

TRAFFIC IMPACT ANALYSIS

Hampton Inn

SR 85 just North of SR 188 (Racetrack Road)
Fort Walton Beach, Florida

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This item has been digitally signed and sealed by Joe P. Poole, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

I. Introduction:

A Hampton Inn hotel (84 rooms) is planned on SR 85 just north of SR 188 (Racetrack Road) in Fort Walton Beach, Florida. The purpose of this study is to determine the impact that proposed project trips will have on the surrounding roadway network.

II. Trip Generation and Distribution:

ITE Trip Generation Manual (11th Edition) was used to determine the PM peak hour project trips to be generated by the proposed development. Land Use Code 310 (Hotel) was used for the analysis. PM peak hour trip generation for the proposed development plan is provided in the below table:

Period	Land Use	Units/Variable	Rate or Equation	Total Trips	Pass-By Trips ¹ (%)	New Total Trips	New Enter Trips	New Exit Trips
Daily	Hotel	84 Rooms	7.99	671	0 (0%)	671	336 (50%)	335 (50%)
PM Peak Hour	“	“	0.59	50	0 (0%)	50	25 (51%)	25 (49%)

The proposed development would generate 50 net new PM peak hour trips. Project trips were distributed onto the transportation network based on existing traffic distribution.

Project trips were distributed along impacted segments to a point where project traffic is less than five percent (5%) of total new trips generated by the proposed development. Five percent (5%) of the total net new trips (50) generated is three (3) trips.

III. Traffic Impact Analysis:

Based on the trip distribution and the available surrounding roadway network, the following roadway segments included in the County's transportation concurrency system would be impacted by the proposed development. The following tables provide an evaluation of all impacted roadway segments.

Segment	AADT	K Factor (%)	D Factor (%)	Peak Hour Traffic	AVG PHT
SR 189 (Lewis Turner Boulevard) ¹	31,524	9.0	51.8	1,470	1,539
SR 188 (Racetrack Road) – Mooney Road	34,500			1,608	
SR 189 (Lewis Turner Boulevard) ²	21,900	9.0	51.8	1,021	1,338
Mooney Road – SR 85 (Eglin Pkwy)	35,500			1,655	
SR 189 (Lewis Turner Blvd.) ³	11,900	9.0	51.8	555	555
SR 85 – SR 397					
SR 188 (Racetrack Road) ⁴	28,500	9.0	51.8	1,329	1,321
SR 189 (Beal Pkwy) – SR 85 (Eglin Pkwy)	28,500			1,329	
	28,000			1,305	
SR 85 ⁵	46,500	9.0	51.8	2,168	2,168
SR 188 (Racetrack Rd) – Richborough Ave.					
SR 85 ¹⁰	33,500	9.0	51.8	1,562	1,562
Richborough Ave. – SR 189					

SR 85 ⁶ SR 189 – SR 123	40,500 54,000	9.0	51.8	1,888 2,518	2,203
SR 85 ⁷ SR 123 – SR 190	30,000	9.0	64.8	1,750	1,750
SR 123 ⁸ SR 85 South – SR 85 North	24,500	9.5	64.8	1,428	1,428
SR 397 ⁹ SR 85 – Eglin South Gate	9,900	9.0	51.8	462	462

¹ Existing traffic volume = Average of 2022 AADT x K x D from count station 570250 & 575090.

² Existing traffic volume = Average of 2022 AADT x K x D from count station 570290 & 571706.

³ Existing traffic volume = 2022 AADT x K x D from count station 570291.

⁴ Existing traffic volume = Average of 2022 AADT x K x D from count station 575091, 575110, & 575126.

⁵ Existing traffic volume = 2022 AADT x K x D from count station 571707.

⁶ Existing traffic volume = Average of 2022 AADT x K x D from count stations 570260 & 570314.

⁷ Existing traffic volume = 2022 AADT x K x D from count stations 570261.

⁸ Existing traffic volume = 2022 AADT x K x D from count station 570299.

⁹ Existing traffic volume = 2022 AADT x K x D from count station 570190.

¹⁰ Existing traffic volume = 2022 AADT x K x D from count station 571710.

PM Peak Hour Peak Directional Evaluation

Segment	Adopted LOS	PHT	Committed Trips ²	PM Project Trips	Total Trips	Max Service Flow ¹
SR 189 (Lewis Turner Boulevard) SR 188 (Racetrack Road) – Mooney Road	D	1,539	59	1	1,599	2,000
SR 189 (Lewis Turner Boulevard) SR 85 (Eglin Pkwy) - Mooney Road	D	1,338	0	1	1,339	2,000
SR 189 (Lewis Turner Blvd.) SR 397 - SR 85	D	555	0	0	555	2,000
SR 188 (Racetrack Road) SR 189 (Beal Pkwy) – SR 85 (Eglin Pkwy)	D	1,321	39	6	1,366	2,000
SR 85 Richbourn Ave. - SR 188 (Racetrack Rd)	D	2,168	0	13	2,181	3,020
SR 85 ¹⁰ SR 189 - Richbourn Ave.	D	1,562	0	6	1,568	2,000
SR 85 SR 189 – SR 123	D	2,203	0	2	2,205	3,280
SR 85 SR 123 – SR 190	D	1,750	0	2	1,752	3,120
SR 123 SR 85 South – SR 85 North	D	1,428	0	0	1,428	3,120
SR 397 Eglin South Gate - SR 85	D	462	0	2	464	2,000

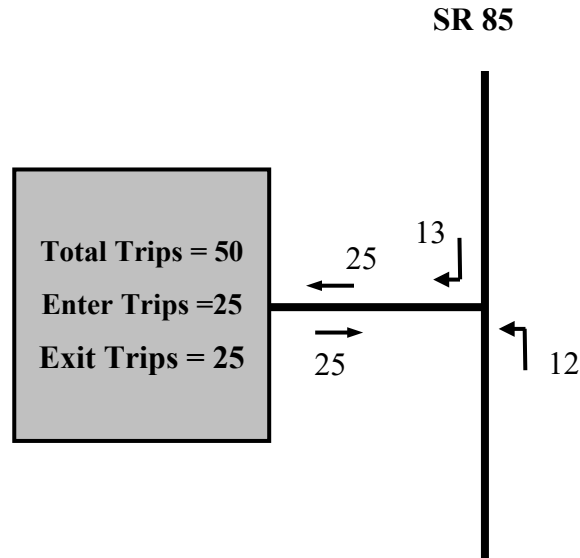
¹ Maximum Service Volume obtained from FDOT 2020, Table 7 FDOT Generalized Peak Directional Volumes for Florida Urbanized Areas

² Committed trips obtained from Okaloosa County Public Works.

As shown above, all impacted roadway segments have available capacity to handle the proposed project trips.

IV. Turn Lane Analysis:

The future trip generation for the proposed hotel was used in the turn lane analysis. A trip distribution diagram is provided below:



SR 85 is a 7-lane roadway with a two-way left turn lane and a speed limit of 40 mph at the proposed driveway location. The FDOT Access Management Guidebook provides guidelines to exclusive right turn lanes on a major road at an unsignalized driveway. A review of the FDOT document shows the number of right turns per hour threshold range for roadways with a posted speed limit of 45 mph or less is 80-125 vph. The projected number of right turn volume of 13 is below the lower threshold to consider a right turn lane.

V. Conclusion:

Based on the results of the analysis sufficient capacity is available on all impacted segments to handle the estimated project trips to be generated by the proposed development. Therefore, the proposed project meets County's traffic concurrency requirements. The projected number of right turn volume of 13 trips for southbound direction is below the lower threshold to consider a right turn lane.

APPENDIX

FLORIDA DEPARTMENT OF TRANSPORTATION
2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
0118		SR 85 - 975' E OF CR 85A(2ND AVE) LAUREL HILL	N 1700	S 1700	3400 C	9.5	64.8F	13.6A
0120		SR 189 - 450' S OF CR 2 (S OF RED BARROW RD)	N 2400	S 2500	4900 C	9.5	64.8F	10.1A
0121		SR 189 - 750' N OF CR 2 (EAST)	N 0	S 0	4100 C	9.5	64.8F	11.7F
0122	T	SR-10/US-90, 2 MI W OF SR-85, CRESTVIEW, OKALOOSA C	E 8215	W 8083	16298 C	9.5	51.7A	8.3A
0124		SR10 (US90) - 0.600 MILE E OF CR 393 (W OF MARE	E 0	W 0	7600 C	9.5	64.8F	8.7F
0128		SR10 (US90) - 0.500 MILE E OF CR 189 (LOG LAKE R	E 3400	W 3300	6700 C	9.5	64.8F	12.1A
0139		SR 85 - 0.030 M N OF LAKE SILVER RD	N 6300	S 6400	12700 C	9.0	64.8F	7.3A
0167	T	SR-30/US-98, 0.3 MI E OF SANTA ROSA C/L, OKALOOSA	E 19609	W 19815	39424 C	9.0	69.0A	4.8A
0170		CR 189 (GALIVER CUTOFF) - 550' SW OF SR 4	N 0	S 0	2900 C	9.5	51.8F	6.6F
0189		CALHOUN AVE - 425' N OF SR 30 (US 98)	E 1500	W 1200	2700 C	9.0	57.9F	6.4A
0190		SR 397 - 0.370 M S OF SR 189 (LEWIS TURNER) N OF	N 4900	S 5000	9900 C	9.0	51.8F	3.1A
0200		CR 393 - 275' N OF CR 2 (STEEL MILL CREEK RD	N 0	S 0	650 C	9.5	51.8F	6.6F
0214		CR 85A (2ND AVE) - 450' W OF SR 85	N 0	S 0	100 C	9.5	64.8F	10.4F
0217		CR 393 - 300' N OF SR 10 (US 90)	N 1400	S 1500	2900 C	9.5	61.1F	8.9A
0219	T	SR-85, 1.9 MI N SR-20, 2.2 MI S SR-123, OKALOOSA CO	N 8571	S 9121	17692 C	9.5	62.6A	5.3A
0250	T	SR-189, 1.6 MI N OF SR-188/US-98, OKALOOSA CO.	N 15665	S 15859	31524 C	9.0	51.8A	6.0X

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

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0260		SR 85 - 0.350 MILE N OF SR 189 (LEWIS TURNER BLV	N	27000	S	13500	40500 C	9.0	51.8F	5.7A
0261		SR 85 - 1 MILE S OF SR 190 (NORTH OF AIRPORT)	N	15000	S	15000	30000 C	9.0	64.8F	6.7A
0275		CR 189 (LOG LAKE RD) - 825' S OF SR 10 (US 90)	N	0	S	0	5300 C	9.5	64.8F	10.4F
0278		CR 397 (OLD RIVER RD) - 500' N OF SR 10 (US90)	N	0	S	0	1800 C	9.5	64.8F	10.4F
0280		CR 4 (ANTIOCH RD) - 625' S OF SR 10 (US 90)	E	5500	W	5400	10900 C	9.5	64.8F	6.7A
0282		CR 85A WEST (3RD AVE) - 975' W OF SR 85	N	0	S	0	700 C	9.5	51.8F	6.6F
0283		P J ADAMS PKWY - 0.3 M W OF SR-85 (AT END OF 2 L		E		E	19500 E	9.0	64.8F	6.1F
0284		ANTIOCH RD - 300' W OF SR 85	E	2000E	W	2100E	4100 F	9.0	51.8F	4.3P
0285		REDWOOD AVE - 500 ' S OF SR 20 (JOHN SIMS PKWY)	N	3600	S	3800	7400 C	9.0	51.8F	3.5A
0289		CR 188(AIRPORT RD) - 1400' E OF SR 85 (E OF FARM	E	0	W	0	7000 C	9.0	64.8F	10.4F
0290		SR 189 (LEWIS TURNER BLVD) - 0.250 M W OF SR 85	N	17500	S	4400	21900 C	9.0	51.8F	5.1A
0291		SR 189 (LEWIS TURNER BLVD) - 0.340 M E OF SR 85	N	6000	S	5900	11900 C	9.0	51.8F	2.5A
0294		SR 20 (JOHN SIMS PKWY) - 1200' W OF BLUEWATER BL	E	15500E	W	16000E	31500 F	9.0	51.8F	5.7P
0295		SR 293 (WHITE POINT RD) - 0.390 M S OF SR 20	N	2600	S	2500	5100 C	9.0	57.9F	4.2A
0296		SR 293 (DANNY WUERFFEL WAY) - 250' S OF MIDBAY B	N	11500	S	11500	23000 C	9.0	57.9F	3.7A
0297		ROCKY BAYOU DR - 250' S OF ROCKY WOOD WAY	E	8100	W	4000	12100 C	9.0	61.1F	5.5A

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0298		SR 20 (JOHN SIMS PKWY) - 575' W OF LANCASTER DR	E 20000	W 20000	40000 C	9.0	51.8F	7.0F
0299		SR 123 - 1 MILE N OF SR 85	N 12500E	S 12000E	24500 F	9.5	64.8F	5.5P
0300		CR 189 (LOG LAKE RD) - 475' S OF BROXSON RD	N 0	S 0	1500 C	9.5	64.8F	10.4F
0301		CR 2 - 275' W OF SR 85	E 0	W 0	400 C	9.5	51.8F	6.6F
0302		SR 10(US90) - 1150' E OF FAIRCHILD RD (W END OF	E 4200	W 4400	8600 C	9.5	51.8F	9.6A
0303		CR 188(OLD BETHEL RD) - 0.5 MILE W OF SR 85 (W O	E 0	W 0	5800 C	9.0	64.8F	10.4F
0304		FAIRCHILD RD - 400' N OF SR 10 (US 90)	N 850	S 850	1700 C	9.0	51.8F	7.3A
0305		CR 188 (OLD BETHEL RD) - 625' N OF SR 10 (US90)	N 0	S 0	7300 C	9.0	64.8F	6.6F
0306		SR 30(US98) - 0.75 MILE W OF CODY AVE (HURLBURT	E 26000E	W 24000E	50000 F	9.0	57.9F	5.4F
0307		SR 85 - 0.25 MILE S OF SR 189 (LEWIS TURNER BL	N 11500	S 12000	23500 C	9.0	51.8F	5.5A
0309		SR 285 - 1000' N OF COLLEGE BLVD @ NICEVILLE CIT	N 0	S 0	7800 C	9.5	64.8F	6.7F
0310		SR 293(D WUERFFEL WAY) - 350' N OF SR 30 (US 98)	N 12000	S 12000	24000 C	9.0	57.9F	5.7F
0311		COMMONS DR - 0.25 MILE E OF INDIAN BAYOU DR	E 0	W 0	14500 C	9.0	61.1F	6.6F
0312		SR 123 - .25 M N OF SR 85 OVERPASS	N 10500	0	10500 C	9.5	99.9W	5.3F
0313		SR 123 SB - 100' N OF SR 85 MERGE	S 11000	0	11000 C	9.5	99.9W	5.3F
0314		SR 85 - 0.133 M N OF GEN R W BOND BLVD	N 27000E	S 27000E	54000 F	9.0	51.8F	6.1F

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1606		SR 85 - 600' S OF DUGGAN AVE (N OF GOODWIN AVE)	N 22500	S 23000	45500 C	9.0	51.8F	3.2A
1607		SR 85 - 300' N OF CRACKER BARREL RD (S OF I-10 R	N 26500	S 25000	51500 C	9.0	51.8F	4.8F
1608		SR 85 - 500' S OF HOSPITAL DR	N 22000	S 23000	45000 C	9.0	51.8F	4.8F
1609		SR-85 (S FERNDON BLVD) - 600' S OF WAL-MART RD	N 23500	S 24000	47500 C	9.0	51.8F	4.8F
1610		SR 85 - 350'S OF HUGO LN	N 21000	S 20000	41000 C	9.0	51.8F	5.2A
1701		SR 189 (BEAL PKWY) - 900' W OF MEMORIAL PKWY	N 16000	S 15000	31000 C	9.0	51.8F	4.0F
1702		SR30(US98) - 850' W OF WRIGHT PKWY	E 14500	W 13500	28000 C	9.0	57.9F	5.4F
1704		SR 85(EGLIN PKWY) - 200' S OF HUGHES ST	N 21000	S 21000	42000 C	9.0	51.8F	6.1F
1705		SR 30 (US98) - 0.15 M E OF MARY ESTHER DRIVE	E 22500	W 23000	45500 C	9.0	61.1F	5.1P
1706		SR 189 - 0.160 M S OF GEN ROBERT M BOND BLVD	N 17500	S 18000	35500 C	9.0	51.8F	6.0A
1707		SR 85 (EGLIN PKWY) - S END OF GARNIER BAYOU BRI	N 23500	S 23000	46500 C	9.0	51.8F	6.1F
1708		SR 393(MARY ESTHER CUTOFF) - 350' S OF LOVE JOY	N 13000	S 13000	26000 C	9.0	51.8F	3.5A
1709		SR 85 (EGLIN PKWY) - N END OF FIVE MILE BAYOU BR	E	E	52000 E	9.0	51.8F	6.1F
1710		SR 85 (EGLIN PKWY) - 0.370 MILE N OF 12TH AVE	N 17000	S 16500	33500 C	9.0	51.8F	6.1F
1711		YACHT CLUB RD - 625' E OF SR 85 (EGLIN PKWY)	N 0	S 0	2400 C	9.0	51.8F	6.6F
2004		SR 8(I-10) - 0.650 MILE E OF SR 85 OVERPASS	E 13000	W 12500	25500 C	10.5	53.7F	31.7A

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5079		SR 85 (EGLIN PKWY) - 200' S OF 3RD ST SE	N	4700E	S	9500E	14200 F	9.0	51.8F	3.6P
5080		SR 30(US98) - 750' W OF SR 393 (MARY ESTHER BLVD	E	18000	W	18000	36000 C	9.0	57.9F	5.9A
5083		SR 30 (US 98) - 150' W OF SR 145 (PERRY AVE)	E	17000	W	17500	34500 C	9.0	57.9F	4.8F
5084		SOUTH ST - 400' W OF SR 85 (EGLIN PKWY)	E	0	W	0	9900 C	9.0	51.8F	6.6F
5085		3RD AVE/FARMER ST - 475' E OF SR 85	E	0	W	0	850 C	9.0	51.8F	6.6F
5086		MOONEY RD - 525' N OF SR 188 (RACETRACK RD)	N	3500	S	3900	7400 C	9.0	51.8F	4.3A
5087		COUNTRY CLUB AVE - 300' N OF MOONEY RD	N	950	S	1300	2250 C	9.0	51.8F	3.9A
5088		PINEDALE RD - 300' S OF SR 188(RACETRACK RD)	N	0	S	0	950 C	9.0	51.8F	6.6F
5090		SR189 (BEAL PKWY) - 500' N OF SR 188 (RACETRACK	N	18000	S	16500	34500 C	9.0	51.8F	4.7A
5091		SR 188 (RACETRACK RD) - 950' E OF SR 189 (BEAL P	E	14500	W	14000	28500 C	9.0	51.8F	3.7A
5092		HOLLYWOOD BLVD - 500' E OF MEMORIAL PKWY	E	5500	W	5300	10800 C	9.0	51.8F	5.6A
5093		LANG AVE - 500' E OF SR 189 (BEAL PKWY)	E	0	W	0	1500 C	9.0	51.8F	6.6F
5094		DOLITTLE RD - 300' S OF HOLLYWOOD BLVD	N	8000	S	9200	17200 C	9.0	51.8F	6.6F
5095		SR 189 (BEAL PKWY) - 200' N OF FIVE MILE BAYOU B	N	26000	S	26000	52000 C	9.0	51.8F	3.5A
5096		YACHT CLUB DR - 650' W OF SR 85 (EGLIN PKWY)	E	6100	W	6700	12800 C	9.0	51.8F	6.6F
5097		HILL AVE - 400' S OF LOVEJOY RD	N	0	S	0	21000 C	9.0	51.8F	6.6F

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5098		SR 393 -250' S OF SR 189 (N OF WRIGHT PKWY)	N	18500	S	18000	36500 C	9.0	51.8F	3.5F
5099		LOVEJOY RD - 300' E OF HILL AVE	E	0	W	0	6900 C	9.0	51.8F	6.6F
5100		LOVE JOY RD - 325' W OF SR 393(MARY ESTHER CUTOF	E	0	W	0	7300 C	9.0	51.8F	6.6F
5101		HILL AVE - 1500' N OF LOVEJOY RD	N	13500	S	13500	27000 C	9.0	51.8F	6.6F
5102		SR 189 (BEAL PKWY) - 250' S OF 2ND ST	N	7400	S	7000	14400 C	9.0	51.8F	5.0A
5104		SR 30 (US98) - 800' SE OF OF SANTA ROSA BLVD	E	25000	W	24500	49500 C	9.0	57.9F	4.8F
5105		SR393(MARY ESTHER CUTOFF) - 350' N OF SR 30 (US	N	9700	S	9800	19500 C	9.0	51.8F	3.5F
5106		SR 85 (EGLIN PKWY) - 650' S OF WALTER MARTIN DR	N	20500	S	20000	40500 C	9.0	51.8F	6.1F
5108		SR 85(EGLIN PKWY) - 475' S OF 2ND AVE	N	21000E	S	21500E	42500 S	9.0	51.8F	3.4P
5109		10TH AVE - 300' EAST OF SR 85 (EGLIN PKWY)		0E		0E	1500 F	9.0	51.8F	6.6F
5110		SR 188 (RACETRACK RD) - 625' E OF SKIPPER AVE	E	15000	W	13500	28500 C	9.0	51.8F	4.1A
5111		HOLLYWOOD BLVD - 375' W OF WRIGHT PKWY	E	4900	W	5000	9900 C	9.0	51.8F	3.8A
5112		SR 85 - 825' N OF LONG DR	N	13500	S	15000	28500 C	9.0	51.8F	4.6A
5113		SR 189 (BEAL PKWT) - 625' N OF YANCEY ST	N	22000	S	21000	43000 C	9.0	51.8F	3.6A
5114		HOLLYWOOD BLVD - 525' E OF SR 85 (EGLIN PKWY)	E	4100	W	3500	7600 C	9.0	51.8F	6.6F
5115		GREEN ACRES RD - 1200' W OF SR 189(BEAL PKWY)		E		E	23000 E	9.0	51.8F	6.6F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN

"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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FLORIDA DEPARTMENT OF TRANSPORTATION
2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 57 OKALOOSA

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====		DIRECTION 2 =====		AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
5116		HOLLYWOOD BLVD - 625' W OF SR 189 (BEAL PKWY)	E	0	W	0	13000 C	9.0	51.8F	6.6F
5117		PALM BLVD - 150' S OF CR 190 (COLLEGE BLVD)	N	0	S	0	3800 C	9.0	51.8F	6.6F
5118		CR 190 (COLLEGE BLVD) - 150' E OF PALM BLVD	E	0	W	0	7000 C	9.0	51.8F	6.6F
5119		CR 2367 (PALM BLVD) 150' SOUTH OF 21ST STREET	N	0	S	0	5200 C	9.0	51.8F	6.6F
5120		PALM BLVD - 500' S OF SR 20 (JOHN SIMS PKWY)	N	0	S	0	9200 C	9.0	51.8F	6.6F
5121		CR 2367 (PALM BLVD) 150' NORTH OF SR 20	N	0	S	0	10000 C	9.0	51.8F	6.6F
5122		MOONEY RD - 300' S OF SR 189 (LEWIS TURNER BLVD)	N	0	S	0	4800 C	9.0	51.8F	6.6F
5124		LEWIS ST - 175' E OF SR 189 (BEAL PKWY)	E	0	W	0	8800 C	9.0	51.8F	6.6F
5125		DENTON RD - 525' S OF SR 188 (RACETRACK RD)	E	0	W	0	3400 C	9.0	51.8F	6.6F
5126		SR 188 (RACETRACK RD) - 1025' E OF DENTON BLVD	E	15000	W	13000	28000 C	9.0	51.8F	3.9F
5128		SR 145 (PERRY ST) - 300' N OF SR 30 (US98); S OF	N	14000	S	10000	24000 C	9.0	51.8F	2.0F
5129		SANTA ROSA BLVD - 1000' S OF SR 30 (US98)	E	7100	W	7100	14200 C	9.0	57.9F	2.7A
5130		SR 30 (US98) - 0.40 MILE E OF GULF SHORE DR	E	27000	W	26500	53500 C	9.0	57.9F	4.8F
5131		CR 30F (AIRPORT RD) - 700' N OF SR 30 (US 98)	N	4500	S	4300	8800 C	9.0	57.9F	4.7A
5132		SR 30 (US98) - 500' W OF GULF SHORES DR (SPLIT C	E	25000	W	24000	49000 C	9.0	57.9F	4.8F
5133		MAIN ST - 825' N OF SR 30 (US98)	N	4100	S	4200	8300 C	9.0	57.9F	6.6F

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TABLE 7

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

January 2020

January 2021

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lane Ramp Metering					
Non-State Signalized Roadways - 10%						+ 1,000 + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE ²						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	150	390	1,000							
50-84%	110	340	1,000	>1,000							
85-100%	470	1,000	>1,000	**							
PEDESTRIAN MODE ²						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
BUS MODE (Scheduled Fixed Route) ³						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
(Buses in peak hour in peak direction)											
Sidewalk Coverage											
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							
Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/											

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

²Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

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

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fdot.gov/planning/systems/>

Traffic Concurrency

Committed Trips
As of December, 2022

**SR 189, SR 393, Martin Luther King Jr. Blvd,
Greenacres Rd, Hurlburt Field Rd, & Racetrack Rd**

Project Name/Location	Date Approved	PM Peak Hr. Trips	SR 189												SR 393		Martin Luther King Jr. Blvd.		Greenacres Road		Hurlburt Field Road		Carmel Drive		SR 188	
			Mary Esther to Pelham		Pelham to Lewis		Lewis to Carmel		Carmel to Racetrack		Racetrack to Greenacres		Greenacres to Mooney Road		Anchors St. to Beal Pkwy.		Hill St. to Greenacres		ML King Jr. Blvd. to Beal Pkwy.		ML King Jr. Blvd. to Beal Pkwy.		SR 189 to ML King Jr. Blvd.		Beal Pkwy to Eglin Pkwy	
			NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB
Emerald Coast Shooting Sp. MLKJr. Blvd	6/13/18	152									1	4	14	5			40	38	20	7	10	10	3	3	6	6
Mar-Walt Medical Office Mar-Walt Drive	6/25/18	83					2	4	4	8	10	12	22	8					2	5	2	4	1	2	20	6
NISR Indoor Gun Range Lewis Turner Blvd.	8/1/19	26									1	1	15	11					3	3						
Coopers Landing Green Acres Road	12/7/21	18							1	1	2	2	3	2			5	4	5	5					1	1
Wright Plaza Main Brew Ashley Drive	1/10/22	78					5	5	12	9	19	9	5	5			5	5	3	3	6	9			12	16
Dee Street Townhomes Carmel Drive	4/27/22	12					2	1	2	2							2	1					3	4		
Total Committed Trips =			0	0	0	0	9	10	19	20	33	28	59	31	0	0	52	48	33	23	18	23	7	9	39	29

Notes: 1. Background trips to be used in the traffic analysis must be $\leq$ one (1) year old.

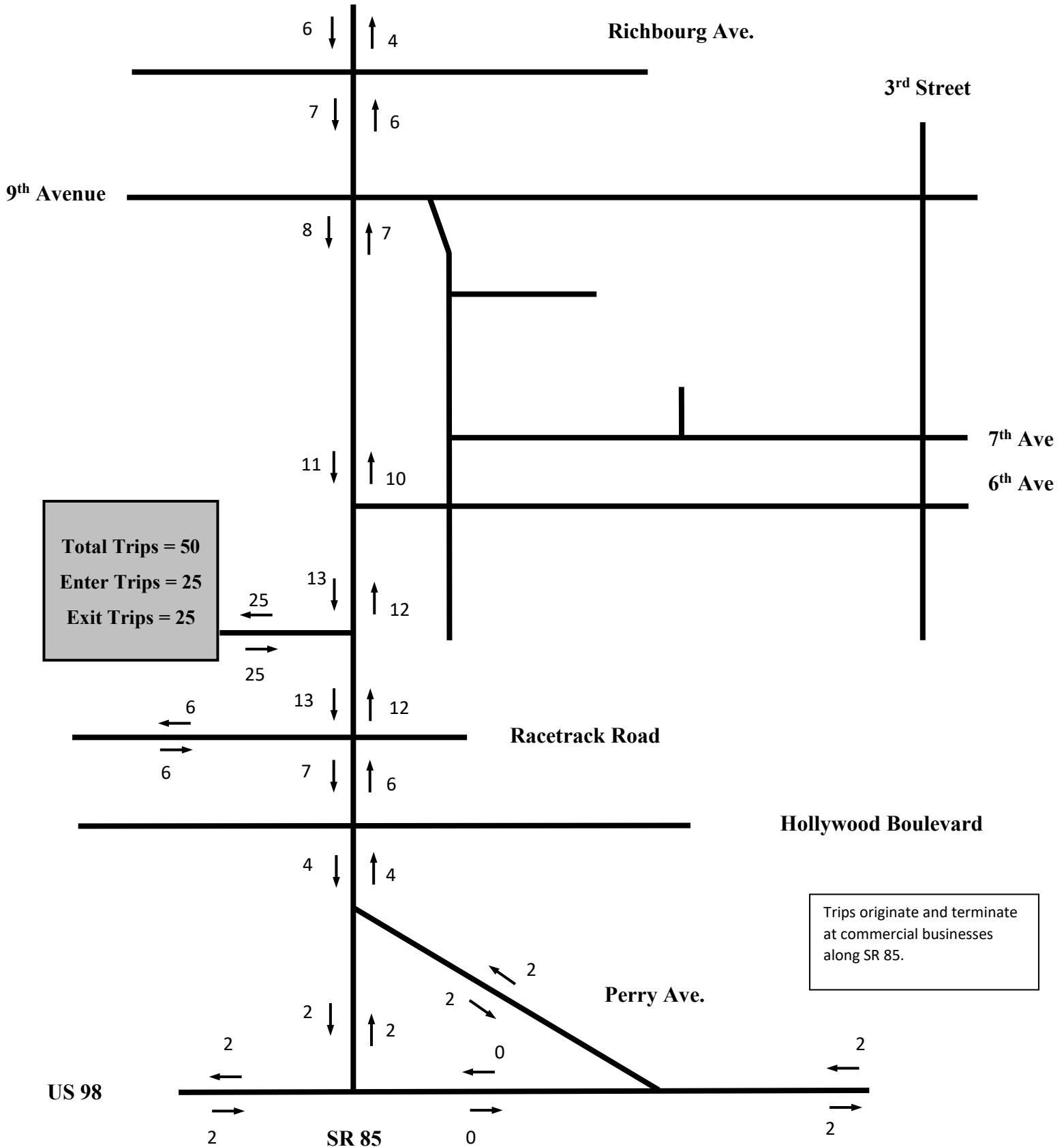
2. If the background trips to be used in the traffic analysis were taken after a project C.O. is issued, the project(s) with C.O. issued before the counts were taken should be removed from the list.

PM Peak Hour Net New Project Trip Distribution

Hampton Inn

July 6, 2023

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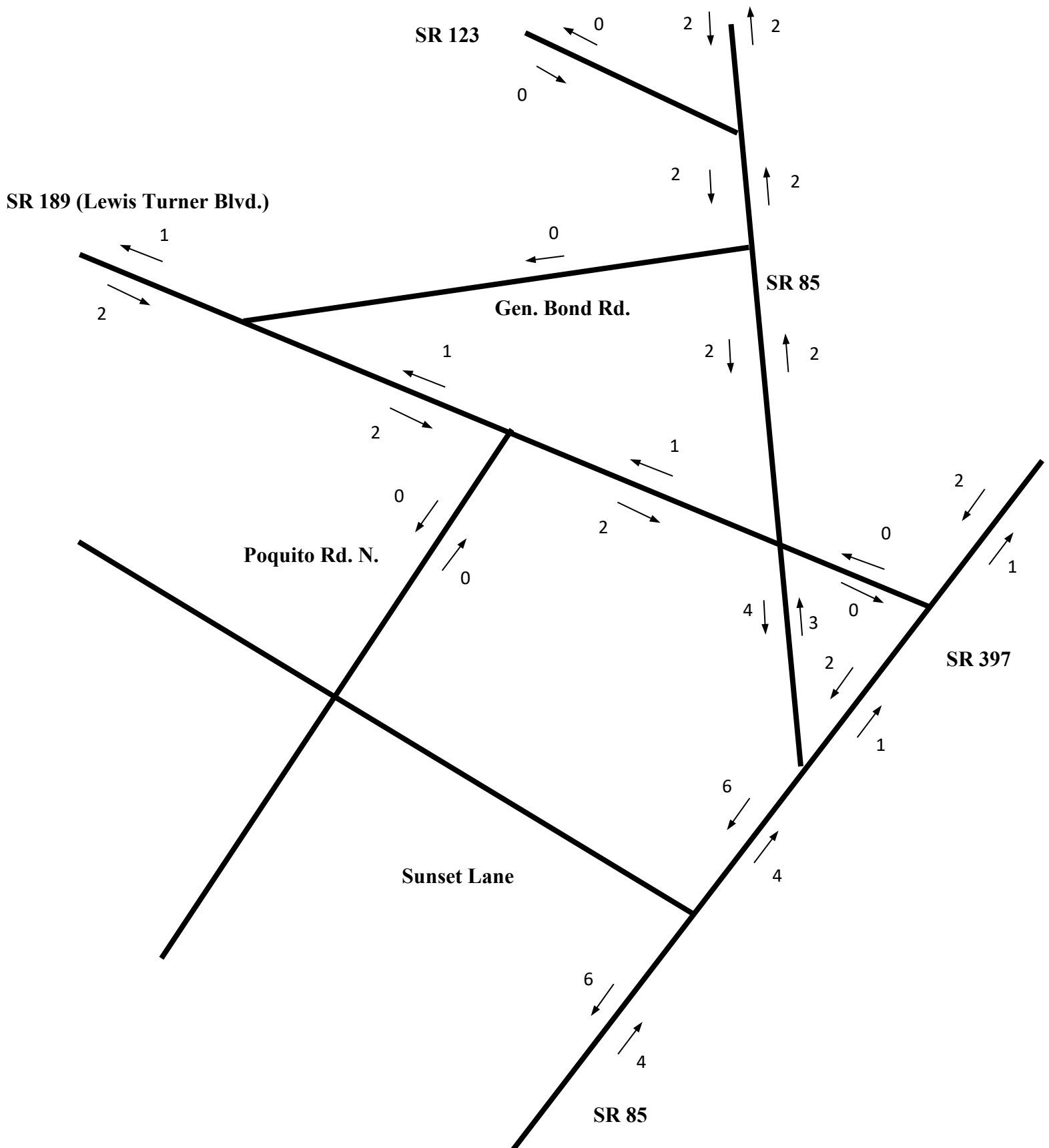
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PM Peak Hour Net New Project Trip Distribution

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PM Peak Hour Net New Project Trip Distribution

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