land Use Map and Zoning Map to change all parcels zoned ROI-VR to ROI-GD.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU: Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney

FROM: Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: Request for Direction from City Council to Prepare an Ordinance Addressing Consistency of Zoning and Future Land Use Map - Area 7

I. BACKGROUND: Please see attached staff report, prepared by the Community Development Director. The staff report requests direction from the City Council regarding the zoning and future land use designation for the area commonly referred to as Area 7 at prior City Council meetings (see maps within attachment).

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:
- B. Effect on Budget (EOB):
- C. Level of Service (LOS):

III. CONCLUSION:

IV. RECOMMENDED MOTION:

I move to direct Staff to prepare Zoning Map and Future Land Use Map Amendments for the northernmost parcel of Area #7 (as explained in the staff report) to be changed to Institutional and prepare a Zoning Map Amendment for the remainder of Area #7 (as explained in the staff report) to be rezoned to TCMU.

Attachments:

1. FLUM-ZONING Area 7 Changes

**COMMUNITY DEVELOPMENT DEPARTMENT****AGENDA ITEM****CITY COUNCIL MEETING DATE:** August 19, 2019**TYPE OF AGENDA ITEM:** Staff Report and Recommendation

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Louis Zunguze, Community Development Director**CC:** Kimberly Romano Kopp, City Land Use Attorney**DATE:** August 9, 2019**SUBJECT:** FLUM and Zoning Map Alignment: Area 7

INTRODUCTION:

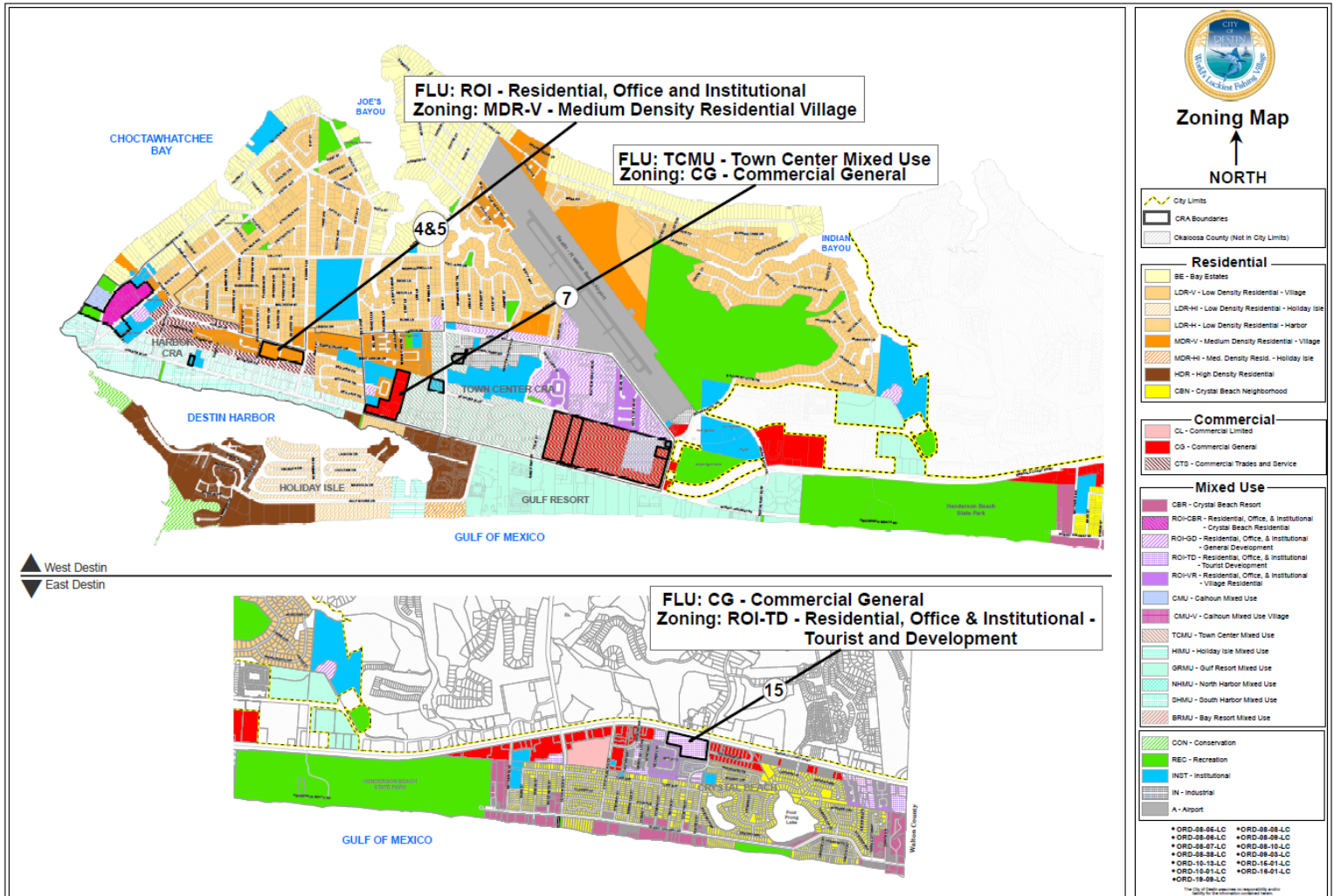
The City has recently (March 2016) approved changes to the Future Land Use Map of the City's Comprehensive Plan. However, the Zoning Map of the City's Land Development Code was not updated to reflect these changes, as required by Florida Statutes. Additionally, there are two properties in the City which received development orders, while having an incompatible zoning district.

The City Council has directed the Community Development Staff to address the existing discrepancies between the Zoning Map and the Future Land Use Map for the City of Destin, as outlined in Comprehensive Plan Objective 1-2.1. These discrepancies are grouped into 15 primary areas, covering 484 parcels of land.

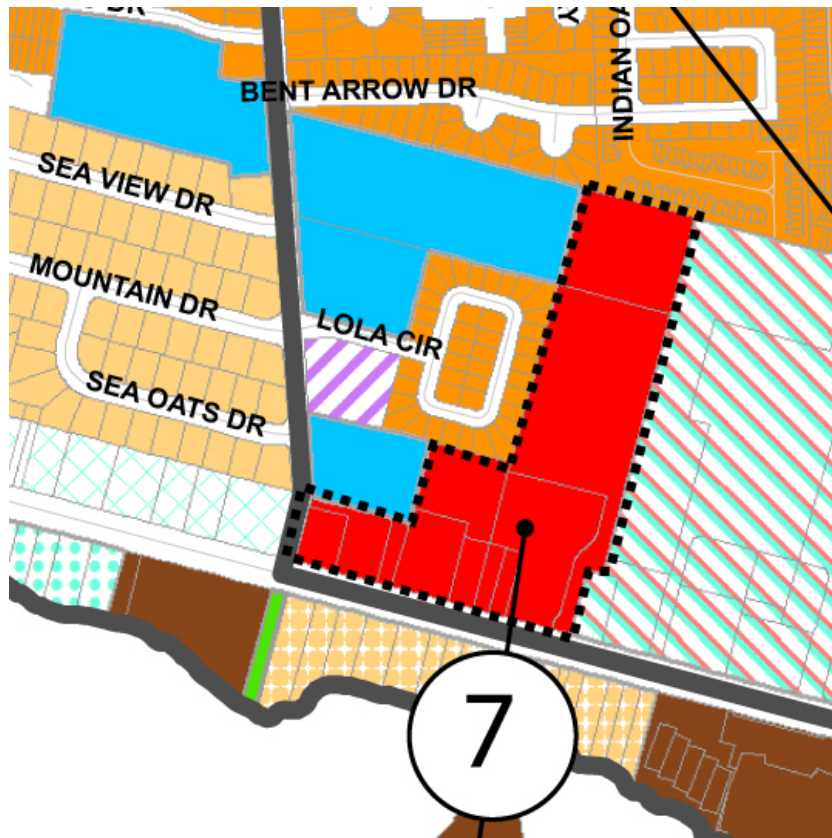
The following timeline outlines the City's effort towards the alignment of the Zoning Map and Future Land Use Map:

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- **July 1, 2019:** Second Reading and Approval of Ordinance 19-09-LC with areas 4, 5, 7, & 15 removed.
- **July 10, 2019:** City Council held a Workshop to discuss the appropriate future land use and Zoning Map designations of areas 4, 5, 7 & 15
- **July 24, 2019:** Community Development Director met with Destin United Methodist Church Administrator to discuss the property's zoning



The zoning of Area 7 is currently not consistent with the land use classification in the Future Land Use Map. The Destin United Methodist Church's property is currently split-zoned with the majority of the property zoned Institutional, and the east end of the parking lot zoned Commercial General.

DISCUSSION:

Area	Future Land Use	Current Zoning
7	TCMU	CG

Comparison of Existing Conditions to FLUM Town Center Mixed Use (TCMU) Classification Intent:

- Currently, all frontage on Harbor Blvd between Beach Drive and Airport Road is zoned TCMU, except for Area #7
- Area #7 is the only area in Destin located west of Airport Road which is zoned CG.
- Consideration should be given to (1) continue the Mixed-Use Concept for Harbor Boulevard to provide consistency, (2) remove the more intense zoning district (CG) and (3) provide a transition to the Medium Density areas located to the west.

The Destin United Methodist Church's property is currently split-zoned with the majority of the property zoned Institutional, and the east end of the parking lot zoned Commercial General. After meeting with the administrator of the Church, it was decided that the east end of the parking lot should be rezoned to match the remainder of the property. This will require an amendment to the Future Land Use Map and Zoning Map. The southern portion of Area 7 should be rezoned to Town Center Mixed Use, to be consistent with the FLUM.

STAFF RECOMMENDATIONS:

Staff recommends the following actions for Area #7:

1. Change the land use designation and zoning district of the northernmost parcel in Area #7 to Institutional,
2. Rezone the remainder of Area #7 to TCMU to be consistent with the Future Land Use Map.

COMPREHENSIVE PLAN CONSISTENCY: The proposed Zoning Map and Land Development Code recommendations implement the following Comprehensive Plan policies: Future Land Use Element Objective 1-3.6: Prevent Inconsistent Land Use.; Future Land Use Element Policy 1-3.6.1: Managing Future Land Use; and Future Land Use Element Policy 1-3.6.4: Identification of Land Use and Zoning Inconsistencies.

MOTIONS:

Area 7

I move to direct Staff to prepare Zoning Map and Future Land Use Map Amendments for the northernmost parcel of Area #7 (as explained in this staff report) to be changed to Institutional and prepare a Zoning Map Amendment for the remainder of Area #7 (as explained in this staff report) to be rezoned to TCMU.

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019**TYPE OF AGENDA ITEM:** City Manager Report

TO: City Council**THRU:** Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney**FROM:** Louis Zunguze, Community Development Director**DATE:** August 13, 2019**SUBJECT:** Request from Property Owner re: Crystal Sands - Beach Access

I. BACKGROUND:

In 1991, the heirs of Burney M. Henderson, granted the City of Destin a 60' beach access easement which now runs between the two buildings of the Crystal Sands complex (located at 3290 Scenic Highway 98), built a few years later. The wishes of the Henderson Family to assure continuing beach access for the public have been honored by Crystal Sands since its construction. The easement provides for ingress and egress across the Crystal Sands property for access to the beach.

II. DISCUSSION:

The applicant is requesting to relocate the 60' easement currently located between the two Crystal Sands buildings, to the east side of the property directly adjacent to the existing 40' beach access. If approved, the applicant intends to make the following improvements to the property:

1. Rebuild the dune so that it is continuous across the full length of the property,
2. Walkovers will be revised to be constructed over the dune rather than through it,
3. Connecting the two portions of the Crystal Sands property providing interconnectivity and eliminating the need for vehicles to enter Scenic 98 to traverse from one portion to the other,
4. Relocate handicapped parking, and
5. Construct a new pool and bath house

A. Link to Strategic Goals / Objectives:**B. Effect on Budget (EOB):****C. Level of Service (LOS):**

III. CONCLUSION:

Staff has not received any applications and has no recommendation at this time. If the City Council wishes to approve the easement relocation, the applicant will be required to submit development applications to be reviewed by the Technical Review Committee and brought back to the Council for final approval.

IV. RECOMMENDED MOTION: N/A.

Attachments:

1. DO Submittal Package

Crystal Sands Continuity Project 2019

LOCATION: 3290 Scenic Highway 98, Destin, Florida

TABLE OF CONTENTS:

1. Cover sheet
2. HOA letter “**Crystal Sands Continuity Project 2019**”
3. DC Architects application letter to City of Destin
4. Vicinity map
5. Aerial photo of site
6. Existing site plan as-built survey (existing conditions) drawing
7. Proposed site plan drawing
8. Proposed dune restoration site plan images

August 9, 2019

54 Beal Parkway NW - Fort Walton Beach, Florida 32548

dchavez@dcarchitectsinc.com ph. 850-226-8565 fax 850-362-6570

Crystal Sands Continuity Project 2019

In 1991, the heirs of Burney M. Henderson, for whom the Henderson Beach State Park was named, granted the City of Destin a 20' beach access easement, which now runs between the two buildings of the Crystal Sands complex, built a few years later. The wishes of the Henderson family to assure continuing beach access for the public have been honored by Crystal Sands since its construction. The easement provides for ingress and egress across the Crystal Sands property for access to the beach. Crystal Sands has provided much more than access by giving the public full use of the beach continuing down to the Gulf water across the entire 60' span between the Crystal Sands east and west buildings. Twilight Beach Service, our beach vendor, does not set up chairs in this 60' span, and signage does not encroach upon this 60' span. In this way, Crystal Sands has not only honored the Henderson family's wishes, but also enhanced them.

With the proposed removal of this easement to reunite the Crystal Sands property, Crystal Sands will continue to honor and enhance the Henderson's family's wishes by setting aside the 60' span of beach on the east end of the Crystal Sands property for public use down to the Gulf water.

With the proposed upgrades to the remaining public beach access on the east side of Crystal Sands, the usability of that public beach access will be improved, increasing beach enjoyment for the public.

If allowed to remove the public beach access between the two buildings, Crystal Sands will rebuild the dune so it is continuous across the length of the property. The large V shaped gap in the dune at the current central public beach access poses a storm surge risk to the infrastructure and residences from Scenic Highway 98 northward. The smaller V shaped gaps in the dune at the two existing Crystal Sands boardwalk stairs will also be eliminated as the walkovers will be revised to go over the dune rather than through it. By rebuilding a continuous dune across the length of the property, Crystal Sands will help provide protection from storm surge damage for the Scenic 98 infrastructure and the community north of Scenic 98.

As an additional benefit to the community, the reuniting of the Crystal Sands property will ease the traffic load on Scenic 98, since owners, guests, staff, and contractors will no longer use Scenic 98 to move between the Crystal Sands east Building and the Crystal Sands west Building.

May 6, 2019

City of Destin Planning Department
Attn: A. Louis Zunguze, MURP
Community Development Director
4200 Indian Bayou Trail
Destin, FL 32541



RE: Crystal Beach Condominiums – request to modify original DO

Dear Mr. Zunguze;

Thank you for meeting with me earlier regarding the referenced project. As stated in today's meeting, ***our Client would like to modify the existing development order to relocate the existing 60' public easement that is currently located in the center of the property and combine it with the east property line 40' public easement.***

The Condominium Association is experiencing nuisance problems from the public (or non-registered guests) using the facilities, pool, excessive trash, security issues, and beachfront. Guest vehicles are also a problem, since the project has no interconnectivity between buildings – without having to re-enter scenic highway 98.

Proposal offered by Condominium Association:

The 60' wide easement would be combined with the existing 40' wide easement on east side of property to create one larger 100' wide easement, located on the east property line. Improvements to the east public easement will be coordinated with City of Destin.

The proposal would also improve guest parking traffic flow and interconnectivity within its own project's parking lot. We also plan to relocate handicap parking, closer to elevators. The new pool would be improved to meet commercial pool guidelines. A designated Poolhouse for pool guest to use.

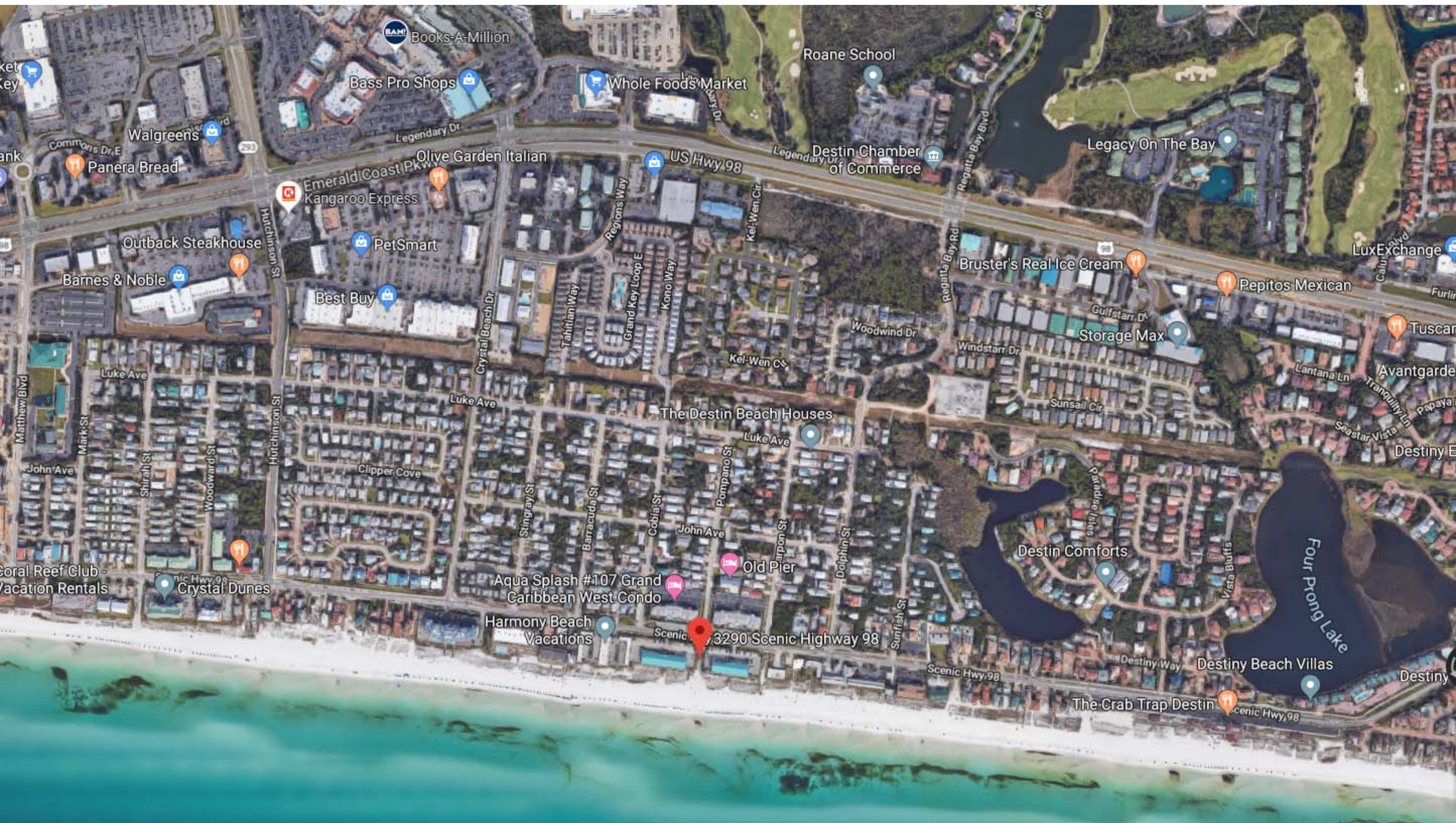
We look forward to your response.

Respectfully,

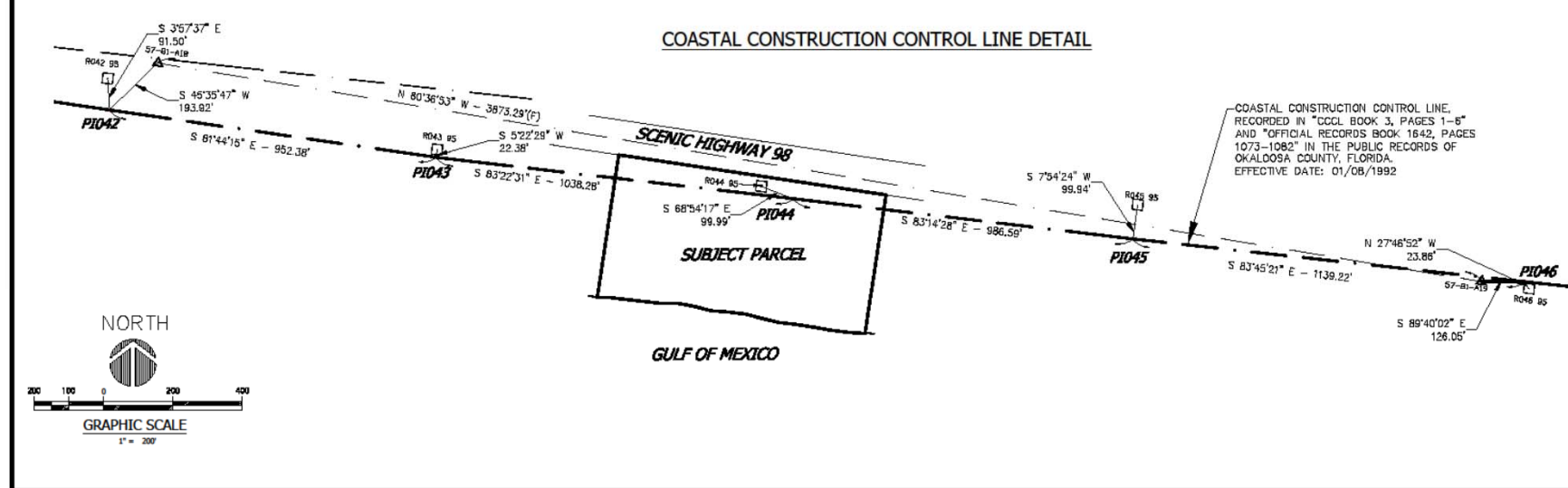
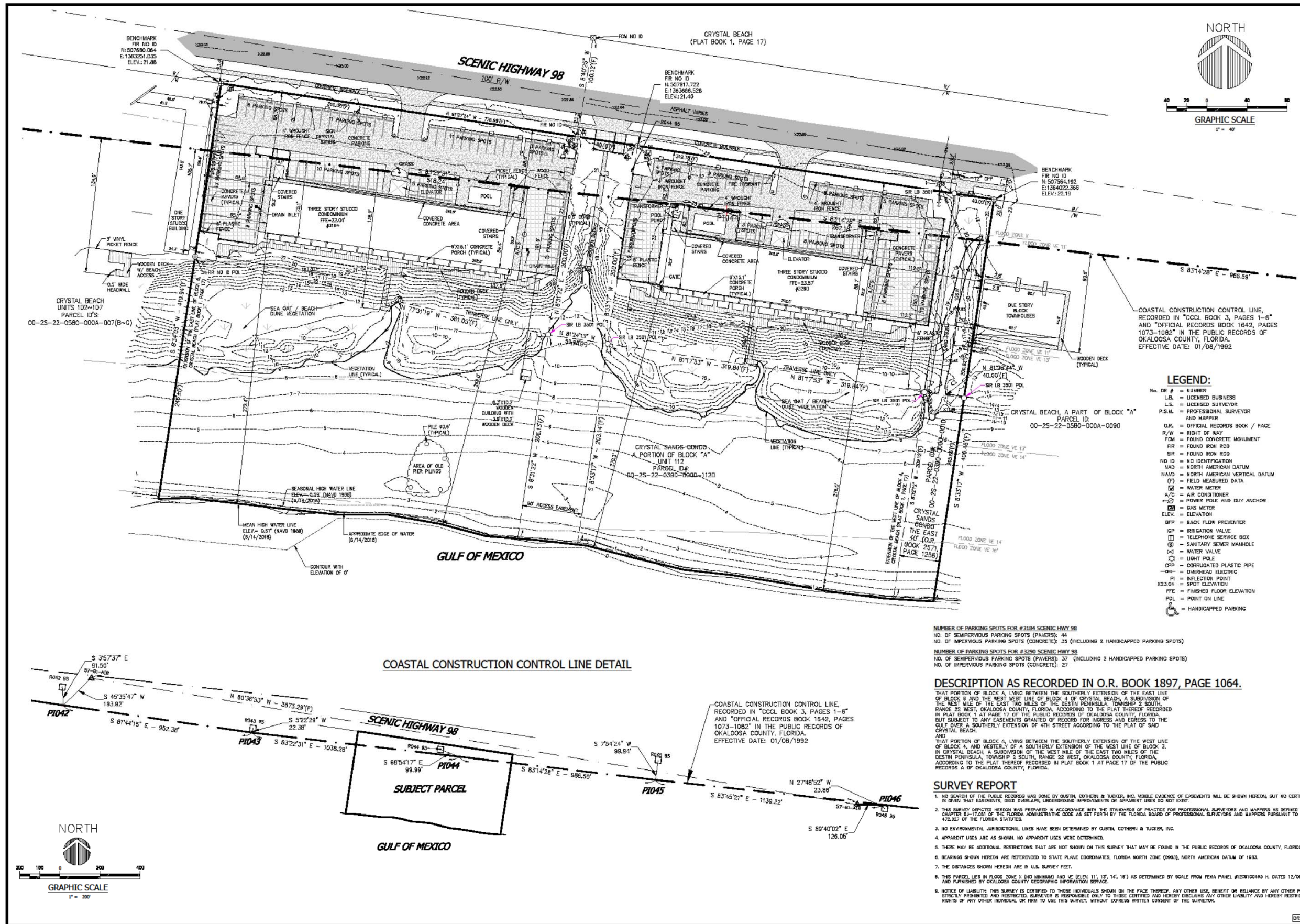
Dennis Chavez, Architect

Cc: Lauren Witt

Attach: Proposed site plan







- LEGEND:**
- No. DR # = NUMBER
L.B. = LICENSED BUSINESS
L.S. = LICENSED SURVEYOR
P.S.M. = PROFESSIONAL SURVEYOR AND MAPPER
- D.R. = OFFICIAL RECORDS BOOK / PAGE
R/W = RIGHT OF WAY
FCM = FOUND CONCRETE MONUMENT
FIR = FOUND IRON ROD
SIR = FOUND IRON ROD
ND ID = NO IDENTIFICATION
NAD = NORTH AMERICAN DATUM
NAD = NORTH AMERICAN VERTICAL DATUM
(F) = FIELD MEASURED DATA
(M) = WATER METER
A/C = AIR CONDITIONER
P = POWER POLE AND GUY ANCHOR
G = GAS METER
ELEV. = ELEVATION
BFP = BACK FLOW PREVENTER
ICP = IRRIGATION VALVE
(T) = TELEPHONE SERVICE BOX
(S) = SANITARY SINKER MANHOLE
(V) = WATER VALVE
(L) = LIGHT POLE
DPP = CORRUGATED PLASTIC PIPE
OEP = OVERHEAD ELECTRIC
PI = INFLECTION POINT
X23.04 = SPOT ELEVATION
FFE = FINISHED FLOOR ELEVATION
POL = POINT ON LINE
H = HANDICAPPED PARKING

NUMBER OF PARKING SPOTS FOR #3184 SCENIC HWY 98
NO. OF SEMIPERVIOUS PARKING SPOTS (PAVERS): 44
NO. OF IMPERVIOUS PARKING SPOTS (CONCRETE): 35 (INCLUDING 2 HANDICAPPED PARKING SPOTS)

NUMBER OF PARKING SPOTS FOR #3290 SCENIC HWY 98
NO. OF SEMIPERVIOUS PARKING SPOTS (PAVERS): 37 (INCLUDING 2 HANDICAPPED PARKING SPOTS)
NO. OF IMPERVIOUS PARKING SPOTS (CONCRETE): 27

DESCRIPTION AS RECORDED IN O.R. BOOK 1897, PAGE 1064.

THAT PORTION OF BLOCK A, LYING BETWEEN THE SOUTHERLY EXTENSION OF THE EAST LINE OF BLOCK 8 AND THE WEST LINE OF BLOCK 4 OF CRYSTAL BEACH, A SUBDIVISION OF THE WEST HALF OF THE EAST TWO MILES OF THE DESTIN PENINSULA, TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1 AT PAGE 17 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA, BUT SUBJECT TO ANY EASEMENTS GRANTED OF RECORD FOR IMPROVEMENT AND ACCESS TO THE GULF OVER A SOUTHERLY EXTENSION OF 4TH STREET ACCORDING TO THE PLAT OF SAID CRYSTAL BEACH, AND

THAT PORTION OF BLOCK A, LYING BETWEEN THE SOUTHERLY EXTENSION OF THE WEST LINE OF BLOCK 4 AND WESTERLY OF A SOUTHERLY EXTENSION OF THE WEST LINE OF BLOCK 3, IN CRYSTAL BEACH, A SUBDIVISION OF THE WEST HALF OF THE EAST TWO MILES OF THE DESTIN PENINSULA, TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY, FLORIDA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1 AT PAGE 17 OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.

SURVEY REPORT

- NO SEARCH OF THE PUBLIC RECORDS WAS DONE BY GUSTIN, COTHEM & TUCKER, INC. VISIBLE EVIDENCE OF EASEMENTS WILL BE SHOWN HEREON, BUT NO CERTIFICATION IS GIVEN THAT EASEMENTS, DEED OVERLAPS, UNDERGROUND IMPROVEMENTS OR APPARENT USES DO NOT EXIST.
- THIS SURVEY DEPICTED HEREON WAS PREPARED IN ACCORDANCE WITH THE STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS AS DEFINED IN CHAPTER 64-17.001 OF THE FLORIDA ADMINISTRATIVE CODE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO SECTION 472.002 OF THE FLORIDA STATUTES.
- NO ENVIRONMENTAL JURISDICTIONAL LINES HAVE BEEN DETERMINED BY GUSTIN, COTHEM & TUCKER, INC.
- APPARENT USES ARE AS SHOWN. NO APPARENT USES WERE DETERMINED.
- THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA.
- BEARINGS SHOWN HEREON ARE REFERENCED TO STATE PLANE COORDINATES, FLORIDA NORTH ZONE (2003), NORTH AMERICAN DATUM OF 1983.
- THE DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
- THIS PARCEL LIES IN FLOOD ZONE X (NO MINIMUM) AND VE (ELEV. 11', 13', 14', 16') AS DETERMINED BY SCALE FROM FEMA PANEL #208100493 H, DATED 12/06/2002, AND FURNISHED BY OKALOOSA COUNTY GEOGRAPHIC INFORMATION SERVICE.
- NOTICE OF LIABILITY: THIS SURVEY IS CERTIFIED TO THOSE INDIVIDUALS SHOWN ON THE FACE THEREOF. ANY OTHER USE, BENEFIT OR RELIANCE BY ANY OTHER PARTY IS STRICTLY PROHIBITED AND RESTRICTED. SURVEYOR IS RESPONSIBLE ONLY TO THOSE CERTIFIED AND HEREBY DISCLAIMS ANY OTHER LIABILITY AND HEREBY RESTRICTS THE RIGHTS OF ANY OTHER INDIVIDUAL OR FIRM TO USE THIS SURVEY, WITHOUT EXPRESS WRITTEN CONSENT OF THE SURVEYOR.

Gustin, Cothem & Tucker, Inc.
LAND SURVEYING
121 Hart Street
Newark, FL 3278
Fax: (850) 729-3460
L.B. No. 3501
www.gustinsurveying.com

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL PASED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

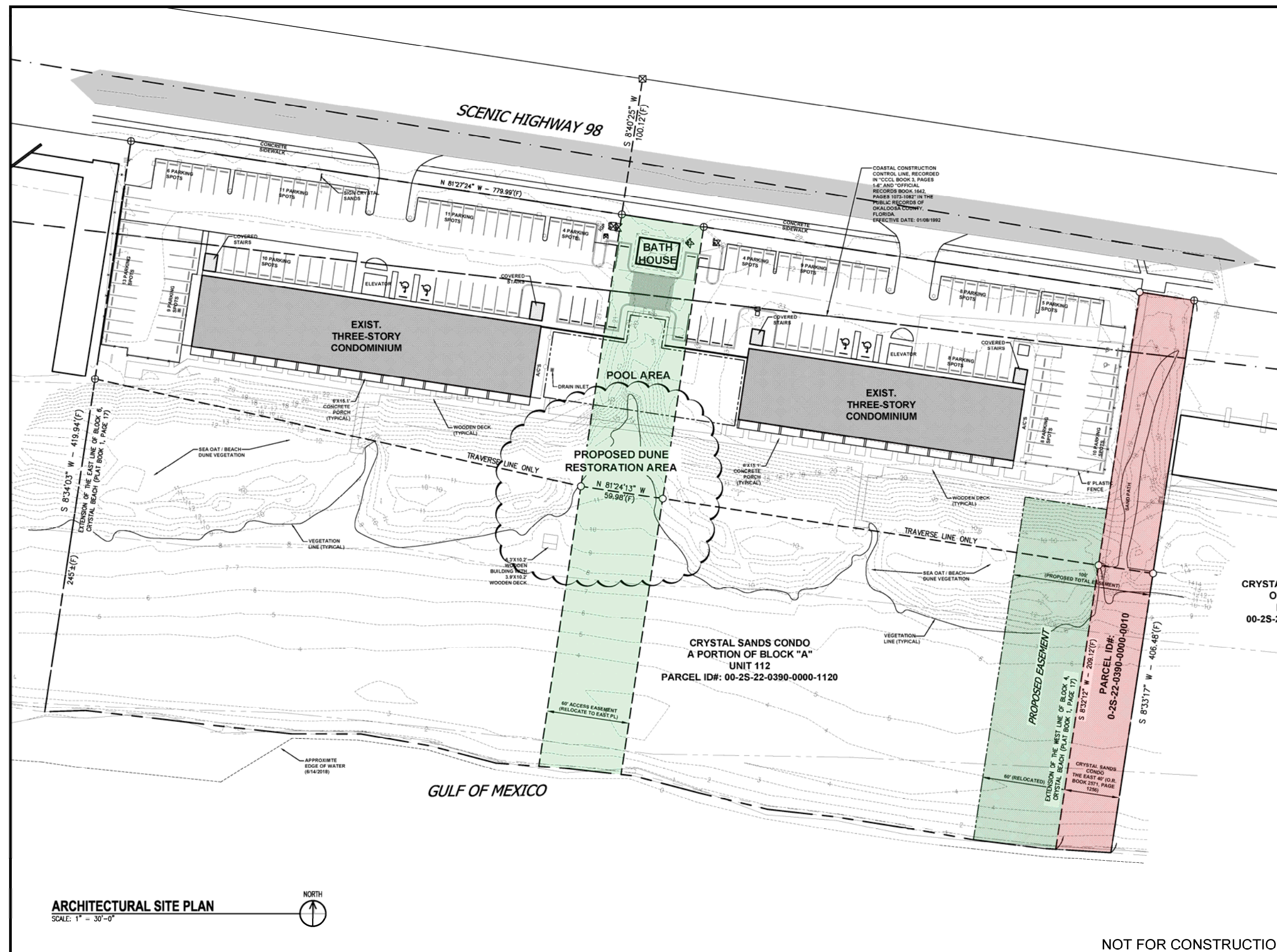
DATE: 7/9/2018

CRYSTAL SANDS CONDOMINIUM
A PART OF BLOCK "A", CRYSTAL BEACH
(PLAT BOOK 1, PAGE 17)
UNSECTIONALIZED, TOWNSHIP 2 SOUTH,
RANGE 22 WEST, OKALOOSA COUNTY,
FLORIDA

CUSTOMER: RESORT QUEST
SURVEY TYPE: BOUNDARY / AS BUILT / TOPOG
SURVEY DATE: 6/14/2018
F.A. NO.: 18-12-03-70
DATE: NOV 1883

SHEET 1 OF 1
180316
MAP#
180316.01

DRAWN BY: SJS



CONSULTANTS:

REVISED:

Crystal Beach Condominiums

SCENIC HIGHWAY 98
DESTIN, FL 32541

PROJECT NO: 19-102	DATE: 4/1/2019	DRAWN BY: AL	APPROVED BY:
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A0.1
Architectural Site Plan

Property Name	CRYSTAL SANDS		
Deal Name	FLOKA_CCRYSTALSANDS_Z00103_05222019	Contacts	Lori Jackson
Address	3290 Scenic Hwy 98 Destin, FL 32451	Signature	

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1: CLEAN-UP & DETHATCH AREA:
50,000 sq. ft. (Highlighted Area)



1: FERTILIZATION AREA:
60,225 sq. ft. (vegetated areas in the 94,795 sq. ft. shaded Area)

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2: SAND FENCE INSTALLATION:
83 Sections over 740 ft. (Black Line)



2: NATIVE PLANTINGS AREA:
14,800 sq. ft. (Shaded Area)

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3: OPTIMIZATION AREA: **30,259 sq. ft.**
Green areas will be planted 2' o.c.
the rest will get plants in bare areas.
Sand will be added in the middle.

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4: MAINTENANCE AREA:
109,595 sq. ft. (Shaded Area)

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019**TYPE OF AGENDA ITEM:** City Manager Report

TO: City Council

THRU: Webb Warren, Deputy City Manager
Lance Johnson, City Manager

FROM: Michael Burgess, Public Services Director

DATE: 08/14/2019

SUBJECT: Public Recycling, Station at Public Services

I. BACKGROUND: The City of Destin has a recycling container available to the public at the Maintenance Facility on Commons Drive. Recently, Waste Management has brought to our attention that this receptacle has been repeatedly contaminated with non-recyclable items. As contaminated loads can be rejected by the Recycling Facility (that Waste Management does not operate), Waste Management would then have to pay tipping fees at a local Municipal Solid Waste Facility to dispose of this material. Waste Management has recently started invoicing the City a contaminated load fee.

II. DISCUSSION: Staff is requesting guidance from Council regarding the future of this facility.

A. Link to Strategic Goals / Objectives: I. Enhanced Quality of Life, I.C.2., I.C.3, I.C.4, I.C.5 and III. Organizational Excellence, III.A.1

B. Effect on Budget (EOB): Continued contamination will result in a charge of \$24 per contaminated load taken from Public Service's operational budget.

C. Level of Service (LOS): Public Access Recycling service may continue as normal, be modified or eliminated.

III. CONCLUSION: Council recommendations can vary from continued service at our current level, placing restrictions on the program such as time, materials accepted, etc. or removal of the container altogether.

IV. RECOMMENDED MOTION: Motion Options:

(a) I move that Council instruct staff to continue providing a public access

recycling container at the Maintenance Facility on Commons Drive.

(b) I move that Council instruct staff to bring back an ordinance revision that will require multi-family residential developments to provide on-site recycling service.

(c) I move that Council instruct staff to coordinate with Waste Management providing two recycling containers for this facility. One that will collect cardboard only and another for aluminum only.

(d) I move that Council instruct staff to coordinate with Waste Management to remove the recycling receptacle on Commons Drive.

Attachments:

1. Recycling Briefing for 081918



City of Destin Recycling Issues

Destin City Council

August 19, 2019

6:00 pm

The 4 R's of Environmental Stewardship



Reduce

Eliminate waste by purchasing items that require minimal packaging



Re-Use

Many items around the home can be used over and over



Repurpose

Get creative and find other uses for otherwise discarded items



Recycle

Submit qualified items to the curb for pickup

City of Destin Public Access Recycling



Three Locations

City Hall

City Hall Annex

Maintenance Facility
(Commons Dr)



Dumpster Style

4 or 8 yd. cans within
Semi-Secured Enclosures



Area Signage

No Dumping
Waste Management's
"Items Not Allowed"
Poster



Locks Installed

Combination Locks
Installed at City Hall and
Annex

Items not Fit for Recycling



Plastic Bags

Shopping Bags & Trash Bags
Other loose sheet-type plastics
(sheet films, tarps, bubble wrap,
etc.)



Non-Recyclable Plastics

Hoses, Hangers, extension cords,
toys, pool floats, Styrofoam items



Bulk items

Mattresses, carpet, large
appliances

Plastic Bag



Plastics and bags



Items not Fit for Recycling



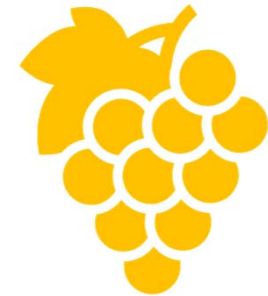
Certain Papers

Paper Towels, Napkins, Cups &
Tissues, Dirty Cardboard



Electronics

TVs, small appliances, batteries



Food & Drink

Compost Instead!

Items not Fit for Recycling



Yard Waste & Wood

Grass Clippings, Tree Trimmings,
Dirt



Automotive Items

Tires, parts, scrap metal, car
batteries



Trash

Normal Household Garbage

Yard Waste



Problems at Destin Public Facilities



REPEATED
CONTAMINATION

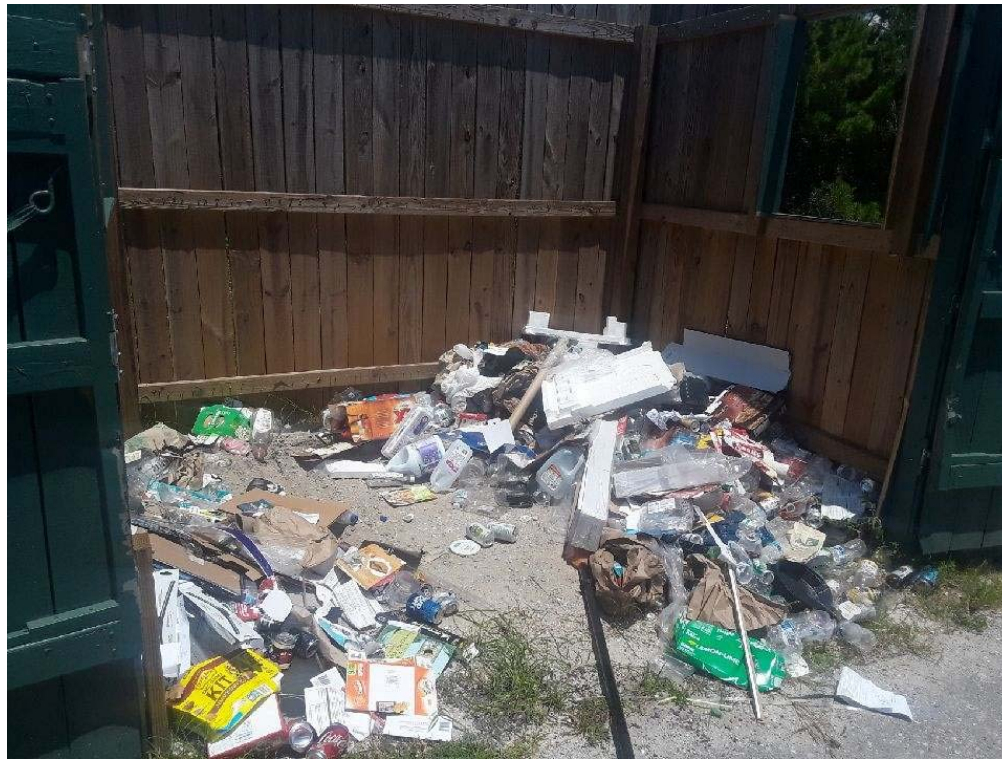


DUMPING OUTSIDE OF
THE ENCLOSURES



DUMPING INSIDE OF
THE ENCLOSURES

Inside Dumpster Enclosure



What we have done so far...



SIGNAGE



EDUCATION VIA
SOCIAL MEDIA



1-ON-1
EDUCATION



ADDED SECURITY

Signage, note mattress on right side



Effects of Contamination



City does not pay
for Recycling, pick-
up at these
locations per our
existing Contract



Waste
Management
pays for refused
loads at Recycler



WM's "War On
Contamination"



Good Recycling
Efforts Spoiled
by the Few

Recommendations & Direction



Time Restrictions

October thru March?
6am to 3pm?



Regulatory Change

Ordinance Change to
Require Recycling at
Commercial Locations &
Multi-family facilities



Reduce allowable items to only

Aluminum
Cardboard (special
dumpster)



Removal

Remove Dumpster at the
Maintenance Facility



Questions?

Michael Burgess MS, CFM, CSM

Director of Public Works

City of Destin, FL

mburgess@cityofdestin.com

850-837-6869

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019**TYPE OF AGENDA ITEM:** Consent Agenda

TO: City Council**THRU:** Lance Johnson, City Manager**FROM:** Lisa Firth, Parks & Rec Director**DATE:** August 1, 2019
August 14, 2019**SUBJECT:** Request for Direction from City Council to build Pickleball Courts

I. BACKGROUND: Reference the September 5, 2018 council meeting minutes. Council approved, by a 7-0 vote, a substitute motion to pass the budget as amended with one of the amendments directing staff to incorporate funding for new construction of one pickleball court not to exceed \$40,000 to be funded by impact fees. The city currently has five pickleball courts, three located at the Community Center and two at Buck Destin park. American Tennis Courts, Inc, has submitted an estimate to construct one new pickleball court with lights for \$50,333.00. If we do not wish to include lighting the price will be \$43,333.00. Four Pickleball courts will cost \$110,092.00 with lights and \$84,092.00 no lights. Engineering costs for drawings will be \$6,000.00.

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**

III. CONCLUSION:**IV. RECOMMENDED MOTION:**

Attachments:

- 1. Sept.5.2018_Minutes_Pickleball
- 2. American Tennis Court Estimate
FY19
- 3. Pickleball Court Designs 2019

**40MINUTES
REGULAR MEETING
DESTIN CITY COUNCIL
SEPTEMBER 5, 2018
CITY HALL ANNEX COUNCIL CHAMBERS
6:00 PM**

The Council of the City of Destin met in regular session with the following members and staff present:

Destin City Council

Mayor Gary Jarvis
Councilmember Chatham Morgan
Councilmember Parker Destin
Councilmember Cyron Marler

Councilmember Tuffy Dixon
Councilmember Rodney Braden
Councilmember Prebble Ramswell
Councilmember Skip Overdier

Destin City Staff

Interim City Manager Lance Johnson
Acting Parks & Recreation Director Lisa Firth
Deputy City Manager Steve Schmidt
Deputy Public Services Director Tim Pietenpol
Public Information Manager Doug Rainer
City Land Use Attorney Kimberly Kopp

City Clerk Rey Bailey
HR Manager Karen Jankowski
Finance Director Bragg Farmer
Library Director Wen Livingston
City Attorney Jeffrey Burns

CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Gary Jarvis called the meeting to order at 6:00 PM. He asked for moment of silence; which was then followed by the Pledge of Allegiance.

EXECUTIVE SESSION (MOTION):

At this time, Mayor Jarvis asked if any member of the Council wishes to offer any motion from the preceding executive session.

Councilmember Overdier moved to accept the proposed settlement agreement between the City of Destin and B.I., Inc.; seconded by Councilmember Ramswell.

Councilmember Braden remarked that he would not be supporting the proposed settlement agreement as it has more terms and conditions than the one that was presented at a previous executive session, which he was ready to approve.

Councilmember Destin announced he would abstain from voting as he is related to one of the parties involved in the litigation.

The Mayor asked if anyone in the public wishes to make a statement with regards to the motion on the floor. Hearing none, the Mayor called for a vote on the motion.

Motion passes 5-1 (Council members Morgan, Marler, Overdier, Dixon and Ramswell voted “yes”; Councilmember Braden voted “no”; Councilmember Destin abstained from voting).

SPECIAL PUBLIC HEARINGS FOR FISCAL YEAR 2019 MILLAGE RATE AND BUDGET:

A. First Reading of Ordinance 18-18-CN, Adopting Fiscal Year 2019 Millage Rate

The City Attorney read proposed Ordinance 18-18-CN by title; and then presented it to the Council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN OF OKALOOSA COUNTY, FLORIDA, ADOPTING THE FINAL LEVYING OF AD VALOREM TAXES FOR THE CITY OF DESTIN FOR FISCAL YEAR 2019; AND PROVIDING FOR AN EFFECTIVE DATE.

Councilmember Destin moved to adopt Ordinance 18-18-CN on first reading adopting a proposed FY 2019 millage rate of 1.6150 mills which is more than the rollback rate of 1.5520 mills; seconded by Councilmember Morgan.

The Mayor opened a public hearing to receive comments for or against the proposed ordinance. Hearing none, the Mayor closed the public hearing and turned the matter over to the City Council for their discussion and consideration.

The Mayor called for a vote on the motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Dixon, Ramswell and Braden voted “yes”).

B. First Reading of Ordinance 18-19-CN, Adopting the Fiscal Year 2019 Budget

The City Attorney read proposed Ordinance 18-19-CN by title; and then presented it to the Council on first reading.

AN ORDINANCE OF THE CITY OF DESTIN MAKING APPROPRIATIONS FOR CERTAIN EXPENDITURES, EXPENSES, CAPITAL IMPROVEMENTS AND CERTAIN INDEBTEDNESS OF THE CITY OF DESTIN, FLORIDA, FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2018 AND ENDING SEPTEMBER 30, 2019; AND PROVIDING FOR AN EFFECTIVE DATE.

Finance Director Bragg Farmer provided an overview of the proposed 2019 Budget:

Budget Highlights

A) General Fund Revenue has increased 5.3%	--	\$ 682,019
B) Property Values Increased by 6.42% from \$4,731,978,391 to \$5,035,622,039		
C) Tentative millage rate remains at 1.650 mills		
D) Grant Revenue	--	\$2,056,401

E) TDD Operating Funding	--	\$ 454,526
F) Town Center CRA revenue increased	--	\$ 86,661
G) Harbor CRA revenue increased	--	\$ 54,436

Revenue Highlights

➤ Property Tax Value Revenue Increase	--	\$ 421,610
➤ State Revenue Sharing up	--	\$ 33,000
❖ Communications Service Tax – down \$31,000		
❖ ½ Sales Tax, Municipal Tax – up \$64,000		
➤ Gas Tax up	--	\$ 49,000
➤ Grant Revenue		
❖ Airport Road Curve Redesign	--	\$ 104,953
❖ Clement Taylor Park Renovations	--	\$ 729,918
❖ Capt. Royal Melvin Park	--	\$ 1,216,530

General Fund Expenditures Highlights:

➤ Operating Expenditures Increased 7.3%	--	\$ 847,595
➤ Capital Spending	--	\$ 733,180
➤ General Fund Decrease to Town Center CRA	--	(\$ 60,831)
a. FY19 Contribution - \$69,184 (\$2,314,144)		
➤ Sheriff Contract	--	\$2,160,198
a. \$185,118 increase 9.4% (\$78,280)		

Capital Project Funding

A) General Fund	--	\$ 272,500
B) Gas Tax	--	\$ 703,000
C) Impact Fees	--	\$ 340,000
D) Grants	--	\$2,056,401
E) CRA (Harbor)	--	\$ 5,000

Capital Improvement Projects

A) Road Resurfacing Plan	--	\$ 870,000
B) Calhoun Avenue Pedestrian Walkway	--	\$ 118,000
C) Wayfinding Plan	--	\$ 10,000
D) Airport Road Curve Redesign	--	\$ 104,953
E) Clement Taylor Park Restoration	--	\$ 729,918
F) Capt. Royal Melvin Park	--	\$1,216,530
G) Airport Road Landscaping Design	--	\$ 12,500
H) Playground Renovations	--	\$ 50,000
I) Storm Water System Planet Drive to Indian Trail	--	\$ 260,000
J) Gulf Power Easement Trail	--	\$ 5,000

Personnel: 81 Full Time & 17 Part-Time Positions

➤ 2% COLA	--	\$ 72,000
➤ 2% Merit	--	\$ 52,000
➤ Health insurance increase 3.27%		
➤ New positions changes:		
1. Parks Maintenance Custodian	--	\$ 34,401
2. Maintenance Technician/Custodian	--	\$ 52,302
3. Mechanic/Maintenance Technician	--	\$ 56,796

Changes from the Budget Workshop

- Removed the funding for the Beach to Benning ROW access - \$2,700,000
- Removed the receipt of mutual funding from DOT for the Hwy 98 crosswalks - \$750,000

Councilmember Destin moved to adopt Ordinance 18-19-CN on first reading to provide for a balanced budget for FY 2019 and schedules the second reading on September 17, 2018; seconded by Councilmember Morgan.

Councilmember Overdier inquired about the cost to incorporate phase 2 employee salary adjustments into this budget to bring the salary of certain employees up to industry standards.

Mr. Farmer noted it would cost approximately \$65,000 to incorporate the phase 2 employee salary adjustments into the budget; adding the Public Services and Recreation departments were able to come up with that amount in the event Council decides to include it in the FY 2019 budget.

Councilmember Dixon asked how much it would cost to add the phase 3 employee salary adjustment to the budget.

The Human Resources Manager Karen Jankowski replied that the cost would be approximately \$7,000.

Councilmember Dixon moved to include both phase 2 and phase 3 employee salary adjustments in the proposed budget to conform to industry standards without exceeding the advertised budget amount; seconded by Councilmember Ramswell.

The Mayor suggests voting on the original motion first before adding any amendments to it.

The City Attorney advises making all the amendments to the final motion before voting on it.

Councilmember Ramswell discusses the City Manager's salary and trying to make it more competitive with other municipalities in Florida; noting that the Interim City Manager has provided some documentation, and she has also provided some information from the Florida League of Cities in this regard. She stated that most of these salaries are based on year-round

population, and they would need to consider the fact Destin is a city dealing with way more than just a typical year-round population. She suggests increasing the salary range for the Destin City Manager.

Councilmember Destin stated that he supports an increase to the City Manager's salary; however, it was his understanding they have discussed passing the budget first and then potentially doing a budget amendment at a later date to include the salary increase, which would then come from the reserve account.

Mr. Farmer stated it would be the easiest way to fund it because they currently have a balanced budget. If they include the salary increase now, they would have to cut the full amount the Council agrees on somewhere from the budget; whereas, if they wait until the full-time City Manager is hired, they could make a budget amendment at that time based on the actual contract and fund it with the fund balance for the current year and make it part of the regular budget for the next fiscal year.

Councilmember Ramswell noted that an individual went before the Council earlier this year and provided some statistics regarding the popularity of pickleball. She stated there have been some concerns the City is constructing additional tennis courts and not addressing the need for pickleball courts. She suggests they consider construction of a pickleball court or a multi-purpose court.

According to Interim City Manager Lance Johnson, they currently have two tennis courts at Buck Destin Park; and that they budgeted this year for resurfacing and re-stripping those two tennis courts to include lining them for pickleball and improving the fencing. He continued that during the budgeting process with the previous City Manager, they also offered the option of building two more courts; approximately \$20,000 to \$40,000 for each court. They have some space next to the small dog park to build these courts.

Councilmember Ramswell stated that pickleball is a growing sport, much like the Little League Baseball, and that she would be in favor of constructing a pickleball court in Destin.

The Mayor agreed with Councilmember Ramswell, stating that pickleball applies to all ages, but it caters to some of their elderly visitors and permanent residents. He suggests constructing a combination tennis and pickleball court.

Councilmember Ramswell moved to include as an amendment the funding for one pickleball court; seconded by Councilmember Marler.

Councilmember Dixon wants to make sure the proposal was to resurface the tennis court making it a dual purpose court, and constructing a new pickleball court; and that they would end up with at least two pickleball courts.

Mr. Johnson replied affirmatively.

Councilmember Destin asked where they propose to get the funding for the pickleball court.

Mr. Farmer replied the impact fees would fund the pickleball court. He suggests adding as part of the motion the construction of one pickleball court for about \$40,000 to be funded by impact fees.

At this time, the Mayor opened a public hearing to receive comments for or against the proposed ordinance. Hearing none, the Mayor closed the public hearing and turned the matter over to the City Council for their discussion and consideration.

Ms. Teresa Hebert, Parks & Recreation Committee Chair, spoke in favor of constructing a pickleball court. She stated that the committee believes it is a sport that will grow in popularity and they will be inundated with people from across the nation wanting to hold pickleball tournaments in Destin because of the weather.

A citizen came forward and addressed the City Manager position. He asked why the Council feels the need to look externally to find somebody to fill the position of full-time City Manager as opposed to monitoring the performance of the Interim City Manager, who has worked for the City for years, and possibly considering him for the full-time position.

Councilmember Ramswell offered a substitute motion to adopt the budget as presented with the following amendments:

- **Incorporate Phase 2 and Phase 3 employee salary adjustments to conform to industry standards; and**
- **Incorporate funding for one pickleball court at a cost not to exceed \$40,000 to be funded by impact fees.**

Councilmember Overdier provided a second to the substitute motion, which passes 7-0 (Council members Morgan, Destin, Marler, Overdier, Dixon, Ramswell and Braden voted “yes”).

AGENDA APPROVAL

Councilmember Destin requested that an item be added under his portion on the agenda with regards to possibly scheduling a workshop with regards to the crosstown connector and parking congruency.

Councilmember Braden asked that Consent Agenda item #6L be pulled for further discussion.

The City Attorney requested that an item be added on the agenda under his name regarding discussion on the possibility of assigning a sheriff's deputy to augment the City's code enforcement officers.

Motion by Councilmember Destin, seconded by Councilmember Marler, to adopt the agenda as amended passed 7-0 (Council members Morgan, Destin, Marler, Overdier, Dixon, Ramswell and Braden voted “yes”).



AMERICAN TENNIS COURTS, INC.

1272 BOLTONS BRANCH DR. • MOBILE, AL 36606 • President: Jeffrey M. Nichols
(251) 476-4714 • (800) 854-1921 • FAX (251) 476-4723
www.american Tenniscourts.net

July 22, 2019

Lisa Firth
City of Destin
Destin, FL

Dear Lisa,

As requested, we are pleased to offer the following budget estimate for the construction of four pickle ball courts located in Destin.

It is understood that area for construction measures at least 62'x122', is flat, has no vegetation or debris except for grass, and is stable.

For the budget estimate of \$110,092.00, we will:

1. Remove the existing vegetation in an area measuring approximately 62' x 122' and store on site
2. Grade, slope, and compact the existing sub-base
3. Install sand/clay base material in an area measuring 62'x122'
4. Install crushed stone base material in an area measuring approximately 62'x122'
5. Fine grade and compact the base material
6. Install an asphalt surface course measuring approximately 60' x 120'
7. Install a 6' black vinyl fence system around the perimeter of the courts including 4' fencing separating the north and south courts
8. Install the eight light LED lighting system*
9. Install American Surface System (Color: To be determined based on our standard list of colors)
10. Install white pickle ball playing lines for four pickle ball courts
11. Install heavy duty black net posts, nets, center straps, and center anchors (optional)

*If you do not wish to include the lighting system, subtract \$26,000.00 from the above budget estimate.

*If you only wish to construct one pickle ball court, the budget estimate will be \$50,333.00. Subtract \$7,000.00 from this budget if you do not wish to include lighting.

Listed below are some accessories you may wish to add to your court:

Tidi Court	\$ 85.00 ea. (one recommended/ct)
Rol Dri	\$ 85.00 ea. (two recommended/ct)
Courtsider Bench	\$ 295.00 ea. (two recommended/ct)

It is recommended that the proposed scope of work only be performed by a **Certified Tennis Court Builder** as designated by the American Sports Builders Association. This budget estimate only includes work to be performed inside the fence line unless otherwise specified. Adequate access and water must be made available to the site. All labor and materials will have a one (1) year warranty. The temperature must be 55 degrees and rising for the

ALABAMA
FLORIDA
MISSISSIPPI



GEORGIA
LOUISIANA
TENNESSEE

work to be performed. This budget estimate does not include the construction of or the repair of any landscaping, sidewalks, irrigation work, electrical work, etc. The lightings system includes the installation of the light poles, arm brackets, fixtures and wiring to the bottom of the poles. Adequate power must be made to each light pole and connected to our wiring.

Thank you for the opportunity to offer this budget estimate. After a final scope of work and specifications are developed, I will submit an actual quotation. I look forward to hearing from you and working with you.

Sincerely,

Jeff Nichols

Jeffrey M. Nichols
President



The information contained in this proposal remains the property of American Tennis Courts and cannot be utilized by any other parties without the expressed permission of American Tennis Courts, Inc.

The site plan shows a rectangular parking lot divided into two courts. COURT 1 is on the left and COURT 2 is on the right. The total width of the lot is 60ft. COURT 1 is 30ft wide and 120ft long. COURT 2 is 30ft wide and 150ft long. The total length of the lot is 150ft. The plan shows the layout of parking spaces, including individual stalls and larger open areas. Dimensions for individual stalls and larger areas are provided in feet. The plan also shows the location of the existing building and the proposed parking lot.

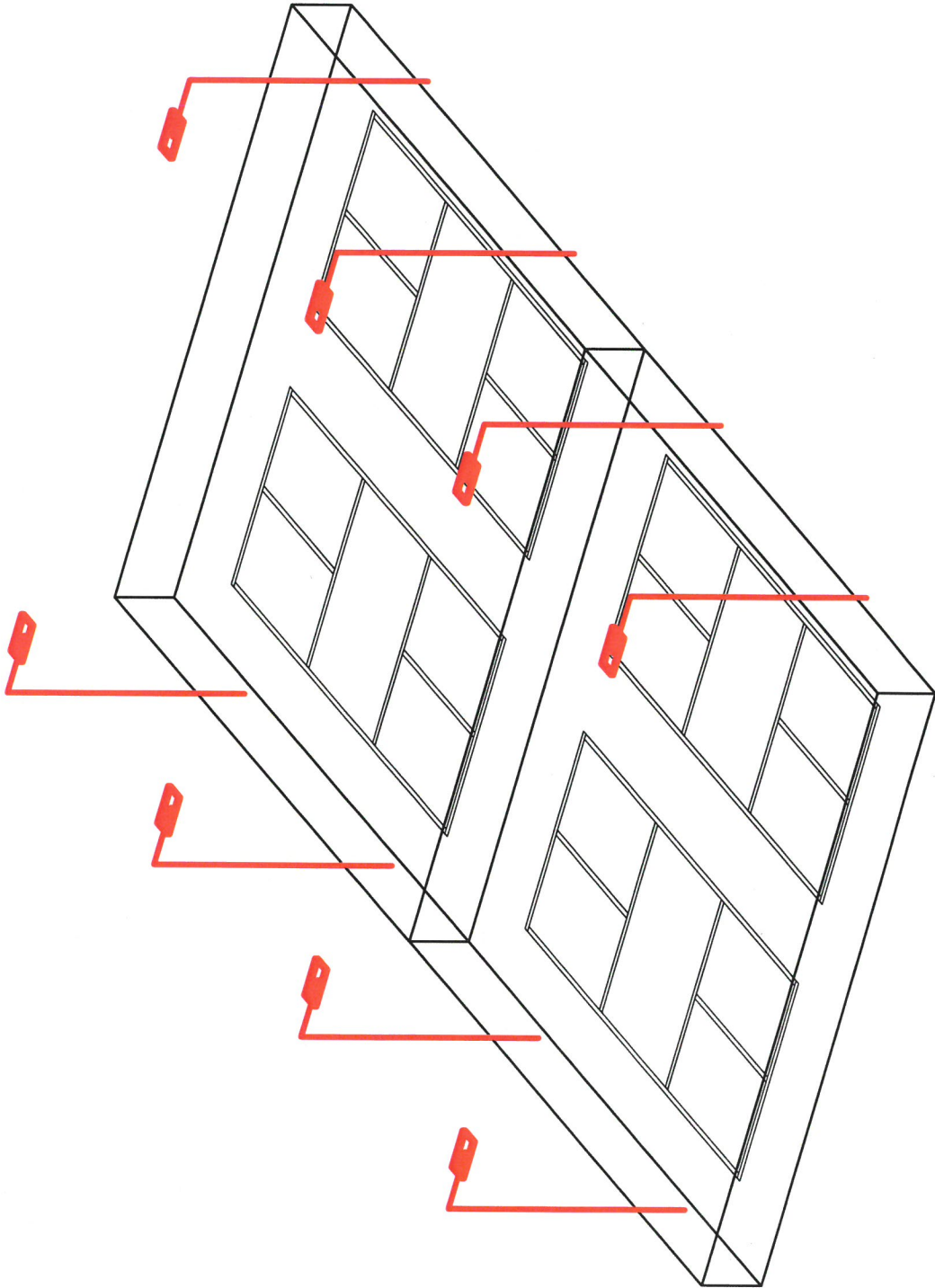
Calculation Summary						
Project: CITY OF DESTIN						
Label	Calc Type	Units	Avg	Max	Min	Max/Min
COURT 1	Illuminance	Fc	46.54	60	31	1.94
COURT 2	Illuminance	Fc	46.54	60	31	1.94

The light levels shown are maintained using a 30 light loss factor (LLF). Light loss factors are used to adjust the light output of a luminaire operating in a controlled laboratory environment to the output obtained under actual field conditions. The LLF used in these calculations includes both recoverable and non-recoverable factors. Recoverable factors include luminaire dirt depreciation (LDD). Non-recoverable factors include optical system variations, and depreciation in initial luminaire lumen output. The use of the light loss factor shown requires making certain assumptions about the lighting system, the specific application, and the maintenance of the system over time. Therefore, actual light levels measured in the field may vary from the calculated values, especially in regards to individual location measurements.

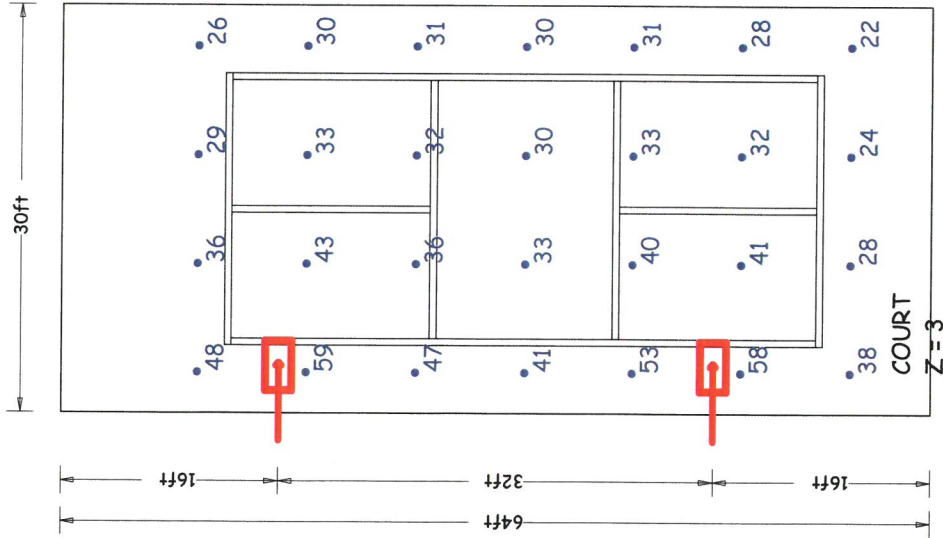
Calculations use a LED Maintained Lamp Lumen factor based upon 50,000 hours of life, derived from IES TM21-11, and based upon an In-situ case temperature of 55°C.

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and / or architect must determine applicability of the layout to existing or future field conditions.

4 courts



ONE COURT



Luminaire Schedule					
Project: CITY OF DESTIN					
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF
—□—	2	A	SINGLE	98977	0.900
				Description	
				XARL-FT-LED-HO-CW (COURTBLADE) @ 22' MTG. HT.	
				Lum. Watts	Total Watts
				528.3	1056.6

Calculation Summary					
Project: CITY OF DESTIN					
Label	Calc Type	Units	Avg	Max	Min
ILLUMINANCE		Fc	36.14	59	22
			Max/Min		
				2.68	

The light levels shown are maintained using a .90 light loss factor (LLF). Light loss factors are used to adjust the light output of a luminaire operating in a controlled laboratory environment to the output obtained under actual field conditions. The LLF used in these calculations includes both recoverable and non-recoverable factors. Recoverable factors include luminaire dirt depreciation (LDD). Non-recoverable factors include optical system variations, and depreciation in initial luminaire lumen output. The use of the light loss factor shown requires making certain assumptions about the lighting system, the specific application, and the maintenance of the system over time. Therefore, actual light levels measured in the field may vary from the calculated values, especially in regards to individual location measurements.

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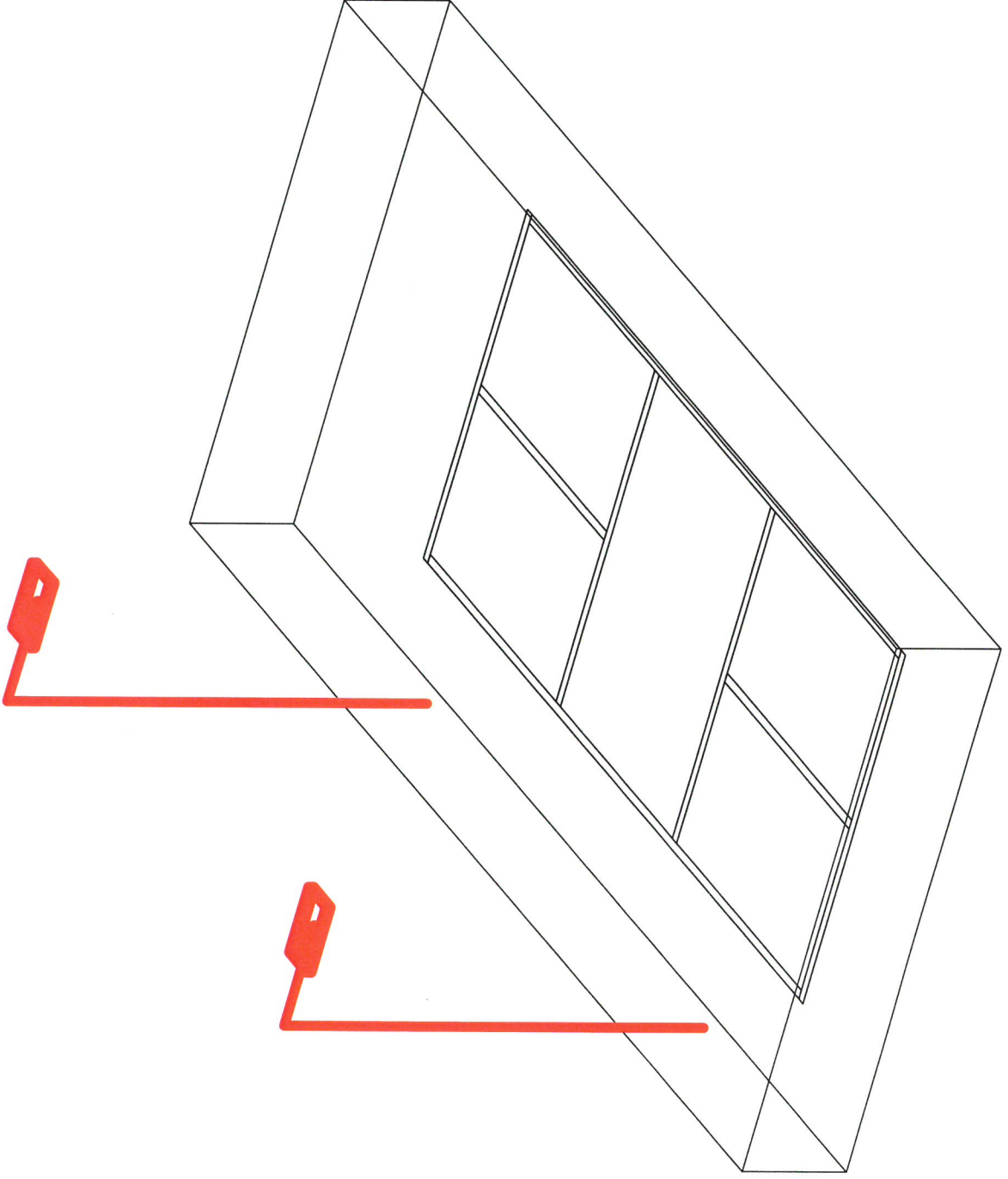
Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and / or architect must determine applicability of the layout to existing or future field conditions.

LSI INDUSTRIES
10000 ALLIANCE ROAD
CINCINNATI, OH 45242
Voice Number : 513-666-4242
Fax Number :
Email Address : courtsider@lsi-industries.com

Filename: CITY OF DESTIN2.A6I
Date: 8/8/2019



ONE COURT



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: City Manager Report

TO: City Council

THRU:

FROM: Lance Johnson, City Manager

DATE: August 14, 2019

SUBJECT: 1/2 Cent Sales Tax: Project Selection Process.

I. BACKGROUND: During the budget workshop on August 12th, 2019 Council discussed potential options for determining how to allocate proceeds from the half-cent sales tax revenues.

Options included:

An advisory committee be formed to review potential projects and make funding recommendations to the City Council.

Council periodically reviews potential projects and allocates funding.

II. DISCUSSION: Council will always be the one's to authorize expending funds from the half-cent sales tax.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION: Council has several options, two of which are included in the section below.

Regardless of which option is chosen, the final approval for expending half-cent sales tax proceeds will always remain with the City Council.

IV. RECOMMENDED MOTION: Option 1: I move to direct staff to bring back a Resolution forming an advisory committee made up full-time Destin residents who will review potential projects and makes funding recommendations to the

City Council using proceeds from the half-cent sales tax.

Option 2: I move that Council reviews and ranks potential projects and approves the use of half-cent sales tax proceeds.

Attachments:
None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019**TYPE OF AGENDA ITEM:** City Manager Report**TO:** City Council**THRU:** Lance Johnson, City Manager**FROM:** Kyle Bauman, City Attorney
Kimberly Kopp, Land Use Attorney**DATE:** August 14, 2019**SUBJECT:** Potential Expansion of the Tourism Development Tax Subcounty Special Taxing District

I. BACKGROUND: At a recent meeting of the Okaloosa County Board of County Commissioners' (the "BOCC"), the BOCC directed its staff to explore the possibility of expanding the current tourism development tax subcounty special taxing district. Shortly thereafter, the City Council directed its attorneys, Kyle Bauman and Kimberly Kopp, to contact Okaloosa County's legal representation and further investigate the matter.

In this regard, Mr. Bauman and Ms. Kopp contacted Greg Stewart, Okaloosa County Attorney, and his law partner, Lynn Hoshihara, who also acts as counsel for the Okaloosa County Tourist Development Council (the "TDC"). The County's attorneys indicated to the City's attorneys that while, at public meetings, the BOCC had expressed interest in expanding the Tourism Development Tax (the "TDT") subcounty special taxing district to include the entire County, the BOCC also intended to ensure that the expansion was "equitable," and would result in a fair split between high tourism areas and areas less impacted by the County's thriving tourism industry.

Additionally, the County's attorneys indicated to the City's attorneys that, assuming the BOCC continued towards this expansion goal, they would be drafting an ordinance later in the year for consideration by the BOCC and that this ordinance would reflect the BOCC's direction to ensure an "equitable" split.

II. DISCUSSION:

General Description of the TDT: The Tourism Development Tax (the "TDT") is an optional local tax imposed by counties at the discretion of their county

commissioners through ordinance and then through its citizens by referendum. If a county elects to impose the TDT, then “every person who rents, leases, or lets for consideration any living quarters in any hotel, motel, resort motel...for six months or less” within the established taxing district must pay a tax not to exceed 6% on every dollar charged. § 125.0104(3)(a)1., Fla. Stat. (2019). The TDT can only be spent on certain functions, generally relating to the promotion of tourism within the county and infrastructure improvements. § 125.0104(5), Fla. Stat. (2019). The TDC acts as the TDT’s guardian and makes recommendations to the BOCC relating to how the TDT should be spent. Generally, revenue generated by the TDT can only be spent in the taxing district where the tax is imposed. Therefore, if the TDT is imposed on less than the entire County, as is the case in Okaloosa County, TDT revenue and reserves can only be spent on projects and promoting tourism in that smaller subcounty special taxing district.

Pursuant to section 288.1226(13)(c)(2), Florida Statutes, the County must produce a summary of its financial data for each fiscal period. Although the County only imposes a 5% tax on every dollar charged instead of the maximum 6% allowed, in the fiscal period from October 1, 2017, through September 30, 2018, the TDT alone generated \$19,652,687.65 in revenue for the County. This number does not include grants awarded to the County or private sources of revenue. Additionally, by the end of fiscal year 2018, the County held at least \$43,585,745.00 in reserves.

Procedure for Levying the TDT: To levy the TDT, a county must follow the procedures outlined in section 125.0104(4), Florida Statutes. In essence, a county must first adopt an ordinance containing a “tourist development plan” described in section 125.0104(4)(c). The ordinance is effective only if “the electors of the county or the electors in the subcounty special taxing district in which the tax is to be levied approve the ordinance authorizing the levy and imposition of the tax” The referendum procedure is further described in subsection (6). It states that the ordinance cannot take effect until “approved in a referendum election by a majority of the electors voting in such election in the county or by a majority of the electors voting in the subcounty special tax district affected by the tax.”

In Okaloosa County, Ordinance 89-23 first imposed the TDT. This ordinance was recently amended by Ordinance 18-18, which is codified in Chapter 20, Article II of the Okaloosa County Code of Ordinances. When first imposed, the County elected to tax only areas of high impact tourism. This generally includes the municipal limits of Destin, Fort Walton Beach, Mary Esther, Cinco Bayou, and unincorporated Okaloosa Island. This taxed area is referred to as the “subcounty special taxing district.” Imposing the tax on an area greater than the current subcounty special taxing district requires strict

compliance with the procedures described above.

The County interprets the procedures described above to mean that only citizens located outside the current subcounty special taxing district have the right and ability to vote on whether the taxing district will be expanded. Therefore, if this item is eventually brought to referendum, the ballots of citizens located in Destin, Fort Walton Beach, Mary Esther, Cinco Bayou, and Okaloosa Island will not include the referendum question.

TDC Composition: The TDC's composition is described in section 125.0104(4)(e), Florida Statutes. The statute requires the TDC be composed of nine members. Six members must be persons "involved in the tourist industry and who have demonstrated an interest in tourist development" Two members must be "elected municipal officials, at least one of whom shall be from the most populous municipality in the county or subcounty special taxing district in which the tax is levied." This leaves one undesignated seat.

Currently, the municipal seats of the subcounty special taxing district are occupied by Fort Walton Beach and Destin. Since Fort Walton Beach is the "most populous" municipality in the subcounty special taxing district, one of its elected municipal officials must serve. Councilmember Mike Holmes serves in this role for Fort Walton Beach. Councilmember Parker Destin represents Destin. The statutorily undesignated seat is currently filled by County Commissioner Kelly Windes. If the taxing district is expanded to include the whole County, then one of the two municipal seats must be occupied by an elected official from the County's most populous City, Crestview. Therefore, it appears either Destin or Fort Walton Beach would lose its seat.

Limits of the Referendum Requirement: The referendum procedure contemplated in section 125.0104(4) & (6), Florida Statutes, is only required when the tax is first imposed on new territory. Except for this narrow requirement, the BOCC has discretion to adopt new ordinances amending its Code.

- A. **Link to Strategic Goals / Objectives:**
- B. **Effect on Budget (EOB):**
- C. **Level of Service (LOS):**

III. **CONCLUSION:**

Since attempted expansion of the TDT appears imminent, it is important for the City Council and Destin's citizens to understand the potential effects on the City.

Four primary effects could be felt: (1) Under the County's current interpretation of section 125.0104, Florida Statutes, Destin citizens would not be allowed to vote in the upcoming referendum; (2) Destin, as the TDT's primary revenue generator, could be used as a subsidizer for the remainder of the County, particularly given the practical difficulty in promoting only a portion of the County; (3) Destin could lose its municipal seat on the TDC; (4) future, unforeseen amendments to the implementing ordinance could impact Destin in a myriad of unpredictable ways.

IV. RECOMMENDED MOTION: At the Council's discretion.

Attachments:

None

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: Public Hearing

TO: City Council

THRU: Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney

FROM: Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: First reading of Ordinance 19-20-LC - Sign Requirements for Short-Term Rentals

I. BACKGROUND: As part of the Short-Term Rental Program stipulations, the Code of Ordinances requires Short-Term Rentals to post a sign on the property, which is legible and visible from the public right-of-way, which in some cases may mean placing the sign on fences. However, the Land Development Code prohibits signs posted on fences. This creates a challenge for those short-term rental properties that have fences, to find an acceptable location to post a sign.

Per Section 13-114 of the Code of Ordinances, owners of a short-term rental are required to post a sign which is “prominently placed” on the property and shall be legible and visible from the public right-of-way. Currently Section 16.03.02 of the Land Development Code, specifically prohibits signs posted to fences, which creates a hardship for short-term rental property owners to meet the Code of Ordinances requirements.

The LPA recommended approval of proposed ordinance 19-20-LC at the July 25, 2019 LPA Meeting.

II. DISCUSSION:

Proposed Ordinance 19-20-LC amends Section 16.03 of the Land Development Code to specifically allow a City-approved Short-term Rental sign to be posted on decorative white picket fences located in the Crystal Beach Neighborhood (CBN) and Crystal Beach Resort (CBR) zoning districts, only.

The primary purpose of the required sign for a short-term rental unit is not to advertise, but to inform the public of the short-term rental conditions. The sign is required to include the contact information for the responsible party for the unit, as well as the approved occupancy

limit and maximum available parking and the City of Destin decal issued by the Code Compliance Division. As such, it is important that the approved sign is in the most visible place possible from the public right-of-way for residents, as well as Code Compliance Officers and emergency service personnel. For these reasons, the proposed ordinance provides flexibility by specifically allowing the required short-term rental sign to be affixed to the fence of the property.

The purpose of this amendment is to provide an exception for short-term rental homes in the Crystal Beach area, only.

A. Link to Strategic Goals / Objectives: Enhance Quality of Life.

Proposed Ordinance 19-20-LC is consistent with Policy 3-1.3.11 of the Comprehensive Plan, Enhance Public Knowledge of Rental Registration.

B. Effect on Budget (EOB): No anticipated effect on budget.

C. Level of Service (LOS): There is no anticipated change in the level of service in the city as a result of this ordinance.

III. CONCLUSION: Proposed Ordinance 19-20-LC is consistent with the Comprehensive Plan, provides increased flexibility for sign location for short-term rentals, ensuring their visibility by members of the public, Code Compliance Officers, and emergency services personnel.

IV. RECOMMENDED MOTION: I move to approve ordinance 19-20-LC on first reading.

Attachments:

1. Signs on Fences Amendment
Ordinance 19-20-LC

ORDINANCE NO. 19-20-LC

AN ORDINANCE OF THE CITY OF DESTIN, FLORIDA RELATING TO SIGN REQUIREMENTS FOR SHORT-TERM RENTALS; PROVIDING FOR AUTHORITY; PROVIDING FOR FINDINGS OF FACT; PROVIDING FOR THE AMENDMENT OF THE LAND DEVELOPMENT CODE ARTICLE 16 – SIGNS; AMENDING SECTION 16.03.00 – PROHIBITED SIGNS, PROVIDING FOR INCORPORATION INTO THE LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SERVERABILITY; 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 163, Part II, Florida Statutes.

SECTION 2. FINDINGS OF FACT.

WHEREAS, the City has determined it necessary and desirable to amend the Land Development Code, Section 16.03.02, to provide a limited exception to the prohibition of signs to allow certain signs on the decorative picket fences in the Crystal Beach Neighborhood Zoning District named in Section 7.12.00 of the Land Development Code; and

WHEREAS, the proposed amendments to the Land Development Code will promote and protect public health safety and welfare and will help accomplish the goals, objectives and policies of the City Comprehensive Plan; and

WHEREAS, the general purpose and intent of this ordinance is to create, preserve and promote a community where all properties are maintained in a fashion that emphasizes an aesthetically pleasing city, that encourages community pride, reserves neighborhood integrity, ensures a comfortable, safe and clean environment, and maintain property values; and

WHEREAS, the Destin City Council recognizes the value in the tradition of the placement of signs on the decorative picket fences in the Crystal Beach Neighborhood Zoning District; and

WHEREAS, the placement of signs on the decorative fences in the Crystal Beach Zoning District can help promote commerce by identifying properties for rent and directing and informing the public when those signs are established in compliance with regulations that protect the aesthetic value of the zoning district; and

WHEREAS, the Destin City Council recognizes the need to establish a set of standards for the fabrication, erection, and use of the signs placed on the picket fences within the Crystal Beach Neighborhood Zoning District within the City; and

WHEREAS, these standards are designed to protect and promote the health, safety, and welfare of persons within the County by providing regulations which allow creativity,

effectiveness, and flexibility in the design and use of signs while promoting short-term rental commerce and avoiding visual blight; and

WHEREAS, it is not the purpose of this ordinance to regulate or control the message or the content of signs, or to afford greater protection to either commercial or noncommercial speech; and

WHEREAS, a public hearing has been conducted after due public notice by the Local Planning Agency and its recommendations reported to the City Council; and

WHEREAS, a public hearing has 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 Land Development Code that have been skipped and remain unchanged.

SECTION 3. AMENDMENT OF LAND DEVELOPMENT CODE SECTION 16.03.02.

Section 16.03.02 of the Land Development Code is hereby amended as follows:

D. Signs tacked, nailed, posted, pasted, glued, or otherwise attached to trees, utility poles or fences. As a limited exception to this provision, signs made of composite, wood, or plastic may be placed on the decorative white picket fences located in the Crystal Beach Neighborhood Zoning Districts, as defined in Section 7.12.00 of the Land Development Code.

SECTION 4. INCORPORATION INTO LAND DEVELOPMENT CODE. This ordinance shall be incorporated into the City of Destin's Land Development Code 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 _____

Gary Jarvis, Mayor

ATTEST:

The form and legal sufficiency of the foregoing has been reviewed and approved by the City Land Use Attorney:

Kimberly Romano Kopp, Land Use Attorney

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: Action Item

TO: City Council

THRU: Lance Johnson, City Manager
Kimberly Kopp, Land Use Attorney

FROM: Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: Innerlight Engineering Corporation, on behalf of Seaside Acquisition Group, LLC is requesting approval of a Major Deviation to an Existing Development Order and a Major Subdivision identified as "Beach Lofts." The proposed development consists of 12 lots to be developed into 2-story townhome units. The proposed project is generally located East of Beach Dr, addressed as 130 Lola Circle. The total site area is 1.35 acres, more or less.

I. BACKGROUND:

Seaside Acquisition Group is requesting a Major Deviation to a Development Order. The project consists of 12 long-term residential townhome dwelling units with the associated infrastructure and platting. The proposed deviation is an overall reduction in density. The site was previously approved for 15 multifamily residential condominium dwelling units through Beach Lofts Major Development Order DO 05-33. The proposed project is located at 130 Lola Circle (Parcel ID. #00-2S-22-0000-0011-0110) and is within the Old Destin Multimodal District and the Town Center CRA District. The subject property contains 1.39 acres, more or less.

Although the Major Development Order and Major Subdivision requests are separate applications, the applicant and the City Staff have agreed to allow the City Council to hear the separate applications together, as they involve the same property.

II. DISCUSSION:

COMPREHENSIVE PLAN/Land Development Code

The property has a Future Land Use Map Designation of ROI- Residential, Office and Institutional and a Zoning Designation of ROI-GD - Residential, Office, & Institutional - General Development. The proposed project is consistent with the Comprehensive Plan and Land Development Code (LDC).

Land Use

Long-term multifamily residential is an allowable use in both the ROI future land use designation and ROI-GD zoning district.

DENSITY

Maximum allowed: 12 dwelling units per acre

Provided: 9 dwelling units per acre

HEIGHT

Maximum allowed: 50'4 stories

Provided: 33'3 1/2 stories

Pitched roof

Minimum required: 60%

Provided: 100%

FLOOR AREA RATIO

Not applicable

SETBACKS

Front minimum: 0 feet

Front provided: 16.08' west; 36.08' north

Side minimum allowed: 0 feet

Side provided: 63.76' east; 37.04' south

Rear minimum allowed: 0 feet

Rear allowed: N/A

Open Space

Minimum required: 25%

Provided: 36%

Platting

The project is proposing a major subdivision to be processed simultaneously with a major deviation to a development order.

CONCURRENCY MANAGEMENT

Concurrency requirements have been met:

Traffic: The project meets the transportation concurrency per Policy 12-4.1.8.

Stormwater Management: The City's Stormwater Manager signed the CEC on September 7, 2018.

AIRPORT PROTECTION

As proposed, this project is not affected by nor affects the Destin – Ft. Walton Beach Airport. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

Transportation ANALYSIS

The traffic analysis, dated July 20, 2018, is consistent with the technical methodology outlined in LDC 6.05.05. The modification is a reduction in the committed project trips currently allocated in the Multimodal Transportation District Capacity Table from the previously approved development order (Beach Lofts DO-05-33).

RIGHT-OF-WAY DEDICATION

There is no right-of-way dedication involved with this project.

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INGRESS/EGRESS

Access to the property is provided via Beach Drive and Lola Circle.

Pedestrian Network

There are existing sidewalks within the Beach Drive and Lola Circle rights of way along the entire frontage of the site adjacent to the property line.

PARKING:

Required maximum/minimum vehicle parking spaces: 30

Provided vehicle parking spaces: 32

Required minimum bicycle parking spaces: 3

Provided bicycle parking spaces: 3

UTILITIES:

All utilities are required to be underground.

STORMWATER:

The City Engineer approved the stormwater plan in a memo dated September 7, 2018.

REFUSE COLLECTION:

A screened dumpster pad is provided on site.

WHITE SANDS ZONE

The proposed project is located within White Sands Zone 2.

Landscaping

Front perimeter/common boundary: Exempt per LDC 12.04.04.B

Interior parking landscape: Minimum requirements met

Buffer zone: Exempt per LDC 12.04.04.D

Preservation and restoration:

Acres of development: 1.39

Reforestation trees required: 14

Preserved trees: 0 tree credits (0 preserved trees)

Required additional trees: 0

Required parking trees: 4

Total required trees: 18

Total trees provided: 18 - 36 groupings of two trees with
mature spread <20ft per LDC 12.04.05.E(4)

SIGNS

The FDOT stop sign and stop bar will be included. All future signs must comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT:

1. A Florida Department of Environmental Protection general notice permit (for stormwater) has been issued for this site and is on file.

IMPACT FEES:

Final impact fee amounts will be determinant upon the gross floor area of the overall development land uses and whether exemption or credits are applicable and reevaluated at the time a Certificate of Occupancy is requested. The impact fees for the proposed project are estimated to be:

18-26 – Tuscan Village						
LAND USE	UNITS	PARK	LIBRARY	POLICE	TRANS.	TOTAL
Residential, 2,000—2,999 sq. ft., per dwelling unit	12	\$479.00	\$160.00	\$23.00	\$1,425.00	
Totals	12	\$5,748.00	\$1,920.00	\$276.00	\$17,100.00	\$25,044.00

OTHER FEES: Not applicable.

Per Community Development Department:

1. **Prior to the issuance of a Clearing Permit**, a clearing plan must be submitted and approved by the Community Development Department.
2. **Prior to the issuance of a Certificate of Occupancy**, all required parking and related landscaping shall be installed, inspected, and approved by the Engineering and Community Development Departments.
3. If the applicant proposes outdoor lighting in the future, an outdoor lighting plan must be submitted to the Office of Community Development for review and approval.
 - A. **Link to Strategic Goals / Objectives:**
 - B. **Effect on Budget (EOB):**
 - C. **Level of Service (LOS):**

III. CONCLUSION:

Staff has determined that the applications meet or exceed the minimum requirements of the Land Development Code for the major subdivision and major development. The report of the Technical Review Team that is required pursuant to sections 2.07.01(A) and 2.19.03(D), LDC, is attached.

With respect to the subdivision request, Section 2.19.03(D) of the Land Development Code states:

Final action by City Council. Where proposed major development includes the subdivision or resubdivision of land and the dedication of right-of-way, final approval of such subdivision or resubdivision shall be made by the City Council in accordance with this Code and general law. Upon receiving the recommendation of the technical review committee, the City Council will consider the subdivision for approval.

With respect to the Major Development, 2.07.01(B) of the Land Development Code requires the following of major development applications:

Following the required public notice and hearing, the City Council shall either approve, approve with conditions, approve with modifications or deny the Community Development staff's recommendation and shall:

1. Determine conformity of the proposed development with the Comprehensive Plan, this Code, other applicable requirements and the items enumerated in A. above.
2. Hear and address concerns and desires of surrounding landowners and other affected persons.
3. Consider any rule, objective or policy of the Comprehensive Plan or any other criterion applicable to the particular development proposals in formulating its recommendation to either approve or deny the development proposal.
4. If the proposal is approved or approved with conditions, the City Council shall instruct the City Manager, or designee, to authorize the issuance of a development order that complies with Section 2.08.00.
5. If the proposal is approved with modifications, a development order may be authorized by the City Manager, or his designee, once the required modifications have been completed and approved by the appropriate TRC members.
6. If the proposal is denied based upon the applicant's failure to meet the requirements of this Code in the proposed development plan(s), the application

will become null and void, the applicant will lose in-line priority consideration for concurrency. The applicant will have to submit a new application and start the review process over in order to secure consideration for approval of the proposal.

The City Council should review these criteria and render its decision on the applications in accordance therewith.

IV. RECOMMENDED MOTION: I move to approve/deny the Major Deviation to an existing Development Order and Major Subdivision identified as “Beach Lofts.”

Attachments:

1. DO 19-10 Beach Lofts Draft_3TP
2. MAJOR SUBDIVISION PLAT APPLICATION
3. App - Deviation - Major-Minor Tier 1
4. Proposed Final Plat (v7) Beach Lofts
5. Construction Plans Beach Lofts



Community Development Planning Division

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 | www.cityofdestin.com

June 17, 2019

Development Order No. 19-10

Final Development Order:

**BEACH LOFTS
A MAJOR DEVIATION TO A
DEVELOPMENT ORDER
(18-31-SP)**

Based upon the City's approval and issuance of this Development Order on June 17, 2019, this document will serve as your Final Development Order, and includes all of the provisions and conditions in the attached Technical Review Committee Report.

Innerlight Engineering is requesting approval of a Major Deviation to a Development identified as "Beach Lofts." The project consists of 12 long-term residential townhome dwelling units with the associated revised infrastructure and platting. The site was previously approved for 15 multifamily residential condominium dwelling units through Beach Lofts Major Development Order DO-05-33. The proposed project is located at 130 Lola Circle (Parcel ID. #00-2S-22-0000-0011-0110) and is within the Old Destin Multimodal District and the Town Center CRA District. The subject property contains 1.39 acres, more or less.

DETERMINATIONS:

1. This final development order is in accordance with the approved construction documents, which is inclusive of the site plan, drainage plan, landscape plan, outdoor lighting plan, architectural plans, etc., and dated approved June 17, 2019.
2. All the findings and requirements of the Technical Review Committee report are incorporated herein.

CONDITIONS OF APPROVAL:

1. Pursuant to the City of Destin Land Development Code:

Construction of infrastructure must commence within one (1) year of approval date (date from which the Final Development Order is issued by the Community Development Department) of the Final Development Order on **June 17, 2019** (no later than **June 17, 2020**), and must be completed as shown on plans approved by the Technical Review Committee.

WARNING: If the applicant/owner has not obtained a building permit(s) for either the construction of infrastructure or construction of the entire project and that construction has not commenced within one (1) year of issuance of the final development order, the final development order will become null and void and the application for development order approval must be re-initiated (Article 2, Section 2.21.00).

NOTE: Construction of infrastructure shall be defined as site work, grading, or other construction activity (not including clearing and grubbing or demolition of existing structures) related to installation of roadways, access drives, parking lots, underground utilities, stormwater or drainage facilities, or building foundations (Article 2, Section 2.21.00).

NOTE: An applicant/owner who desires to extend the twelve (12) month (1 year) deadline for either the construction of infrastructure or construction of the entire project must submit a written request to the Community Development Department, no less than thirty (30) days prior to the expiration of the twelve (12) month deadline to obtain a building permit and commence construction of infrastructure or construction of the entire project. The applicant may receive only one extension, and such extension shall not exceed one year. The applicant /owner should review Article 2, Section 2.21.00, of the Destin Land Development Code for further explanation of the Development Order extension process.

2. If the applicant fully complies with the requirements of Condition No. 1. above, the concurrency capacity allocation status for **“Beach Lofts”** will be protected. **However, the protected concurrency status will be lost and the application for development order approval must be re-initiated if:**
 - A. **Construction permit(s) in association with construction of infrastructure or construction of the entire project are not obtained in accordance with Article 2, Section 2.10.00 of the Land Development Code to maintain concurrency, or**
 - B. **Construction activity ceases for a period of one (1) year after a building permit for construction of infrastructure or construction of the entire project has been issued so that concurrency is not maintained under Article 6 of the Destin Land Development Code.**
3. The applicant must obtain City of Destin permits for the following activities on and off site (these may require appropriate bonding):
 - A. Disturbance of the City's Right-Of-Way (Note: Applicant must obtain the proper ROW permit(s) from the Public Services Department prior to issuance of building permits, unless otherwise exempted by the Public Services Director).
 - B. Pavement cuts.
 - C. Construction of any kind.
 - D. Clearing, grubbing, or demolition.



- E. Paving, grading, drainage, sidewalks.
- F. Signage.
- G. Installation of utilities.
- H. Construction trailers.

4. The following items must be addressed in the appropriate order:

- A. **Prior to the issuance of any City Permit**, a sign must be posted on the subject property notifying the public of the emergency contact information of the person responsible for the project. Refer to section 7.01.02(B) of the Land Development Code for details on the size, location and contents of the sign. Additionally, a posting of emergency contact information sign affidavit must be submitted to the Planning Division prior to the issuance of any permits.
- B. **Prior to the Commencement of Construction**, a permit, with a copy of the demolition plan for the site indicating the location of the Construction Site Screening, must be submitted and approved by the City. Said screening must meet the requirements set forth in Destin Code of Ordinances, Section 6-51 *Screen Criteria*.
- C. **Prior to the issuance of any City Permit**, obtain a Florida Department of Transportation Right-of-Way Construction Permit and submit copy to the Public Services Department.
- D. **Prior to the issuance of any City Permit**, obtain a FDEP NPDES permit and submit a copy to the Public Services Department.
- E. **Prior to the issuance of any City Permit**, a copy of the Northwest Florida Water Management District (NFWFMD) storm water permit and a National Pollution Discharge Elimination System (NPDES) storm water construction generic Permit (if applicable) approval shall be provided.
- F. **Prior to the issuance of a Certificate of Occupancy**, all applicable Impact Fees and other outstanding costs associated with this project that are owed to the City must be paid in full.

Estimated impact fee total: \$25,044.00
- G. **Prior to the issuance of a Certificate of Occupancy**, the site layout, landscaping, outdoor lighting and architectural design must be inspected and approved by the Community Development Department.
- H. **Prior to the issuance of a Certificate of Occupancy**, a Stormwater Operation/Maintenance Plan (SWOMP) approved by the City shall be acknowledged and signed by the Owner.
- I. **Prior to the issuance of a Certificate of Occupancy**, assigned address number for the principal building shall be displayed and clearly visible and legible, preferably reflective,

from the street or private way on which the building fronts with Arabic numerals not less than three inches in height and one-half inch in width. Numbers must be in a color contrasting to the building or other background. Assigned numbers for principal buildings which are not visible from the street or private way shall additionally be displayed at the intersection of the driveway and servicing street, and attached to a post, wall, fence or mailbox at a level to ensure visibility. *Ref. LDC Section 7.18.04.*

Louis Zunguze, MURP	Date
Community Development Director	
City of Destin	

Mark Murray, Authorized Agent	Date
Innerlight Engineering, Inc.	

TECHNICAL REVIEW COMMITTEE REPORT
“BEACH LOFTS”:
A MAJOR DEVIATION TO A DEVELOPMENT
(18-31-SP)

ISSUE:

Applicant: Steve Been
Location: 130 Lola Circle, Parcel ID. #00-2S-22-0000-0011-0110
Request: Approval of a Major Deviation to a Development identified as “Beach Lofts.” The proposed project consists of twelve (12) long-term residential townhome dwelling units.
Parcel Size: The subject property contains 1.39 acres, more or less.
Future Land Use: Residential, Office, Institutional – General Development (ROI-GD)
Zoning District: Residential, Office, Institutional (ROI)
Density: 12.00 units/acre
Intensity: N/A
Application Date: July 20, 2018
Approved Site Plan Date: June 17, 2019

DISCUSSION/FINDINGS:

Innerlight Engineering is requesting approval of a Major Deviation to a Development Order identified as “Beach Lofts.” The proposed project is for development of twelve (12) long-term residential townhome dwelling units. The proposed project is located at 130 Lola Circle (Parcel ID. #00-2S-22-0000-0011-0110) and is within the Old Destin Multimodal District and the Town Center CRA District. The subject property contains 1.39 acres, more or less.

COMPREHENSIVE PLAN/ZONING:

The property has a Future Land Use Map Designation of ROI- Residential, Office and Institutional and a Zoning Designation of ROI-GD - Residential, Office, & Institutional - General Development. The proposed project is consistent with the Comprehensive Plan and Land Development Code (LDC).

DENSITY:

Maximum allowed: 12 dwelling units per acre
Provided: 9 dwelling units per acre

HEIGHT:

Maximum allowed: 50’/4 stories
Provided: 33’3”/2 stories

PITCHED ROOF

Minimum required: 60%
Provided: 100%

FLOOR AREA RATIO:

Not Applicable

SETBACKS:**REQUIRED:**

Front: 0 feet

Sides: 0 feet

Rear: 0 feet

PROPOSED:

Front: 16.08' west; 36.08' north

Sides: 63.76' east; 37.04' south

Rear: N/A

OPEN SPACE

Minimum required: 25%

Provided: 36%

PLATTING:

The project is proposing a major subdivision to be processed simultaneously with a major development order.

CONCURRENCY MANAGEMENT:

Concurrency requirements have been met:

Traffic: The project meets the transportation concurrency per Policy 12-4.1.8.

Stormwater Management: The City's Stormwater Manager signed the CEC on September 7, 2018.

AIRPORT PROTECTION:

As proposed, this project is not affected by nor affects the Destin – Ft. Walton Beach Airport. The applicant has indicated on the development order application that the proposed project is not within the Airport Expansion Area. NOTE: If construction necessitates the use of a crane, or other obstruction, which exceeds Federal Aviation Administration FAR 77 Standards (normally 200 feet above ground level), the applicant must request a variance from the FAA for temporary encroachment into this restrictive area and a copy of a completed FAA Form 7460, must be placed on file with the City of Destin prior to the crane, or other obstruction, penetrating the restricted airspace.

TRANSPORTATION ANALYSIS:

The traffic analysis, dated July 20, 2018, is consistent with the technical methodology outlined in LDC 6.05.05. The modification is a reduction in the committed project trips currently allocated in the Multimodal Transportation District Capacity Table from the previously approved development order (Beach Lofts DO-05-33).

RIGHT-OF-WAY DEDICATION:

There is no right-of-way dedication involved with this project.

INGRESS/EGRESS:

Access to the property is provided via Beach Drive and Lola Circle.

PEDESTRIAN NETWORK:

There are existing sidewalks within the Beach Drive and Lola Circle rights of way along the entire frontage of the site adjacent to the property line.

PARKING:

Required vehicle parking spaces: 30

Provided vehicle parking spaces: 32

Required minimum bicycle parking spaces:	3
Provided bicycle parking spaces:	3

UTILITIES:

All utilities are required to be underground.

STORMWATER:

The City Engineer approved the stormwater plan in a memo dated September 7, 2019.

REFUSE COLLECTION:

A screened dumpster pad is provided on site.

WHITE SANDS ZONE:

The proposed project is located within White Sands Zone 2.

LANDSCAPE:

Front perimeter/common boundary: Exempt per LDC 12.04.04.B

Interior parking landscape: Minimum requirements met

Buffer zone: Exempt per LDC 12.04.04.D

Preservation and restoration:

Acres of development: 1.39

Reforestation trees required: 14

Preserved trees: 0 tree credits (0 preserved trees)

Required additional trees: 0

Required parking trees: 4

Total required trees: 18

Total trees provided: 18 - 36 groupings of two trees with mature spread <20ft per
LDC 12.04.05.E(4)

SIGNS:

The FDOT stop sign and stop bar will be included. All future signs must comply with the sign code section of the Destin Land Development Code in effect at the time a sign application is submitted.

STATE/FEDERAL PERMITS REQUIRED BEFORE ISSUANCE OF BUILDING PERMIT:

1. A Florida Department of Environmental Protection general notice permit (for stormwater) has been issued for this site and is on file.

IMPACT FEES:

Final impact fee amounts will be determinant upon the gross floor area of the overall development land uses and whether exemption or credits are applicable and reevaluated at the time a Certificate

of Occupancy is requested. The impact fees for the proposed project are estimated to be:

18-31 – Beach Lofts

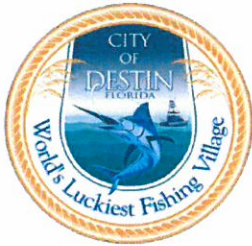
LAND USE	UNITS	PARK	LIBRARY	POLICE	TRANS.	TOTAL
Residential, 2,000— 2,999 sq. ft., per dwelling unit	12	\$479.00	\$160.00	\$23.00	\$1,425.00	
Totals	12	\$5,748.00	\$1,920.00	\$276.00	\$17,100	\$25,044

OTHER FEES: Not applicable.

COMMENTS:

Per Community Development Department:

1. **Prior to the issuance of a Clearing Permit**, a clearing plan must be submitted and approved by the Community Development Department.
2. **Prior to the issuance of a Certificate of Occupancy**, all required parking and related landscaping shall be installed, inspected, and approved by the Engineering and Community Development Departments.
3. If the applicant proposes outdoor lighting in the future, an outdoor lighting plan must be submitted to the Office of Community Development for review and approval.



City of Destin

Community Development Department

Planning Division

City of Destin Annex
4100 Indian Bayou Trail
Destin, Florida 32541

Phone (850) 837-4242 • Fax (850) 460-2171

www.cityofdestin.com/index.aspx?nid=91

MAJOR SUBDIVISION APPLICATION

_____ - _____ - MS
(project number assigned by planning staff)

Major Subdivision is a subdivision in which all or a majority of lots front on future public or private rights-of-way and which includes the dedication of the land to the City or homeowners association. (e.g. right-of-way, park, drainage retention areas, parking area, access easements, etc.)

Name of Proposed Subdivision: **BEACH LOFTS**
(THIS NAME SHALL BE CONSISTENT ON ALL SUBMITTED PLANS & DOCUMENTS)

1. CONTACT INFORMATION:

- A. **Owner(s):** Seaside Acquisition Group, LLC / Steve Been
Mailing Address: 75 14th Street NE, Suite 2200, Atlanta, GA 30309
Business Phone: (850) 685-0506 Cell: _____
Email: sfb@sfbeen.com
- B. **Authorized Agent** (if applicable): Mark T. Murray, P.E., Innerlight Engineering Corporation
Mailing Address: 11490 Emerald Coast Pkwy, Suite 2W, Miramar Beach FL 32550
Business Phone: (850) 424-5855 Cell: _____
Email: mark@ieceng.com; david@ieceng.com
- C. **Engineer:** Mark T. Murray, P.E., Innerlight Engineering Corporation
Mailing Address: 11490 Emerald Coast Pkwy, Suite 2W, Miramar Beach FL 32550
Business Phone: (850) 424-5855 Cell: _____
Email: mark@ieceng.com

D. Surveyor: Josh Smith, P.S.M., Innerlight Engineering Corp.
Mailing Address: 11490 Emerald Coast Pkwy, Suite 2W, Miramar Beach, FL
Business Phone: (850) 424-5855 Cell: _____
Email: josh@ieceng.com

2. PROPERTY TO BE SUBDIVIDED:

Parcel ID (s): 00-2S-22-0000-0011-0110, _____
_____, _____
Lot: _____ Block: _____ Plat Book: _____ Page Number: _____
Subdivision: _____

3. PROJECT INFORMATION:

A. General Information:

- 1) Future Land Use Map Designation(s) of the Property: ROI
- 2) Zoning District(s) of the Property: ROI-GD
- 3) Type of Project / Proposed Land Use of the Property: Residential Town Homes
- 4) Total Acreage and Square Footage of the Property: 1.35 Acres; 58,806 SF
- 5) Existing or Proposed Special Exceptions, Variances, Administrative Appeals, etc.:
N/A
- 6) Total Number of Lots Proposed: 12
- 7) Minimum Lot Area Proposed: 423.52'
- 8) Minimum Lot Width Proposed: 25.42'
- 9) Minimum Lot Depth Proposed: 56.00'

B. Comprehensive Plan Compliance: Including, but not limited to the following:

Does the Proposed Development Site Include the following (Insert "Yes" or "No" in every blank and include those with a "Yes" on the Plans):

<u>YES</u> Multimodal District and Design Initiatives	
<u>NO</u> Within Harbor CRA District:	<u>YES</u> Within Town Center CRA District
<u>NO</u> 100-Year Flood Plains	<u>NO</u> Waterfront Property
<u>NO</u> Conservation Areas	<u>NO</u> Seaward of (Within) a V-Zone
<u>NO</u> Environmentally Sensitive Area	<u>NO</u> Seaward of the CCCL
<u>NO</u> Historic Landmarks	<u>NO</u> Protected Dunes
<u>NO</u> In a Historic District	<u>NO</u> Protected/Unique Vegetation
<u>NO</u> Archeological Sites	<u>NO</u> Seaward of Shoreline Protection Zone
<u>NO</u> Habitat of Threatened Species	<u>NO</u> Preserved Trees (24" d.b.h. and over)
<u>NO</u> Habitat of Endangered Species	<u>NO</u> Protected Trees (12" d.b.h. and over)
<u>NO</u> Within 200 Feet of a Potable Water Well	

If in a Flood Zone, give Minimum Base Flood Elevation Required: N/A Provided: N/A

4. SUBMITTAL REQUIREMENTS:

A. X **Completed application** - All applicable areas of the application shall be filled in and submitted to the Community Development Department Planning Division at the City of Destin Annex, 4100 Indian Bayou Trail, Destin, Florida 32541.

B. X **Application Fees** (FY 2017 Schedule of Fees, Resolution 17-05, adopted 02/22/17, effective 02/23/17)

- 1) **\$3,000.00 Major Subdivision**
- 2) **\$2,500.00 Planned Unit Development**
- 3) **\$300.00 per Easement**

Application fee includes First Submittal Reviews only. Subsequent Submittal Reviews and all mailing costs will be invoiced to the Applicant; invoices must be paid prior to submittal of additional Submittal Review Packages.

Accepted Payments are Cash, Check, MasterCard or Visa. Checks shall be made payable to the City of Destin and submitted to the Planning Division, Community Development Department, City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida 32541.

C. X **Proof of Ownership** - A copy of the last recorded deed of the property. Owner on deed must correspond to "Current Owner" identified on page 1.

D. X **Agent Affidavit** (if applicable) - Required if the applicant is other than the property owner.

E. Concurrency Evaluation Certificates (CEC's) - The following must be provided:

- 1) X Stormwater Management, plus 2 sets of signed, sealed and dated calculations.
- 2) X DWU Service Questionnaire

The applicant is responsible for returning each CEC to the Community Development Department, completed, approved and signed.

F. Plan Requirements (LDC Section 2.18.02): Including, but not limited to, the following:

- 1) X Cover Sheet
- 2) X Boundary Survey, which includes the following:
 - a) Signed, sealed and dated by Surveyor registered in the State of Florida.
 - b) No older than six months unless Engineer of Record certifies site has NOT changed.
 - c) Existing conditions of site, which includes trees over 12" in diameter at breast height.
 - d) Delineated Topography.
- 3) Demolition Plan (if applicable)
- 4) X Site Plan
- 5) X Subdivision Plat (paper copy)
- 6) X Grading and Drainage Plan – Calculations must be signed & sealed by a Registered Florida Engineer and meet the requirements of Destin Code of Ordinances, Sections 6-346 and 6-352.
- 7) X Utility Plan
- 8) X Landscape Plan and Supporting Plans (if applicable)
- 9) Street Lighting Plan
- 10) Detail Sheets

G. Checklist. The following checklists are extremely useful to design professional in complying with the City of Destin development regulations. The inclusion of them with the submittal package is **optional.**

- 1) Checklist A – Site Plan Requirements
- 2) Checklist B – Stormwater Management
- 3) Checklist C – Landscape Plan

5. SUBMITTAL PACKAGE QUANTITIES:

- A. **THREE (3) COMPLETE** paper packages, including ALL items in section 4 above.
- B. **ONE (1) COMPLETE** electronic package of PDF files on a storage device.
(Flash Drive, Disk or e-mailed Dropbox link)

NOTE: This application must be filled out completely and must be signed by the owner or his designated agent. If the applicant is different than the owner of the subject property, then an agent affidavit is required from the owner of the property. The agent affidavit must be completely filled out and submitted with this application. If the property has multiple owners, then all owners or their designated agents must sign this application.

I HAVE READ THE FOLLOWING INFORMATION IN THIS APPLICATION AND HAVE FILLED IN ALL ANSWERS CORRECTLY TO THE BEST OF MY ABILITY.

APPLICANT: Mark Murray (Agent)

SIGNATURE:  **DATE:** 07/20/2018

PRINTED NAME: Mark T. Murray, P.E.



City of Destin
Community Development Department
Planning Division
City of Destin Annex
4100 Indian Bayou Trail
Destin, Florida 32541
Phone (850) 837-4242 • Fax (850) 460-2171
email to: planning@cityofdestin.com

X MAJOR MINOR DEVELOPMENT APPLICATION
for a FINAL DEVELOPMENT ORDER

18 - 31 - SP
(project number assigned by planning staff)

Name of Proposed Project: **Beach Lofts**
(THIS NAME SHALL BE CONSISTENT ON ALL SUBMITTED PLANS & DOCUMENTS)

I. CONTACT INFORMATION:

A. Owner(s): Seaside Acquisition Group, LLC / Steve Been

Mailing Address: 75 14th Street NE, Suite 2200, Atlanta, GA 30309

Business Phone: (850) 685-0506 Cell: _____

Email: sfb@sfbeen.com

B. Authorized Agent (if applicable): Mark T. Murray, P.E. ; David E. Smith, P.E. of Innerlight Engineering Corporation

Mailing Address: 11490 Emerald Coast Pkwy, Suite 2W, Miramar Beach, FL 32550

Business Phone: (850) 424-5855 Cell: _____

Email: mark@ieceng.com; david@ieceng.com

C. Engineer: Mark T. Murray, P.E.

Mailing Address: 11490 Emerald Coast Pkwy, Suite 2W, Miramar Beach, FL 32550

Business Phone: (850) 424-5855 Cell: _____

Email: mark@ieceng.com

D. Architect: Driftwood Group LLC
Mailing Address: 755 Grand Boulevard, Miramar Beach, FL 32550
Business Phone: (850) 687-4755 Cell: _____
Email: _____

E. Surveyor: Josh Smith, P.S.M., Innerlight Engineering Corp.
Mailing Address: 11490 Emerald Coast Pkwy, Suite 2W, Miramar Beach, FL
Business Phone: (850) 424-5855 Cell: _____
Email: josh@ieceng.com

II. PROPERTY INFORMATION:

Existing Street Address: 130 Lola Circle, Destin, FL 32541
Parcel ID (s): 00-2S-22-0000-0011-0110, _____
_____, _____
Lot: _____ Block: _____ Plat Book: _____ Page Number: _____
Subdivision: _____

III. PROJECT INFORMATION:

A. General Information (brief description of the project of which this application is seeking approval):
The previously approved project (DO# 05-33) proposed a 3-story, 15-unit condominiums.
This proposal is to develop the site with twelve (12), 2-story town homes.

Future Land Use Map Designation(s) of the Property: ROI (Residential, Office & Institutional)
Zoning District(s) of the Property: ROI- GD (Residential, Office & Institutional - General Development)
Type of Project / Proposed Land Use of the Property: Residential Town Homes
Total Acreage and Square Footage of the Property: 1.35 ACRES; 58,806 SF

Number of Permanent or Long-term Residential Units:	<u>12</u>
Number of Seasonal or Short-term Residential Units:	<u>0</u>
Total Number of Units Proposed:	<u>12</u>
Number of Units per Acre Allowed:	<u>12</u>
Number of Units per Acre Proposed:	<u>8.89</u>
Proposed Building Height (Comprehensive Plan 2020 - Policy 1-2.1.4):	<u>33' 3"</u>
Number of Proposed Stories (included parking decks above grade):	<u>2</u>
Gross Floor Area of Proposed Structure: (Chapter 1 of the Comprehensive Plan: 2020 definition and Article 3, Sec. 3.00.00 "Gross Floor Area" of the Destin Land Development Code)	<u>N/A</u>

(NOTE: Calculations from the Site Plan and Architectural Floor Plan must match.)

B. White Sands Zone: The project is located in (check one):

White Sands Zone I: ☐ White Sands Zone II: ☒ Outside White Sands Zones: ☐

C. Existing or Proposed Conditional Uses, Variances, Administrative Appeals, etc:

Yes: ☐ (Provide a copy of Final Order) No: ☒

D. Development Intensity - Floor Area Ratio (FAR):

This entire section must be completed for all non-residential projects that have the following Future Land Use Map (FLUM) Designations (Comprehensive Plan: 2020, Policy 1-2.1.2): CBN, CL, CG, CTS, ROI, CBR, TCMU, CMU, SHMU, NHMU, GRMU, HIMU, IN, A, INST, REC, and CON.

Formula:

Square footage of the subject parcel (_____ acre(s) x 43,560 sq. ft.): N/A

Multiplied by FAR allowed in the Future Land Use Map Designation: X N/A

Non-residential structure (not including above-grade parking structure) FAR Calculation:
(described in Policy 1-2.1.2, Comprehensive Plan: 2020)

a). Sum of Gross Floor Area (square feet) all existing and proposed structures: N/A
(The gross floor area shall not include public parking structures or portions of parking structures dedicated to the public and shall adhere to Chapter 1 of the Comprehensive Plan: 2020 definition and Article 3, Sec. 3.00.00 "Gross Floor Area" of the Destin Land Development Code.)

b). Divide result of item "a" above by the gross site area (square feet): N/A

Compliance:

FAR allowed in the Future Land Use Map Designation: N/A

FAR proposed for this project (Insert figure from item “b”): N/A

The proposed project FAR (___ is , ___ is not) in compliance.

Formula for above-grade parking structures:

Square footage of the subject parcel: (_____ acre(s) x 43,560 sq. ft.) N/A

Multiplied by 0.50 bonus FAR allowed in ONLY NHMU, SHMU,
and TCMU Future Land Use Map Designations: N/A

Maximum above-grade parking structure square footage allowed: N/A

Above-grade parking structure FAR Calculation (described in Policy 1-2.1.2, Comprehensive Plan: 2020):

a). Sum of Gross Floor Area (square feet): N/A
(all existing and proposed above-grade parking structures)

b). Divide result of item “a” above by the gross site area (square feet): N/A

Compliance for above-grade parking structures:

FAR allowed in the NHMU, SHMU, and TCMU Future Land Use Map Designations: N/A

FAR proposed for this project (Insert figure from item “b”): N/A

The proposed project FAR (___ is , ___ is not) in compliance.

E. Minor Subdivision (as defined in LDC Article 3):

Not Applicable with this proposed development: ___

Applicable: X (see below & requires Minor Subdivision Application)

Total Number of Lots Proposed: 12

Minimum Lot Area Proposed: 1,423.52'

Minimum Lot Width Proposed: 25.42'

Minimum Lot Depth Proposed: 56.00'

F. Airport Protection

FAA Permit Required: ____ Permit Attached: ____

Does the Proposed Project Lie within the Airport Noise Zone: Yes ____ No X

If yes, requires disclosure statement and increased construction standards. For residential projects, requires a disclosure statement on the mylar of subdivision and at time of sale (Article III, Airport Zoning Regulations, Section 212-155 of Land Development Code).

Does the Proposed Project Lie within Airport Clear Zone: Yes ____ No X

Does the Proposed Project Lie within Airport Expansion Area: Yes ____ No X

If Yes, attach statement from Okaloosa County of Airport Authority of "approval" or "no objection" to encroachment within the proposed expansion area.

Construction Crane Registration Form Required: ____ Approved Form Attached: ____

G. Comprehensive Plan Compliance: Including, but not limited to the following:

Concurrency Evaluation Certificates: **Refer to and complete item No. 14 under Section 4 below for compliance.**

Does the Proposed Development Site Include the following (Insert "Yes" or "No" in every blank and include those with a "Yes" on the Plans):

YES Multimodal District and Design Initiatives

NO Within Harbor CRA District:

YES Within Town Center CRA District

NO 100-Year Flood Plains

NO Waterfront Property

NO Conservation Areas

NO Seaward of (Within) a V-Zone

NO Environmentally Sensitive Area

NO Seaward of the CCCL

NO Historic Landmarks

NO Protected Dunes

NO In a Historic District

NO Protected/Unique Vegetation

NO Archeological Sites

NO Seaward of Shoreline Protection Zone

NO Habitat of Threatened Species

NO Preserved Trees (24" d.b.h. and over)

NO Habitat of Endangered Species

NO Protected Trees (12" d.b.h. and over)

NO Within 200 Feet of a Potable Water Well

If in a Flood Zone, give Minimum Base Flood Elevation Required: n/a Provided: n/a

IV. SUBMITTAL REQUIREMENTS

- A. Completed Application – All applicable areas of the application shall be filled in and submitted to the Community Development Department Planning Division at the City of Destin Annex, 4100 Indian Bayou Trail, Destin, Florida 32541.
- B. Agent Affidavit (if applicable) – Required if the applicant is other than the property owner.
- C. Application Fee: **\$2,500.00 – Minor/Major Development**

Application fee includes First Submittal Reviews only. Subsequent Submittal Reviews and all mailing costs will be invoiced to the Applicant; invoices must be paid prior to submittal of additional Submittal Review Packages.

NOTE: Accepted Payments are Cash, Check, Debit, Discover, MasterCard or Visa. Checks shall be made payable to the City of Destin and submitted to the Planning Division, City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida 32541

- D. Proof of Ownership – A copy of the last recorded deed of the property. Owner on deed must correspond to “Current Owner” identified on page 1.
- E. Concurrency Evaluation Certificates (CEC’s) – The following must be provided:
1. Solid Waste
 2. Sanitary Sewer (must submit completed questionnaire to DWU)
 3. Potable Water (must submit completed questionnaire to DWU)
 4. Traffic plus analysis (**3 sets signed and sealed**)
 5. Stormwater Management plus calculations (**2 sets signed and sealed**)
 6. DWU Service Questionnaire

The applicant is responsible for returning each CEC to the Community Development Department, completed, approved and signed.

- F. Approval from Okaloosa County Airport Authority (if applicable) - This applies to projects that lie within airport expansion area as defined in Article 7, Section 7.15.00 of the Land Development Code.
- G. Plans Requirements (LDC Section 2.18.02) – Including, but not limited to the following:
1. Cover Sheet
 2. Boundary Survey, which includes the following:
 - ✓ Signed and Sealed by Registered Surveyor
 - ✓ No older than one year unless Engineer of Record certifies site has NOT changed
 - ✓ Existing Conditions of site, which includes trees over 12” in diameter at breast height
 - ✓ Delineated Topography
 3. Demolition Plan (if applicable)
 4. Site Plan
 5. Drainage Plan – Calculations must be signed & sealed by a Registered Florida Engineer and meet the requirements of Destin Code of Ordinances, Sections 6-346 and 6-352.
 6. Utility Plan
 7. Landscape Plan and Supporting Plans
 8. Outdoor Lighting Plan

9. Detail Sheets
10. Architectural Elevations with height shown (North, South, East, and West)
11. General Architectural Floor Plans (all floors) with gross floor area calculated

H. Other Required Plans

1. Construction Vehicle Parking Mitigation Plan (LDC Section 7.01.02.E)
For non-residential and multi-family residential construction
2. Dust Control Plan (LDC Section 11.10.03)
3. Vibration Impact Mitigation Plan (LDC Section 7.02.03)

- I. Checklists** – The following checklists are extremely useful to the design professional in complying with City of Destin development regulations.
The inclusion of them with the submittal package is **optional**.

1. Checklist A – Site Plan Requirement
2. Checklist B – Stormwater Management
3. Checklist C – Landscape Plan
4. Checklist D – Dust Control Plan
5. Checklist E – Vibration Impact Mitigation Plan
6. Checklist F – Outdoor Lighting Plan

- J. Emergency Contact Posting Requirements** (LDC Section 7.01.02.B)

V. SUBMITTAL PACKAGE QUANTITIES:

- A. FOUR (4) COMPLETE** paper packages, including **ALL** items in section IV. above.
- B. ONE (1) COMPLETE** electronic package of PDF files on a portable storage device.
(CD, DVD, USB Flash Drive or Dropbox link)

NOTE: This application must be filled out completely and must be signed by the owner or his designated agent. If the applicant is different than the owner of the subject property, then an agent affidavit is required from the owner of the property. The agent affidavit must be completely filled out and submitted with this application. If the property has multiple owners, then all owners or their designated agents must sign this application.

I HAVE READ THE INFORMATION IN THIS APPLICATION AND HAVE FILLED IN ALL ANSWERS CORRECTLY TO THE BEST OF MY ABILITY.

APPLICANT: Mark Murray (Agent)

SIGNATURE: Mark Murray **DATE:** 11/14/2018

PRINTED NAME: Mark T. Murray, P.E.

**AGENT AFFIDAVIT
SPECIAL POWER OF ATTORNEY**

KNOWN ALL MEN BY THESE PRESENTS, THAT I, _____
am presently the owner and/or leaseholder at _____
and desiring to execute a Special Power of Attorney, have made, constituted and appointed, and by these presents
do make, constitute and appoint _____
whose address is _____, County of _____, State of _____,
my Attorney-in-Fact to act as follows, GIVING AND GRANTING unto said attorney full power to act as my
agent in any and all matters pertaining to: _____.

FURTHER, I do authorize the aforesaid Attorney-in-Fact to perform all necessary acts in the execution of the
aforesaid authorization with the same validity as I could effect if personally present. Any act or thing lawfully
done hereunder by the said attorney shall be binding on myself and my heirs, legal and personal representative,
and assigns.

PROVIDED; however, that any and all transactions conducted hereunder for me or for my account shall be
transacted in my name, and that all endorsements and instruments executed by the said attorney for the purpose of
caring out the foregoing powers shall contain my name, followed by that of my said attorney and the designation
“Attorney-in-Fact.”

OWNER

Signature

Printed Name

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20_____,
by _____.
(name of person acknowledging)

Signature of Notary

Printed Name of Notary or Seal

Personally known _____ OR Produced Identification _____

Type of Identification Produced _____

SHEET INDEX:

1 - DEDICATIONS, CERTIFICATIONS, DESCRIPTION
2 - BOUNDARY LOCATION INFORMATION

BEACH LOFTS

UNSECTIONALIZED - TOWNSHIP 2 SOUTH - RANGE 22 WEST
CITY OF DESTIN
OKALOOSA COUNTY, FLORIDA

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS THAT SEASIDE ACQUISITION GROUP, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE OWNER OF FEE SIMPLE TITLE COVERING THE LANDS DESCRIBED IN THIS PLAT OF "BEACH LOFTS" DOES DECLARE THAT IT HAS CAUSED THE SAME TO BE SUBDIVIDED AS SHOWN HEREON, AND DOES HEREBY DEDICATE ALL COMMON AREAS TO THE BEACH LOFTS OWNERS ASSOCIATION, INC. SEASIDE ACQUISITION GROUP, LLC, A FLORIDA LIMITED LIABILITY COMPANY DOES HEREBY GRANT NON-EXCLUSIVE EASEMENTS WITHIN THE COMMON AREAS TO VARIOUS UTILITY COMPANIES FOR THE PURPOSE OF INGRESS, EGRESS, INSTALLATION, REPAIR AND MAINTENANCE OF UTILITIES INCLUDING BUT NOT LIMITED TO COX COMMUNICATIONS, GULF POWER, CENTURY LINK AND DESTIN WATER USERS. NO DEDICATION OR RIGHTS TO THE PUBLIC ARE BEING CREATED AS PART OF THIS PLAT.

WITNESS _____ STEVE BEEN

WITNESS _____

ACKNOWLEDGMENT OF DEDICATION:

COUNTY OF _____
STATE OF _____

THIS IF TO CERTIFY THAT ON THE _____ DAY OF _____, 2019, BEFORE ME, _____ PERSONALLY APPEARED AND WHO IS PERSONALLY KNOWN TO ME TO BE THE INDIVIDUAL DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT OF DEDICATION AS, OR WHO HAS PRODUCED _____ AS IDENTIFICATION, ACKNOWLEDGED TO AND BEFORE ME THAT SAID INSTRUMENT IS THE FREE ACT AND DEED.

WITNESS MY HAND AND OFFICIAL SEAL ON THIS _____ DAY OF _____, 2019.

NOTARY PUBLIC, STATE OF FLORIDA PRINTED NAME

MY COMMISSION EXPIRES: _____ SEAL



VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION

A PARCEL OF LAND IN UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY, FLORIDA, BEING EXPLICITLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1, OF COVENTRY CORNERS AS RECORDED IN PLAT BOOK 13, AT PAGES 24-25, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA; THENCE SOUTH 13 DEGREES 49 MINUTES 00 SECONDS WEST ON THE WEST LINE OF LOTS 1,2,3, AND 4, OF THE COVENTRY CORNERS, A DISTANCE OF 227.39 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE DEPARTING SAID WEST LINE, PROCEEDING NORTH 76 DEGREES 11 MINUTES 00 SECONDS WEST ON THE WESTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 226.54 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF BEACH DRIVE (66' RIGHT OF WAY); THENCE DEPARTING SAID RIGHT OF WAY WESTERLY EXTENSION, PROCEED NORTH 04 DEGREES 47 MINUTES 38 SECONDS WEST ON SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 211.23 FEET TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF LOLA CIRCLE (RIGHT OF WAY VARIES), AS SHOWN ON THE AFORESAID PLAT OF COVENTRY CORNERS; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE , PROCEED ON SAID SOUTH RIGHT OF WAY LINE, THE FOLLOWING TWO (2) CALLS: (1) NORTH 85 DEGREES 12 MINUTES 22 SECONDS EAST, A DISTANCE OF 85.07 FEET; (2) THENCE SOUTH 76 DEGREES 11 MINUTES 53 SECONDS EAST, A DISTANCE OF 213.22 FEET TO THE POINT OF BEGINNING.

TITLE OPINION:

PURSUANT TO CHAPTER 177, F.S., THE UNDERSIGNED ATTORNEY, ABSTRACTOR OR TITLE COMPANY, DULY LICENSED IN THE STATE OF FLORIDA, CERTIFIES THAT TITLE TO LAND(S) DESCRIBED HEREON IS IN THE NAME OF DEDICATORS AND INDICATED HEREIN AND THAT THERE ARE NO UNSATISFIED MORTGAGES RECORDED AS A MATTER OF RECORD EXCEPT AS SHOWN IN THE JOINDER AND CONSENT.

DATE COMPANY

ATTORNEY AT LAW

COMMUNITY DEVELOPMENT DEPARTMENT APPROVAL:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO AND APPROVED BY THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF DESTIN, FLORIDA, THIS DAY _____ OF _____, 2019.

A. LOUIS ZINGUZE, COMMUNITY DEVELOPMENT DIRECTOR

NOTE:

PURSUANT TO F.A.C. CHAPTER 177.091(27):
NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

PURSUANT TO F.A.C. CHAPTER 177.091(28):
ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION DOES NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

SURVEYOR'S CERTIFICATE:

THE UNDERSIGNED HEREBY ACKNOWLEDGES THAT THIS PLAT WAS PREPARED UNDER HIS DIRECTION AND SUPERVISION, AND THAT THIS PLAT WAS PREPARED IN COMPLIANCE WITH THE SURVEY REQUIREMENTS OF CHAPTER 177, PART 1, PLATTING, OF THE FLORIDA STATUTES.

G.A. "JOSH" SMITH, P.S.M.
PROFESSIONAL LAND SURVEYOR
FLORIDA REGISTRATION NUMBER 7186

INNERLIGHT ENGINEERING CORPORATION
CERTIFICATE OF AUTHORIZATION, LICENSED BUSINESS # 7927
P.O. BOX 459
FORT WALTON BEACH, FLORIDA 32549
850-333-4370 ~ TELEPHONE

DATE

DESTIN PUBLIC SERVICES APPROVAL:

CITY OF DESTIN
STATE OF FLORIDA

PRESENTED TO AND APPROVED BY THE PUBLIC SERVICES DIRECTOR OF THE CITY OF DESTIN, FLORIDA THIS _____ DAY OF _____, 2019.

MICHAEL BURGESS
PUBLIC SERVICES DIRECTOR

CITY OF DESTIN APPROVAL:

THE CITY OF DESTIN, HAVING EXAMINED THE WRITTEN PLAT ON THE _____ DAY OF _____, 2019, DOES HEREBY APPROVE THE PLAT FOR RECORDING.

GARY JARVIS, MAYOR

LANCE JOHNSON, CITY MANAGER

REY BAILEY, CITY CLERK

TAX COLLECTOR'S CERTIFICATE:

OKALOOSA COUNTY
STATE OF FLORIDA

I, BEN ANDERSON, DO HEREBY CERTIFY THAT THE TAXES HAVE BEEN PAID FOR THE TAX YEAR _____ FOR THE PROPERTY DESCRIBED HEREON TO THE BEST OF MY KNOWLEDGE, AS OF THIS _____ DAY OF _____, 2019.

BEN ANDERSON, TAX COLLECTOR
OF OKALOOSA COUNTY, FLORIDA

COUNTY CLERK'S CERTIFICATE OF RECORDING:

OKALOOSA COUNTY
STATE OF FLORIDA

I, J.D. PEACOCK II, CLERK OF THE CIRCUIT COURT, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD ON THE _____ DAY OF _____, 2019, IN PLAT BOOK _____, PAGE _____.

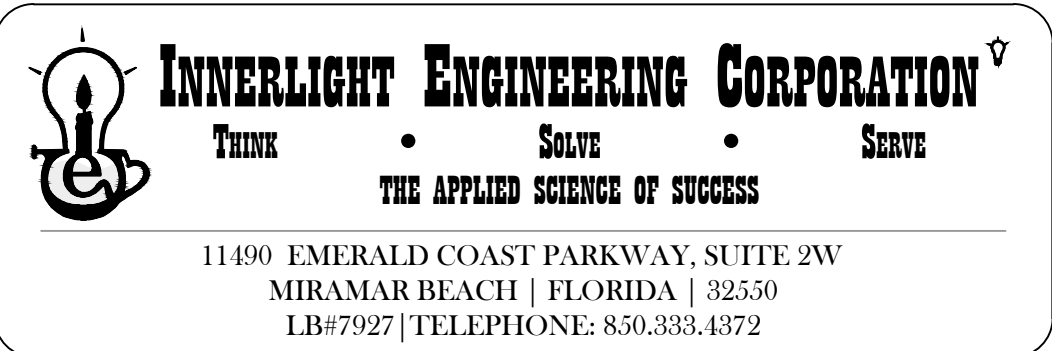
J.D. PEACOCK II, CLERK OF CIRCUIT COURT

CITY OF DESTIN SURVEYOR'S CERTIFICATE:

CITY OF DESTIN
STATE OF FLORIDA

THIS IS TO CERTIFY THAT THIS PLAT WAS REVIEWED BY THE CITY OF DESTIN SURVEYOR IN OKALOOSA COUNTY, FLORIDA, AND MEETS THE REQUIREMENTS OF CHAPTER 177 OF THE FLORIDA STATUTES AND WAS APPROVED BY HIM ON THE _____ DAY OF _____, 2019.

ERIC B. STUART - PSM# 6707



BEACH LOFTS

SHEET INDEX:

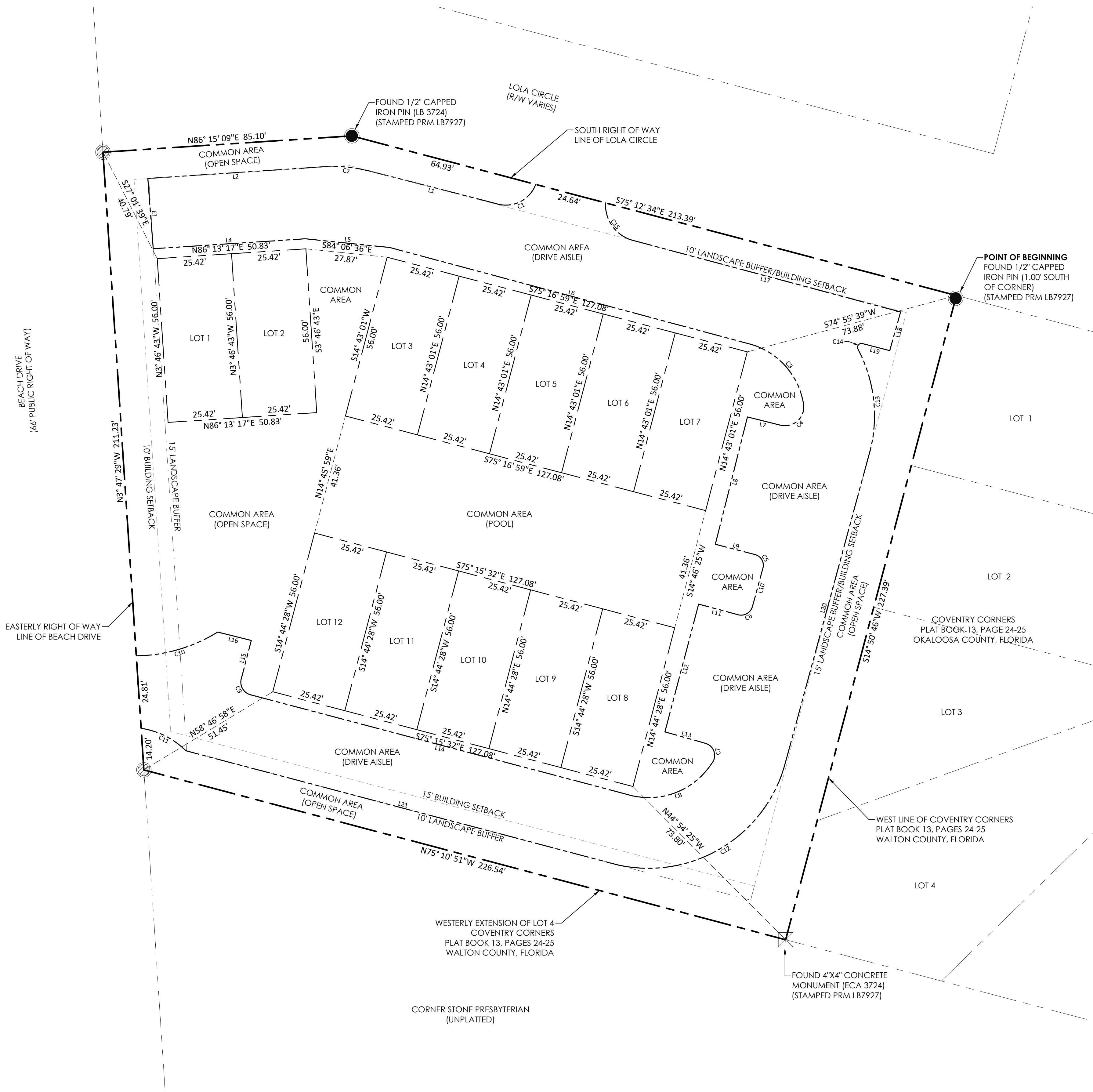
1 - DEDICATIONS, CERTIFICATIONS, DESCRIPTION
2 - BOUNDARY LOCATION INFORMATION

BEACH LOFTS

UNSECTIONALIZED - TOWNSHIP 2 SOUTH - RANGE 22 WEST

CITY OF DESTIN

OKALOOSA COUNTY, FLORIDA



CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	16.90'	10.91'	88°45'47"	S64° 59' 40"W	15.26'
C2	15.92'	50.00'	18°14'14"	N84° 41' 58"W	15.85'
C3	28.38'	25.43'	63°55'41"	S40° 45' 55"E	26.93'
C4	12.59'	6.38'	112°58'32"	S48° 23' 20"W	10.65'
C5	6.08'	3.73'	93°24'07"	S28° 45' 41"E	5.43'
C6	7.02'	4.04'	99°37'47"	S61° 33' 52"W	6.17'
C7	8.29'	4.30'	110°27'23"	S14° 21' 25"E	7.06'
C8	31.11'	25.55'	69°44'32"	S67° 59' 36"W	29.22'
C9	7.16'	4.48'	91°32'20"	N25° 38' 52"W	6.43'
C10	29.28'	53.77'	31°12'07"	S73° 42' 56"W	28.92'
C11	17.24'	27.23'	36°17'13"	N63° 12' 14"W	16.96'
C12	74.19'	48.34'	87°56'24"	S58° 07' 36"W	67.12'
C13	37.63'	48.46'	44°29'48"	S5° 34' 59"E	36.70'
C14	3.01'	1.32'	130°07'49"	S33° 46' 58"W	2.40'
C15	16.94'	12.57'	77°14'05"	S35° 40' 05"E	15.68'

LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	44.23'	N75° 34' 51"W
L2	60.06'	S86° 10' 54"W
L3	24.03'	S04° 23' 20"E
L4	51.98'	N86° 15' 45"E
L5	28.97'	S84° 07' 34"E
L6	128.04'	S74° 59' 59"E
L7	11.54'	N76° 03' 15"W
L8	44.80'	S14° 09' 52"W
L9	14.04'	S75° 25' 45"E
L10	13.15'	S15° 14' 29"W
L11	13.47'	N75° 02' 07"W

LINE TABLE		
LINE #	LENGTH	DIRECTION
L12	45.07'	S14° 48' 47"W
L13	14.73'	S74° 12' 23"E
L14	135.01'	N75° 11' 06"W
L15	13.10'	N14° 36' 14"E
L16	11.81'	N76° 00' 01"W
L17	94.76'	S75° 01' 51"E
L18	13.69'	S15° 37' 56"W
L19	9.78'	N75° 35' 34"W
L20	107.81'	S15° 11' 36"W
L21	152.79'	N75° 11' 54"W

LEGEND

-

ABBREVIATIONS

R/W	RIGHT-OF-WAY	NAD83	NORTH AMERICAN DATUM 1983
N	NORTH	DNR	DEPARTMENT OF NATURAL RESOURCES
S	SOUTH	ORB	OFFICIAL RECORD BOOK
E	EAST	PG	PAGE
W	WEST	ELEV / EL	ELEVATION
SQ. FT.	SQUARE FEET	(R)	RECORD DIMENSION
AC.	ACRES	°	DEGREES WHEN USED IN A BEARING OR ANGLE
L1	LINE & NUMBER TO LINE TABLE	'	MINUTES WHEN USED IN A BEARING OR ANGLE
C1	CURVE & NUMBER TO CURVE TABLE	"	SECONDS WHEN USED IN A BEARING OR
LB	LICENSED BUSINESS	°	ANGLE
#	NUMBER	'	FEET OR DECIMAL THEREOF WHEN USED IN A DIMENSION
ID	IDENTIFICATION	"	INCHES WHEN USED IN A DIMENSION
NGVD29	NATIONAL GEODETIC VERTICAL DATUM 1929	±	MORE OR LESS

GENERAL NOTES

- THIS PLAT IS BASED UPON A SURVEY BOUNDARY PERFORMED BY THIS FIRM AND WAS PREPARED IN ACCORDANCE WITH THE MINIMUM TECHNICAL STANDARDS FOR PROFESSIONAL SURVEYORS AND MAPPERS AS DEFINED IN CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS PURSUANT TO SECTION 472.027 OF THE FLORIDA STATUTES.
- SOURCES OF INFORMATION RELIED UPON FOR THE PREPARATION OF THIS PLAT INCLUDES THE FOLLOWING: FIELD RECOVERED MONUMENTATION, PLATS, DEEDS, AND OTHER DOCUMENTATION AS NOTED HEREON.
- NORTH AND THE BEARINGS DEPICTED HEREON ARE BASED UPON THE STATE PLANE COORDINATE SYSTEM ~ FLORIDA NORTH ZONE, NORTH AMERICAN DATUM OF 1983 (NAD83).
- ALL LOT LINES DEPICTED HEREON ARE NON-RADIAL (N.R.) UNLESS OTHERWISE NOTED.
- THIS PLAT DOES NOT REFLECT RESEARCH BY INNERLIGHT ENGINEERING CORPORATION REGARDING TITLE OR EASEMENT. THERE MAY EXIST: DEEDS OF RECORD, UNRECORDED DEEDS, PLATS, UNRECORDED PLATS, EASEMENTS, RIGHTS OF WAYS OR OTHER INSTRUMENTS THAT MAY AFFECT THIS PARCEL.
- NO UNDERGROUND INSTALLATIONS OR IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO , UTILITIES, FOUNDATIONS, FOOTERS, HUMAN BURIAL SITES AND CEMETERIES WERE LOCATED, EXCEPT AS SHOWN.

NOTICE

THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THIS PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY. FLORIDA STATUTE 177.091 (27)

**INNERLIGHT ENGINEERING CORPORATION**
THINK • SOLVE • SERVE
THE APPLIED SCIENCE OF SUCCESS

11490 EMERALD COAST PARKWAY, SUITE 2W
MIRAMAR BEACH | FLORIDA | 32550
LB#7927 | TELEPHONE: 850.333.4372

BEACH LOFTS

C:\DROPOBOX [EC]\PROJECTS\BEACH LOFTS\3.ENGINEERING\1.CDS\2.SHEETS\1 COVER SHEET.DWG, MarkMurray, 3/11/2019 9:56:51 AM

CONSTRUCTION PLANS FOR:

BEACH LOFTS

A MAJOR DEVELOPMENT

UNSECTIONALIZED, TOWNSHIP 2 SOUTH, RANGE 22 WEST
OKALOOSA COUNTY, FLORIDA

PROJECT DATA

PROJECT NAME:	BEACH LOFTS
CLIENT NAME:	SEASIDE ACQUISITION GROUP, LLC 75 14TH STREET NE, SUITE 2200 ATLANTA, GEORGIA 30309 CONTACT: STEVE BEEN
PREPARED BY:	INNERLIGHT ENGINEERING CORPORATION 11490 EMERALD COAST PARKWAY, SUITE 2W MIRAMAR BEACH, FLORIDA 32550
ENGINEER OF RECORD:	MARK T. MURRAY, P.E. FLORIDA REG. NO. 80519 11490 EMERALD COAST PARKWAY, SUITE 2W MIRAMAR BEACH, FLORIDA 32550 850.424.5855

BENCHMARK DATA

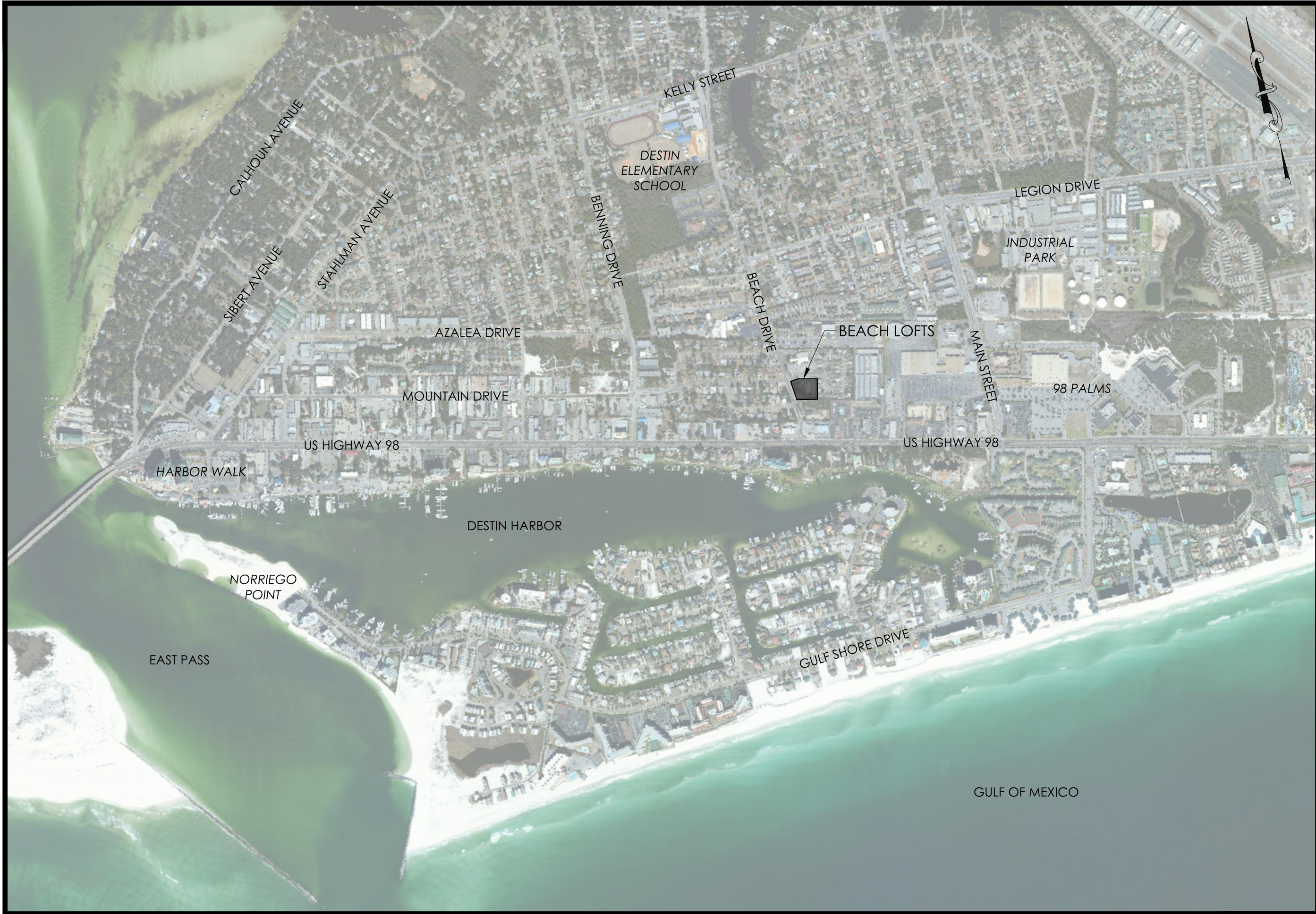
 BENCHMARK #1:	SANITARY SEWER MANHOLE (EX-SSMH-4) NORTHING: 511583.6050 EASTING: 1341135.4080 ELEVATION: 23.40 (NAVD 1988)
 BENCHMARK #2:	FOUND CONCRETE MONUMENT NORTHING: 511778.6520 EASTING: 1341301.8960 ELEVATION: 22.02 (NAVD 1988)
 BENCHMARK #3:	SANITARY SEWER MANHOLE (EX-SSMH-1) NORTHING: 511980.5900 EASTING: 1341310.5460 ELEVATION: 24.10 (NAVD 1988)
 BENCHMARK #4:	SANITARY SEWER MANHOLE (EX-SSMH-2) NORTHING: 512033.6680 EASTING: 1341109.8980 ELEVATION: 24.28 (NAVD 1988)

UTILITY PROVIDERS

POTABLE WATER PROVIDER:	DESTIN WATER USERS 218 MAIN STREET DESTIN, FLORIDA 32541 850.837.6146
SANITARY SEWER PROVIDER:	DESTIN WATER USERS 218 MAIN STREET DESTIN, FLORIDA 32541 850.837.6146
TELEPHONE PROVIDER:	COX COMMUNICATIONS, INC. 320 RACETRACK ROAD NW FORT WALTON BEACH, FLORIDA 32547 850.695.9440
POWER PROVIDER:	GULF POWER 34854 EMERALD COAST PARKWAY DESTIN, FLORIDA 32541 850.244.4701
TV/CABLE PROVIDER:	COX COMMUNICATIONS, INC. 320 RACETRACK ROAD NW FORT WALTON BEACH, FLORIDA 32547 850.695.9440

CONSTRUCTION ACTIVITY SCHEDULE

ANTICIPATED START DATE - JUNE 2019								
	WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 5	WEEK 6	WEEK 7	WEEK 8
INSTALL INITIAL STAGE EROSION CONTROL MEASURES								
DEMOLITION / CLEARING & GRUBBING								
CONSTRUCT UTILITIES								
FINE GRADING								
CONSTRUCT CURB								
PAVING (TO BINDER)								
ESTABLISH PERMANENT LANDSCAPING								
REMOVE EROSION CONTROL MEASURES AS PERMANENT VEGETATION IS ESTABLISHED								
OVERLAY AND RESTRIPIING								
AS-BUILT CERTIFICATION								



VICINITY MAP

1"= 1000'

REVISION TABLE

REVISION NUMBER	REVISION DATE	DESCRIPTION
1	11.14.2018	RESPONSE TO COMMENTS FROM THE CITY OF DESTIN (DATED: SEPTEMBER 13, 2018)
2	03.11.2019	RESPONSE TO COMMENTS FROM THE CITY OF DESTIN (DATED: JANUARY 04, 2019)

SHEET INDEX

SHEET NO.	SHEET DESCRIPTION
1 OF 10	COVER SHEET
2 OF 10	GENERAL NOTES (1 OF 2)
3 OF 10	GENERAL NOTES (2 OF 2)
4 OF 10	EXISTING CONDITIONS PLAN
5 OF 10	DEMOLITION & EROSION CONTROL PLAN
6 OF 10	PRELIMINARY PLAT
7 OF 10	SITE GEOMETRY PLAN
8 OF 10	GRADING & DRAINAGE PLAN
9 OF 10	UTILITY PLAN
10 OF 10	CONSTRUCTION DETAILS

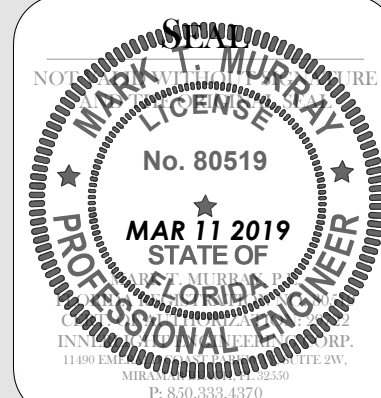
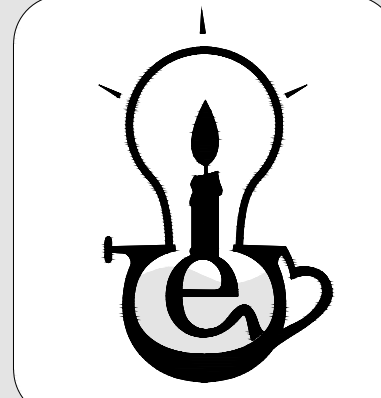
LEGAL DESCRIPTION (AS FURNISHED)

A PARCEL OF LAND IN UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY, FLORIDA, BEING EXPLICITLY DESCRIBED AS FOLLOWS: BEING AT THE NORTHWEST CORNER OF LOT 1, OF COVENTRY CORNERS AS RECORDED IN PLAT BOOK 13, AT PAGES 24-25, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA; THENCE SOUTH 13 DEGREES 49 MINUTES 00 SECONDS WEST ON THE WEST LINE OF LOTS 1,2,3, AND 4, OF THE COVENTRY CORNERS, A DISTANCE OF 227.39 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE DEPARTING SAID WEST LINE, PROCEEDING NORTH 76 DEGREES 11 MINUTES 00 SECONDS WEST ON THE WESTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 226.54 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF BEACH DRIVE (66' RIGHT OF WAY); THENCE DEPARTING SAID RIGHT OF WAY WESTERLY EXTENSION, PROCEED NORTH 04 DEGREES 47 MINUTES 38 SECONDS WEST ON SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 211.23 FEET TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF LOLA CIRCLE (RIGHT OF WAY VARIES), AS SHOWN ON THE AFORESAID PLAT OF COVENTRY CORNERS; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE , PROCEED ON SAID SOUTH RIGHT OF WAY LINE, THE FOLLOWING TWO (2) CALLS: (1) NORTH 85 DEGREES 12 MINUTES 22 SECONDS EAST, A DISTANCE OF 85.07 FEET; (2) THENCE SOUTH 76 DEGREES 11 MINUTES 53 SECONDS EAST, A DISTANCE OF 213.22 FEET TO THE POINT OF BEGINNING.

CONSTRUCTION NOTES

- CONTRACTORS SHALL MAINTAIN PUBLIC ACCESS AT ALL TIMES ALONG PUBLIC RIGHT-OF-WAYS.
- NO PARKING OR UNLOADING OF MATERIALS SHALL OCCUR WITHIN PUBLIC RIGHT-OF-WAY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO STRUCTURES WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL REPAIR ANY DAMAGE CAUSED BY THE CONSTRUCTION ACTIVITIES TO THE PUBLIC RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL NOT RELOCATE ANY SIDEWALK OR MULTI-USE PATH WITHIN THE CITY RIGHT-OF-WAY WITHOUT WRITTEN PERMISSION FROM THE CITY ENGINEER.
- CONTRACTOR SHALL MARK ALL CROSSWALKS AND MULTI-USE PATH CROSSINGS TO INDICATE THEM AS A PEDESTRIAN PATHWAY AFTER THE FINAL ASPHALT IS IN PLACE.
- ALL LANDSCAPING WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONSIST OF DROUGHT TOLERANT SPECIES.
- NOTHING SHALL BE ERECTED, PLACED, PARKED, PLANTED, OR ALLOWED TO GROW IN SUCH A MANNER AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF TWO FEET AND TEN FEET ABOVE THE GRADE, MEASURED AT THE CENTERLINE OF THE INTERSECTION FOR CLEAR VISIBILITY TRIANGLE.
- PARTY RESPONSIBLE FOR MONITORING CONSTRUCTION: SEASIDE ACQUISITION GROUP, LLC
- PARTY RESPONSIBLE FOR SUBMITTING TO THE DISTRICT, THE NOTICE OF CONSTRUCTION COMMENCEMENT AND AS-BUILT CERTIFICATIONS FOR PROJECT: SEASIDE ACQUISITION GROUP, LLC
- MAINTENANCE ENTITY: SEASIDE ACQUISITION GROUP, LLC

ALWAYS CALL 811 TWO FULL BUSINESS DAYS BEFORE YOU DIG TO
HAVE UNDERGROUND UTILITIES LOCATED AND MARKED.



C:\DROPBBOX\IEC\PROJECTS\BEACH LOFTS\3\ENGINEERING\1.CDS\2.SHEETS\2 GENERAL NOTES.DWG, WorkMunro, 3/11/2019 9:56:59 AM

GENERAL NOTES:

- THE EXACT LOCATION AND ELEVATION OF EXISTING STRUCTURES, UTILITIES, AND PIPING SHALL BE PHYSICALLY VERIFIED IN THE FIELD BY THE CONTRACTOR BEFORE CONSTRUCTION BEGINS. THESE DRAWINGS DO NOT PURPORT TO SHOW IN COMPLETE DETAIL. ALL EXISTING STRUCTURES, UTILITIES, OR PIPING, THE CONTRACTOR SHALL EXAMINE ALL AVAILABLE RECORDS AND MAKE ALL EXPLORATIONS AND EXCAVATIONS AS REQUIRED TO DETERMINE THE LOCATION OF EXISTING STRUCTURES, UTILITIES, AND PIPING, WHENEVER NECESSARY. THE OWNER RESERVES THE RIGHT TO CHANGE LOCATION OF LINES TO AVOID CONFLICT WITH EXISTING STRUCTURES, UTILITIES, OR PIPING.
- THE CONTRACTOR SHALL CHECK PLANS FOR CONFLICTS AND DISCREPANCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNER'S ENGINEER OF ANY CONFLICT, IN WRITING, BEFORE PERFORMING ANY WORK IN THE AFFECTED AREA. ENGINEER WILL HAVE 7 DAYS TO PROVIDE A RESPONSE.
- THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES AND SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE VARIOUS UTILITY COMPANIES IN ORDER TO PERMIT MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES IN ADVANCE OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES ABOVE OR BELOW GROUND THAT MAY OCCUR AS A RESULT OF WORK CALLED FOR IN THESE CONTRACT DOCUMENTS. ALL REPAIRS MUST BE MADE TO THE SATISFACTION OF THE RESPECTIVE OWNER.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LEARN, KNOW, AND COMPLY WITH THE REGULATIONS, ORDINANCES, PERMIT AND INSPECTION REQUIREMENTS OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW AND COMPLY WITH THE CONDITIONS OF THE VARIOUS PERMITS OF THE GOVERNMENTAL AGENCIES. THE CONTRACTOR SHALL SCHEDULE THE REQUIRED INSPECTIONS AND APPROVALS IN ACCORDANCE WITH THE REQUIREMENTS OF THE PERMIT CONDITIONS. THE CONTRACTOR SHALL NOTIFY THE NECESSARY AGENCIES OF CONSTRUCTION COMMENCEMENT.
- ALL SPECIFICATIONS AND DOCUMENTS REFERRED TO SHALL BE OF LATEST ISSUE AND SHALL BE CONSIDERED A PART OF THESE DOCUMENTS BY REFERENCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SETTING OF CONSTRUCTION STAKES TO MARK THE LOCATION, ALIGNMENT, ELEVATION, AND GRADE OF THE WORK. THE STAKES PROVIDED SHALL BE ADEQUATE IN NUMBER, POSITION, AND ELEVATION SO THAT THE PHYSICAL ITEM CAN BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS. THE CONSTRUCTION LAYOUT SURVEY SHALL MEET THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING IN THE STATE OF FLORIDA (CHAPTER 21HH-6, FLORIDA ADMINISTRATIVE CODE), AND SHALL BE PERFORMED BY A PERSON OF ADEQUATE EXPERTISE. FAILURE TO PERFORM THE CONSTRUCTION STAKEOUT IN ACCORDANCE WITH THE CONSTRUCTION PLANS MAY RESULT IN REMOVAL AND REPLACEMENT OF THE IMPROVEMENTS AT NO EXPENSE TO THE OWNER. CONSTRUCTION LAYOUT INFORMATION HAS BEEN PROVIDED IN THE FORM OF DIMENSIONS AND OFFSETS OBTAINED THROUGH COMPUTER GENERATION. THE INFORMATION IS ADEQUATE FOR THE CONSTRUCTION LAYOUT OF THE IMPROVEMENTS USING STANDARD SURVEYING CONSTRUCTION LAYOUT TECHNIQUES. IN NO CASE SHALL THE CONTRACTOR SCALE INFORMATION FROM THE PLANS OR ATTEMPT TO CONSTRUCT IMPROVEMENTS WITHOUT PERFORMING THE CONSTRUCTION LAYOUT IN ACCORDANCE WITH THE INFORMATION CONTAINED HEREIN.
- THE CONTRACTOR SHALL OBTAIN AND HAVE ONSITE ALL PERMITS PRIOR TO CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, F.D.E.P., F.D.O.T., AND THE LOCAL GOVERNMENT. THE CONTRACTOR SHALL OBTAIN ALL OTHER REQUIRED PERMITS.
- PRIOR TO COMMENCING CONSTRUCTION OR DEMOLITION / LAND CLEARING ACTIVITIES, CONTRACTOR SHALL INSTALL ANY REQUIRED SILT FENCING OR BALED HAY BARRIERS (F.D.O.T. INDEX 102) FOR SILT CONTROL. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK. COST SHALL BE INCLUDED IN OTHER ITEMS OF WORK. LOCATION SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED IN THE FIELD.
- DEWATERING: SHOULD LOWERING OF GROUNDWATER BE NECESSARY FOR THE INSTALLATION OF CONCRETE STRUCTURES, WATER MAIN, ETC., OR TO PREVENT LATERAL MOVEMENT OF MATERIAL UNDER CONCRETE ALREADY PLACED, SUCH LOWERING SHALL BE ACCOMPLISHED BY MEANS OF A WELL POINT SYSTEM OR OTHER APPROVED MEANS, AT CONTRACTOR'S EXPENSE. COMPREHENSIVE PLANS FOR DE- WATERING OPERATIONS, IF USED, SHALL BE SUBMITTED BY THE CONTRACTOR PRIOR TO INSTALLATION. DISCHARGE OF GROUNDWATER TO SURFACE WATERS OF THE STATE REQUIRES A PERMIT UNDER F.A.C. 62-621.300(2). CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AN ANALYSIS OF GROUND WATER IN ACCORDANCE WITH THE GENERIC PERMIT FOR THE DISCHARGE OF PRODUCED GROUND WATER FROM ANY NON-CONTAMINATED SITE ACTIVITY - TABLE 1, AND FILING APPROPRIATE NOTIFICATIONS TO THE FDEP INDUSTRIAL WASTEWATER DIVISION.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION UNLESS OTHERWISE DIRECTED.
- CONTRACTOR SHALL OBTAIN, IF AVAILABLE, AND REVIEW ALL AVAILABLE GEOTECHNICAL REPORTS PRODUCED FOR THE SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION. IF NO GEOTECHNICAL REPORTS ARE AVAILABLE, THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING SITE SOIL CONDITIONS PRIOR TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING SIGNED AND SEALED RECORD DRAWINGS SHOWING ALL IMPROVEMENTS CONSTRUCTED UNDER THIS CONTRACT. RECORD DRAWINGS SHALL INCLUDE BOTH ABOVE GROUND AND BURIED UTILITIES INCLUDING ANY EXISTING UTILITIES NOT SHOWN ON THESE PLANS BUT ENCOUNTERED DURING THE CONSTRUCTION PROCESS. RECORD DRAWINGS SHALL BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR. CONTRACTOR SHALL CONTACT ENGINEER OF RECORD FOR SPECIFIC REQUIREMENTS.
- CONTRACTOR IS RESPONSIBLE FOR CONTINUATION OF SERVICE TO OCCUPIED BUILDINGS DURING CONSTRUCTION AND REPAIR OR REPLACEMENT OF ANY EXISTING UTILITIES IMPACTED BY CONSTRUCTION.
- IF WELLS ARE ENCOUNTERED ON SITE, THEY SHALL BE ABANDONED BY A FLORIDA CERTIFIED WELL DRILLER USING ABANDONMENT PROCEDURES AND PERMITTING PROCESS OF THE LOCAL WATER MANAGEMENT DISTRICT OR OTHER APPLICABLE REGULATORY AGENCY.
- IF APPLICABLE, ANY WELLS PROPOSED ONSITE, I.E. IRRIGATION, GEOTHERMAL, ETC. SHALL BE PERMITTED APPROPRIATELY THROUGH THE LOCAL WATER MANAGEMENT DISTRICT. PERMITTING IS THE RESPONSIBILITY OF THE CONTRACTOR UNLESS OTHERWISE ARRANGED.
- CONTRACTOR SHALL CALL BEFORE DIGGING TO SUNSHINE 811 OF FLORIDA.
- PRIOR TO COMMENCEMENT OF DEMOLITION AND CONSTRUCTION ACTIVITIES, CONTRACTOR IS TO INSTALL ADEQUATE BARRIERS TO RESTRICT PUBLIC AREAS. IN AREAS WHERE CONSTRUCTION ACTIVITIES ARE DIRECTLY ADJACENT TO HIGH TRAFFIC ROUTES, MAY RESULT IN THE CREATION OF DUST OR PROJECTILES. SOLID BARRIERS (SUCH AS CANVAS OR PLYWOOD) MUST BE USED.

HANDICAP ACCESSIBILITY:

- HANDICAP RAMPS AND CROSSWALKS PER THE LATEST FLORIDA ACCESSIBILITY CODE, A.D.A. AND FOOT STANDARD INDEX #304 ARE REQUIRED AT ALL PEDESTRIAN CROSSING LOCATIONS.

ARCHITECTURAL COORDINATION:

- WHEN APPLICABLE, ARCHITECTURAL PLANS SHALL SUPERSEDE THESE PLANS WITH RESPECT TO ALL BUILDING DIMENSIONS AND BUILDING HARDSCAPE INTERFACE. IN CASE OF CONFLICT AND PRIOR TO CONSTRUCTION, CONTRACTOR IS RESPONSIBLE FOR CONTACTING BOTH THE ENGINEER AND ARCHITECT IMMEDIATELY.

STRUCTURAL COORDINATION:

- WHEN APPLICABLE, CONTRACTOR SHALL REFER TO THE CONSTRUCTION DETAILS AND SPECIFICATIONS OF THE APPLICABLE STRUCTURAL PLANS FOR ALL SITE RETAINING WALLS AND OTHER STRUCTURAL COMPONENTS.

SIGNAGE:

- PROJECT SIGNS SHALL MEET ALL APPLICABLE REQUIREMENTS BASED ON LOCAL SIGN ORDINANCE.
- CONTRACTOR IS RESPONSIBLE FOR SIGN PERMITTING.

DEMOLITION:

- ALL EXISTING CONCRETE, ASPHALT, TREES, STUMPS, AND OTHER DELETERIOUS MATERIAL AS INDICATED ON THE PLANS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH FLORIDA LAWS.
- WHERE PAVEMENT IS TO BE REMOVED AND REPLACED, AS INDICATED ON THE PLANS OR DIRECTED IN THE FIELD, ALL EXISTING MARKINGS AND TRAFFIC LOOPS SHALL ALSO BE REPLACED. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK. COST SHALL BE INCLUDED IN RELATED ITEMS OF WORK.
- ALL EXISTING PAVEMENT AND DRIVEWAY PAVEMENT TO BE REMOVED SHALL BE SAW CUT.
- REPAIR ALL EXISTING DRIVEWAYS CROSSED BY UTILITY CONSTRUCTION TO MATCH EXISTING CONSTRUCTION.
- CONTRACTOR SHALL TRIM, TACK AND MATCH EXISTING PAVEMENT AT LOCATIONS WHERE NEW PAVEMENT ABUTS.
- ANY DISTURBED MAIL BOXES OR SIGNS MUST BE REINSTALLED TO EXISTING OR ACCEPTABLE CONDITION AT THE CONTRACTOR'S EXPENSE.
- ALL ITEMS NOTED AS "REMOVE AND SALVAGE" ARE TO REMAIN THE PROPERTY OF OWNER. CARE MUST BE TAKEN NOT TO DAMAGE SALVAGED ITEMS. ITEMS ARE TO BE TRANSPORTED TO A STORAGE LOCATION SPECIFIED BY THE OWNER.

SEDIMENTATION AND EROSION CONTROL NOTES:

- CONTRACTOR SHALL STAGE AND TIME CONSTRUCTION TO MINIMIZE THE SIZE OF EXPOSED SOIL AREAS AND THE TIME BETWEEN EXPOSING THE SOIL AREA AND FINISHING THE SOIL AREA.
- AS SOON AS GRADING IS COMPLETE IN AN AREA, THE CONTRACTOR WILL STABILIZE THE SOIL. FOR LONG, NARROW AREAS, THE CONTRACTOR SHALL STABILIZE CONTINUOUSLY DURING GRADING OPERATIONS. ROUGH GRADED AREAS SHOULD BE STABILIZED WITH TEMPORARY EROSION CONTROL. IF FINAL GRADING AND STABILIZATION WILL NOT BE PERFORMED WITHIN FIVE (5) DAYS, FAILURE TO STABILIZE EXPOSED SOIL AREAS IN A TIMELY MANNER AFTER GRADING MAY BE CONSIDERED A VIOLATION OF CHAPTERS 17-3, 17-12, AND/OR 17/25, FLORIDA ADMINISTRATIVE CODE, BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (F.D.E.P.) AND SUBJECT TO CORRECTIVE ACTION, PURSUANT TO SECTION 403.121-403.161 FLORIDA STATUTES.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR PERFORMING A TASK TO PROVIDE EROSION CONTROL UNLESS ANOTHER PARTY HAS BEEN PREVIOUSLY SPECIFIED AS RESPONSIBLE FOR THE EROSION CONTROL ASSOCIATED WITH THAT TASK. IN THE EVENT ANOTHER PARTY IS RESPONSIBLE FOR EROSION CONTROL, THE CONTRACTOR SHALL STILL BE RESPONSIBLE FOR COORDINATION WITH THE PARTY RESPONSIBLE. IN THE EVENT THAT DAMAGE TO THE CONSTRUCTED ITEM RESULTS ARE DUE TO LACK OF EROSION CONTROL, THE CONTRACTOR SHALL REPAIR OR REPLACE THE ITEM AT NO CHARGE TO THE OWNER.
- TEMPORARY EROSION CONTROL SHALL CONSIST OF TEMPORARY GRASS, TEMPORARY MULCH, TEMPORARY SOD, ARTIFICIAL COVERINGS, BALED HAY OR STRAW, SILT FENCES, AND TURBIDITY BARRIERS AS SHOWN ON THE CONSTRUCTION DRAWINGS AND IN ACCORDANCE WITH APPROPRIATE TECHNICAL SPECIFICATIONS. IF TECHNICAL SPECIFICATIONS ARE NOT PROVIDED, THEN TEMPORARY EROSION CONTROL SHALL BE IN ACCORDANCE WITH SECTION 104 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION (F.D.O.T.) STANDARD SPECIFICATIONS.
- PERMANENT EROSION CONTROL SHALL CONSIST OF SEED, SEED AND MULCH, HYDRO-SEEDING, SOD, AND/OR ARTIFICIAL COVERINGS AS SHOWN ON THE CONSTRUCTION DRAWINGS AND IN ACCORDANCE WITH TECHNICAL SPECIFICATION SECTIONS 12 AND 13. IF TECHNICAL SPECIFICATIONS ARE NOT PROVIDED THEN PERMANENT EROSION CONTROL SHALL BE IN ACCORDANCE WITH SECTIONS 570 AND 575 OF THE F.D.O.T. STANDARD SPECIFICATIONS. SEED OR GRASS TYPE SHALL MATCH EXISTING OR BE AS SPECIFIED BY OWNER UNLESS NOTED OTHERWISE.
- GRASS BY SEEDING SHALL BE IN ACCORDANCE WITH SECTIONS 104, 570, 981, 982, AND 983 OF F.D.O.T. STANDARD SPECIFICATIONS. THIS SHALL BE USED ONLY IN AREAS SUBJECT TO LIGHT EROSION SUCH AS FLAT AREAS.

- GRASS BY HYDRO-SEEDING SHALL BE IN ACCORDANCE WITH SECTIONS 104, 570, 981, 982, AND 983 OF F.D.O.T. STANDARD SPECIFICATIONS. HYDRO-SEEDING MAY BE USED FOR FLAT AREAS AND SIDE SLOPES WHICH DO NOT EXCEED 4:1. DRAINAGE DITCHES OR LARGE SWALES MUST HAVE ADDITIONAL PROTECTION BESIDES HYDRO-SEEDING.
- GRASS AND MULCH SHALL BE IN ACCORDANCE WITH SECTIONS 104, 570, 981, 982, AND 983 OF F.D.O.T. STANDARD SPECIFICATIONS. GRASS AND MULCH MAY BE USED IN ALL AREAS EXCEPT LARGE SWALES OR DITCHES. MULCH SHALL BE ANCHORED IN ACCORDANCE WITH SECTION 570.
- SOLID SOD SHALL BE IN ACCORDANCE WITH SECTIONS 104, 575, 981, 982, AND 983 OF F.D.O.T. STANDARD SPECIFICATIONS. SOD MAY BE USED IN ALL AREAS FOR SIDE SLOPES GREATER THAN OR EQUAL TO 2:1. SOD SHALL BE STAGGERED SO AS TO AVOID A CONTINUOUS SEAM. IN AREAS WITH SLOPES 4:1 OR STEEPER, EACH PIECE OF SOD SHALL BE PEGGED WITH SOD PEGS. IN DIFFICULT SOIL CONDITIONS WITH STEEP SLOPES, IT MAY BE NECESSARY TO COVER SOD WITH ARTIFICIAL COVERINGS SUCH AS JUTE MESH UNTIL SOD BECOMES ESTABLISHED.
- TEMPORARY EROSION CONTROL BY ARTIFICIAL COVERINGS SHALL CONSIST OF STRAW BLANKETS, COCONUT FIBER BLANKETS, POLYESTER BLANKETS, JUTE MESH, AND DRAINAGE FABRICS. MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. SEEDING SHALL BE INCLUDED IF MATERIAL REQUIRES VEGETATION TO FUNCTION PROPERLY.
- THE CONTRACTOR IS TO PROVIDE EROSION CONTROL/ SEDIMENTATION BARRIER (HAY BALES, SILT FENCE, TURBIDITY BARRIER, OR AS SPECIFIED IN THE CONSTRUCTION DRAWINGS) TO PREVENT SILTATION OF ADJACENT PROPERTY, STREETS, STORM SEWERS, WATERWAYS, AND WETLAND OR JURISDICTIONAL AREAS. IF, IN THE OPINION OF THE ENGINEER, AND/OR REGULATORY AUTHORITIES, EXCESSIVE QUANTITIES OF MATERIAL ARE TRANSPORTED OFF- SITE BY EROSION OR STORMWATER RUNOFF, THE CONTRACTOR SHALL IMPROVE CONDITIONS TO THE SATISFACTION OF THE ENGINEER AND/OR AUTHORITIES. IN NO CASE SHALL CONSTRUCTION COMMENCE PRIOR TO INSTALLATION OF EROSION CONTROL/SEDIMENTATION BARRIER.
- CONTRACTOR SHALL PLACE STRAW, MULCH, OR OTHER SUITABLE MATERIAL ON GROUND IN ADDITION TO COARSE AGGREGATE IN AREAS WHERE CON- STRUCTION-RELATED TRAFFIC IS TO ENTER AND EXIT SITE.
- IF WIND EROSION BECOMES SIGNIFICANT DURING CONSTRUCTION, THE CONTRACTOR SHALL STABILIZE THE AREA USING SPRINKLING IRRIGATION OR OTHER ACCEPTABLE METHODS.
- ALL DISTURBED AREAS NOT PAVED, SODDED OR OTHERWISE LANDSCAPED SHALL BE SEEDED, FERTILIZED AND MULCHED PER FDOT SPECIFICATIONS, SECTION 570. SEEDING RATE AND MIX SHALL COMPLY WITH THE SEEDING RATE TABLE OFF DOT STANDARD INDEX 105.
- CONTRACTOR SHALL SOD ALL SLOPES 4:1 AND STEEPER IMMEDIATELY AFTER CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ALL EXCAVATED SOILS SHALL BE STOCKPILED IN LOCATION(S) INDICATED ON PLANS IF SHOWN. APPROPRIATE SEDIMENTATION AND EROSION CONTROLS SHALL BE INSTALLED AROUND THE STOCKPILE.

MAINTENANCE:

- THE CONTRACTOR SHALL PROVIDE ROUTINE MAINTENANCE OF PERMANENT AND TEMPORARY EROSION CONTROL FEATURES IN ACCORDANCE WITH TECHNICAL SPECIFICATIONS SECTION 10, 12, AND 13 UNTIL THE PROJECT IS COMPLETED AND ACCEPTED. IF TECHNICAL SPECIFICATIONS ARE NOT PROVIDED, THEN MAINTENANCE SHALL BE IN ACCORDANCE WITH SECTION 104 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION (F.D.O.T.) STANDARD SPECIFICATIONS.
- SILT FENCES AND TURBIDITY BARRIERS SHALL BE CHECKED DAILY FOR EFFECTIVENESS, BREACHES, AND ROUTINE MAINTENANCE.
- ALL DISTURBED AREAS TO BE PERMANENTLY GRASSED AND RETENTION AREAS TO BE SODDED.

SITE GEOMETRY NOTES:

- ALL BUILDING DIMENSIONS ARE TO THE FACE OF BUILDING UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS ALONG CURB LINES ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.

GENERAL UTILITY NOTES:

- ALL UTILITIES MUST BE INSTALLED PRIOR TO THE CONSTRUCTION OF CURB, BASE AND PAVEMENT. APPROVAL BY LOCAL AUTHORITY MUST BE OBTAINED PRIOR TO FURTHER CONSTRUCTION.
- CONTRACTOR IS TO PROVIDE A SITE ELECTRICAL PLAN TO OWNER AND ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION (EXCLUDING DEMOLITION). CONDUITS FOR ELECTRICAL WORK IN CIVIL PLANS ARE ONLY TO NOTE AN INTENT TO SERVE SPECIFIC AREAS. SITE ELECTRICAL PLAN SHOULD BE DEVELOPED IN COORDINATION WITH OWNER TO ANTICIPATE DEMAND AND ASSURE SUCH WORK MEETS APPLICABLE CODES.
- SITE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH LIGHTING, IRRIGATION AND ELECTRICAL CONTRACTORS REGARDING REQUIRED CONDUITS.
- PIPE LENGTHS SHOWN ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTHS ARE MEASURED IN LINEAR FEET (NOTED AS LF).
- ALL MANHOLES, INLETS AND CLEANOUTS SUBJECT TO VEHICULAR LOADING, INCLUDING THOSE AREAS REQUIRING FUTURE MAINTENANCE, SHALL HAVE TRAFFIC BEARING (HS-20) RINGS, COVERS, GRATES, ETC.
- ALL STORM INLETS EQUAL TO OR GREATER THAN 5' DEEP SHALL BE EQUIPPED WITH ACCESS RUNGS.
- ALL STORM SEWER STUB-OUTS TO BE CLOSED W/ MASONRY SEAL AT THE STUB END.
- ALL STORMWATER DRAIN PIPE JOINTS WITHIN 6 FEET OF PAVING SHALL BE WRAPPED WITH FDOT APPROVED FABRIC UNLESS OTHERWISE NOTED OR STATED BY THE ENGINEERS.
- WATER AND WASTEWATER CONSTRUCTION SHALL BE IN ACCORDANCE WITH LOCAL AUTHORITY SPECIFICATIONS, UNLESS OTHERWISE SHOWN ON PLANS.
- A MINIMUM 18" COVER IS REQUIRED ON ALL PROPOSED WATER AND SANITARY LINES AND SERVICES FROM FINISHED GRADES, INCLUDING SWALES AND STORMWATER RETENTION / DETENTION AREAS.
- POTABLE WATER MAINS, SERVICES AND VALVES SHALL BE MARKED BY INSTALLATION OF NO. 14 COPPER INSULATED TRACER WIRE IN TRENCH ABOVE PIPE. TRACER WIRE SHALL BE INSTALLED THROUGHOUT THE ENTIRE SYSTEM.
- CONTRACTOR SHALL INSTALL SANITARY SEWER MAINS AT UNIFORM SLOPE BETWEEN MANHOLES SPECIFIED ON THE UTILITY PLAN. ALIGNMENT OF PIPE BETWEEN MANHOLES SHALL BE STRAIGHT.
- FIRE HYDRANTS SHALL BE PAINTED CHROME YELLOW (SAFETY YELLOW) PER NFPA-291.
- LEAKAGE TESTS SHALL BE PERFORMED ON ALL SEWER PIPES AND MANHOLES.
 - SEWER PIPES SHALL BE TESTED BY EITHER INFILTRATION OR EXFILTRATION, AS APPROPRIATE. SO THAT TEST IS PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET. TEST DURATION SHALL BE A MINIMUM OF 2 HOURS DURATION AND MAXIMUM ALLOWABLE LEAKAGE (IN OR OUT OF PIPE) SHALL NOT EXCEED 200 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY (EQUIVALENT TO 0.157 GALLONS PER INCH DIAMETER PER 100 FEET OF PIPE PER HOUR).
 - MANHOLES SHALL BE TESTED BY PLUGGING LINES IN / OUT OF THE MANHOLE AND FILLING MANHOLE TO RIM WITH WATER. AFTER ALLOWING WATER TO STABILIZE FOR ONE HOUR, CONTRACTOR SHALL FILL THE MANHOLE AGAIN, THEN CHECK WATER LEVEL AFTER TWO HOURS. A DROP IN WATER LEVEL OF ONE INCH (1") PER FOOT OF MANHOLE DEPTH PER HOUR IS CONSIDERED ACCEPTABLE.
- IF PIPING OR MANHOLE FAIL LEAKAGE TESTS, CONTRACTOR SHALL TAKE CORRECTIVE ACTION TO RESEAL AND THEN RETEST.
- HYDROSTATIC TESTING OF WATER MAINS AND APPURTENANCES SHALL CONSIST OF BOTH PRESSURE AND LEAKAGE TESTS OF 2 HOUR DURATION EACH AT 150 PSIG.
- PRESSURE TESTS WILL BE CONDUCTED WITH A PRESSURE LOSS OF NOT MORE THAN 2 PSIG REGARDLESS OF PIPE LENGTH TESTED.
- LEAKAGE TESTS WILL BE CONDUCTED AFTER PRESSURE TESTS. PIPE INSTALLATION WILL NOT BE ACCEPTED IF LEAKAGE IS GREATER THAN DETERMINED BY THE FOLLOWING FORMULA FROM ANSI/AWWA C-600-LATEST: L=(SD(P)/1)133200 WHERE L = ALLOWABLE LEAKAGE IN GALLONS PER HOUR; S = LENGTH OF PIPELINE TESTED IN FEET; D = NOMINAL DIAMETER OF PIPE IN INCHES; P = AVERAGE PRESSURE DURING LEAKAGE TEST IN PSIG.
- IF LEAKAGE IS GREATER THAN SPECIFIED LIMIT, CONTRACTOR SHALL TAKE CORRECTIVE ACTION TO LOCATED AND REPAIR DEFECTIVE MATERIAL. VISIBLE LEAKS WILL BE CORRECTED REGARDLESS OF TOTAL LEAKAGE.
- ALL WATER PIPES AND FITINGS WILL BE THOROUGHLY DISINFECTED PRIOR TO BEING PLACED INTO SERVICE. DISINFECTION WILL FOLLOW APPLICABLE PROVISIONS OF PROCEDURES ESTABLISHED IN AWWA C-651-LATEST, RULE 62-555.345, F.A.C. AND WILL BE IN ACCORDANCE WITH BOTH STATE AND LOCAL REQUIREMENTS.
- WHERE IT BECOMES NECESSARY TO TEMPORARILY REMOVE, REPOSITION, OR SUPPORT EXISTING FACILITIES, UTILITY POLES, ETC. THIS WORK SHALL BE PERFORMED AT THE CONTRACTOR'S EXPENSE AND IN ACCORDANCE WITH REQUIREMENTS OF THE OWNER. OF THE EXISTING FACILITY, UTILITY POLE, ETC. THE CONTRACTOR SHALL GIVE PROPER NOTICE TO THE UTILITIES. THE CONTRACTOR SHALL PHYSICALLY EXAMINE THE ENTIRE PROJECT SITE AND INFORM HIMSELF FULLY IN REGARD TO ALL CONDITIONS PERTAINING TO THE PLACE WHERE THE WORK IS TO BE PERFORMED FOR PURPOSE OF DETERMINING HIS COST TO PERFORM THE WORK.
- THE CONTRACTOR SHOULD PAY SPECIAL ATTENTION TO AREAS INVOLVING CLEARING AND GRUBBING, EXISTING FACILITIES REMOVAL AND REPLACEMENT, SUPPORT ON RELOCATION, AND WORK INVOLVED IN WETLAND AREAS, WHERE IT IS NECESSARY TO CROSS OVER OR UNDER EXISTING FACILITIES. A MINIMUM OF 6' CLEARANCE SHALL BE PROVIDED BETWEEN THE NEW AND EXISTING UTILITY. IT MAY BE NECESSARY AT SUCH LOCATIONS TO PROVIDE DUCTILE IRON PIPE FOR THE NEW UTILITY AND/OR SUPPORT AS SHOWN IN THE PLANS. THIS WORK WILL BE AS DIRECTED IN THE FIELD OR SHOWN ON THE PLANS AND SHALL BE PAID FOR UNDER THE UNIT PRICES BID FOR THE VARIOUS SIZES AND TYPES OF PIPE. THERE SHALL BE NO ADDITIONAL COMPENSATION FOR EXTRA DEPTH REQUIRED TO CROSS UNDER EXISTING FACILITIES.
- WHEN PIPE DEFLECTION IS USED TO CHANGE ALIGNMENT ON GRADE OF PRESSURE PIPE, DEFLECTION SHALL NOT EXCEED 50% OF THE MANUFACTURER'S MAXIMUM RECOMMENDED DEFLECTION. IT SHALL BE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE AND SCHEDULE THE ACTIVITIES OF THE UTILITY COMPANIES INCLUDING BUT NOT LIMITED TO TV, TELEPHONE, GAS, POWER, ETC., AND PROVIDE IN ACCORDANCE WITH THE UTILITY COMPANY ANY NECESSARY CONDUITS FOR CROSSINGS UNDER PAVEMENT. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR THIS SERVICE.
- ANY DAMAGE CAUSED BY THE UTILITY COMPANY TO THE IMPROVEMENTS OF THE CONTRACTOR SHALL BE REPAIRED IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT REPAIRS ARE PERFORMED, EITHER BY THE CONTRACTOR OR THE UTILITY COMPANY AT NO COST TO THE OWNER.

STORMWATER MANAGEMENT NOTES:

- JUNCTION BOXES OUTSIDE THE RIGHT OF WAY MUST BE CAST IRON CAPABLE OF HANDLING LIVE LOADS AND BE CAST WITH "STORM" ON THE COVER.

PAVING, GRADING & EARTHWORK NOTES:

- IN EXCAVATING STREETS AND DRIVEWAYS THAT HAVE BEEN SURFACED WITH SAND-CLAY, CLAY GRAVEL, OR OTHER BASE COURSE, SUCH BASE MATERIALS SHALL BE EITHER STOCKPILED AND KEPT SEPARATE FROM THE EARTH EXCAVATED OR THE CONTRACTOR SHALL, AT HIS EXPENSE, PROVIDE NEW BASE OF LIKE KIND AND EQUAL QUALITY.
- CONTRACTOR MUST SALVAGE EXISTING TOP SOIL WITHIN PROJECT SITE OR REPLACE AT HIS OWN EXPENSE.
- ANY DEFICIENCY IN THE QUANTITY OF MATERIAL FOR BACKFILLING THE TRENCHES, OR FOR FILLING DEPRESSIONS CAUSED BY SETTLEMENT, SHALL BE SUPPLIED BY THE CONTRACTOR AT NO COST TO THE OWNER. THIS ALSO APPLIES TO BASE COURSE UNDER PAVED STREETS.

- CONTRACTOR SHALL CLEAR AND GRUB ONLY THOSE PORTIONS OF THE SITE NECESSARY FOR CONSTRUCTION. CLEAR AND GRUB SHALL CONSIST OF THE REMOVAL OF ALL DELETERIOUS MATERIAL INCLUDING TREES, ROOTS, TOPSOIL, ETC.
- ORGANIC, UNSUITABLE SOILS BENEATH THE PAVED AREAS SHALL BE REMOVED AND REPLACED WITH CLEAN SAND MATERIAL OF WHICH NOT MORE THAN 15% BY DRY WEIGHT IS FINER THAN THE NUMBER 200 MESH SIEVE. FILL MATERIAL SHALL BE FREE OF ORGANICS, RUBBLE, CLAY, OR OTHER DELETERIOUS MATTER.
- THE PAVEMENT SUBGRADE SHOULD BE STABILIZED TO A MINIMUM LBR OF 40 UNLESS OTHERWISE SPECIFIED. MATERIAL FOR STABILIZATION SHALL BE AS CALLED OUT ON THE PLANS, OR OTHER MATERIAL APPROVED BY THE ENGINEER AND THE GEOTECHNICAL ENGINEER. COMPACTION OF THE SUBGRADE SHALL BE BY A HEAVY VIBRATORY ROLLER (MINIMUM STATIC WEIGHT OF FIVE TONS) WITH A MINIMUM OF 10 PASSES WITH A 20% OVERLAP BETWEEN PASSES. THE VIBRATORY ROLLER SHOULD ALSO BE EQUIPPED WITH A VARIABLE FREQUENCY CONTROL TO OPERATE AT THE RESONANT FREQUENCY OF THE SOILS.
- ALL WASTE MATERIAL SHALL BE DISPOSED OF OFFSITE IN ACCORDANCE WITH APPLICABLE REGULATIONS.
- PROPOSED SPOT ELEVATIONS REPRESENT FLOW LINE OF CURB & GUTTER OR FINISHED PAVEMENT OR GROUND SURFACE GRADE UNLESS OTHERWISE NOTED ON DRAWINGS.
- CONTRACTOR TO PROVIDE 1/2" TO 1" BITUMINOUS EXPANSION JOINT MATERIAL WITH SEALER AT ABUTMENT OF CONCRETE AND OTHER MATERIALS (BUILDINGS, OTHER POURED CONCRETE, ETC.) EXCEPT ASPHALT.
- CONTRACTOR SHALL TRIM, TACK AND MATCH EXISTING PAVEMENT AT LOCATIONS WHERE NEW PAVEMENT ABUTS.
- TESTING REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE TESTING SCHEDULE CONTAINED WITHIN THESE PLANS OR PER APPLICABLE LOCAL GOVERNMENT OR REGULATORY AGENCY, WHICHEVER IS MORE STRINGENT. SELECTION AND CONTRACTING WITH THE TESTING FIRMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE AND SCHEDULE ALL TESTS.
- ACCEPTANCE TESTING FOR NEW PAVEMENT, IF APPLICABLE, SHALL CONSIST OF ONE PASS OF A STANDARD 15-FOOT ROLLING STRAIGHT EDGE OPERATED WHILE THE PAVEMENT IS STILL HOT. ALL DEFICIENCIES IN EXCESS OF 3/16 INCH SHALL BE CORRECTED IN ACCORDANCE WITH F.D.O.T. STANDARD SPECIFICATION 330.
- AT THE OPTION OF THE OWNER, THE CONTRACTOR SHALL FLOOD ALL NEW PAVEMENT SURFACES WITH WATER AND INSPECT FOR PONDING. ALL PONDING AREAS SHALL BE CORRECTED IN ACCORDANCE WITH F.D.O.T. STANDARD SPECIFICATION 330.

TRAFFIC, SIGNAGE & STRIPING NOTES:

- IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO MAINTAIN ADEQUATE TRAFFIC CONTROL AND TO PROVIDE DETOURS AROUND CONSTRUCTION ACTIVITIES, UNLESS APPROVED BY THE OWNER. IN WRITING, NO STREET SHALL REMAIN CLOSED TO TRAFFIC OVERNIGHT. IN ADDITION, THE CONTRACTOR SHALL COOPERATE WITH LOCAL RESIDENTS IN GAINING ACCESS TO THEIR HOMES AND BUSINESSES DURING WORKING HOURS AND SHALL ASSIST AT ALL TIMES WHEN VEHICLES EXPERIENCE TROUBLE DUE TO CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR SHALL INSTALL ALL TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC DUE TO CONSTRUCTION ACTIVITIES IN ACCORDANCE WITH THE LATEST EDITION OF THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD PART 6), AND/OR IN ACCORDANCE W/FDOT STD. 600, WHICHEVER IS MORE STRINGENT.
- ALL STRIPING IN THE FLORIDA STATE RIGHT-OF-WAY IS TO BE THERMOPLASTIC.

POLLUTION CONTROL:

- POLLUTION CONTROL MEASURES FOR THE SITE INCLUDE PROPER WASTE DISPOSAL, PROPER MANAGEMENT OF CHEMICAL STORAGE TANKS, EROSION FROM EGRESSES, SANITARY SEWAGE DISPOSAL AND ON-SITE VEHICLE STORAGE AND MAINTENANCE. NO DEBRIS THAT IS GENERATED WILL BE BURIED ON SITE.
 - WASTE DISPOSAL: SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE PROPERLY DISPOSED OF OR REMOVED FROM THE SITE TO AN APPROPRIATE LANDFILL, AND SHALL NOT BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT. CLEARUP AND DISPOSAL OF ALL WASTE MATERIALS (SOLID OR HAZARDOUS) SHALL BE IN ACCORDANCE WITH ALL RECOGNIZED LOCAL AND FEDERAL REQUIREMENTS. ALL DISPOSAL SHALL BE TO APPROVED OFF-SITE WASTE FACILITIES. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED IN THE APPROPRIATE ON-SITE OR OFF-SITE LOCATION. THE INDIVIDUAL WHO MANAGES THE DAY-TO-DAY SITE OPERATIONS WILL BE RESPONSIBLE FOR SEEING THAT THESE PROCEDURES ARE FOLLOWED.
 - OFF-SITE VEHICLE TRACKING: OFF-SITE VEHICLE TRACKING OF DIRT, SOILS, AND SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED OR ELIMINATED TO THE MAXIMUM EXTENT PRACTICAL. A STABILIZED CONSTRUCTION ENTRANCE HAS BEEN PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS. THE PAVED STREET ADJACENT TO THE SITE ENTRANCE WILL BE CLEANED AS NECESSARY TO REMOVE ANY EXCESS MUD, DIRT, OR ROCK TRACKED FROM THE SITE. DUMP TRUCKS HAULING MATERIAL FROM THE CONSTRUCTION SITE WILL BE COVERED WITH A TARPULIN ON AN AS NEEDED BASIS. A CONCRETE TRUCK WASHOUT LOCATION SHALL BE IN A TEMPORARY TRUCK WASH AREA LOCATED AT THE SITE ENTRANCE. WASHOUT SHALL BE CONTAINED WITHIN A PIT OR TRENCH WITH NO MATERIAL LEAVING THE SITE OR IMPACTING VEGETATED OR NON-DISTURBED AREAS.
 - SANITARY WASTE: AS SITE CONDITIONS WARRANT, ALL SANITARY WASTE WILL BE MANAGED APPROPRIATELY BY EITHER AN ON-SITE PORTABLE UNIT(S) COLLECTED AT A MINIMUM OF ONCE PER WEEK BY THE LOCAL MUNICIPALITY AND/OR STATE OF GEORGIA LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR, OR WITH A MANAGEMENT PLAN THAT ROUTES INDIVIDUALS TO A LEGAL AND APPROPRIATE SANITARY WASTE FACILITY.
 - SPILL REMEDIATION MANAGEMENT PRACTICES: THE FOLLOWING ARE THE BEST MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES, AS WELL AS A CLEANUP PLAN IF NECESSARY.
- RISK REDUCTION: PETROLEUM, FERTILIZERS AND PAINT PRODUCTS
- AN EFFORT WILL BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB.
 - PRODUCTS WILL BE STORED IN THEIR ORIGINAL CONTAINERS WITH THE ORIGINAL MANUFACTURER'S LABEL, AND MUST BE KEPT OFF THE GROUND IN SECURELY FASTENED LIDS.
 - SUBSTANCES WILL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER.
 - WHENEVER POSSIBLE, ALL OF A PRODUCT WILL BE USED BEFORE DISPOSING OF THE CONTAINER.
 - MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL WILL BE FOLLOWED.
 - THE SITE SUPERINTENDENT WILL INSPECT DAILY TO ENSURE PROPER USE AND DISPOSAL OF MATERIALS.
 - ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS (MSDS) WILL BE RETAINED.
 - IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURERS OR LOCAL AND STATE RECOMMENDED METHODS FOR PROPER DISPOSAL WILL BE FOLLOWED.
 - ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE.
 - ALL PRODUCTS SHALL BE STORED AND USED IN AN AREA THAT PROVIDES A SECONDARY CONTAINMENT FEATURE, AND SHALL BE LOCATED IN AN AREA WITH THE LEAST FORESEEABLE IMPACT IF A CATASTROPHIC EVENT SHOULD OCCUR. FACILITIES SHOULD BE COVERED AND ACCESS RESTRICTED TO EMPLOYEES ONLY.
 - FERTILIZERS USED WILL BE APPLIED ONLY IN MINIMUM AMOUNTS AS RECOMMENDED BY THE MANUFACTURER. ONCE APPLIED, FERTILIZER WILL BE WORKED INTO THE SOIL TO LIMIT EXPOSURE TO STORM WATER. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER WILL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.
 - KEEP FLAMMABLE LIQUIDS IN CLOSED CONTAINERS WHEN NOT IN USE.
 - USE PROPER RECEPTACLES TO DISPOSE OF CONTAMINATED WASTES THAT CANNOT BE RECYCLED IN CONFORMANCE WITH FEDERAL, STATE AND/OR LOCAL REGULATIONS.
 - DO NOT DUMP PETROLEUM PRODUCT WASTE, PESTICIDES, FERTILIZERS, PAINTS OR OTHER CHEMICALS INTO SEWERS, STORM DRAINS OR DRAINAGE CHANNELS.
 - PREVENT SPILLS OF PETROLEUM PRODUCTS FROM OCCURRING BY TAKING SPECIAL CARE WHEN HANDLING, AND KEEP FACILITIES AND EQUIPMENT MAINTAINED.
 - USE SPILL PROOF CONTAINERS AND FUNNELS WHEN TRANSFERRING FLUIDS FROM ONE CONTAINER TO ANOTHER.
 - POST INFORMATIONAL MATERIALS REGARDING CHEMICAL CONTROL.

SPILL CONTROL PLAN: THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

- EMERGENCY CONTACT NUMBERS FOR SPILLS SHALL BE AVAILABLE ON-SITE.
 - MANUFACTURERS' RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE ON SITE.
 - MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP SHALL BE AVAILABLE ON-SITE.
 - ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.
 - KEEP TRAINED STAFF IN SPILL RESPONSE ON CALL.
 - THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
 - SPILLS OF TOXIC OR HAZARDOUS MATERIAL WILL BE REPORTED TO THE APPROPRIATE LOCAL OR FEDERAL GOVERNMENT AGENCY, REGARDLESS OF THE SIZE.
 - THE SPILL PREVENTION PLAN WILL BE ADJUSTED TO INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL FROM REOCCURRING AND HOW TO CLEAN UP THE SPILL IF THERE IS ANOTHER ONE. A DESCRIPTION OF THE SPILL, WHAT CAUSED IT, AND THE CLEANUP MEASURES WILL ALSO BE INCLUDED.
- THE FOLLOWING MATERIALS OR SUBSTANCES ARE ANTICIPATED TO BE PRESENT ON-SITE DURING CONSTRUCTION: CONCRETE AND ASPHALT; GRADED AGGREGATE BASE AND OTHER AGGREGATES; DETERGENTS; PAINTS (ENAMEL AND LATEX); METAL STUDS; CONCRETE; TAR; FERTILIZERS; PETROLEUM BASED PRODUCTS; CLEANING SOLVENTS; WOOD; MASONRY BLOCK; ROOFING SHINGLES.
 - ALL PETROLEUM PRODUCTS SHALL BE STORED AND USED IN AN AREA THAT PROVIDES A SECONDARY CONTAINMENT FEATURE, AND SHALL BE LOCATED IN AN AREA WITH THE LEAST FORESEEABLE IMPACT IF A CATASTROPHIC EVENT SHOULD OCCUR. EMERGENCY CONTACT NUMBERS AND PROCEDURES FOR SPILLS SHALL BE AVAILABLE ON-SITE.
 - WASTE DISPOSAL: SOLID MATERIALS, INCLUDING BUILDING MATERIALS WILL BE DISPOSED OF OFF SITE AND THEREFORE WILL NOT BE DISCHARGED TO WATERS OF THE STATE FROM THE CONSTRUCTION SITE.
 - ALL POTENTIAL POLLUTION SOURCES WILL BE IDENTIFIED, INCLUDING PETROLEUM PRODUCT STORAGE, CONCRETE HANDLING, HERBICIDES AND ANY OTHER POLLUTANTS WHICH HAVE THE POTENTIAL TO BE EXPOSED TO RAINFALL AND BE DISCHARGED IN THE STORM WATER RUNOFF. PRACTICES WILL BE IMPLEMENTED TO ENSURE THE REDUCTION OF THESE POLLUTANTS IN STORM WATER DISCHARGES.

INVERLIGHT ENGINEERING CORPORATION

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TURNKEY • SITE • SURVEY



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BEACH LOFTS

A MAJOR DEVELOPMENT

SEASIDE ACQUISITION GROUP, LLC
75 14TH STREET NE, SUITE 2200
ATLANTA, GEORGIA 30309

RECORD DATA

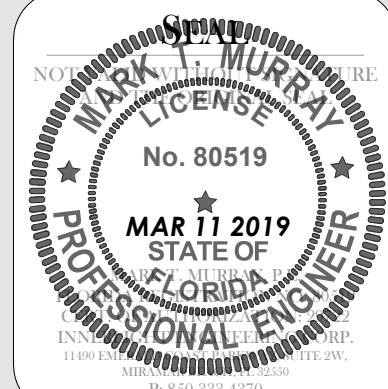
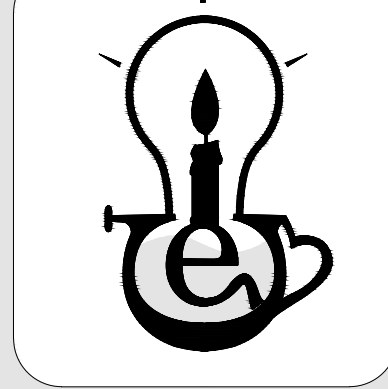
DATE: 07.20.2018

REV. No: 2

REV. DATE: 03.11.2019

DRAWN BY: MTM

REVIEWED BY: DES



SHEET TITLE

GENERAL NOTES
(1 OF 2)

SHEET NUMBER

2 OF 10

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GENERAL TESTING NOTES:

1. TESTING REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE TESTING SCHEDULE CONTAINED WITHIN THESE PLANS OR PER APPLICABLE LOCAL GOVERNMENT OR REGULATORY AGENCY, WHICHEVER IS MORE STRINGENT. SELECTION AND CONTRACTING WITH THE TESTING FIRMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE AND SCHEDULE ALL TESTS.
2. COPIES OF THE TEST REPORTS FOR ASPHALT, BASE, SUBGRADE, FILL AND BACKFILL UNDER ROADWAYS AND STRUCTURES, AND UTILITY TRENCHES SHALL BE PROVIDED DIRECTLY TO THE ENGINEER FOR APPROVAL. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE TESTING AND INSURE THAT ALL APPLICABLE TESTS HAVE BEEN PERFORMED. FAILURE TO OBTAIN TEST RESULTS AT ANY POINT OF CONSTRUCTION WILL REQUIRE THE REMOVAL OF THE IMPROVEMENT AND REPLACEMENT BY CONTRACTOR, AT NO ADDITIONAL COST TO THE OWNER. IT SHOULD BE NOTED THAT THE APPLICABLE LOCAL GOVERNMENT MAY REQUIRE COMPACTION TESTING IN ACCORDANCE WITH THE TESTING SCHEDULE FOR UTILITY TRENCH FILL AND BACKFILL OR ACCORDING TO THE LOCAL GOVERNMENTAL STANDARDS, WHICHEVER IS MORE STRINGENT.

TESTING SCHEDULE (FOR ALL WORK OUTSIDE THE FLORIDA STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY)				
ITEM	TEST	TEST IDENTIFICATION	TEST REQUIREMENT	TESTING FREQUENCY
UTILITY TRENCH FILL & BACKFILL	MAXIMUM DENSITY/OPTIMUM MOISTURE CONTENT	AASHTO T-180 ASTM D-1557	N/A	PER SOIL TYPE
	FIELD DENSITY	AASHTO T-191 / AASHTO T-204 ATM D-1556 / ASTM D-2937	95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT	ONE PER 500 L.F. HORIZONTAL OR ONE PER 750 S.Y. WITH A MINIMUM OF 3 TESTS. ALTERNATING 12 IN. LIFTS
	SOIL GRADATION	AASHTO M-92	(15% PASSING NO. 200 SEIVE)	ONE PER SOIL TYPE
FILL & BACKFILL UNDER ROADWAYS AND STRUCTURES	MAXIMUM DENSITY/OPTIMUM MOISTURE CONTENT	AASHTO T-180 ASTM D-1557	N/A	PER SOIL TYPE
	FIELD DENSITY	AASHTO T-191 / AASHTO T-204 ASTM D-1556, D-2937, D2922	98% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT	ONE PER 500 L.F. HORIZONTAL OR ONE PER 750 S.Y. WITH A MINIMUM OF 3 TESTS
	SOIL GRADATION	AASHTO M-92	(15% PASSING NO. 200 SEIVE)	ONE PER SOIL TYPE
SUBGRADE	BEARING VALUES	LBR-FDOT	40 (MIN.)	ONE PER SITE OR AT MATERIAL CHANGES
	MAXIMUM DENSITY/OPTIMUM MOISTURE CONTENT	AASHTO T-180 ASTM D-1557	N/A	PER SOIL TYPE
	FIELD DENSITY & THICKNESS	ASTM D-1556 OR ASTM D-2937	98% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT	ONE PER 500 L.F. HORIZONTAL OR ONE PER 750 S.Y. WITH A MINIMUM OF 3 TESTS
BASE (SAND-ASPHALT)	MARSHALL STABILITY TESTS	FDOT FM 5-511	500 LB. (MIN)	ONE PER SOURCE OR AS MATERIAL CHANGES
	FIELD DENSITY AND THICKNESS	ASTM D-1559	95% OF LAB DENSITY AS DETERMINED BY MARSHALL METHOD	ONE PER 300 L.F. HORIZONTAL OR ONE PER 750 SY WITH A MINIMUM OF 3 TESTS
BASE (SAND-CLAY)	BEARING VALUES	LBR-FDOT	70 (MIN.)	ONE PER SITE OR AS MATERIAL CHANGES
	MAXIMUM DENSITY/OPTIMUM MOISTURE CONTENT	AASHTO T-180 ASTM D-1557	N/A	PER SOIL TYPE
	FIELD DENSITY & THICKNESS	AASHTO T-191 OR AASHTO T-204 ASTM D-1556 OR ASTM D-2937	98% MAXIMUM DENSITY	ONE PER 500 L.F. HORIZONTAL OR ONE PER 750 S.Y. WITH A MINIMUM OF 3 TESTS
ASPHALT	MATERIALS QUALITY, BITUMEN CONTENT, AND GRADATION	AASHTO T-164, 5-30 ASTM D-2172	FDOT SPEC. 330, 331, 916	FDOT SPEC. 331, 916
	FIELD DENSITY & THICKNESS	ASTM D-2950	98% OF LAB DENSITY	ONE PER 500 L.F. HORIZONTAL OR ONE PER 750 S.Y. WITH A MINIMUM OF 3 TESTS
	AGGREGATE CERTIFICATION	N/A	FDOT SPEC. 901,902	ONE PER SUPPLIER
	MARSHALL STABILITY AND DENSITY	ASTM D-1559	FDOT SPEC. 331	ONE PER DAY
CONCRETE (MISC. SITE WORK*)	SLUMP TEST	AASHTO T-119 ASTM C-143	2" TO 3"	AS REQUIRED BY SOILS ENGINEER OR ONE PER SET OF CYLINDERS
	COMPRESSIVE STRENGTH	AASHTO T-23 ASTM C-31	3000 PSI	ONE SET OF 3 CYLINDERS PER 50 CY PER DAY
	AIR CONTENT	AASHTO T-199	3%-6%	ONE PER SET OF CYLINDERS
*NOTE: CONCRETE FOR SITE WORK INCLUDES BUT IS NOT LIMITED TO CURB & GUTTER, SIDEWALKS, ETC., EXCEPT CONCRETE PAVEMENT.				

ABBREVIATIONS:

ABB.	DESCRIPTION
N	NORTH
S	SOUTH
E	EAST
W	WEST
SF	SQUARE FOOT
LF	LINEAR FOOT
AC	ACRE
L1	LINE & NUMBER TO LINE TABLE
C1	CURVE & NUMBER TO LINE TABLE
LB	BUSINESS LICENSE
ID	IDENTIFICATION
NAVD	NORTH AMERICAN VERTICAL DATUM OF 1988
NAD83	NORTH AMERICAN DATUM OF 1983
ORB	OFFICIAL RECORDS BOOK
PG	PAGE
EL/ELEV	ELEVATION
±	MORE OR LESS
ˆ	MINUTES WHEN USED IN BEARING OR ANGLE
ˆ	FEET OF DECIMAL THEREOF WHEN USED IN DIMENSION

ABB.	DESCRIPTION
ˆ	SECONDS WHEN USED IN BEARING OR ANGLE
ˆ	INCHES OF DECIMAL THEREOF WHEN USED IN DIMENSION
°	DEGREE
HDPE	HIGH DENSITY POLYETHYLENE
RCP	REINFORCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
EOP	EDGE OF PAVEMENT
FOC	FACE OF CURB
BOC	BACK OF CURB
R	RADIUS
TC	TOP OF CURB
BC	BOTTOM OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
INV	INVERT
CO	CLEANOUT
SSMH	SANITARY SEWER MANHOLE
STMH	STORM MANHOLE
YI	YARD INLET

LINETYPE LEGEND:

LINETYPE DESCRIPTION	LINETYPE
CABLE TELEVISION	CATV CATV CATV CATV CATV CATV CATV CATV CATV
COMMUNICATION	C C C C C C C C C C
OVERHEAD ELECTRIC	OE OE OE OE OE OE OE OE OE OE
UNDERGROUND ELECTRIC	UE UE UE UE UE UE UE UE UE UE
FIBER OPTIC LINE	FO FO FO FO FO FO FO FO FO FO
GAS MAIN	GAS GAS GAS GAS GAS GAS GAS GAS GAS
IRRIGATION LINE	IR IR IR IR IR IR IR IR IR IR
PROPERTY BOUNDARY	
BUFFER	
EASEMENT	
PROPERTY LOT LINE	
PRESERVATION	
RIGHT-OF-WAY	
SETBACK	
BUILDING OUTLINE	
BUILDING OVERHANG	
WETLAND BUFFER	
EDGE OF PAVEMENT	
BACK OF CURB	
FACE OF CURB	
RECLAIM WATER MAIN	RC RC RC RC RC RC RC RC RC
CENTERLINE	
FORCE MAIN	FM FM FM FM FM FM FM FM FM
SANITARY SEWER MAIN	SS SS SS SS SS SS SS SS SS
BARBED WIRE FENCE	X X X X X X X X X X
CHAIN LINK FENCE	
WOOD FENCE	
WOVEN FENCE	
MAJOR CONTOUR	
MINOR CONTOUR	
POTABLE WATER MAIN	W W W W W W W W W W
FIRE LINE	F F F F F F F F F F
STORM PIPE	
STORM POND OUTLINE	
LEFT OFFSET (PROFILE)	L L L L L L L L L L
RIGHT OFFSET (PROFILE)	R R R R R R R R R R
GRADE (PROFILE)	
SAMPLE/SECTION LINE	
SINGLE ROW SILT FENCE	SF SF SF SF SF SF SF SF SF
DOUBLE ROW SILT FENCE	SF SF SF SF SF SF SF SF SF
HEAVY DUTY SILT FENCE	HDSF HDSF HDSF HDSF HDSF HDSF HDSF HDSF
TREE PROTECTION	TP TP TP TP TP TP TP TP TP
LIMITS OF CLEARING	
LIMITS OF CONSTRUCTION	

HATCH LEGEND:

HATCH DESCRIPTION	HATCH
ASHPALT	
CONCRETE	
GRAVEL	
PAVERS	

HATCH DESCRIPTION	HATCH
SHELL	
WETLAND / CONSERVATION	
BUILDING	
RIP RAP / EXFILTRATION	

SYMBOL LEGEND:

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
FCIP	FOUND CAPPED IRON PIN		FLARED END SECTION
SCIP	SET CAPPED IRON PIN		DITCH BOTTOM INLET
FND	FOUND NAIL & DISK		CURB INLET
END	SET NAIL & DISK		GUTTER INLET
FCM	FOUND CONCRETE MONUMENT		COMBINATION INLET
SCM	SET CONCRETE MONUMENT	G	NATURAL GAS METER
FN	FOUND NAIL	NGV	NATURAL GAS VALVE (PROPOSED)
SN	SET NAIL	NGV	NATURAL GAS VALVE (EXISTING)
FPK	FOUND PK MAG NAIL	ICV	IRRIGATION CONTROL VALVE (PROPOSED)
SPK	SET PK MAG NAIL	ICV	IRRIGATION CONTROL VALVE (EXISTING)
FT	FOUND CHISELED TRIANGLE	W	POTABLE WATER METER (SINGLE SERVICE)
FPS	FOUND GPS MONUMENT	WW	POTABLE WATER METER (DUAL SERVICE)
FRRS	FOUND RAILROAD SPIKE	WWB	POTABLE WATER METER BANK
FAT	FOUND AERIAL TARGET	PTV	POTABLE WATER VALVE (PROPOSED)
B	BENCHMARK	PTV	POTABLE WATER VALVE (EXISTING)
PCP	PRIMARY CONTROL POINT (PCP)	NZ	BACKFLOW PREVENTER
MT	MAGNOLIA TREE	TR	POTABLE WATER REDUCER
HT	HICKORY TREE	T	TEE
PT	PALM TREE	C	CROSS
OT	OAK TREE	90	90° BEND
PN	PINE TREE	45	45° BEND
E	ELECTRIC METER	22.5	22.5° BEND
EP	ELECTRIC PEDESTAL	11.25	11.25° BEND
TP	TELEPHONE PEDESTAL	FH	FIRE HYDRANT (PROPOSED)
CP	CABLE PEDESTAL	FH	FIRE HYDRANT (EXISTING)
UP	UTILITY POLE	WS	WATER SPIGOT
GP	GUY POLE	R	RECLAIM METER
FP	FLAG POLE	RV	RECLAIM VALVE (PROPOSED)
LP	LIGHT POLE	RV	RECLAIM VALVE (EXISTING)
GL	GROUND LIGHT	ARV	AIR RELEASE VALVE
MB	MAIL BOX	FMV	FORCE MAIN VALVE (PROPOSED)
B	BOLLARD	FMV	FORCE MAIN VALVE (EXISTING)
WS	WHEEL STOP	SS	SANITARY SEWER MANHOLE
H	HANDICAP STRIPING	C	SANITARY SEWER CLEANOUT
PA	PAVEMENT ARROW	GT	GREASE TRAP
S	SIGNAGE	GT	GREASE TRAP MANHOLE
MW	MONITORING WELL	SH	SANITARY SEWER HAND HOLE
PA	POINT OF ANALYSIS	LH	SANITARY SEWER LAMP HOLE
FA	FLOW ARROWS	C	CONE (TRAFFIC CONTROL)
SWM	STORMWATER MANHOLE	IP	INLET PROTECTION
SWC	STORMWATER CLEANOUT	DP	DITCH PROTECTION
NDB	NYLOPLAST DRAIN BASIN	S	SAND BAG
ME	MITERED END SECTION	X	DEMOLITION

REFERENCE SOURCES:

REFERENCE ABB.	REFERENCE MATERIAL
ASTM	AMERICAN SOCIETY OF TESTING MATERIALS
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
AASHTO	AMERICAN ASSOCIATION OF HIGHWAY AND TRANSPORTATION OFFICIALS
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FDEP	FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

INNERLIGHT ENGINEERING CORPORATION

THE APPLIED SCIENCE OF SUCCESS

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MIRAMAR BEACH | FLORIDA | 32550

BEACH LOFTS

A MAJOR DEVELOPMENT

SEASIDE ACQUISITION GROUP, LLC
75 14TH STREET NE, SUITE 2200
ATLANTA, GEORGIA 30309

RECORD DATA

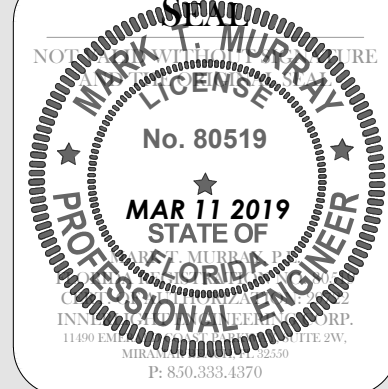
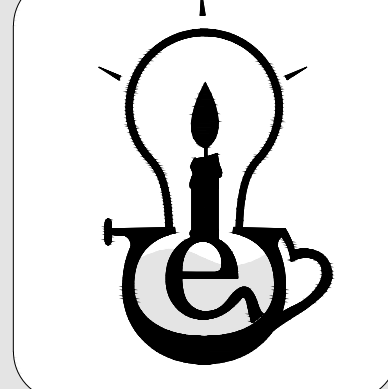
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REV. DATE: 03.11.2019

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REVIEWED BY: DES

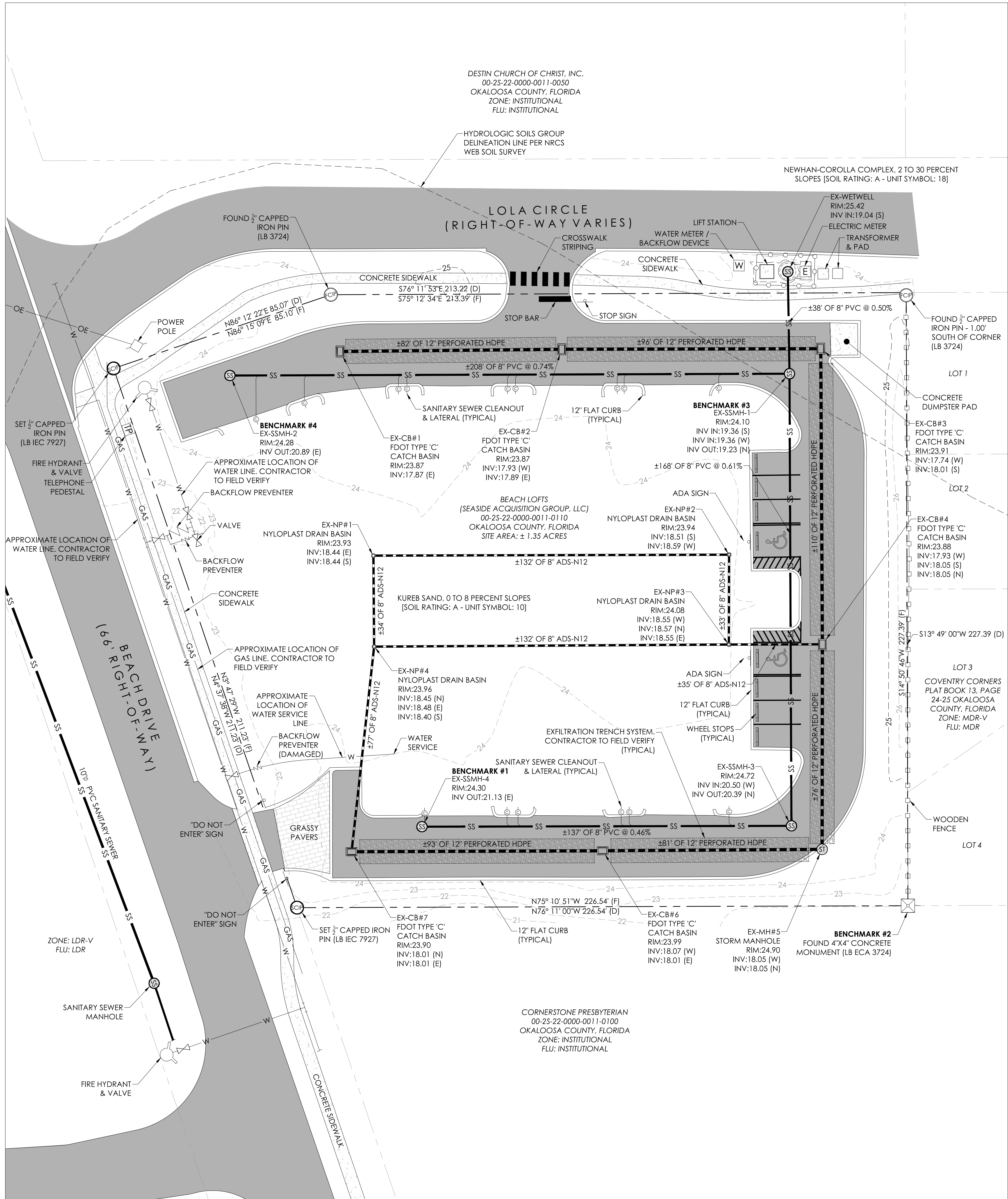


SHEET TITLE

GENERAL NOTES
(2 OF 2)

SHEET NUMBER

C:\DROPOX [EC] \PROJECTS\BEACH LOFTS\3. ENGINEERING\1. CDS\2. SHEETS\4. EXISTING CONDITIONS\PLAN.DWG, MarkMurray, 3/11/2019 9:57:18 AM



EXISTING CONDITIONS NOTES

1. THIS MAP REPRESENTS AN EXISTING CONDITIONS MAP AND IS ONLY FOR THE LANDS DESCRIBED. COMPLETION DATE OF FIELD SURVEY: FEBRUARY 10, 2017, BY BILL ADAMS.
2. SOURCES OF INFORMATION USED IN THE PREPARATION OF THIS PLAN INCLUDE:
 - DEED BOOK 3124, PAGE(S) 3689-3691
 - FIELD RECOVERED MONUMENTATION
3. THIS EXISTING CONDITIONS PLAN DOES NOT REFLECT RESEARCH BY INNERLIGHT ENGINEERING CORPORATION, REGARDING TITLE OR EASEMENT. THERE MAY EXIST: DEEDS OF RECORD, UNRECORDED DEEDS, PLATS, UNRECORDED PLATS, EASEMENTS, RIGHTS-OF-WAYS, OR OTHER INSTRUMENTS THAT MAY AFFECT THIS PARCEL.
4. NORTH AND THE BEARINGS DEPICTED HERON ARE BASED UPON THE STATE PLANE COORDINATE SYSTEM - FLORIDA NORTH ZONE, NORTH AMERICAN DATUM OF 1983 (NAD 83).
5. IMPROVEMENTS ARE AS SHOWN. NO ATTEMPT WAS MADE TO LOCATE UNDERGROUND FEATURES, UNDERGROUND FOUNDATIONS, OR UNDERGROUND UTILITIES UNLESS OTHERWISE NOTED. UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.
6. ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
7. A WETLAND LOCATE WAS NOT PERFORMED FOR THIS EXISTING CONDITIONS PLAN.

LEGAL DESCRIPTION (AS FURNISHED)

A PARCEL OF LAND IN UNDIVIDED TOWNSHIP 2 SOUTH, RANGE 22 WEST, OKALOOSA COUNTY, FLORIDA, BEING EXPLICITLY DESCRIBED AS FOLLOWS: BEING AT THE NORTHWEST CORNER OF LOT 1, OF COVENTRY CORNERS AS RECORDED IN PLAT BOOK 13, AT PAGES 24-25, OF THE PUBLIC RECORDS OF OKALOOSA COUNTY, FLORIDA; THENCE SOUTH 13 DEGREES 49 MINUTES 00 SECONDS WEST ON THE WEST LINE OF LOTS 1,2,3, AND 4, OF THE COVENTRY CORNERS, A DISTANCE OF 227.39 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE DEPARTING SAID WEST LINE, PROCEEDING NORTH 76 DEGREES 11 MINUTES 00 SECONDS WEST ON THE WESTERLY EXTENSION OF SAID LOT 4, A DISTANCE OF 226.54 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF BEACH DRIVE (66' RIGHT OF WAY); THENCE DEPARTING SAID RIGHT OF WAY WESTERLY EXTENSION, PROCEED NORTH 04 DEGREES 47 MINUTES 38 SECONDS WEST ON SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 211.23 FEET TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF LOLA CIRCLE (RIGHT OF WAY VARIES), AS SHOWN ON THE AFORESAID PLAT OF COVENTRY CORNERS; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE, PROCEED ON SAID SOUTH RIGHT OF WAY LINE, THE FOLLOWING TWO (2) CALLS: (1) NORTH 85 DEGREES 12 MINUTES 22 SECONDS EAST, A DISTANCE OF 85.07 FEET; (2) THENCE SOUTH 76 DEGREES 11 MINUTES 53 SECONDS EAST, A DISTANCE OF 213.22 FEET TO THE POINT OF BEGINNING.

FEMA FLOOD NOTE

FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.), FLOOD INSURANCE RATE MAP (F.I.R.M.) 12091C0488H, BEING PANEL 488 OF 494, EFFECTIVE DATE OF DECEMBER 6, 2002, INDICATES THAT THE SUBJECT PARCEL IS LOCATED IN ZONE "X". NO CERTIFICATIONS ARE MADE REGARDING THE ACCURACY OF SAID F.I.R.M.

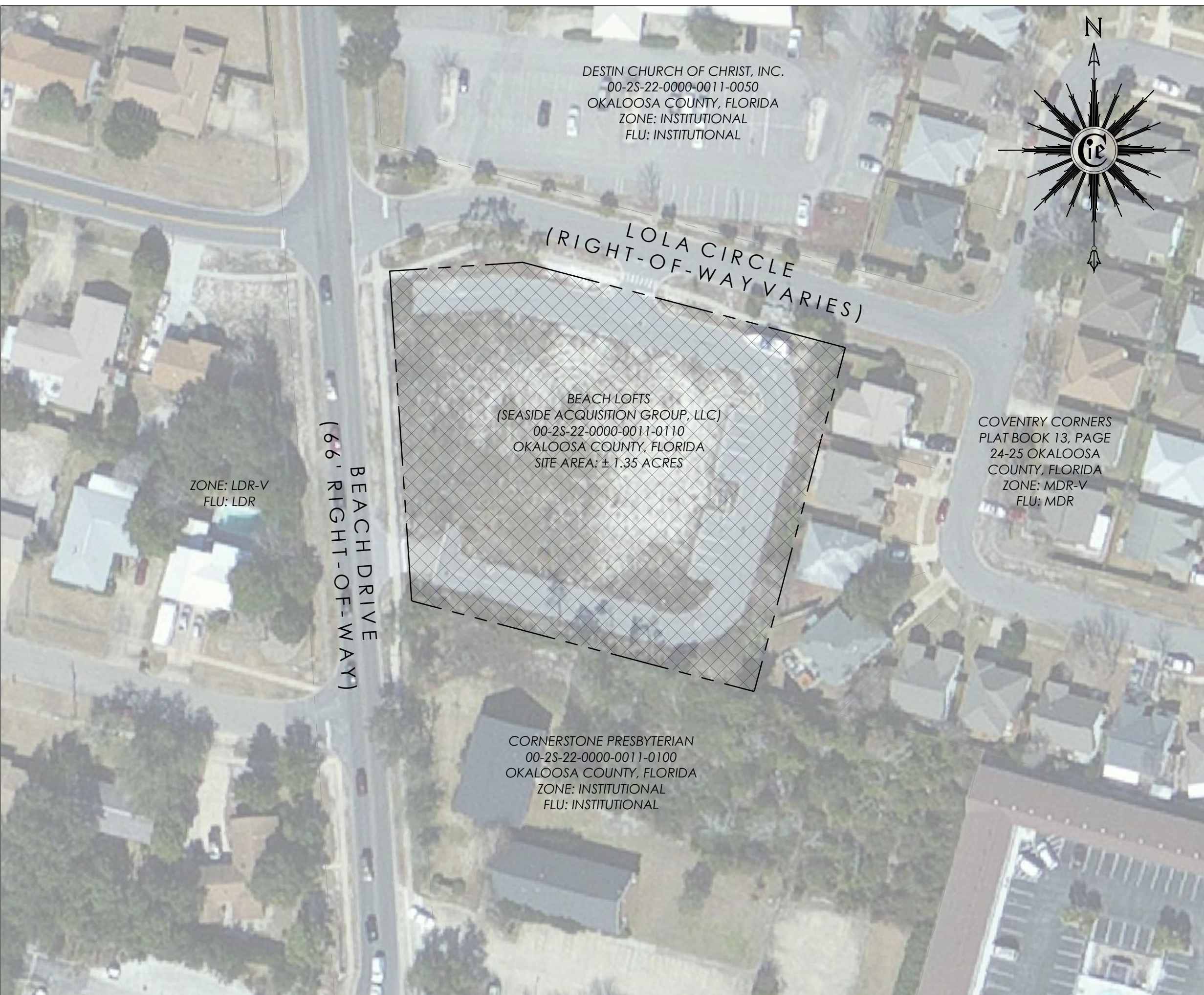
ON-SITE SOILS DESCRIPTION

MAP UNIT SYMBOL	MAP UNIT NAME	RATING
10	KUREB SAND, 0 TO 8 PERCENT SLOPES	A
18	NEWHAN-COROLLA COMPLEX, 0 TO 30 PERCENT SLOPES	A
ON-SITE SOILS DESCRIPTION WERE DETERMINED FROM THE NATIONAL RESOURCES CONSERVATION SERVICE (NRCS) WEB SOIL SURVEY, NATIONAL COOPERATIVE SOIL SURVEY.		

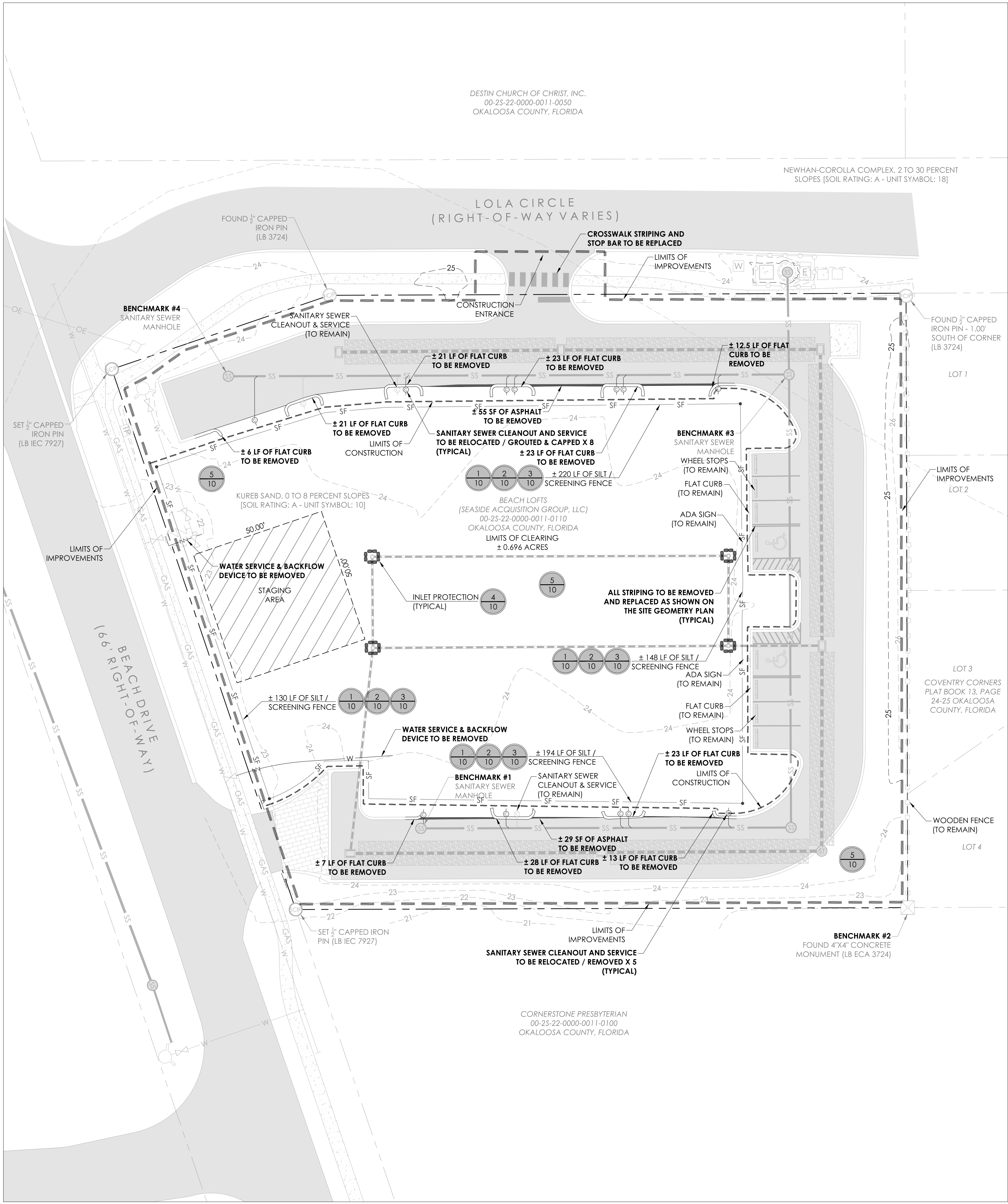
BENCHMARK DATA

BENCHMARK #1:	SANITARY SEWER MANHOLE (EX-SSMH-4) NORTHING: 511583.6050 EASTING: 1341135.4080 ELEVATION: 23.40 (NAVD 1988)
BENCHMARK #2:	FOUND CONCRETE MONUMENT NORTHING: 511778.6520 EASTING: 1341301.8960 ELEVATION: 22.02 (NAVD 1988)
BENCHMARK #3:	SANITARY SEWER MANHOLE (EX-SSMH-1) NORTHING: 511980.5900 EASTING: 1341310.5460 ELEVATION: 24.10 (NAVD 1988)
BENCHMARK #4:	SANITARY SEWER MANHOLE (EX-SSMH-2) NORTHING: 512033.6680 EASTING: 1341109.8980 ELEVATION: 24.28 (NAVD 1988)

PROPERTY MAP (SCALE: 1" = 60')



C:\DROPOX [EC] \PROJECTS\BEACH LOFTS\3. ENGINEERING\1. CDS\2. SHEETS\5. DEMO AND EC PLAN.DWG, MarkMurray, 3/11/2019 9:57:28 AM



LAND DISTURBANCE - CONSTRUCTION SEQUENCE

- THE FOLLOWING IS THE PROPOSED CONSTRUCTION SEQUENCE, UNLESS INCLEMENT WEATHER, SITE CONDITIONS, OR REVISIONS DICTATES A DEVIATION FROM THIS SCHEDULE.
1. DEVELOPER TO FILE A NOTICE OF INTENT PRIOR TO LAND DISTURBANCE.
 2. SET UP A DAILY INSPECTION LOG FOR THE BMP INSPECTIONS TO BE KEPT IN THE CONSTRUCTION TRAILER OR AT A NEARBY ACCESSIBLE LOCATION (SALES OFFICE, ETC.)
 3. CLEARING AND GRUBBING FOR THOSE AREAS NECESSARY FOR INSTALLATION OF PERIMETER EROSION CONTROL DEVICES.
 4. INSTALL PERIMETER EROSION CONTROL DEVICES & CHAIN LINK FENCE ADJACENT TO PUBLIC ACCESS AREAS.
 5. CLEAR AND GRUB ROUTES TO AREAS FOR TEMPORARY AND PERMANENT STRUCTURAL BEST MANAGEMENT PRACTICES (BMP).
 6. INSTALL ALL STRUCTURAL EROSION CONTROL PRACTICES IN CONCENTRATED FLOW AREAS, AS SHOWN ON THE PLANS, WITH MINIMAL DISTURBANCE TO THE ADJACENT AREA.
 7. CONSTRUCT ALL REMAINING TEMPORARY AND PERMANENT EROSION CONTROL PRACTICES SHOWN ON THE PHASE-1 ESCP CONCURRENT WITH CLEARING AND GRUBBING OPERATIONS.
 8. CONTRACTOR SHALL COMPLETE CLEARING AND GRUBBING FOR REMAINING AREAS OF CONSTRUCTION. IF CLEARING MATERIALS ARE GROUND ON SITE, PLACING GROUND MULCH MATERIALS AT THE TOE OF ANY SLOPES WILL PROVIDE ADDITIONAL PROTECTION FROM EROSION ESCAPING THE SITE.
 9. ROAD GRADING & GRADING FOR THE REMAINDER OF SITE.
 10. UTILITY INSTALLATION AND WHETHER STORM DRAINS WILL BE USED OR BLOCKED AFTER CONSTRUCTION.
 11. BUILDING, PARKING LOT, AND SITE CONSTRUCTION.
 12. FINAL GRADING, LANDSCAPING AND/OR STABILIZATION.
 13. IMPLEMENTATION AND MAINTENANCE OF FINAL EROSION CONTROL STRUCTURES.
 14. REMOVAL OF TEMPORARY EROSION CONTROL DEVICES.

DEMOLITION & ESCP (PHASE 1) NOTES

1. EROSION CONTROL MEASURES SHALL BE MAINTAINED ON SITE FOR THE DURATION OF CONSTRUCTION. REPAIR AND / OR REPLACE AS NECESSARY.
2. WHERE SILT FENCE IS SHOWN OUTSIDE PROJECT BOUNDARY FOR CLARITY ONLY.
3. ALL EXISTING BUILDING MATERIALS, CONCRETE, ASPHALT, TREES, STUMPS, AND OTHER DELETERIOUS MATERIAL AS INDICATED ON THE PLANS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH FLORIDA LAWS.
4. THE CONTRACTOR SHALL CLEAR AND GRUB ALL AREA WITHIN THE CLEARING LIMITS DEPICTED HEREON INCLUDING DEMOLITION OF EXISTING INFRASTRUCTURE INCLUDING UNDERGROUND UTILITIES WHETHER DEPICTED HEREON OR NOT BUT ONLY AFTER VERIFICATION FROM ENGINEER & RESPECTIVE UTILITY COMPANY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACCOUNT FOR IN BID ALL REQUIRED CLEARING, GRUBBING & DEMOLITION NECESSARY TO ACCOMPLISH THIS TASK.
5. FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, A PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN SEVEN CALENDAR DAYS ON ALL PERIMETER DIKES, SWALES, DITCHES, PERIMETER SLOPES AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1); EMBANKMENTS OF PONDS, BASINS, AND TRAPS; AND WITHIN 14 CALENDAR DAYS ON ALL OTHER DISTURBED OR GRADED AREAS.; THE REQUIREMENTS OF SECTION 11.09.03 OF THE DESTIN LAND DEVELOPMENT CODE DO NOT APPLY TO THOSE AREAS WHICH ARE SHOWN ON THE PLAN AND ARE CURRENTLY BEING PERFORMED.
6. ALL BARE GROUND, STRIPPED OF VEGETATION DURING THE CLEARING/GRADING PROCESS, SHALL BE COVERED TO THE MAXIMUM EXTENT PRACTICABLE.
7. ALL DISTURBED AREAS SHALL BE COVERED AND/OR MULCHED WITHIN 12 HOURS, IF THEY ARE TO REMAIN UN-WORKED FOR MORE THAN 2 CALENDAR DAYS.
8. AREAS NOT BEING WORKED FOR 30 CALENDAR DAYS OR MORE SHALL BE VEGETATED, UNLESS THE CITY DETERMINES THAT WINTER WEATHER MAKES VEGETATION ESTABLISHMENT INFEASIBLE. IF THIS IS THE CASE, IT MUST STILL BE MORE PERMANENTLY STABILIZED, USING METHODS SUCH AS BONDED FIBER MATRIX, OR OTHER MORE STABLE BMPs.
9. SLOPES & STOCKPILES 3H:1V OR STEEPER AND MORE THAN 10 FEET OF VERTICAL RELIEF SHALL BE COVERED IF THEY ARE UN-WORKED FOR MORE THAN 48 HOURS.
10. AREAS THAT ARE BEING HYDRO-SEEDED SHALL HAVE A TACKIFIER MIXED INTO THE HYDRO-SEED TO HELP STABILIZE MIXTURE ONTO THE SOIL.
11. ENOUGH COVER MATERIAL TO SUFFICIENTLY PROTECT ALL DISTURBED AREAS SHALL BE STOCKPILED ON THE SITE AT THE BEGINNING OF THE WET SEASON.
12. ROADS AND PARKING AREAS SHALL BE STABILIZED IMMEDIATELY AFTER THE INITIAL GRADING.
13. ADDITIONAL TECHNIQUES TO REDUCE SOIL TRACKING OFF OF A SITE AND ONTO A ROADWAY SUCH AS WHEEL WASHING STATIONS MAY BE REQUIRED.
14. THE PAVEMENT SHALL NOT BE CLEANED BY WASHING/FLUSHING STREETS.
15. ANY SEDIMENT THAT IS TRACKED ONTO ROAD PAVEMENT SHALL BE REMOVED IMMEDIATELY (PRIOR TO THE END OF THE WORK DAY) BY SWEEPING. THE SEDIMENT COLLECTED BY SWEEPING SHALL BE REMOVED FROM THE ROADWAY AND STABILIZED ON-SITE.

DUST CONTROL METHODS

- CONTRACTOR TO USE METHOD OR COMBINATION OF METHODS LISTED BELOW AND TO PREVENT PARTICULATE MATTER FROM BECOMING AIRBORNE AND BEING TRANSPORTED OFF-SITE:
1. PHASING: ONLY DISTURB AREAS LESS THAN ONE ACRE AT ONE TIME. BEGIN CONSTRUCTION ACTIVITIES AT WEST SIDE OF SITE AND PROCEED TO EAST TO PROVIDE BUFFER AREA WHERE SHIFTING SOIL CAN BE ARRESTED.
 2. SCHEDULE: DELAY EARTHWORK AND OTHER ACTIVITIES GENERATING PARTICULATE MATTER WHEN WIND VELOCITY IS GREATER THAN 30 MPH.
 3. RESTRICTING VEHICLES: USE SIGNS AND OTHER TRAFFIC CONTROLS TO LIMIT SPEED AND ACCESS OF JOB SITE VEHICLES. LIMIT SPEED TO 10 MPH MAXIMUM. RESTRICT VEHICLE TRAFFIC IN DUST STABILIZED AREAS.
 4. EXCAVATED MATERIAL: KEEP OUT OF ACTIVE TRAFFIC LANES. IMMEDIATELY REMOVE EXCAVATED MATERIAL DEPOSITED IN ROADWAYS BY EROSION OR SPILLAGE. COVER LOADS TRANSPORTED IN EARTH-MOVING EQUIPMENT.
 5. WATERING: USE SPRINKLER SYSTEM OR WATER TRUCK WITH SPRAY BOOM TO WATER DISTURBED AREA, AS NEEDED, TO ADEQUATELY CONTROL DUST.
 6. WINDBREAKS: ERECT SNOW FENCES OR SIMILAR WINDBREAKS UPWIND AND WITHIN DISTURBED AREAS. PLACE FENCES PERPENDICULAR TO PREVAILING WINDS AS APPROPRIATE.
 7. PALLIATIVES: APPLY DUST PALLIATIVE TO STABILIZE SOILS AFTER EARTHWORK IS COMPLETED AND TO SANDY SOILS WHERE WATERING IS INEFFECTIVE. DO NOT USE PALLIATIVE DETRIMENTAL TO VEGETATION IN AREAS OF FUTURE PLANT LANDSCAPING.
 8. OTHER METHODS THAT SUBSTANTIALLY AND EFFECTIVELY REDUCE TRANSPORTED MATERIAL OR EMISSION OF PARTICULATE MATTER INTO ATMOSPHERE.
 9. IF WATER TRUCK IS USED TO CONTROL DUST ON DIRT/GRADED AREAS ONLY, WATER TRUCK WILL ONLY DROP ENOUGH WATER TO CONTROL THE DUST OR REACH THE OPTIMUM MOISTURE CONTENT OF THE SOIL FOR COMPACTION. NO RUN-OFF IS TO BE GENERATED.
 10. CONTROLLING DUST ON PAVED ROADWAYS WILL BE DONE BY USE OF SWEEPER WITH WATER-JET SPRAYERS. ONLY ENOUGH WATER SHOULD BE APPLIED TO CONTROL DUST WHILE SWEEPING. DO NOT GENERATE RUN-OFF FROM SPRAYERS THAT RUNS INTO CATCH BASINS.

PERIMETER PROTECTION NOTES

1. PERIMETER PROTECTION TO FILTER SEDIMENT FOR SHEET FLOW WASHOUT SHALL BE LOCATED DOWN SLOPE OF ALL DISTURBED AREAS AND BE PROPERLY INSTALLED PRIOR TO UP-SLOPE GRADING.
2. A MINIMUM OF 100 LINEAR FEET OF SILT FENCE PER ACRE AND THE NECESSARY STAKES TO HOLD THE FENCE IN PLACE SHALL BE STOCKPILED ON-SITE.
3. PRIOR TO THE COMMENCEMENT OF DEMOLITION / CONSTRUCTION, CONSTRUCTION SITE SCREENING, MEETING THE REQUIREMENTS OF THE DESTIN CODE OF ORDINANCES, SECTION 6-51 SCREEN CRITERIA, SHALL BE ERECTED AROUND THE ENTIRE PERIMETER OF THE SUBJECT PROPERTY.

VIBRATION IMPACT MITIGATION METHODS

DESIGN CONSIDERATIONS AND PROJECT LAYOUT:

1. ROUTE HEAVILY LOADED TRUCKS AWAY FROM RESIDENTIAL STREETS, IF POSSIBLE. SELECT STREETS WITH FEWEST HOMES, IF NO ALTERNATIVES ARE AVAILABLE.
2. OPERATE EARTHMOVING EQUIPMENT ON THE CONSTRUCTION LOT AS FAR AWAY FROM VIBRATION-SENSITIVE SITES AS POSSIBLE.

SEQUENCE OF OPERATIONS:

1. PHASE DEMOLITION, EARTHMOVING AND GROUND-IMPACTING OPERATIONS SO AS NOT TO OCCUR IN THE SAME TIME PERIOD. UNLIKE NOISE, THE TOTAL VIBRATION LEVEL PRODUCED COULD BE SIGNIFICANTLY LESS WHEN EACH VIBRATION SOURCE OPERATES SEPARATELY.
2. AVOID NIGHTTIME ACTIVITIES. PEOPLE ARE MORE AWARE OF VIBRATION IN THEIR HOMES DURING THE NIGHTTIME HOURS.

ALTERNATIVE CONSTRUCTION METHODS:

1. SELECT DEMOLITION METHODS NOT INVOLVING IMPACT, WHERE POSSIBLE. FOR EXAMPLE, MILLING GENERATES LOWER VIBRATION LEVELS THAN EXCAVATION USING CLAM SHELL OR CHISEL DROPS.
2. AVOID VIBRATORY ROLLERS AND PACKERS NEAR SENSITIVE AREAS.

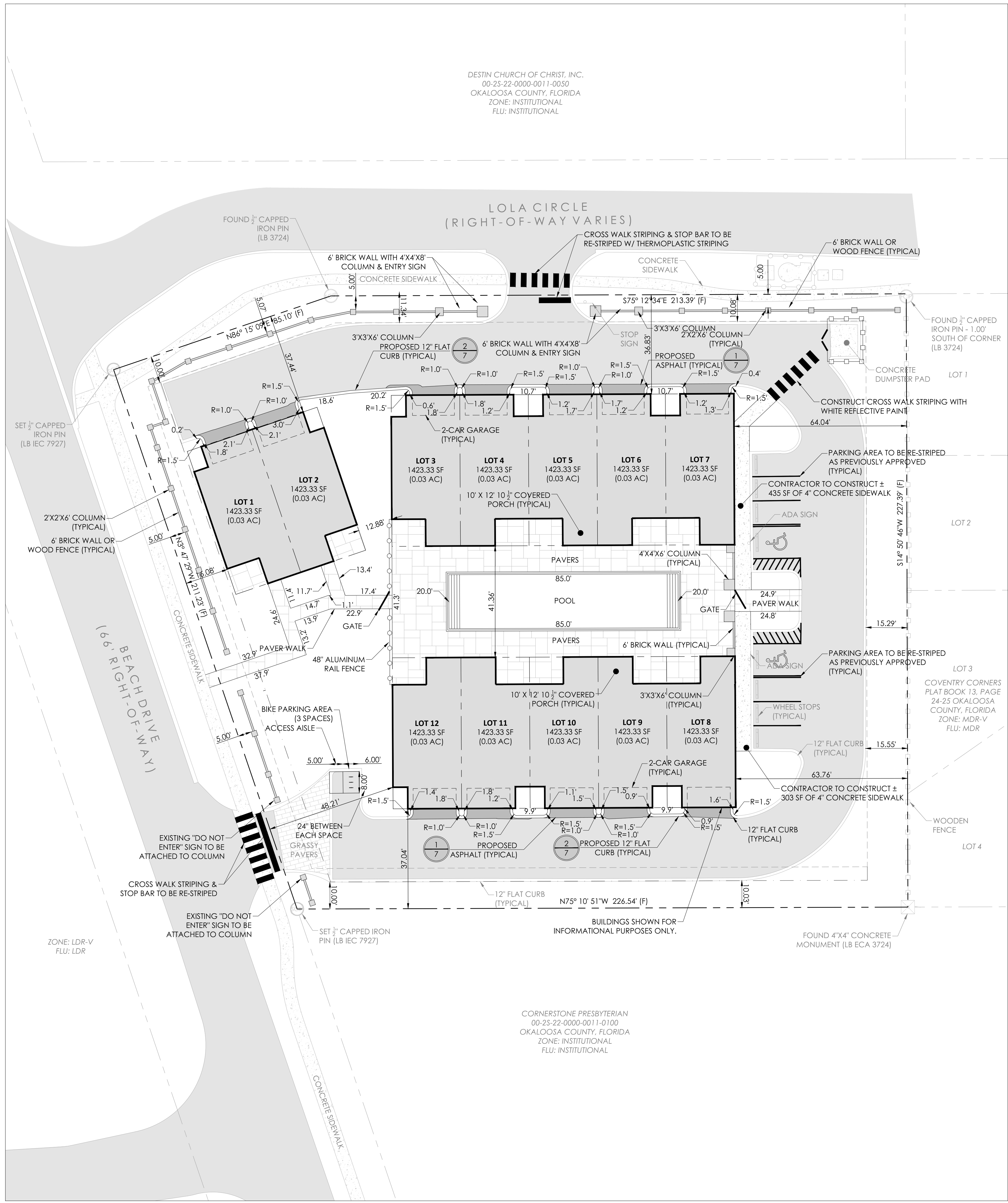
BENCHMARK DATA

BENCHMARK #1:	SANITARY SEWER MANHOLE (EX-SSMH-4) NORTHING: 511583.6050 EASTING: 1341135.4080 ELEVATION: 23.40 (NAVD 1988)
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ON-SITE SOILS DESCRIPTION

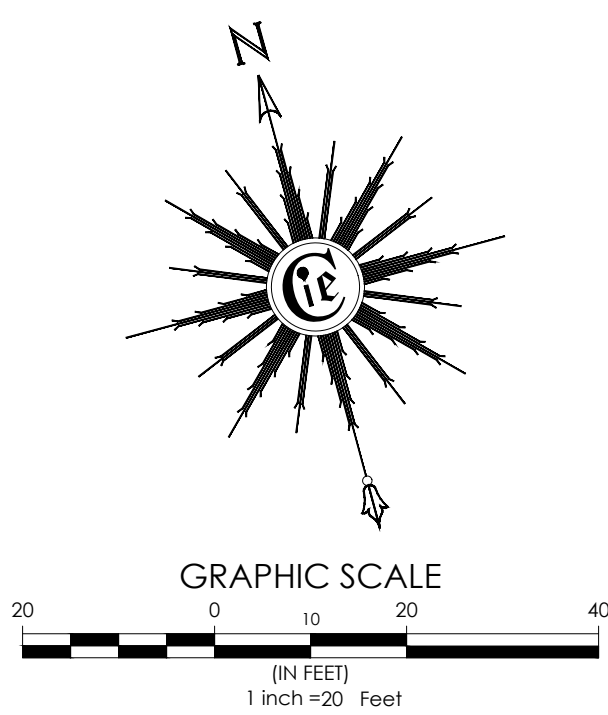
MAP UNIT SYMBOL	MAP UNIT NAME	RATING
10	KUREB SAND, 0 TO 8 PERCENT SLOPES	A
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ON-SITE SOILS DESCRIPTION WERE DETERMINED FROM THE NATIONAL RESOURCES CONSERVATION SERVICE (NRCS) WEB SOIL SURVEY, NATIONAL COOPERATIVE SOIL SURVEY.		

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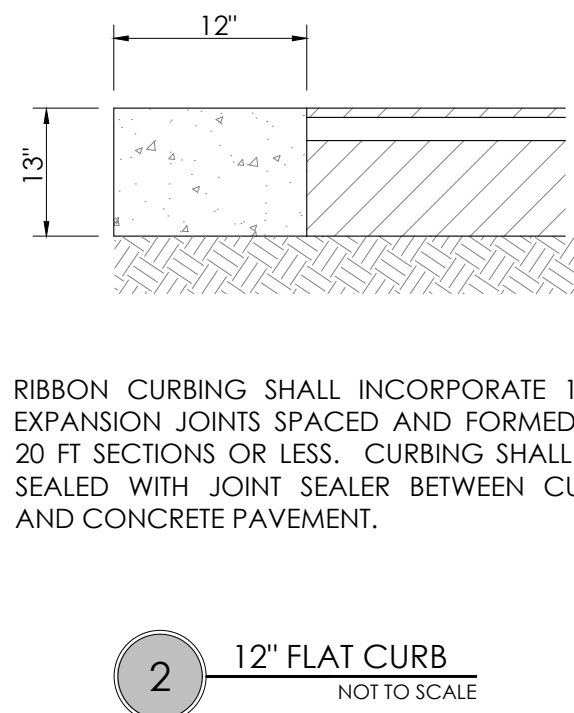
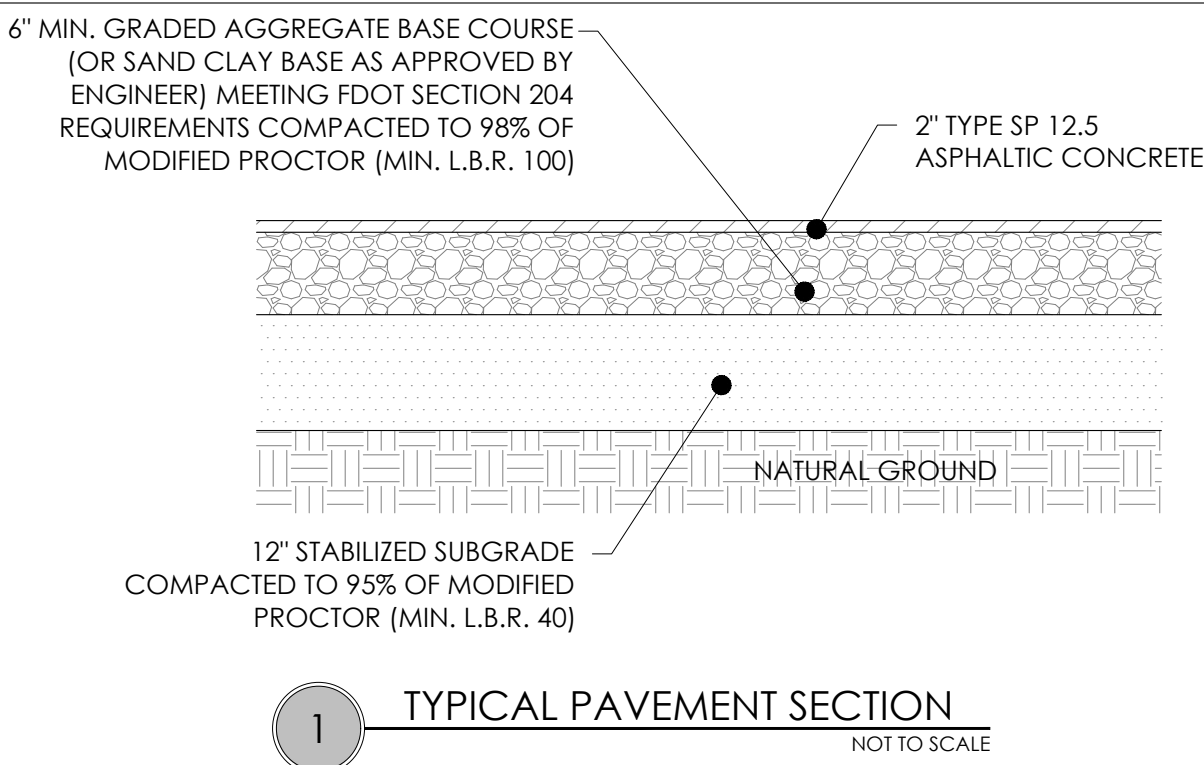
SITE GEOMETRY PLAN NOTES

1. CONTRACTORS SHALL MAINTAIN PUBLIC ACCESS AT ALL TIMES ALONG PUBLIC RIGHT-OF-WAYS.
2. NO PARKING OR UNLOADING OF MATERIALS SHALL OCCUR WITHIN PUBLIC RIGHT-OF-WAY.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO STRUCTURES WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL REPAIR ANY DAMAGE CAUSED BY THE CONSTRUCTION ACTIVITIES TO THE PUBLIC RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.
4. NOTHING SHALL BE ERECTED, PLACED, PARKED, PLANTED, OR ALLOWED TO GROW IN SUCH A MANNER AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF TWO FEET AND TEN FEET ABOVE THE GRADE, MEASURED AT THE CENTERLINE OF THE INTERSECTION FOR CLEAR VISIBILITY TRIANGLE.
5. DISTANCES AND RADII, WHERE APPLICABLE, ARE MEASURED FROM BACK OF CURB.
6. APPROVAL OF OUTDOOR SIGNAGE IS NOT PART OF THIS REQUEST.
7. TRAFFIC SIGNAGE IN RIGHT-OF-WAY SHALL BE ON 3" DIAMETER ALUMINUM ROUND POSTS AND THE BASES SHALL BE CONCRETE WITH BREAKAWAY HARDWARE OR NO CONCRETE SOIL PLATE, BOTH WAYS, PER FDOT STANDARD INDEX 11860.
8. BICYCLE PARKING FACILITIES, AS SHOWN ON THIS PLAN, SHALL SUPPORT BICYCLES IN A STABLE POSITION WITHOUT DAMAGE TO WHEELS, FRAME OR OTHER COMPONENTS. BICYCLE RACKS MUST BE EASILY USABLE WITH BOTH U-LOCKS AND CABLE LOCKS. RACKS SHOULD SUPPORT THE BIKES IN A STABLE UPRIGHT POSITION SO THAT A BIKE, IF BUMPED, WILL NOT FALL OR ROLL DOWN. RACKS THAT SUPPORT A BIKE PRIMARILY BY A WHEEL, SUCH AS STANDARD "WIRE RACKS" ARE DAMAGING TO WHEELS AND THUS ARE NOT ACCEPTABLE.
9. CONTRACTOR TO REPLACE STOP SIGNS, STOP BARS, CROSSWALK STRIPING, ETC.
10. PLEASE SEE SHEET 10 OF 10 & CONSTRUCTION DETAILS, FOR DETAILS.

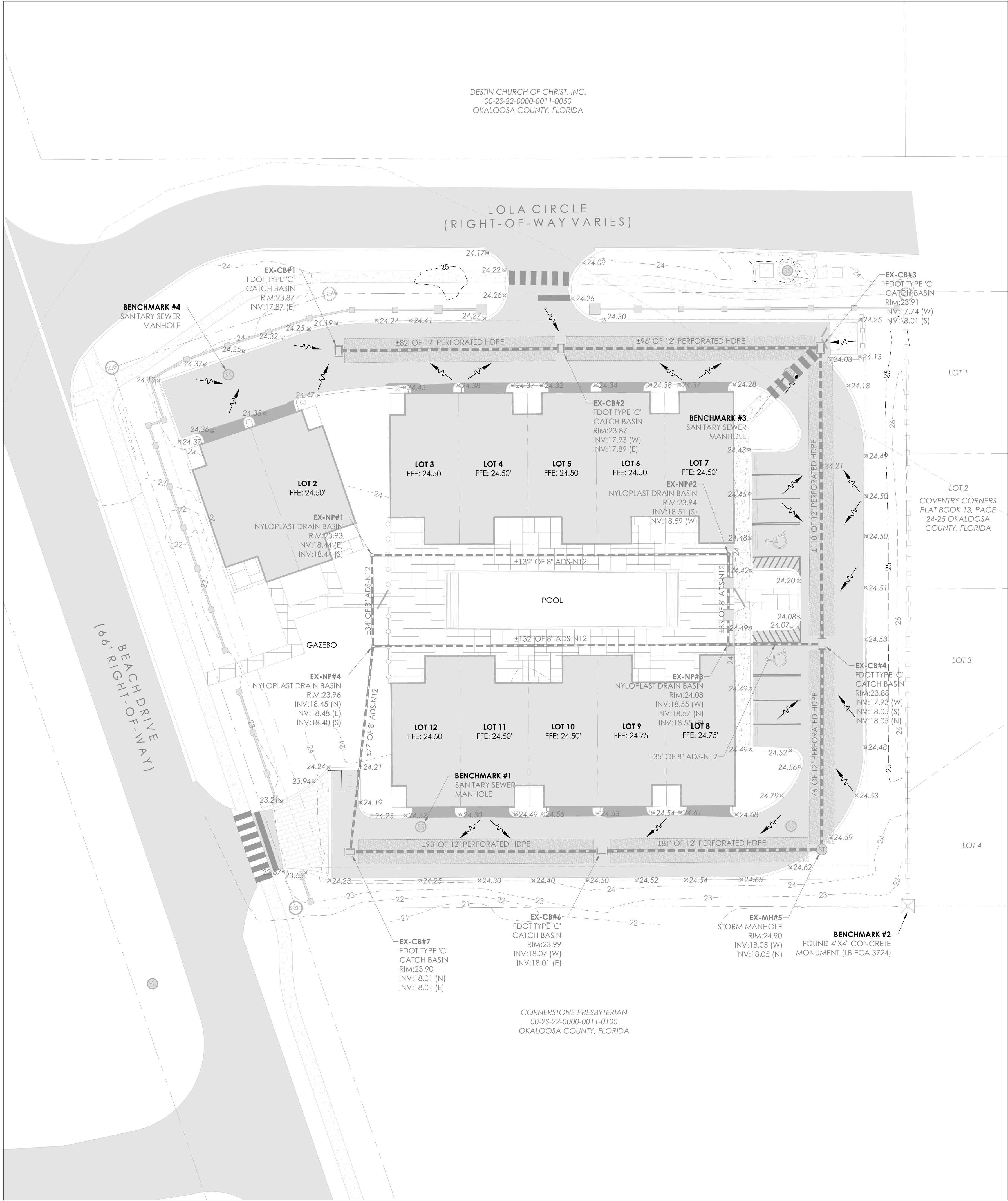


SITE DATA TABLE

PROJECT NAME:	BEACH LOFTS			
MUNICIPALITY:	CITY OF DESTIN, FLORIDA			
ZONING:	RESIDENTIAL, OFFICE, INSTITUTIONAL - GENERAL DEVELOPMENT [ROI-GD]			
EXISTING LAND USE	VACANT WITH IMPROVEMENTS			
FUTURE LAND USE:	RESIDENTIAL, OFFICE, INSTITUTIONAL			
PROPOSED USE:	RESIDENTIAL TOWNHOMES (PERMANENT OR LONG-TERM RESIDENTIAL USES)			
PROPOSED UNITS:	12 3-BEDROOM UNITS WITH 2-CAR GARGAE			
MAXIMUM BUILDING HEIGHT:	33'-3" (2 STORIES)			
SETBACKS:		DESTIN LDC	PER APPROVED DO	PROVIDED
	FRONT	20'	10'	36.83' MIN.
	SIDE	15'	10' (WEST); 15' (EAST)	16.08' (WEST); 63.76' (EAST) MIN.
	REAR	20'	15'	37.04' MIN.
ADJACENT ZONING CATEGORIES				
	NORTH	INSTITUTIONAL		
	SOUTH	INSTITUTIONAL		
	EAST	MEDIUM DENSITY RESIDENTIAL - VILLAGE		
	WEST	LOW DENSITY RESIDENTIAL - VILLAGE		
ADJACENT FUTURE LAND USE CATEGORIES				
	NORTH	INSTITUTIONAL		
	SOUTH	INSTITUTIONAL		
	EAST	MEDIUM DENSITY RESIDENTIAL		
	WEST	LOW DENSITY RESIDENTIAL		
OVERALL SITE AREA:	1.35 ACRES (+/- 58,992.78 SF)			
IMPERVIOUS SURFACE AREA (SF):	0.87 ACRES (+/- 37,941.54 SF)			
IMPERVIOUS SURFACE RATIO:	0.64			
ALLOWED DENSITY:	12 UNITS/AC			
PROVIDED DENSITY:	8.90 UNITS/AC			
OPEN SPACE REQUIREMENT:	25% (0.34 AC)			
OPEN SPACE PROVIDED:	35.6% (0.48 AC)			
ARTICLE 8.06.10 (TABLE 8-6 - NUMBER OF VEHICLE & BICYCLE PARKING SPACES)				
REQUIRED PARKING	30 SPACES (2.5 SPACES PER DWELLING UNIT)			
PROPOSED PARKING	32 (24 ON LOT: 2 PER UNIT'S GARAGE); 2 ADA SPACES			
REQUIRED BIKE PARKING	3 SPACES			
PROPOSED BIKE PARKING	3 SPACES			



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GRADING & DRAINAGE NOTES

1. ALL DISTURBED AREAS TO BE PERMANENTLY GRASSED AND RETENTION AREAS TO BE SODDED. ALL SLOPES 3:1 AND STEEPER SHALL BE SODDED.
2. EROSION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED ON SITE FOR THE DURATION OF CONSTRUCTION.
3. CONTRACTORS SHALL MAINTAIN PUBLIC ACCESS AT ALL TIMES ALONG PRIVATE, CITY AND COUNTY RIGHT-OF-WAYS.
4. NO PARKING OR UNLOADING OF MATERIALS SHALL OCCUR WITHIN RIGHT-OF-WAY WITHOUT PRIOR APPROVAL FROM THE CITY OF DESTIN.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO STRUCTURES WITHIN THE PUBLIC AND PRIVATE RIGHT-OF-WAY AND SHALL REPAIR ANY DAMAGE CAUSED BY THE CONSTRUCTION ACTIVITIES TO THE PRIVATE AND PUBLIC RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.
6. CONTRACTOR SHALL NOT RELOCATE ANY SIDEWALK OR MULTI-USE PATH WITHIN THE RIGHT-OF-WAY WITHOUT WRITTEN PERMISSION FROM THE CITY OR COUNTY ENGINEER.
7. CONTRACTOR SHALL MARK ALL CROSSWALKS AND MULTI-USE PATH CROSSINGS TO INDICATE THEM AS A PEDESTRIAN PATHWAY AFTER THE FINAL DRIVEWAY IS IN PLACE
8. NOTHING SHALL BE ERRECTED, PLACED, PARKED, PLANTED, OR ALLOWED TO GROW IN SUCH A MANNER AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF TWO FEET AND TEN FEET ABOVE THE GRADE, MEASURED AT THE CENTERLINE OF THE INTERSECTION FOR CLEAR VISIBILITY TRIANGLE.
9. SPOT ELEVATIONS ALONG ROADWAY ARE FROM BACK OF CURB UNLESS OTHERWISE NOTED.
10. CONTRACTOR TO FLUSH EXISTING EXFILTRATION SYSTEM AND RE-ESTABLISH THE EXISTING DRAINAGE FACILITIES IN ACCORDANCE WITH THE PREVIOUSLY APPROVED DRAINAGE PLANS.
11. CONTRACTOR TO PROVIDE A SWALE, NO GREATER THAN A 3:1 SLOPE BETWEEN EXISTING ROADWAYS (BEACH DRIVE AND LOLA CIRCLE) AND THE EXISTING CONCRETE SIDEWALK. CONTRACTOR TO SOD SWALE PER LANDSCAPE PLANS.

FEMA FLOOD NOTE

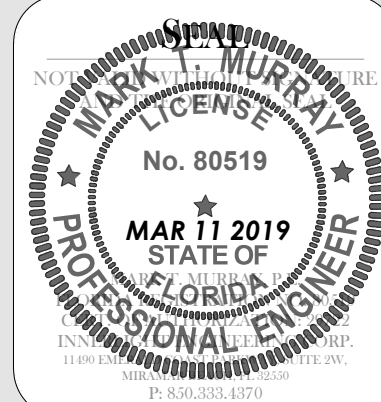
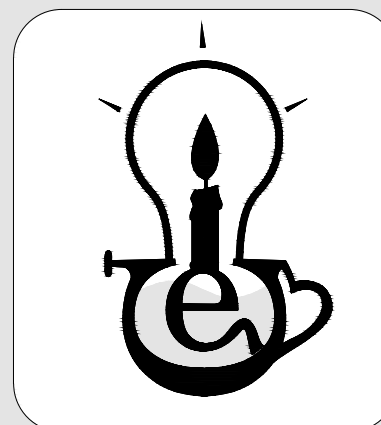
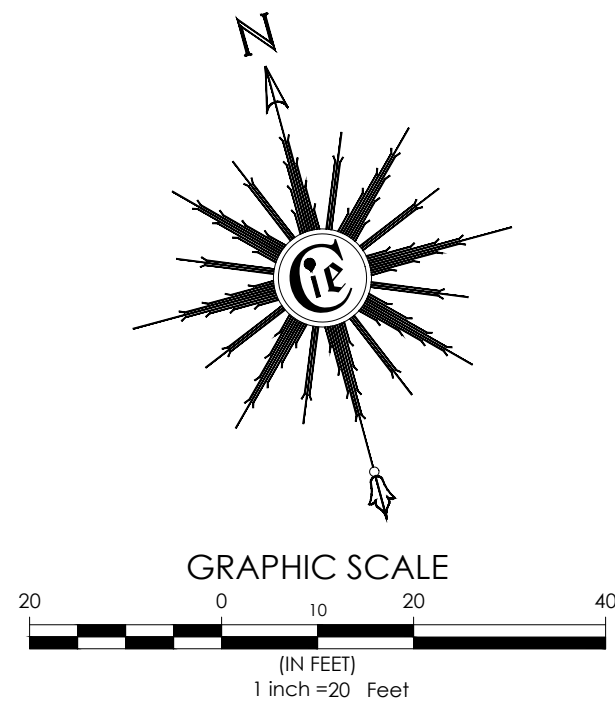
FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.), FLOOD INSURANCE RATE MAP (F.I.R.M.) 12091CO488H, BEING PANEL 488 OF 494, EFFECTIVE DATE OF DECEMBER 6, 2002, INDICATES THAT THE SUBJECT PARCEL IS LOCATED IN ZONE "X". NO CERTIFICATIONS ARE MADE REGARDING THE ACCURACY OF SAID F.I.R.M.

ON-SITE SOILS DESCRIPTION

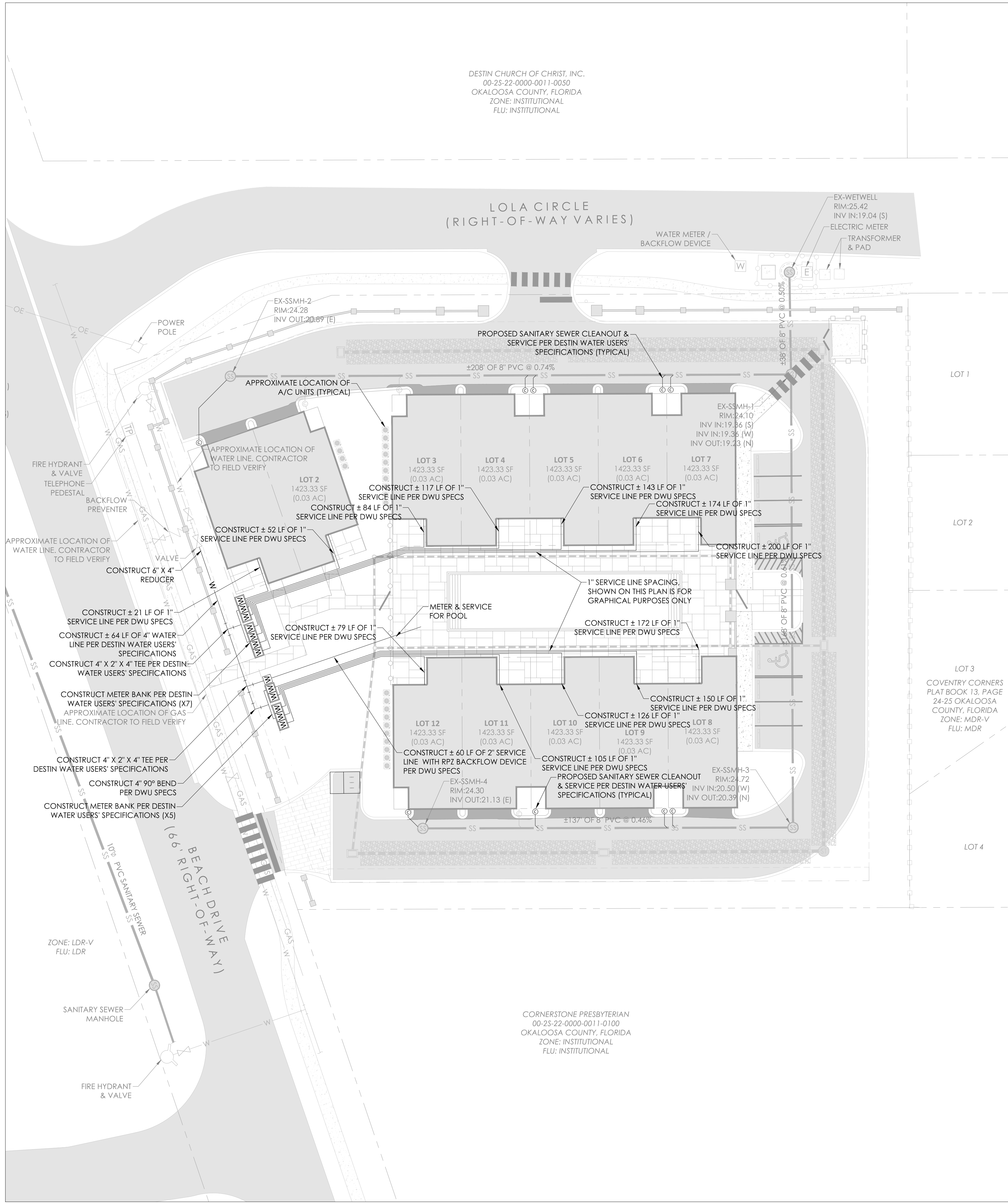
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GENERAL UTILITY PLAN NOTES

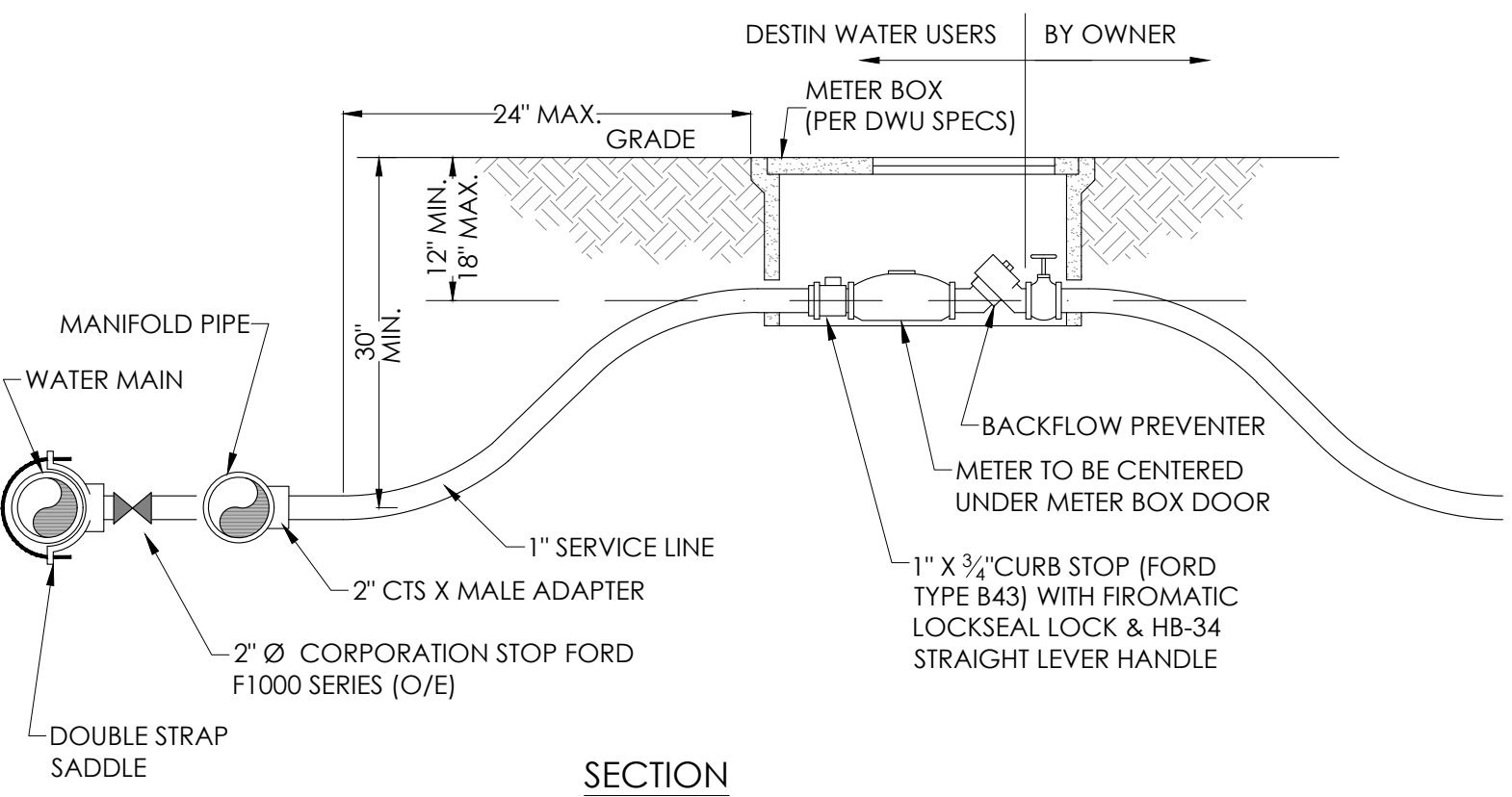
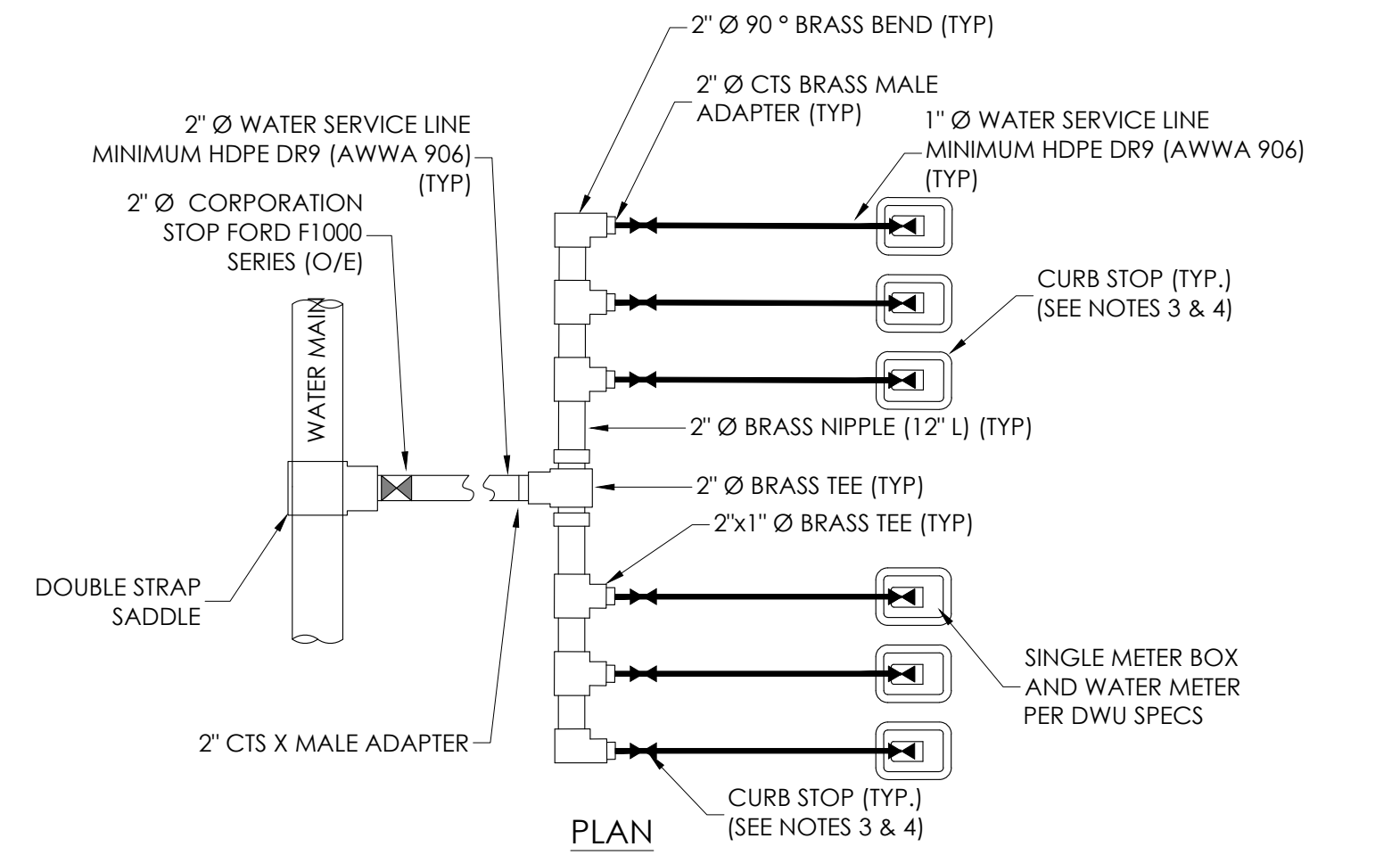
1. CONTRACTOR AND OR DEVELOPER SHALL NOTIFY DESTIN WATER USERS AT LEAST 24 HOURS IN ADVANCE TO BE ONSITE DURING THE CONSTRUCTION FOR INSPECTION AND VERIFICATION.
2. A PRE-CONSTRUCTION MEETING SHALL BE HELD WITH THE CONTRACTOR, DEVELOPER, ENGINEER OF RECORD, CITY OF DESTIN, AND DESTIN WATER USERS WHEN FDEP PERMITS HAVE BEEN ISSUED AND PRIOR TO CONSTRUCTION.
3. ALL SANITARY SEWER MAINS AND MANHOLES TO BE CLEANED AND VIDEOED FOR INSPECTION AND A COPY BE GIVEN TO DESTIN WATER USERS FOR APPROVAL.

POTABLE WATER NOTES

1. JOINT RESTRAINTS SHALL BE REQUIRED ON ALL WATERLINES WITHIN THE DEVELOPMENT.
2. ALL WATER METERS DEPICTED ON THESE PLANS ARE SHOWN SCHEMATIC. WATER METERS SHALL BE INSTALLED PER DESTIN WATER USERS' STANDARD DETAILS AND SPECIFICATIONS (LATEST EDITION).
3. WATER MAIN TO BE CONSTRUCTED PER DESTIN WATER USERS' STANDARD SPECIFICATIONS.
4. FIRE HYDRANTS TO BE ASSEMBLED PER DESTIN WATER USERS' SPECIFICATIONS WITH APPROPRIATE 6" DUCTILE IRON LEADER AND 6" GATE VALVES.
5. WATER DETAILS SHOWN ON THIS SHEET, FOR INFORMATIONAL PURPOSES. CONTRACTOR TO VERIFY DETAILS AND SPECIFICATIONS WITH DESTIN WATER USERS' DETAILS AND SPECIFICATIONS.
6. CONTRACTOR SHALL COORDINATE WITH DESTIN WATER USERS PRIOR TO MAKING ANY CONNECTIONS.
7. WATER METER BANKS WILL REQUIRE A 2" BALL VALVE BE INSTALLED ON THE 2" WATERMAIN CONNECTION TO SHUT OFF THE BANK METERS.

ADDITIONAL UTILITY PLAN NOTES

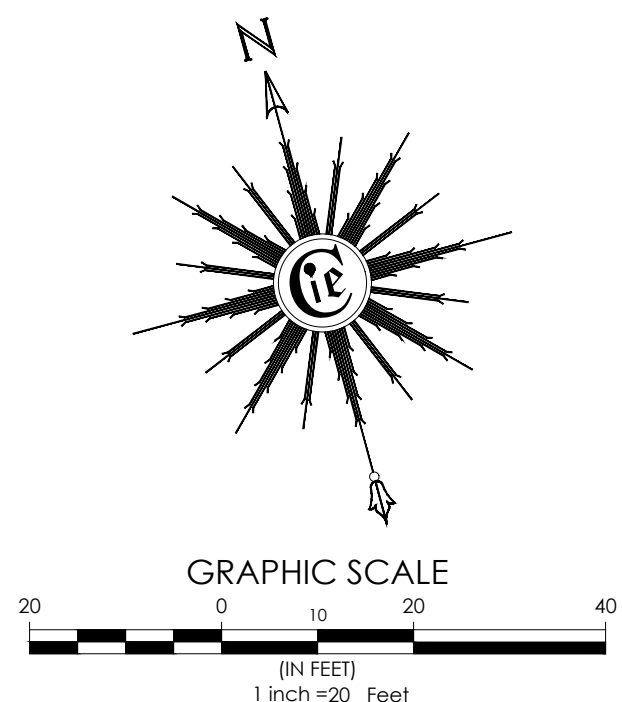
1. A MANDATORY PRECONSTRUCTION MEETING SHALL BE HELD WITH ALL INVOLVED PARTIES, INCLUDING THE DEVELOPER(S), ENGINEER-OF-RECORD, CONTRACTOR(S) AND D.W.U. STAFF A MINIMUM OF TWO (2) WEEKS PRIOR TO CONSTRUCTION TO ADDRESS ALL CONSTRUCTION & INSPECTION REQUIREMENTS. THIS MEETING SHALL BE COORDINATED BY THE ENGINEER-OF-RECORD OR UTILITIES CONTRACTOR, AND HELD AT THE OCWS ENGINEERING DEPARTMENT.
2. PLEASE COORDINATE WITH LOCAL FIRE DEPARTMENT ON INSPECTION REQUIREMENTS AND TESTING. THE PROPOSED WATER MAINS SHALL BE SIZED AND EXTENDED ACCORDINGLY TO MEET CURRENT FIRE CODE REQUIREMENTS.
3. PLEASE COORDINATE ALL UTILITY TIE-INS WITH D.W.U. (850) 837-6146 A MINIMUM OF TEN (10) WORKING DAYS PRIOR TO CONSTRUCTION. ALL UTILITY CONSTRUCTION SHALL BE INSPECTED BY THE D.W.U. ENGINEERING DEPARTMENT, INCLUDING PRESSURE TEST, FINISHED GRADE DEPTH AND SERVICE LOCATIONS. A FORTY-EIGHT (48) HOUR PRIOR NOTICE IS REQUIRED WHEN CALLING FOR INSPECTIONS. ALL PROPOSED WATER MAINS AND SERVICES SHALL HAVE A PASSING PRESSURE TEST, BACTERIOLOGICAL CLEARED AND FDEP CERTIFICATION RECEIVED PRIOR TO ACCEPTANCE.
4. A MINIMUM 15' CLEARANCE SHALL BE MAINTAINED BETWEEN UTILITY MAINS AND PROPOSED BUILDINGS. THE CONTRACTOR SHALL PROVIDE PROPER SEPARATION FROM PROPOSED DRAINAGE SYSTEMS AND UTILITY PIPES, INCLUDING SERVICES. THE CONTRACTOR WILL BE RESPONSIBLE FOR EXCAVATION OF MATERIAL, COMPLETELY EXPOSING MAINS, SUPPLYING MATERIAL IF REQUIRED AND SECURING SITE. THE CONTRACTOR WILL NEED TO IDENTIFY THE TIE-IN LOCATIONS AND PAY ALL ASSOCIATED CONNECTION COST, PRIOR TO CONNECTIONS BEING MADE.
5. NO UTILITY CONNECTIONS WILL BE MADE INTO COUNTY/FDOT RIGHT-OF-WAY, AND/OR EASEMENTS WITHOUT AN APPROVED UTILITY PERMIT. ALL EXISTING ROAD CROSSINGS WILL BE BORED, UNLESS PERMITTED OTHERWISE. THE CONTRACTOR MUST REPAIR ANY PAVEMENT CUTS WITHIN TIME SPECIFIED ON PERMIT AND COORDINATE ALL CUTS WITH GOVERNING AUTHORITY A MINIMUM 10 DAYS PRIOR TO WORK BEING DONE.
6. THE CONTRACTOR WILL INSTALL TRACER WIRE ABOVE ALL WATER MAINS, SERVICES AND VALVES, INCLUDING VALVES INSTALLED BY D.W.U. THE WIRE WILL BE EXTENDED A MINIMUM 12' ABOVE FINAL GROUND ELEVATION AT THE VALVES AND ALL EXCESS WIRE COILED AND PLACED INSIDE THE VALVE BOX LID. THE WIRE WILL RUN THE ENTIRE SYSTEM, INCLUDING SERVICES TO CREATE A CONTINUOUS ELECTRIC CIRCUIT CAPABLE OF BEING FULLY TRACED WHEN CONNECTED TO A SINGLE DC SOURCE.
7. A MINIMUM 36" COVER IS REQUIRED FROM TOP OF ALL PROPOSED UTILITY LINES AND SERVICES FROM FINISHED GRADES, INCLUDING SWALES AND BASINS. ALL FIRE AND FLUSH HYDRANTS WILL BE PLACED AT BACK OF THE PROPOSED UTILITY EASEMENT, WITH BOTTOM FLANGE SECTION LEVEL WITH FINISH PAVEMENT SURFACE AND HAVE AN ISOLATION VALVE FOR EACH HYDRANT. AS NOTED ON PLANS, ALL WATER MAINS REQUIRING TO BE INSTALLED DIRECTLY UNDER PAVEMENT OR DRAINAGE BASINS SHALL BE DUCTILE IRON PIPE.
8. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING SANITARY INVERTS AND LOCATION OF EXISTING WATER MAIN AND NOTIFY THE ENGINEER IF THERE IS A DISCREPANCY.



METER BANK NOTES

- ALL FITTINGS TO BE BRASS UNLESS OTHERWISE SPECIFIED
- CTS = COPPER TUBING SIZE
- RU = REGIONAL UTILITIES
- O/E = OR APPROVED EQUAL
- ALL MATERIALS SHALL BE AS LABELED OR OTHERWISE APPROVED

1 TYPICAL METER BANK DETAIL
NTS



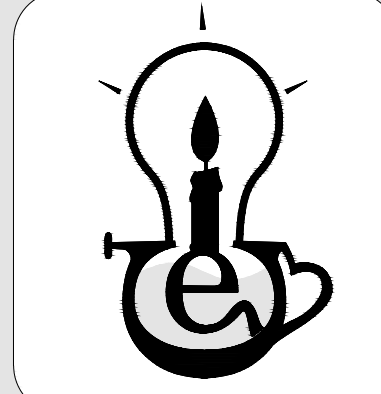
INNERLIGHT ENGINEERING CORPORATION
• THINK • SAVE • SUCCEED •
THE APPLIED SCIENCE OF SUCCESS

11490 EMERALD COAST PARKWAY, SUITE 2W
MIRAMAR BEACH | FLORIDA | 32550

BEACH LOFTS
A MAJOR DEVELOPMENT

SEASIDE ACQUISITION GROUP, LLC
75 14TH STREET NE, SUITE 2200
ATLANTA, GEORGIA 30309

RECORD DATA
DATE: 07.20.2018
REV. No: 2
REV. DATE: 03.11.2019
DRAWN BY: MTM
REVIEWED BY: DES



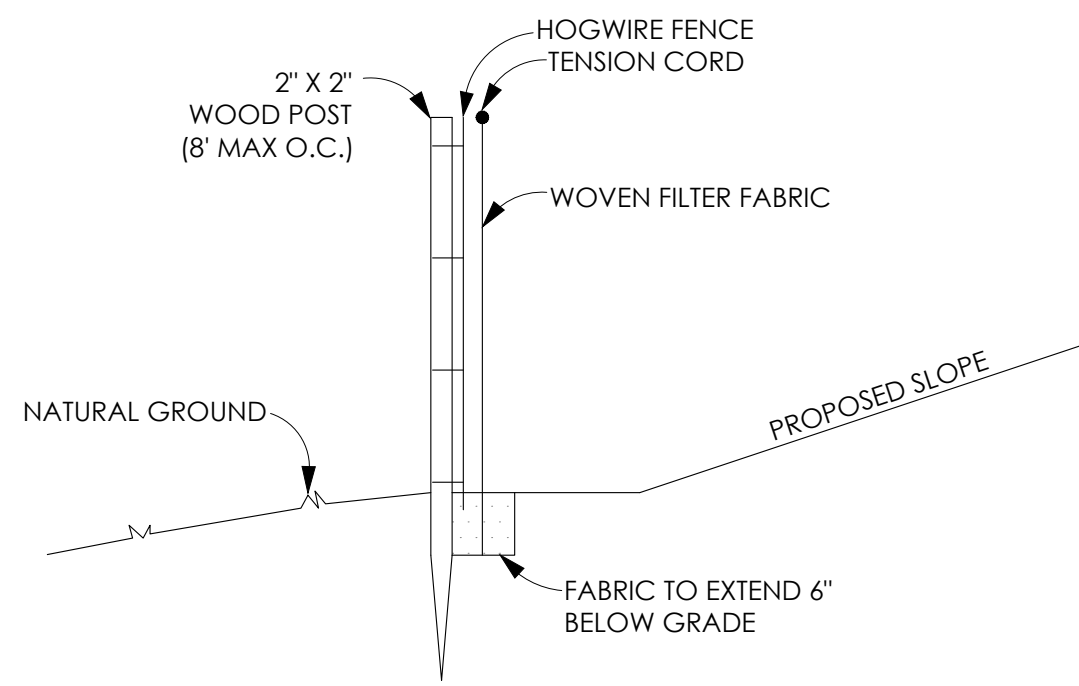
SHEET TITLE

UTILITY PLAN

SHEET NUMBER

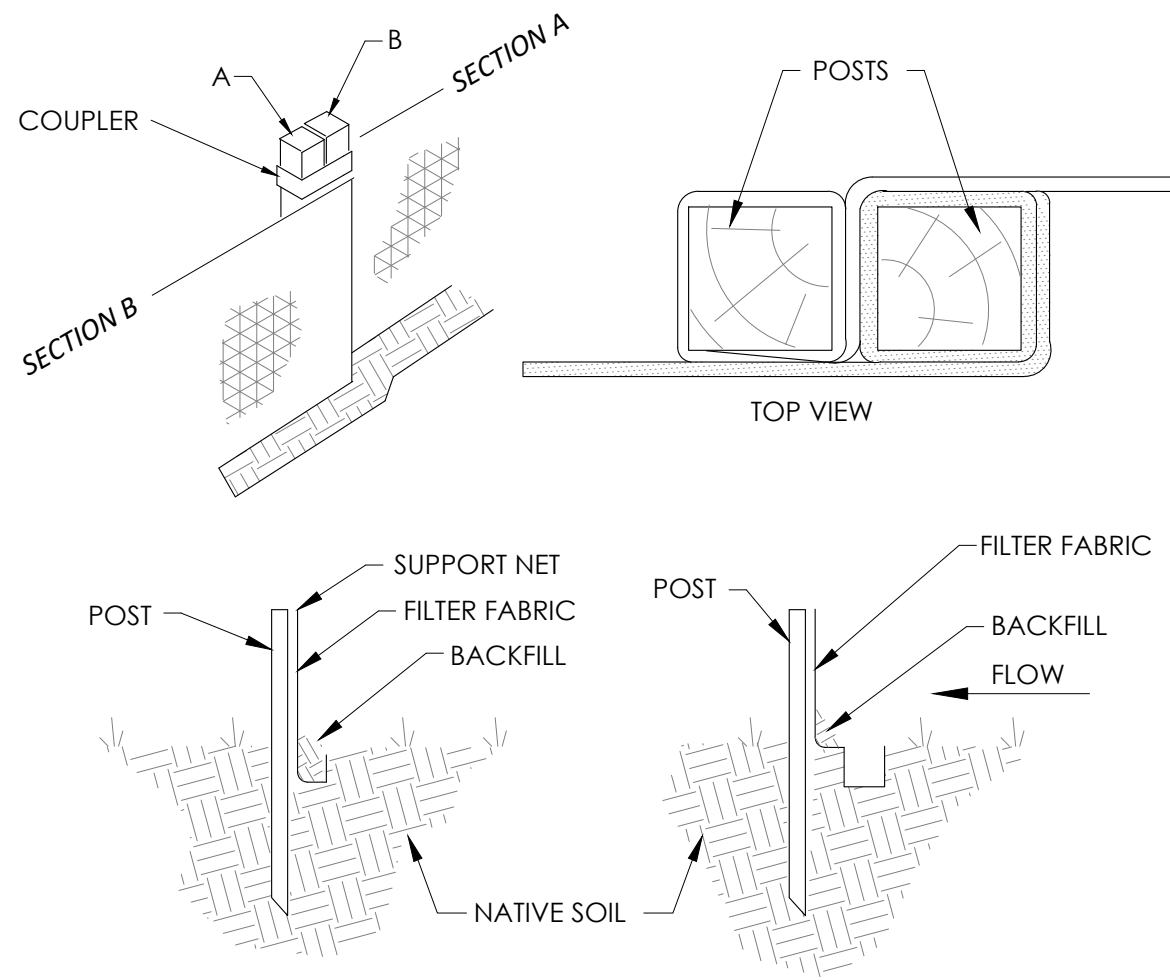
9 OF 10

C:\DROPOX\IEC\PROJECTS\BEACH LOFTS\3. ENGINEERING\1. CDS\2. SHEETS\9. CONSTRUCTION DETAILS.DWG, MarkMurray, 3/11/2019 9:38:14 AM

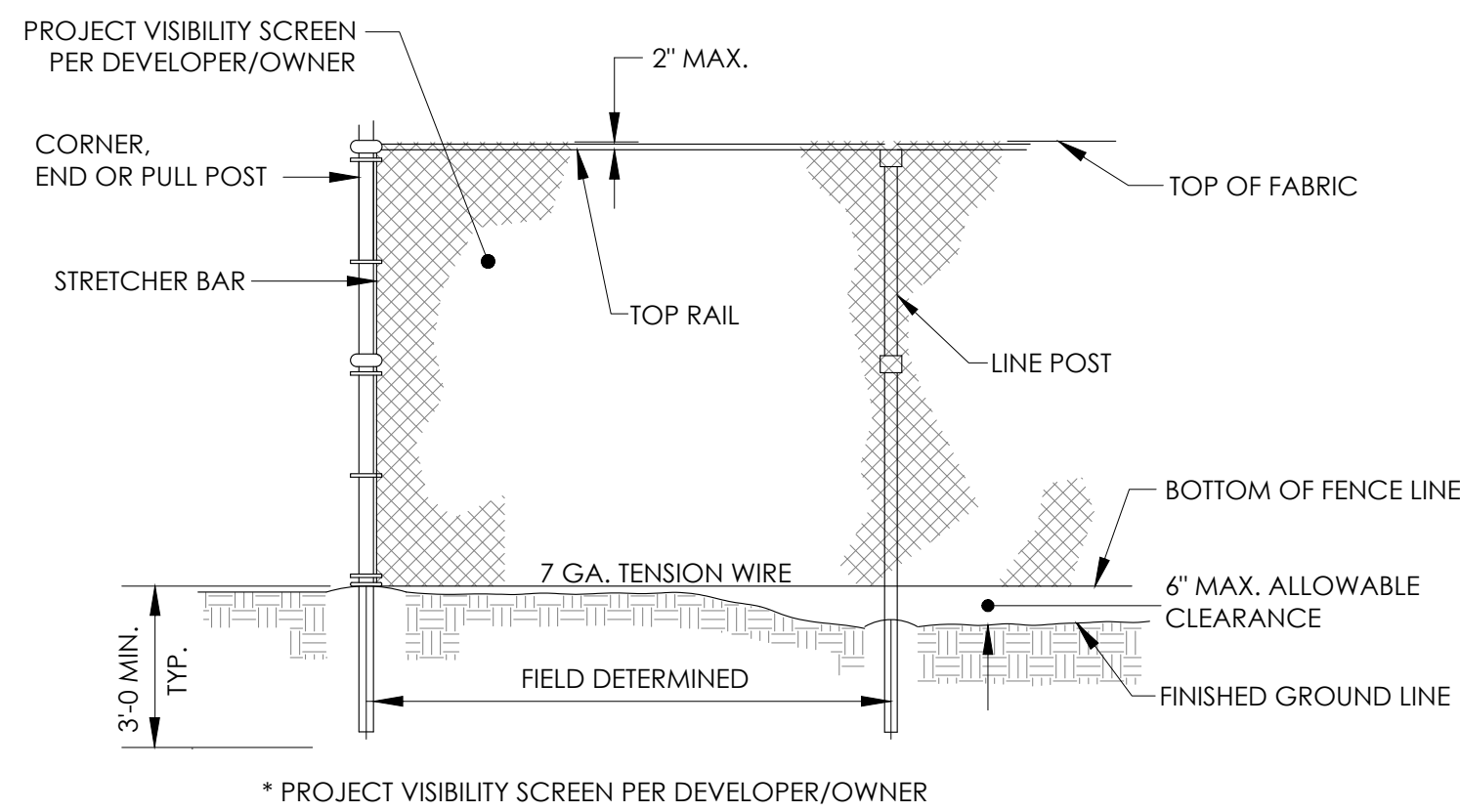


- DIG A 6" X 6" TRENCH AT DESIRED FENCE LOCATION.
- UNROLL SILT FENCE ALONG TRENCH (SILT-LOK, ENVIROFENCE, OR ENGINEER-APPROVED EQUAL).
- DRIVE STAKE IN TO THE DOWNHILL SIDE OF TRENCH W/ FILTER FABRIC FACING UPHILL SIDE.
- STAPLE HOGWIRE TO POSTS, EXTENDING FROM TOP OF POSTS TO BOTTOM OF TRENCH.
- LAY THE BOTTOM 6" OF FABRIC IN TO THE TRENCH AND FILL W/ SOIL FOR PROPER TOE-IN.
- DRAW TENSION CORD AT TOP OF FENCE.

1 STANDARD SILT FENCE
NOT TO SCALE



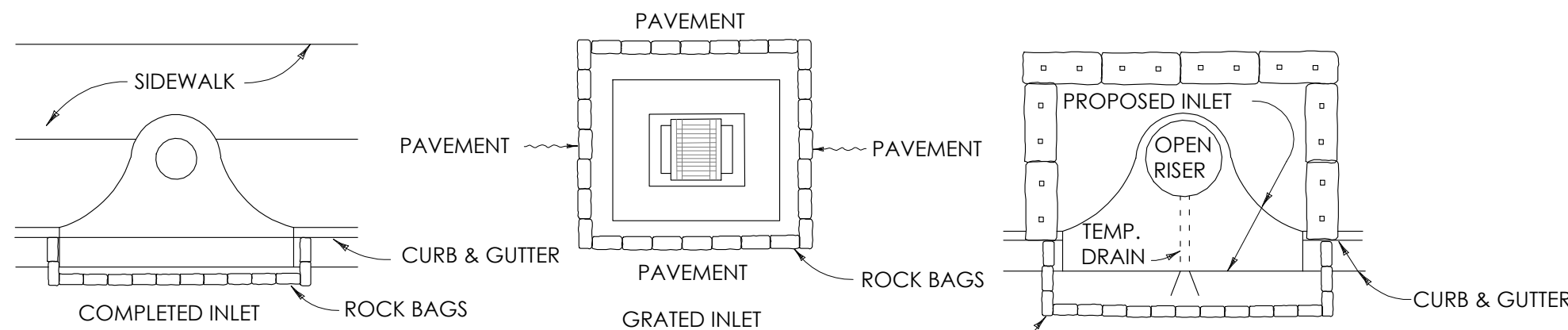
2 SEDIMENT BARRIER SILT FENCE DETAIL
NOT TO SCALE



* PROJECT VISIBILITY SCREEN PER DEVELOPER/OWNER

SECTION 6-51 SCREEN CRITERIA - CITY OF DESTIN, FLORIDA CODE OF ORDINANCES / CHAPTER 6 BUILDINGS & BUILDING REGULATIONS. THE SCREEN MATERIAL SHALL BE MADE OF AN OPAQUE MATERIAL CAPABLE OF ALLOWING AIR TO PASS BUT SEMI-PERVIOUS TO DUST AND DIRT. THE SCREENING SHALL BE OF A FINENESS SUCH THAT NO MATERIAL OVER ONE-EIGHTH (1/8) INCH IN SIZE SHALL PASS THROUGH THE MESH. SUCH SCREENING SHALL BE SECURELY AFFIXED TO THE CONSTRUCTION FENCE. FENCE SCREENING SHALL HAVE A MINIMUM HEIGHT OF FIVE (5) FEET AND A MAXIMUM HEIGHT OF EIGHT (8) FEET. THE SCREENING MATERIAL SHALL BE MAINTAINED IN GOOD CONDITION AND TAUT THROUGHOUT THE ALLOTTED PERMIT TIME. THE SCREENING MUST BE KEPT SECURE FROM ANY WIND ACTION. IN CASES WHERE THE FINISHED GRADE OF THE DEVELOPMENT SITE IS HIGHER BY MORE THAN ONE (1) FOOT OR MORE THAN THE GRADE OF THE ADJOINING PROPERTIES, SAID FENCE SCREENING SHALL BE PLACED AT THE FINISHED GRADE AND NOT THE EXISTING GRADE.

3 TEMPORARY CONSTRUCTION CHAIN-LINK FENCE & DOUBLE GATE
NOT TO SCALE

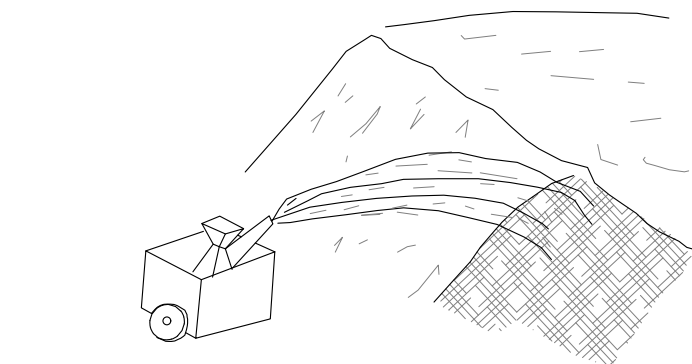


NOTE: HAY BALES SHALL BE TRENCHED 3" TO 4" AND ANCHORED WITH 2-1" x 2" [OR 1" DIA.] x 4' WOOD STAKES. STAKES OF OTHER MATERIAL OR SHAPE PROVIDING EQUIVALENT STRENGTH MAY BE USED IF APPROVED BY THE ENGINEER. STAKES OTHER THAN WOOD SHALL BE REMOVED UPON COMPLETION OF THE PROJECT. SEE FDOT INDEX NO. 102 FOR ADDITIONAL INFORMATION.

COMPOST FILTER SOCKS MAY BE USED IN LIEU OF ROCK BAGS PROVIDED THEY MEET THE FOLLOWING SPECIFICATIONS:

- MUST BE ANCHORED AT 3 FT INTERVALS BY CINDER BLOCKS
- PARTICLE GRADATION: 99% PASSING 2IN. SIEVE, 40% PASSING 3/8" SIEVE
- MATERIAL < 1% DRY UNIT WEIGHT OF INERT FOREIGN MAN-MADE MATERIALS
- FILTREXX SILT SOXX OR EQUIVALENT SHALL BE USED.

4 PROTECTION AROUND INLETS OR SIMILAR STRUCTURES
NOT TO SCALE



- ≤ 12 MONTHS OR UNTIL ESTABLISHMENT OF FINISHED GRADE OR PERMANENT VEGETATION
- SITE PREPARATION
 - GRADING AND SHAPING
 - SEEDBED PREPARATION
 - APPLY LIME AND FERTILIZER
 - PLANT SEEDING, SELECT SPECIES BY SEASON AND REGION
 - APPLY MULCHING MATERIAL IF NEEDED
 - IRRIGATE IF NEEDED BUT NOT AT A RATE TO CAUSE EROSION
- PLANTING DATES DEPEND ON SPECIES AND REGION (MOUNTAIN, PIEDMONT, OR COASTAL)

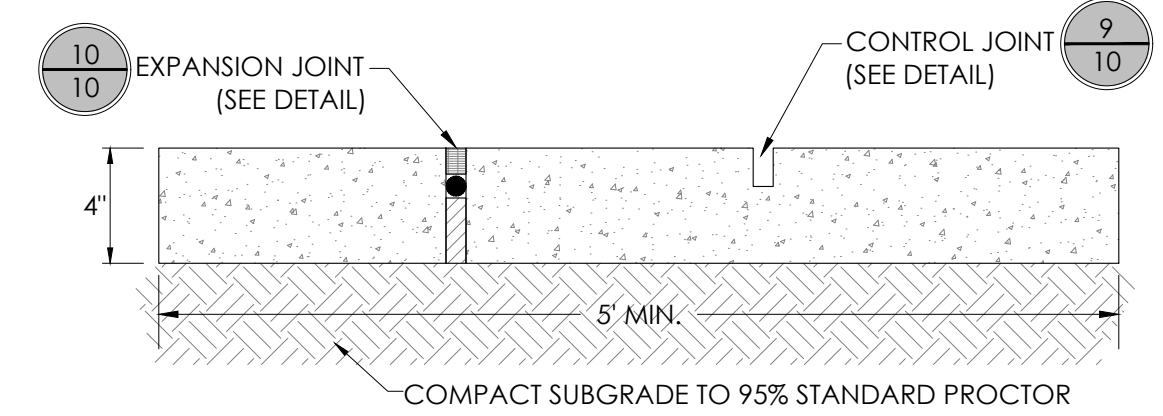
5 DISTURBED AREA STABILIZATION (WITH TEMPORARY SEEDINGS)
NOT TO SCALE

SPECIES	RATE PER 1,000 SF	RATE PER ACRE	PLANTING DATES ²		
			MTS-L' STONE	PIEDMONT	COASTAL
RYE	3 POUNDS	2-3 BU.	8/1 - 12/1 3/1 - 4/1	9/1 - 1/1 3/1 - 4/1	10/1 - 3/1
RYEGRASS	1 POUND	40-50 LBS	8/1 - 12/1	8/15 - 1/1	8/15 - 3/1
RYE AND ANNUAL LESPEDEZA	1-1/2 POUNDS 1/2 POUND	1-1/2 BU. 20-25 LBS	3/1 - 4/1 3/1 - 4/1	3/1 - 4/1 3/1 - 4/1	2/1 - 3/1 2/1 - 3/1
WEEPING LOVEGRASS	0.2 POUNDS	4-6 LBS	3/15 - 8/1	3/1 - 8/15	2/15 - 8/15
SUDANGRASS	1 POUND	35-45 LBS	4/1 - 8/1	4/1 - 7/15	4/1 - 7/15
BROWNTOP MILLET	1 POUND	30-40 LBS	4/1 - 7/1	4/1 - 7/15	4/1 - 7/15
WHEAT	3 POUNDS	2-3 BU.	10/1 - 12/1	10/15 - 1/1	11/1 - 1/15

REFERENCE: DISTURBED AREA STABILIZATION (WITH MULCHING ONLY), PAGE 71

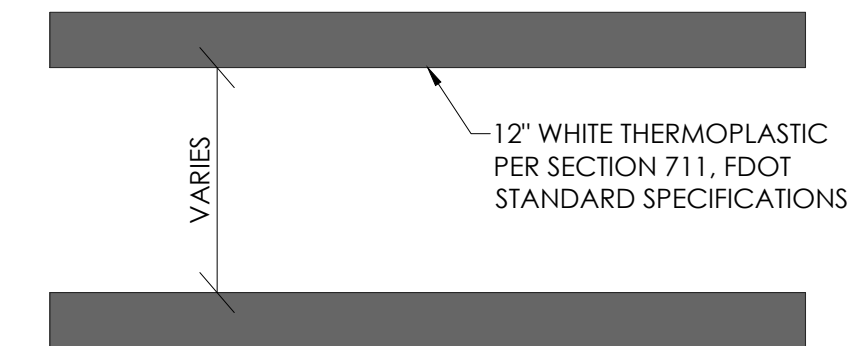
- ¹ UNUSUAL SITE CONDITIONS MAY REQUIRE HEAVIER SEEDING RATES
² SEEDING DATES MAY NEED TO BE ALTERED TO FIT TEMPERATURE VARIATIONS

6 SEEDING RATES FOR TEMPORARY SEEDINGS
NOT TO SCALE

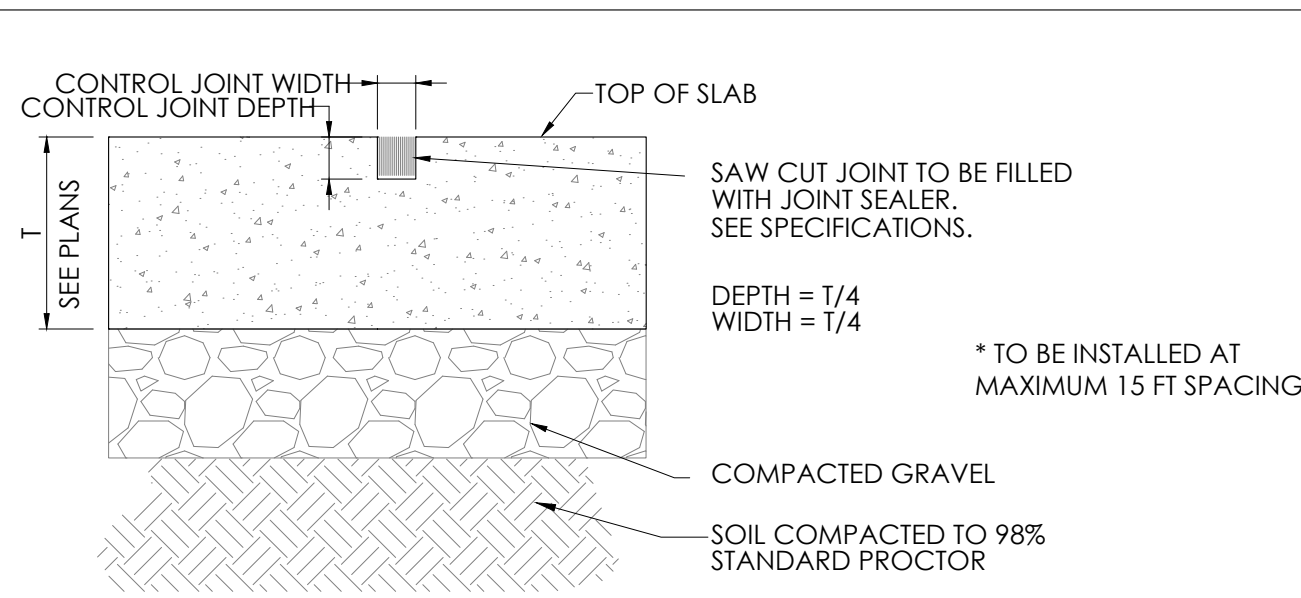


NOTE: EXPANSION JOINTS REQUIRED AT ALL STRUCTURES (I.E. WALLS, CURB, ETC.), MAX. SPACING TO BE 25 FT. CONTROL JOINTS TO BE SPACED EVERY 6 FT (SCORE WITHIN 12 HOURS OF POUR). 3000P.S.I. CONCRETE, 2 INCH SLUMP, WITH BROOM FINISH.

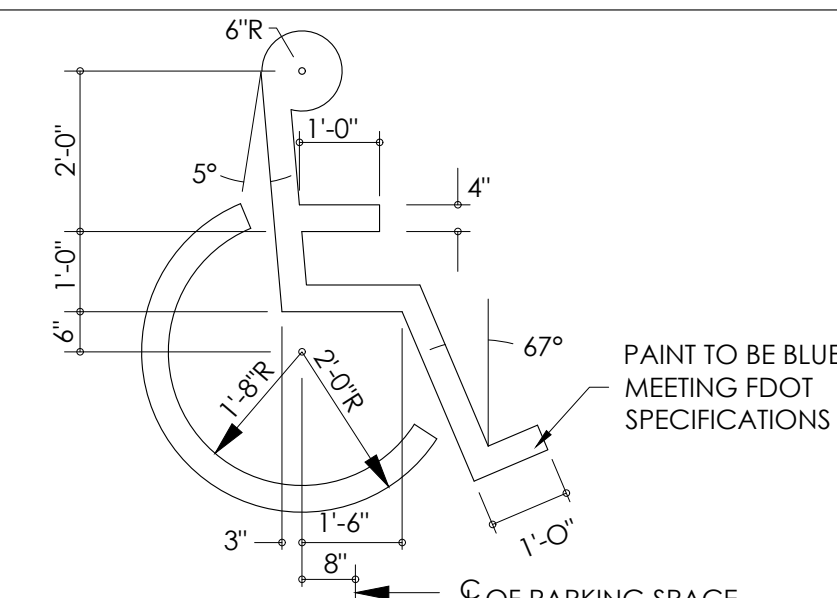
7 CONCRETE SIDEWALK
NOT TO SCALE



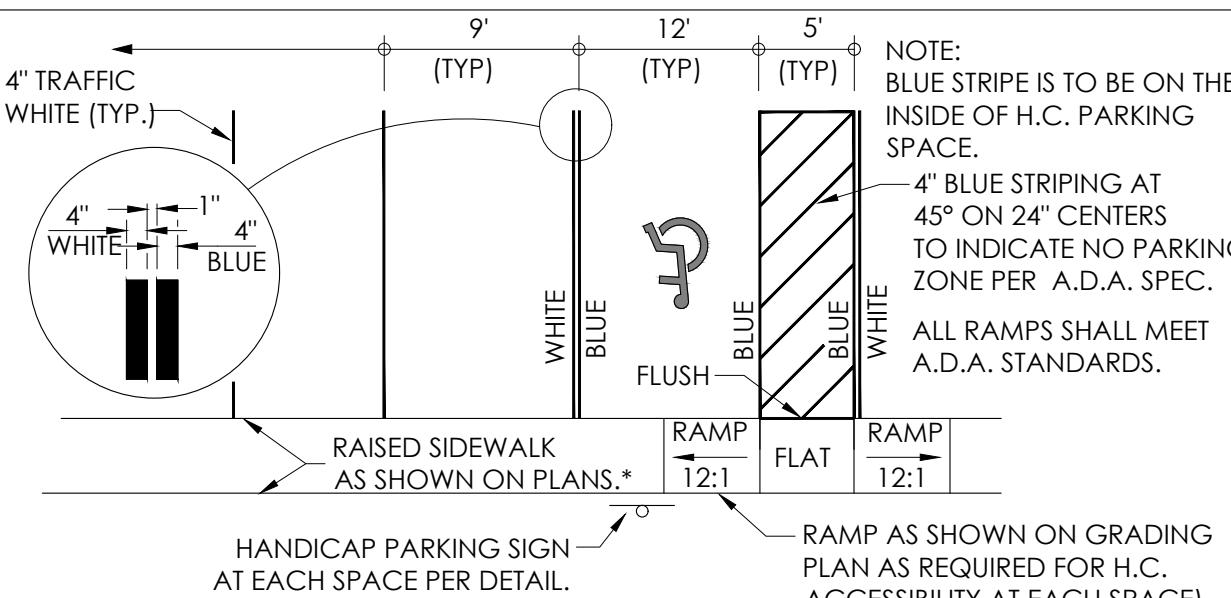
8 CROSS WALK STRIPING
NOT TO SCALE



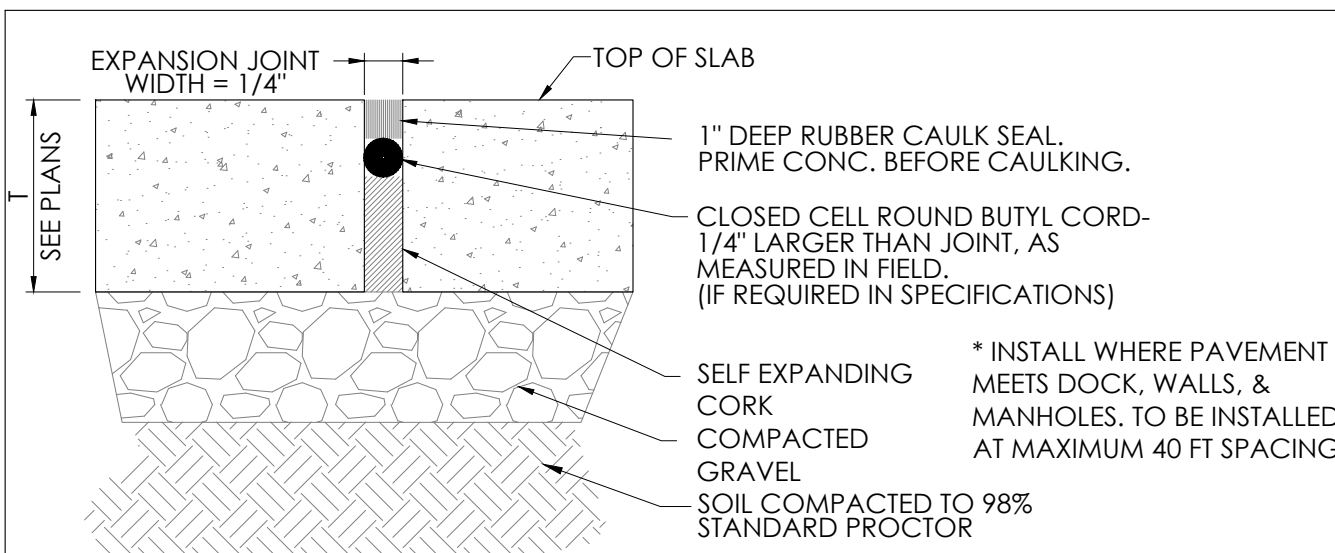
9 CONTROL JOINT DETAIL
NOT TO SCALE



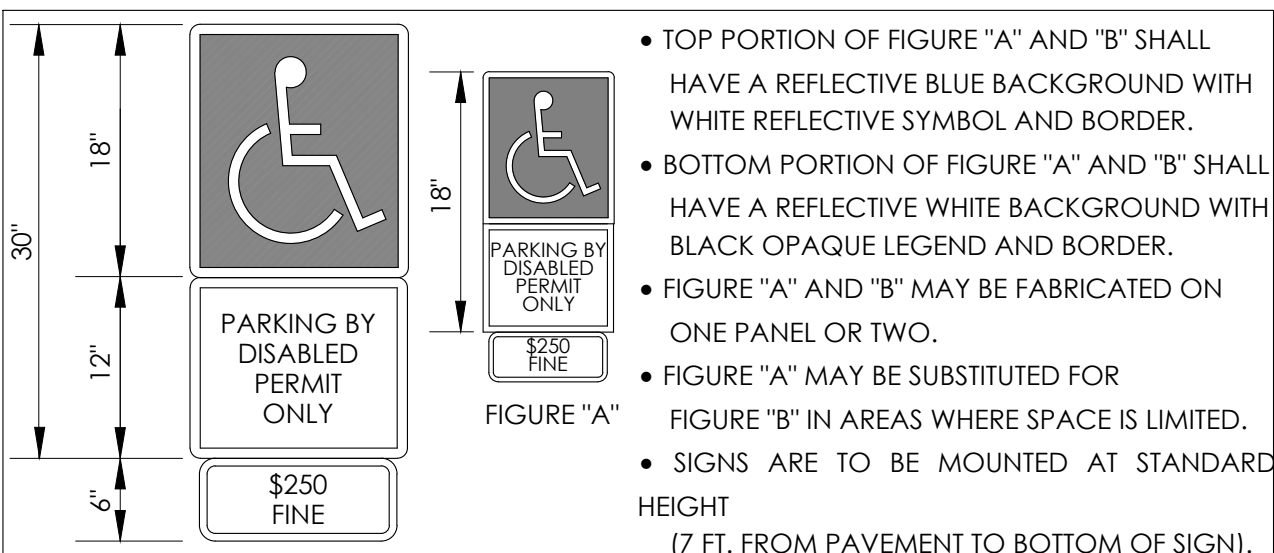
11 HANDICAPPED SYMBOL DETAIL
NOT TO SCALE



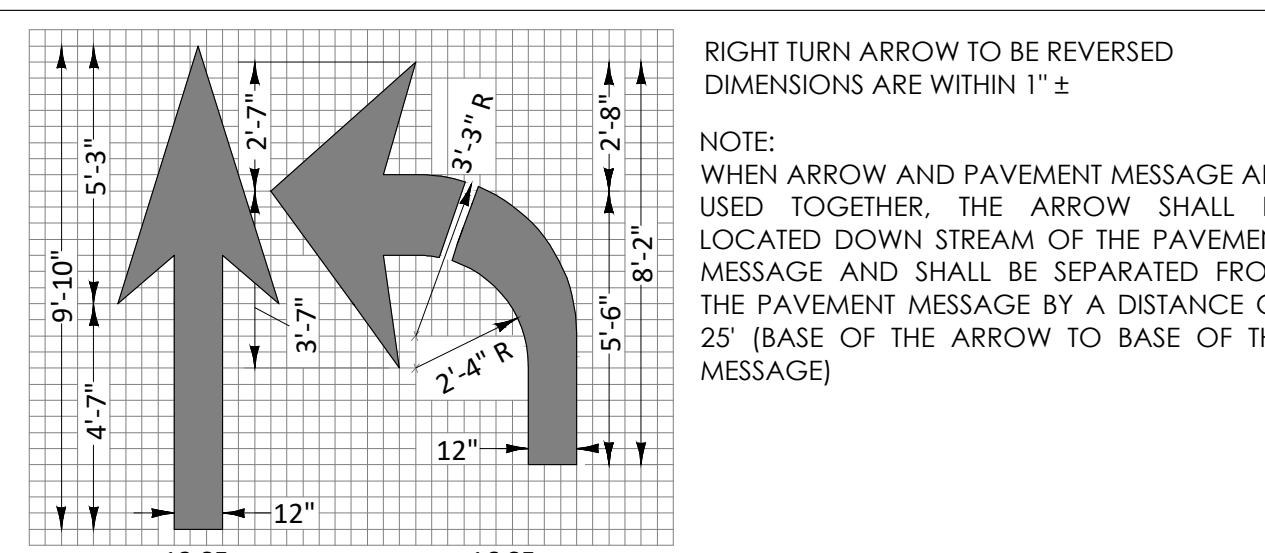
13 HANDICAPPED PARKING LAYOUT
NOT TO SCALE



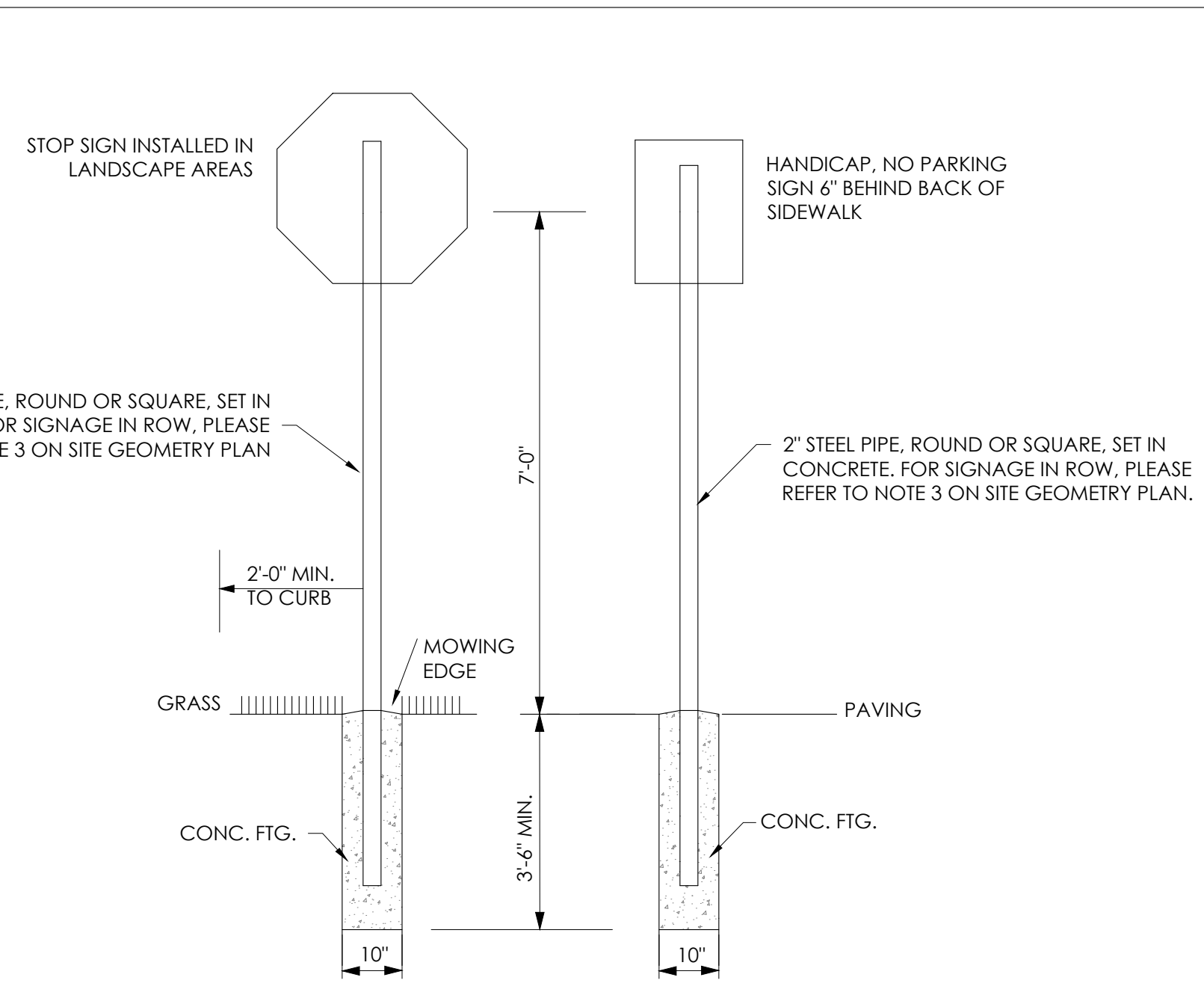
10 EXPANSION JOINT DETAIL
NOT TO SCALE



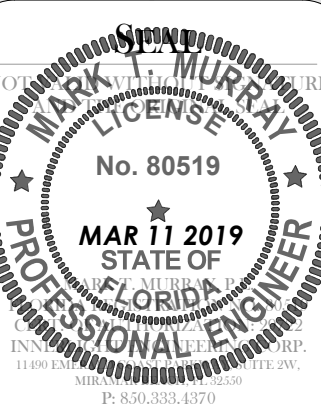
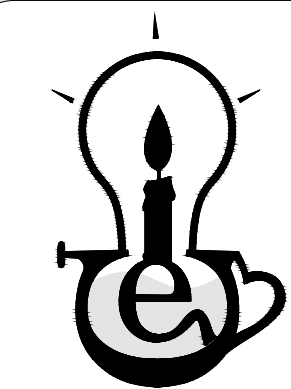
12 HANDICAPPED PARKING SIGNAGE
NOT TO SCALE



14 PAVEMENT ARROW & MESSAGE DETAIL
NOT TO SCALE



15 TRAFFIC SIGNAGE DETAIL
NOT TO SCALE



CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: Consent Agenda

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Lisa Firth, Parks & Rec Director

DATE: August 14, 2019

SUBJECT: 2019 US Police K9 Association National Field Trials

I. BACKGROUND: Destin has Co-Sponsored this event in the past at the Morgan's Sports Center. There will be 100 service dogs competing at the Morgan's Sports Center November 3-8. As co-sponsors of this event we would not charge for this event are asking Council's approval to co-sponsor.

II. DISCUSSION: This will be the second time for this event to be hosted in the City of Destin.

A. Link to Strategic Goals / Objectives: The Okaloosa County Sheriff's office is strategic partner of the City.

B. Effect on Budget (EOB): None

C. Level of Service (LOS): Event will draw hundreds of visitors into our area during the shoulder season and will be open to the public to attend.

III. CONCLUSION:

IV. RECOMMENDED MOTION: I move to direct staff to Co-Sponsor the United States Police Canine Association (USPCA) national competition being held at the Morgan Sports Center, November 3rd-8th, 2019 and waive any associated fees.

Attachments:

1. 2019 US Canine Association National Field Trials

2019 United States Police Canine Association National Field Trials



November 3- November 8, 2019

PROUDLY HOSTED BY:

OKALOOSA COUNTY SHERIFF'S OFFICE



Greetings,

Your assistance is being requested to help the Okaloosa County Sheriff's Office in partnership with the United States Police Canine Association make your community a safer place for your family and neighbors. One of the best assets in law enforcement is a highly trained and certified Police Dog Team. To ensure the quality of working Police Dog Teams, it is necessary for handlers and their canine partners to certify annually to maintain their courtroom standing and integrity.

The 2019 United States Police Canine Association (USPCA) National Field Trials will be held November 3 to November 8, 2019 at the Morgan's Sports Complex, 4200 Indian Bayou Trail, Destin, Florida 32541. The public is invited to observe these police dogs in action as they compete and certify in various events specific to their profession.

This Non-Profit event provides law enforcement agencies from all over the United States the ability to nationally certify their working dog teams for their specialized assignments. A panel of Certified USPCA Judges oversee the week long certification which includes: Obedience, Agility, Suspect Search, Article Search, and Criminal Apprehension. Trophies and bragging rights will be given to the top 20 dog teams overall and to the top dog teams placing in each individual event.

To facilitate this important process the collection of donations and advertisement sales are being sought from valued citizens and businesses such as yourself. Monetary and product donations as well as the sale of vendor space is vital to support the week's events. Donations being sought include: food and beverage, trophies, raffle prizes, and compensation for judges during the field trials. This event normally hosts up to 90 of the best trained Police dogs in the United States.

A public presentation is scheduled for November 7, 2019 at 7:00 pm to show our appreciation for our community and to encourage citizen participation and education, as well as, to demonstrate the capabilities of these dog teams. The exhibition is a high energy, entertaining, and informative session that will be held at Joe Etheridge Stadium in Fort Walton Beach, Florida. Our participating dog teams always look forward to showing off for the crowd. A program booklet is being constructed for the exhibition event and advertisement space is being offered at a very nominal rate. The event is expected to attract approximately 400 spectators from our community and will be advertised by local media services prior to the event. We will be raffling off a little boy's and little girl's bicycle during the exhibition. One raffle ticket will be given to each child under the age of 10 who attend the demonstration.

Great strides in the standardization of training and certification have been achieved through these dog trials. We are asking for your help and support to insure the 2019 USPCA National Field Trials are successful and beneficial to our communities and competing dog teams. All donations are tax deductible.

If you have any questions please contact:


Tony Kelly, Sergeant
(850)461-4808

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: Consent Agenda

TO: City Council

THRU:

FROM: Lance Johnson, City Manager

DATE: August 13, 2019

SUBJECT: Mayoral Support for the Defense Community Infrastructure Program

I. BACKGROUND: The Defense Community Infrastructure Program was created by the 2019 National Defense Authorization Act, and the National Association of Defense Communities is working to gather support for allocating \$100M to the program. The programs allows the Department of Defense to work with state and local governments by providing a matching grant to address critical infrastructure needs for military host communities like Destin.

II. DISCUSSION:

- A. Link to Strategic Goals / Objectives:**
- B. Effect on Budget (EOB):**
- C. Level of Service (LOS):**

III. CONCLUSION:

IV. RECOMMENDED MOTION: I move for the Destin City Council to authorize the Mayor to sign the Letter of Support for the Defense Community Infrastructure Program.

Attachments:

1. Mayoral Letter of Support SAC-D
2. FY19 NDAA Sec. 2861 Def Comm Infra Program
3. ADC-Report-Implementing-the-Defense-Community-Infrastructure-Project



Office of the Mayor

4200 Indian Bayou Trail | Destin, FL 32541 | Phone: 850-837-4242 | Fax: 850-837-3267 | www.cityofdestin.com

August 19, 2019

The Honorable Richard Shelby
Chairman
Defense Subcommittee
Senate Appropriations Committee
S-128 The Capitol
Washington, DC 20510

The Honorable Richard Durbin
Ranking Member
Defense Subcommittee
Senate Appropriations Committee
711 Hart Senate Building
Washington, DC 20510

Dear Chairman Shelby and Ranking Member Durbin,

On behalf of local governments across the nation, we urge you to provide funding for the Defense Community Infrastructure Pilot Program (Section 2391(d) of title 10, United States Code) in the FY 2020 Department of Defense appropriations bill. This program, which was authorized in Section 2861 of the National Defense Authorization Act for 2019, will provide critical funding for off-base but adjacent community infrastructure projects for transportation, schools, hospitals, police, fire, emergency response, water, wastewater, telecommunications, electric, gas, or other utility infrastructure that is owned by a state or local government.

Quality of life for military families is a priority for the state and local communities that enjoy the privilege of hosting military installations and should also be a priority for the federal government. It is well documented that roads and other vulnerable infrastructure necessary to support military bases continues to deteriorate and many local governments face significant issues with flooding. We believe community infrastructure deficiencies directly impacts military readiness and federal funding to address these deficiencies will enhance military value, resilience, and military quality of life at our nation's military installations.

Accordingly, we urge you to provide funding for the Defense Community Infrastructure Pilot Program, as state and local governments across the country battle the impacts of decaying infrastructure.

Sincerely,

Mayor Gary Jarvis
Destin, Florida

H. R. 5515—647

the Secretary to carry out the conveyance, the Secretary shall refund the excess amount to the Foundation.

(2) **TREATMENT OF AMOUNTS RECEIVED.**—Amounts received as reimbursement under paragraph (1) shall be credited to the fund or account that was used to cover those costs incurred by the Secretary in carrying out the conveyance. Amounts so credited shall be merged with amounts in such fund or account, and shall be available for the same purposes, and subject to the same conditions and limitations, as amounts in such fund or account.

(d) **DESCRIPTION OF PROPERTY.**—The exact acreage and legal description of the property to be conveyed under subsection (a) shall be determined by a survey satisfactory to the Secretary of Agriculture.

(e) **ADDITIONAL TERMS AND CONDITIONS.**—The Secretary of Agriculture may require such additional terms and conditions in connection with the conveyance under subsection (a) as the Secretary considers appropriate to protect the interests of the United States.

SEC. 2852. COMMEMORATION OF FREEDMAN'S VILLAGE.

(a) **FREEDMAN'S VILLAGE GATE.**—The Secretary of the Army shall, as part of the southern expansion of Arlington National Cemetery, name the newly constructed gate located at the intersection of Hobson Drive and Southgate Road, "Freedman's Village Gate".

(b) **PERMANENT EASEMENT.**—The Secretary of the Army is directed to grant to Arlington County a permanent easement of no less than 0.1 acres of land within the right-of-way of Southgate Road to the south and west of Hobson Drive and west of the planned joint base access road that is also continuous with Foxcroft Heights Park for the purpose of commemorating Freedman's Village.

(c) **RELOCATION OF COMMEMORATION IN EVENT LOCATION IS USED FOR BURIAL PURPOSES.**—In the event Arlington National Cemetery subsequently acquires the property used for the commemoration described under subsection (b) for burial purposes, the Army shall relocate any commemoration of Freedman's Village to an appropriate location.

(d) **REIMBURSEMENT.**—The Secretary of Defense may accept reimbursement from Arlington County for any costs associated with commemorating Freedman's Village.

Subtitle D—Other Matters

SEC. 2361. DEFENSE COMMUNITY INFRASTRUCTURE PILOT PROGRAM.

Section 2391 of title 10, United States Code, is amended—

(1) by redesignating subsections (d) and (e) as subsections (e) and (f), respectively;

(2) by inserting after subsection (c) the following new subsection:

"(d) **DEFENSE COMMUNITY INFRASTRUCTURE PILOT PROGRAM.**—

(1) The Secretary of Defense may make grants, conclude cooperative agreements, and supplement funds available under Federal programs administered by agencies other than the Department of Defense to assist State and local governments to address deficiencies in community infrastructure supportive of a military installation,

if the Secretary determines that such assistance will enhance the military value, resilience, or military family quality of life at such military installation.

"(2) The Secretary shall establish criteria for the selection of community infrastructure projects to receive assistance under paragraph (1). The criteria shall include a requirement that the State or local government agree to contribute not less than 30 percent of the funding for the community infrastructure project, unless the community infrastructure project is located in a rural area, or for reasons related to national security, in which case the Secretary may waive the requirement for a State or local government contribution.

"(3) Amounts appropriated or otherwise made available for assistance under paragraph (1) may remain available until expended.

"(4) The authority under this subsection shall expire upon the expiration of the 10-year period which begins on the date of the enactment of the National Defense Authorization Act for Fiscal Year 2019."; and

(3) in subsection (e), as redesignated by paragraph (1), by adding at the end the following new paragraphs:

"(4) The term 'community infrastructure' means any transportation project; school, hospital, police, fire, emergency response, or other community support facility; or water, wastewater, telecommunications, electric, gas, or other utility infrastructure project that is located off of a military installation and owned by a State or local government.

"(5) The term 'rural area' means a city, town, or unincorporated area that has a population of not more than 50,000 inhabitants."

SEC. 2862. STRATEGIC PLAN TO IMPROVE CAPABILITIES OF DEPARTMENT OF DEFENSE TRAINING RANGES AND INSTALLATIONS.

(a) **PLAN REQUIRED.**—The Secretary of Defense shall develop and implement a comprehensive strategic plan to identify and address deficits in the capabilities of Department of Defense training ranges to support current and anticipated readiness requirements to execute the National Defense Strategy (NDS).

(b) **EVALUATION.**—As part of the preparation of the strategic plan, the Secretary shall conduct an evaluation of the following:

(1) The adequacy of current training range resources to include the ability to train against near-peer or peer threats in a realistic 5th Generation environment.

(2) The adequacy of current training enablers to meet current and anticipated demands of the Armed Forces.

(c) **ELEMENTS.**—The strategic plan shall include the following:

(1) An integrated priority list of location-specific proposals and/or infrastructure project priorities, with associated Department of Defense Form 1391 documentation, required to both address any limitations or constraints on current Department resources, including any climatically induced impacts or shortfalls, and achieve full spectrum training (integrating virtual and constructive entities into live training) against a more technologically advanced peer adversary.

(2) Goals and milestones for tracking actions under the plan and measuring progress in carrying out such actions.

IMPLEMENTING THE DEFENSE COMMUNITY INFRASTRUCTURE PROGRAM



A Survey of Projects Ready to Enhance Military Value | March 2019

WHAT IS DEFENSE INFRASTRUCTURE?

Our military relies on a complex network of roads, buildings, facilities, utilities and land — on- and off-base — to provide the critical training and power-projection platforms necessary to protect our nation. This is our nation's defense infrastructure, and its sustainment is critical to our ability to maintain our fighting forces' competitive edge.

Much of the support that our communities provide comes in the form of municipal services and utilities, including electricity, water, wastewater, schools, and police and fire services. Reliable and high-quality delivery of those services, however, rests upon the existence of a robust infrastructure within the surrounding community. Surface transportation, particularly a region's road network, is the most visible example of the critical link between installations and their community neighbors. Other types of transportation infrastructure can be vital to sustaining an installation as well, including airports, seaports and rail. Beyond the local transportation network, the condition of public schools, hospitals, water supply and wastewater treatment facilities, and power plants and associated infrastructure, also are essential to sustaining a military presence.

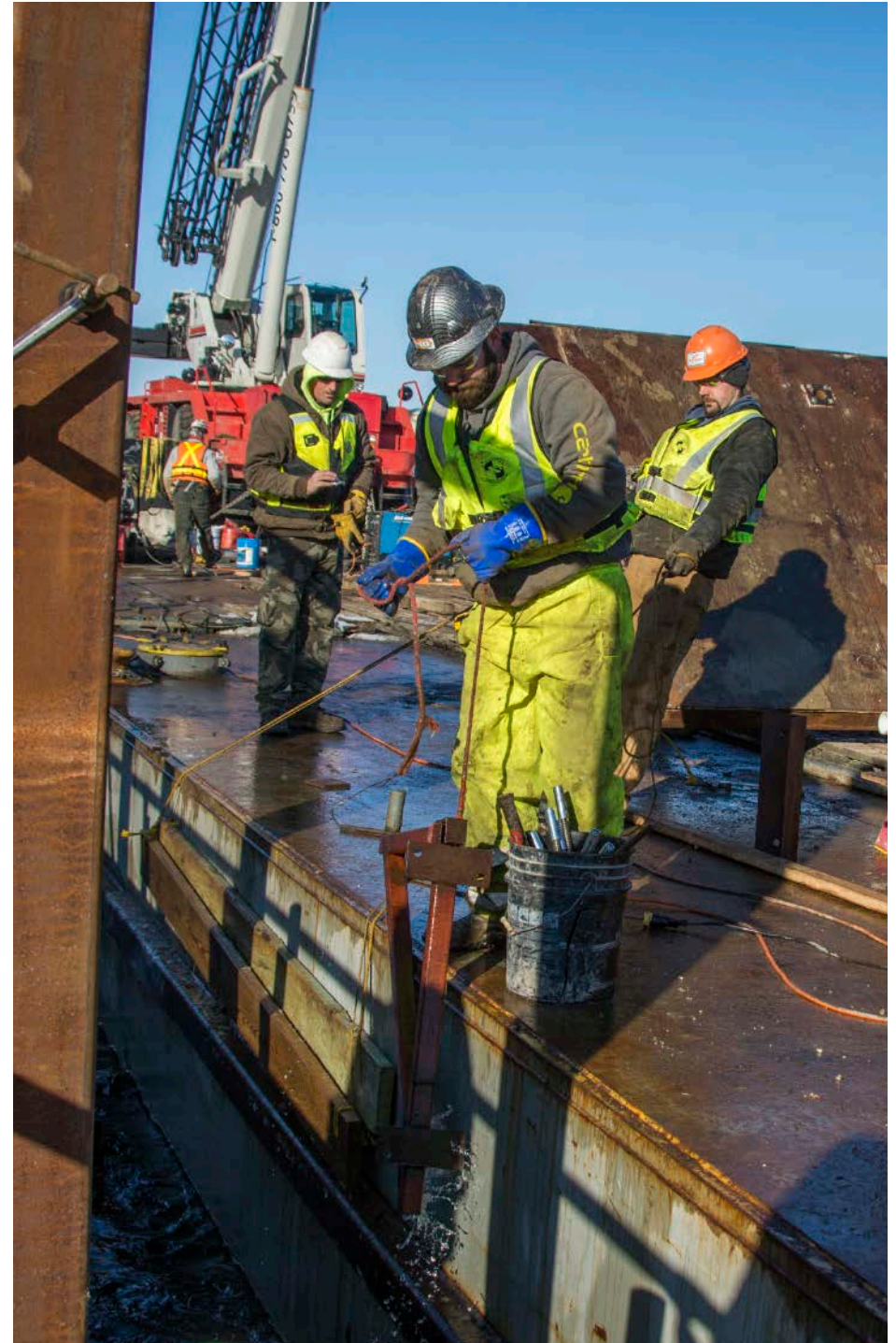
This set of community infrastructure essentially serves a dual purpose: it supports civilian life the neighboring military installation's operations. Infrastructure outside the gates of an installation that is critical to the day-to-day activities of that base can be considered defense community infrastructure. But defense community infrastructure refers to other local investments as well. For example, some communities have built facilities to support specific military missions (e.g., constructing a hangar or lengthening a runway at a civilian airport to accommodate military aircraft). Improvements local utilities make to enhance the resiliency of an installation to interruptions in the electric power grid or water supply also can be considered defense community infrastructure.



HOW DO WE SUPPORT DEFENSE INFRASTRUCTURE?

The challenge defense communities face in striving to upgrade their infrastructure to improve their support for installations is that few programs within DoD, or other federal agencies are dedicated to supporting military readiness. In most cases, states and communities bear the entire burden of financing defense community infrastructure projects. While states and communities aspire to fulfill any outside-the-gate issues that inhibit a local installation's activities, there is a limit to what they can afford to do.

Empirically the only successful recipe for carrying out local infrastructure projects is through a partnership. Just as the funding some states offer to defense communities is typically combined with other resources before a project intended to boost an installation's readiness can go forward, federal funding that is designated to meet the same objective could be used to leverage available resources at the local and state levels. A dedicated source of federal funding for defense community infrastructure would leverage those resources as part of a partnership designed to tackle many of the outstanding needs of our nation's military installations.



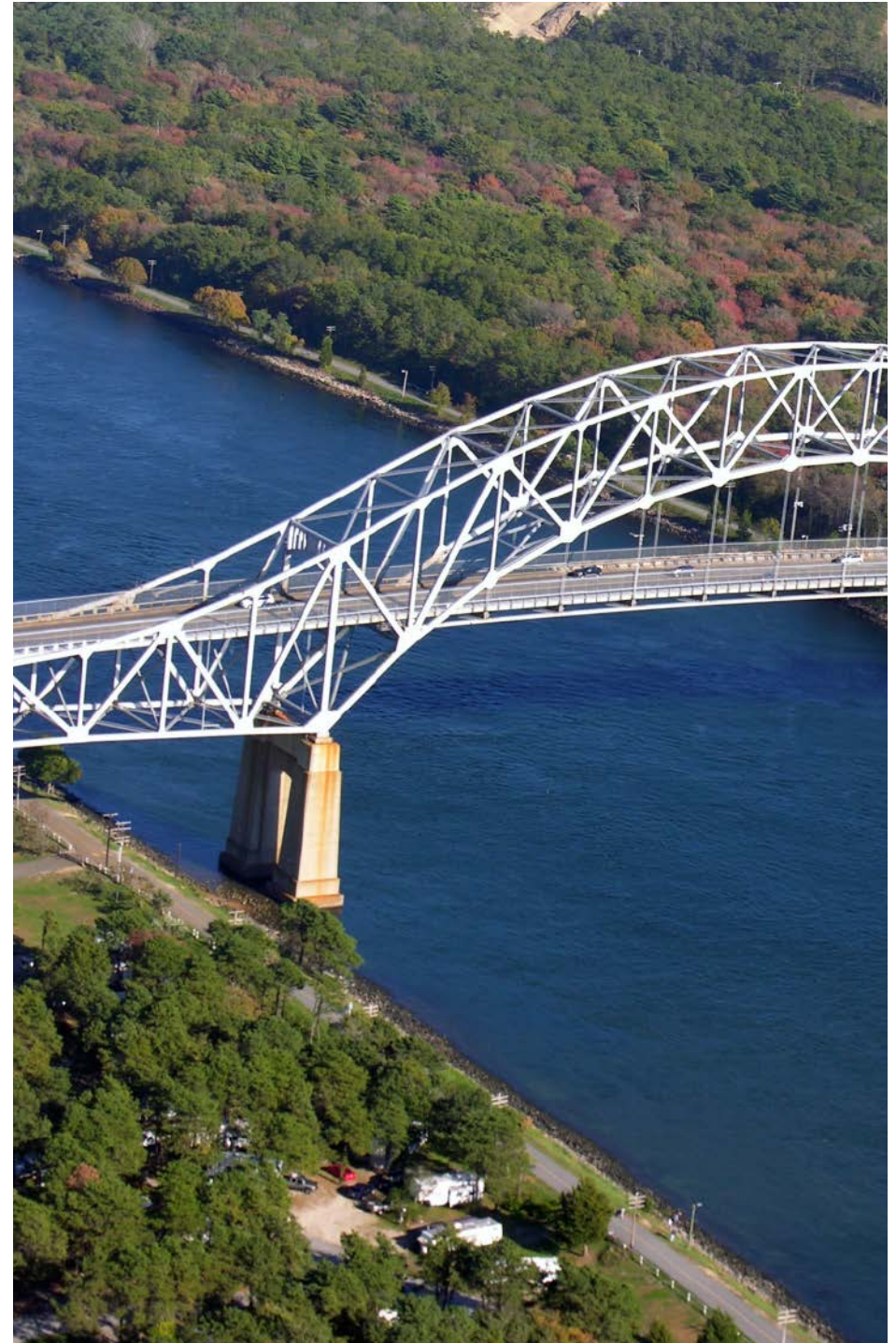
WHAT IS THE DEFENSE COMMUNITY INFRASTRUCTURE PROGRAM?

Authorized in the 2019 National Defense Authorization Act, the ***Defense Community Infrastructure Program (DCIP)***ⁱ allows DOD to work with state and local governments by providing a matching grant to address the critical off-base infrastructure needs that directly affect the military value and the resilience of our installations.

Fully funded at the authorized level of \$100 million for FY20, this program can directly enhance the critical military value of our bases and have a larger impact by leveraging state, local, private sector and even other federal investments through a matching requirement. This could result in an estimated \$300 million to \$400 million total impact nationwide. This ready-to-go infrastructure plan makes national security the first priority.

The DCIP legislation specifically defines community infrastructure as projects that are, or would be, owned by a state or local government and would fall into the following categories:

- Transportation — roads, bridges, rail, public transportation, aviation, ports
- Public Safety – hospitals, police stations, fire services, emergency/disaster response
- Joint Services – schools, training ranges, shared work space, other community support facilities
- Utilities – water, wastewater, telecommunications, electricity, gas, other utilities



ⁱ Section 2809 of the National Defense Authorization Act of 2019 (10 USC § 2391)

WHAT TYPES OF PROJECTS WILL THIS PROGRAM SUPPORT?

To answer this question, ADC surveyed its members, asking them to identify potential off-base infrastructure projects. This survey is intended to help form a comprehensive picture of the country's outstanding off-base infrastructure projects that are needed to support installations. Defense communities in 28 states submitted more than 200 projects. This report details those submissions and is meant to inform leaders in Congress and DOD about the vast number of defense infrastructure projects that are ready for investment.

For the purposes of this survey, we divided the projects into eight categories:



Telecommunications



**Other
Transportation**



Energy Infrastructure



**Base Support /
Quality of Life**



**Environmental
Infrastructure**



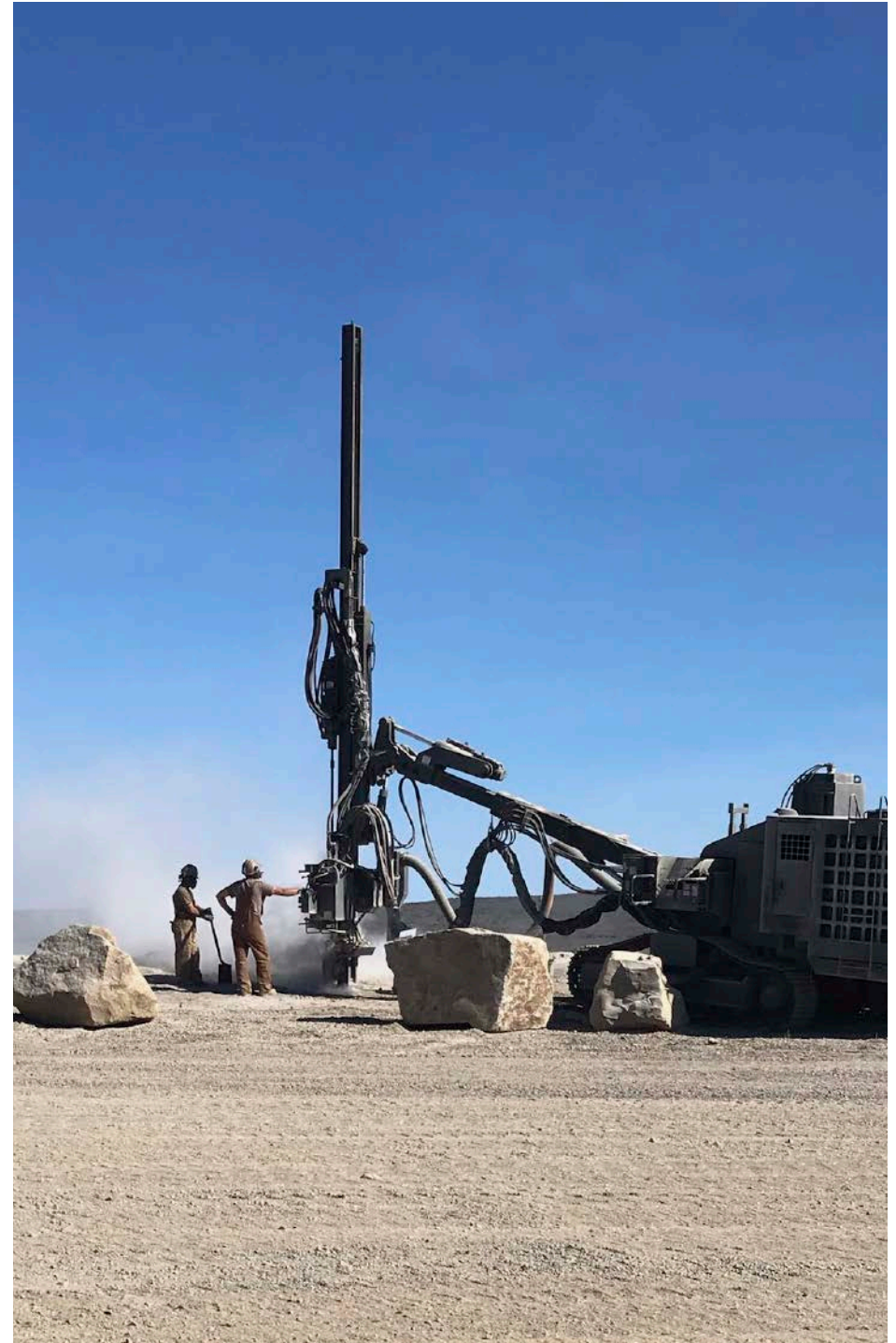
Schools



Road / Bridge



**Anti-Terrorism /
Force Protection**



STATE	CATEGORY	PROJECT NAME	LOCATION	SUMMARY	COST ESTIMATE	MILITARY VALUE
ALABAMA		Maxwell AFB Technology	Maxwell AFB, Montgomery Area Chamber of Commerce	Development of a tech park on a 96-acre parcel outside the installation's gates to provide space for collaboration among Air Force personnel, Air University staff and students, and the private sector	\$6 million	The project will enhance mission readiness and quality of life by providing a world-class facility and other resources that will support Air University's mission, help attract talented faculty to help develop technologies such as cybersecurity and help eliminate blight directly outside the base.
ALASKA		Eielson AFB and Fort Wainwright Energy	Eielson AFB & Fort Wainwright, Fairbanks North Star Borough, State of Alaska	This project is phase 2 of the buildout of a natural gas distribution in the FNSB, which involves the installation of 68 miles of gas mains	\$87 million	This project will ensure the long-term sustainment of both installations and improve air quality of life for their personnel; Fort Wainwright is in an EPA-designated non-attainment area (area considered to have air quality worse than the National Ambient Air Quality Standards), and many Eielson personnel live in a non-attainment area as well. Without this project, Fort Wainwright could face the expenditure of tens of millions of dollars to upgrade its coal-fired power plant.
ARIZONA		Luke AFB Wastewater	Luke AFB, City of Glendale, State of Arizona	Establishment of a connection between Glendale's wastewater treatment facility and the installation's wastewater infrastructure	\$5 million	The project will enhance military readiness by allowing the city to take over the base's wastewater treatment operations; the base's wastewater treatment facility is reaching the end of its lifespan. In addition, once completed, the city will lower the wastewater treatment rates it charges the base.
ARKANSAS		Little Rock AFB Arnold Drive Gate	State of Arkansas	AR Highway 107/ Little Rock Air Force Base Arnold Drive gate — add a "cueing" lane to Highway 107 before the Arnold gate. There has been an existing safety hazard in inclement weather due to the gate being at the bottom of a hill. This action is an Air Force/state project in conjunction with force protection improvements at the gate	\$1 million	This project would resolve safety and force protection deficiencies at the Arnold Drive gate.
CALIFORNIA		Marine Corps Air Ground Combat Center Wastewater	Marine Corps Air Ground Combat Center, City of Twentynine Palms	Construction of a joint-use wastewater treatment plant that would be operated by the city of Twentynine Palms	\$30 million	The project is needed to support military readiness; it would replace septic tanks used by the city and a 50-year-old centralized sewer system the center uses that is in need of upgrades and repair.
COLORADO		Fort Carson Access	Fort Carson/City of Fountain	Construction of an access road to Gate 19	\$30 million	Gives Fort Carson Soldiers an additional access point to the post with proximity to lower-cost housing options in communities to the east and south.

STATE	CATEGORY	PROJECT NAME	LOCATION	SUMMARY	COST ESTIMATE	MILITARY VALUE
CONNECTICUT		Submarine Base New London, Community Workspace & Conference Center	Submarine Base New London, State of Connecticut Office of Military Affairs, Surrounding Towns & Cities in Southeastern Connecticut	The project proposes the conversion of an off-base, surplus firehouse into a Navy-Community Workspace and Conference Center. Following modest remodeling, the structure would provide large meeting spaces and shared workspaces for lease. This ideal location at a commercial intersection near the base would be attractive to businesses and organizations who perform work with Navy and defense industries in Connecticut. The easily accessible meeting spaces would be available to community support organizations and avoid the burdensome pass and ID requirements normally required to enter the base. The Navy-owned facility could be managed by the Morale, Welfare and Recreation Department or a private sector firm.	\$900,000	The project will enhance engagement with local communities. This off-base facility would provide meeting spaces close to the base but outside the fenceline. It would be operated and maintained with minimal administrative or physical security requirements. The shared workspaces could be leased, providing a revenue source to help the project be financially self-sustaining.
FLORIDA		Tyndall AFB Access	Bay County, & Tyndall AFB	Repair of local roads that provide access to the installation, which were damaged by Hurricane Michael	\$20 million	The project would improve mission readiness by ensuring safe base access for military personnel and contribute to the quality of life for those who travel to and from and live near the base.
GEORGIA		Robins AFB Technology	Robins AFB/21st Century Partnership	The facility will be a shared-space (private-public occupancy) facility that will bring personnel from the installation, the private sector and other organizations together to solve software and engineering problems.	\$20 - 50 million	The project will enhance military readiness by providing a forum for software and engineering firms to collaborate, thereby supporting the mission of the Warner Robins Air Logistics Complex.
IDAHO		Mountain Home AFB Water	Mountain Home AFB, Idaho Water Resource Board	Construction of a pump station, pipeline from the Snake River to the installation and a treatment facility at the base	\$62 million	The project will provide an alternative water source for the base, which is confronting decreasing groundwater levels.
ILLINOIS		Belleville – Patriots Gate Sidewalk	Scott AFB, St. Clair County, IL	This project would extend a pedestrian sidewalk from a residential neighborhood to the Belleville-Patriots Gate of Scott AFB. This sidewalk would connect to an existing walkway inside the installation.	\$55,000	This pedestrian sidewalk is necessary to ensure safe passage of over 820 families living in base housing. Over 10,000 vehicles traverse through Belleville Gate every day. Without the sidewalk, service members and families will continue to be at risk as they walk along the shoulder in close proximity to passenger and large commercial vehicles.
KANSAS		Fort Leavenworth, Water	Fort Leavenworth, Kan., Leavenworth Water Department	Water is provided through a 12-inch cast iron water main that was installed in 1909 and there is no alternative.	\$1.77 million	All water comes from Leavenworth; a failure of this 110-year-old pipe could be disastrous. A second, redundant interconnection would greatly improve the reliability of water service to the post.
KENTUCKY		Fort Knox Telecommunications	Fort Knox, City of Vine Grove	Cell phone coverage expansion for police telecommunications	\$50,000	The project will improve military readiness and quality of life by creating the potential for intergovernmental support agreements with the post and speed response times and safety for military families who live in Vine Grove.

STATE	CATEGORY	PROJECT NAME	LOCATION	SUMMARY	COST ESTIMATE	MILITARY VALUE
LOUISIANA		Fort Polk Access	Fort Polk, Fort Polk Progress	Construct an overpass for Highway 28 at the Highway 469 intersection to improve rotational Army vehicles' ability to access the Joint Readiness Training Center. The overpass will improve military readiness by allowing these vehicles to move efficiently and safely to and from their training areas and remove the need to stop commercial traffic using law enforcement personnel.	\$25 million	The overpass will improve military readiness by allowing these vehicles to move efficiently and safely to and from their training areas and without impacts to commercial vehicle traffic.
MARYLAND		Joint Base Andrews Energy	Joint Base Andrews, Prince George's County	Construction of an alternate substation and feeder line on the east side of the installation	\$25 million	The project will increase the installation's energy resilience, particularly during inclement weather and substation maintenance periods.
MASSACHUSETTS		West Field / Barnes Well Water	Barnes Air National Guard Base, Westfield, MA	Install Granular Activated Carbon (GAC) well head treatments on four supply wells in Westfield, MA, the surrounding community of Barnes Air National Guard Base. This project is fully designed and awaiting funding and will provide immediate improvement and redundancy to the base water supply, while addressing community concerns about pollutants.	\$8 million	This project adds military value, increases water resiliency and increases the quality of life for the local community. The current wells suffer from pollutants possibly linked to the military mission at Barnes, but not covered under CERCLA. Adding Granular Activated Carbon (GAC) treatment would help not only improve the base's water supply, but demonstrate DoD's commitment to addressing concerns of communities affected by pollutants.
MISSISSIPPI		Stennis International Airport (KHS) – Department of Defense Joint Use Facility / Assault Landing Strip	Stennis International Airport/Hancock County Port & Harbor Commission	Construction of a 4,000-foot C-130 Assault Landing Strip and connecting taxiway (to existing runway) at Stennis International Airport	\$8 million	This Assault Landing Strip project enhances military readiness by providing local C-130 and other fixed & rotor wing aircrews the specific training environment called for. The Assault Landing Strip is supplemented by multiple adjacent drop zones, Night Vision Goggle environs & lighting and DoD compliant Aircraft Rescue Fire Fighting. These collocated facilities do not have the air space and scheduling restriction of Camp Shelby. Construction will be suitable for Keesler AFB C-130s, as well as Hurlburt AFB's special operations aircraft, Naval Special Warfare air support, and Realistic Military Training/regional military exercises (RAVEN/Trident/Southern Strike/Emerald Warrior/PANAMAX)
MISSOURI		Whiteman AFB School	Whiteman AFB, Knob Noster Public Schools, State of Missouri	This project involves construction of a new high school/STEM innovation campus directly adjacent to Whiteman AFB, which will serve Knob Noster, Whiteman AFB, and surrounding school districts through education cooperative agreements. Specifically, the campus will serve as a hub for STEM, Air Force JROTC, robotics, cybersecurity, computer science, aviation and low observable programs, expanding the reach to military students throughout the Whiteman AFB region through cooperative education agreements. Programs will perpetually evolve to meet Air Force needs.	\$30 million	The project, which will offer strategically aligned, military-relevant educational disciplines, will strengthen military family quality of life and mission readiness. Knob Noster Public Schools is consistently the top-performing academic institution in the region. This innovation campus will allow broad outreach to extend our programs to other military families and students throughout the region. Strategically aligned academic programs will produce a workforce pipeline to support mission-critical needs for the Air Force and affiliate organizations. Additionally, strategic joint-use (installation/school district/military family) indoor and outdoor physical training and recreation facilities are included in the proposal to further enhance readiness and quality of life.

STATE	CATEGORY	PROJECT NAME	LOCATION	SUMMARY	COST ESTIMATE	MILITARY VALUE
MONTANA		Malmstrom AFB Access	Cascade County, City of Great Falls, Malmstrom AFB, and the Montana Department of Transportation	The project involves construction of a southern arterial bypass around Great Falls' busiest thoroughfare. It includes a study to examine a potential alternate route around 10th Avenue South, the busiest corridor in Great Falls. The study could also serve as the basis for a refreshed study to address security issues at MAFB.	\$30 million	The bypass will provide a less congested and safer route for ICBM (warhead, missile) transport.
NEW MEXICO		Cannon AFB Water	Cannon AFB, Ute Reservoir, Curry County, Roosevelt County, Eastern New Mexico Water Utility Authority, State of New Mexico	Construction of a water pipeline from the Ute Reservoir to residents in the two counties, including Cannon AFB	\$30 million	The project would contribute to installation resilience by ensuring a sustainable water supply for residents of Eastern New Mexico and the installation.
NORTH DAKOTA		Grand Forks AFB	Grand Forks AFB, Grand Forks County	The project will provide small-arms training for Grand Forks regional law enforcement, installation security forces and Customs and Border Protection.		This type of collaboration would be a unique project for the Air Force and will help military and civilian security personnel to coordinate some emergency response activities, thus benefiting personnel on base and in the surrounding community.
OHIO		Wright-Patterson AFB Access	City of Beaver Creek, Ohio	Construct a full highway interchange on I-675 to better connect a main regional transportation network to the installation. This interchange would also connect the community and the installation to a 35-acre parcel next to the installation that is currently being considered as a location for joint military-community development.	\$18.7 Million	Project would alleviate severe traffic congestion, improve base access for military personnel and open opportunity for joint military-community development of unused installation-adjacent land
OKLAHOMA		Vance AFB Water	Vance AFB, City of Enid	Construction of a 70-mile water line project	\$45 million	The project would contribute to installation resilience by permanently providing water for the region, including Vance AFB.
PENNSYLVANIA		Carlisle Barracks, Pa./ Army War College Transportation	Carlisle Barracks, Army War College, City of Carlisle, Cumberland-York Area Local Defense Group	Construction of a 5,000-foot runway extension at Carlisle Airport, installation of additional lighting, expansion of hangars and install other facility improvements	\$4 million	These projects would enhance military readiness by improving flight access to both installations, which is hampered by the existing runway, which is too short to accommodate aircraft used by military officials and other visitors. The expanded runway would alleviate the need to land at Capital City Airport or Harris International Airport, which are more than 20 and 30 miles away, respectively.
RHODE ISLAND		Naval Station Newport, Property Transfer	Naval Station Newport	Many of the naval station's facilities located in the Aquidneck Island municipalities of Portsmouth, Middletown and Newport are now inactive. The Navy would like to transfer ownership of assets (roads, water storage and distribution infrastructure, and sewer line and associated infrastructure) and properties they serve that are non-contiguous and geographically dispersed. Funding is needed to assess the assets' condition and address legal and administrative costs associated with the transfer	Less than \$30 million	Transfer of these assets would relieve the Navy's burden of maintaining these inconveniently located assets/properties and reduce the Navy's operational costs.

STATE	CATEGORY	PROJECT NAME	LOCATION	SUMMARY	COST ESTIMATE	MILITARY VALUE
TEXAS		Fort Hood Water	Fort Hood, Texas, City of Gatesville	Construction of a redundant water line from a treatment plant in Gatesville to the northern portion of Fort Hood	\$8 million	This project will enhance installation resilience by providing a backup water source for the entire post. The water line, which is part of the city-owned water utility, could also be routed to put it completely within installation boundaries, adding an additional level of water security for Fort Hood (which is one of the city's water customers).
UTAH		Improved Hill AFB Access	Hill AFB, Utah Department of Veteran and Military Affairs, Utah Department of Transportation	Phase I of construction of a new highway interchange to Hill AFB from Interstate 15 and site preparation for construction of a new gate. Phase I will consist of survey and design work, teardown of an existing on-base maintenance facility, area remediation, purchase of materials, and initial ramp construction. Follow-on phases will be state funded.	\$28 million	This project will improve installation resiliency by increasing road access, contribute to mission effectiveness by improving contractor, material and personnel access to the installation, and improve quality of life for 25,000 base employees. It will also eliminate significant and often dangerous congestion problems at the other two Hill AFB I-15 gates. In addition, improving highway access will support further development of the Falcon Hill enhanced use lease project, increasing EUL-generated revenue for base construction projects and demolition of antiquated 1930's office facilities. As a result, the military value of all 50-plus Hill AFB mission partners, including the Ogden Air Logistics Complex, the Ground-Based Strategic Deterrent Program Office, and both active duty and reserve F-35 flying missions will be enhanced.
VIRGINIA		Virginia National Guard Energy	Virginia National Guard, Hampton Roads, Va. area, State of Virginia	The project would involve a hardened microgrid with backup generators, which would modernize aging equipment, including power and telephone poles, and allow the electrical system to be transferred to Dominion Power of Virginia.	\$5 million	The project would improve the Guard's energy resilience and allow it to provide a regional disaster response capability for FEMA Region III.
WASHINGTON		Joint Base Lewis-McChord Access Expansion	Joint Base Lewis-McChord, Washington, city of Lakewood	Conduct road repairs on a stretch of road in Lakewood leading to JBLM's east gate. Improvements include construction of curb, gutter and sidewalks, storm drainage, hot mix asphalt overlay and installation of several roundabouts to replace signals.	\$13 million	The project will better accommodate the increasing amount and type of traffic this stretch of roadway is handling due to growth at Joint Base Lewis-McChord.
WASHINGTON, DC		Joint Base Anacostia-Bolling Transportation	Joint Base Anacostia-Bolling, Northern Virginia Regional Commission	Construct a ferry terminal in Southeast D.C.. to serve the base and Department of Homeland Security headquarters; the ferry would serve commuters in northern Virginia at a terminal in Woodbridge.	\$3 million	Ferry service would improve military readiness and quality of life by alleviating traffic congestion and provide a public transit option for commuters.

STRONG COMMUNITIES. STRONG BASES.

ADC builds resilient communities that support America's military. We are the connection point for leaders from communities, states, the military and industry on community-military issues and installation management to enhance knowledge, information sharing and best practices. With nearly 300 communities, states, regions, and affiliated industry organizations, ADC represents every major defense community/state in the nation.

OUR FOCUS AREAS

Advancing community-military partnerships that promote the value of military installations and strengthen communities and states through collaborative relationships and sustainable regional planning; supporting communities and states addressing changes in military missions and their impact on local and regional economics; cultivating private sector resources to support military infrastructure, energy security, environmental remediation and conservation; helping communities and states create great places for our service members, their families and veterans to live, work and play.

ADC'S 2019 GOALS

Maximize the influence of America's defense communities to advance issues that build strong communities and support the military; be the thought leader among defense communities and within the military installation community by sharing content that is high-quality, unique and rooted in the best practices from around the country; and advocate for transitioning communities that have been impacted by closure or realignment to have the tools and support to reach their goals.





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City of Destin FY 2020 Cost Worksheet
July 16, 2019

	FY 2019 Approved FTE = 21	FY 2020 Approved FTE = 21
Personnel Expenses		
Regular Payroll	\$ 940,834	\$ 1,005,583
Social Security	71,974	76,927
Retirement	230,504	256,222
Workers Compensation	76,657	85,732
Insurance	202,476	223,802
Total Personnel	\$ 1,522,445	\$ 1,648,266
Operational Expenses		
Professional Liability	\$ 21,047	\$ 22,520
Automobile Liability	11,447	13,235
Automobile Collision	6,568	7,178
Auto Repair and Maintenance	13,650	13,650
Cameras	18,186	23,310
Tires	11,970	11,970
Fuel	103,180	104,538
Uniforms & Duty Gear	16,306	16,511
Support Allocation	287,200	287,200
Vessel Maintenance	1,200	1,200
Vessel Repower	-	-
Total Operational	\$ 490,755	\$ 501,313
Capital Expense		
Capital Replacement	\$ 147,000	\$ 178,227
Total Capital	\$ 147,000	\$ 178,227
TOTAL CONTRACT	\$ 2,160,199	\$ 2,327,806
	\$ 185,120	\$ 167,606
	9.4%	8.5%
Cost Per Sworn	\$ 102,866.64	\$ 110,847.89

CITY OF DESTIN



AGENDA ITEM

COUNCIL MEETING DATE: August 19, 2019

TYPE OF AGENDA ITEM: Announcement

TO: City Council

THRU: Lance Johnson, City Manager

FROM: Kimberly Kopp, Land Use Attorney
Louis Zunguze, Community Development Director

DATE: August 13, 2019

SUBJECT: 1. Monthly Report of the Technical Review Committee (TRC)

I. BACKGROUND: The Land Development Code requires that the City Land Use Attorney provide information to the City Council at the 2nd meeting of each month regarding pending applications currently before the Technical Review Committee (TRC).

II. DISCUSSION:

We have received the following applications for TRC review this month:

19-14-SP & 19-15-MS: The Charles – 2nd Submittal

19-19-SP: The Oaks at Old Town – 1st Submittal

Important dates and deadlines for September TRC:

September 5th – Internal TRC Meeting (no applicants)

11:00 AM; City Hall Boardroom

September 10th – Comments due to Planning Division

September 17th – TRC Meeting (applicants attend)

11:00 AM; City Hall Boardroom

Review of the applications will follow the procedures previously set by the City Council by ordinance.

A. Link to Strategic Goals / Objectives:

B. Effect on Budget (EOB):

C. Level of Service (LOS):

III. CONCLUSION:

IV. RECOMMENDED MOTION: N/A (This item is for informational purposes only).

Attachments:
None